



Reds Meadow Road Improvements Project

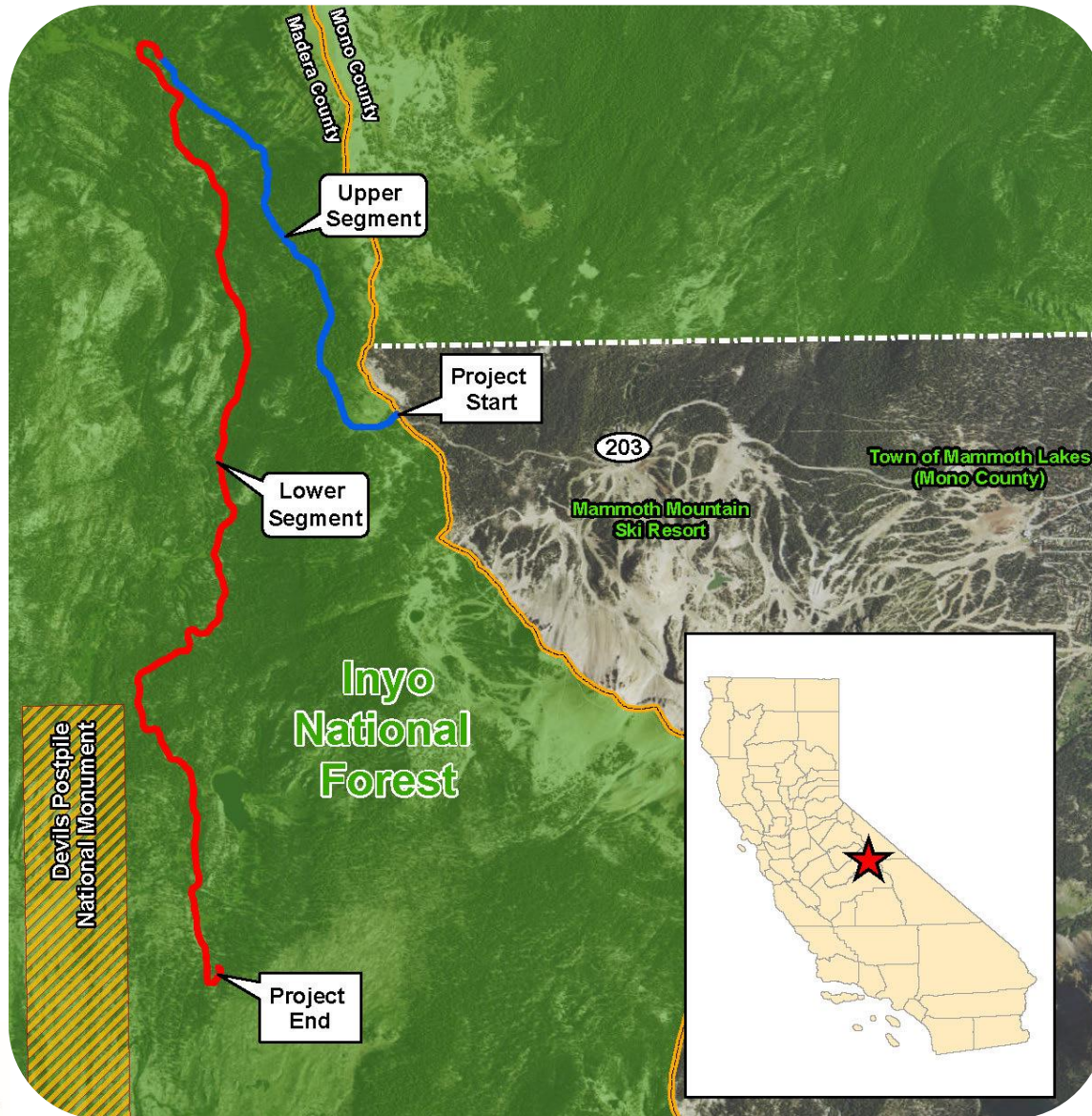


Purpose of Today's Meeting

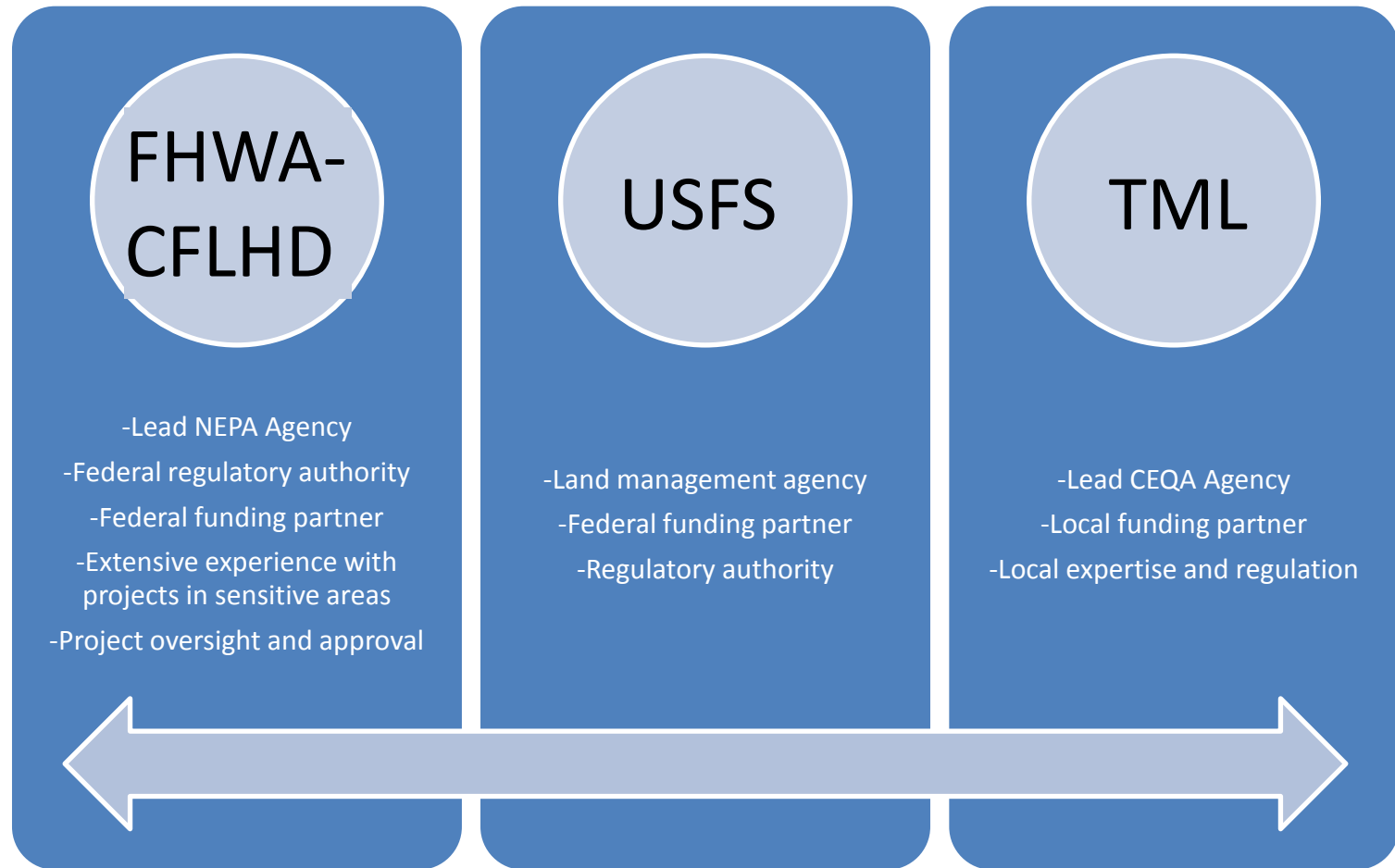
- Introduce the proposed project and project partners
- Describe the project's purpose and need
- Provide an update on what's been accomplished to date, and describe next steps
- Answer questions, engage and inform the public, listen to concerns and gather additional relevant project information



Project Overview



Project Partners



CFLHD Project Portfolio



REDS MEADOW ROAD IMPROVEMENTS PROJECT
CA FTFS 03S11(1)

CFLHD Project Portfolio



REDS MEADOW ROAD IMPROVEMENTS PROJECT
CA FTFS 03S11(1)

Purpose and Need

Purpose

- Improve the deteriorated roadway condition
 - Ensures access to recreational resources
- Improve roadway user mobility/safety
 - facilitates emergency response into/out of valley
 - reduces likelihood of multi-modal traffic incidents



Need

- Substandard roadway integrity
- Unstable roadside slopes
- Inadequate vehicle passing locations and conditions
- Substandard sight distance at some curves



Purpose and Need

- Without improvements, the roadway will continue to deteriorate and impede vehicular access and mobility.
- Maintenance activities provide only temporary roadway repairs and cannot address ongoing structural and drainage concerns.
- Temporary road repairs will eventually be insufficient to maintain the roadway's integrity.



What We've Accomplished

Environmental

- Stakeholder meeting (February 2016)
- Planning and Environmental Linkages Study (PEL)
- Cultural/historic/archaeological field survey
- Aquatic resources field survey
- Threatened and endangered species field survey
- Initiated coordination with resource agencies

Design/Engineering

- Conceptual-level design plans
- Conceptual-level construction cost estimate
- Topographic survey at poor sight distance curves
- Retaining wall cost/benefit analysis
- Design Technical Memorandum (DTM)



PEL Study



Final Planning and Environmental Linkages Report

Reds Meadow Road

Prepared for the United States Forest Service and Federal Highway Administration, Central Federal Lands Highway Division
by CH2M

August 2016

- Understand roadway characteristics, functionality, and use
- High-level look at existing environmental conditions and potential impacts
- Screening for fatal flaws in alternatives
- Informs and streamlines the NEPA/CEQA process



PEL Study

- 9 alternatives screened against 18 criteria factors
- 2 options for the upper segment and 3 options for lower segment will be carried forward into NEPA/CEQA

Upper Segment (Entrance to Agnew Meadows)

- One lane/two lane combination
- Continuous two lanes

Lower Segment (Agnew Meadows to Reds Meadow Resort)

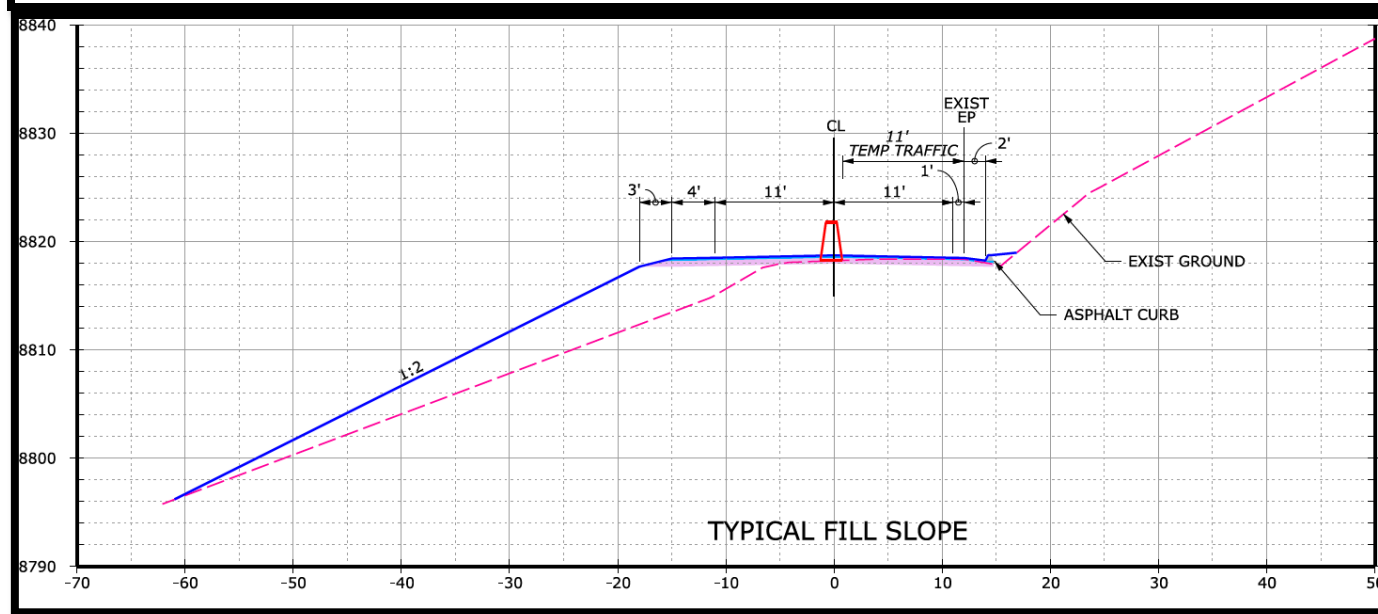
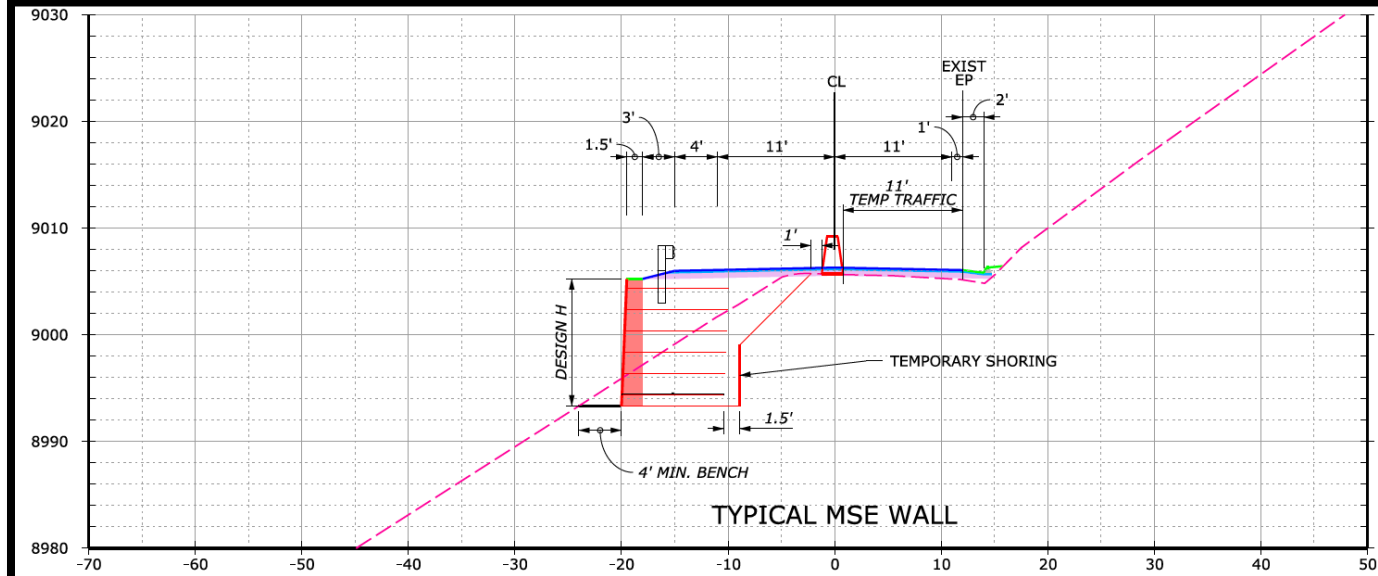
- No Action (Existing Conditions)
- Rehabilitation
- Rehabilitation and realignment



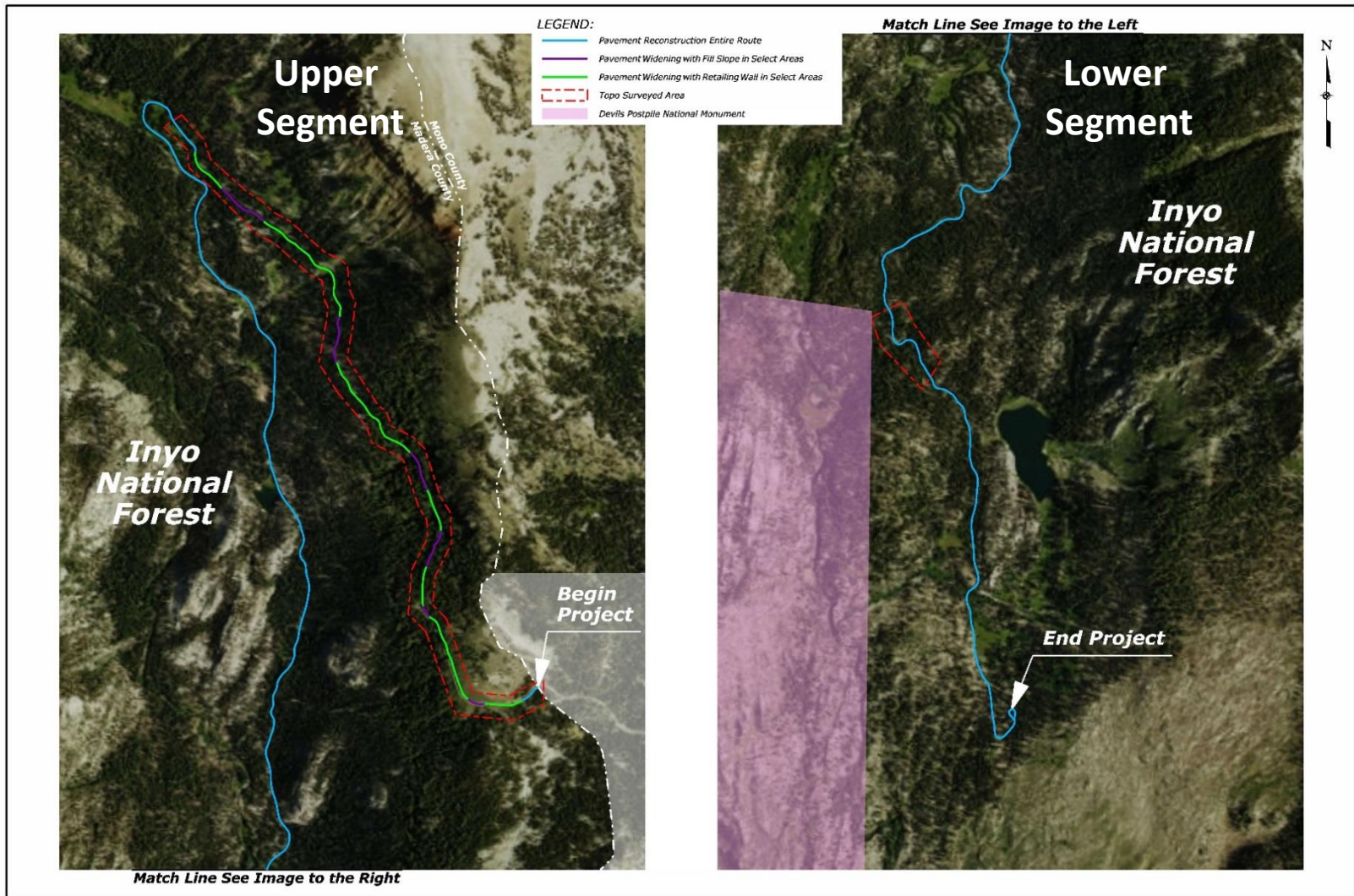
Design Summary

- Identified key constraints:
 - Maintaining access during construction
 - Steep topography
 - Narrow construction work zone
- Evaluated various road widening methods:
 - Cut slopes and cut retaining wall types
 - Fill slopes, rock buttresses and fill retaining wall types
- Developed 15% Design for upper 2.5 mile segment
 - Alternative 2: One lane/two lane combination
 - Alternative 3: Widen to two continuous lanes
- Prepared construction cost estimates for each alternative
 - Cost based analysis for significant construction items including (traffic control, paving, retaining walls, and guardrail)
 - Historical cost data for other items (grading, drainage, erosion control and striping)
- Summarized design in a technical memorandum





Preliminary Project Design



Preliminary Construction Estimates

Alternative	15% Design Estimate		
	Upper 2.5 Miles	Lower 5.8 Miles	Project Total
1: Rehabilitation (pavement reconstruction) entire 8.3 mile length	\$2.7M	\$6.3M	\$9.0M
2: Combination one/two-lane upper 2.5 miles and rehabilitation lower 5.8 miles	\$9.2M	\$6.3M	\$15.5M
3: Widen to two-lanes upper 2.5 miles and rehabilitation lower 5.8 miles	\$16.7M	\$6.3M	\$23.5M
4: Combination one/two-lane upper 2.5 miles and rehabilitation lower 5.8 miles with select road realignments	\$9.2M	\$6.8M	\$16.0M

Note: M = million U.S. dollars



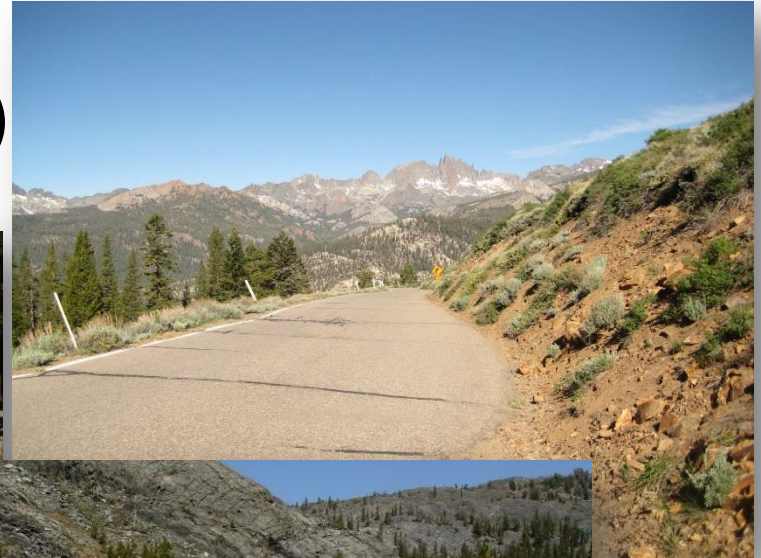
NEPA/CEQA

- Evaluate potential impacts to environmental resources
- Preference on minimizing/avoiding impacts
- Engage stakeholders/resource agencies/public
- Prepare and approve NEPA/CEQA document
 - Including avoidance, minimization and mitigation measures
- Establish foundation for regulatory permitting



Environmental Analysis – Technical Disciplines

- Wetlands and Aquatic Resources
- Threatened, Endangered, or other Special Status Species
- Cultural (Historic, Archaeology, Paleontology) Resources
- Visual Resources
- Recreational Resources/Section 4(f)
- Bicycle and Pedestrian Access
- Noise
- Water Quality
- Land Use
- Economics
- Air Quality
- Cumulative Impacts



Environmental Analysis – Technical Disciplines

- Wetlands and Waters of the U.S.
 - No wetlands identified
 - Potential Waters of the U.S at existing culvert crossings
- Biological Resources
 - No listed plants to be impacted
 - Low Potential to occur for Sierra Nevada Yellow-Legged Frog
- Cultural Resources
 - Three sites/features identified
 - No eligible National Register of Historic Resources sites impacted
- Visual Resources
 - Simulations of improved/built features to be prepared



Schedule and Next Steps

- Complete resource agency consultation (summer 2017)
- Draft EA/IS **public circulation and comment period** (summer 2017)
- Final EA/IS (fall 2017)
- NEPA/CEQA decision document (winter 2017)
- Secure funding for final design and construction (tentatively 2017)
- Final Design (dependent upon funding, tentatively 2018-2020)
- Construction (dependent upon funding, 2021 is likely the earliest)

