



SAN LUIS OBISPO COUNTY

# DEPARTMENT OF PLANNING AND BUILDING

## THIS IS A NEW PROJECT REFERRAL

DATE: 12/12 /2011

TO: \_\_\_\_\_

FROM: Paul Sittig, Coastal Team

**PROJECT DESCRIPTION:** DRC2011-00038 CALIFORNIA STATE OF TRANSPORTATION- Minor use permit for roadside parking improvements. 41.7 acre site located off Highway 1 near Cayucos. APN: 046-161-008.

Return this letter with your comments attached no later than: 14 days from receipt of this referral. CACs please respond within 60 days. Thank you.

### PART 1 - IS THE ATTACHED INFORMATION ADEQUATE TO COMPLETE YOUR REVIEW?

- YES (Please go on to PART II.)
- NO (Call me ASAP to discuss what else you need. We have only 10 days in which we must obtain comments from outside agencies.)

### PART II - ARE THERE SIGNIFICANT CONCERNS, PROBLEMS OR IMPACTS IN YOUR AREA OF REVIEW?

- YES (Please describe impacts, along with recommended mitigation measures to reduce the impacts to less-than-significant levels, and attach to this letter)
- NO (Please go on to PART III)

### PART III - INDICATE YOUR RECOMMENDATION FOR FINAL ACTION.

Please attach any conditions of approval you recommend to be incorporated into the project's approval, or state reasons for recommending denial.

IF YOU HAVE "NO COMMENT," PLEASE SO INDICATE, OR CALL.

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_ Date

\_\_\_\_\_ Name

\_\_\_\_\_ Phone

# GENERAL APPLICATION FORM

San Luis Obispo County Department of Planning and Building

EST/ REST

AG AS CA CAZ FH LCP  
SRA SRV WET

## APPLICATION TYPE - CHECK ALL THAT APPLY

- Emergency Permit
- Site Plan
- Conditional Use Permit/Development Plan
- Curb, Gutter & Sidewalk Waiver
- Tree Permit
- Minor Use Permit
- Plot Plan
- Variance
- Surface Mining/Reclamation Plan
- Modification to approved land use permit
- Zoning Clearance
- Other

## APPLICANT INFORMATION

 Check box for contact person assigned to this project

Landowner Name STATE OF CALIFORNIA Daytime Phone 805) 549-3118  
 Mailing Address 50 HIGUERA ST. SAN LUIS OBISPO, CA. Zip Code 93401-545  
 Email Address: JULIE\_McGULIGAN@dot.CA.GOV

Applicant Name JULIE McGULIGAN Daytime Phone 805) 549-3118  
 Mailing Address 50 HIGUERA ST. SAN LUIS OBISPO Zip Code 93401-545  
 Email Address: JULIE\_McGULIGAN@dot.CA.GOV

Agent Name SAME AS ABOVE Daytime Phone \_\_\_\_\_  
 Mailing Address \_\_\_\_\_ Zip Code \_\_\_\_\_  
 Email Address: \_\_\_\_\_

## PROPERTY INFORMATION

Total Size of Site: 41.7 ACRES Assessor Parcel Number(s): 046-16-008  
 Legal Description: CALTRANS HIGHWAY ONE (1) RIGHT-OF-WAY  
 Address of the project (if known): SEE ATTACHED TITLE SHEET  
 Directions to the site (including gate codes) - describe first with name of road providing primary access to the site, then nearest roads, landmarks, etc.: SEE ATTACHED LOCATION MAP

Describe current uses, existing structures, and other improvements and vegetation on the property:  
RECREATIONAL ACCESS, ROADSIDE REST AND VIEWING AREA, COASTAL PRAIRIE GRASS LAND / WEEDS

## PROPOSED PROJECT

Describe the proposed project (inc. sq. ft. of all buildings): (SEE ATTACHED) #B

## LEGAL DECLARATION

I, the owner of record of this property, have completed this form accurately and declare that all statements here are true. I do hereby grant official representatives of the county authorization to inspect the subject property.

Property owner signature \_\_\_\_\_ Date \_\_\_\_\_

**FOR STAFF USE ONLY**

Reason for Land Use Permit: \_\_\_\_\_

Project Schedule  
Estero Bluff Pullouts

<b>Mile Stone</b>	<b>Date</b>
Advertise	10/1/2012
Award	12/01/2012
Begin Construction	2/15/2013
Complete Construction	8/15/2013
Begin Plant Establishment	8/15/2013
End Plant Establishment	8/15/2016
Contract Acceptance	8/15/2016

## Proposed Project Description

The proposed project will stabilize the highly disturbed roadside by creating six pullouts with informal parking at designated locations. Pullouts will be constructed of crushed stone with paved aprons at the entrance. Removal of existing vegetation will be minimized. Any disturbed soil area will be reseeded with native grasses. The existing disturbed areas will be tilled 6-8 inches deep with compost and seeded with native grasses. In addition - areas around the pullouts will be revegetated using container plants. Container plants will be irrigated with a drip irrigation system. All revegetation will have a three year plant establishment. In some areas boulders or temporary wire strand fencing will be installed to control access around revegetated areas until plants are established. Permanent wire strand fencing will be installed to limit access to environmentally sensitive areas. Non-native exotic plant species will be controlled by mowing, allowing the existing native species to establish in greater densities. No supplemental irrigation or maintenance will be required after the plant establishment period.

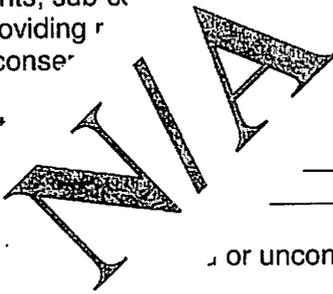
# CONSENT OF LANDOWNER

San Luis Obispo County Department of Planning and Building

File No \_\_\_\_\_

I (we) the undersigned owner of record of the fee interest in the parcel of land located at (print address):  
\_\_\_\_\_, identified as Assessor Parcel Number  
\_\_\_\_\_, for which a construction permit, land use permit, land  
division, general plan or ordinance amendment, or LAFCo application referral is being filed with the county  
requesting an approval for: \_\_\_\_\_ (specify type of project, for example:  
addition to a single family residence; or general plan amendment), do hereby certify that:

- Such application may be filed and processed with my (our) full consent, and that I (we) have authorized the agent named below to act as my (our) agent in all contacts with the county and to sign for all necessary permits in connection with this matter.
- I (we) hereby grant consent to the County of San Luis Obispo, its officers, agents, employees, independent contractors, consultants, sub-consultants and their officers, agents, and employees to enter the property identified above to conduct any and all surveys and inspections that are considered appropriate by the inspecting person or persons to process this application. This consent also extends to governmental entities other than the County of San Luis Obispo, its officers, agencies, employees, independent contractors, consultants, sub-consultants and their agents or employees if the other governmental entities are providing reasonable assistance to assist the county in processing this application. This consent includes the use of the property in connection with the project.
- If prior notice is required for an entry onto the property. Please contact:  
Print Name: \_\_\_\_\_  
Daytime Telephone Number: \_\_\_\_\_
- I (we) hereby give notice of any known or unconcealed dangerous conditions on the property \_\_\_\_\_



### PERSON OR ENTITY GRANTING

Print Name: \_\_\_\_\_  
Print Address: \_\_\_\_\_  
Daytime Telephone Number: \_\_\_\_\_  
Signature of landowner: \_\_\_\_\_ Date: \_\_\_\_\_

### AUTHORIZED AGENT:

Print Name: \_\_\_\_\_  
Print Address: \_\_\_\_\_  
Daytime Telephone Number: \_\_\_\_\_  
Signature of authorized agent: \_\_\_\_\_ Date: \_\_\_\_\_

# LAND USE PERMIT APPLICATION

San Luis Obispo County Department of Planning and Building

File No \_\_\_\_\_

Type of project:  Commercial  Industrial  Residential  Recreational  Other

Describe any modifications/adjustments from ordinance needed and the reason for the request (if applicable): N/A.

Describe existing and future access to the proposed project site: IMPROVED Pull out AREAS  
COASTAL ACCESS REMAINS THE SAME.

Surrounding parcel ownership: Do you own adjacent property?  Yes  No  
If yes, what is the acreage of all property you own that surrounds the project site? Highway 1.

Surrounding land use: What are the uses of the land surrounding your property (when applicable, please specify all agricultural uses):

North: Villa Creek South: NORTH OCEAN AVE.  
East: H.W.Y. 1 West: ESTERO BLUFFS STATE PARK

### For all projects, answer the following:

Square footage and percentage of the total site (approximately) that will be used for the following:

Buildings: N/A. sq. feet \_\_\_\_\_ % Landscaping: 5.9 acres 14 %  
Paving: 0.5 acres 1 % Other (specify): CLASS 2 Base B90

Total area of all paving and structures: \_\_\_\_\_  sq. feet  acres

Total area of grading or removal of ground cover: 0.9 \_\_\_\_\_  sq. feet  acres

Number of parking spaces proposed: N/A. Height of tallest structure: N/A.

Number of trees to be removed: N/A. Type: N/A.

Setbacks: Front \_\_\_\_\_ Right \_\_\_\_\_ Left \_\_\_\_\_ Back \_\_\_\_\_

Proposed water source:  On-site well  Shared well  Other \_\_\_\_\_

Community System - List the agency or company responsible for provision: \_\_\_\_\_

Do you have a valid will-serve letter?  Yes  No (If yes, please submit copy)

Proposed sewage disposal:  Individual on-site \_\_\_\_\_  Other \_\_\_\_\_

Community System - List the agency or company responsible for provision: \_\_\_\_\_

Do you have a valid will-serve letter?  Yes  No (If yes, please submit copy)

Fire Agency: List the agency name: \_\_\_\_\_

For commercial/industrial projects, answer the following:

Total outdoor use area: \_\_\_\_\_ sq. feet  acres

Total floor area of all structures: \_\_\_\_\_ sq. feet

For residential projects, answer the following:

Number of residential units: \_\_\_\_\_ Number of bedrooms per unit: \_\_\_\_\_

Total floor area of all structures including upper stories, but not garages and carports: \_\_\_\_\_

Total of area of the lot(s) minus building footprint and parking spaces: \_\_\_\_\_

**NIA**

# ENVIRONMENTAL DESCRIPTION FORM

San Luis Obispo County Department of Planning and Building

File No \_\_\_\_\_

The California Environmental Quality Act (CEQA) requires all state and local agencies to consider and mitigate environmental impacts for their own actions and when permitting private projects. The Act also requires that an environmental impact report (EIR) be prepared for all actions that may significantly affect the quality of the environment. The information you provide on this form will help the Department of Planning and Building determine whether or not your project will significantly affect the quality of the environment.

**To ensure that your environmental review is completed as quickly as possible, please remember to:**

- Answer **ALL** of the questions as accurately and completely as possible.
- Include any additional information or explanations where you believe it would be helpful or where required. Include additional pages if needed.
- If you are requesting a land division or a re-zoning, be sure to include complete information about future development that may result from the proposed land division or rezoning.
- Include references to any reports or studies you are aware of that might be relevant to the questions asked or the answers you provide.

Should a determination be made that the information is inaccurate or insufficient, you will be required to submit additional information upon request.

## Physical Site Characteristic Information

**Your site plan will also need to show the information requested here:**

- Describe the topography of the site:  
Level to gently rolling, 0-10% slopes: 24.9 acres  
Moderate slopes of 10-30%: 12.6 acres  
Steep slopes over 30%: 4.2 acres
- Are there any springs, streams, lakes or marshes on or near the site?  Yes  No  
If yes, please describe: \_\_\_\_\_
- Are there any flooding problems on the site or in the surrounding area?  Yes  No  
If yes, please describe: \_\_\_\_\_
- Has a drainage plan been prepared?  Yes  No  
If yes, please include with application.
- Has there been any grading or earthwork on the project site?  Yes  No  
If yes, please explain: \_\_\_\_\_
- Has a grading plan been prepared?  Yes  No  
If yes, please include with application.
- Are there any sewer ponds/waste disposal sites on/adjacent to the project?  Yes  No
- Is a railroad or highway within 300 feet of your project site?  Yes  No
- Can the proposed project be seen from surrounding public roads?  Yes  No  
If yes, please list: H.W.Y. 1



**Solid Waste Information**

1. What type of solid waste will be generated by the project?  
 Domestic    Industrial    Agricultural    Other, please explain? \_\_\_\_\_
2. Name of Solid Waste Disposal Company: \_\_\_\_\_
3. Where is the waste disposal storage in relation to buildings? \_\_\_\_\_
4. Does your project design include an area for collecting recyclable materials and/or composting materials?  
 Yes    No

**Community Service Information**

1. Name of School District: \_\_\_\_\_
2. Location of nearest police station: \_\_\_\_\_
3. Location of nearest fire station: \_\_\_\_\_
4. Location of nearest public transit stop: \_\_\_\_\_
5. Are services (grocery/other shopping) within walking distance of the project?    Yes    No  
 If yes, what is the distance? \_\_\_\_\_ feet/miles

**Historic and Archeological Information**

1. Please describe the historic use of the property:  
 \_\_\_\_\_
2. Are you aware of the presence of any historic, cultural, or archaeological materials on the project site or in the vicinity?    Yes    No  
 If yes, please describe: \_\_\_\_\_
3. Has an archaeological survey been conducted on the project site?  
 If yes, please include a copy of the report.    Yes    No



**Commercial/Industrial Project**

**Only complete this section if the project involves a commercial or industrial project or zoning change.**

1. Days of Operation: \_\_\_\_\_ Hours of Operation: \_\_\_\_\_
2. How many people will this project employ? \_\_\_\_\_
3. Will employees work in shifts?    Yes    No  
 If yes, please identify the shift times and number of employees for each shift \_\_\_\_\_
4. Will this project produce any emissions (i.e., gasses, smoke, dust, odors, fumes, vapors)?  
 Yes    No   If yes, please explain: \_\_\_\_\_
5. Will this project increase the noise level in the immediate vicinity?    Yes    No  
 If yes, please explain: \_\_\_\_\_  
 (If loud equipment is proposed, please submit manufacturers estimate on noise output.)
6. What type of industrial waste materials will result from the project? Explain in detail: \_\_\_\_\_
7. Will hazardous products be used or stored on-site?    Yes    No  
 If yes, please describe in detail: \_\_\_\_\_
8. Has a traffic study been prepared?    Yes    No   If yes, please attach a copy.

9. Please estimate the number of employees, customers and other project-related traffic trips to or from the project: Between 7:00 - 9:00 a.m. \_\_\_\_\_ Between 4:00 to 6:00 p.m. \_\_\_\_\_
10. Are you proposing any special measures (carpooling, public transit, telecommuting) to reduce automobile trips by employees  Yes  No  
If yes, please specify what you are proposing: \_\_\_\_\_
11. Are you aware of any potentially problematic roadway conditions that may exist or result from the proposed project, such as poor sight distance at access points, connecting with the public road?  
 Yes  No If yes, please describe: \_\_\_\_\_

**Agricultural Information**

Only complete this section if your site is: 1) Within the Agricultural land use category, or 2) currently in agricultural production.

1. Is the site currently in Agricultural Preserve (Williamson Act)?  Yes  No
2. If yes, is the site currently under land conservation contract?  Yes  No
3. If your land is currently vacant or in agricultural production, are there any restrictions on the crop productivity of the land? That is, are there any reasons (i.e. steep slopes) the land cannot support a profitable agricultural crop? Please explain: \_\_\_\_\_

NIA

**Special Project Information**

1. Describe any amenities (recreation facilities, etc.) or special spaces, common (plan): \_\_\_\_\_
2. Will the development occur  No  
If yes describe: \_\_\_\_\_
3. Do you have any plans for future conditions, expansion or further activity related to or connected with this proposal?  Yes  No If yes, explain: \_\_\_\_\_
4. Are there any proposed or existing deed restrictions?  Yes  No  
If yes, please describe: \_\_\_\_\_

**Energy Conservation Information**

1. Describe any special energy conservation measures or building materials that will be incorporated into your project \*: \_\_\_\_\_

\*The county's Building Energy Efficient Structures (BEES) program can reduce your construction permit fees. Your building must exceed the California State Energy Standards (Title 24) in order to qualify for this program. If you are interested in more information, please contact the Building Services Division of the Department of Planning and Building at (805) 781-5600.

**Environmental Information**

1. List any mitigation measures that you propose to lessen the impacts associated with your project:  
Re-vegetate Disturbed Areas

2. Are you aware of any unique, rare or endangered species (vegetation or wildlife) associated with the project site?  Yes  No

If yes, please list: \_\_\_\_\_

3. Are you aware of any previous environmental determinations for all or portions of this property?  Yes  No

If yes, please describe and provide "ED" number(s): \_\_\_\_\_

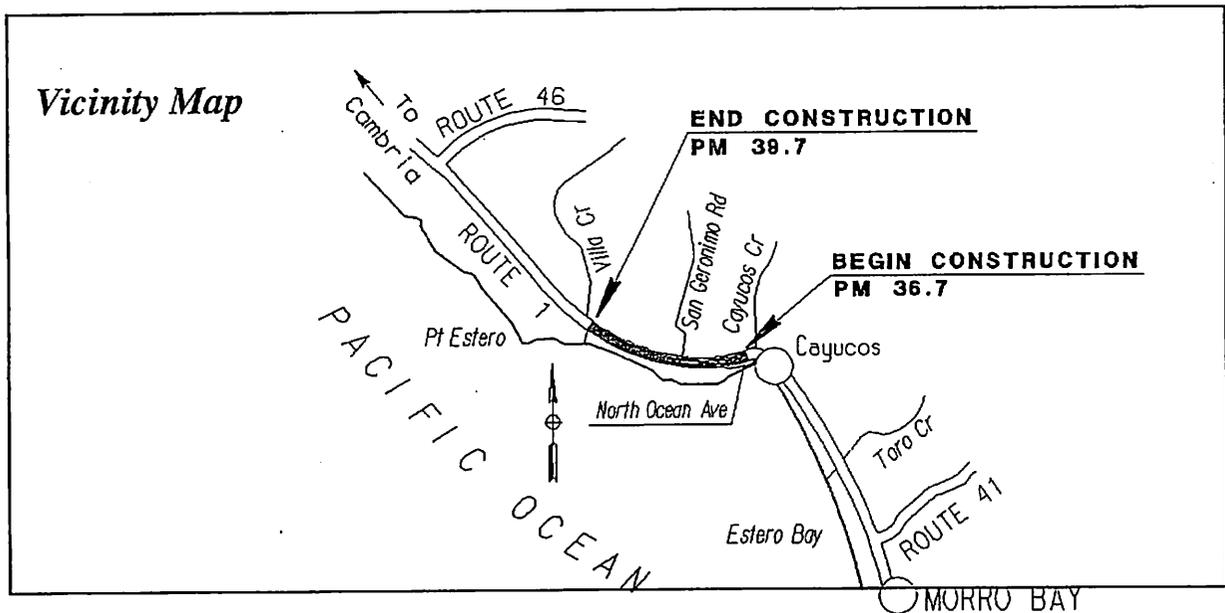
**Other Related Permits**

1. List all permits, licenses or government approvals that will be required for your project (federal, state and local): Coastal Development Permit (C.D.P.)

(If you are unsure if additional permits are required from other agencies, please ask a member of the Planning Department staff currently assigned in either Current Planning or the Environmental Division.)

05-SLO-1-PM R36.7/39.7  
05 0000 0213 (ON400\_)  
025.700 (STIP, IIP, TE)  
PPNO 1845

## SUPPLEMENTAL PROJECT REPORT (Transportation Enhancement Project)



In San Luis Obispo County near Cayucos on Route 1  
From 0.1 mile south of North Ocean Avenue to 1.0 mile south of Villa Creek Road.

I have reviewed the right of way information contained in this Supplemental Project Report and the R/W Data Sheet attached hereto, and find the data to be complete, current, and accurate:

for *Spiros Karimbakas*  
SPIROS KARIMBAKAS, CENTRAL REGION DIVISION CHIEF  
RIGHT OF WAY

APPROVAL RECOMMENDED: *Ken Dostalek*  
KEN DOSTALEK, PROJECT MANAGER

APPROVED: *Richard Krumholz* 8/11/2011  
RICHARD KRUMHOLZ, DISTRICT 5 DIRECTOR DATE

05-SLO-1-PM R36.7/39.7  
1502-05 0000 0213 (05-0N400\_)  
025.700 (STIP, IIP, TE)  
PPNO 1845

This Supplemental Project Report has been prepared under the direction of the following licensed landscape architect. The licensed landscape architect attests to the technical information contained herein and the data upon which recommendations, conclusions, and decisions are based.

Laurie D. Dunn (Cummings) 6.9.11  
LAURIE D. DUNN (CUMMINGS) DATE  
LICENSED LANDSCAPE ARCHITECT



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## 1. INTRODUCTION

This Supplemental Project Report (PR) identifies scope, schedule, and cost changes to the PR originally approved on December 21, 2009 (see Attachment X).

- Discussion

Several focused project development team (PDT) meetings were held, beginning in November 2010, that have altered the scope of the original, approved PR. The PDT meetings have included Caltrans members from Maintenance, Engineering Design, Traffic Safety, Environmental, Landscape Architecture, and our project partners the Cayucos Land Conservancy (CLC) and the California Department of Parks and Recreation (DPR).

Due to various concerns and constraints, scope items that have changed include maintenance improvements, paving and delineation, parking designation, pullout area design, trails, site amenities, fencing, berms, and grading design. There has also been a need for programming changes that impact funding and scheduling. The final revisions to the scope of the project have been incorporated into this Supplemental PR.

This project proposes to manage responsible coastal access and implement corridor enhancements along a three mile section of the south bound Route 1 Corridor. The project limits are within San Luis Obispo county north of the community of Cayucos in the Estero Bluffs area from PM R36.7 to PM 39.7 (see Attachment X). The proposed project enhancements include contour grading and slope rounding, exotic plant removal, native plant restoration, defined locations for stockpiled maintenance materials, re-defined informal pullout areas (unpaved/permeable surfaces), and retained connectivity to coastal access. There are 11 locations proposed for modification and improvement.

The total programmed project cost is \$4,133,000, which includes support costs. The funding source for this project is through the Federal Transportation Enhancement (TE) Program with a State contribution, which is programmed as 025.700 State Transportation Improvement Program, Interregional Improvement Program (STIP, IIP) for the 2011/2012 Fiscal Year. This project has been assigned the Project Development Processing Category 5 because it is Categorically Exempt under the California Environmental Quality Act (CEQA).

## 2. RECOMMENDATION

It is recommended that this Supplemental Project Report be approved and to proceed into the PS&E (plans, specifications, and estimate) phase.

## 3. BACKGROUND

### ▪ Project History

TE activities are a means of more creatively and sensitively integrating surface transportation facilities into their surrounding communities. What distinguishes TE activities from other worthwhile "quality-of-life" and environmental activities is their potential to create a transportation experience that is more than merely adequate. At the same time they may protect the environment and provide a more aesthetic, pleasant and improved interface between the transportation system for the communities and people adjacent to transportation facilities.

Federal Transportation Enhancement funds are to be used for transportation-related capital improvement projects that enhance quality-of-life, in or around transportation facilities. Work proposed by the project must be over and above required mitigation and normal transportation activities, and must be directly related to the transportation system. The projects should have a quality-of-life benefit while providing the greatest benefit to the greatest number of people. Projects selected by the Department must meet the criteria for statewide significance to be considered.

This project was originally proposed in August 2005 in partnership with the California Department of Parks and Recreation (DPR) together with the Cayucos Land Conservancy (CLC). An application was submitted as a Caltrans TE project (Project Study Report equivalent) to the Transportation Enhancement Program and was programmed in the 2006 STIP IIP, TE Program.

The proposed revised project encompasses items that qualify the project in two out of the twelve possible TE categories:

5. Landscaping and other scenic beautification.
11. Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity (see Attachment X).

The project site is within a wide portion of state right-of-way that was used in the 1990's as an emergency disposal site for landslide material. The decision to use the area for disposal was based on available right of way in proximity to the landslide. Material deposited along the western frontage of Highway 1 in the

Estero Bluffs area has provided extensive flat areas for travelers to pull off the highway and allowed for undefined coastal access by way of uncontrolled off road vehicular activity and unauthorized fence openings. In some locations, the access leads directly to sensitive resource areas, such as habitat for the Western Snowy Plover a federally listed endangered species.

The adjacent property was since acquired by the DPR and is managed in partnership with the CLC as Estero Bluffs State Park. The park is approximately 355 acres extending from North Ocean Avenue at State Route 1 to Villa Creek consisting of grassland-dominated coastal terrace that slopes from the Caltrans right of way to the Pacific Ocean and is bisected by San Geronimo and Villa Creeks. The Estero Bluffs State Park has a rich diversity of habitat types and scenic areas of the Pacific Ocean coast that includes inter-tidal areas, wetlands, low bluffs and coastal terraces punctuated by a number of perennial and intermittent streams. This park is popular for coastal activities such as hiking, surfing, kayaking and birding.

The project is consistent with the State Route 1 Transportation Corridor Report (TCR) which identifies the route as a scenic highway. Improvements envisioned in the corridor are primarily focused on enhancements such as this project and others that will improve non-motorized transportation and coastal access.

The proposed project scope items were identified in the *San Luis Obispo North Coast Scenic Byway Corridor Enhancement Plan* (CEP) and include several priority project enhancements and coastal access management improvements at various locations within this area of the corridor.

The project will enhance the aesthetics of one of only 23 All-American Roads in the nation. The corridor is visited by people from all over the world, many who come for the sole purpose of traveling the highway. Improving the quality of the facilities to match the character of the scenic byway corridor will enhance traveler experiences and improve the relationship between the highway and the communities it passes through.

- Community Interaction

Key goals were identified in the Corridor Enhancement Plan through meetings with the community and project stakeholders that propose reducing negative highway impacts and improving the traveler experience. The local citizens and jurisdictional agencies of San Luis Obispo County have voiced their desires for further improvement of this area for the benefit of the statewide traveler of the Route 1 corridor. There is local concern that specific proposed and implemented transportation projects on Route 1, such as median barriers and operational

improvements, will have a cumulative negative effect on the visual character in the adjacent communities.

As California's transportation system has grown, maintenance resources have not been able to keep pace with the growing demands for roadside and landscape maintenance along the Route 1 corridor in San Luis Obispo County. Increased competition for scarce highway funds has caused the appearance of the corridor to deteriorate. Roadside issues such as non-vegetated soil causing erosion at pullouts and entry/exit points, uncontrolled vehicular access damage, and exotic plant invasion along the corridor have contributed to the deteriorated appearance.

There is much community interest and support to include the Estero Bluffs Enhancements within the Route 1 corridor in the Transportation Enhancement Program. A Project Development Team (PDT) was formed to begin the Project Report phase of the project (see Attachment X). PDT meetings were held from December 2006 through April 2007 to gather suggestions from a committee of local community, city, county, and state agencies. Working with the local officials and PDT members from that time to the present, a list of improvements was compiled, prioritized and grouped into the three alternative proposals in this Supplemental Project Report.

The project is also consistent with the Departments Context Sensitive Solutions policy. The project will respond to key goals identified in the CEP and expressed by the Community and shared by the DPR and CLC that propose reducing negative highway impacts. The DPR, along with the CLC, are developing plans to provide for maintaining continued coastal access to the State Park while protecting the sensitive resource areas throughout the park. One objective of the access plan is to manage where and how people gain access to the State Park from the pullouts along the state highway. Working together through the team process, locations have been identified where existing access is suitable, where it should be modified and where it should be restricted. The proposed improvements to the uncontrolled access to the Estero Bluffs State Park from State Route 1 will facilitate better roadside management within the Caltrans right of way as well as improving coastal access.

The project represents a true partnership among DPR, Caltrans and the local community to improve the views and roadside conditions that are consistent with the route's designation as a Scenic Byway. This partnership results in better stewardship of the state's resources and acknowledges the area's importance as a featured segment of the nationally recognized All American Road as designated under the National Scenic Byways Program. The proposed enhancements will help to create a unified and comprehensive corridor through the region in addition to highlighting the unique character of the community that makes this corridor distinct.

- Existing Facility

The project area is located in a rural part of San Luis Obispo County on the western frontage of Route 1 which closely follows the shoreline north of the community of Cayucos (see Attachment X). The right of way width varies between 90-325 feet. Several coastal access points are located within the project area. The coastal access points include openings at the right of way fence with access to the adjacent State Park and shoreline (see Attachment D-2). There are existing underground utilities which are located within the project area. They are buried at the top of slopes and along the fence throughout the project.

Route 1 is classified as a rural minor arterial and serves regional and interregional traffic, which primarily includes recreational, local communities, bicycles, and limited commercial users. The Route 1 Corridor adjacent to the project limits is a four-lane Divided Expressway (PM R36.7-R37.1) and a two-lane Expressway (PM 36.8E-39.7). The posted speed limit in the project area is 55 mph. The lane widths are 12 feet and the paved shoulders widths are 8 feet.

#### 4. NEED AND PURPOSE

##### A. Problems, Deficiencies, Justification

The project will address items that the CEP identified as deficiencies along the corridor; aspects of the state highway infrastructure that detract from the scenic qualities of the corridor and negatively impact the nearby communities the highway passes through.

The wide, flat dirt areas currently used for pullouts –are a consequence of the emergency disposal of landslide material at the prior terraces along the south bound western frontage of Route 1 (see Attachment X). These areas, all within the State right of way, continue to grow larger causing an increase of problems such as uncontrolled access to environmentally sensitive areas and increased erosion. During the rainy season these areas become muddy and are a challenge for maintenance activities because the roadway gets mud pulled on to it from vehicles leaving the pullouts and roadway shoulders get undermined from erosion.

All the former overhead utilities have been buried on the southbound western frontage of the project area since the landslide material was deposited. Several of these utilities and their related vaults have been located at the top of the slopes created by the fill material and others are in very close proximity to the right of way fence at the toe of the slopes. The utility locations have made restoration of the site, in terms of contour grading and slope rounding, a very challenging task.

The CEP identified re-contoured slopes, exotic plant removal, and native plant restoration as the focus of improvements to be made at these locations. Contour grading and re-vegetation will help minimize uncontrolled off road activities and erosion by reducing the size and delineating the perimeters of the informal pullout areas. Improving the permeable quality of the surfaces will reduce particulate runoff and maintenance problems caused from mud and erosion.

Implementing project design strategies such as retaining unpaved, informal pullouts while limiting and re-defining pullout area perimeters with planting areas and adding paved ingress and egress driveways, will improve the visitor experience by better controlling the area size and location used by vehicles in the State right of way. Defined locations are proposed for stockpiled maintenance materials. Preserving coastal access points within the pullout areas provide better management opportunities to retain coastal access and protect sensitive resources within the adjacent Estero Bluffs State Park. Enhancements, which will be accomplished by this project, will also improve the visitor experience by restoring and preserving the visual character of the corridor and its function as a scenic byway.

## **B. Regional and System Planning**

Route 1 in San Luis Obispo County was classified as a State scenic highway in 1999 and designated as an All American Road in 2003, the highest designation under the National Scenic Byways Program.

The project is consistent with the State Route 1 Transportation Corridor Report (TCR) which identifies the route as a scenic highway. Improvements envisioned in the corridor are primarily focused on enhancements such as this project and others that will improve non-motorized transportation and coastal access.

An important link in the State Interregional Route System (IRRS), Route 1 is also classified as a "High Emphasis Route". High Emphasis Routes represent corridors that are key to the interregional movement of people and goods.

The segment of Route 1 within the project limits is on the Freeway and Expressway System and is a STAA (Surface Transportation Assistance Act) Terminal Access Truck Route.

The California Coastal Trail (CCT) is planned to be a continuous recreational trail extending from the Mexican border to the Oregon State line. The CCT is envisioned to accommodate a variety of users including walkers, bicyclists, equestrian, and the mobility-impaired. They will be using beaches, bluff tops, or roadway shoulders, through developed areas as well as rural open space. The trail is currently planned to be located along the State Park property, just west of the

right of way fence, the full length of this project. Current coastal access points at the fence openings will connect with this future trail. The California Coastal Commission, California Coastal Conservancy, California State Parks and Recreation, and Coastwalk, a non-profit group, are planning the CCT.

**C. Traffic**

▪ **Current and Forecasted Traffic**

The table below assumes no improvements to the existing highway. The 2008 Average Daily Traffic (ADT) figure represents the present traffic volumes. The 2013 ADT figure represents the volumes in the construct year, which is when the main features of the project would be completed. The ADT 2033 figure represents the volumes in the Design Year (20 years after the construct year). The construct and design year ADT are based on historical traffic data from 1993 to 2008.

**Table 1: Traffic Data**

<b>05-SLO-01 PM 35.96 – PM 45.99</b>	<b>ADT*</b> (Number of vehicles)	<b>Peak Hour**</b> (Number of vehicles)
Year 2008	6,300	900
Construct Year (2013)	7,110	1,012
Design Year (2033)	12,005	1,723

Truck volumes: \*3.2%, \*\*5.0%

▪ **Collision Rates**

A three year Table B Summary was run from December 1, 2005 to November 30, 2008 between PM R36.7– 39.7 to determine collision rates. The Table B summary reports a collision rate, within this segment of Route 1, that is less than the statewide average when compared to similar facilities (see table below).

**Table 2: Collision Rates**  
 December 1, 2005 - November 30, 2008

Location:	No. of Collisions			Actual Rates			Average Rates		
	FAT	INJ	TOT	FAT	F+I	TOT	FAT	F+I	TOT
Route 1 Southbound PM 36.7/39.7	0	1	3	.00	.04	.12	.023	.26	.59

*Notes: Collision rates based per million vehicles or million vehicle miles.  
 TASAS Table B information.*

## 5. ALTERNATIVES

### A. Viable Alternatives

As presented previously, several conditions have been identified which impact the roadside appearance of the corridor. Recommendations to reduce the negative impact of those conditions are listed in the TE application (see Attachment X).

A viable alternative for the Transportation Enhancement Program should include non-invasive, non-controversial items that cause minimal negative impacts to the environment and community. Improvements requiring on-going maintenance were identified and investigated. During the development of the original Project Report, it became necessary to revise the alternative that was originally proposed in the TE application because of potential maintenance requirements or because of community, environmental, or traffic safety concerns. Three alternatives were developed based on PDT meetings, site investigations, and reviews:

- Alternative 1 / Preliminary Alternative – Rejected preliminary alternative submitted in the TE application (see Attachment X).
- Alternative 2 / Preferred Alternative – Selected preferred alternative (see Attachments X, D-2, & E-2).
- Alternative 3 / No-Build Alternative – Rejected No-Build alternative.

#### **Alternative 2 / Preferred Alternative – Selected**

This is the selected alternative (see Attachments X, D-2, & E-2) and is a revised version of the alternative proposed in the original Project Report (see Attachment X). The preferred alternative focuses on improving the corridor facility at 11 locations. The proposed improvements include re-defined informal pullout areas

with maintained connectivity to coastal access, -, areas for maintenance activities and stockpiled materials, exotic plant removal, and native plant restoration.

Alternative 2 meets the program requirements of a viable TE project, is cost effective, and minimizes environmental and traffic safety impacts. The preferred alternative strives to reduce life-cycle costs along the corridor by increasing the maintainability of the proposed improvements. The proposed enhancements will help to create a unified and comprehensive corridor through the region. This alternative includes the following selection of modifications and enhancements:

- Native Plant Restoration

The proposed project will require the removal of exotic plant species. Areas containing established native species that will not be disturbed by grading are to be maintained. Contour grading of areas surrounding the pullouts will be prepared with compost for planting and seeding to provide erosion control and plant restoration. Re-vegetation with new native plantings and seeding of low grasses, groundcovers, and shrubs are proposed for re-graded planting areas. Some fencing and berms are to be utilized to prevent entry to plant restoration areas during plant establishment, and potentially left in place permanently. All contour grading, fencing, berms, and plant materials will be a low height so as not to obstruct coastal views. A temporary irrigation system will be utilized in re-vegetation areas in order to establish plant materials. All new and replacement planting will include a minimum three year plant establishment period specified in the contract documents.

- Enhanced Informal Pullout Areas

The project proposes to enhance and redefine the limits of the existing informal pullout areas. Roadside pullout requirements for each location have been determined according to user needs such as access to the State Park and view opportunities. The following design scope items are proposed to be included:

- Surrounding areas are to be re-graded with more natural contouring. These areas are to be re-vegetated to help define the pullout area limits.
- Some low height fencing and berms are planned to be placed outside of the clear recovery zone to deter off-road activity.
- Ingress and Egress to the pullouts are to include paved aprons with an engineered structural section for reinforcement. The roadway shoulder adjacent to the paved aprons will be improved if necessary.
- Pullout areas are to be structurally reinforced with base material for stability.
- There will be no paving, delineation, or designated parking spaces at the pullout areas. Larger vehicles such as recreational vehicles, trucks, and trailers, will be able to pull through to the pull out areas, much like they are currently able to do.
- Location D is proposed to include Use of a permeable soil reinforcement system was investigated and selected by the PDT for use at this pullout area

location only. All non-standard features and materials will require approval during the PS&E phase.

- Coastal access will be retained and has been coordinated with DPR to utilize only the existing fence/gate opening.

- Proposed Actions and Comments

LOCATION A & B (see Attachment D-2, sheet L-1)

Proposed Action

- Parking areas and roadway access deleted from project.
- Sell as excess land (not included in this project).
- Provide area restoration with contour grading and re-vegetation.
- Place fencing and berms for access control.

Comments

- Proposed action decisions by PDT.
- 0 parking spaces provided.

LOCATION C (see Attachment D-2, sheet L-3)

Proposed Action

- Modify informal pullout area
- Connect fence/No access to State Park.
- Provide area restoration with contour grading and re-vegetation.
- Place fencing and berms for access control.

Comments

- Exceptional view point of Estero Bay and Cayucos.
- Dirt road to be blocked and re-vegetated.
- Existing fence opening to be closed by DPR.
- Retain access to culvert.

LOCATION D (see Attachment D-2, sheet L-4)

Proposed Action

- Modify informal pullout area
- Permeable surfaces to be used.
- Retain coastal access.
- Connect fence at south end.
- Provide area restoration with re-vegetation.
- Provide area for maintenance stockpiled materials.
- Place fencing and berms for access control.

Comments

- Coincides with DPR proposed "San Geronimo Access" which includes emergency vehicle access.
- Existing fence opening at south end to be closed by DPR.
- Retain access to utilities.

LOCATION E (see Attachment D-2, sheet L-5)

Proposed Action

- Emergency access only.
- Remove signs at trail.
- Re-vegetate disturbed area.

Comments

- Existing signs at trail to be removed by DPR.

LOCATION F (see Attachment D-2, sheet L-7)

Proposed Action

- Modify informal pullout area
- Focus location near the existing fig tree.
- Re-vegetate south end of pullout (per CLC/DPR).
- Retain coastal access.
- Provide area restoration with contour grading and re-vegetation.
- Provide area for maintenance stockpiled materials.
- Place fencing and berms for access control.

Comments

- Relocate existing callbox to modified pullout .
- Location coincides with DPR proposed "Fig Tree Access".
- Retain access to utilities.

LOCATION G (see Attachment D-2, sheet L-9)

Proposed Action

- Modify informal pullout area at the north end.
- Retain coastal access.
- Provide area restoration with contour grading and re-vegetation.
- Provide area for maintenance stockpiled materials.
- Place fencing and berms for access control.

Comments

- Exceptional view point of Estero Bay.
- Coincides with DPR proposed "Water Tank Hill South Access".

LOCATION H (see Attachment D-2, sheet L-10)

Proposed Action

- Modify informal pullout area at north end only.
- Connect fence at south end.
- Retain emergency vehicle access.
- Retain coastal access.
- Provide area restoration with contour grading and re-vegetation.
- Provide area for maintenance stockpiled materials.
- Place fencing and berms for access control.

Comments

- Existing fence opening to be closed by DPR.
- Coincides with DPR proposed "Water Tank Hill North Access".
- Emergency vehicle access point.

LOCATION I (see Attachment D-2, sheet L-12)

Proposed Action

- Modify new informal pullout area.
- Retain coastal access.
- Provide area restoration with contour grading and re-vegetation.
- Place fencing and berms for access control.

Comments

- Coincides with DPR proposed access point "New Villa Creek Access".

LOCATION J & K (see Attachment D-2, sheet L-13)

Proposed Action

- Fences connected per DPR/CLC/CT – No access to State Park.
- Prohibit pullout access and parking at the roadside and along the fence.
- Provide area restoration with contour grading and re-vegetation.
- Place fencing and berms for access control.

Comments

- Existing fence openings closed by DPR.

■ Cost Estimate

Current project costs are described in the table below. Detailed project cost information is provided in the Project Planning Cost Estimate (see Attachment H-2). Detailed right of way cost information is provided in the Right of Way Data Sheet (see Attachment G-2).

**Current Project Cost**

<b>ITEM</b>	<b>COST</b>
Construction	\$2,600,000
Right of Way	\$62,705*
<b>TOTAL PROJECT COST</b>	<b>\$2,662,705**</b>

\*Non-escalated amount identified in Right of Way data sheet.

\*\*Does not include support costs.

## **B. Rejected Alternatives**

### **Alternative 1 / Preliminary Alternative – Rejected**

This preliminary alternative focuses on improving the corridor facility within the limits of the project including all the original priority scope items at all the original locations determined at the TE application stage by the PDT (see Attachment X).

This alternative was considered and rejected because some of the scope items and locations originally listed in this alternative were eliminated due to various constraints. Several meetings were held with strategic PDT members to discuss the problems and issues of the constraints. Some of the scope items were deleted because of construction, maintenance, and cost feasibility constraints and others were found to be outside of the scope of this project.

The project items that were considered but found to be unfeasible are the pullout/parking areas and roadway access to locations A and B which are no longer included in the project. This decision was due to environmental and maintenance issues, unsuitable vehicular access, and utility conflicts. The PDT has decided to sell most of the right of way in this area as excess land (not a part of this project). The only remaining work to be done at locations A & B are contour grading, re-vegetation, and the addition of fencing and berms as described in the section above (see selected alternative).

Other improvements that were added or revised from this rejected alternative are scope items such as defined maintenance stockpile areas, paved aprons at pullouts, and Location H has been expanded to include an adjacent re-vegetation area due to new impacts by off-road vehicular use (see Viable Alternative).

### **Alternative 3 / No-Build Alternative – Rejected**

This is the No-Build alternative. This alternative was rejected because it is not consistent with the Transportation Enhancement program goals. A No-Build alternative may adversely affect the ability to meet special scenic conservation treatment requirements for the National Scenic Byway System.

## **6. CONSIDERATIONS REQUIRING DISCUSSION**

### **A. Hazardous Waste**

No hazardous waste sites were identified in the Initial Site Assessment.

## **B. Value Analysis**

A value analysis study will not be required for this project.

## **C. Resource Conservation**

Measures will be taken during construction, operation, and maintenance to reduce wasteful, inefficient and unnecessary consumption of energy and non-renewable resources.

- Features affecting energy requirements and energy use efficiencies may include material selection, construction techniques, and a traffic-handling plan.
- Measures proposed to minimize the consumption, destruction, and disposal of nonrenewable resources may include recycling the existing roadway materials and reducing the use of nonrenewable materials through material selection and substitution.
- Existing vegetation would be preserved whenever possible. New planting and erosion control would include the use of compost, which is processed from recycled vegetation or wood products.

## **D. Right of Way Issues**

The right of way requirements are presented in the Right of Way Data Sheet (see Attachment G-2). The project is consistent with recorded property rights. It is intended that all work will be done within the State Right of Way.

No utility relocations are anticipated, however, construction will occur in close proximity to buried facilities. Light grading is proposed in several areas around existing utility vaults. Access to vaults and depth of cover over buried facilities must be maintained. A request for positive location of underground utilities has been made.

## **E. Environmental Issues**

This project is Categorical Exempt (CE) under Class 1 of the state CEQA guidelines and Categorical Excluded (CE) according to NEPA guidelines (see Attachment F-2). This project does not impact an environmental resource of hazardous or critical concern where designated, precisely mapped and officially adopted pursuant to law. There will not be a significant cumulative effect by this project and successive projects of the same type in the same place, over time. There is not a reasonable possibility that the project will have an adverse effect on the environment due to unusual circumstances. This project does not damage a scenic resource within an officially designated state scenic highway. This project does not cause a substantial adverse change in the significance of a historical

resource. This project is not expected to appreciably change traffic volumes, air and water quality or noise levels.

The following project feature design guidelines will be utilized and are discussed in further detail in the CE determination form (Attachment F):

- New project features are to be designed so as to not block existing views of the ocean. Fencing, surface treatments, and plant materials, are to be selected based on what is determined to be appropriate for the rural character of the area.
- All environmentally sensitive areas (ESA) are to be delineated on the construction documents so they can be fenced to protect the areas prior to construction.
- Native species, similar to those found currently in the area, will be planted in all disturbed areas that are to be re-vegetated.

#### **F. Air Quality Conformity**

The project is fully compatible with the design concept and scope described in the current Regional Transportation Plan (RTP) as well as a current Federal Regional Transportation Improvement Program (FRTIP) which the regional agency has determined to conform to the State Implementation Plan (SIP) for air quality. The applicable SIP for San Luis Obispo County is the 2001 Clean Air Plan.

#### **G. Title VI Considerations**

The California Department of Transportation under Title VI of the Civil Rights Act of 1964 and related statutes ensures that no person in the State of California shall, on the grounds of race, color, national origin, sex, disability, and age, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program and activity it administers. This project complies with Title VI of the Civil Rights Act of 1964..

#### **H. Storm Water**

This project proposes to re-grade, re-vegetate, and stabilize the existing western frontage area to provide informal roadside pullouts and exclude strategic areas which are currently disturbed by off-road traffic. The net effect of implementation of the proposed erosion control will be to improve run-off quality by reducing soil particulates from leaving disturbed surfaces. The project is anticipated to involve the disturbance of approximately 21 acres of soil. All vegetation that can be avoided will be preserved to the maximum extent practicable. All disturbed soil areas (DSA's) will be re-vegetated or otherwise stabilized upon completion of grading activities. As this project will disturb more than 1 acre of soil it will require that a Storm Water Pollution Prevention Program (SWPPP), be prepared by the contractor and approved by the project Resident Engineer prior to the

commencement of activities with the potential to cause water pollution. (see Attachment X) Approximately one month prior to construction, a Notice of Construction (NOC), will be submitted to the Central Coast Regional Water Quality Control Board in compliance with our General Permit coverage for this project. An effective combination of soil stabilization and sediment control best management practices (BMP's) will be included in this project during PS&E. It is anticipated that some form of temporary and permanent soil stabilization, along with temporary sediment controls such as silt fence, fiber rolls, gravel bag check dams, and possibly gravel bag berms will be included for this project. This project is located in a rural area and will not create any net new impervious surfaces. This project will not be required to consider the incorporation of permanent storm water treatment BMP's.

## **7. OTHER CONSIDERATIONS AS APPROPRIATE**

### **A. Traffic Control**

The anticipated traffic control on this project will be intermittent shoulder and lane closures on the southbound side of Route 1. Minor delays will be incurred at these areas to accommodate one-way traffic. A Traffic Management Plan was prepared by Traffic Operations in August 2009 (see Attachment X).

### **B. Permits**

It is anticipated that a Coastal Development Permit will be required for this project. The permit will be obtained from the California Coastal Commission and San Luis Obispo County for work within the coastal zone. The San Luis Obispo County planning staff has been a participant of the PDT and supports the project.

### **C. Traffic Management Plan**

A Traffic Management Plan was prepared in August 2009 (see Attachment X). It is anticipated that when work is required on or adjacent to the existing roadway, construction will be staged such that one lane of highway remain open at all times. Public awareness campaigns and changeable message signs will be used to inform the motoring public of lane closures.

### **D. Risk Management Plan**

A Risk Management Plan was developed by the PDT in November 2009 (see Attachment X). At this time, only low impact and low probability risks have been identified including:

- Increases in project costs could put the project at risk of not being fundable under the current appropriation of TE funding.

-Potential environmental issues such as discovery of endangered or threatened species, or public controversy could delay the project schedule.

**E. Change Control**

As mandated by Brent Felker's Memorandum dated July 28, 2000, change control has been incorporated into the proposed project through modification to the schedule and the Work Breakdown Structure. This will enhance Caltrans' ability to honor delivery commitments and also reduce any re-work. Change control has also been implemented by starting Task Activity 185 (prepare base maps and plan sheets) prior to PA&ED.

**8. PROGRAMMING**

The proposed project was originally programmed in the 2006 STIP IIP, TE Program (025.700) and is currently programmed in the 2010 STIP for construction in the 2011/12 fiscal year. The total project is programmed for \$4,133,000 including support costs.

A Program Change Request (PCR) was approved on October 28, 2009 to revise the funding for the Project Report. Revenue neutral cost adjustments summarized below will be incorporated in the 2010 STIP:

PROJECT COST COMPONENT	FISCAL YEARS						GRAND TOTAL
	Prior	2007/08	2008/09	2009/10	2010/11	2011/12	
R/W Capital				50			50
Construction Capital						26000	2600
PA & ED			500				500
PS & E				417			417
R/W Support				150			150
Construction Support						416	416
Total			500	617		30164	4133

Note: All cost X \$1,000. Support Categories are the same as those identified by SB 45.

	<b>PROJECT MILESTONE</b>	<b>DATE</b>
M200	PA&ED	12/09
M380	Project PS&E	11/11
M410	Right of Way Certification	12/11
M460	Ready to List	02/12
M500	Approve Construction Contract	08/12
	Begin Plant Establishment	05/13
M600	Contract Acceptance	06/17

## 9. REVIEWS

Representatives from Caltrans Landscape Architecture, Engineering Design, Maintenance, Traffic Safety, Right of Way, and Construction, along with both the Project Manager and the Program Manager have reviewed this project. The project has also been discussed in detail with representatives of all the involved local agencies and community representatives. Their comments have been incorporated into this report.

### Design Reviews:

- Don Chin reviewed the report on 11/16/09 and concurs with the proposed alternative.
- Mike Janzen reviewed the report on 10/15/09 and concurs with the proposed alternative.

## 10. PROJECT PERSONNEL

- Ken Dostalek (805) 549-3133  
Project Manager
- Dennis Reeves (805) 549-3509  
Design Manager
- Laurie Cummings 805) 549-3401  
Project Landscape Architect
- Lillian Lim (805) 549-3075  
Design Engineer
- Julie McGuigan (805) 549-3118  
Environmental Planning
- Dan Miller (805) 549-3481  
Construction
- Connie Shellooe (805) 549-3471  
Right of Way
- Marshall Garcia (805) 549-3590  
R/W Utilities
- Nick Tatarian (805) 549-3220  
Surveys
- Steve Talbert (805) 549-3484  
Traffic Safety
- Pete Riegelhuth (805) 549-3375  
NPDES
- Mark Mueller (805) 927-3831  
Maintenance

## 11. LIST OF ATTACHMENTS

- D-2 Revised Project Layout Plans
- E-2 Revised Project Construction Details
- F-2 Revised Environmental Determination
- G-2 Revised Right of Way Data Sheet
- H-2 Revised Project Planning Cost Estimate
- X Original Project Report - Approved 12.21.09
- M-2 Revised Final Distribution List