AGENDA
Bicycle and Pedestrian Advisory Committee Meeting

Wednesday, July 10, 2019
6:00 p.m.
Permit Conference Room
1950 Parkside Drive

AGENDIZED ITEMS – The public is entitled to address the Committee on items appearing on the agenda before or during the Committee’s consideration of that item. Each speaker will be limited to approximately three minutes.

1. ROLL CALL

2. PUBLIC COMMENT PERIOD

3. APPROVAL OF FEBRUARY 13, 2019 ANNOTATED MINUTES

4. REPORTS

   a) Monument Corridor Community-Based Transportation Plan Update. Presented by James Hinkamp, CCTA Associate Transportation Planner
   b) Willow Pass Road Complete Street Feasibility Study. Winnie Chung, TE, Transportation Program Manager
   c) Oak Grove Road Pavement Rehabilitation Phase II (Project No. 2423) Presented by Ali Hatefi, PE, Associate Civil Engineer
   d) Willow Pass Road Repaving Road Safe Route to Transit (SR2T) Improvement Project (Project No. 2449) Presented by Aldrich Bautista, PE, Associate Civil Engineer

5. ADJOURNMENT

ADA NOTICE AND HEARING IMPAIRED PROVISIONS
In accordance with the Americans with Disabilities Act and California Law, it is the policy of the City of Concord to offer its public programs, services and meetings in a manner that is readily accessible to everyone, including those with disabilities. If you are disabled and require a copy of a public hearing notice, or an agenda and/or agenda packet in an appropriate alternative format; or if you require other accommodation, please contact the ADA Coordinator at (925) 671-3031, at least five days in advance of the hearing. Advance notification within this guideline will enable the City to make reasonable arrangements to ensure accessibility.

Distribution: Kevin Marstall, City Engineer
AGENDIZED ITEMS – The public is entitled to address the Committee on items appearing on the agenda before or during the Committee’s consideration of that item. Each speaker will be limited to approximately three minutes.

1. **ROLL CALL**
   Members Present: Ana Villalobos, Chair, Sarah Allen, Vice Chair, Michelle Hernandez, and David Pitman
   Staff Absent: Jack Grant

   Staff Present: Kevin Marstall, Bernard Enrile, Mark Migliore, Ali Hatefi, and ZeeLaura Page

2. **PUBLIC COMMENT PERIOD**

   Clair Linder, from Bike Concord spoke to the letter from Kenji Yamada provided as benched correspondence, requesting that the committee consider options to address the gap of high-traffic roadway with no bicycle travel space from Sutter St to the Monument Corridor Trail and the gap closure along the western span of Clayton Rd would also resolve that wasted opportunity.

3. **APPROVAL OF DECEMBER 12, 2018 ANNOTATED MINUTES**
   ACTION: Approved 4-0

4. **REPORTS FOR ACTION**
   - Considering Cambridge Safe Route to School Improvements Project, Project No, 2456
     Presented by Mark Migliore, Associate Civil Engineer
Recommend in favor of the addition of safe walking and bicycle routes to the Cambridge Elementary School (School) and the Cambridge Park from the Four Corners Neighborhood, as well as the Monument Corridor in general. The Committee specifically confirmed the preference of the use of the green sharrows for the higher visibility as opposed to the standard white sharrow.

**ACTION: Approved 4-0**

- Considering Citywide Pothole/Base Repair and Arterial/Collector Maintenance projects (Project Nos. 2453 and 2458) Presented by Ali Hatefi, Associate Civil Engineer

Recommend in favor of the addition of Class 3 Bike Routes and High Visibility Crosswalks as part of Project No. 2458 in conformity with the City’s Bicycle, Pedestrian, and Safe Routes to Transit Plan.

**ACTION: Approved 4-0**

5. **ADJOURNMENT**

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Distribution: Kevin Marstall, City Engineer 6:50PM
Staff Report

Date: July 10, 2019

To: Bicycle Pedestrian Advisory Committee

From: James Hinkamp, CCTA Associate Transportation Planner

Reviewed by: ZeeLaura Page, Administrative Analyst
Coleman Frick, Associate Planner

Prepared by: James Hinkamp, CCTA Associate Transportation Planner
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Subject: Monument Corridor Community-Based Transportation Plan Update

Report in Brief
The Contra Costa Transportation Authority (CCTA), in coordination with the City of Concord, is currently developing the Monument Corridor Community-Based Transportation Plan (CBTP) Update. It is one of four simultaneous CBTP updates that CCTA is managing in Contra Costa. This report complements the CCTA Staff presentation to the Concord Bicycle and Pedestrian Advisory Committee (BPAC) regarding the status of the Monument Corridor CBTP Update.

Project Background
The Monument Corridor CBTP will result in transportation and mobility strategies for the study area known as the Monument Corridor Community of Concern (CoC). In the early 2000s, the Metropolitan Transportation Commission (MTC) created the Lifeline Transportation Program, which funds transportation and mobility strategy implementation for CoCs throughout the nine-county San Francisco Bay Area. MTC defines CoCs as follows:
“The definition of “communities of concern” is intended to represent a diverse cross-section of populations and communities that could be considered disadvantaged or vulnerable in terms of both current conditions and potential impacts of future growth. For Plan Bay Area 2040, the definition of communities of concern will include all census tracts that have a concentration of BOTH minority AND low-income households at specified thresholds of significance, or that have a concentration of three or more of six additional factors if they also have a concentration of low-income households.”

The CBTP is a planning document for jurisdictions that have COCs within their boundaries and aims to address gaps in transportation mobility and accessibility. Having an adopted CBTP helps qualify such jurisdictions for Lifeline Transportation Program funds in order to implement adopted strategies in respective COC study areas. However, the CBTP is financially unconstrained, which means the total estimated cost of strategies is greater than the funds available in the Lifeline Program. Therefore, based on community and stakeholder feedback, CBTP strategy implementation is prioritized by the greatest need relative to dollar value. As a result, Lifeline Program grants typically serve to leverage other funding sources in order to attain sufficient funds for the desired level of implementation in the adopted CBTP.

**Discussion**

The first Monument Corridor CBTP was completed in 2006. Since then, a number of Monument CBTP strategies have been implemented, including the Lifeline Bus Service Program, the Monument Community Shuttle Bus, real-time route information at bus stops, and pedestrian and bicyclist infrastructure improvements. The current planning effort represents the first CBTP update since 2006.

The current update process began in October 2018 and is estimated to complete in early 2020. Nelson Nygaard is the prime consultant providing professional planning services under CCTA supervision. The CBTP Update is also proceeding under the guidance of two committees: the Project Working Group (PWG) and the Steering Committee (SC). The PWG is comprised of staff from the City of Concord and other regional partner agencies, as well as local community-based organizations, whereas the SC features representation by two Concord City Council members, Supervisor Karen Mitchoff’s office, and representatives from community-based organizations recommended by the PWG such as Monument Impact, First 5, and Bike Concord.

To-date, the consultant team has completed the Existing Conditions Report and Outreach Plan after multiple meetings with the PWG and SC, respectively. The next step is to execute the Outreach Plan through a series of community engagements, including in-person and web-based surveying, appearances at local community events, and a dedicated CBTP community Open House (anticipated to occur in late July/early August). Feedback received during the outreach period will be organized, evaluated,
and then compared with statistical analysis and insights generated in the Existing Conditions Report. This analysis will inform the potential transportation and mobility strategies for consideration in the Draft CBTP, which is anticipated to be released for public review in fall 2019 and adopted in early 2020.

**Recommended Action**
Receive presentation on CBTP and provide input for CCTA and City staff to consider in the development of transportation and mobility strategies for the Monument Corridor CBTP study area.

**Public Contact**
The Bicycle and Pedestrian Advisory Committee Agenda was posted.

**Attachments**
1. Power Point presentation
Staff Report

Date: July 10, 2019

To: Bicycle Pedestrian Advisory Committee

From: Kevin Marstall, PE, City Engineer

Reviewed by: Abhishek Parikh, TE, Transportation Manager

Prepared by: Winnie Chung, TE, Transportation Program Manager

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(925) 671-3483

Subject: Willow Pass Road Complete Street Feasibility Study

Report in Brief

The City of Concord was awarded a $177,060 California Department of Transportation (Caltrans) Sustainable Transportation Planning (STP) grant to fund a complete street feasibility study for Willow Pass Road, Cowell Road, and Galindo Street. The Willow Pass Road portion of the study is proceeding ahead of the Cowell Road and Galindo Street portions to coordinate with the Willow Pass Repaving Safe Route to Transit (SR2T) project.

The preliminary design alternatives for Willow Pass Road is being presented to the Bicycle and Pedestrian Advisory Committee (BPAC) for consideration. Staff will return to BPAC at its next meeting to present alternatives for Cowell Road and Galindo Street.

Project Background

In December, 2017 the City was awarded a competitive STP grant in the amount of $177,060 from Caltrans. In November, 2018, after a competitive proposal process, staff selected and the City Council approved a professional services agreement with Alta Planning + Design (Alta) to conduct a complete street feasibility study for Willow Pass Road, Cowell Road, and Galindo Street. The study focuses on developing context-sensitive design concepts with the goal of improving comfort and safety for all users,
including bicyclists, pedestrians, transit users, and vehicles on Willow Pass Road from Ashdale Drive to Market Street, Cowell Road from Ygnacio Valley Road to Galindo Street, and Galindo Street between Cowell Road and Willow Pass Road.

In February and March, 2019, Alta conducted walking tours with staff and interviews with interested community stakeholders to gather existing conditions, constraints, and opportunities for complete street improvements on each corridor. An on-line platform was also launched to gather community input.

In April and May, 2019, Design Lab workshops were conducted to further solicit feedback from the community regarding desired complete street elements for each corridor. Attendees expressed a desire to slow traffic as well as a need for direct access to goods and services by way of low-cost, space efficient mobility options (walk, bike and transit).

The Alta team led a visioning exercise with members of the public engaged in laying out desired street components on scaled roadway cross sections representing four distinct contexts, or typologies, along Willow Pass Road. Participants explored options to reduce the number of travel lanes, narrow the width of the travel lanes, integrate street trees, and introduce buffered bike lanes or cycle tracks and wide sidewalks. Additionally, participants considered current and future transit routes and supporting infrastructure along the corridor.

The Design Lab workshop, together with input gathered from the on-line platform and stakeholder interviews provided the basis for preliminary design alternatives for Willow Pass Road.

On July 9, 2019, the Alta study team presented the Willow Pass Road alternatives at a pop-up workshop in Todos Santos Plaza to gather community feedback on the alternatives. A summary of the alternatives for Willow Pass Road and community feedback received to date on the alternatives is included in the presentation.

**Recommended Action**

Receive a presentation from Alta Planning + Design, consider the information provided in the presentation, and provide feedback and recommendations to staff regarding the design alternatives for Willow Pass Road.

**Public Contact**

The Bicycle and Pedestrian Advisory Committee Agenda was posted.

**Attachments**

1. Location Map
2. Willow Pass Road Complete Street Design Alternatives
Attachment 1

Location Map

Willow Pass Road Complete Street Feasibility Study
Report in Brief
The Oak Grove Road Pavement Rehabilitation Phase II (Project No. 2423) will extend the recently complete pavement rehabilitation work on Oak Grove Road from Whitman Road to Treat Boulevard. Work will also include the installation/upgrade of curb ramps and adjustment of pedestrian push buttons to meet accessibility standards, sidewalks, vehicle detection, and restriping. Project No. 2423 is funded by Senate Bill 1 (SB-1) and Measure Q funds, and is scheduled to start construction in Spring 2020.

The project design is at 90% completion and is scheduled to go out for construction bid by the end of September when the market is more competitive and attract contractors who are ready to schedule pavement rehabilitation projects in 2020. Staff is presenting the project plans to the Bicycle and Pedestrian Advisory Committee regarding the inclusion of proposed improvements, such as high visibility crosswalks and new sidewalk, in conformance to the City’s Bicycle, Pedestrian, and Safe Routes to Transit Plan adopted in September 2016.
Project Background
On June 14, 2016, the City Council awarded the construction contract for the first phase of the Oak Grove Road Pavement Rehabilitation, from Monument Boulevard to Whitman Road, as part of the FY 14-15 Pavement Rehabilitation Project (Project No. 2331). Construction improvements were accepted by the City on June 27, 2017.

On April 28, 2017, the Governor signed Senate Bill 1 (SB-1), which is known as the Road Repair and Accountability Act of 2017. SB 1 was passed by the legislature as a means of providing additional funding for basic road maintenance, rehabilitation and critical safety needs on both state highways and local streets and road system. SB 1 increases per gallon fuel excise taxes; diesel fuel excise taxes and vehicle registration fees and provides for adjustment for inflation in future years. The California Transportation Commission (CTC) in partnership with the State Controller administers funding program.

On April 24, 2018, City Council approved the proposed Five-Year Pavement Expenditure plan, which included Oak Grove Road Pavement Rehabilitation Phase II (Project No. 2423) as part of the FY 2018-19 and FY 2019-20 Capital Improvement Plan paving projects.

On May 8, 2018, City Council adopted the Fiscal Year 2018-2020 Biennial Capital Budget, which included appropriations in Fiscal Year 2018-19 of $2,000,000 and Fiscal Year 2019-20 of $575,000, funded by SB 1 for the Oak Grove Road Phase II (Project No. 2423). Construction of Oak Grove Road just became fully funded in Fiscal Year 2019-20.

On August 14, 2018, City Council approved the Agreement for Professional Services with Harris & Associates, Inc. to provide design services for Project No. 2423.

On March 23, 2019, Staff invited property owners and residents who live by the project area to an open house community meeting to provide a brief presentation, answer questions about the project, and solicit input to consider for the design process.

On May 28, 2019, the City Council approved a budget transfer of $330,000 to fully fund construction related costs for Project No. 2423, based on recent engineer’s estimate and increase in construction prices.

Project Description
The Oak Grove Road Pavement Rehabilitation Phase II (Project No. 2423) consists of pavement rehabilitation of Oak Grove Road, from Whitman Road to Treat Boulevard. Pavement rehabilitation will consist of removal and replacement of asphalt with deep lift base repairs or cold-in-place recycling method. Other improvements include curb ramp replacement and relocation of pedestrian push buttons to meet Americans with Disability Act (ADA) requirements, vehicle detection replacement, sidewalks, and restriping.
The goal of both projects is to rehabilitate a street in poor condition, eliminate structural defects, extend its service life, and reduce maintenance.

**Discussion**

Design for Oak Grove Road Pavement Rehabilitation Phase II (Project No. 2423) started in September 2018 and is now 90% complete. Attachment 1 provides the project limits of pavement rehabilitation for Oak Grove Road. The project limits also includes the intersection of Oak Grove Road and Treat Boulevard, which may also be included as part of the construction project, pending bid prices and funding availability.

Staff reviewed the location of the project along Oak Grove Road, between Whitman Road and Treat Boulevard, in conjunction with the City’s Bicycle, Pedestrian and Safe Routes to Transit Plan, adopted in September 2016 (Plan). Based on the recommendations prioritized in the Plan, the following pedestrian improvements will be included in Project No. 2423:

- Sidewalk added at east side of Oak Grove Road located south of Whitman Road
- High Visibility Crosswalks at the following intersections:
  - Oak Grove Road/Whitman Road – North, West, and East Sides
  - Oak Grove Road/Chalomar Road/Keswick Lane – North, West, and East sides
  - Oak Grove Road/David Avenue – North side
  - Oak Grove Road/Minert Road – East and South sides
- High Visibility Crosswalks to be restored at the following intersections:
  - Oak Grove Road/Smith Lane – North side
  - Oak Grove Road/Treat Boulevard – North, West, East, and South sides

The Plan also recommends a complete streets study to be performed on Oak Grove Road between Chalomar Road and Minert Road. The budget, schedule, and scope of Project No. 2423 limits the ability to conduct complete street studies. The improvements to be constructed on Oak Grove Road will not preclude future studies and construction of a complete street improvements project.

Oak Grove Road between Whitman Road and Treat Boulevard is classified as an existing Class III Bike Route, however the Plan does not provide a recommendation for construction of an improved bike facilities. As part of the design Staff evaluated the existing road and lane widths on Oak Grove Road to determine the feasibility of adding bike lanes. The existing traffic conditions and lane configurations in Oak Grove Road include the following:

- Classified truck route, existing speed limit of 40 miles per hours, and average daily traffic of approximately 25,000 vehicles;
- Roadway width of 63 feet with 11 feet wide lanes, 9 feet wide median/turn lane, 3.5 feet wide shoulder, and 1.5 feet wide gutter.

Based on the traffic volumes, speed, and trucks using Oak Grove Road, the recommended bike facility to design and construct, per the Bicycle, Pedestrian, and Safe Routes to Transit Plan – Infrastructure Design Guidelines, is a buffered bike lane. The minimum width of a buffered bike lane, based on California MUTCD Standards, includes a 5 feet wide bike lane and 2 feet wide buffer. Constructing a buffered bike lane will require a 7 feet wide buffered bike lane, which is not feasible due to the limited shoulder and gutter width of 5 feet. The project will have signage installed on Oak Grove Road to alert vehicles of bicyclists on Oak Grove Road.

The design of the Oak Grove Road will include modifying the existing widths of the number 1 lanes to 10.5 feet wide and median/turn lane to 10 feet wide. The number 2 lanes must maintain the existing width of 11 feet in order to accommodate trucks.

Due to the schedule of preparing the project for construction bids by September, Staff is unable to make major edits and revisions to the design. Staff will accept design input and will determine if any feasible changes can be made within the project budget and schedule.

**Recommended Action**
Provide input to Staff for the Oak Grove Road Pavement Rehabilitation Phase II (Project No. 2423) to consider for conformity with the City’s Bicycle, Pedestrian, and Safe Routes to Transit Plan.

**Public Contact**
The Bicycle and Pedestrian Advisory Committee Agenda was posted.

**Attachments**
1. Project Location Map
2. 90% Striping Plans
Project Location Map

Oak Grove Road Pavement Rehabilitation Phase 2—
City Project No. 2423
Staff Report

Date: July 10, 2019

To: Bicycle Pedestrian Advisory Committee

From: Kevin Marstall, PE, City Engineer

Reviewed by: Bernard Enrile, PE, CIP Manager

Prepared by: Aldrich Bautista, PE, Associate Civil Engineer
Aldrich.Bautista@cityofconcord.org
(925) 671-3028

Subject: Willow Pass Road Repaving Road Safe Route to Transit (SR2T) Improvement Project (Project No. 2449)

Report in Brief
The Willow Pass Repaving Safe Route to Transit (SR2T) Improvement project (Project No. 2449) is the combination of three separate capital projects. The Willow Pass Repaving project will rehabilitate existing deteriorated asphalt pavement between Galindo Street and San Vicente Drive. The Willow Pass Safe Route to Transit project that will address several sidewalk gap closures and driveway modifications to achieve ADA compliance. An additional $150,000 of SR2T funds will include pedestrian improvements at Ashdale Drive, which include Rectangular Rapid Flashing Beacons (RRFD).

The preliminary design of the project is being presented to the Bicycle and Pedestrian Advisory Committee (Committee) to review and to provide input regarding the design of the proposed bicycle and pedestrian improvements and for confirmation of conformity with the City's Bicycle, Pedestrian and Safe Routes to Transit Plan, adopted in September 2016 (Plan).

Project Background
At its May 8, 2018 meeting, the City Council adopted Resolution 17-49 to approve the Willow Pass Repaving and Willow Pass Safe Route to Transit Improvement project (Project No. 2449). This resolution allows for the receipt of approximately $4.38 million
in federal OBAG 2 funds and $1.0 Million in regional Measure J funds for the Repaving portion of the project; and $0.88 Million in regional Measure J funds for the Safe Route to Transit portion of the project. The scope for each portion of the project is described below.

The subject project is a combination of three projects as follows:

- The Willow Pass Repaving Project will rehabilitate the pavement and repair damaged sidewalk, curb and gutter between Galindo Street and San Vincente Drive (approximately 1.8 miles). Additionally, it will replace existing non-ADA compliant accessible curb ramps to meet current ADA standards. Moreover, numerous driveways will be reconstructed to meet ADA standards and a pedestrian signal beacon and associated crosswalk will be relocated from its current location; approximately 50 feet to the north, to San Vicente Drive to provide improved access for pedestrians.

- The Willow Pass Safe Route to Transit (SR2T) Improvement Project consists of pedestrian improvements to Willow Pass Road including several sidewalk gap closures from St. Phillip Court to Clayton Way, as well as between Granada Drive and San Vicente Drive. Additionally are included several driveway reconstructions to achieve ADA compliance and improve pedestrian safety.

- The transportation division recently procured an additional $150,000 of SR2T funds to include pedestrian improvements at Ashdale Drive. The project includes the installation of a Rectangular Rapid Flashing Beacons (RRFB) on Willow Pass Road. Pending funding, a bid alternative will be considered to extend the paving work from San Vincente Drive to Ashdale Drive. By incorporating this project, the total project length is 2.0 miles.

These three projects were combined due to their proximity to achieve economy of scale.

The improvements are consistent with the City’s adopted Bicycle, Pedestrian and Safe Routes to Transit Plan. The project addresses both accessibility and walkability throughout the corridor, from the edge of the Downtown Area to San Vicente Drive.

**Project Description**
The Willow Pass Repaving SR2T project will rehabilitate existing deteriorated asphalt pavement between Galindo Street and San Vincente Drive. A Bid alternative will potentially extend paving work to Ashdale Drive. The pavement treatment is anticipated to be a 4” mill-and-fill with digouts and a cold-in-place-recycling (CIR) pavement section in the northern portion of the project.
The project it will replace existing non-ADA compliant accessible curb ramps and driveways to meet current ADA standards. Several sidewalk gap closures from St. Phillip Court to Clayton Way, as well as between Granada Drive and San Vicente Drive will be filled.

A pedestrian signal beacon and associated crosswalk will be relocated from its current location; approximately 50 feet to the north, to San Vicente Drive to provide improved access for pedestrians. Rectangular Rapid Flashing Beacons (RRFB) and associated crosswalk improvements will be installed on northern side of the Ashdale Drive and Willow pass Road intersection.

The Willow Pass Safe Route to Transit project that will address several sidewalk gap closures and driveway modifications to achieve ADA compliance. An additional $150,000 of SR2T funds will include pedestrian improvements at Ashdale Drive, which include Rectangular Rapid Flashing Beacons (RRFD).

Project No. 2449 will provide an opportunity to implement certain improvements outlined in the City’s Bicycle, Pedestrian and Safe Routes to Transit Plan.

**Discussion**

Design for the project began in November 2018 and is approximately 60% complete. Staff has reviewed the locations included in the Willow Pass Repaving SR2T project (Project No. 2449) in conjunction with the City’s Bicycle, Pedestrian and Safe Routes to Transit Plan, adopted in September 2016 (Plan).

The Plan identifies Willow Pass Road as bicycling challenging route with the intersection of North Sixth Street and Willow Pass Road a challenging intersection for bicycles. The Project incorporates a portion of the recommended sidewalk projects on Willow Pass as defined in the Plan. Five intersections within the project boundary will receive high visibility crosswalks.

The City has initiated a Complete Streets Study for Willow Pass Road, and Willow Pass portion of the study is presented to the committee today. The portion of Willow Pass Road from Galindo Street to North Sixth Street is designated for a complete streets study. Willow Pass Road from North Sixth Street to Ashdale Drive is designated for a corridor conceptual plan. These two projects are being coordinated. Cost effective portions of the Study (in consideration of the Plan) will be incorporated into the Project.

A public meeting is required for the project. An Open House meeting was held at the Concord Civic Center on Wednesday, June 26, 2019. Members of the public attended after staff had mailed postcards to area residents. Staff is reviewing all comments from the meeting and will determine if implementation of any of these comments is feasible.
The project designer, Harris and Associates, will accommodate the results of the study, feedback by the committee, residents, and other stakeholders in the final design of the improvements included under Project No. 2449.

**Recommended Action**
Review the preliminary project plans, consider the recommendations discussed in this report, identify any additional issues, and provide input to staff for consideration in the final design to reflect conformity with the City’s Bicycle, Pedestrian and Safe Routes to Transit Plan.

**Public Contact**
The Bicycle and Pedestrian Advisory Committee Agenda was posted.

**Attachments**
1. Location Map
2. Preliminary Project Plans