

**ROUND 12 CAPITAL PROJECT NOMINATION FORM**  
**LAKE TAHOE FEDERAL SHARE EIP CAPITAL PROJECTS**  
**APPENDIX K**

<b>Project Name:</b>	FS Public Resorts BMP Retrofits, Phase 3 – Camp Richardson Resort	<b>EIP Number:</b> <i>(Required)</i>	16
<b>Federal Agency Sponsor:</b> <i>(Required)</i>	USFS - LTBMU	<b>Contact:</b>	Daniel Cressy
<b>Threshold:</b>	Water Quality, Air Quality	<b>Phone Number:</b>	(530) 543-2857
<b>Threshold Standard:</b>	WQ-5, AQ-1	<b>Email:</b>	dcressy@fs.fed.us
<b>FUNDING REQUESTED IN THIS ROUND:</b>		\$ 2,250,000	

**Federal Share EIP Consideration**

Select “yes” or “no” for each question. If you have a “yes” response, briefly describe. *Projects must meet one or more of these 5 items.*

- 1. Does the project involve federal land? If yes, is the federal land involved important to successful implementation of the project?** Yes  No

Implementation of water quality protection BMPs on federal lands at a portion of Camp Richardson Resort campground and cabin area will lead to improved water quality and clarity in Lake Tahoe.
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- 2. Is this project identified in the EIP? If yes, please ensure the EIP number is identified in the above project information box. If no, provide a description of the project’s contribution to the EIP program.** Yes  No

EIP #16
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- 3. Does the project involve the conservation of a federal or regional threatened, rare, endangered, or special interest species? If yes, identify.** Yes  No

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- 4. Does the project involve an identified federal interest such as the detection and eradication of non-native invasive species (aquatic or terrestrial)? If yes, identify.** Yes  No

Project would treat identified federal interest noxious weed species, Bull Thistle ( <i>Cirsium vulgare</i> ) within the project area.
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- 5. Does the project develop knowledge and/or information to develop future capital projects in the EIP? (such projects that fulfill this function would include technical assistance, data management, and/or resource inventories)** Yes  No

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**Check all Capital Focus Area(s) that apply (as defined in the Federal Vision):**

- 1. **Watershed and Habitat Improvement**
- 2. **Forest Health**
- 3. **Air Quality and Transportation**
- 4. **Recreation and Scenic**

**Check all that apply (must meet a minimum of one category):**

- 1. **Continued emphasis on forest ecosystem health/fuels reduction projects considering the LTBMU Stewardship Fireshed Assessment and Lake Tahoe Basin Multi-Jurisdictional Fuels Reduction and Wildfire Prevention Strategy.**
- 2. **Continued implementation and/or completion of projects approved in Rounds 5 through 11 which implement the EIP. Project proposal should clearly describe the phase/product being produced along with the consequence of not completing the project phase proposed for Round 12.**

***List Previously Approved Rounds and funding(provide project titles):***

Round 5, F015 - Preparaton and completion of the Camp Richardson Resort Vision Plan, pre-NEPA concept design and collaboration for Camp Richardson Resort campground and parking BMP retrofit, and partial funding of NEPA contract. Round 8, F120 - Partial funding of NEPA contract, design and implementation of Camp Richardson Resort parking BMPs. Round 9, F131 - Post-NEPA engineering design of Camp Richardson Resort campground BMP retrofit and preparation of contract documents for implementation. Round 11, (F# not yet established)- Implementation of 40% of campground and vehicle circulation BMP Retrofit project.
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- 3. **Project is consistent with and contributes toward TMDL pollutant reductions within the four source categories (atmospheric, urban & groundwater, forested uplands, and stream channel). *NOTE: If “yes”, then please respond to questions in the Accomplishments section of the nomination proposal.***
- 4. **Control of aquatic invasive species and prevention and/or detection of new aquatic invasive species.**

## Project Nomination Proposal Outline

### **Project Summary (a brief summary which clearly describes the proposed project –maximum 200 words)**

- Summarize ONLY the Round 12 project (also summarize scaling of funding to be described in more detail in the “Project Description” section below).

This project would implement water quality protection BMPs within the western campground area and the "Eagle's Nest" area of the Camp Richardson Resort campground not addressed in earlier approved SNPLMA projects. BMP improvements will include implementation of the campground access and circulation core, as well as short term visitor parking amenities related to eliminating highway shoulder parking. These improvements address approximately 15% of the resort campground area. No campsite spurs would be retrofitted with BMPs under this project proposal. The campground access and circulation core would be reconstructed to provide erosion source control, dispersed stormwater infiltration, and adequate access for emergency service vehicles. Existing mainline utility services would be replaced to avoid future disturbance of the permanent BMPs. Five highway driveways would be reconfigured to reduce vehicle traffic conflicts and congestion.

Additionally, BMP improvements within the Camp Richardson Resort cabin area would be implemented to control vehicle circulation, reduce existing areas of soil compaction, as well as to intercept and infiltrate storm water runoff before it has an opportunity to reach Lake Tahoe.

### **Project Description**

#### **Introduction**

- Provide project background which explains the situation and state the problem and how it will be addressed.

*Note: Focus needs to be the project in Round 12 not a history of an ongoing project or program.*

The Camp Richardson Resort and campground was purchased by the US Forest Service in the 1960's to provide public recreation access to Lake Tahoe. Prior to purchase by the Forest Service, the resort and campground had provided recreation opportunities since the 1920's. The Resort's recreation amenities were developed and evolved over time – they were never designed to address environmental protection measures – resulting in a densely compacted landscape with unimproved roads and camping spurs that generate sediment that is transported to Lake Tahoe through the air and storm water run-off. The Resort's popularity continues today and currently offers 330 campsites and other amenities which are routinely fully occupied during summer months. Traffic congestion associated with Resort use and vehicle travel on Highway 89 is a chronic problem in the summer months resulting in increased air pollution, increased safety concerns, decreased quality of recreation experience, and decreased scenic quality.

Previously funded SNPLMA projects have enabled the Forest Service to complete a Vision Plan for the Resort, develop NEPA analysis for the BMP retrofit of the campground area, and prepare environmental documentation in accordance with NEPA. NEPA is on schedule to be complete in 2011. Initiation of Round 9-approved final engineering BMP designs and contract documents for campground BMP improvements will occur following completion of NEPA documentation. Engineering plans are anticipated to be ready to obligate campground BMP and traffic circulation improvements in late 2011 utilizing approved Round 11 funds. Round 12-funded work would implement BMPs in approximately 15% of the resort

campground area in addition to the cabin area. This work would complement and build from work accomplished under Round 11 and represent an important step toward completion of the BMP retrofit of the Resort campground, reducing impervious coverage within the campground and providing on-site infiltration of storm water run off. Improvements to Highway 89 traffic congestion and its associated environmental impacts would continue to be reduced by reconfiguring and combining five existing highway driveways into two driveways.

- Describe what Round 12 is specifically funding; list the number of years the requested funding will cover; briefly describe how this project links into previous projects/rounds (identify and describe other round projects and funding received). Show scaling of project (reduced funding request and associated reduction in accomplishments).

***NOTE:** Focus should be on finishing current/phased projects. If project is new in Round 12, clearly identify if the project is for planning or implementation and how it will be completed with Round 12 funds. Identify if other funds will be needed to complete the project. Please identify total non-SNPLMA funds that are being contributed/dedicated to the proposed Round 12 project and the source of those funds.*

This project would complement and build from work accomplished under Round 11 and represent an important step toward complete implementation of the Resort campground BMP retrofit plans developed under Round 9 funding. This project would result in an implementation contract which is anticipated to be completed within two years. Project management, contract solicitation, administration, and project close-out would result in a three-year overall project duration.

This project would implement water quality protection BMPs within approximately 10 acres of the western campground area and the "Eagle's Nest" campground area of the Camp Richardson Resort. Improvements to the campground check-in, core campground circulation, and parking would be re-constructed to provide erosion source control and dispersed stormwater infiltration permanent BMPs. Replacement of mainline utilities would be concurrent with surface BMP retrofit activities to gain efficiencies and avoid future disruption of BMP improvements. SNPLMA funds would not be used to provide utility hook-up connections at any campsites. This project would not result in the retrofit of any campground camp spurs.

The campground access road would be reconstructed to reduce the production of fine sediment which can be transported to Lake Tahoe, negatively affecting its water clarity. Management of storm water runoff would be improved, utilizing a system of micro-basins to capture and infiltrate sheet flowing water before it is able to enter the highway right of way and become hydrologically connected to flows leading to Pope Marsh and Lake Tahoe. The reconstructed campground road would also improve emergency vehicle access, which is currently limited, in the event of a medical or wildfire emergency.

Additionally, BMP improvements within approximately 10 acres of the Resort cabin area would be planned and implemented. These improvements would include the placement of bollards and/or barriers to restrict vehicle circulation and parking to delineated areas. This proposal would not pave these areas, allowing for long-term reconfiguration of the area consistent with the Resort's Vision Plan as future funding becomes available. Additional Round 12 proposed work in this area includes an anticipated reduction in coverage resulting from the use of vehicle control BMPs, and decompaction of areas that vehicles can be excluded from. Storm water runoff is proposed to be intercepted and infiltrated through a system of microbasins, preventing runoff and its sediments from reaching Lake Tahoe.

Project area vehicle circulation would be improved, and five Highway 89 driveways would be re-configured to reduce traffic congestion. Re-configuration of these driveways would reduce vehicle conflicts and help to smooth the flow of traffic. These improvements would incrementally reduce traffic congestion as well as air pollution and other associated negative effects from idling vehicles in the Resort's highway corridor. Work, including re-configuration of driveways, within the CalTrans Right-Of-Way will require inter-agency coordination and an encroachment permit from the DOT. Existing check-in gates and kiosks will be relocated to fit with the new circulation system and improved traffic configuration. In the event that any new structures are erected, non-SNPLMA funds would be utilized for construction of those facilities.

This Round 12 project would implement the second phase (approximately 15%) of campground BMP improvements at the Resort campground. This would represent an important step toward completion of the BMP retrofit for the 330-site campground, building on the 40% implementation under Round 11. Non-SNPLMA funds from the Camp Richardson Resort Granger-Thye fee offset program would provide funds to achieve facility improvements that are not related to the purpose of erosion control such as building replacement or campsite utility amenities. US Forest Service Recreation Site Improvement (RSI) funds have already been allocated to replace two of the existing campground restroom/shower buildings.

Round 5 funding (BLM #F015) provided for the development of a pre-NEPA conceptual BMP retrofit plan, completion of the Vision Plan for the Resort, development of a BMP retrofit proposed action, and initiation of NEPA analysis and documentation for the campground and vehicle circulation BMP retrofit. Round 8 funding (BLM #F120) provided for NEPA analysis, and design and implementation of BMPs at four Forest Service public resorts, including Camp Richardson. Round 9 funding (BLM #F131) provides for engineering design of BMPs and contract preparation for their implementation at the Camp Richardson Resort campground. Round 11 funding (BLM # not yet established) provides for the implementation of BMP retrofit at approximately 40% of the campground, including stabilization of existing SEZ compaction at the northern campground area.

- Describe the “readiness” of this project to move forward (urgency, capacity, capability, environmental documentation, interagency agreements, etc).

Implementation of this project to address existing threats to water quality has been recognized as an urgent need for a number of years (EIP project list) by a number of organizations and agencies, including the Forest Service, TRPA, and the Lahontan Regional Water Quality Control Board. Development of a proposed action to address environmental protection and facility needs has been carefully designed and coordinated with input from regulatory agencies and other stakeholders. NEPA analysis and documentation is currently underway and is anticipated to be complete in 2011. In response to stakeholder issues raised during public scoping, an alternative action has been developed for analysis and consideration. A draft Environmental Assessment is expected to be shared with the community in May 2011, and is anticipated to lead to a Finding of No Significant Impact and decision in July 2011. Round 9-approved funding is ready to be utilized in 2011 to prepare engineering design and contract documents for implementation of water quality protection BMPs in the project area. Round 11 funds are ready to obligate the first portion of campground BMP retrofits in late 2011.

- Describe partnerships for this project. (if applicable, project should identify and describe committed/secured partner funding and/or other partner contributions and how it is integrated into the project).

This project would be implemented in partnership with Camp Richardson Resort, under the resort’s Granger-Thye fee offset program. Granger-Thye funds would complement the project and provide funding for facility improvements that are not related to the purposes of erosion control or water quality protection. US Forest Service Recreation Site Improvement (RSI) funds have already been allocated to replace two of the existing campground restroom/shower buildings.

*Note: The form requests information about project goals, objectives, accomplishments, and questions the program is designed to answer across several different sections. These issues are closely linked and your individual responses should provide a cohesive description.*

**Goal – Purpose and Need (“larger” statement of future expected outcome – usually not measurable)**

The goal of this project is to install water quality protection Best Management Practices associated with the Camp Richardson Resort campground access and core circulation areas, as well as within the Resort cabin area. These BMPs will improve the quality and clarity of Lake Tahoe by reducing sedimentation and other pollution that negatively affect water resources. Another goal of this project is to reduce traffic congestion along Highway 89 in the Resort core, and reduce its associated environmental impacts including air pollution.

**Objectives (specific measurable statements of action – Round 12 only - which when completed will move towards achieving the goal)**

*Note: Objectives will form the basis for the milestones/deliverables to be identified in Appendix B-8*

- Describe how fulfilling objectives will contribute to the achievement of one or more environmental thresholds (air quality, water quality, soil conservation, vegetation, fisheries, wildlife, scenic, noise, recreation). Provide measures if applicable. For example: acres treated, miles of stream restored for each objective.

1. Implementation of a central paved campground road system will provide controlled storm water run-off and dispersed infiltration, reducing concentrated storm flows and their ability to generate erosion and transport sediment toward Lake Tahoe. This environmental improvement will directly contribute to the achievement of water quality, and soil conservation thresholds. Indirect contributions will also benefit recreation thresholds by improving the quality of the recreation opportunity offered at the public campground.
2. Reconfiguration of five Highway 89 driveways within the resort corridor will reduce vehicle conflicts and incrementally reduce traffic congestion. This reduced traffic congestion will reduce vehicle exhaust emissions, and will directly contribute to the achievement of air quality thresholds. Indirect contributions will also benefit scenic and recreation thresholds.
3. Reducing the extent of existing unpaved, impervious surface with the Resort cabin area, as well as intercepting and infiltrating storm water runoff from this area before it is able to reach Lake Tahoe will directly contribute to the achievement of water quality, and soil conservation thresholds. Indirect contributions will also benefit vegetation and recreation thresholds.

- Describe the estimated environmental risks from unintended consequences of the proposed project (if applicable).

Implementation of the Round 12-funded BMP retrofit project at Camp Richardson Resort will include the full suite of approved temporary construction BMP measures designed to manage potential erosion generated during construction activities. During project implementation, campground facilities would be temporarily closed to the public, resulting in reduced recreation access to camping opportunities at Lake Tahoe. Construction activities within the Highway 89 Right-Of-Way may require temporary traffic control measures which could cause short-term traffic delays. These delays could result in short-term increases in vehicle emissions and air quality impacts associated with stopped and idling vehicles. The environmental risks of implementing this project are out-weighed by the anticipated environmental benefits that would be realized following project completion.

The design and construction approaches proposed to implement water quality protection Best Management Practices and restore previously compacted areas within the project area are considered to be standard landscape architecture and engineering practices, and have been widely applied to address similar environmental, road, and facility conditions throughout the Lake Tahoe Basin. There are very few, if any, environmental risks from unintended consequences of the proposed project.

## Accomplishments

- Describe the anticipated project accomplishments (i.e. products or identifiable environmental benefits being produced or implemented under this project), and how the project results/accomplishments will be communicated and made available to the public.

*Note: Differentiate between direct and/or primary project effects and secondary and/or overall watershed effects.*

This project will result in the award, administration, and implementation of a construction contract to reduce erosion and sediment transport within a portion of the Camp Richardson Resort campground, as well as within the Resort cabin area. Implementation would represent an important step toward completion of the BMP retrofit of this heavily used and degraded campground facility.

Environmental benefits of Round 12-funded work will be achieved over a twenty acre project area (two work sites) in close proximity to Lake Tahoe. Implementation of a paved campground road system and a controlled cabin area road system will improve management of storm water runoff and dispersed infiltration within the project area, reducing concentrated storm flows and their ability to generate erosion and transport sediment toward Lake Tahoe. Reductions of impervious coverage and restoration of those areas with decompaction and other soil rehabilitation techniques will reduce soil compaction and erosion within these high capability soil areas. These facility BMP improvements will directly benefit the quality and clarity of water entering Lake Tahoe from the project area.

Re-configuration of five Highway 89 driveways within the resort corridor, coupled with improved vehicle circulation, will incrementally reduce traffic congestion. Driveway re-configuration will include the establishment of a dedicated south-bound transit stop outside of the travel way. The anticipated reduction in traffic congestion will lessen vehicle exhaust emissions and will directly contribute to air quality improvement.

Implementation of this project will be monitored by LTBMU staff to evaluate effectiveness of water quality protection BMP measures through qualitative and quantitative measures. Results of this effectiveness monitoring will be made available to the public via the LTBMU website, and included in the annual BMP monitoring reports.

This project is located in a highly visible area and implementation would occur during peak use visitation periods. A project sign would be erected during construction to inform the public that water quality protection BMPs were being implemented at a portion of the resort, and provide contact information if a member of the public wanted further information.

- If you checked “yes” for the project being consistent with and contributing to TMDL pollutant reductions, please consider and integrate the following in the project description:

- a) Describe whether, and how, the project demonstrates advanced, alternative, or innovative practices.

The project will be implemented using the approach of Low Impact Development (LID) to achieve storm water management, erosion control, and water quality improvements within the project area. The LID approach of distributing storm water run-off and infiltrating it close to where it originated, in contrast to concentrating and conveying it, will reduce long term facility maintenance needs as they relate to sediment and storm water control. This approach will increase the project’s long term viability and overall sustainability.

- b) If project includes project level monitoring, describe ability of proposed monitoring strategy to contribute to the state of TMDL knowledge. Also describe if purpose of the capital project is to conduct data collection and/or analysis related to Lake Tahoe clarity.

To document the improvement to water quality, the Pollutant Load Reduction Model (PLRM) or similar hydrologic analysis will be completed. The analysis will show the reduction in runoff volume. This will be correlated to reductions in fine sediment, nitrogen, and phosphorus. In addition, sampling will be done pre-project and post-project to determine the effectiveness of the project and the accuracy of the analysis model used.

- c) Describe treatment approach for reducing pollutants and/or measures to address connectivity between pollutant sources and Lake Tahoe or its tributaries. Identify target pollutants, and, to the degree feasible, provide quantitative estimates of project effectiveness at reducing pollutant loads (and/or a commitment to provide post-project estimates).

The Low Impact Development approach to control sediment and storm water within the project area will utilize the area’s natural soil infiltration capability to reduce erosion and sedimentation within the project area. By distributing storm water rather than concentrating it, the erosive forces of this run-off can be avoided. This treatment approach will target fine sediment particles to keep them within the project area, and out of Lake Tahoe and its tributaries. Through the use of paved vehicle travel surfaces and source control, the generation of sediment will be reduced. Any sediments that are tracked into the campground road system will be shed to the roadside during storm events as a result of the detailed grading of the road surface. Capture of larger sediment particles, achieved through this grade and source control

will reduce the amount of fine sediment that is initially generated, and will improve the designed system's effectiveness at capturing fine sediment and holding it in place within the project area.

Treatment is designed to reduce the areas of compacted surfaces where possible, and to hydrologically disconnect remaining compacted surfaces from water bodies. The target pollutant is sediment and associated nutrients. There is currently no quantitative estimate of the project's effectiveness at reducing pollutant loads. Please reference other sections of this proposal for quantitative estimates regarding reductions in impervious coverage.

d) If appropriate, describe whether, and how, the project can be combined or coordinated with other TMDL implementation projects.

This project would be implemented in coordination with CalTrans and that agency's planned erosion control project along Highway 89, which is consistent with the Vision Plan for Camp Richardson Resort. Coordination meetings have already begun between the Forest Service and CalTrans, to ensure that these two environmental improvement projects complement each other and avoid redundant efforts.

## Monitoring

- Describe the project monitoring that will be implemented as part of this project including:

- List the questions the monitoring program is designed to answer.

Were temporary and permanent BMPs implemented as planned/designed and are they effective at protecting soil and water quality?

- Describe any coordination with, or input from, the science community on monitoring and adaptive management that has occurred on the development of this nomination and what changes (if any) to the project were made as a result of this input.

Monitoring protocols are based on the Region 5 USFS Best Management Practices Evaluation Program (BMPEP) handbook. This handbook has gone through extensive peer review within the agency, and continues to be revised as practitioners identify problems with, or improvements to, the protocols.

- Describe the methods and strategies (i.e. monitoring, research, or both) that will be used to verify whether the project goals and objectives have been met? (*Note: A detailed monitoring plan and/or research plan is not required, however, enough detail must be provided to allow someone that is unfamiliar with the project to understand and evaluate the proposed methods and strategies.*)

During implementation, the project will be included in pool for random selection of Regional BMP monitoring. If the project is selected, monitoring will be conducted using Region 5 USFS BMPEP protocols. These protocols walk the reviewer through a set of questions to evaluate whether BMPs were implemented as planned/designed and whether they were successful at protecting soil and water quality based on visual observations of erosion and sediment transport processes. The answers to these questions are then scored using a "rule set" imbedded within the database used to store the data that rates the BMPs evaluation as either successful or unsuccessful, for

both implementation and effectiveness. The BMPEP data is input into a regional database to provide a statistically robust sample for each suite of BMPs across the Region. The data provided is qualitative in nature, relying on visual observations rather than quantitative measurements. BMPEP monitoring is funded through USFS appropriations and will not be funded through this project.

In addition, temporary construction BMPs will be inspected daily as required under the anticipated Lahontan permit. The Lahontan permit specifies how these inspections are to be conducted, documented and reported. The purpose of these inspections is to ensure that BMPs are installed and maintained, and to correct deficiencies in a timely manner.

- Describe whether the monitoring or research associated with this project fits into or is part of a larger monitoring or research program.

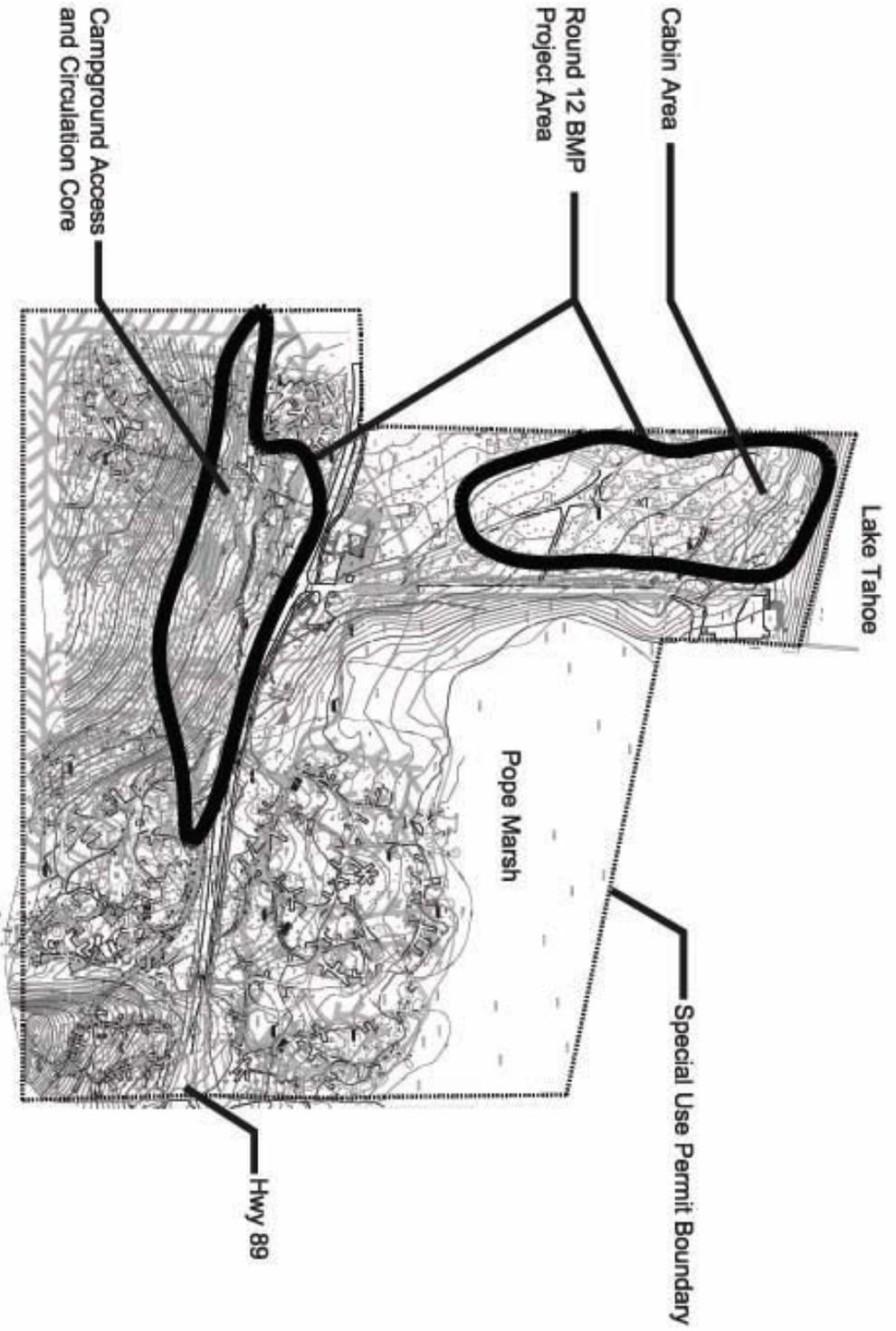
The BMPEP is part of a Regional Monitoring Program within the Forest Service, and may be adopted nationally. Both protocols are part of the larger Soil and Water Quality Monitoring Program at the LTBMU.

- Describe how information from the monitoring and/or research will be used to improve the continued performance of the proposed project or future similar projects.

In the short term, information collected is used to fix or redesign individual project BMPs that are rated as unsuccessful. In the long term, information is used at both the local and regional level to develop solutions to chronic problems identified in either implementation or effectiveness of BMPs.

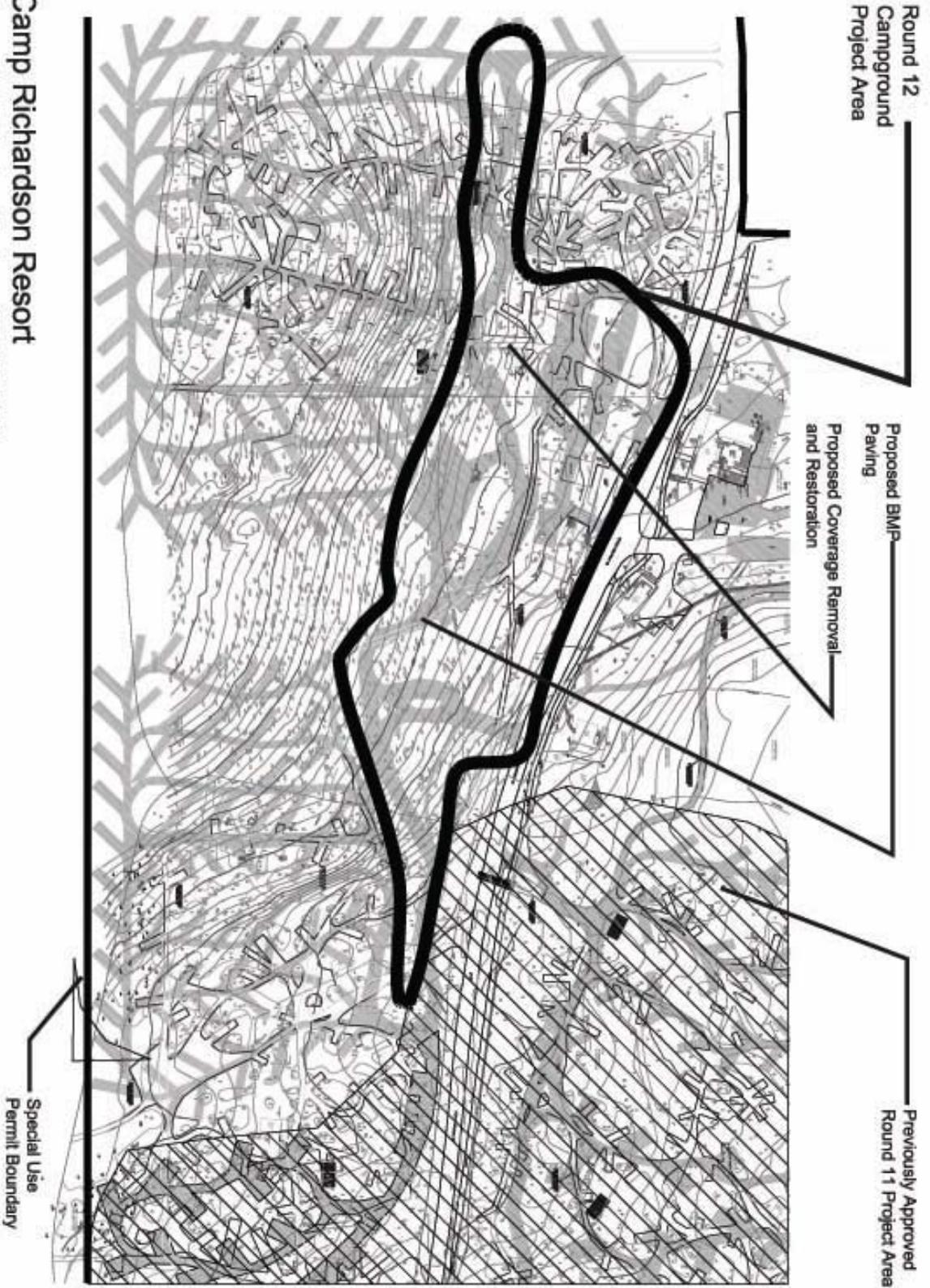
**Attachments**

- If applicable, include 8 ½ X 11 map depicting the project



**Camp Richardson Resort**  
**Round 12 Lake Tahoe SNPLMA**  
**Project Area**

**Camp Richardson Resort  
Round 12 Lake Tahoe SNPLMA  
Campground Access Project Area**



## Appendix B-8

### LAKE TAHOE RESTORATION PROJECTS ESTIMATED NECESSARY EXPENSES & KEY MILESTONE DATES

Project Name:	FS Public Resorts BMP Retrofits, Phase 3	Agency:	USFA - LTBMU
Prepared by:	Daniel Cressy	Phone:	(530) 543-2857
SNPLMA Project #:		EIP #:	16

#### Identify estimated costs of eligible reimbursement expenses:

<b>1. Planning, Environmental Assessment and Research Costs</b> (specialist surveys, reports, monitoring, data collection, analysis, NEPA, etc.)	\$ 15,000	0.5 %
<b>2. FWS Consultation – Endangered Species Act</b>	\$ _____	_____ %
<b>3. Direct Labor (Payroll) to Perform the Project</b>	\$ 30,000	1 %
<b>4. Project Equipment</b> (tools, software, specialized equipment, etc.)	\$ _____	_____ %
<b>5. Travel</b> (including per diem where official travel status required to carry out project, such as serve as COR, experts to review reports, etc.)	\$ 5,000	0.5 %
<b>6. Official Vehicle Use</b> (pro rata cost for use of Official Vehicles when required to carry out project)	\$ _____	_____ %
<b>7. Cost of Contracts, Grants and/or Agreements to Perform the Project</b>	\$ 1,750,000	78 %
<b>8. Other Direct and Contracted Labor:</b> 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 contract(s)	\$ 180,000	8 %
<b>9. Other Necessary Expenses</b> (see Appendix B-11): Indirect costs associated with implementing a project, such as support services, budget tracking etc.	\$ 270,000	12 %
<b>TOTAL:</b>	<b>\$ 2,250,000</b>	<b>100 %</b>

#### Estimated Key Milestone Dates:

Milestones/Deliverables:	Date:
Construction contract solicitation	9/1/2012
Construction Implementation	4/10/2013
Contract Close Out	10/30/2014
<b>Final Completion Date: 10/30/2015</b>	

COMMENTS: