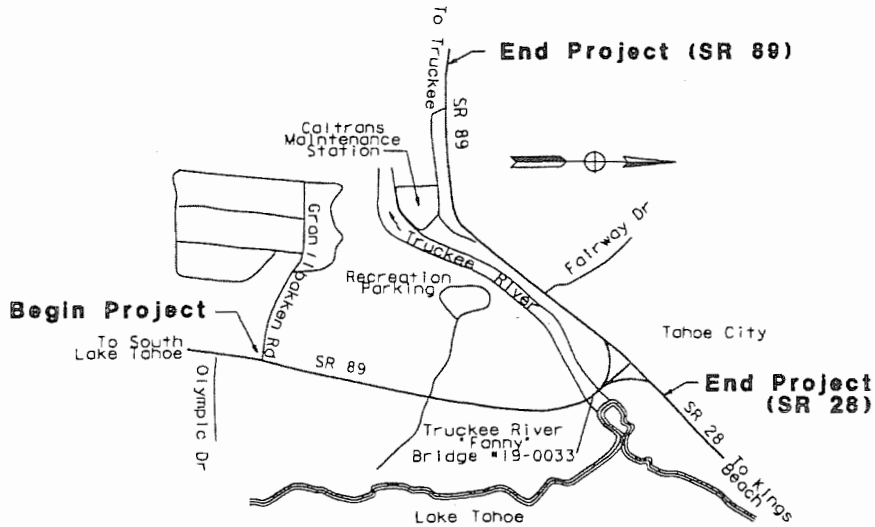


March 1, 2002

PROJECT STUDY REPORT (Project Development Support)

This document can be used to program only the Engineering and Environmental Support for Project Approval and Environmental Document component. The remaining support and capital components of the project are preliminary estimates and are not suitable for programming purposes. Either a Supplemental PSR or a Project Report will serve as the programming document for the remaining support and capital components of the project.

Vicinity Map



not to scale

On State Route (SR) 89 from Granlibakken Road to 0.6 km north of Fairway Drive and on SR 28 from 0.1 km east of the SR 89/28 intersection to the SR 89/28 intersection

I have reviewed the right of way information contained in this PSR(PDS) and the R/W Scoping Checklist attached hereto and find the data to be sufficient for the purposes of programming PA&ED support component.

Gary R. Horn
 GARY R. HORN
 NORTH REGION DIVISION CHIEF, RIGHT OF WAY

3-6-02
 DATE

SUBMITTED BY:

Richard Wiggins
 RICHARD WIGGINS, TAHOE REGIONAL PLANNING AGENCY

APPROVAL RECOMMENDED:

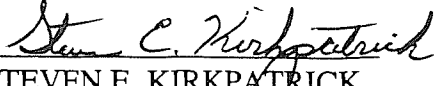
Michael Forga
 MIKE FORGA, PROJECT MANAGER

APPROVED:

Jody E. Lonergan
 JODY LONERGAN, DISTRICT DIRECTOR

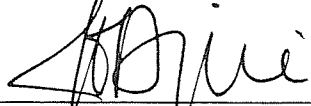
3/12/02
 DATE

Approval Recommended by:



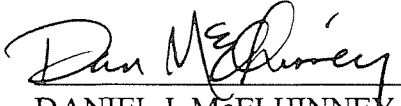
STEVEN E. KIRKPATRICK
Chief, North Region
Program/Project Management

3/7/02
Date



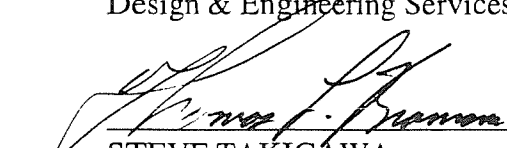
KOME AJISE, AICP
Chief, North Region
Environmental & District 3 Planning

3/11/02
Date



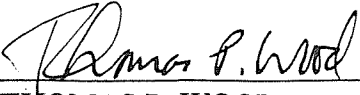
DANIEL J. McELHINNEY
Chief, North Region
Design & Engineering Services

3/12/02
Date



STEVE TAKIGAWA
Deputy District Director
Maintenance

3/11/02
Date



THOMAS P. WOOD
Deputy District Director
Traffic Operations

3/11/02
Date

03 - PLA - 89 - KP 4.7/5.9 (PM7.5/9.4)
PLA - 28 - KP 0.0/0.1 (PM 0.0/0.06)
03-3A760K
HB4N

This Project Study Report (Project Development Support) has been prepared under the direction of the following registered civil engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.

Karen A Tatman

REGISTERED CIVIL ENGINEER

3/1/02

DATE



PROJECT STUDY REPORT (Project Development Support)

1. Introduction

This PSR(PDS) has been initiated by Tahoe Regional Planning Agency (TRPA) for the purposes of programming the Project Approval and Environmental Document (PA&ED) support component in the State Transportation Improvement Program (STIP). Detailed studies will be completed during the PA&ED phase that will provide the additional detail needed to program the remaining support and capital components. TRPA has authorized \$750,000 to be programmed in the 2002 Regional Transportation Improvement Program for PA&ED (includes 10 percent for Caltrans Quality Assurance), which is expected to be completed by December 2004.

The project is needed to help reduce traffic congestion in the vicinity of Truckee River Bridge #19-0033 (locally referred to as Fanny Bridge) in Tahoe City at the North Shore of Lake Tahoe in Placer County created by the interaction of substantial seasonal traffic volumes, high pedestrian/bicycle activity levels, vehicular turning and parking maneuvers, and limited roadway geometrics. Additional purposes of the project are to improve bicycle and pedestrian conditions, to improve the on-time reliability of transit services, and to reduce regional vehicle air pollutant emissions. In addition, the project would contribute to attaining regional environmental thresholds. Finally, the existing Truckee River Bridge is classified as structurally deficient; a strategy is needed to address this deficiency while maintaining traffic movement.

The PSR(PDS) includes three build alternatives that would provide operational improvements and reduce vehicular conflicts with pedestrians and bicycles by realigning State Route (SR) 89 to the south and constructing a new bridge over the Truckee River 200 to 400 meters downstream of the existing bridge. A fourth alternative would widen or replace the existing bridge in order to better accommodate bicycles and pedestrians at its existing location. The PSR(PDS) also includes a no-build alternative. Construction costs for each of the three build alternatives would range between \$15 million and \$20 million and would be funded by Regional Transportation Improvement Program (RTIP) funding in the Operational Improvements (non-capacity increasing) Program, HB4N.

2. Background

SR 89 in the Tahoe City area is primarily a two-lane roadway built to rural design standards. At the southwest end of the Tahoe City commercial area, SR 89 intersects with SR 28 at a signalized intersection locally referred to as the “Wye”. To the west of this intersection, the SR 89 alignment follows the Truckee River northward providing

access to the Squaw Valley and Alpine Meadows ski areas and to I-80 in Truckee. The I-80 / SR 89 route is a highly used ingress and egress route to and from the Lake Tahoe Basin and is the most important gateway to North Lake Tahoe. To the south, SR 89 provides access to Lake Tahoe's West Shore and to South Lake Tahoe. To the east, SR 28 provides access to Lake Tahoe's North Shore and the Nevada side of the lake.

Just to the south of the "Wye", SR 89 crosses the Truckee River on Fanny Bridge; this is the sole vehicular bridge providing access to the West Shore from the north. An average of 19,000 to 25,000 vehicles cross Fanny Bridge on SR 89 each day during the peak summer season. Over the most recent ten-year period, peak-month daily volumes have been growing at a rate of approximately 2.5 percent annually. In addition, high levels of pedestrian and bicycle activity travel across and along the roadway at Fanny Bridge, generated in large part by the fact that the sidewalk adjacent to the northbound traffic lane is the best point from which to view the popular large fish that congregate just upstream of the bridge. Downstream of Fanny Bridge is a pedestrian/bicycle bridge that is part of an overall trail system. However, it does not have the attraction of fish viewing nor is there any adjacent commercial activity, so it would not serve as a replacement for Fanny Bridge.

Addressing seasonal traffic congestion problems in the area has long been a concern of Caltrans, Placer County, and the TRPA. While traffic management strategies have been implemented, congestion remains that can only be addressed through physical improvements. Specifically, a means of separating vehicular traffic activity from the tourist activity needs to be identified. Realignment of SR 89 in the area is identified as part of the TRPA Regional Transportation Plan, the TRPA Environmental Improvement Program, and the Tahoe City Community Plan adopted by both TRPA and Placer County.

Most recently, the issue of SR 89 realignment has been raised as part of public comments generated by a proposal on the part of Placer County to construct an intermodal transit center adjacent to the west side of SR 89 south of Fanny Bridge. Many of the comments received regarding the proposal identified the need to realign SR 89 in addition to the intermodal transit center project.

To date, there has not been a specific effort to generate public comment regarding project alternatives.

3. Need and Purpose

Improvements are needed to eliminate typical summer northbound traffic queues on SR 89 formed by volumes exceeding roadway capacity at Fanny Bridge, which have been observed to result in queues exceeding two miles in length and delays exceeding one hour, and which typically occur for four to six hours per day. Existing capacity is presently reduced by the presence of pedestrians and bicyclists both along and crossing

the roadway, as well as parking and turning maneuvers. While the potential for substantial new development in the immediate area is limited, general growth in peak-month traffic volumes is averaging 2.5 percent per year. Both new development in the Squaw Valley and Truckee areas to the north, as well as general population growth within a convenient recreational drive distance of the site, indicate that travel demand on the roadway will continue to increase.

Issues to be addressed include community sensitivity to maintaining the existing character of the area, as well as the existing character of Fanny Bridge, which is a well-known local landmark used by tourists for viewing and feeding fish in the Truckee River. In addition, roadway improvements have the potential to change access to businesses, to generate traffic noise, and to change access to residential neighborhoods. Impacts on the Truckee River and wetlands will need to be carefully considered. Finally, a concern has been raised that any reduction in traffic congestion could encourage additional auto use in the Tahoe Region.

4. Alternatives

Alternative 1 – Realign SR 89 southerly near the Caltrans Maintenance Station with SR 89 to SR 89 as the through move (See Attachment C)

This alternative would realign SR 89 from its existing alignment across Fanny Bridge and construct a new bridge over the Truckee River near the existing Caltrans Maintenance Station approximately 0.4 km downstream of the existing bridge. A new at-grade T-intersection connecting SR 89 and SR 28 would be constructed approximately 0.45 km southwest of the existing SR 89/28 intersection. For this alternative, SR 89 would be the through move of the “T”. Currently, traffic headed northbound or southbound on SR 89 makes a turning movement through the signalized SR 89/28 intersection. In order to provide adequate level of service, it is anticipated that the new T-intersection would be signalized and dual left-turn lanes would be provided for both left-turn movements. At the south end of the project, a new at-grade T-intersection would be needed to provide access to the existing SR 89 roadway in order to maintain access to residences and businesses. The existing SR 89 would intersect with the realigned highway with the new alignment forming the through movement of the “T”. No design exceptions are anticipated. This alternative would result in the need to relocate the Caltrans Maintenance Station.

This alternative is expected to cost approximately \$15-\$20 million for capital construction and up to \$5 million for capital right of way.

Alternative 2 – Realign SR 89 southerly near the Caltrans Maintenance Station, maintain SR 89 to SR 28 as the through move (See Attachment D)

Similar to Alternative 1, this alternative would also realign SR 89 from its existing alignment across Fanny Bridge and construct a new bridge over the Truckee River near the existing Caltrans Maintenance Station approximately 0.4 km downstream of the existing bridge. A new at-grade T-intersection similar to the existing intersection connecting SR 89 and SR 28 would be constructed approximately 0.45 km southwest of the existing SR 89/28 intersection. For this alternative, though, SR 89 (from the north) to SR 28 would be the through move of the “T”. As with Alternative 1, the new T-intersection would be signalized and dual left-turn lanes would be provided for both left-turn movements. At the south end of the project, a new at-grade T-intersection would be needed to provide access to the existing SR 89 roadway in order to maintain access to residences and businesses. No design exceptions are anticipated. This alternative would also result in the need to relocate the Caltrans Maintenance Station.

This alternative is also expected to cost approximately \$15-\$20 million for capital construction and up to \$5 million for capital right of way.

Alternative 3 – Realign SR 89 southerly near Fairway Drive (See Attachment E)

This alternative would realign SR 89 from its existing alignment across Fanny Bridge and connect it as the fourth leg of the existing Fairway Drive T-intersection approximately 0.2 km southwest of the existing SR 89/28 intersection. A new bridge across the Truckee River would be constructed approximately 0.2 km downstream of the existing bridge. Similar to the existing SR 89/28 intersection, traffic headed northbound or southbound on SR 89 would make a turning movement through the new signalized intersection while traffic moving from SR 89 (to the north) to SR 28 would move straight through the intersection. In order to provide adequate level of service, it is anticipated that the intersection would be signalized and dual left-turn lanes would be provided for the left-turn movements. The intersection improvements would result in the need to relocate a Chevron gasoline station in the northeast quadrant. At the south end of the project, a new at-grade intersection would be needed to provide access to the existing SR 89 roadway in order to maintain access to residences and businesses. No design exceptions are anticipated. The Caltrans Maintenance Station would be unaffected by this alternative.

This alternative is expected to cost approximately \$15-\$20 million for capital construction and up to \$3 million for capital right of way.

Alternative 4 – Widen/Replace existing Fanny Bridge

This alternative would provide improvements at the existing Fanny Bridge location rather than realigning SR 89. Per Caltrans Division of Structures Maintenance and Investigations, the existing Truckee River Bridge #19-0033 is identified in the Structure Replacement And Improvement Needs (STRAIN) report as being in fair to poor condition, structurally deficient, and having a Sufficiency Rating of 52.7. A December

18, 2000 memo notes that the “...existing bridge would require substantial work in order to be suitable for widening...”; even with this work the bridge would likely have “...an economical design life of 25 years...” In a September 2001 Feasibility Study completed by Quincy Engineering, Inc., it was recommended that seismic retrofit as well as rehabilitation work be performed along with the widening. This alternative has not yet been accepted by Caltrans as a viable alternative. Further discussion with Division of Structures would be needed to carry this alternative forward.

If replacement of the bridge were pursued, a hydraulic analysis would be needed to determine if the existing clearance is adequate for the 50- and 100-year floods as required by Federal Highway Administration (FHWA). The existing SR 89/28 Wye intersection is approximately 60 m to the north of the existing bridge. At each end of the bridge are businesses and/or parking lots. Thus, if the roadway profile needed to be raised by more than 0.5 m, the adjacent businesses would likely be severely impacted and the vertical profile of SR 28 northeast of the intersection as well as SR 89 southwest of the intersection would likely need to be modified. As an alternative in order to reduce impacts to businesses, a design exception to the FHWA bridge flood design standards could be pursued if justified. The existing river flow is controlled by a dam located approximately 30 meters upstream of Fanny Bridge.

This alternative, if acceptable, is expected to cost between \$2 million and \$4 million for capital construction and up to \$100,000 for capital right of way. If relocation of businesses were needed, the capital right of way costs would rise substantially.

Alternative 5 – No Build

This alternative would construct no improvements to Fanny Bridge nor would it provide any improvements to the existing SR 28/89 intersection. Motorized and non-motorized traffic volumes would continue to increase, resulting in increased congestion and additional conflicts in and around Fanny Bridge. The existing bridge would still need rehabilitation or replacement to correct the identified structural deficiencies identified in the STRAIN.

Analysis of Proposal

The existing roadway capacity along SR 89 in the vicinity of Fanny Bridge is being reduced by pedestrians and bicyclists that use the bridge for access between businesses and the trail system and to view the fish in the Truckee River. While the area is virtually built out in regards to commercial businesses and limited development potential remains, peak-month traffic still continues to grow at about 2.5 percent per year.

Any of the proposed realignment alternatives, Alternatives 1, 2, and 3, would meet project purpose and need. Specifically, relocating the state highway away from the high pedestrian traffic area around Fanny Bridge would reduce the auto/bicycle/pedestrian

conflict that is currently significantly reducing highway capacity. It is unclear at this stage whether Alternative 4, which widens or replaces the existing bridge at its existing location, would be able to meet the purpose and need. Additional studies would be needed to determine whether the existing bridge can reasonably be widened or whether replacement is needed. If replacement were chosen, it is not clear to what extent the adjacent businesses would be impacted. If the impacts were too great, then replacement may be determined to be unacceptable.

Under Alternatives 1, 2, and 3, there are three possible means of handling the existing SR 89/28 intersection and Fanny Bridge. First, the existing Wye intersection could be left in its existing condition and two-way traffic could be allowed to continue on the roadway and across the bridge. With reduced traffic volumes, conflicts would be reduced, but not eliminated. Second, it is possible to restrict traffic to one direction across the bridge. The remaining bridge width could be allocated to a separated bike path and a separated sidewalk. It would be most efficient to have this as a northbound movement due to the simpler right-turn movements off of Route 89 and onto Route 28. Lastly, it is possible to limit direct access across Fanny Bridge to only pedestrians, bicyclists and perhaps transit vehicles. The existing roadway could be closed by constructing cul-de-sacs at either or both ends of the bridge.

Several issues will need to be addressed during the PA&ED phase. These include the community's desire to maintain the existing character of the area in general and of Fanny Bridge in particular. Roadway improvements would likely change access to several businesses, increase traffic noise, and revise access to residential neighborhoods. Impacts on the Truckee River and adjacent wetlands would need to be studied. Lastly, access to Placer County's planned intermodal transit center would need to be considered when its location is determined. If the transit center were to be located near Fanny Bridge, then access from the realigned SR 89 would be desirable. However, this would be difficult to achieve due to the limited distance between the proposed SR 89/28 and the realigned SR 89/existing SR 89 intersections.

5. System Planning

Realignment of SR 89 in the Tahoe City Wye area is cited in numerous existing adopted documents, as discussed below.

The **SR 89 Transportation Concept Report** (Caltrans District 3, November 2000) identifies LOS conditions for the sections south from the Wye for present conditions, 20-year no-build conditions, and 20-year concept conditions. This document specifically discusses the potential realignment, as follows:

“TRPA is taking the lead on a project that includes constructing a bypass between SR 28 and SR 89 (at the maintenance yard) which will eliminate the right angle turn and provide a straight alignment coming from the north on SR 89. The highway (SR 89) would continue straight (instead of moving in a north easterly direction towards Tahoe City) and tie back into SR 89 below Fanny Bridge. This plan would require the construction of a new bridge but would bypass much of the congestion associated with the SR 89/28 ‘Y’.”

The **SR 28 Transportation Concept Report** (Caltrans District 3, November 2000) indicates that the segment including the Wye intersection currently operates at LOS F. Concept LOS is identified as F. ADT is reported in this document to be 16,400, increasing to 23,300 in 2016, with extended periods of LOS F. No specific projects are identified to improve LOS.

The **Tahoe Regional Planning Agency Environmental Improvement Program** (TRPA, 2001) includes Project 855: SR Highway 89 Realignment, which is described as follows: *“The intersection of SR 28 and SR 89 will be relocated to the west to improve traffic flow. The project would likely cross the southern portion of the parcel of land known as the 64-Acre Tract and cross over the Lower Truckee River in the area of the existing Caltrans maintenance yard. A study on the project will be required to assess the feasibility of the project.”* A total budget estimate of \$12,000,000 is identified.

The proposed transportation improvements identified in the **Tahoe City Community Plan** (TRPA, 1994) includes the following *“...preserve the option for the construction of the bypass of the existing Wye by relocating State Route 89 to the location of the existing Caltrans yard. This route will allow traffic on State Route 89 to bypass the existing Wye, thereby reducing the traffic volume and congestion at the intersection, and improving traffic flow from the ski areas and Truckee to the West Shore.”*

The **Draft Federal Transportation Plan for the Lake Tahoe Region** (TRPA, 2000) identifies the SR 89 Realignment as a “Track 1” project, with a project cost estimate of \$7,637,000.

6. Environmental Determination

There are potential environmental consequences associated with Alternatives 1, 2, 3, and 4. Based on the sensitivity of the existing environmental conditions, there is the potential that significant environmental impacts could result from construction and operation of the alternatives. It is unknown if the potential impacts could be mitigated to a level that is not significant. In addition, because of the awareness in the community to Fanny Bridge and the 64-Acre Tract, there is the potential that any changes at these sites could result in

public controversy. Further investigation and documentation is necessary to establish the specific impacts that would result from any of the alternatives.

Past biological surveys of the 64-Acre Tract have not identified the presence of any threatened or endangered species. While bald eagles, a listed species, are known to forage for fish along the shores of Lake Tahoe, the highly disturbed conditions at the site make it unlikely nesting habitat for this species. The willow flycatcher and the California wolverine, also listed species, have been reported within a few miles of Tahoe City, but not at the site. In addition, there are no confirmed reports of the existence of the Tahoe yellow cress, a TRPA Special Interest Species, in the area. The closest location of the Lahontan cutthroat trout, also a listed species, is in Pole Creek near Squaw Valley, approximately eight miles away from where either road alignment would bridge over the Truckee River. However, these previously reported clearances need to be updated and confirmed.

The 64-Acre Tract has recorded occurrences of prehistoric and historic cultural resources. The reported prehistoric sites have not been located again and may have been destroyed. The recorded historic features include those associated with the Lake Tahoe Railway and Transportation Company railroad grade through the site to the Tahoe Tavern and the Old West Shore Road along the alignment of SR89, south of Fanny Bridge. In addition, portions of the site reportedly contain features associated with the Tahoe Tavern itself. The sites where the relocated SR 89/28 intersection and a new bridge over the river would be located have been reported as containing portions of the Truckee-Tahoe City Road as well as the Lake Tahoe Railway and Transportation Company right-of-way. Therefore, any ground disturbing activity associated with constructing the new alignment would have the potential to encounter prehistoric and historic cultural resources.

While no specific hazardous waste sites have been identified, Alternative 3 would result in the relocation of a Chevron gasoline station. Further investigation is needed to determine if the station has any existing or previous leaking underground storage tanks. Also, Alternatives 1 and 2 would result in the need to relocate or redesign the Caltrans Maintenance Station. The facility was rebuilt in 1994 and all underground tanks were removed in 1998. There are reportedly no contaminant problems related to the existing storage of fuel and other potentially hazardous materials. However, further examination of potential sources of contamination is warranted.

For these reasons, an Environmental Impact Report (EIR) should be prepared to meet the requirements of the California Environmental Quality Act (CEQA) with Caltrans as the lead state agency. An Environmental Impact Statement (EIS) should also be prepared to meet the requirements of the National Environmental Policy Act (NEPA) with FHWA acting as the lead federal agency and USFS and TRPA as cooperating agencies. In accordance with Section 21083.5 of CEQA, a combined EIR/EIS/EIS that meets the requirements of CEQA, NEPA, and the TRPA is recommended. The combined

document would be prepared to satisfy the TRPA Code of Ordinances. Completion of the combined environmental document is anticipated by December 2004.

7. Right of Way

Significant new right of way would be needed if any of the realignment alternatives were chosen as the preferred alternative. Much of the property needed on the south side of the Truckee River is currently owned by the U.S. Forest Service. Both Alternatives 1 and 2 would impact the Caltrans Maintenance Station, which would need to be relocated. Relocation of the Maintenance Station would require close coordination with Caltrans Division of Maintenance to ensure that their ability to maintain the roadway is not compromised. Because of pavement transitions for the anticipated dual left-turn lanes, Alternatives 1 and 2 would impact the Chevron gas station near Fairway Drive. Alternative 3 requires major reconstruction of the entire Fairway Drive intersection and would require relocation of the business. While Alternative 4 concentrates the improvements in the vicinity of the existing bridge, some impacts to the adjacent businesses would be expected to accommodate a wider bridge and, thus, a wider approach roadway. Right of way costs could range from as little as \$100,000 to as much as \$5 million if replacement of the Caltrans Maintenance Station is needed.

8. Funding/Scheduling

This PSR(PDS) is being prepared for the purposes of obtaining funding for the PA&ED phase. Funding for PA&ED, estimated at \$750,000 (includes 10 percent for Caltrans Quality Assurance), will be funded by TRPA through RTIP funding in the 2002 STIP.

Additional funding will be needed for subsequent phases. Due to the size of the project and the potential complexity of environmental and right of way issues, it is recommended that the PA&ED support component be funded at this time to allow the project to proceed while funding for future support and capital components is identified.

The proposed schedule and funding for PA&ED is based upon several key assumptions. This includes the fact that the U.S. Forest Service has completed an environmental document for a potential interpretive area nearby. In addition, Placer County has completed an environmental document for a proposed transit center. Environmental technical studies completed for those documents will provide key information for this project.

Proposed Project Schedule

<u>Milestone</u>	<u>Date</u>
Begin Environmental Studies	7/02
PA&ED	12/04
Right of Way (R/W) Certification	12/06
Plans, Specifications & Estimate (PS&E) to Office Engineer	12/06
Ready to List	2/07
Advertise	4/07
Begin Construction	5/07
Project Complete	9/09

Proposed future STIP funding

<u>Component</u>	<u>Amount</u>	<u>Fiscal Year</u>
<u>Support</u>		
PS&E	\$2,200,000 ¹	04/05
R/W	\$700,000 ²	04/05
Construction	\$2,500,000 ²	06/07
<u>Capital</u>		
R/W	\$100,000 – \$5 million	04/05
Construction	\$20,000,000	06/07

¹ This assumes that TRPA is responsible for this task and the amount includes 10 percent for Caltrans Quality Assurance.

² At this time, it is assumed that Caltrans would perform these tasks.

9. Recommendation

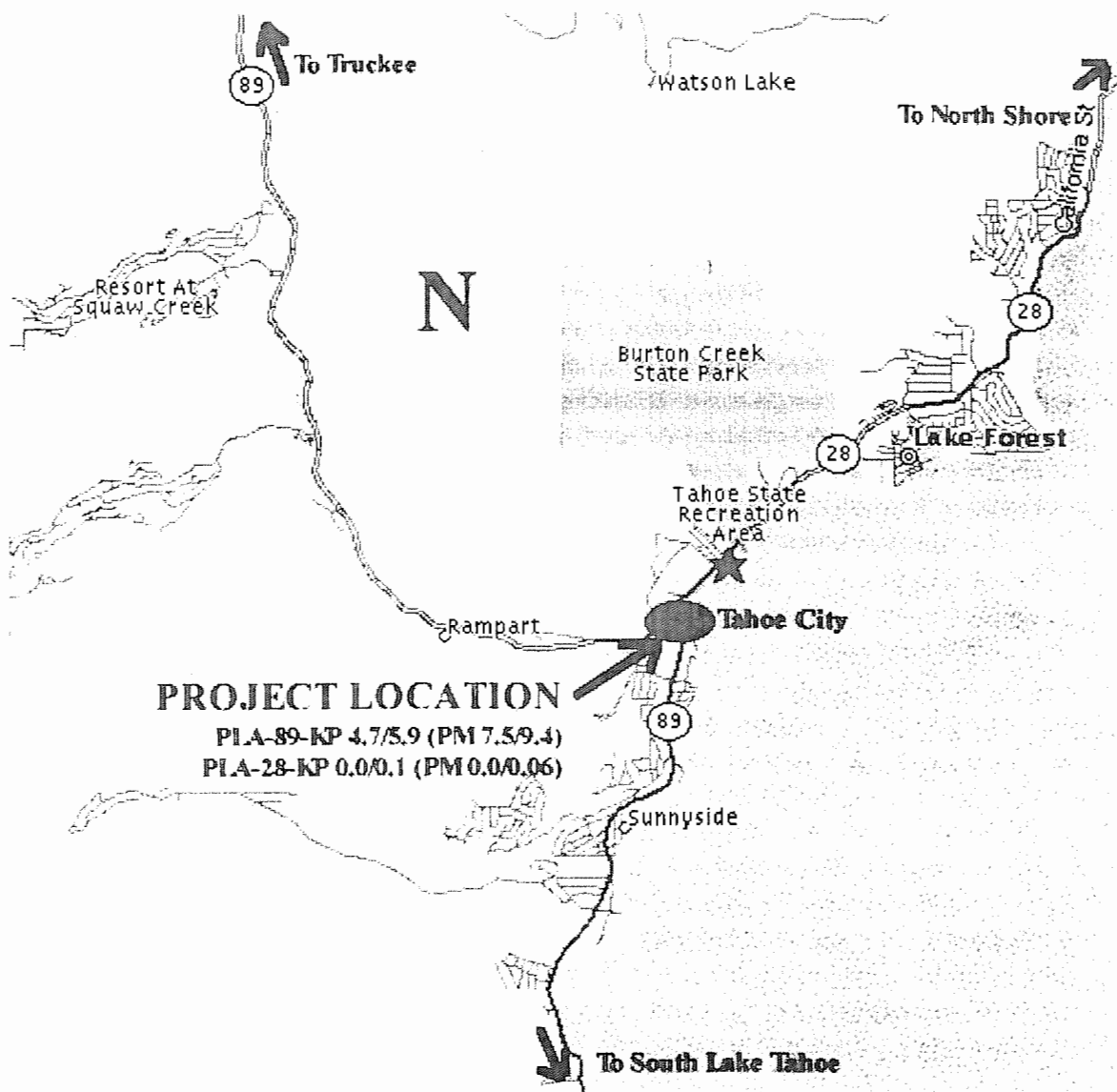
It is recommended that \$750,000 be programmed in the 2002 STIP for the PA&ED support component as discussed in Funding/Scheduling so that the project may proceed. All of the project alternatives previously discussed will be studied further in the PA&ED phase.

10. District Contact

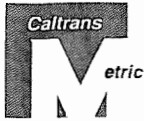
Mike Forga Caltrans District 3 Special Funded Projects 530-741-5456

11. List of Attachments

- A. Location Map
- B. Cost Estimate
- C. Alternative 1 Layout
- D. Alternative 2 Layout
- E. Alternative 3 Layout
- F. Bridge Advance Planning Study for New Bridge on Realigned SR 89
- G. Bridge Advance Planning Study for Widened Fanny Bridge
- H. Design Scoping Checklist
- I. Right of Way Scoping Checklist
- J. Preliminary Environmental Assessment Report



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Project Study Report – Project Development Support

Cost Estimate

03-PLA-89 - KP 4.7/5.9 (PM 7.5/9.4)

PLA-28-KP 0.0/0.1 (PM 0.0/0.06)

EA 03-3A760K

HB4N

PROJECT DESCRIPTION:

Limits In Tahoe City from Granlibakken Road to 0.6 km north of Fairway Drive.

Proposed Improvement (Scope) Operational Improvements

Alternatives 1,2, and 3 Realign SR 89, New bridge over Truckee River

Note: Alternative 4 Cost Estimate was not prepared because it cannot be pursued as a viable alternative without concurrence from Caltrans Division of Structures.

SUMMARY OF PROJECT COST ESTIMATE

TOTAL ROADWAY ITEMS	\$ <u>16,000,000</u>
TOTAL STRUCTURE ITEMS	\$ <u>2,300,000</u>
TOTAL ENVIRONMENTAL MITIGATION ITEMS	\$ <u>2,000,000</u>
SUBTOTAL CONSTRUCTION COSTS	\$ <u>20,000,000</u>
TOTAL RIGHT OF WAY ITEMS	\$ <u>1-5 million</u>
TOTAL PROJECT CAPITAL OUTLAY COSTS	\$ <u>20 – 25,000,000</u>

I. ROADWAY ITEMS

	<u>Average Cost per Lane KM</u>	<u>Number of KMs</u>	<u>Total Cost</u>
Total Cost of Lane KMs	<u>\$8 million / KM</u>	<u>2.0</u>	<u>\$16,000,000</u>

Alternatives 1, 2, and 3 would construct approximately 2 km of new two-lane roadway across a heavily wooded area. Two new signalized at-grade intersections would be constructed. Along the north side of the Truckee River across from the Caltrans Maintenance Station is a very high cut slope that would need a tall retaining wall. Water quality requirements will likely result in the need for a specialty storm water treatment method prior to release. Appropriate treatment methods will be investigated and one such possibility is an underground treatment system. An existing Class I bike path will be impacted and must be replaced alongside the new roadway.

II. STRUCTURES ITEMS

	Structure (1)	Structure (2)	Structure (3)
Rehab Truckee River Bridge #19-0033	\$500,000		
New Bridge over the Truckee River	<u>\$1,800,000</u>		
Total Cost for Structure	\$2,300,000		

TOTAL STRUCTURES ITEMS \$2,300,000
 (Sum of Total Cost for Structures)

Alternatives 1, 2, and 3 would construct a new bridge over the Truckee River near the proposed new SR 89/28 intersection. It is expected that the existing SR 89 roadway would be relinquished to Placer County, requiring at least minimal rehabilitation of Fanny Bridge.

III. ENVIRONMENTAL MITIGATION

	Quantity	Unit	Unit Price	Item Cost
Environmental Mitigation	<u>Lump Sum</u>	<u>LS</u>	<u>\$2,000,000</u>	<u>\$2,000,000</u>

Expect extensive mitigation to replace pine trees on U. S. Forest Service property as well as potential wetland mitigation.

IV. RIGHT OF WAY ITEMS

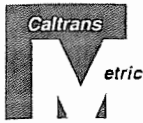
ESCALATED VALUE

A. Acquisition, including excess lands, damages to remainder(s) and Goodwill	<u>\$1-5 million</u>
B. Utility Relocation (State share)	\$200,000

TOTAL RIGHT OF WAY ITEMS \$1-6 million
 (Escalated Value)

Anticipated Date of Right of Way Certification 09/06
 (Date to which values are escalated)

Alternatives 1, 2, and 3 would require acquisition of up to 1.6 hectares of U. S. Forest Service property. These alternatives would also require widening along SR 28, which impacts the businesses along the roadway. Alternative 3 would likely result in relocation of a Chevron gas station. Alternatives 1 and 2 would impact the Chevron gas station due to the transitions for the dual left-turn lanes, but the extent is not known. Alternatives 1 and 2 would require relocation of the Caltrans Maintenance Station. Impacts to utilities are not known.



Design Scoping Checklist

Project Information

District 3 County PLA Route 89,28 Kilometer Post (Post Mile) KP 4.7/5.9, KP 0.0/0.1 EA 03-3A760K

Description In Tahoe City from Granlibakken Road to 0.6 km north of Fairway Drive. Operational
Improvements. _____

Project Manager Mike Forga Phone # 530-741-5456

Project Engineer Karen Tatman, Quincy Engineering Phone # 916-368-9181

Design Functional Manager Ken Keaton Phone # 916-274-5954

Project Development Coordinator John Steele Phone # 916-653-4937

Project Screening

1. Project Description as Noted in Regional Transportation Plan: Fanny Bridge / West Tahoe City Circulation Improvements

2. Project Setting _____

Rural or Urban Urban (Tahoe City)

Current land uses Commercial and Recreational

Adjacent land uses Commercial, includes Caltrans Maintenance Station
(industrial, light industry, commercial, agricultural, residential, etc.)

Existing landscaping/planting none

3. Route Adoption: Date _____ Type of Facility (Freeway, Controlled Access Highway, or Conventional Highway) Conventional Highway

Freeway Agreement: Date NA

Description of the Transportation Problem

Traffic congestion exists through the existing Wye intersection of SR 89/28 and across existing Truckee River "Fanny" Bridge due to conflicts between vehicles, bicycles, and pedestrians during peak seasonal uses. Typical summer queues exceed two miles in length for four to six hours per day.

Proposed Scope of Work

Alternatives 1,2, and 3 would realign SR 89 to remove highway traffic from the existing Truckee River "Fanny" Bridge and would relocate the SR 89/28 intersection to the west. A new bridge would be constructed over Truckee River.

Alternative 4 would widen or replace the existing Fanny Bridge with a bridge wide enough to accommodate pedestrians and bicycles.

Design Criteria

Type of facility to be considered? (more than one may apply)

Freeway Expressway Conventional Highway X Urban Street

Other (specify) _____

Design Speed for highway facilities within the project limit? 45-70 km/hr

Design Period: Construction Year is? 2007 Design Year is? 2027

Design Capacity: Level of Service to be maintained over the design period is?

Mainline D Ramp _____ Local Street _____ Weaving Sections _____

Design Vehicle Selection?

STAA _____ California X Bus _____

Proposed Roadbed and Structure Widths

Forecasted Average Daily Traffic Volumes 25,000

Percent Truck Volume 5 %

	Roadbed Width			Structure Width		
	Existing	Proposed	Standard	Existing	Proposed	Standard
State highway						
Lane Widths	<u>3.6</u>	<u>3.6</u>	<u>3.6</u>	<u>3.6</u>	<u>3.6</u>	<u>3.6</u>
Left Shoulder	<u>NA</u>	_____	_____	<u>NA</u>	_____	_____
Right Shoulder	<u>0.9-1.5</u>	<u>2.4</u>	<u>2.4</u>	<u>0.9-1.5</u>	<u>2.4</u>	<u>2.4</u>
Median Width	<u>NA</u>	_____	_____	<u>NA</u>	_____	_____
Bicycle Lane	<u>NA</u>	_____	_____	<u>NA</u>	_____	_____

Local Street

Lane Widths _____

Left Shoulder _____

Right Shoulder _____

Median Width _____

Bicycle Lane _____

Median Barrier Existing none
 Proposed (Concrete Barrier / Thrie Beam / Other) _____

Roadway Design Scoping

Mainline Operations

Mainline Highway Widening

Existing pavement to be rehabilitated with Asphalt Concrete / Rubberized AC / PCC.
 Widen existing _____ lane facility to _____ lanes. R/W acquisition for _____ lanes.
 Local street structures to span _____ lanes of highway (for future requirements).

Upgrade existing facility to:

- Expressway Standards
- Freeway Standards
- Controlled Access Highway
- Traversable Highway
- Improve Vertical Clearance
- Adequate Falsework Clearance

Ramp / Street Intersection Improvements

- New Signals
- Right Turn Lanes
- Merging Lanes
- Left-turn Lanes
- Interchange Spacing
- Intersection Spacing
- Single Lane Ramps Exceeding 300 M Widened To Two Lanes
- Other _____
- Modify Signals
- Widening For Localized Through Lanes
- Deceleration / Acceleration Lanes
- > 300 VPH Left-turn (Requires Double Left-turn)
- Ramps Intersect Local Street < 4 % Grade
- Exit Ramps > 1,500 VPH Designed As Two Lane Exit

Operational Improvements

Truck Climbing Lane

- Sustained Grade Exceeding 2% And Total Rise Exceeds 15 M.
- Other _____

Auxiliary Lanes

- When 600 M Between Successive On-Ramps.
- Two Lane Exit Ramps Have 400 M Auxiliary Lane.
- Weaving < 500 M between Off-Ramp and On-Ramp.
- Other _____

Right of Way Access Control

- Existing access control extends at least 15 m beyond end of curb return, radius or taper.
- New construction access control extends at least 30 m (urban areas) or 100 m (rural areas) beyond end of curb returns, radius or taper.
- Other _____

Highway Planting

- Replacement
- Median
- Mitigation

Safety

- Off-Freeway Access
- Maintenance Vehicle Pull-Out

Roadside Management

- Slope paving
- Gore paving
- Roadside paving

Stormwater

- Erosion control
- Drainage
- Slope design

Structures

- New Bridge
- Bridge Rehab
- Retaining Wall
- Other _____
- On STRAIN list for fair to poor condition, structurally deficient, Sufficiency Rating of 52.7

Additional Studies

Preliminary Evaluation provided by:

Project Engineer Karen A Tatman Date 3/1/02

Design Manager _____ Date _____

Design Concept approved by:

Project Development Coordinator JLH Date 3/6/02

JOHN ROCCANOVA FOR JOHN STREIBER.

Conceptual approval in no way implies that any non-standard features currently identified or identified in the future will be approved. Non-standard features will need to be identified, fully analyzed and justified prior to approval (via a design exception fact sheet) of the selected alternative.

Reviewed by:

Project Manager Michael J. G. Date 3/6/02

STATE OF CALIFORNIA – DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY SCOPING CHECKLIST

Date: March 7, 2002


03-PLA-89, KP 4.7/5.9 (PM 7.5/9.4)
03-PLA-28, KP 0.0/0.1 (PM 0.0/0.06)
E.A. 03-3A760K
Project Description: Highway Improvements

Right of Way Scoping

Project will require partial acquisition of up to 10 commercial and residential parcels. Up to 1.6 HA will be required from the US Forest Service. For Alternatives 1 and 2, relocation of a real estate (Chase Realty) would be required. For Alternative 3, relocation of a Chevron gas station would be required.

1. New Right of Way Required: yes ___ no
- a. Number of Parcels: 1-10 ___ 11-20 ___ 21-50 ___ 51-100 ___ 100+
- b. Railroad Involvement: ___ yes no
- c. Utility Relocation: yes ___ no
2. Number of Alternates to be Studied: ___ 1 ___ 2 ___ 3 4 ___ 5
3. Housing Study Required: ___ yes no
 (1 RAP Displacement needed)
4. Environmental Permits Required: yes ___ no
5. Public Meetings Anticipated: ___ None ___ 1 2 ___ 3 ___ 4+
6. Right of Way Capital Cost Estimate: ___ \$0-\$50,000
 ___ \$50,000-\$100,000
 ___ \$100,000-\$1,000,000
 \$1,000,000-\$5,000,000
 ___ \$5,000,000-\$20,000,000
7. Support Cost Estimate through Project Certification: 0.98 PYs

Prepared by: Karen Tatman, Quincy Engineering

Approved by: 
DONALD E. GREBE
Senior Right of Way Agent
Project Delivery
Right of Way

cc: Rich Harris, Scott Jackson, Diane Maletta,

Fanny Bridge PSR(PDS)

Preliminary Environmental Analysis Report

Developing a new alignment for SR 89, moving the SR 89/28 intersection, and constructing a new bridge over the Truckee River have the potential to create environmental impacts. In addition, widening or replacing Fanny Bridge could also result in impacts. Following is an initial identification of the potential environmental impacts associated with these actions.

Realignment of SR 89

The new alignment for Alternatives 1, 2, and 3 would cross the 64-Acre Tract that is owned by the U.S. Forest Service (Forest Service). While the property was formerly developed and is planned by the Forest Service for public uses, such as an interpretive facility and an intermodal transit center, many in the community consider it to be open space or parkland. Any development on the 64-Acre Tract could be controversial and could trigger issues related to the applicability of 49 U.S. Code section 303, commonly referred to as section 4(f) of the Department of Transportation Act. A previous environmental document addressing a portion of the 64-Acre Tract resulted in a finding by the Federal Transit Administration that section 4(f) does not apply to the property. However, it is not unforeseeable that the issue could be brought up with respect to either alignment across the property.

The new alignment could result in the removal of structures and the loss or disruption of existing businesses. An example is the building housing the Chase Real Estate office at the southern end of the 64-Acre Tract. The new alignment could also result in changes to the access and egress for the businesses, such as the Bank of the West that is located adjacent to the existing SR 89 south of Fanny Bridge. It could also result in circulation changes to the residential developments, such as the Tavern Shores condominiums, that are also located adjacent to the existing SR 89. The potential disruption of these existing uses would need to be considered. In addition, relocating the highway further to the west would put it in closer proximity to the residences in the Granlibakken area.

The new alignment through the 64-Acre Tract would also result in land use changes that would have to be judged compatible with the Forest Service plans for the site and the TRPA plans and Code of Ordinances. While the SR 89 realignment is a recognized component of TRPA plans, such as the Tahoe City Community Plan, adding new coverage at the site would have to be evaluated to determine compatibility with the Land Capability Classification System. In addition, because portions of the 64-Acre Tract are classified by TRPA as Stream Environment Zone (SEZ), any potential encroachment into such areas would need to be examined.

Past biological surveys of the 64-Acre Tract have not identified the presence of any threatened or endangered species. While bald eagles (*Haliaeetus leucocephalus*), a listed species, are known to forage for fish along the shores of Lake Tahoe, the highly disturbed conditions at the site make it unlikely nesting habitat for this species. The willow flycatcher (*Empidonax trailii*) and the California wolverine (*Gulo gulo leteus*), also listed species, have been reported within a few miles of Tahoe City, but not at the site. In addition, there are no confirmed reports of the existence of the Tahoe yellow-cress (*Rorippa subumbellata*), a TRPA Special Interest Species, in the area. Other species of concern, such as the California spotted owl (*Strix occidentalis occidentalis*) and the northern goshawk (*Accipiter gentilis*), have also been reported in the area, but not at the site. However, these previously reported biological clearances need to be updated and confirmed.

The 64-Acre Tract has recorded occurrences of prehistoric and historic cultural resources. The reported prehistoric sites have been not been located again and may have been destroyed. The recorded historic features include those associated with the Lake Tahoe Railway and Transportation Company railroad grade through the site to the Tahoe Tavern and the Old West Shore Road along the alignment of SR 89. In addition, portions of the site reportedly contain features associated with the Tahoe Tavern itself. Any ground disturbing activity on the 64-Acre Tract associated with constructing the new alignment would have the potential to encounter prehistoric and historic cultural resources.

The 64-Acre Tract has geology and soils similar to those found in the surrounding area. The Tahoe Basin is subject to seismic events and the recorded high groundwater on the site could result in liquefaction problems. If liquefaction were to occur as a result of a seismic event, then access problems to and from the west shore area would result.

The existing SR 89 alignment does not incorporate all the Best Management Practices (BMPs) to meet the TRPA and the California Regional Water Quality Control Board, Lahontan Region (RWQCB) water quality standards and is the source of water quality problems. The new alignment would have to incorporate all the applicable BMPs. The additional land coverage associated with the new alignment's impervious surfaces would be the source of additional runoff. The runoff could also result in the discharge of water to the Truckee River that would need to be evaluated for compliance with the standards of the TRPA and the RWQCB.

The new alignment could change traffic patterns in the Tahoe City area. At the present time, many residents and visitors plan their trips to avoid the congestion associated with Fanny Bridge. If the traffic queues on SR 89 were reduced, then there would be more flexibility for making vehicle trips in the Tahoe City area during peak summer hours. It should be noted that some interests are opposed to any improvement to the conditions that exist on SR 89 because it could result in inducing additional vehicle trips to the Tahoe Basin.

Development of the new alignment would result in short-term noise and air quality emissions at the 64-Acre Tract during construction that could create impacts to biological resources, sensitive human receptors, and the adjacent land uses. In addition, adding new vehicle trips through the western portion of the site would result in the introduction of new noise sources and would also introduce new air quality emissions.

The 64-Acre Tract contains identified visual resources. The southern portion of SR 89 is part of TRPA's roadway unit 14 and the northern portion is part of roadway unit 42. Any visual changes to the site would need to be examined for compatibility with TRPA's travel route ratings and the Scenic Quality Improvement Program (SQIP).

During construction of the new alignment there would also be disruption of the pedestrian and bicycle trail system on the site. There is also the possibility that the construction could impact the overall community trail system provided by the Tahoe City Public Utility District (TCPUD). However, reducing or correcting the traffic problems at Fanny Bridge would provide a safer connection for the existing TCPUD trail network and would provide more access to the recreation features associated with Fanny Bridge.

Relocation of SR 89/28 Intersection

Moving the SR 89/28 intersection would require relocation or redesign of the existing Caltrans Maintenance Station. Depending on where the relocated facility would be developed, there could be consequences with respect to land use, plan compatibility, and land coverage. In addition, the relocated intersection could disrupt existing businesses in the area and result in additional changes, such as the introduction of new noise and air quality problems. The sites where the relocated SR 89/28 intersection would be located have also been reported as containing portions of the Truckee-Tahoe City Road as well as the Lake Tahoe Railway and Transportation Company right-of-way.

Removing the Chevron gas station on SR 28 would require closing existing underground fuel storage tanks. Any contaminated waste encountered when relocating the intersection, either at the Caltrans Maintenance Station, the gas station, or other properties would require proper assessment as a basis for remediation. This same condition would also apply at the new SR 89 intersection at the southern limit of the proposed project.

The relocation of the intersection would also have visual implications. The Tahoe City Community Plan identifies the Caltrans Maintenance Station, and the adjacent Tahoe City Lumber Company yard, as a land use with low visual appeal. Relocating the intersection and designing a new entrance to Tahoe City could enhance the visual character of the area and support the SQIP. However, new development associated with the relocated intersection could result in scenic impacts.

New Bridge over the Truckee River

Construction of a new bridge over the Truckee River could have impacts to aquatic and other biological resources found at the sites. The California Department of Fish and Game (CDF&G) recognizes the portion of the river from the dam at Tahoe City downstream to Truckee as the most important spawning area on the entire river. The river contains populations of rainbow, brown, brook trout and other species at the sites where the new bridge would be located. Potential changes related to the construction and operation of a new bridge would have to comply with the requirements of both the CDF&G and the RWQCB.

It is also a possibility that a section 404 permit could be required from the U.S. Army Corps of Engineers if fill is to be placed within the "waters of the United States". Further, while the Lahontan cutthroat trout (*Oncorhynchus clarki henshawi*), a listed species, is not reported in the Truckee River where the bridge would be located, there is the possibility of the need for consultation with the U.S. Fish and Wildlife Service if listed species were identified at the site.

A new bridge would also result in visual changes that would need to be considered in relation to the TRPA visual resources requirements. In addition, if a new bridge were developed, then the consequences with respect to the existing bridge would need to be considered. The existing bridge is an important visual component of the area as well as being an important recreation feature.

Neither bridge site would impact the existing recreation trail bridge over the river near the Fairway Drive intersection. However, construction at either bridge site could result in a temporary disruption of the trails in the area. On the other hand, a new bridge would result in reduced congestion at Fanny Bridge and could enhance the recreation opportunities at that location.

Widening/Replacing Fanny Bridge

Widening or replacing Fanny Bridge would not achieve the goals set forth in the Tahoe City Community Plan and may not result in reduced traffic congestion on SR 89. Depending on the final vertical alignment, there could also be impacts on the access to the existing businesses.

Construction at the site could have impacts on the riparian community and the aquatic resources in the Truckee River. There could also be water quality impacts that would occur as a result of the construction activities. Depending on the final design for the structure, making changes to the appearance of the existing bridge could result in visual impacts. In addition, there could be short-term disruption to the existing TCPUD trail system that meets at the bridge. Depending on how the existing roadway would be redeveloped, there could also be impacts to the adjacent businesses and residential developments.

Summary

The following table summarizes the potential environmental impacts that could result from the construction and operation of Alternatives 1, 2, 3, or 4 based on the results of this preliminary environmental analysis.

Preliminary Environmental Analysis Summary				
Environmental Factor	Possible Environmental Impacts That Warrant Further Investigation			
	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Land Use	Yes	Yes	Yes	Yes
Plan Compatibility				Yes
Land Coverage	Yes	Yes	Yes	
Stream Environment Zones	Yes	Yes	Yes	Yes
Biological Resources	Yes	Yes	Yes	Yes
Cultural Resources	Yes	Yes	Yes	
Earth Resources	Yes	Yes	Yes	
Water Quality	Yes	Yes	Yes	Yes
Hazardous Wastes	Yes	Yes	Yes	
Traffic and Circulation	Yes	Yes	Yes	Yes
Noise	Yes	Yes	Yes	
Air Quality	Yes	Yes	Yes	
Visual Resources	Yes	Yes	Yes	Yes
Recreation	Yes	Yes	Yes	Yes

Recommendations

There are potential environmental consequences associated with Alternatives 1, 2, 3, and 4. Based on the sensitivity of the existing environmental conditions, there is the potential that significant environmental impacts could result from construction and operation of the alternatives. It is unknown if the potential impacts could be mitigated to a level that is not significant. In addition, because of the awareness in the community to Fanny Bridge and the 64-Acre Tract, there is the potential that any changes at these sites could result in public controversy. Further investigation and documentation is necessary to establish the specific impacts that would result from any of the alternatives.

There is also the potential that any of the alternatives could result in cumulative impacts that are currently unknown. In addition, because the alternatives are intended to reduce the existing congestion at Fanny Bridge, there is a possibility that they could result in growth inducement. Further investigation of these issues is also warranted.

For these reasons, an Environmental Impact Report (EIR) should be prepared to meet the requirements of the California Environmental Quality Act (CEQA) with Caltrans as the lead state agency. An Environmental Impact Statement (EIS) should also be prepared to meet the requirements of the National Environmental Policy Act (NEPA) with FHWA acting as the lead federal agency and USFS and TRPA as cooperating agencies. In accordance with Section 21083.5 of CEQA, a combined EIR/EIS/EIS that meets the requirements of CEQA, NEPA, and the TRPA is recommended. The combined document would be prepared to satisfy the TRPA Code of Ordinances. Completion of the combined environmental document is anticipated by December 2004.

(PDS)
PSR Performance Measures
 For EA: 3A760K
 FANNY BRIDGE (PLA/89)

SCOPE

Yes No

- Yes • Is the "Need and Purpose" clearly defined and written in accordance with applicable permitting agency requirements?
- Y • Do the alternatives stay within scope or solve problem identified in "Need and Purpose"?
- Y • Does the scope incorporate required allied projects such as Traffic Management System (TMS) elements, replacement planting, environmental mitigation, maintenance needs, and relinquishment requirements.
- Y • Have non-standard features, if any, been approved using established guidelines?
- Y • Is scope consistent and coordinated with local, regional and state system plans?

Scope Confidence Rating:

5
 1 low to 5 high

COST

Yes No

- N • Is the estimate realistic and in accordance with established guidelines? Does it include a sum for contingencies consistent with risk?
- N/A • Does the cost incorporate required allied projects such as TMS elements, replacement planting, environmental mitigation, relinquishment requirements.
- N/A • Is the right of way cost developed in accordance with established guidelines and consistent with anticipated needs?
- N/A • Were benefit/cost ratios and/or the data to calculate them provided?
- Y • Were funding sources and commitments identified? Is proposed funding program consistent with project type?
- N • Were support costs identified in a manner consistent with SB 45 and CTC Guidelines and supported by a complete project work plan?

\$750K for PA/ED may not be sufficient (better than \$500K originally intended) TRPA may need to use other funding sources to complete PA/ED.

Cost Confidence Rating:

2
 1 low to 5 high

SCHEDULE

Yes No

- Y • Is time allowed for environmental evaluation and construction commensurate with anticipated studies and work windows (e.g., hazardous waste, endangered or season-specific species)?

Funding. etc. of MR est... etc. only

N/A • Does the schedule incorporate required allied projects such as TMS elements, replacement planting, environmental mitigation, relinquishment requirements.

Y • Is Right of Way time provided consistent with anticipated needs, including railroad and utilities?

Schedule Continued:

N/A • Is the schedule consistent with district resource capacity and based on an approved project work plan? *oversight only*

Y • Do local stakeholders agree with the schedule?

Y • Is schedule consistent and coordinated with local, regional and state plans?

Schedule Confidence Rating: **4**
1 low to 5 high

QUALITY

Yes No

Y • Was the range of alternatives identified and evaluated consistent with the need and purpose of the project?

PSR-PDS • Was the preliminary design, right-of-way, traffic and environmental effort adequate to confidently establish scope, schedule and estimate?

11 • Were the studies adequate to identify all project stakeholders such as permitting agencies and community groups, and their anticipated levels of involvement?

a) 9 simulated • Were there adequate peer reviews such as district functional units, safety, maintenance and constructability reviews, value analysis, and OPPD so to alleviate any undue risk?

Quality Confidence Rating: **5**
1 low to 5 high

Overall PSR Confidence Score

Total: 16 x 5 = ~~80~~ 80

Note: Add above individual section confidence ratings and multiply by 5 to obtain overall confidence score. A score of less than 70 indicates "High Risk".

OTHER:

Explain any "No" responses as appropriate:

Note: Any "No" boxes checked indicate a high risk and potential future problems

PDS
PSR^A development support costs: \$750k
CT performs oversight (PA/ED only)
Prepared By:

Mitchell A. Allen

3/7/02
Date

Project Manager

I have read and approve this evaluation:

Jody E. Lonergan

3/12/02
Date

District Director