

06-Fre, Mad, Kin-Variou
20.10.201.113
Project ID: 0612000110
EA: 06-0K800K

PROJECT SCOPE SUMMARY REPORT (STRUCTURE REHABILITATION)

To

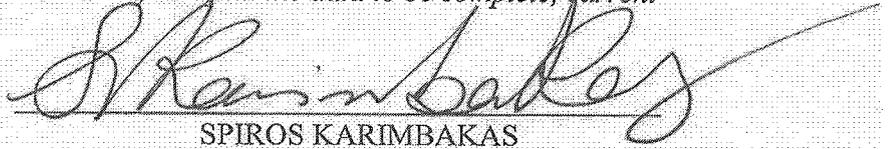
Request Programming in the 2012 SHOPP

On Routes 33, 41, 43, and 233/152

In Fresno, Kings, and Madera Counties

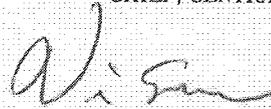
At Various Locations

I have reviewed the right of way information contained in this Project Scope Summary Report and the R/W Data Sheet attached hereto, and find the data to be complete, current and accurate:



SPIROS KARIMBAKAS
CHIEF, CENTRAL REGION RIGHT OF WAY

APPROVAL RECOMMENDED:



for SUZIE HOLDRIDGE
PROJECT MANAGER

APPROVED:



SHARRI BENDER-EHLERT
Interim District 6 Director

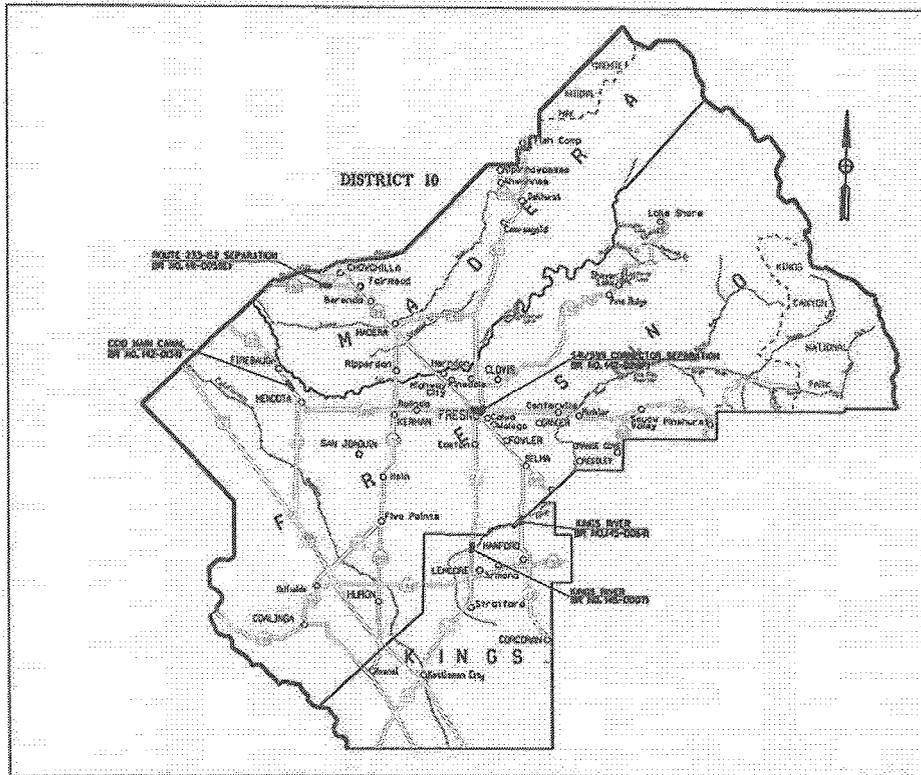
10/26/2011
DATE

06-Fre, Mad, Kin-Variou

20.10.201.113

Project ID: 0612000110

EA: 06-0K800K



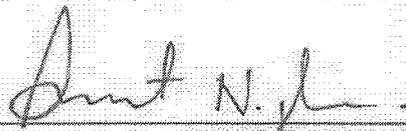
On Routes 33, 41, 43, and 233/152

In Fresno, Kings, and Madera Counties

At Various Locations

06-Fre, Mad, Kin-Various
20.10.201.113
Project ID: 0612000110
EA: 06-0K800K

This Project Scope Summary Report has been prepared under the direction of the following registered civil engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.


REGISTERED CIVIL ENGINEER

10/25/2011
DATE

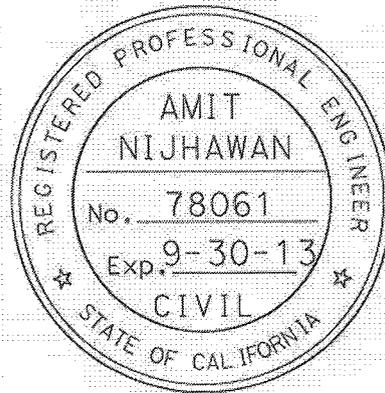


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1. INTRODUCTION AND BACKGROUND

It is proposed to retrofit five bridges located in Fresno (Route 33 and Route S99/S41), Kings (Route 41 and 43), and Madera (Route 233/152) counties to conform to latest seismic design standards. The estimated capital cost of the project is \$4,300,000 (\$4,825,000 escalated) and is proposed to be funded from the District Major capital outlay fund, Seismic Restoration Program (201.113), in the 2015/2016 Fiscal Year.

Project Limits [Dist., Co., Rte., PM]	06-Fre, Kin, Mad
Capital Costs:	\$4,300,000
Right of way Costs:	0
Funding Source:	2012 SHOPP
Number of Alternatives:	1, Build
Recommended Alternative (for programming and scheduling):	Build Alternative
Type of Facility (conventional, expressway, freeway):	Conventional
Number of Structures:	5
Anticipated Environmental Determination/Document:	Mitigated Negative Declaration/Categorical Exclusion 6004
Legal Description	Seismic Retrofit

2. RECOMMENDATION

It is recommended that this report be approved for programming in the 2012 SHOPP.

3. PURPOSE AND NEED STATEMENT

Need:

The facilities above were identified in the Structural Replacement and Improvement Needs Report (STRAIN) as needing seismic restoration work.

Purpose:

This project proposes to upgrade the identified structures to current seismic standards.

4. EXISTING FACILITY, DEFICIENCIES AND TRAFFIC DATA

4A. Roadway Geometric Information

	Facility (1)	Minimum	Through Traffic Lanes (2)			Paved Shoulder Width (3)		Median (4)	Shoulder is a Bicycle Lane (Y/N) (5)	Other Bicycle Lane Width (6)	Bicycle Route (7)	Facilities Adjacent to the Roadbed (8)
	Location	Curve Radius	No. of Lanes	Lane Width	Type (Flex, Rigid, or Composite))	Left	Right	Width	Width	Width	(Y/N)	(Code/Width)
Existing	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Proposed	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Min. 3R Stds.											

Remarks:

No Change in Roadway Geometry.

4B. Condition of Existing Facility (Repeat info for each homogeneous segment):

(1) Pedestrian Facility Data

Facility Type and Location(s) <i>(Station, post mile or other reference point)</i>	Meets ADA Standards? <i>(Yes or No for each listed location)</i>	If Facility does not meet ADA Standards, what feature(s) are not ADA compliant? <i>(List features per location)</i>	Status of Each Noncompliant Location <i>[Use the following statements, as appropriate:</i> <ul style="list-style-type: none"> • <i>Will be corrected as part of this project;</i> • <i>Will not be corrected because it is technically infeasible to correct;</i> • <i>This work is outside the scope of this project. This facility and its location have been so documented in the Project History File and this information was submitted to the District ADA Coordinator on (Date) for inclusion in the Department's Transition Plan.]</i>
Sidewalks: <i>(List locations as appropriate)</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>
Curb Ramps: <i>(List locations as appropriate)</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>
Crosswalks: <i>(List locations as appropriate)</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>
Driveways: <i>(List locations as appropriate)</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>
Shared bicycle/ pedestrian path: <i>(List locations as appropriate)</i>	<i>N/A</i>	<i>NA</i>	<i>NA</i>
Others: <i>(List locations as appropriate)</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>

Remarks:

This is not a pedestrian facility so no pedestrian facility data available.

(2) Bicycle Path Data

Deficiency	Location <i>(Station, post mile limits or other reference points)</i>
<i>N/A</i>	<i>N/A</i>

Remarks

No bicycle lane at the project site so no bicycle path data available.

4C. Structures Information

Structures	Width Between Curbs			Replace Bridge Railings (Y or N)	Vertical Clearance			Work Identified in STRAIN (Y or N)	Replace Bridge Approach Rail (Y or N)	Replace Bridge Approach Slab	
	Name/No.	Exist	3R Std		Prop	Exist	3R Std			Prop	(Y/N)
CCID Main Canal 42-0134	40.03'	40'	40.03'	N	N/A	N/A	N/A	Y	Y	N	
S41-S99 Connector 42-0216F	37.07'	40'	37.07'	N	17.91'	16.5'	17.91'	Y	N	N	
Kings River 45-007	42.65	40'	42.65'	N	N/A	N/A	N/A	Y	N	N	
Kings River 45-0064	40.03	40'	40.03'	N	N/A	N/A	N/A	Y	N	N	
233/152 Separation 41-0059E	40.03	40'	40.03'	N	15.32'	16.5'	15.32'	Y	N	N	

4D. Vehicle Traffic Data

Main Canal (Bridge No. 42-0134, Fre-33-69.1)

Present Year ADT 10,100

Construction Year ADT N/A 10-Year ADT N/A

DHV 570 20-Year ADT N/A

D 60% % Trucks 17%

SR41-S99 Connector Separation (Bridge No. 42-0216F, Fre-41-R21.81)

Present Year ADT 76,000

Construction Year ADT N/A 10-Year ADT N/A

DHV 7,600 20-Year ADT N/A

D 100% % Trucks 4%

Kings River (Bridge No. 45-007, Kin-41-32.26)

Present Year ADT 7,900

Construction Year ADT N/A 10-Year ADT N/A

DHV	<u>588</u>	20-Year ADT	<u>N/A</u>
D	<u>60%</u>	% Trucks	<u>16%</u>

Kings River (Bridge No. 45-0064, Kin-43-26.76)

Present Year ADT 11,600

Construction Year ADT	<u>N/A</u>	10-Year ADT	<u>N/A</u>
-----------------------	------------	-------------	------------

DHV	<u>630</u>	20-Year ADT	<u>N/A</u>
-----	------------	-------------	------------

D	<u>60%</u>	% Trucks	<u>18.7%</u>
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Route 233-152 Separation (Bridge No. 41-0059E, Mad-233-0.01)

Present Year ADT 3,600

Construction Year ADT	<u>N/A</u>	10-Year ADT	<u>N/A</u>
-----------------------	------------	-------------	------------

DHV	<u>228</u>	20-Year ADT	<u>N/A</u>
-----	------------	-------------	------------

D	<u>60%</u>	% Trucks	<u>11%</u>
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5. CORRIDOR AND SYSTEM COORDINATION

The proposed project is in conformance with the current Transportation Concept Report (TCR). The proposed rehabilitation strategy would not result in any incompatibility to future improvement of the facility.

6. ALTERNATIVES

6A. Rehabilitation Strategy:

The scope of work for the five bridges is presented below. Assumptions made in preliminary Advanced Planning Study (APS) could have significant impacts on the cost, scope, and schedule of the project. Therefore, these three elements need to be further refined at the next project development level.

2.1 Central California Irrigation District (CCID) Main Canal (Bridge No. 42-0134, Fre-33-69.1)- Slab bridge hinge retrofit, add one 5' diameter CIDH pile to the outside right and left of the existing bridge abutments (total 4 CIDH piles); each CIDH pile is connected to the abutment outside the existing abutment diaphragm. CIDH piles would have minimum vibrations since there is no pile driving. The hinge retrofit would require work from

below the bridge on a floating platform. The scope of work for this location may increase depending on results of underwater investigation of existing 1939 piles

3.2 Southbound 41 to Southbound 99 Connector Separation (Bridge No. 42-0216F, Fre-41-R21.81)-Pipe hinge seat extenders, steel column casing at all the columns, and catcher blocks at both abutments. Joint seals may need to be removed and replaced. Work will be done mainly under the bridge and at abutments.

3.3 Kings River (Bridge No. 45-0007, Kin-41-32.26) - Slab bridge hinge retrofit and adding one pile to the outside right and left of the existing bridge. Each pile should be connected to the abutment and bent caps at Abutment 1A and Bents 2, 4, 6, 8, and 10 (total of 12 piles). A more in depth seismic analysis of the bridge in the next project phase is recommended to better understand the scope of work involved. The hinge retrofits would require work from below the bridges on a floating platform.

3.4 Kings River (Bridge No. 45-0064, Kin-43-26.76)- Slab bridge hinge retrofit and adding one pile to the outside right and left of the existing bridge. Each pile should be connected to the bent caps at Bents 3, 5, 7,9,10 12, 14, and 16 (total of 16 piles). A more in depth seismic analysis of the bridge in the next project phase is recommended to better understand the scope of work involved. The hinge retrofits would require work from below the bridges on a floating platform.

3.5 Route 233-152 Separation (Bridge No. 41-0059E, Mad-233-0.01)-Steel column casing would be at all columns to a depth of 18' below original grade. Excavation would be needed and shoring would be required. The pavement would be cold planned 100' to the east and west of the bridge. There would also be guardrail work at the bridge approach and at the column in the median on Route 152.

6B. Design Exceptions:

There are no non-standard features proposed in the project.

6C. Environmental Compliance:

It is anticipated that this project would require a Mitigated Negative Declaration for CEQA compliance, but would be classified as Categorical Exclusion 6004 for NEPA compliance. See the Environmental Document in Attachment D.

6D. Hazardous waste disposal site required? If yes, where are sites?

There is no evidence of hazardous waste within the project limits.

6E. Other Agencies Involved (Permits/Approvals from Fish & Game, Corps of Engineers, Coastal Commission, etc.):

The 401 (Regional Water Quality Control Board), 404 (U.S Corps of Engineers), 1602 (Department of Fish and Game), and CCID permits are required for this project.

6F. Materials and or disposal site needs and availability?

Materials and/or disposal sites may be needed for this project.

6G. Highway planting and irrigation:

Highway planting and irrigation work is not anticipated for this project.

6H. Roadside Design and Management:

There is no Maintenance Vehicle Pullouts (MVP) proposed in this project.

6I. Stormwater Compliance:

The project contains construction activities that have potential to contribute pollutants such as sediments and other construction related materials to storm water discharges. Extreme care should be taken to avoid excavated or construction related materials from entering surface waters in order for the Department to remain in compliance with the Permit. Potential impacts to water quality would be addressed in both the design and construction phase (See Attachment H, "Signature Cover Sheet of the Storm Water Data Report").

6J. Right of way Issues:

There is no additional right of way required for this project. However there is an existing high pressure gas line attached to the right bridge railing at Main Canal, Fre-33-69.1 (Br. 42-0134). It is anticipated that the line would be temporarily relocated during the proposed structures work. See Attachment E, Right of Way Data Sheet.

6K. Railroad Involvement:

There is no railroad involvement within the project limits.

6L. Salvaging and recycling of hardware and other non-renewable resources:

There is no salvaging and recycling of hardware anticipated in this project.

6M. Prolonged temporary ramp closures:

There are no ramp closures for this project.

6N. Recycled Materials:

Extra concrete needing for column retrofit work at the bridge location and Asphalt Concrete from Route 233/ 152 Separation will be recycled at the recycle site. It is contractor's responsibility to haul the concrete and Asphalt Concrete from the project site to the recycle site.

6O. Local and Regional Input:

Local and regional input is generally not sought for in this type of seismic retrofit project.

6P. What are the consequences of not doing this entire project?

The identified structures will remain seismically deficient and not meet current Caltrans standards.

6Q. List all alternatives studied, cost, reasons not recommended, etc.:

N/A

7. TRANSPORTATION MANAGEMENT

7A. Transportation Management Plan

Total estimated cost of Transportation Management Plan (TMP) is \$25,000.
See Attachment F, for TMP Data Sheet.

7B. Vehicle Detection Systems

There is no vehicle detection system proposed within this project.

8. ENVIRONMENTAL DETERMINATION/DOCUMENT

The anticipated environmental document is a Negative Declaration/
Categorical Exclusion 6004. See Attachment D for more information.

Date Approved: 10/24/2011

9. FUNDING/SCHEDULING

9A. Cost Estimate:

Proposed funding \$4,300,000

STRAIN and other Structural Work (by Structure)	<u>Yes/No</u>	<u>*Cost</u>
(A) Replace		_____
(B) Rehab		_____
(a) Deck		_____
(b) Superstructure		_____
(c) Substructure		_____
(d) Joints		_____
(e) Bearings		_____
(f) Other		_____
(C) Scour Correction		_____
(D) Painting		_____
(E) Widening		_____
(F) Rail Replacement (without widening)		_____
(G) Strengthen		_____
(H) Seismic Retrofit		<u>\$3,800,000</u>
(I) Vertical Clearance Adjustment		_____
(J) Drainage Rehab		_____
(K) Other **		_____
STRUCTURE COSTS SUBTOTALS		\$3,800,000
District Work		
(A) Traffic Control		<u>\$25,000</u>
(B) Pavement (include remove and replace)		_____
(C) Bridge Approach Slab		_____

(D)	Bridge Approach Guardrail (at Br No 45- 0059E)	<u>\$11,800</u>
(E)	Drainage Adjustment and Rehab	_____
(F)	Rock Slope Protection	_____
(G)	Utility Relocation	_____
(H)	Railroad Agreements	_____
(I)	Right of Way	<u>\$0</u>
(J)	Environmental Compliance	<u>\$202,900</u>
(K)	Stormwater Compliance	<u>\$77,000</u>
(L)	Roadside Management Clearing and Grubbing	<u>\$10,000</u>
	Asphalt Concrete (at Br No 41-0059E)	<u>\$7,500</u>
	Cold Planning (at Br No 41-0059E)	<u>\$9,600</u>
	Maintenance Vehicle Pull outs	_____
	Resident Engineer Office	<u>\$5,000</u>
	Roadside Facilities	_____
(K)	Other (i.e., Hazardous Waste Compliance, etc.)**	<u>\$0</u>
	DISTRICT COSTS SUBTOTALS	<u>\$348,800</u>

	SUM OF SUBTOTALS	<u>\$4,148,800</u>
	20% Contingency (District Work Only)	<u>\$69,760</u>
	TOTAL PROJECT COST	<u>\$4,218,560</u>

Notes: * If duplicated in other items, show cost in parenthesis. Do not include support costs.
 ** Add additional lines as necessary. Do not include support costs.

9B. Project Support:

Cost Breakdown:

(Capital Cost Estimate provided by Design & R/W, Support Cost Estimate from XPM.)

Project Cost Component	Fiscal Years						Total
	12/13	13/14	14/15	15/16			
R/W Capital							\$ -
Const. Capital**				\$ 4,825			\$ 4,825
PA&ED*	\$ 456						\$ 456
PS&E*		\$ 1,589					\$ 1,589
R/W Support*		\$ 18					\$ 18
Const.Support*				\$ 2,132			\$ 2,132
Total	\$ 456	\$ 1,607	\$ -	\$ 6,957	\$ -	\$ -	\$ 9,020

All costs X\$1000. Support Categories are the same as those identified by SB 45.

Construction Capital escalated at 3%. Right of Way Capital estimate is escalated.

Support cost escalated at 3.1%

Support Cost ratio: 85% [All Support Costs () divided by the sum of the escalated Construction Capital (**) and the escalated R/W Capital]*

9C. Project Schedule:

Milestones	Delivery Date (Month, Day, Year)
Begin Environmental	10/1/2012
Circulate DED	8/1/2013
PA & ED	10/1/2013
Regular Right of way	2/1/2014
Project PS&E	4/1/2015
Right of way Certification	11/1/2015
Ready to List	1/1/2016
Approve Contract	6/30/2016
Contract Acceptance	12/1/2016
End Project	6/1/2019

10. FEDERAL COORDINATION

This project is eligible for federal-aid funding and is considered to be STATE-AUTHORIZED under current FHWA-Caltrans Stewardship Agreements.

11. SCOPING TEAM FIELD REVIEW ATTENDANCE ROSTER:

Attachment I Date 9/28/11

12. REVIEWS

Project Reviewed by:
District Maintenance _____ Date _____

District Safety Safety Review Date 10/19/11

HQ Division of Design _____ Date _____

HQ Program Advisor _____ Date _____

FHWA N/A Date _____

Others N/A Date _____

13. ATTACHMENTS

- A. Location Map
- B. APS Transmittal Memo
- C. Preliminary Cost Estimate
- D. Environmental Document
- E. Right of Way Data Sheet
- F. Transportation Management Plan Data Sheet
- G. Risk Management Plan
- H. Storm Water Data Report (Signature Cover Page)
- I. Scoping Team Field Review Attendance Roster

Memorandum

Flex your power!

Be energy efficient

To: THANH NGUYEN
BRANCH CHIEF, DESIGN I-M
DISTRICT 06

Date: October 19, 2011

File: 06-Various Counties and
Routes
Dist-06 EA 0K800K
PI 0612000110 K
Seismic Restoration

From: FRITZ HOFFMAN *FH*
Bridge Design Branch 06
Office of Bridge Design Central
Structure Design
Division of Engineering Services

Subject: Revised Advance Planning Study Transmittal

Attached is the Advance Planning Study for the above referenced project.

The forecast structure cost, including time related overhead, mobilization and contingencies, is as follows:

Structure Name	Br. No.	Estimated Cost
Main Canal Bridge	42-0134	\$ 741,000
Route 233/152 Separation	41-0059E	\$ 258,000
Kings River Bridge	42-0007	\$ 804,000
Kings River Bridge	42-0064	\$ 1,037,000
S41/S99 Connector Separation OC	42-0216F	\$ 954,000
Total Cost =		\$ 3,794,000

The following table summarizes the projected total structure cost based on a variable escalation rate. The escalated structure cost is provided for informational purposes only and does not replace annual cost updates as required by Department policy.

Years Beyond Midpoint	Escalated Cost
1	\$ 3,881,262
2	\$ 3,997,700
3	\$ 4,157,608
4	\$ 4,315,597
5	\$ 4,432,118

This Advance Planning Study and associated cost estimate is based on the following assumptions:

ATTACHMENT B

1. Main Canal Bridge retrofit consists of 5 ft. diameter CIDH piles on each side of the two Abutments. The total scope of work is contingent on underwater investigation findings of the existing pile extension condition.
2. Main Canal Bridge concrete slab hinge retrofit will need to be completed from under the bridge. If water is present a floating platform may be needed.
3. The Route 233/152 Separation column retrofit will include full length steel casings extending approximately 18 feet below ground level. This would require excavation, backfill and possibly a shoring system.
4. The Kings River Bridge (Br. No. 42-0007) retrofit currently consists of adding a 3 ft. diameter CIDH pile on both sides of 1 Abutment and 5 Bents. The type of piles could depend on whether there is water anticipated at the time of construction. Consideration for any restriction applying to pile driving could also influence the type of piles used. The actual number of bents and abutments retrofitted is contingent on a more in-depth seismic analysis.
5. The Kings River Bridge (Br. No. 42-0064) retrofit currently consists of adding a 3 ft. diameter CIDH pile on each side of 8 Bents. The type of piles will depend on whether there is water anticipated at the time of construction. Consideration for any restriction applying to pile driving could also influence the type of piles used. The actual number of bents and abutments retrofitted is contingent on a more in-depth seismic analysis.
6. The S41/S99 Connector Separation OC retrofit will have full length steel column casings at each bent. Abutments will be retrofitted with abutment seat extenders and hinges with pipe seat extenders. The hinges can be accessed from the deck or soffit.

If you have any questions or if you need additional information regarding this study, please contact Gloria Reyes-Gutierrez at (916) 227-8080 or Fritz Hoffman at (916) 227-8483.

Attachments

c: PEGGY LIM , Project Liaison Engineer
JOHN STAYTON, Bridge Design Office Chief
MIKE DOWNS , Technical Liaison Engineer
H. JAVIER CHAVEZ, Branch Chief, Bridge Architecture & Aesthetics
PETE WHITFIELD, Office Chief, Structure Maintenance & Investigations
KEVIN WALL, Program Advisor, Structure Maintenance & Investigations
JOHN BABCOCK, Structure Construction Assistant Deputy Division Chief
ROY BIBBENS, Geotechnical Services
QIANG HUANG, Geotechnical Services
STEVE NG, Structure Hydraulics & Hydrology

PLANNING COST ESTIMATE



Dist-Co-Rte: 06-Fre, Kin, Mad-33,41,43,233
 PM: VAR
 EA: 06-0K800K
 Program Code: 20.10.201.113

PROJECT DESCRIPTION:

Limits: In Fresno, Kern, and Madera Counties at Various Locations.

Proposed Improvement:
 (Scope of Work)

Mitigate seismic deficiencies at the 5 bridges identified below. Fre-33-89.1 (Br. No 42-0134), Fre-41-R21.81 (Br. No 42-0216F), Kin-41-32.26 (Br. No 45-0007), Kin-43-26.76 (Br. No 45-0064), Mad-233-0.01 (Br No 41-0059E)

Alternative: Build Alternative

SUMMARY OF PROJECT COST ESTIMATE

TOTAL ROADWAY ITEMS	Total of Sections 1 - 10 shown above	\$ 418,560
TOTAL STRUCTURES ITEMS		\$ 3,800,000
	SUBTOTAL CONSTRUCTION COSTS	\$ 4,218,560
TOTAL RIGHT OF WAY ITEMS (Not Escalated)		\$ 0
	TOTAL PROJECT CAPITAL OUTLAY COSTS	\$ 4,218,560

Reviewed by
 District Program Manager:

 (Signature) (Date)

Approved by Project Manager:

Christina Dwyer

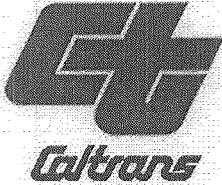
 for Suzie Holdridge
 (559) 243-3432

 (Date) 10/24/11

Phone Number:

Form revised 12/01/09

PLANNING COST ESTIMATE



Dist-Co-Rte: 06-Fre, Kin, Mad-33,41,43,233
 PM: VAR
 EA: 06-0K800K
 Program Code: 20.10.201.113

I. ROADWAY ITEMS

<u>Section 1 - Earthwork</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>	<u>Section Cost</u>
Cold Planning (at Br. No 41-0059E)	4,800	SY	\$2	\$9,600	
Imported Material (Shoulder Backing)	0	Ton	\$0	\$0	
Clearing & Grubbing	1	LS	\$10,000	\$10,000	
Develop Water Supply	0	LS	\$0	\$0	
Top Soil Reapplication			\$0	\$0	
Stepped Slopes and Slope			\$0	\$0	
Remove Type E Dike	0	LF	\$0	\$0	
			\$0	\$0	
			Subtotal Earthwork:		\$19,600
 <u>Section 2 - Pavement Structural Section*</u>					
PCC Pvmnt Depth Slab	0	CY	\$0	\$0	
PCC Pvmnt Depth	0	CY	\$0	\$0	
Asphalt Concrete (at Br. No 41-0059E)	15	Ton	\$500	\$7,500	
Lean Concrete Base	0	CY	\$0	\$0	
Cement-Treated Base	0	CY	\$0	\$0	
Aggregate Base	0	CY	\$35	\$0	
Treated Permeable Base	0	CY	\$0	\$0	
Aggregate Subbase	0	CY	\$0	\$0	
Pavement Reinforcing Fabric	0	SF	\$0	\$0	
Edge Drains	0	FT	\$0	\$0	
RAC (Type G)	0	Ton	\$0	\$0	
			Subtotal Pavement Structural Section:		\$7,500
 <u>Section 3 - Drainage</u>					
Large Drainage Facilities	0	LS	\$0	\$0	
Storm Drains	0	LS	\$0	\$0	
Pumping Plants	0	LS	\$0	\$0	
Project Drainage	0	LS	\$0	\$0	
				\$0	
			Subtotal Drainage:		\$0

* Reference sketch showing typical pavement structural section elements of the roadway. Include (if available) T.I., R-Value and date when tests were performed.

PLANNING COST ESTIMATE



Dist-Co-Rte: 06-Fre, Kin, Mad-33,41,43,233

PM: VAR

EA: 06-0K800K

Program Code: 20.10.201.113

Section 4 - Specialty Items

	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>	<u>Section Cost</u>
Retaining Walls	0	SF	\$0	\$0	
Noise Barriers	0	EA	\$0	\$0	
MBGR (Replace) (at Br. No. 41-0059E)	200	LF	\$50	\$10,000	
Remove MBGR (at Br. No. 41-0059E)	200	LF	\$9	\$1,800	
Water Pollution Control	1	LS	\$77,000	\$77,000	
Hazardous Waste Investigation and/or Mitigation Work	0	LS	\$0	\$0	
Environmental Compliance	1	LS	\$202,900	\$202,900	
Resident Engineer Office Space	1	LS	\$5,000	\$5,000	
				\$0	
			Subtotal Specialty Items:		\$296,700

Section 5 - Traffic Items

Traffic Monitoring Station	0	LS	\$0	\$0	
Traffic Delineation Items	0	LS	\$0	\$0	
Count Station and TDC Cabinet	0	LS	\$0	\$0	
Overhead Sign Structures	0	EA	\$0	\$0	
Roadside Signs	0	EA	\$0	\$0	
Traffic Control Systems	0	LS	\$0	\$0	
Transportation Management Plan	1	LS	\$25,000	\$25,000	
Temporary Detection System	0	LS	\$0	\$0	
Staging	0	LS	\$0	\$0	
Construction Area Signs	0	LS	\$0	\$0	
			Subtotal Traffic Items:		\$25,000

PLANNING COST ESTIMATE



Dist-Co-Rte: 06-Fre, Kin, Mad-33,41,43,233
 PM: VAR
 EA: 06-0K800K
 Program Code: 20.10.201.113

II. ROADSIDE ITEMS

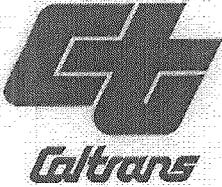
<u>Section 6 Planting and Irrigation</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>	<u>Section Cost</u>
Highway Planting	0	LS	\$0	\$0	
Replacement Planting	0	LS	\$0	\$0	
Irrigation Modification	0	LS	\$0	\$0	
Relocate Existing Irrigation	0	LS	\$0	\$0	
Facilities	0	LS	\$0	\$0	
Irrigation Crossovers	0	LS	\$0	\$0	
				\$0	
Subtotal Planting and Irrigation Section:					\$0

<u>Section 7: Roadside Management and Safety Section</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>	<u>Section Cost</u>
Vegetation Control Treatments	0	LS	\$0	\$0	
Gore Area Pavement	0	LS	\$0	\$0	
Pavement beyond the gore area	0	LS	\$0	\$0	
Miscellaneous Paving	0	LS	\$0	\$0	
Erosion Control	0	LS	\$0	\$0	
Slope Protection	0	LS	\$0	\$0	
Side Slopes/Embankment Slopes	0	LS	\$0	\$0	
Maintenance Vehicle Pull outs					
Off-freeway Access (gates, stairways, etc.)					
Roadside Facilities (Vista Points, Transit, Park & Ride, etc)	0	LS	\$0	\$0	
Relocating roadside facilities/features	0	LS	\$0	\$0	
				\$0	
Subtotal Roadside Management and Safety Section:					\$0

TOTAL SECTIONS 1 thru 7 \$348,800

NOTE: Extra lines are provided for items not listed; use additional lines as appropriate.

PLANNING COST ESTIMATE



Dist-Co-Rte: 06-Fre, Kin, Mad-33,41,43,233
 PM: VAR
 EA: 06-0K800K
 Program Code: 20.10.201.113

III. ROADWAY ADDITIONS

Section 8 - Minor Items

	Item Cost	Section Cost
(Subtotal Sections 1 thru 7)	$\underline{\$0} \times \frac{0.10}{(5 \text{ to } 10\%)} = \underline{\$0}$	
	TOTAL Minor Items: <u>\$0</u>	

Section 9 - Roadway Mobilization

(Subtotal Sections 1 thru 8)	$\underline{\$0} \times \frac{0.06}{(10\%)} = \underline{\$0}$	
	TOTAL Roadway Mobilization: <u>\$0</u>	

Section 10 - Supplemental Work & Contingencies

Supplemental Work

(Subtotal Sections 1 thru 8)	$\underline{\$0} \times \frac{0.05}{(5 \text{ to } 10\%)} = \underline{\$0}$	
Contingencies		
(Subtotal Sections 1 thru 8)	$\underline{\$348,800} \times \frac{0.20}{(**\%)} = \underline{\$69,760}$	
	Supplemental Work & Contingencies: <u>\$69,760</u>	

TOTAL ROADWAY ADDITIONS Sections 8 thru 10: \$69,760

TOTAL ROADWAY ITEMS: \$418,560

(Subtotal Sections 1 thru 10)

Estimate Prepared by:	<u>Shakila Hanif</u>	Phone: <u>559-243-3811</u>	<u>10/7/11</u>
	(Print or Type Name)		(Date)
Estimate Checked by:	<u>Amit Nijhawan</u>	Phone: <u>559-243-3811</u>	<u>10/7/11</u>
	(Print or Type Name)		(Date)

**Use appropriate percentage per PDPM, Part 3 Chapter 20.
<http://www.dot.ca.gov/hq/oppd/pdpm/pdpm.n.htm> -pdpm

PLANNING COST ESTIMATE



Dist-Co-Rte: 06-Fre, Kin, Mad-33,41,43,233
 PM: VAR
 EA: 06-0K800K
 Program Code: 20.10.201.113

II. STRUCTURE ITEMS

	STRUCTURE			
Bridge Name	No. 1	No. 2	No. 3	
Structure Type	_____	_____	_____	
Width (out to out) - (ft)	_____	_____	_____	
Span Length - (ft)	0	0	0	
Total Area - ft ²	0	0	0	
Footing Type (pile/spread)	0	0	0	
Cost per ft ²	0	0	0	
(incl. 10 % mobilization and 20 % contingency)				
Total Cost for Structure	\$0	\$0	\$0	
SUBTOTAL STRUCTURES ITEMS				<u>\$3,800,000</u>
(Sum of Total Cost for Structures)				
Railroad Related Costs (Not incl. in R/W Est)	_____	_____	_____	\$0
	_____	_____	_____	\$0
SUBTOTAL RAILROAD ITEMS				<u>\$0</u>
TOTAL STRUCTURES ITEMS				<u>\$3,800,000</u>
(Sum of Structures items plus Railroad Items)				

COMMENTS:

Estimate Prepared by: Shakila Hanif (Print or Type Name) Phone: 559-243-3811 10/07/11 (Date)

(If appropriate, attach additional pages as backup)

PLANNING COST ESTIMATE



Dist-Co-Rte: 06-Fre, Kin, Mad-33,41,43,233
 PM: VAR
 EA: 06-0K800K
 Program Code: 20.10.201.113

III. RIGHT OF WAY ITEMS

No. of years for Escalation = 0

	Current Values	Rate Escalation (%)	Escalation Factor	Escalated Values
A. Acquisition, including excess lands, damages to remainder(s) and Goodwill	\$0	5.0	1.00	\$0
B. Utility Relocation (State Share)	\$0	5.0	1.00	\$0
C. Relocation Assistance	\$0	5.0	1.00	\$0
D. Clearance/Demolition	\$0	7.0	1.00	\$0
E. Title and Escrow Fees	\$0	4.0	1.00	\$0
TOTAL RIGHT OF WAY** ITEMS=	\$0			\$0 (Escalated Value)

Anticipated Date of Right of Way Certification: 0/0/00
 (Date to which Values are Escalated)

F. Construction Contract Work

Brief Description of Work

Right of Way Branch Cost Estimate for Work \$0

* This dollar amount is to be included in the Roadway and/or Structures Items of Work, as appropriate. Do not include in Right of Way Items

COMMENTS:

Estimate Prepared by: Shakila Hanif Phone: 559-243-3811 10/07/11
 (Print or Type Name) (Date)

(If appropriate, attach additional pages and backup including Right of Way Data Sheet and Environmental Mitigation and Compliance Cost Estimate Sheet).

X PID ESTIMATE

Revised - August 30, 2011

RCVD BY: RWP

IN EST: 9/26/2011

OUT EST: 10/7/2011

BRIDGE: Rte 233/152 Separation

BR. No.: 41-0059E

DISTRICT: 06

TYPE:

RTE: 152

CU: 06

CO: Mad

EA: 0K800K

PM: 6.20

LENGTH: 267.67 WIDTH: 47.00 AREA (SF)= 12,580

DESIGN SECTION: 06

OF STRUCTURES IN PROJECT : 05 EST. NO. 1

PRICES BY : TNC COST INDEX: 297

PRICES CHECKED BY : DATE:

QUANTITIES BY: GWG DATE: 9/22/2011

	CONTRACT ITEMS	TYPE	UNIT	QUANTITY	PRICE	AMOUNT
1	STRUCTURE EXCAVATION (BRIDGE)		CY	38	\$130.00	\$4,940.00
2	STRUCTURE EXCAVATION		CY			
3	STRUCTURE BACKFILL (BRIDGE)		CY	31	\$140.00	\$4,340.00
4	PERVIOUS BACKFILL MATERIAL		CY			
5	CIDH CONCRETE PILING		LF			
6	FURNISH PILING		LF			
7	DRIVE PILE		EA			
8	FURN PC/PS CONCRETE GIRDERS		EA			
9	ERECT PC/PS CONCRETE GIRDERS		EA			
10	STRUCTURAL CONCRETE, BRIDGE		CY			
11	STRUCTURAL CONCRETE, BRIDGE FOOTING		CY			
12	STRUCT CONC, APP SLAB (TYPE N)		CY			
13	PRESTRESSING STEEL		LB			
14	BAR REINFORCING STEEL (BRIDGE)		LB			
15	FURNISH STRUCTURAL STEEL		LB			
16	ERECT STRUCTURAL STEEL (INCL PAINT)		LF			
17	JOINT SEAL ASSEMBLY (MR = 4)		LF			
18	JOINT SEAL (MR =) 2" max		LF			
19	SLOPE PAVING		CY			
20	MISCELLANEOUS METAL (RESTRAINER - PIPE TYPE)		LB			
21	MISC METAL (RESTRAINER - TIE ROD)		LB			
22	CONCRETE BARRIER		LF			
23	10" CORB CONCRETE		LF			
24	DRILL AND BOND		LF			
25	COLUMN CASING		LB	23613	\$6.00	\$141,678.00
26						
27						
28						
29						
30						

SUBTOTAL	\$150,958
TIME RELATED OVERHEAD	\$15,096
MOBILIZATION (@ 10 %)	\$18,450
SUBTOTAL BRIDGE ITEMS	\$184,504
CONTINGENCIES @ 40%	\$73,802
BRIDGE TOTAL COST	\$258,306
COST PER SQ. FOOT	\$20.53
BRIDGE REMOVAL (CONTINGENCIES INCL.)	
WORK BY RAILROAD OR UTILITY FORCES	
GRAND TOTAL	\$258,306
BUDGET ESTIMATE AS OF 10/7/11	\$258,000

ROUTING

1. DES SECTION
2. OFFICE OF BRIDGE DESIGN - NORTH
3. OFFICE OF BRIDGE DESIGN - CENTRAL
4. OFFICE OF BRIDGE DESIGN - SOUTH
5. OFFICE OF BRIDGE DESIGN - WEST
6. OFFICE OF BRIDGE DESIGN SOUTHERN CALIFORNIA

COMMENTS:

X PID ESTIMATE

Revised - August 26, 2011

RCVD BY: RWP

IN EST: 9/26/2011

OUT EST: 10/7/2011

BRIDGE: S41/S99 Connector Separation OC

BR. No.: 42-0216F

DISTRICT: 06

TYPE: RC Box Single Column Bent

RTE: 99

CU: 06

CO: FRB

EA: DK800K

PM: 19.60

LENGTH: 665.00 WIDTH: 39.00 AREA (SF)= 25,935

DESIGN SECTION: 06
 # OF STRUCTURES IN PROJECT: 05 EST. NO. 1
 PRICES BY: TNC COST INDEX: 297
 PRICES CHECKED BY: DATE:
 QUANTITIES BY: RW DATE: 9/22/2011

	CONTRACT ITEMS	TYPE	UNIT	QUANTITY	PRICE	AMOUNT
1	STRUCTURAL CONCRETE, BRIDGE		CY	27	\$3,000.00	\$81,000.00
2	STRUCTURAL CONCRETE, BRIDGE FOOTING		CY			
3	STRUCT CONC, APP SLAB (TYPE N)		CY			
4	PRESTRESSING STEEL		LB			
5	BAR REINFORCING STEEL (BRIDGE)		LB	4,050	\$2.50	\$10,125.00
6	FURNISH STRUCTURAL STEEL		LB			
7	ERECT STRUCTURAL STEEL (INCL PAINT)		LF			
8	JOINT SEAL ASSEMBLY (MR = 4)		LF	78	\$300.00	\$23,400.00
9	JOINT SEAL (MR =) 2" max		LF			
10	SLOPE PAVING		CY			
11	MISCBLLANBOUS METAL (RESTRAINER - PIPE TYPE)		LB	3,630	\$6.00	\$21,780.00
12	MISC METAL (RESTRAINER - TIE ROD)		LB			
13	CONCRETE BARRIER		LF			
14	10" CORE CONCRETE		LF	45	\$600.00	\$27,000.00
15	DRILL AND BOND		LF	214	\$40.00	\$8,560.00
16	COLUMN CASING		LB	60,271	\$6.00	\$361,626.00
17	DIAPHRAGM BOLSTER		EA	12	\$2,000.00	\$24,000.00
18						
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SUBTOTAL	\$557,491
TIME RELATED OVERHEAD	\$55,749
MOBILIZATION (@ 10%)	\$68,138
SUBTOTAL BRIDGE ITEMS	\$681,378
CONTINGENCIES @ 40%	\$272,551
BRIDGE TOTAL COST	\$953,929
COST PER SQ. FOOT	\$36.78
BRIDGE REMOVAL (CONTINGENCIES INCL.)	
WORK BY RAILROAD OR UTILITY FORCES	
GRAND TOTAL	\$953,929
BUDGET ESTIMATE AS OF 10/7/11	\$954,000

ROUTING

1. DES SECTION
2. OFFICE OF BRIDGE DESIGN - NORTH
3. OFFICE OF BRIDGE DESIGN - CENTRAL
4. OFFICE OF BRIDGE DESIGN - SOUTH
5. OFFICE OF BRIDGE DESIGN - WEST
6. OFFICE OF BRIDGE DESIGN SOUTHERN CALIFORNIA

COMMENTS:

X PID ESTIMATE

Revised - August 30, 2011

RCVD BY: RWP

IN EST: 9/26/2011

OUT EST: 10/7/2011

BRIDGE: Main Canal Bridge

BR. No.: 42-0134

DISTRICT: 06

TYPE:

RTE: 33.00

CU: 06

CO: FRE

EA: 0K800K

PM: 69.10

LENGTH: 126.00 WIDTH: 44.00 AREA (SF)= 5,544

DESIGN SECTION: 06

OF STRUCTURES IN PROJECT : 05

EST. NO. 1

PRICES BY : TNC

COST INDEX: 297

PRICES CHECKED BY :

DATE:

QUANTITIES BY: GWG

DATE: 9/22/2011

	CONTRACT ITEMS	TYPE	UNIT	QUANTITY	PRICE	AMOUNT
1	STRUCTURE EXCAVATION (BRIDGE)		CY	80	\$130.00	\$10,400.00
2	STRUCTURE EXCAVATION		CY			
3	STRUCTURE BACKFILL (BRIDGE)		CY	23	\$140.00	\$3,220.00
4	PERVIOUS BACKFILL MATERIAL		CY			
5	60" CIDH CONCRETE PILING		LF	200	\$90.00	\$18,000.00
6	FURNISH PILING		LF			
7	DRIVE PILE		EA			
8	FURN PC/PS CONCRETE GIRDERS		EA			
9	ERECT PC/PS CONCRETE GIRDERS		EA			
10	STRUCTURAL CONCRETE, BRIDGE		CY	57	\$3,000.00	\$171,000.00
11	STRUCTURAL CONCRETE, BRIDGE FOOTING		CY			
12	STRUCT CONC. APP SLAB (TYPE N)		CY			
13	PRESTRESSING STEEL		LB			
14	BAR REINFORCING STEEL (BRIDGE)		LB	38915	\$2.20	\$85,613.00
15	FURNISH STRUCTURAL STEEL		LB			
16	ERECT STRUCTURAL STEEL (INCL PAINT)		LF			
17	JOINT SEAL ASSEMBLY (MR = 4)		LF			
18	JOINT SEAL (MR =) 2" max		LF			
19	SLOPE PAVING		CY			
20	MISCELLANEOUS METAL (BRIDGE)		LB	4608	\$20.00	\$92,160.00
21	MISC METAL (RESTRAINER - TIE ROD)		LB			
22	CONCRETE BARRIER		LF			
23	4" CORE CONCRETE		LF	5	\$200.00	\$1,000.00
24	DRILL AND BOND		LF	48	\$50.00	\$2,400.00
25	COLUMN CASING		LB			
26	DIAPHRAGM BOLSTER		EA			
27	1" CORE CONCRETE		LF	36	\$40.00	\$1,440.00
28	REPLACE BEARING PADS		EA	8	\$6,000.00	\$48,000.00
29						
30						

SUBTOTAL	\$433,233
TIME RELATED OVERHEAD	\$43,323
MOBILIZATION (@ 10 %)	\$52,951
SUBTOTAL BRIDGE ITEMS	\$529,507
CONTINGENCIES @ 40%	\$211,803
BRIDGE TOTAL COST	\$741,310
COST PER SQ. FOOT	\$133.71
BRIDGE REMOVAL (CONTINGENCIES INCL.)	
WORK BY RAILROAD OR UTILITY FORCES	
GRAND TOTAL	\$741,310
BUDGET ESTIMATE AS OF 10/7/11	\$741,000

ROUTING

1. DES SECTION
2. OFFICE OF BRIDGE DESIGN - NORTH
3. OFFICE OF BRIDGE DESIGN - CENTRAL
4. OFFICE OF BRIDGE DESIGN - SOUTH
5. OFFICE OF BRIDGE DESIGN - WEST
6. OFFICE OF BRIDGE DESIGN SOUTHERN CALIFORNIA

COMMENTS:

Revised - August 30, 2011

RCVD BY: RWP

IN EST: 9/26/2011

OUT EST: 10/7/2011

BRIDGE: Kings River Bridge

BR. No.: 42-0007

DISTRICT: 06

TYPE:

RTE: 41.00

CU: 06

CO: KIN

EA: OK800K

PM: 32.20

LENGTH: 248 WIDTH: 43.00 AREA (SF)= 10,643

DESIGN SECTION: 06
 # OF STRUCTURES IN PROJECT: 05 EST. NO. 1
 PRICES BY: TNC COST INDEX: 297
 PRICES CHECKED BY: DATE:
 QUANTITIES BY: GWG DATE: 9/22/2011

	CONTRACT ITEMS	TYPE	UNIT	QUANTITY	PRICE	AMOUNT
1	STRUCTURE EXCAVATION (BRIDGE)		CY	28	\$140.00	\$3,920.00
2	STRUCTURE EXCAVATION		CY			
3	STRUCTURE BACKFILL (BRIDGE)		CY	9	\$150.00	\$1,350.00
4	PERVIOUS BACKFILL MATERIAL		CY			
5	36" CIDH CONCRETE PILING		LF	720	\$50.00	\$36,000.00
6	FURNISH PILING		LF			
7	DRIVE PILE		EA			
8	FURN PC/PS CONCRETE GIRDERS		EA			
9	ERECT PC/PS CONCRETE GIRDERS		EA			
10	STRUCTURAL CONCRETE, BRIDGE		CY	59	\$3,000.00	\$177,000.00
11	STRUCTURAL CONCRETE, BRIDGE FOOTING		CY			
12	STRUCT CONC, APP SLAB (TYPE N)		CY			
13	PRESTRESSING STEEL		LB			
14	BAR REINFORCING STEEL (BRIDGE)		LB	45974	\$2.20	\$101,142.80
15	FURNISH STRUCTURAL STEEL		LB			
16	ERECT STRUCTURAL STEEL (INCL PAINT)		LF			
17	JOINT SEAL ASSEMBLY (MR=4)		LF			
18	JOINT SEAL (MR=) 2" max		LF			
19	SLOPE PAVING		CY			
20	MISCELLANEOUS METAL (BRIDGE)		LB	4608	\$20.00	\$92,160.00
21	MISC METAL (RESTRAINER - TIE ROD)		LB			
22	CONCRETE BARRIER		LF			
23	4" CORE CONCRETE		LF	5	\$200.00	\$900.00
24	DRILL AND BOND		LF	204	\$40.00	\$8,160.00
25	COLUMN CASING		LB			
26	DIAPHRAGM BOLSTER		EA			
27	1" CORE CONCRETE		LF	36	\$40.00	\$1,440.00
28	REPLACE BEARING PADS		EA	8	\$6,000.00	\$48,000.00
29						
30						

SUBTOTAL	\$470,073
TIME RELATED OVERHEAD	\$47,007
MOBILIZATION (@ 10%)	\$57,453
SUBTOTAL BRIDGE ITEMS	\$574,533
CONTINGENCIES @ 40%	\$229,813
BRIDGE TOTAL COST	\$804,347
COST PER SQ. FOOT	\$75.58
BRIDGE REMOVAL (CONTINGENCIES INCL.)	
WORK BY RAILROAD OR UTILITY FORCES	
GRAND TOTAL	\$804,347
BUDGET ESTIMATE AS OF 10/7/11	\$804,000

ROUTING

1. DES SECTION
2. OFFICE OF BRIDGE DESIGN - NORTH
3. OFFICE OF BRIDGE DESIGN - CENTRAL
4. OFFICE OF BRIDGE DESIGN - SOUTH
5. OFFICE OF BRIDGE DESIGN - WEST
6. OFFICE OF BRIDGE DESIGN SOUTHERN CALIFORNIA

COMMENTS:

X PID ESTIMATE

Revised - August 30, 2011

RCVD BY: RWP

IN EST: 9/26/2011
OUT EST: 10/7/2011

BRIDGE: Kings River Bridge
TYPE:
CU: 06
EA: 0K800K

BR. No.: 42-0064

DISTRICT: 06
RTE: 43.00
CO: KIN
PM: 23.50

LENGTH: WIDTH: AREA (SF)=
DESIGN SECTION: 06
OF STRUCTURES IN PROJECT: 05 EST. NO. 1
PRICES BY: TNC COST INDEX: 297
PRICES CHECKED BY: DATE:
QUANTITIES BY: GWG DATE: 9/22/2011

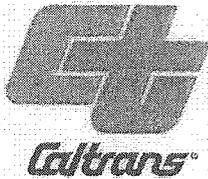
	CONTRACT ITEMS	TYPE	UNIT	QUANTITY	PRICE	AMOUNT
1	36" CIDH CONCRETE PILING		LF	960	\$50.00	\$48,000.00
2	FURNISH PILING		LF			
3	DRIVE PILE		EA			
4	FURN PC/PS CONCRETE GIRDERS		EA			
5	ERECT PC/PS CONCRETE GIRDERS		EA			
6	STRUCTURAL CONCRETE, BRIDGE		CY	66	\$3,000.00	\$198,000.00
7	STRUCTURAL CONCRETE, BRIDGE FOOTING		CY			
8	STRUCT CONC, APP SLAB (TYPE N)		CY			
9	PRESTRESSING STEEL		LB			
10	BAR REINFORCING STEEL (BRIDGE)		LB	58000	\$2.20	\$127,600.00
11	FURNISH STRUCTURAL STEEL		LB			
12	ERECT STRUCTURAL STEEL (INCL PAINT)		LF			
13	JOINT SEAL ASSEMBLY (MR = 4)		LF			
14	JOINT SEAL (MR =) 2" max		LF			
15	SLOPE PAVING		CY			
16	MISCELLANEOUS METAL (BRIDGE)		LB	6912	\$20.00	\$138,240.00
17	MISC METAL (RESTRAINER - TIE ROD)		LB			
18	CONCRETE BARRIER		LF			
19	4" CORE CONCRETE		LF	7	\$200.00	\$1,350.00
20	DRILL AND BOND		LF	384	\$40.00	\$15,360.00
21	COLUMN CASING		LB			
22	DIAPHRAGM BOLSTER		EA			
23	1" CORE CONCRETE		LF	135	\$40.00	\$5,400.00
24	REPLACE BEARING PADS		EA	12	\$6,000.00	\$72,000.00
25						
26						
27						
28						
29						
30						

SUBTOTAL	\$605,950
TIME RELATED OVERHEAD	\$60,595
MOBILIZATION (@ 10%)	\$74,061
SUBTOTAL BRIDGE ITEMS	\$740,606
CONTINGENCIES @ 40%	\$296,242
BRIDGE TOTAL COST	\$1,036,848
COST PBR SQ. FOOT	
BRIDGE REMOVAL (CONTINGENCIES INCL.)	
WORK BY RAILROAD OR UTILITY FORCES	
GRAND TOTAL	\$1,036,848
BUDGET ESTIMATE AS OF 10/7/11	\$1,037,000

ROUTING

1. DES SECTION
2. OFFICE OF BRIDGE DESIGN - NORTH
3. OFFICE OF BRIDGE DESIGN - CENTRAL
4. OFFICE OF BRIDGE DESIGN - SOUTH
5. OFFICE OF BRIDGE DESIGN - WEST
6. OFFICE OF BRIDGE DESIGN SOUTHERN CALIFORNIA

COMMENTS: _____



Preliminary Environmental Analysis Report

Project Information

District	6	County	Various	Route	Various	Post Mile	Various	EA	06-0K800K
Project ID#:									
Project Title:	Fresno, Kings and Madera Bridges Seismic Restoration								
Project Manager:	Suzie Holdridge	Phone #:	(559) 243-3432						
Design Manager:	Thanh Nguyen	Phone #:	(599) 243-3813						
Design Engineer:	Amit Nijhawan	Phone #:	(559) 243-3811						
Environmental Manager:	Kelly Hobbs	Phone #:	(559) 455-5286						
Environmental Planner:	Mohammad Amini	Phone #:	(559) 455-5321						

PSR Summary Statement

The anticipated environmental document for the proposed project is a Mitigated Negative Declaration/Section 6004 Categorical Exclusion. This document level has been selected based on potential impacts to Giant garter snake habitat which is anticipated to be mitigated below the threshold of significance as defined by CEQA. The California Department of Transportation would act as the lead agency in the preparation of a joint NEPA/CEQA (National Environmental Policy Act/California Environmental Quality Act) environmental document. Caltrans will serve as the NEPA lead agency under its assumption of responsibility pursuant to 23 U.S. Code 327. The estimated time to obtain environmental approval is 12 months from the start of environmental studies. Assuming a start date for environmental studies of October 2012, a final environmental document would be anticipated by October 2013. It is anticipated multiple environmental studies and reports will be required for this project including (but not limited to: Initial Site Assessment, Natural Environmental Study, Biological Assessment and Section 7 consultation with the U.S. Fish and Wildlife Service (USFWS)).

Project Description

The California Department of Transportation (Caltrans) propose to seismically retrofit five bridges located in Fresno, Kings and Madera Counties to conform to the latest seismic design standards on State Routes 33, 41, 43 and 233. The bridges are: CCID Main Canal (42-0134), SR 41-99 Connector (42-0216F), Kings River (45-0007), Kings River (45-0064) and SR 233-152 Connector (41-0059E).

Purpose and Need

The purpose of this project is to seismically retrofit five bridges; CCID Main Canal (42-0134), SR 41-99 Connector (42-0216F), Kings River (45-0007), Kings River (45-0064) and SR 233-152 Connector (41-0059E) on State Routes 33, 41, 43, and 233 in Fresno, Kings and Madera Counties, California.

Description of Work

FRE 33 PM 69.1 CCID Main Canal Bridge (Bridge No. 41-0134)- Install pipe hinge seat extenders, add 5-foot diameter piles to the outside right and left of the existing bridge abutments(total of 4 piles), and connect each CIDH pile to the abutments outside to the existing abutment diaphragm.

FRE 41 and FRE 99 Connector Separation Overcrossing (Bridge No. 42-0216F)- Install pipe hinge seat extenders, steel casings around all the columns, and Catcher blocks at both abutments.

KIN 41 PM 32.26 Kings River Bridge (Bridge No. 45-007)- Install a slab bridge hinge retrofit, add piles to the outside right and left of the existing bridge, connect each pile to the abutment and bent caps at abutment 1A and bents 2,4,6,8, and 10 (total of 12 piles).

KIN 43 PM 26.76 Kings River Bridge (Bridge No. 45-0064)- Install a slab bridge hinge retrofit, add piles to the outside right and left of the existing bridge, connect each pile to the bent caps at Bent 3, 5, 7, 9, 20, 23, 14, and 16 (total 16 piles)

MAD 233 and MAD 152 Separation (Bridge 41-0059E)- Install steel casing around all columns to a depth of 18 feet.

Alternatives

There are two alternatives being considered for this project. Alternative 1 is proposed to mitigate seismic deficiencies. Alternative 2 is the "No-Build Alternative."

Funding

State Federal

This project is included in the 2014 State Highway Operation and Protection Program (SHOPP) and under the 201.113 Bridge Seismic Restoration Program. A Project Scope Summary Report is needed to make the project a candidate for SHOPP funding.

Anticipated Environmental Approval

CEQA

- Categorical Exemption/Statutory Exemption
- Negative Declaration/Mitigated ND (Appendix G)
- Environmental Impact Report

NEPA

- Categorical Exclusion (6004/ 6005)
- Finding of No Significant Impact
- Environmental Impact Statement

Anticipated Environmental Schedule

Total Time for Environmental Approval	12 months
Start Date	October 15, 2012
Begin Environmental	October 15, 2012
Draft Environmental Document	May 30, 2013
Final Environmental Document	October 25, 2013
PA&ED*	October 30, 2013

**PA&ED is generally 1 month following the FED date*

Assumptions and Risks

Assumptions:

- Contractor would conduct bridge survey and Aerial deposited lead survey if new piles are to be drilled for bridges.
- No cultural resources or paleontological resources would be encountered.
- No right-of-way acquisition is anticipated.
- There would be no changes to cost, scope, and schedule.
- An Opportunity for Public Hearing would be required.

Risk Probability Ranking	
Ranking	Probability of Risk Event
5	60-99%
4	40-59%
3	20-39%
2	10-19%
1	1-9%

Risks on project scope, cost, and/or schedule:

Evaluating Impact of a Threat on Project Objectives						
Impact		Very Low	Low	Moderate	High	Very High
Objectives	Time	Insignificant Schedule Slippage	Delivery Plan Milestone Delay within quarter	Delivery Plan milestone delay of one quarter	Delivery Plan milestone delay of more than 1 quarter	Delivery Plan milestone delay outside fiscal year
	Cost	Insignificant Cost Increase	<5% Cost Increase	5-10% Cost Increase	10-20% Cost Increase	>20% Cost Increase
	Scope	Scope decrease is barely noticeable	Changes in project limits or features with <5% Cost Increase	Changes in project limits or features with 5-10% Cost Increase	Sponsor does not agree that Scope meets the purpose and need	Scope does not meet purpose and need

Percentage of cost increase is calculated based on increase of the component, not total cost of the project.

- If Caltrans is not able to obtain a “Not likely to adversely affect” on GGS and On SJKF from USFWS, it would add to a 6-8 month delay to the project schedule and additional project cost. Probability of occurrence is 3, the impact to the schedule would be high-and the impact to cost would be moderate.

Mitigation

Mitigation for potential hazardous waste contamination involves remediation of Asbestos Containing Material (ACM) in bridge structures, lead based paint systems, and Aerially Deposit Lead (ADL) Biological mitigation for Giant Garter Snake and avoidance measures for swallow and bat exclusion would be required. Further studies may reveal the need for additional mitigation, which would be added to the cost of the project and included in an updated Mitigation Cost Compliance Estimate Form.

Right of Way Capital (050)

- California Department of Fish and Game document review fee: \$2,044 (2011 dollars).
 - Regional Water Quality Control Board Permit 401 would cost \$5,000, (depends on acres of impact of dredge and fill into the waterways)
 - The preliminary estimated cost for mitigation for the Giant Garter snake would be \$45,000 per acre.
 - Jurisdictional waterway permit 1602 would cost \$840.25.
- ✓ Please note cost may vary depending on acreage evaluated from biological studies.

Construction Capital (042)

- Swallow exclusion would cost approximately \$50,000 for all five bridges.
- Bat exclusion \$50,000 for all five Bridges.

Disclaimer

This report is not an environmental document. Preliminary analysis, determinations, and estimates of mitigation costs are based on the project description provided in this report. The estimates and conclusions provided are approximate and are based on cursory analysis of probable effects. This report is to provide a preliminary level of environmental analysis to supplement the Project Initiation Document. Changes in project scope, alternatives, or environmental laws will require a reevaluation of this report.

Review and Approval

I confirm that environmental cost, scope, and schedule have been satisfactorily completed and that the PEAR meets all Caltrans requirements. Also, if the project is scoped as a routine EA, complex EA, or EIS, I verify that the HQ DEA Coordinator has concurred in the Class of Action.

Approved by:



Environmental Manager

Date: 10 24 2011



Environmental Office Chief

Date: 10/24/11



Project Manager

Date: 10/24/11

Environmental Technical Reports or Studies Required

Required—requires analysis including field surveys, database searches, report, or memo to file and brief explanation in the environmental document.

Not Required—Issue is not applicable to the proposed project.

Possible Critical Path—Major issue that has the potential to drive the schedule and determine the length of time to reach PA&ED (can be more than one major issue).

	Required	Clearance Memo Received	Not Required	Possible Critical Path
Biology		<input type="checkbox"/>		<input checked="" type="checkbox"/>
Endangered Species (Federal)	<input checked="" type="checkbox"/>		<input type="checkbox"/>	
Endangered Species (State)	<input checked="" type="checkbox"/>		<input type="checkbox"/>	
Species of Concern (CNPS, USFS, BLM, S, F)	<input checked="" type="checkbox"/>		<input type="checkbox"/>	
Wetland Delineation	<input checked="" type="checkbox"/>		<input type="checkbox"/>	
Natural Environment Study	<input checked="" type="checkbox"/>		<input type="checkbox"/>	
Biological Assessment (USFWS, NMFS, State)	<input checked="" type="checkbox"/>		<input type="checkbox"/>	
Cultural Resources				<input type="checkbox"/>
ASR	<input type="checkbox"/>		<input checked="" type="checkbox"/>	
HRER	<input type="checkbox"/>		<input type="checkbox"/>	
HPSR/HRCR	<input type="checkbox"/>		<input type="checkbox"/>	
Screening Memo	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
SHPO Concurrence	<input type="checkbox"/>		<input checked="" type="checkbox"/>	
Native American Coordination	<input type="checkbox"/>		<input checked="" type="checkbox"/>	
Finding of Effect Document	<input type="checkbox"/>		<input checked="" type="checkbox"/>	
Treatment Plan & MOA	<input type="checkbox"/>		<input checked="" type="checkbox"/>	
Hazardous Waste		<input checked="" type="checkbox"/>		<input type="checkbox"/>
ISA	<input type="checkbox"/>		<input checked="" type="checkbox"/>	
PSI	<input type="checkbox"/>		<input checked="" type="checkbox"/>	
ADL	<input checked="" type="checkbox"/>		<input type="checkbox"/>	
Editing ssp/nssp	<input type="checkbox"/>		<input checked="" type="checkbox"/>	
Air Quality Analysis		<input checked="" type="checkbox"/>		<input type="checkbox"/>
Hot Spot Analysis	<input type="checkbox"/>		<input checked="" type="checkbox"/>	
MSAT	<input type="checkbox"/>		<input checked="" type="checkbox"/>	
Noise Study	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Water Quality	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Community Impact Assessment				<input type="checkbox"/>
Environmental Justice	<input type="checkbox"/>		<input checked="" type="checkbox"/>	
Growth Related Impacts	<input type="checkbox"/>		<input checked="" type="checkbox"/>	
Cumulative Impacts	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Farmland	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Visual Resources		<input type="checkbox"/>		<input type="checkbox"/>
Scenic Resource Evaluation	<input type="checkbox"/>		<input checked="" type="checkbox"/>	
Visual Impact Assessment	<input type="checkbox"/>		<input checked="" type="checkbox"/>	
Floodplain Evaluation	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Paleontology	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Section 4(f) Evaluation	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Wild and Scenic River Consistency	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Geology	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Topology	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Soils	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Greenhouse Emissions	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>

Permits Anticipated for Construction

	<u>Required</u>	<u>Not Required</u>
401 Permit Coordination (discharge into navigable waters)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
404 Permit Coordination (discharge into waters of the US including wetlands)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/> - Nationwide		
<input type="checkbox"/> - Individual		
1600 Permit (Streambed Alteration)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
City/County Coastal Permit Coordination	<input type="checkbox"/>	<input checked="" type="checkbox"/>
State Coastal Permit Coordination	<input type="checkbox"/>	<input checked="" type="checkbox"/>
NPDES Coordination	<input checked="" type="checkbox"/>	<input type="checkbox"/>
US Coast Guard (Section 10)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
State 2081 Permit (State only incidental take of threatened or endangered species)	<input type="checkbox"/>	<input type="checkbox"/>

Discussion of Technical Review

Biology

Botanical surveys and studies for the Giant garter snake would be required. Special Provisions for migratory birds, swallows, and bats, and Environmentally Sensitive Area would be necessary. Swallow and bat exclusion would be necessary. A wetland study within the project limits would be required. A Natural Environmental Study and BA would need to be completed for an informal Section 7 Consultation. Mitigation will be required for impacts to habitat of the Giant Garter Snake and San Joaquin Kit Fox

Cultural Resources

The subject bridges are listed in the California Historic Bridge Inventory as Category 5 (Ineligible for the National Register.) A search of relevant sources found that no cultural resources were in the project areas. Based on the project type and proposed construction activities the bridges were evaluated in accordance with the Caltrans Seismic Retrofit Programmatic Agreement. A Seismic Retrofit Historic Property Survey Report has been prepared documenting a determination of "No cultural resources present". No further cultural studies are required unless project scope changes to include activities not considered in project initiation documents.

Hazardous Waste

The potential to encounter any hazardous waste or materials is considered minimal and no studies will be required. A clearance memo was received on October 12, 2011

Air Quality Analysis

No further analysis is needed per air quality memo dated October, 11 2011.

Noise Study

No further analysis is required per noise memo dated October 11, 2011.

Water Quality

This project has the potential to contaminate the surrounding water. If adequate precaution is taken during construction, the impact will be less than significant. No further analysis is needed per water quality memo dated October 11, 2011.

Community Impact Assessment

No impacts to the community anticipated. No study is needed.

Cumulative Impacts

There are no cumulative impacts anticipated. No study is needed

Farmland

No farmland impacts anticipated. No study is needed

Visual Resources

The proposed project would not impact visual resources. No study is needed.

Paleontology

Based on the provided project description no impacts to paleontological resources are anticipated and no further studies are necessary.

Section 4(f) Evaluation

There would be no 4(f) impacts anticipated. No study is needed.

Geology

The proposed project would not alter the existing conditions with respect to geology and soils in the vicinity of the project area. No study is needed.

Topology

The proposed project would not impact the existing conditions with respect to topology in the vicinity of the project area. No study is needed.

Soils

The proposed project would not alter the existing conditions with respect to soils in the vicinity of the project area. The project would address existing seismic deficiencies. No study is needed.

Greenhouse Emissions

The project is not considered to be a "major project" for the consumption of energy during construction. It is expected to have the no potential for climate change impacts. No study is needed.

Permits.

- 401, 404, 1601 Coordination and NPDES permits are required.

List of Preparers

Hazardous Waste by Clem Goewert	10/12/2011
Biological by Primavera Parker	10/21/2011
Cultural by John whitehouse	10/12/2011
Air quality by Abdul Rahim Chafi	10/11/2011
Noise by Abdul Rahim Chafi	10/11/2011
Water quality by Abdul Rahim Chafi	10/11/2011
Paleontology by Juergen Vespermann	10/12/2011
Preliminary Environmental Analysis Report by Mohammad	10/12/2011

Memorandum

To: AMIT NIJHAWAN

Date: 10/18/2011

File: CD 06 EA 0K800K Alt rev1

Attn

Co FRE RTE 41

DESCRIPTION:
SEISMIC RESTORATION

From: Department of Transportation
Division of Right of Way Central Region

Subject: RIGHT OF WAY DATA SHEET

We have completed an estimate of the right of way costs for the above-referenced project based on the Right of Way Data Sheet Request Form dated 10/12/2011

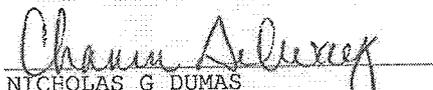
The following assumptions and limiting conditions were identified:

Appraisal

Utility

According to the Right of Way Data Sheet Request Form from Amit Niihawan, Project Engineer, there is a utility conflict on BR 42-0134. The high pressure gas line was discovered upon field review of the project by Design on 9/27/11. Potholing is not being requested and a utility permit search was not completed at the time of the request. It is also assumed this is conventional highway and the gas company has a permit so if there are any costs, the gas company is liable. If Design determines there is a physical conflict, there will be an 8 month lead time in order to relocate the line.

Right of Way Lead Time will require a minimum of 1 months after we receive Certified Appraisal Maps and/or Utility Conflict Plans, obtained necessary environmental clearance and applicable freeway agreements have been approved.



NICHOLAS G DUMAS
Assistant Region Division Chief, Right of Way
(559) 445-6195

Right Of Way Cost Estimate

	Current Year 2012	Contingency Rate	Right of Way Escalation Rate	Escalated Year 2012
Acquisition:	\$0	25%	5%	\$0
Mitigation:	\$0	25%	5%	\$0
State Share of Utilities:	\$0	25%	5%	\$0
Expert Witness:	\$0	25%	5%	\$0
Relocation Assistance:	\$0	25%	5%	\$0
Demolition and Clearance:	\$0	25%	5%	\$0
Title and Escrow:	\$0	25%	5%	\$0
Ad Signs:	\$0	25%	5%	\$0
Total Current Value:	\$0			\$0
If RW Cost Est fields are blank, Costs = \$0				

Estimated Construction Contract Work (CCW):

R/W LEAD TIME/Mo. 1

Cost Break Down	
Pot Hole	
Mitigation	
Land	
Bank	
Permit Fee	

RR Involvement

Railroad Facilities or Right of Way Affected?	
Const/Maint Agreement:	
Service Contract:	
Right of Entry:	
Clauses:	
Estimated Lead-time	

Parcel Data

# of Parcel Type X:			
# of Parcel Type A: less than \$10,000 non-complex			
# of Parcel Type B: more than \$10,000 non-complex			
# of Parcel Type C: complex, special valuation			
# of Parcel Type D: most complex and time consuming		# of Duals Needed:	
Totals:	0	Totals:	0

of Excess Parcels:

Misc R/W Work

# of RAP Displacements:	0
# of Clearance/Demos:	
# of Const Permits:	
# of Condemnations:	

Utilities

U4-1: Owner Expense	
U4-2: State Expense, Conventional no Fed Aid	
U4-3: State Expense, Freeway no Fed Aid	
U4-4: State Expense, both with Fed Aid	
U5-7: Utility verification, no relocation/potholing	
U5-8: Utility verification, w/ some relocation/potholing	
U5-9: Utility verifications, relocation/potholing required	

Parcel Area

Total R/W Required:
Total Excess Area:

General Description of R/W and Excess Lands Required (zoning, use, major improvements, critical or sensitive parcels, etc.):

General Description of Utility Involvement:

This project proposes to mitigate seismic deficiencies at six bridges in Fresno, Kings and Madera Counties on State Routes 33, 41, 198, 43 and 233.

Is there a significant effect on assessed valuation:

No

Were any previously unidentified sites with hazardous waste or material found:

No

Are RAP displacements required:

No

of single family:

of multi-family:

of business/nonprofit:

of farms:

Sufficient replacement housing will be available without last resort housing:

Are material borrow or disposal sites required:

No

Are there potential relinquishments or abandonments:

No

Are there any existing or potential airspace sites:

No

Are environmental mitigation parcels required:

No

Data for evaluation provided by:

Estimator:

Railroad Liaison Agent:

Utility Relocation Coordinator:

Stephanie Rendon-Fuentes

10/14/2011

I have personally reviewed this Right of Way Sheet and all supporting information. I find this Data Sheet complete and current, subject to the limiting conditions set forth.

Nicholas G. Dumas

NICHOLAS G DUMAS
Assistant Region Division Chief, Right of Way

Date

ENTERED PMCS

10/18/2011

BY: H YANG

Department of Transportation
District 6

TRANSPORTATION MANAGEMENT PLAN DATA SHEET

06-FRE,KIN,MAD-VAR-PM VAR

Seismic Restoration

PROJECT NUMBER: 0K800K

September 19, 2011

Prepared For: THANH NGUYEN, Design Senior
Office of Design I, Branch M

Prepared By: FLORENCIA ALLENGER

Concurred By:

Approved By:


BENJAMIN C. CAMARENA
District 6 – District Traffic Manager


JOSE FERNANDEZ JR., P.E.
District 6 – TMP Manager

This Transportation Management Plan (TMP) data sheet is prepared in response to a request from Office of Design I, Branch M dated September 15, 2011.

Attached is the TMP Data Sheet for the above referenced project. Per Deputy Directive 60, TMP must be considered at the early stage of all projects and activities performed on the State Highway System. The following items shall be included in the project initiation document (PID):

- 1) The TMP Data Sheet shall be attached to the project initiation document (PID).
- 2) Any costs associated with the traffic impact mitigation measures listed in the TMP Data Sheet shall be included in the PID estimate.
- 3) The following statements shall be included in the body of the PID:

“Preliminary traffic impacts and mitigation for this project have been outlined in the attached Transportation Management Plan Data Sheet (TMP Data Sheet). Costs associated with the traffic impact mitigation measures listed in the TMP Data Sheet have been included in this documents estimate.”

ATTACHMENT F

TMP Data Sheet
Design Senior: Thanh Nguyen
Date: September 19, 2011

Project No. OK800K

Cty/Rte/PM: Fre, Kin, Mad Var-PM Var
Office of Design I, Branch M

Page 2 of 2

"A TMP for this project is required and should be requested when the design is complete enough to determine specific traffic impacts, but yet early enough to make design changes/additions required for traffic mitigation."

"Lane closure charts and detailed TMP will be provided during PS&E stage."

"Daytime work outside peak hours is anticipated for this project. Alternate one-way (reversing) traffic control will be implemented in routes with two-lane conventional highway segments."

If you have any questions, please contact me at 559-445-6169.

Attachments:

— TMP Data Sheet

DISTRICT 6 - TRANSPORTATION MANAGEMENT PLAN

DATA SHEET

(TMP Elements and Costs)

<i>CO/RTE/PM</i>	PRE, KIN, MAD	VAR	PM	VAR	PROJ. NO.	OK800K
<i>PROJECT NAME</i>	Seismic Restoration					
<i>PROJECT LIMIT</i>	In Fresno, Kings and Madera Counties at various locations					
<i>PROJECT DESCRIPTION</i>	Mitigate seismic deficiencies at six bridges					

A) *The project includes the following:*
(Check all that applicable type of facility closures.)

- | | |
|--|--|
| <input checked="" type="checkbox"/> Highway or Freeway Lanes | <input type="checkbox"/> Freeway Off-ramps |
| <input checked="" type="checkbox"/> Highway or Freeway Shoulders | <input type="checkbox"/> Freeway On-ramps |
| <input type="checkbox"/> Freeway Connectors | <input type="checkbox"/> Local Streets |

B) *Are there any construction strategies that can restore existing number of lanes?*
 No Yes (Check all applicable strategies.)

- Temporary Roadway Widening Structure Involvement? Yes No (If yes, notify Project Manager)
- Lane Restriping (Temporary narrow lane widths)
- Roadway Realignment (Detour around work area)
- Median and/or Right Shoulder Utilization
- Use of HOV lane as Temporary Mixed Flow Lane
- Staging Alternatives (Explain Below)

C) *Calculated Delay*
(To be performed if construction strategies in Item B do not mitigate congestion resulting from Item A or on all projects along Interstate 5 and Route 99)

- | | | |
|--|--|-----------------|
| 1. Estimated Maximum Individual delay | | _____ minutes |
| 2. Existing or Acceptable Individual Vehicle Delay | | _____ minutes |
| 3. Estimated Individual Vehicle Delay Requiring Mitigation | | _____ minutes |
| 4. Estimate Delay Cost (Most Applicable) | | |
| <input type="checkbox"/> Extended Weekend Closure | | |
| <input type="checkbox"/> Weekly (7 days) | | |
| 5. Estimated Duration of Project Related Delays | | _____ # of Days |
| 6. Cost of Construction Related delays | | _____ # of Days |

TMP Estimates based on X-Number of Working Days
requiring Lane/Shoulder/Ramp/Freeway/Highway Closures:

60 Working Days

TMP DATASHEET

PAGE 2 OF 2

Date: September 19, 2011

Design Senior: Thanh Nguyen

Branch: m

Office of Design: I

Cnty/Rte: FRE, KIN, MAD

VAR

PM: VAR

Project No: 0K800K

D) Preliminary TMP Elements and cost: (Identify all elements and estimated costs that will be used to mitigate congestion resulting from the proposed construction activities.)

<p>1. Public Information - Bees # 066063</p> <p><input type="checkbox"/> Brochures & Mailers</p> <p><input checked="" type="checkbox"/> Press Release/Media Alerts</p> <p><input type="checkbox"/> Paid Advertisements</p> <p><input type="checkbox"/> Public Information Center/Kiosks</p> <p><input type="checkbox"/> Telephone Hotline</p> <p><input checked="" type="checkbox"/> Planned Lane Closure Website</p> <p><input type="checkbox"/> Project Website</p> <p><input type="checkbox"/> Public Meetings</p> <p><input type="checkbox"/> Freight Travel Information</p>	<p>\$4,000</p> <p>\$0</p>	<p>4. Construction Strategies (In Addition to Elements Identified on Item B)</p> <p><input type="checkbox"/> Two-way Traffic On One Side</p> <p><input type="checkbox"/> Reversible Lanes</p> <p><input type="checkbox"/> Ramp/Connector Closure</p> <p><input type="checkbox"/> Night Work</p> <p><input type="checkbox"/> Extended Weekend Work</p> <p><input type="checkbox"/> Ped/Bicycle Access Improvements</p> <p><input type="checkbox"/> Maintain Business Access</p> <p><input type="checkbox"/> A + B Bidding</p> <p><input type="checkbox"/> Innovative Const. Techniques</p> <p><input checked="" type="checkbox"/> Coordination w/ Adj. Const. Site</p> <p><input type="checkbox"/> Speed Limit Reduction</p> <p><input type="checkbox"/> Traffic Screens</p>	<p>\$0</p>
<p>2. Motorist Information Strategies</p> <p><input checked="" type="checkbox"/> Traffic Radio Announcements</p> <p><input type="checkbox"/> Fixed CMS</p> <p><input checked="" type="checkbox"/> Portable CMS BEES 128650</p> <p><input type="checkbox"/> Temporary Motorist Information Signs</p> <p><input type="checkbox"/> Ground Mounted Signs (Detour)</p> <p><input type="checkbox"/> Dynamic Speed Message Sign</p> <p><input type="checkbox"/> Highway Advisory Radio</p> <p><input checked="" type="checkbox"/> CT Hwy Infom. Network (CHIN)</p>	<p>\$0</p> <p>\$21,000</p> <p>\$0</p>	<p>5. Demand Management</p> <p><input type="checkbox"/> HOV Lane/Ramps</p> <p><input type="checkbox"/> Variable Work Hours</p> <p><input type="checkbox"/> Telecommuting</p> <p><input type="checkbox"/> Truck/Heavy Vehicle Restrictions</p> <p><input type="checkbox"/> Rideshare Promotions</p> <p><input type="checkbox"/> Ramp Metering</p> <p><input type="checkbox"/> Transit Incentives</p> <p><input type="checkbox"/> Shuttle Services</p> <p><input type="checkbox"/> Ridesharing/Carpooling Incentives</p> <p><input type="checkbox"/> Park & Ride Promotion</p>	<p>\$0</p>
<p>3. Incident Management</p> <p><input checked="" type="checkbox"/> Transportation Management Center</p> <p><input type="checkbox"/> Traffic Management Team (TMT)</p> <p><input type="checkbox"/> Intelligent Transportation Systems</p> <p><input type="checkbox"/> Traff. Surveillance (Loop & CCTV)</p> <p><input type="checkbox"/> Helicopter Surveillance</p> <p><input type="checkbox"/> Tow/Freeway</p> <p><input type="checkbox"/> COZEEP BEES 066062</p>	<p>\$0</p>	<p>6. Alternative Route Strategies</p> <p><input type="checkbox"/> Off-site Detours/Use of Alt. Rtes</p> <p><input type="checkbox"/> Signal Timing/Coord. Improvements</p> <p><input type="checkbox"/> Temporary Traffic Signals</p> <p><input type="checkbox"/> Signal Retiming</p> <p><input type="checkbox"/> Street/Intersection Improvements</p> <p><input type="checkbox"/> Turn Restrictions</p> <p><input type="checkbox"/> Parking Restrictions</p>	<p>\$0</p>
<p>4. Construction Strategies (In Addition to Elements Identified on Item B)</p> <p><input checked="" type="checkbox"/> Lane Requirement Chart</p> <p><input type="checkbox"/> Construction Staging</p> <p><input type="checkbox"/> Traffic Handling Plans</p> <p><input type="checkbox"/> Full Facility Closures</p> <p><input type="checkbox"/> Local Road Closures</p> <p><input type="checkbox"/> Lane Modifications</p> <p><input checked="" type="checkbox"/> One-Way Reversing Operation</p>	<p>\$0</p> <p>\$0</p>	<p>7. Other Considerations</p> <p><input type="checkbox"/> Application of New Technologies</p> <p><input type="checkbox"/> Other</p>	<p>\$0</p>

TOTAL ESTIMATED COST OF TMP \$25,000

PROJECT NOTES:

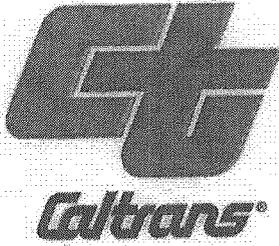
1. Current dollar values used. Inflation was not factored into the estimate.
2. There are no noise restrictions / moratoriums for night work.
3. Traffic Control/Maintain Traffic costs was not provided. Please consult with the OE or construction office for this estimate.
4. Portable CMS specified for this project by this estimate is designed for congestion relief as outlined by DD-60. Portable CMS required for other purposes should be included under other specifications.
5. COZEEP specified for this project by this estimate is designated for congestion relief as outlined by DD-60. COZEEP required for other purposes should be included under other specifications.
6. The TMP is a living document that is subject to change if material changes take place in the final version of the project phase or if changes are required during construction to respond to excessive levels of congestion.

PREPARED BY: Florencia Allenger	OFFICE OF TRAFFIC MANAGEMENT	DATE: September 19, 2011
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Project Risk Register

DIST- EA		06-0K800				Project Name: Seismic Restoration Various			Project Manager: Suzie Holdridge			Date Created:	Last Updated:		
						Co - Ris - PM: VAR-VAR-VAR			Telephone: (559) 243-5432			10/12/11			
ITEM	ID #	Status	Threat / Opportunity	Category	Date Risk Identified	Risk Description	Root Causes	Primary Objective	Overall Risk Rating	Risk Owner	Risk Trigger	Strategy	Response Actions w/ Pros & Cons	WBS Item	Status Date and Review Comments
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)
1	06-0K800-01	Active	Threat	CON	10/12/11	Possible design impacts from scour	Scour worsens before project delivered	QUALITY	Probability 3=Med (20-39%) Mod Impact 4=Med	Kevin Reisz (559) 243-3610 Kevin.Reisz@dot.ca.gov	Found during construction		Revisit sites before completing PS&E and evaluate options	270 CONSTRUCTION ENGINEERING AND GENERAL CONTRACT ADMINISTRATION	
2	06-0K800-02	Active	Threat	CON	10/12/11	Unable to make CCA data on time	Various locations and bridge sites	TIME	Probability 3=Med (20-39%) Low Impact 2=Low	Kevin Reisz (559) 243-3810 Kevin.Reisz@dot.ca.gov	Work not complete by CCA date		Analyze WD schedule prior to delivery of project and meet with contractor to discuss work schedule	270 CONSTRUCTION ENGINEERING AND GENERAL CONTRACT ADMINISTRATION	
3	06-0K800-03	Active	Threat	ENV	10/14/11	Environmental Risks	Five propol locations with differing environmental aspects	TIME	Probability 4=High (40-69%) Mod Impact 4=Med	Kelly Hobbs (559) 445-5286 Kelly.Hobbs@dot.ca.gov	Species found on endangered list		Mitigate accordingly for each location and adjust schedule as needed	165 PERFORM ENVIRONMENTAL STUDIES AND PREPARE DRAFT ENVIRONMENTAL DOCUMENT	
4									Probability Impact						
5									Probability Impact						
6									Probability Impact						
7									Probability Impact						

Short Form - Storm Water Data Report



Dist-County-Route: 06-FRE,KIN,MAD-VAR
 Post Mile Limits: VAR
 Project Type: Seismic Retrofit
 Project ID (or EA): 0612000110 (OK800K)
 Program Identification: 201.113 (HA21)
 Phase: PID
 PA/ED
 PS&E

Regional Water Quality Control Board(s): Central Valley Region (5F)

1. Is the project required to consider incorporating Treatment BMPs? Yes No
2. Does the project disturb 5 or more acres of soil? Yes No
3. Does the project disturb more than 1 acre of soil and not qualify for the Rainfall Erosivity Waiver? Yes No
4. Does the project potentially create permanent water quality impacts? Yes No
5. Does the project require a notification of ADL reuse? Yes No

If the answer to any of the preceding questions is "Yes", prepare a Long Form - Storm Water Data Report.

Estimate Construction Start Date: June 1, 2015 Construction Completion Date: June 1, 2016

Separate Dewatering Permit (if yes, permit number) Yes Permit # _____ No

Erosivity Waiver Yes Date: _____ No

This Short Form - Storm Water Data Report has been prepared under the direction of the following Licensed Person. The Licensed Person attests to the technical information contained herein and the data upon which recommendations, conclusions, and decisions are based. Professional Engineer or Landscape Architect stamp required at PS&E.

Amit Nijhawan 10/17/2011
Date
 Amit Nijhawan, Registered Project Engineer

I have reviewed the stormwater quality design issues and find this report to be complete, current and accurate:

Marissa Nishikawa 10/17/2011
Date
 Marissa Nishikawa, District/Regional SW Coordinator

(Stamp Required for PS&E only)

