

Appendix I
ROUND 8 LAKE TAHOE CAPITAL PROJECT PROPOSAL

Project Name: SR 207 Water Quality Improvement	EIP#: 239 and 242
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Capital Focus Area: Watershed and Habitat Improvement

Lead Agency: Federal Highway Administration (Nevada Division)	Contact: Susan Klekar
	Phone Number: (775) 687-1205

Threshold: Water Quality	Email Address: susan_kleker@fhwa.dot.gov
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Threshold Standard: Stormwater Runoff Quality	Total Project Cost: \$ 9,849,234
	Funding Request in this Round: \$ 4,000,000
	Is this a multi-year project? Yes <small>(If "Yes", describe in the Detailed Project Description below number of years or phases and which year the requested funding will cover)</small>

Project Summary (maximum 200 words):

The SR 207 Water Quality Improvement project is a component of NDOT's Phase Master Planning III effort to address environmental issues on 3 of the remaining 16 miles of NDOT's Lake Tahoe roadway network. The project is located in the southeast portion of the Lake Tahoe Basin, beginning at the junction with US Highway 50 and extending east up Kingsbury Grade to Dagget Summit. The project limits are situated within the Edgewood Creek watershed, a listed 303 impaired waterbody that drains directly to Lake Tahoe. The project purpose is to enhance the surface water quality draining from the NDOT right of way by using both source and treatment control Best Management Practices (BMP's). As a parallel benefit, by repairing/replacing deteriorated retaining walls for source control purposes, road stability and safety is also enhanced. If deemed necessary, this project will address other roadway environmental and safety improvements. The project construction is anticipated to begin and end in 2009 and 2010 respectively. Full project completion is anticipated in 2011.

Detailed Project Description:

The Federal Highway Administration (FHWA), in conjunction with both the Nevada Department of Transportation (NDOT), and the Tahoe Regional Planning Agency (TRPA) is developing environmental improvements on SR 207 from the junction with US Highway 50 east to Dagget Summit, a distance of approximately 3.1 miles. The proposed improvements include erosion control, water quality enhancement, drainage facility upgrades, scenic improvements and roadway cut and fill slope stabilization. Project improvements are anticipated to be constructed over a 2-year period (2009-10) and are located within a narrow right of way that is flanked by both private and federal property. This right of way serves as both a major utility and travel corridor. This corridor is located on Federal lands managed by the United States Forest Service and provides access to the Toiyabe, Tahoe and Eldorado National Forests.

This project will improve storm runoff water quality from SR 207 by controlling the source of erosion and treating roadway runoff. Source control measures anticipated to be implemented would include revegetation, riprap placement on bare roadway cut slopes and repair/replacement of deteriorated retaining type walls. As a side benefit, some of these source control measures will also improve scenic quality and roadway safety. Anticipated treatment control measures will include storm drain systems to collect and convey roadway runoff, sediment vaults to capture natural sediment and de-icing sand, oil/water separators, and both infiltration and sediment basins. The proposed improvements are anticipated to reduce the volume of sediment and pollutants, which in turn will limit the impact to both Edgewood Creek and Lake Tahoe. Where necessary, the project will also provide upgraded drainage facilities to improve roadway safety during and after storm events by enhancing drainage system capacity.

Total estimated construction cost of the project is estimated to be \$8,000,000 of which \$4,000,000 of State of Nevada Legislatively approved Lake Tahoe Bonds has been earmarked for construction. Other project related cost are outlined below in Table 1.

Describe the goals and objectives of the project:

The goals and objectives of the project are to:

- Construct water quality source and treatment control facilities that will meet regulatory requirements to the maximum extent possible
- Enhance roadway safety
- Reduce sediment generation through implementation of source control
- Provide a means to mitigate roadway discharge on over steepened slopes located within a narrow right of way
- Enhance roadway runoff treatment by retrofitting or replacing existing drainage system infrastructure with BMP's
- Develop a systematic approach to treat roadway runoff within the right of way and in close proximity to the both Edgewood Creek and Lake Tahoe
- Enhance scenic quality

Describe the anticipated project accomplishments:

- Construct facilities within the SR 207 right of way that contribute fewer pollutants to Edgewood Creek which in turn result in fewer impacts on the greater physical environment of the Lake Tahoe Basin
- Create a project that enhances water quality and mitigates discharge of runoff on over steepened slopes
- Substantially reduce the mobilization of potential pollutants from the project portion of SR 207
- Enhance the roadway scenic quality and roadway safety

Describe the “readiness” of this project to move forward (urgency, capacity, capability, Environmental documentation etc.):

NDOT, as part of its Phase III Environmental Improvement Program, completed an initial field asset inventory and existing condition fieldwork assessment. Once done the planning and environmental documentation process needed for this project began in August 2005. The hydrologic, cultural and biological assessment components have been completed; the final design (PS&E) is anticipated to be completed by November 2008 with construction anticipated to begin in May of 2009.

Describe partnerships for this project. (Include documentation):**

A Technical Advisory Committee (TAC), comprised of members from Nevada Tahoe Resource Team (NTRT), NDOT, Nevada Division of Environmental Protection (NDEP), Tahoe Regional Planning Agency (TRPA), Washoe County, and Douglas County, is guiding this project design. As a group, design alternatives are evaluated and decisions are made to produce the most efficient, best functioning and cost effective design.

Financial partners include the State of Nevada (Tahoe Bond), NDOT (State Gas Tax), and Federal Highway Administration (Public Lands Highway Discretionary Program).

<p>Describe the project monitoring that will be implemented as part of this project including:</p> <ol style="list-style-type: none"> 1) The questions the monitoring program is designed to answer 2) The monitoring approach 3) Whether this project monitoring fits into a larger monitoring or research program?
<ol style="list-style-type: none"> 1) Water quality monitoring has already been implemented as part of the NDOT Phase III Environmental Improvement Program. The existing monitoring program has been structured to collect baseline data from both BMP and non-BMP retrofitted roadway locations around the Basin. The purpose of this data is to determine highway baseline conditions prior to the issuance of the upcoming TMDL. 2) The approach is to assess portions of the highway environment to determine which roadway constituents and related concentrations are most prominent in roadway runoff for both retrofitted and non-retrofitted roadway segments. 3) This information that is currently being collected fits into the larger monitoring program as it will help characterize the constituent load draining from the NDOT right-of way. The information can also be used to supplement that which will be used to support the future TMDL work in the highway runoff environment.
<p>Describe how the project results will be communicated and made-available to the public.</p>
<p>Public meetings are used to disseminate information regarding this project. On August 25, 2006 a public meeting was held at the Kahle Community Center to present information about this project. Proposed treatment strategies were presented and comments were collected. A follow up public meeting will be scheduled in mid 2007 to present the intermediate design phase.</p>
<p>Include an 8-1/2x11 map depicting the project, or research/study area.</p>

**Table 1
SR 207 Water Quality Improvement Project***

Phase	Schedule	Estimated Cost	Current Funding	Current Funding Type	Needed Funding (Approximate)
Planning & Environmental	2005-2006	\$ 362,747	\$ 362,747	Public Lands Highway Fund	\$ 0
Design	2007	\$ 736,487	\$ 736,487	Public Lands Highway Fund	\$ 0
Right of Way	2007	\$ 750,000	\$ 750,000	NV State Gas Tax	\$ 0
Construction	2008-2009	\$ 8,000,000	\$ 4,000,000	Nevada Tahoe Bonds	\$ 4,000,000
Total		\$ 9,849,234	\$ 5,849,234		\$ 4,000,000

* This project is listed in the 2006-2015 State Transportation Improvement Program (STIP)

SR 207 Water Quality Improvement Project Limits



Appendix B-8

**ROUND 8 LAKE TAHOE RESTORATION PROJECTS
ESTIMATED NECESSARY EXPENSES & KEY MILESTONE DATES**

Project Name: SR 207 Water Quality Improvement Agency: FHWA(NDOT)
 Prepared by: Steve Cooke Phone: (775) 885-1445 EIP#: 239 and 242
 SNPLMA Project#: _____

Identify estimated costs of eligible reimbursement expenses:

1. Planning, Environmental Assessment and Research Costs (specialist surveys, reports, monitoring, data collection, analysis, NEPA, etc.)	\$ _____	_____ %
2. FWS Consultation – Endangered Species Act	_____	_____ %
3. Direct Labor (Payroll) to Perform the Project	\$ _____	_____ %
4. Project Equipment (tools, software, specialized equipment, etc.)	\$ _____	_____ %
5. Travel (including per diem where official travel status required to carry out project, such as serve as COR, experts to review reports, etc.)	\$ _____	_____ %
6. Official Vehicle Use (pro rata cost for use of Official Vehicles when required to carry out project)	\$ _____	_____ %
7. Cost of Contracts, Grants and/or Agreements to Perform the Project	\$ _____	_____ %
8. Other Direct and Contracted Labor: Agency payroll for the Contracting Officer to do project procurement, COR, Project Inspector, Sec. 106 Consultation if required, NEPA Lead, Project Manager, Project Supervisor, and subject experts to review contracted surveys, designs/drawings, plans, reports, etc.; Also covered is the cost to contract for a Project Manager and/or Project Supervisor if contracted separately from other project contracts)	\$ _____	_____ %
9. Other Necessary Expenses (See Appendix B-9)	4 4,000,000	100
TOTAL:	\$ 4,000,000	100 %

Estimated Milestone Dates:

Milestones/Deliverables	Date:
Complete Preliminary Design	December 2006
Complete Final Design (PS&E)	November 2008
Begin Construction	May 2009
End Construction	October 2010
Final Completion Date:	July 2011

COMMENTS:
