

Transportation Enhancement (TE) Application (PSR Equivalent)

**TE funds are federal funds and must follow federal funding guidelines and environmental (NEPA) processes.
All projects must have an approved eligible application prior to programming in the RTIP.**

PART ONE: GENERAL PROJECT INFORMATION

RTIP TE ITIP TE Is the project within Caltrans Right of Way? Yes No .

Are you using Recovery Act TE funds? Yes No

Does this project partner with or commit to employ the services of a Community Conservation Corps or the California Conservation Corps? Yes No .

If you answered yes to the above question please list the contact information for the corps.

Corps Name: _____ Contact Name: _____ Phone number: _____

PROJECT TITLE: Caspar Walkways

<p>IMPLEMENTING AGENCY Administrator/person with day-to-day responsibility for implementing project (Name, title, agency, address, phone, fax, email)</p> <p>Howard N. Dashiell, Director of Transportation Mendocino County Department of Transportation 340 Lake Mendocino Drive Ukiah, Ca 95482</p> <p>707-463-4363 (p) 707-463-5474 (f) dashielh@co.mendocino.ca.us</p>	<p>(Round dollars to nearest thousands)</p> <p>TE FUNDS REQUESTED \$ <u>255,834</u></p> <p>State Match (11.47%) \$ <u>33,146</u></p> <p>Local Match (if Required) \$ _____</p> <p>TOTAL TE PROJECT COST \$ <u>288,980</u></p> <p><input checked="" type="checkbox"/> TE is a stand-alone project.</p> <p><input type="checkbox"/> TE is part of a larger project.</p>
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<p>Person who can answer questions about this application (Name, title, phone, fax, email)</p> <p>James Sookne, Engineering Technician II 707-463-4073 (p), 707-463-5474 (f) sooknej@co.mendocino.ca.us</p>	<p>PARTNER(S) (Name, title, agency, address, phone, fax)</p> <p style="text-align: center;">Not Applicable</p>
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IF TE IS AN ENHANCEMENT TO A LARGER PROJECT, DESCRIBE LARGER PROJECT (if larger project is programmed, provide PPNo, EA, Project Title; if not currently programmed, describe the project)

Not Applicable

Total Project Cost \$ 288,980

PROJECT SCOPE OF PROPOSED TRANSPORTATION ENHANCEMENT ACTIVITIES
(Describe the project's location, limits of work, size, etc. *Not* the justification or benefits).

There are three main components of this project: construction of a concrete walkway, a graded shoulder area for parking and an addition to the existing storm water system. All of the work will occur on the east side of the road. The walkway will be 5' wide and about 300' long. The area between the gutter and the existing edge of pavement will become the graded shoulder area. The drainage system consists of about 300' of 18" HDPE pipe with roughly 3 DI's. The additional pipe will connect into the existing drainage system. One section of the project will require right of way acquisition for the purpose of tying the new sidewalk into an existing walk that runs in front of the Caspar Inn.

NEED AND PURPOSE (Describe how is project above and beyond a standard transportation project)

The community of Caspar is small but many residents and visitors are recreational walkers. Facilities along Caspar Road are frequently the venue for concerts and other community events. The walkway will enhance access to the Community Center and the historic Jewish Shul located along the route. Walkers who currently walk in the roadway will be provided a safer and dryer alternative. Curb and gutter would also enhance parking by better defining the roadway.

RELATIONSHIP (TE projects must have a relationship to surface transportation; describe relation to surface transportation)

This project has an integral relationship with surface transportation, as it provides improvements throughout the project area to Caspar Road, a component of the County Maintained Road System and the main road in the town of Caspar.

CONFORMANCE (Describe conformance with Route Concept Report or Transportation Corridor Report and District System Management Plan - ITIP projects only)

Not Applicable

CONTEXT SENSITIVE SOLUTIONS (Describe how project reflects Director's policy - ITIP projects only)

Not Applicable

ALTERNATIVES CONSIDERED

The "Do Nothing" alternative was considered. However, that alternative was rejected, as there is a valid and urgent need for a sidewalk system that would be provided by this project.

WHICH OF THE 12 TE CATEGORIES DOES THE PROJECT ENCOMPASS? (May be more than one.)

<http://www.dot.ca.gov/hq/TransEnhAct/TransEnact.htm>

- 1. Provision of facilities for pedestrians and bicycles
- 2. Provision of safety and educational activities for pedestrians and bicyclists.
- 3. Acquisition of scenic easements and scenic or historic sites (including historic battlefields).
- 4. Scenic or historic highway programs (including the provision of tourist and welcome center facilities).
- 5. Landscaping and other scenic beautification.
- 6. Historic preservation.
- 7. Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals).
- 8. Preservation of abandoned railway corridors (including the conversion and use of the corridors for pedestrian or bicycle trails).
- 9. Inventory, control, and removal of outdoor advertising.
- 10. Archaeological planning and research.
- 11. Environmental mitigation
 - (i) To address water pollution due to highway runoff; or
 - (ii) Reduce vehicle-caused wildlife mortality while maintaining habitat connectivity.
- 12. Establishment of transportation museums.

PROJECT LOCATION MAPS (Provide Location Map of project in State/Region and Area Specific Map)

See Attachment (1)

PART TWO: FUNDING

Prepared by James Sookne Title Engineering Technician II
 Agency County of Mendocino Phone 707-463-4073 FAX 707-463-5474

PROJECT COMPONENT COSTS (round to nearest \$1,000s)			
	RTIP	ITIP	OTHER
• E&P (PA&ED)	\$ <u>50,000</u>	\$ _____	\$ _____
• PS&E	\$ <u>35,000</u>	\$ _____	\$ _____
• Right of Way Capital	\$ <u>10,000</u>	\$ _____	\$ _____
• Right of Way Support*	\$ _____	\$ _____	\$ _____
• Construction Support*	\$ _____	\$ _____	\$ _____
• Construction Engineering (10%)	\$ <u>17,630</u>	\$ _____	\$ _____
• Construction Capital	\$ <u>176,350</u>	\$ _____	\$ _____
TOTAL PROJECT COSTS		\$ <u>288,980</u>	

*Right of way and construction support are for Caltrans implemented projects only

PRELIMINARY ITEM ESTIMATE - CONSTRUCTION CONTRACT ITEMS					
<u>Item</u>	<u>Description</u>	<u>Unit</u>	<u>Quantity</u>	<u>Unit Price</u>	<u>Amount</u>
1	CONSTRUCTION SIGNS	LS	1	\$5,000	\$5,000
2	TRAFFIC CONTROL SYSTEM	LS	1	\$15,000	\$15,000
3	SAWCUT ASPHALT	LF	180	\$2.00	\$360
4	ROADWAY EXCAVATION	CY	155	\$50.00	\$7,750
5	CLASS 3 AGGREGATE BASE	TON	120	\$60.00	\$7,200
6	CONCRETE SIDEWALK	LF	245	\$90.00	\$22,050
7	CURB AND GUTTER	LF	245	\$50.00	\$12,250
8	ASHPALT CONCRETE (TYPE B)	TON	45	\$30.00	\$1,350
9	CURB RAMP	EA	2	\$2,000	\$4,000
10	THERMOPLASTIC STRIPING	LF	180	\$2.00	\$360
11	DRAINAGE	LS	1	\$45,000	\$45,000
12	MISC. ITEMS	LS	1	\$16,000	\$16,000
13	MOBILIZATION	LS	1	\$24,000	\$24,000
SUBTOTAL					\$160,320
CONTINGENCY (10%)					\$16,030
TOTAL CONSTRUCTION CONTRACT ITEMS					\$176,350

MAINTENANCE (The enhancement must be maintained in a functional and operational manner as its intended purpose for the expected life cycle for the type of project. If it is not maintained in such a manner, reimbursement of all or a portion of the enhancement funds may be required).

Who will maintain? Mendocino County Department of Transportation

What is the source of maintenance funds? County Road Fund

If project is within Caltrans right of way, must be signed by Deputy District Director, Maintenance

DDD Maintenance: _____ Date: _____

PART THREE: INFORMATION AND ASSURANCES

Please note the application must be signed by the TE project sponsor below for the project to be considered for funding. The information below is provided to notify all project sponsors of the criteria that shall be used in the selection of eligible TE projects.

For TE projects proposed for funding from American Recovery and Reinvestment Act of 2009

Assembly Bill X3-20 added Sections 2420-2423 to the Streets and Highways Code which requires that transportation projects proposed for transportation enhancement activities using federal funds provided specifically by the American Recovery and Reinvestment Act of 2009 be programmed and allocated based on the following priorities:

- (1) In programming and allocating these funds, the department and the metropolitan planning organizations, county transportation commissions, and regional transportation agencies shall give priority to the sponsors of eligible projects that partner with, or commit to employ the services of, a Community Conservation Corps or the California Conservation Corps to construct or undertake the project, provided those projects meet the requirements of the American Recovery and Reinvestment Act of 2009.
- (2) After all eligible projects have been selected pursuant to paragraph (1), the department and the metropolitan planning organizations, county transportation commissions, and regional transportation agencies shall next give priority to projects that provide facilities for pedestrians and bicyclists, provided those projects meet the requirements of the American Recovery and Reinvestment Act of 2009.
- (3) After all eligible projects have been selected pursuant to paragraph (2), the department and the metropolitan planning organizations, county transportation commissions, and regional transportation agencies may fund any project eligible in accordance with paragraph (35) of subdivision (a) of Section 101 of Title 23 of the United States Code.

For projects proposed for funding with all federal TE funds

Senate Bill 286 (Chapter 373, Statutes of 2008) added Sections 2370-2374 to the Streets and Highways Code which requires the selection of all TE projects to be based on projects which partner with, or commit to employ the services of a Community Conservation Corps or the California Conservation Corps. The department, in consultation with Community Conservation Corps, the California Conservation Corps, the commission, regional transportation planning agencies, county transportation commissions or authorities, and congestion management agencies, developed the following criteria that give priority in the selection of TE projects. The information below is provided to project sponsors to assist them in understanding how projects will be selected. Regional transportation planning agencies, county transportation commissions or authorities, and congestion management agencies, when selecting candidates for transportation enhancement projects, shall utilize the selection criteria below.

The RTPAs are required to use the following criteria in prioritizing and selecting TE projects for programming in the Regional Transportation Improvement Programs (RTIP):

- (1) TE eligible projects whose sponsor is partnering with, or has agreed to employ the services of a Community Conservation Corps or the California Conservation Corps (collectively referred to as corps), shall be selected first for funding (the scope of the work performed by the corps will be identified in page 6 of the TE application);
- (2) After all TE eligible projects described in paragraph (1) have been selected for funding; the remaining eligible TE projects may be selected.

TE Project candidates that meet the following specific categories are exempt from the above selection criteria and may compete on an equal basis with all project candidates in category (1) above:

- (a) Projects that have been selected and programmed in a RTIP prior to June 25, 2009.
- (b) Projects for which no corps will partner with the sponsor or agree to provide services. A project sponsor can request this exemption only by certifying on the TE Application, with the concurrence of the California Conservation Corps and the California Association of Local Conservation Corps, which the sponsor notified both organizations about the available project, but that no corps in the state was prepared to serve as a partner or provide services.

The department, regional transportation planning agencies, county transportation commissions or authorities, or congestion management agencies shall be authorized to enter into cooperative agreements, grant agreements, or procurement contracts with Community Conservation Corps pursuant to the simplified contract requirements authorized by Section 18.36(j) of Title 49 of the Code of Federal Regulations in order to enable community conservation corps to utilize transportation enhancement project funds.

Section 2370(a) of the Streets and Highways Code is specific as to which organizations can be considered as a Community Conservation Corps or the California Conservation Corps. "Community Conservation Corps" shall have the same meaning as defined in Section 14507.5 of the Public Resources Code. Information regarding these organizations is available on the internet at:

- <http://www.consrv.ca.gov/dor/grants/Pages/lccc.aspx>
- <http://www.ccc.ca.gov/PARTNER/PARTNERS.HTM>
- www.calcc.org

For the RTPA: Conservation Corps Partner Contact use only:

A corps can participate on the following items of work: _____

Name of corps: _____ and the contact for the corps is: _____
 _____ (Name)
 _____ (Phone number)

This project is exempt under category (b) above. This exemption allows the project to compete on an equal basis with all other project candidates in the region. Concurred in by:

VIRGINIA M. CLARK _____ 9/23/4
 California Conservation Corps contact (Print Name) (Signature) Date

California Association of Local Conservation Corps contact (Print Name) _____ (Signature) _____ Date

**RTPA Conservation Corps Partner Contacts
 For Transportation Enhancement Projects**

AGENCY	CCC Contact Title and Name	Phone Number	Email Address
California Conservation Corps	Regional Deputy for Region 2 Virginia Clark	916-341-3147	virginia.clark@ccc.ca.gov
California Association of Local Conservation Corps (representing the Community Conservation Corps)	Association Manager Scott Dosick	916-285-8743	manager@calcc.org

Project Implementing Agency possesses legal authority to nominate this transportation enhancement and to finance, acquire, and construct the proposed project; and by formal action (e.g., a resolution) the Implementing Agency's governing body authorizes the nomination of the transportation enhancement, including all understanding and assurances contained therein, and authorizes the person identified as the official representative of the Implementing Agency to act in connection with the nomination and to provide such additional information as may be required.

Project Implementing Agency will maintain and operate the property acquired, developed, rehabilitated, or restored for the life of the resultant facility (ies) or activity. With the approval of the California Department of Transportation, the Implementing Agency or its successors in interest in the property may transfer the responsibility to maintain and operate the property.

Project Implementing Agency will give the California Department of Transportation's representative access to and the right to examine all records, books, papers, or documents related to the transportation enhancement activity.

Project Implementing Agency will comply where applicable with provisions of the California Environmental Quality Act, the National Environmental Policy Act, the Americans with Disabilities Act, the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation, CTC Guidelines, FHWA Transportation Enhancement Guidance and any other federal, state, and/or local laws, rules and/or regulations.

The department, regional transportation planning agencies, county transportation commissions or authorities, or congestion management agencies shall be authorized to enter into cooperative agreements, grant agreements, or procurement contracts with Community Conservation Corps pursuant to the simplified contract requirements authorized by Section 18.36(j) of Title 49 of the Code of Federal Regulations in order to enable community conservation corps to utilize transportation enhancement project funds.

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- <http://www.consrv.ca.gov/dor/grants/Pages/lccc.aspx>
- <http://www.ccc.ca.gov/PARTNER/PARTNERS.HTM>
- www.calcc.org

For the RTPA: Conservation Corps Partner Contact use only:

A corps can participate on the following items of work: _____

Name of corps: _____ and the contact for the corps is: _____
 _____ (Name)
 _____ (Phone number)

This project is exempt under category (b) above. This exemption allows the project to compete on an equal basis with all other project candidates in the region. Concurred in by:

California Conservation Corps contact (Print Name)	(Signature)	Date
Scott Dosick		September 22, 2011
California Association of Local Conservation Corps contact (Print Name)	(Signature)	Date

**RTPA Conservation Corps Partner Contacts
For Transportation Enhancement Projects**

AGENCY	CCC Contact Title and Name	Phone Number	Email Address
California Conservation Corps	Regional Deputy for Region 2 Virginia Clark	916-341-3147	virginia.clark@ccc.ca.gov
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If TE funds or projects are used for other than the intended enhancement purposes as defined by federal or state regulations or guidelines, the implementing agency may be required to remit all state and federal enhancement funds back to the state. I certify that the information contained in this transportation enhancement activity application, including required attachments, is accurate and that I have read and understand the important information and agree to the assurances on this form.

Signed 
(TEA Administering Agency Representative)

Date 9.29.11

Printed (Name and Title) Larry Alexander, Dep Director of Transportation

Administering Agency County DOT

For State Projects:

Upon receiving an eligibility determination, a Project Nomination Sheet must be submitted to the District for programming.

Mendocino Council of Governments Transportation Enhancement Application Supplement

Responses to the attached set of questions are required by MCOG and are in addition to the State Transportation Enhancement (TE) Application (PSR Equivalent). The purpose of this supplement is two-fold: (1) to aid applicant in providing information in the application that is more in alignment with scoring criteria, and (2) provide additional information to assure consistency with MCOG Board policy and outcomes of the 2010 Strategic Planning Workshops. Part 1 directly addresses the application. Part 2 addresses MCOG Board policy issues:

PART 1: General Project Questions

The following questions must be answered for ALL applications:

1. Regional and Community Enhancement

a. How does the project benefit quality-of-life, community, environment?

This project will benefit the quality of life and the community of Caspar by providing a safer walkway along Caspar's busiest street. This area of Caspar is an area of outstanding scenic beauty and is available for public use. Many of the residents and visitors of Caspar are recreational walkers and Caspar Road is a vital part of their route. The facilities on Caspar Road are also home to different concerts and other community events. This walkway will enhance access to the Community Center and the historic Jewish Shul, both of which are located along this route.

b. How does the project increase access to activity centers, such as businesses, schools, recreational areas and shopping areas? Does it connect transportation modes, have multimodal aspects, complement the regional transportation system, or fill deficiencies in the system?

This project will increase access to activity centers in the town of Caspar by providing better access to the Community Center and other venues along the route. This new segment of sidewalk will tie into the existing sidewalk in front of the Caspar Inn.

c. Does the project implement goals in the regional transportation plan, or other adopted federal, state, or local plans?

This project will provide a concrete walkway and more defined parking which are both aspects of the regional transportation plan.

d. Does the project increase availability, awareness or protection of historic, community, visual or natural resources?

By providing a sidewalk along the main street in Caspar, this project will increase availability to all of the community resources along Caspar Road. The town of Caspar is historic, dating back to the time of heavy redwood harvesting. It was a point of delivery between the old railroad where a chute was used to slide the giant logs down to the ocean for delivery to San Francisco and the world market. In addition, Caspar Road is a perfect example of an area with extreme beauty and access to natural resources for the public use.

e. Describe the degree of regional or community support. For example, letters of support from local interest groups and public bodies, additional match.

There is support for this project from the community. This support was demonstrated at a meeting between the Mendocino County Department of Transportation and the Caspar Community Center Board

on July 17, 2009 and again at a community meeting (attended by approximately 50 people) on August 2, 2009.

f. *Does the project encompass more than one of the four activity-specific divisions?*

Yes, this project includes various aspects from all four of the activity-specific divisions.

2. **Cost Effectiveness/Reasonable Cost**

a. *Describe cost effectiveness of the project. (Examples: cost/benefit, reasonable cost, level of use, leveraging of other funds, lifecycle of project):*

A concrete walkway is the most cost effective solution to providing the people of Caspar a safe and durable walkway. There is currently a gravel path in the proposed area. This gravel path continues to become overrun with weeds and therefore results in more maintenance costs.

PART 1: Activity Specific Questions

For the following Activity-Specific Questions, please answer questions for one division only. If your project encompasses more than one category, please select the one division which best fits your project for these questions.

1. **Bicycle, Pedestrian, Abandoned Rail Right of Way Specific Division** (Categories 1, 2, and 8)

Category 1: Provision of facilities for pedestrians and bicycles

Category 2: Safety/educational activities for bike/pedestrians

Category 8: Preservation of abandoned railway corridors (including the conversion of use thereof for pedestrian or bicycle trails)

a. *Describe the need for proposed facilities: shortage of bicycle or pedestrian facilities; missing link in connecting the inter-modal system, importance of link; necessity of proposed facilities to serve the system:*

There is a great need for more pedestrian and bicycle facilities along Caspar Road. There is a partial walkway already in place but it doesn't link many of the residents with the Community Center, which is where many of the community activities take place.

b. *Describe the degree the proposed project meets needs or addresses opportunities for bicycle or pedestrian facilities:*

This project greatly meets the needs for pedestrian facilities along Caspar Road. It will connect many of the houses to Community Center which is of big concern to the residents in Caspar.

2. **Historic/Archaeological Specific Division** (Categories 3, 4, 6, 7, 10, and 12)

Category 3: Acquisition of historic sites

Category 4: Historic highway programs

Category 6: Historic preservation

Category 7: Rehabilitation and operation of historic transportation buildings, structures or facilities

Category 10: Archaeological planning and research

Category 12: Transportation Museums

a. *Describe the current recognized level of historic significance (federal, state, or local):*

b. *Describe the degree project activity will enhance, preserve, or protect the historic/archaeological resource:*

3. **Transportation Aesthetics and Scenic Values Specific Division** (Categories 3, 4, 5, 9)

Category 3: Acquisition of scenic easements and scenic sites

Category 4: Scenic highway programs

Category 5: Landscaping and other scenic beautification

Category 9: Control and removal of outdoor advertising.

- a. *Describe the degree to which scenic or aesthetic resources are rare, unique, or significant; degree to which potential for enhancement exists for landscaping or scenic beautification; current degree of visual blight:*
- b. *Describe the degree to which project will preserve, rehabilitate or develop scenic or aesthetic resource:*
4. **Water Pollution Due to Highway Runoff Specific Division** (Category 11)
Category 11: Mitigation of water pollution due to highway runoff.
 - a. *Describe the magnitude of environmental problem:*
 - b. *Describe the degree to which activity solves this problem:*

PART 2: MCOG POLICY CONFORMANCE

1. **Leverage:** Responses to these questions may bolster support for scoring under Cost Effectiveness/Reasonable Cost category.
 - a. If there are other sources of funds required to complete this project, what is the amount of funding and what is the source of these funds?

There had been additional LTF 2% funds for this project but they were reprogrammed in 2010. However, preliminary design work has been completed.

- b. Are these other sources of funds committed? How are they committed? (by agency Resolution? programmed in the STIP?)

Not applicable.

- c. Have alternative sources of funding been sought for this project? If not, why? If the answer is yes, what is the status of the alternative funding source application and when might it be available?

LTF 2% funds had been sought for this project originally but were then later partially reallocated to a different project.

2. **Plan Implementation and Consistency:** Responses to these questions may bolster support for scoring under Regional & Community Enhancement category.
 - a. Will this project completely or partially implement a specific plan that has been developed and adopted for the area? Examples are: Downtown Design Plan, Community Action Plan, Blueprint Plan, Downtown Streetscape Plan, ADA Implementation Plan, Transit Service Implementation Plan, etc.

This project will partially implement segments of the Regional Transportation Plan.

- b. Is the proposed project identified in or consistent with existing plans for the area (Bikeway Plan, City/County General Plans, Local Coastal Plan, Regional Transportation Plan, etc.)? Identify where the project is listed in the plan or state how consistency with the plan will be achieved by implementation of this project.

This plan is consistent with the Regional Transportation Plan in that it will provide safer pedestrian facilities and better, easier access to community resources. Caspar Road is constructed adjacent to the Caspar Headlands State Natural Reserve and provides views of that area for visitors.

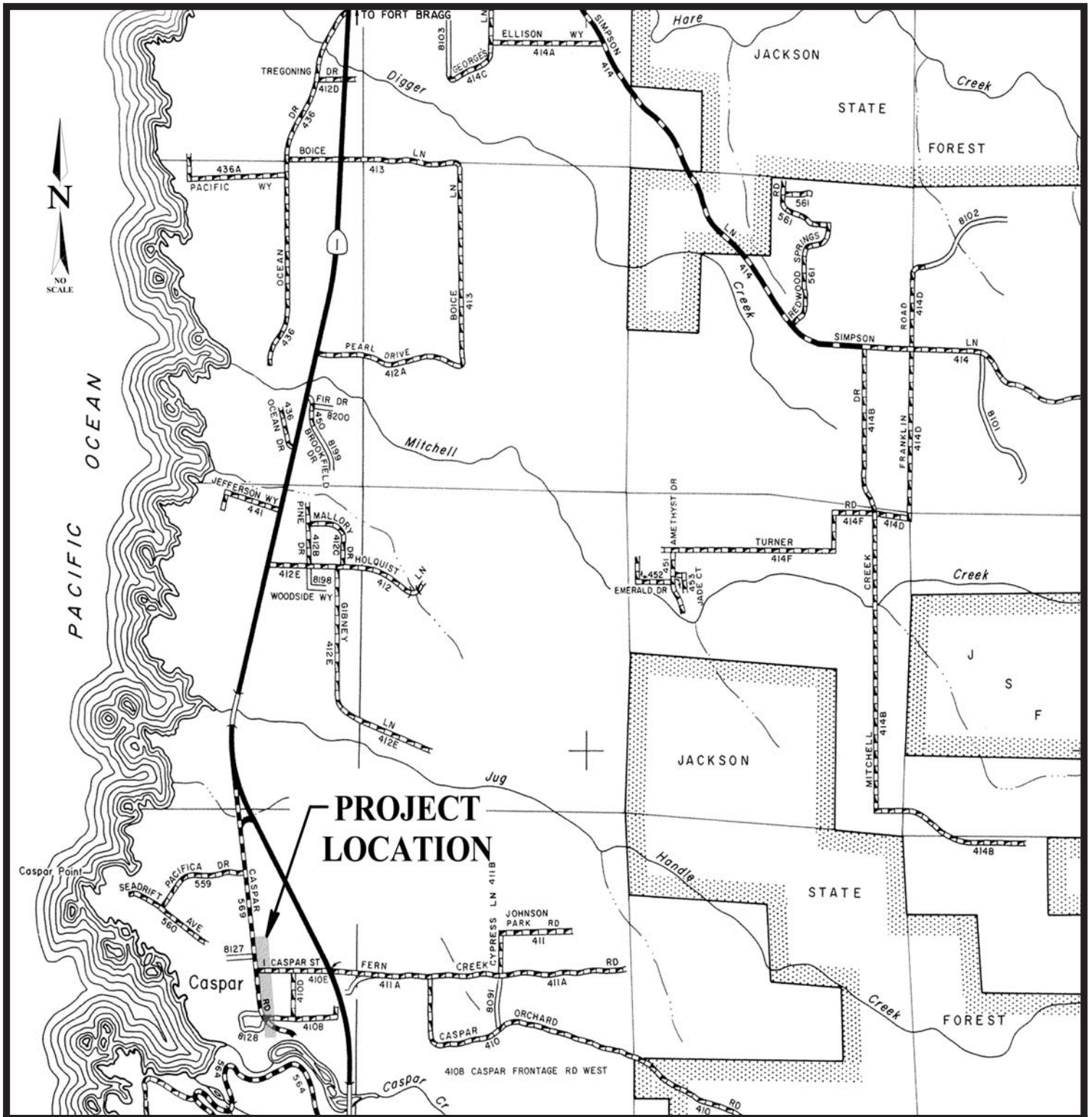
3. **Readiness:** Responses to these questions may bolster support for scoring under Cost Effectiveness/Reasonable Cost category:

- a. Has any pre-construction activity (environmental, design, right-of-way) already been completed for this project? If yes, what has been completed and with what sources of funding?

Some preliminary design work has been completed and was funded by LTF 2% funds.

- b. What is the degree of readiness of this project? Provide milestones for each activity identified below:

<u>Begin Activity</u>	<u>Date (mo/yr)</u>
Environmental	<u>3/1/13</u>
Design	<u>3/1/13</u>
Right-of-Way	<u>3/15/13</u>
Construction	<u>8/1/13</u>



**2011 TRANSPORTATION ENHANCEMENT(TE) PROGRAM
LOCATION MAP**

CASPAR ROAD
CR 569
M.P. 0.51-0.67