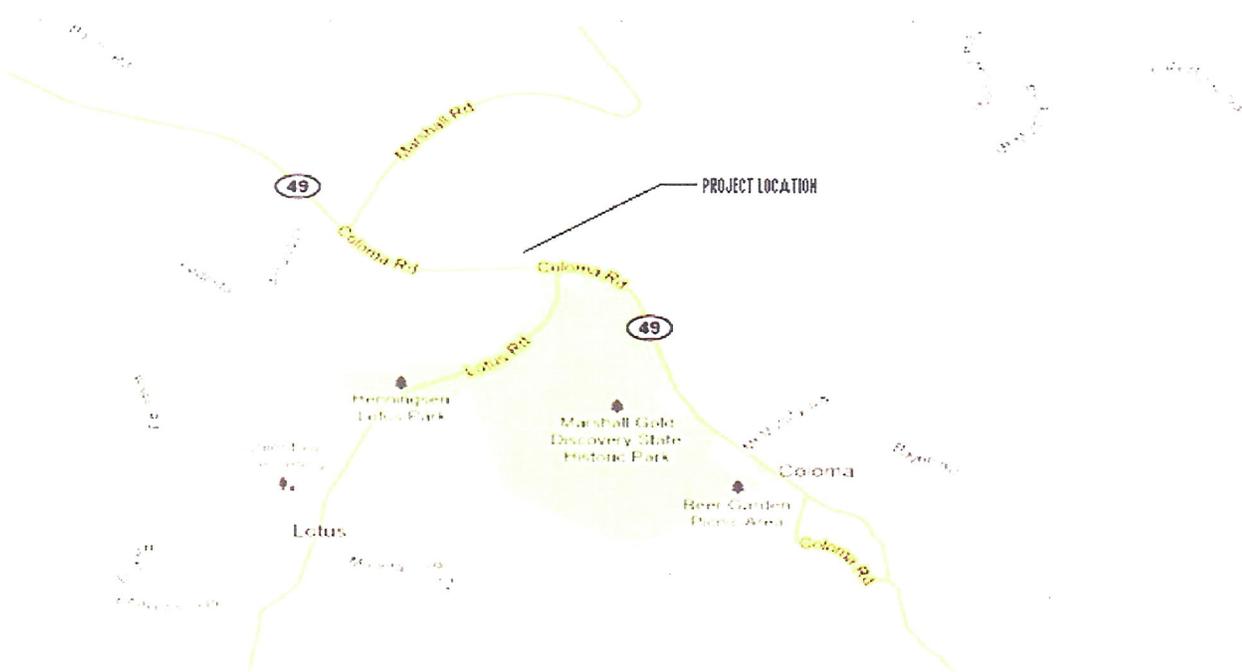


SUPPLEMENTAL PROJECT SCOPE SUMMARY REPORT (Seismic Retrofit, Bridge Rail Upgrade and Widen Structure)



On Route 49, in El Dorado County
South Fork American River Bridge
Br. No. 25-0021

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

John Ballantyne
John Ballantyne, Acting District Division Chief – Right of Way

APPROVAL RECOMMENDED:

Clark A. Peri
Clark A. Peri – Project Manager

APPROVED:

Joseph C. Caputo
For
Jody Jones, District Director

1 Nov 11
Date

REPORT SIGNATURE SHEET



This Supplemental 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.

A handwritten signature in blue ink, appearing to read 'R. S. Kohagura'.

Ryan Kohagura
Registered Civil Engineer

10/24/2011

Date



**SUPPLEMENTAL PROJECT SCOPE SUMMARY REPORT FOR
SOUTH FORK AMERICAN RIVER BRIDGE
(PERFORM SEISMIC RETROFIT, BRIDGE RAIL UPGRADE AND WIDEN STRUCTURE)**

The project will perform seismic retrofit, upgrade the bridge rail and widen the South Fork American River Bridge. This Supplemental Project Scope Summary Report (PSSR) is being prepared to identify scope, cost and schedule for programming the project.

Capital Costs: \$ 12,556,000

Structures: \$ 7,760,000

Roadway: \$ 4,360,000

Right of Way: \$ 436,000

Funding Source: 2012 SHOPP

Type of Facility: Route 49 is a two-lane conventional highway.

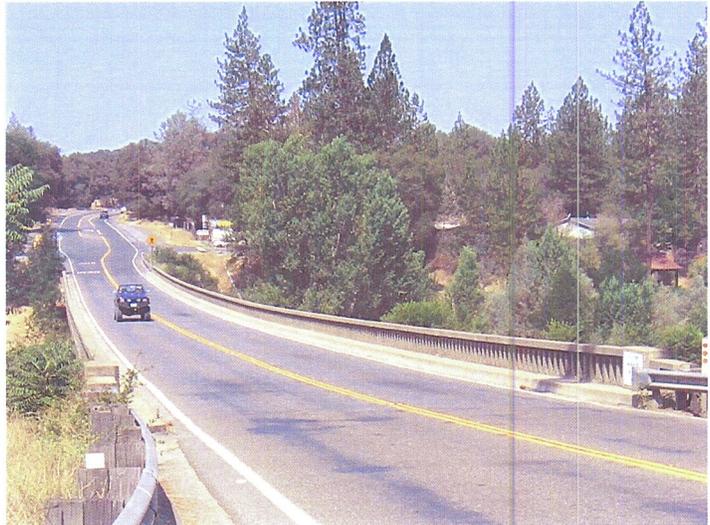
Project Program: 20.XX.201.113
Bridge Seismic
Restoration

Anticipated Environmental Clearance Document: Mitigated Negative Declaration/ Categorical Exclusion

Construction Year: 2015/16

PM Limits: 03-ED-49 PM 23.99

Description: About 8.5 miles north of Placerville at South Fork American River Bridge (Br. No. 25-0021) Seismic Retrofit, Bridge Rail Upgrade and widen structure.



Existing bridge railing on South Fork American River Bridge.



Underside of bridge deck, showing existing bracing of steel beams and connections to concrete piers.

* For Escalated Cost breakdown including support, see Programming Sheet, *Attachment H*.

1. Introduction

This project proposes to perform seismic retrofit, bridge rail upgrade and widen the South Fork American River Bridge on State Route (SR) 49 in El Dorado County near Coloma. The Bridge Seismic Restoration program is a legislatively mandated program. A Project Scope Study Report was approved on February 1, 2010 in preparation for programming the project in the 2010 SHOPP, however, the project was not programmed at that time. This Supplemental PSSR is being prepared to program, fund and schedule the project to include widening the structure. The project will now be submitted as a candidate for programming in the 2012 SHOPP.

2. Recommendation

It is recommended that the project be approved and the project proceed to the Project Approval and Environmental Documentation phase with Alternative 2 programmed in the 2012 SHOPP.

3. Location and Problem

The Bridge Inspection Reports for this structure indicate that seismic retrofit work is needed. The work will ensure that the structure performs adequately in a seismic event. See Table 1 for project location and description.

Table 1 – Project Location and Description

Structure Name	Bridge Number	Post Mile	Description
South Fork American River Bridge	25-0021	23.99	<ul style="list-style-type: none"> • Vulnerable hinges • Tall steel girders need cross bracing • Bridge rail does not meet current standards

4. Project Proposal

The project has five alternatives. The work proposed for Alternative 1 is summarized in Table 2 below. The capital cost for this proposal is \$2,263,550. This alternative does not accommodate pedestrian and bicycle movement and does not meet Deputy Directive 64-R1-Complete Streets – integrating the Transportation system. The bridge is also functionally obsolete due to its narrow width and fracture critical due to it only having two girders, which is not addressed by Alternative 1.

Table 2 – Proposed Work – Alternative 1

Structure Name	Proposed Work – Alternative 1
South Fork American River Bridge	<ul style="list-style-type: none"> • Strengthen cross frames • Add transverse keeper plates to upper flange • Replace existing barrier with Type 732 with tubular bicycle rail • Remove existing AC surfacing on bridge deck • Remove and replace unsound concrete • Place ¾” polyester concrete overlay • Replace Metal Beam Guardrail approaches • Construct approach and departure pavement conform tapers

Alternative 2 proposes to widen the existing structure to accommodate standard shoulders and sidewalk and is summarized in Table 3 below. The capital cost for this proposal is \$12,554,000. This alternative addresses the seismic adequacy of the structure and meets the requirement of Deputy Directive 64-R1 with the least impacts to traffic, user safety, visual aesthetic and the environment. The bridge is also functionally obsolete due to its narrow width and fracture critical due to it only having two girders, which is addressed by widening the existing structure.

Table 3 – Proposed Work – Alternative 2 – Design Preferred Alternative

Structure Name	Proposed Work – Alternative 2
South Fork American River Bridge	<ul style="list-style-type: none"> • Widen structure to accommodate pedestrian/cyclist movement • Strengthen cross frames • Add transverse keeper plates to upper flange • Replace existing barrier with Type 732 with tubular bicycle rail • Remove existing AC surfacing on bridge deck • Remove and replace unsound concrete • Place ¾” polyester concrete overlay • Replace Metal Beam Guardrail approaches • Construct approach and departure pavement conform tapers

Alternative 3 proposes to replace the existing structure with a new structure and is summarized in Table 4 below. The capital cost for this proposal is \$8,363,350. Existing Business structures and residential homes are located adjacent to Route 49 on the south-west end and the north-west side of the structure, which would prohibit a new Route alignment.

Route 49 will need to be fully closed at this location for at least 250 working days, which could impact the residents and local businesses in this area. This potential concern will need to be investigated with the local shareholders.

Table 4 – Proposed Work – Alternative 3

Structure Name	Proposed Work – Alternative 3
South Fork American River Bridge	<ul style="list-style-type: none"> • Replace Existing structure with new Structure • Replace Metal Beam Guardrail approaches • Construct approach and departure pavement conform tapers

Alternative 4 proposes to construct pedestrian/bike facilities by attaching new steel beams to the existing piers to provide support for the path and is summarized in Table 5 below. The capital cost for this proposal is \$4,335,000. The impact to the visual aesthetics and environment in this location will need to be further investigated. The bridge is also functionally obsolete due to its narrow width and fracture critical due to it only having two girders, which is not addressed by Alternative 4.

Table 5 – Proposed Work – Alternative 4

Structure Name	Proposed Work – Alternative 4
South Fork American River Bridge	<ul style="list-style-type: none"> • Attach new steel beams at all piers to support new bike/pedestrian facilities.

	<ul style="list-style-type: none"> • Strengthen cross frames • Add transverse keeper plates to upper flange • Replace existing barrier with Type 732 with tubular bicycle rail • Remove existing AC surfacing on bridge deck • Remove and replace unsound concrete • Place ¾" polyester concrete overlay • Replace Metal Beam Guardrail approaches • Construct approach and departure pavement conform tapers
--	---

Alternative 5 proposes to construct a separate pedestrian/bike structure and is summarized in Table 6 below. The capital cost for this proposal is \$3,664,000. The latest collision data shows that the accident rate in this location is slight higher than the state average. This alternative will require moving the pedestrian and cyclists from one side of the highway to the other side of the highway to access the pedestrian/bike bridge. Further investigation to determine the potential impact on the safety of all users of the highway system in this location should be explored. The bridge is also functionally obsolete due to its narrow width and fracture critical due to it only having two girders, which is not addressed by Alternative 5.

Table 6 – Proposed Work – Alternative 5

Structure Name	Proposed Work – Alternative 5
South Fork American River Bridge	<ul style="list-style-type: none"> • Construct a new pedestrian/bike structure adjacent to the bridge. • Strengthen cross frames • Add transverse keeper plates to upper flange • Replace existing barrier with Type 732 with tubular bicycle rail • Remove existing AC surfacing on bridge deck • Remove and replace unsound concrete • Place ¾" polyester concrete overlay • Replace Metal Beam Guardrail approaches • Construct approach and departure pavement conform tapers

5. Cost Estimates

See the Cost Estimate Summary, *Attachment G*, for detailed cost information. Alternative 1 cost was determined in the 2009 PSSR and it has been escalated by 3.5% per year.

6. Project Factors

Right of Way

All work will be performed within the existing right of way. Construction may need to remove and replace an existing gate on state right of way in order to accommodate equipment. The gate is there via encroachment permit. This issue to be facilitated with permits. An existing 6-inch district irrigation water pipe is hanging from the underside of the bridge deck. The pipe does not need to be relocated and will be protected in place during construction for Alternative 1, 2, 4 and 5. Alternative 3 may require additional utility involvement, which costs have not yet been identified. See the Right of Way Data Sheet, *Attachment C*, for more information.

Environmental Status and Issues

In order to identify environmental issues, constraints, costs and resource needs, the Environmental Management Branch has prepared a Mini-Preliminary Environmental Analysis Report (PEAR) for the project (see *Attachment D*). Potential construction staging areas and disposal/borrow site will need to be identified during the PA&ED phase.

It is anticipated an Initial Study with a Mitigated Negative Declaration and a Categorical Exclusion will apply to this project. It is also anticipated that it will take 24 months to complete the environmental process based on existing workload and available resources. Environmental Planning would like to receive the ESR no later than February of a given year in order to complete spring surveys.

Air and Noise

It is anticipated that this project will be exempt from all air quality conformance analysis requirements. This project is also considered a Type III project and no Traffic Noise analysis is required. A technical memo will be prepared during the PA&ED phase.

Visual resources

Due to the time constraints, input from the Landscaping staff for this analysis was not completed.

Archaeology

The South Fork American River Bridge was constructed in 1951 and it has been determined to be a Category 5 in the Caltrans Statewide Bridge Inventory. The project area has extreme sensitivity for both prehistoric and historic resources.

Water Quality and Storm Water Runoff

A Water Quality Assessment will be completed for this project.

Hazardous Waste

An Updated Initial Site Assessment (ISA) was prepared for this project to identify potential hazardous waste issues (see *Attachment E*). There are several potential issues including aurally deposited lead, lead based paint (traffic stripe and on the structure), naturally occurring asbestos, and treated wood waste (metal beam guardrail posts). The project will need to include appropriate bid items and non-standard special provisions in relation to these items. A site investigation is not required. See the ISA for more information.

Biological Environment

Bat and nesting birds inhabit the South Fork American River Bridge. Under the current scope of the

project, a U.S. Army Corps of Engineers 404 permit, a Regional Water Quality Control Board 401 permit and a California Department of Fish and Game 1600 permit will be required.

Traffic Management Plan

A Preliminary Traffic Management Plan (TMP) Data Sheet was prepared for this project for all Alternatives (see *Attachment F*) for estimating purposes. According to Caltrans 2007 data, traffic volumes at this location are 500 vehicles per hour during the peak hour, with an annual average daily total of 5,400 vehicles per day.

Alternative 1, 2, 4 and 5:

One minimum 11-foot lane with one 4-foot shoulder must remain open at all times. A temporary signal is proposed to provide one-way (reversible) traffic control for the duration of the project. Portable changeable message signs will be required during lane, shoulder or bridge closures.

Access must be maintained during construction for pedestrians, bicycles, driveways and cross streets. Work at this location may require the assistance of COZEEP, but probably not a full time presence. K-rail must be secured in place prior to allowing traffic on the bridge when the bridge rail has been removed. Lane closure charts will have to be developed prior to P&E.

Alternative 3:

Approval from the District 3 Lane Closure committee will be required to close the bridge down to traffic for a duration longer than one shift per day. A detour plan will need to be approved by the District 3 Lane closure committee.

Roadway Geometrics

State Route 49 in the project vicinity is a two lane conventional highway with 12-foot lanes and a minimal (1-foot) shoulder. Table 7 summarizes the roadway as follows:

Table 7 – Roadway Geometrics

South Fork American River Bridge	Curve Radius	Through Traffic Lanes			Paved Shoulder Width		Median Width
		No. Lane	Lane Width	Type AC or PCC	Left	Right	
Existing Roadway	-	2	12	AC	N/A	1	N/A
Existing Bridge	-	2	12	PCC with AC overlay	N/A	1	N/A
Proposed Bridge	-	2	12	PCC with polyester concrete overlay	8	8	N/A

The latest collision rate for this section of SR 49 for the three-year period from September 1, 2005 to August 31, 2008 is listed in Table 8.

Table 8 – Collision History

County	Route	PM	DIR	TOT	FAT	INJ	F+I	Actual MVM			Average MVM		
								FAT	F+I	TOTAL	FAT	F+I	TOTAL
El Dorado	49	23.99	Both	1	0	0	0	0.000	0.00	1.70	0.042	0.85	1.67

Within the three-year period (2005 through 2008), there was only one collision in the vicinity of the project resulting in neither a fatality nor an injury. The accident rate shown in the above table calculates the rate using a very short length of highway (0.1 miles) which skews the million vehicle mile (MVM) accident rate higher. A traffic collision report was pulled using the same time frame spanning 0.6 miles, which resulted in 4 collisions (none fatality or injury) and a rate of 1.13 accidents per MVM.

7. Project Funding and Schedule

This project is proposed to be funded in the 2012 SHOPP through the 20.XX.201.113 Bridge Seismic Restoration program. See the project programming sheet, *Attachment H*, for details on the proposed project schedule. An application for STIP ITIP TE funding was submitted to Caltrans HQ Programming in August 2011 for potential construction capital funds to be programmed in the 2012 STIP. In the event the project receives ITIP TE funds, the SHOPP funding will be offset by the same amount, creating savings to the SHOPP Program, however, the SHOPP Program will still fund a majority of the project.

8. Project Personnel

Title	Name
Design Engineer	Isam Tabshouri
Project Engineer	Ryan Kohagura
Project Manager	Clark Peri
District Bridge Maintenance Engineer	David Lamb
Structures Liaison Engineer	Gudmund Setberg
Structures Project Engineer	Gregory Slocum
Right of Way Agent	Lee Ann Lambirth
Environmental Coordinator	Tammy Massengale
Hazardous Waste	Jason Lee
Traffic Management Plan	Maher Dabbagh

9. List of Attachments

- A. Layouts
- B. Advance Planning Study
- C. Right of Way Data Sheet
- D. Preliminary Environmental Analysis Report
- E. Initial Site Assessment for Hazardous Waste
- F. Traffic Management Plan Data Sheet
- G. Cost Estimate Breakdown
- H. Programming Sheet

ATTACHMENT A
LAYOUTS

NOTES: FOR COMPLETE RIGHT OF WAY AND ACCURATE ACCESS DATA, SEE RIGHT OF WAY RECORD MAPS AT DISTRICT OFFICE.

LEGEND
 (---) AC TAPER
 (---) CONSTRUCT TEMPORARY ACCESS ROAD
 (---) TEMPORARY STANDING APES



03 COUNTY ED 49 ROUTE 49 TOTAL PROJECT 24.0 MILE MILES

REGISTERED CIVIL ENGINEER DATE

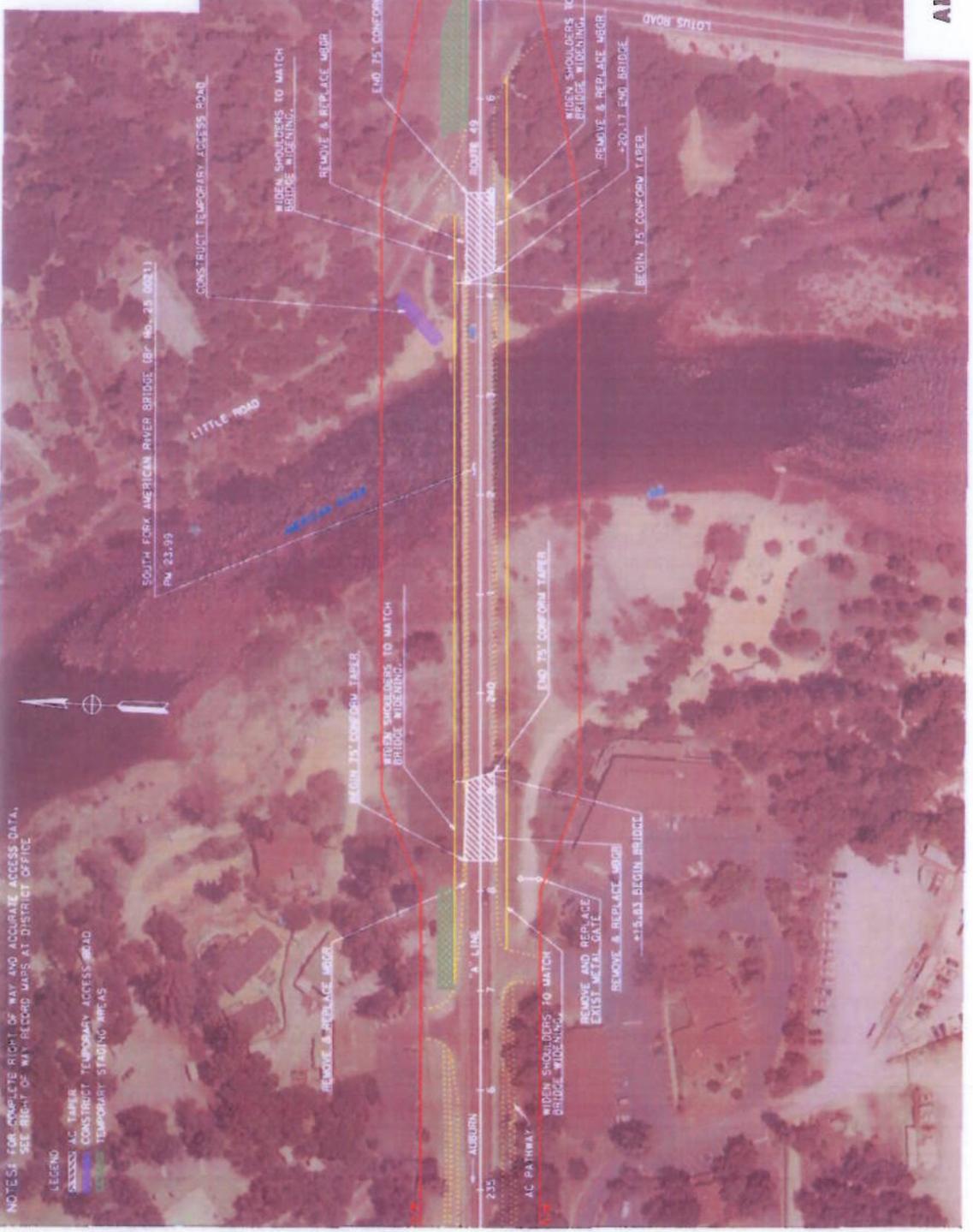
PLEASE APPROVAL DATE

INCOMPLETE DESIGN

LAYOUT
 ALTERNATIVE 1
 SCALE: 1" = 50'

Sheet No.	03	County	ED	Month	49	Total Sheets	24.0
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REVISIONS CIVIL ENGINEER DATE
 PLANNING DATE
 THE STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS
 COUNTY OF SAN FRANCISCO



NOTES: FOR COMPLETE RIGHT OF WAY AND ACCURATE ACCESS DATA, SEE RIGHT OF WAY RECORD MAPS AT DISTRICT OFFICE.

- LEGEND:
- AC TAPER
 - CONSTRUCT TEMPORARY ACCESS ROAD
 - TEMPORARY STAGING AREAS

LAYOUT ALTERNATIVE 2
 SCALE: 1" = 50'

L-1

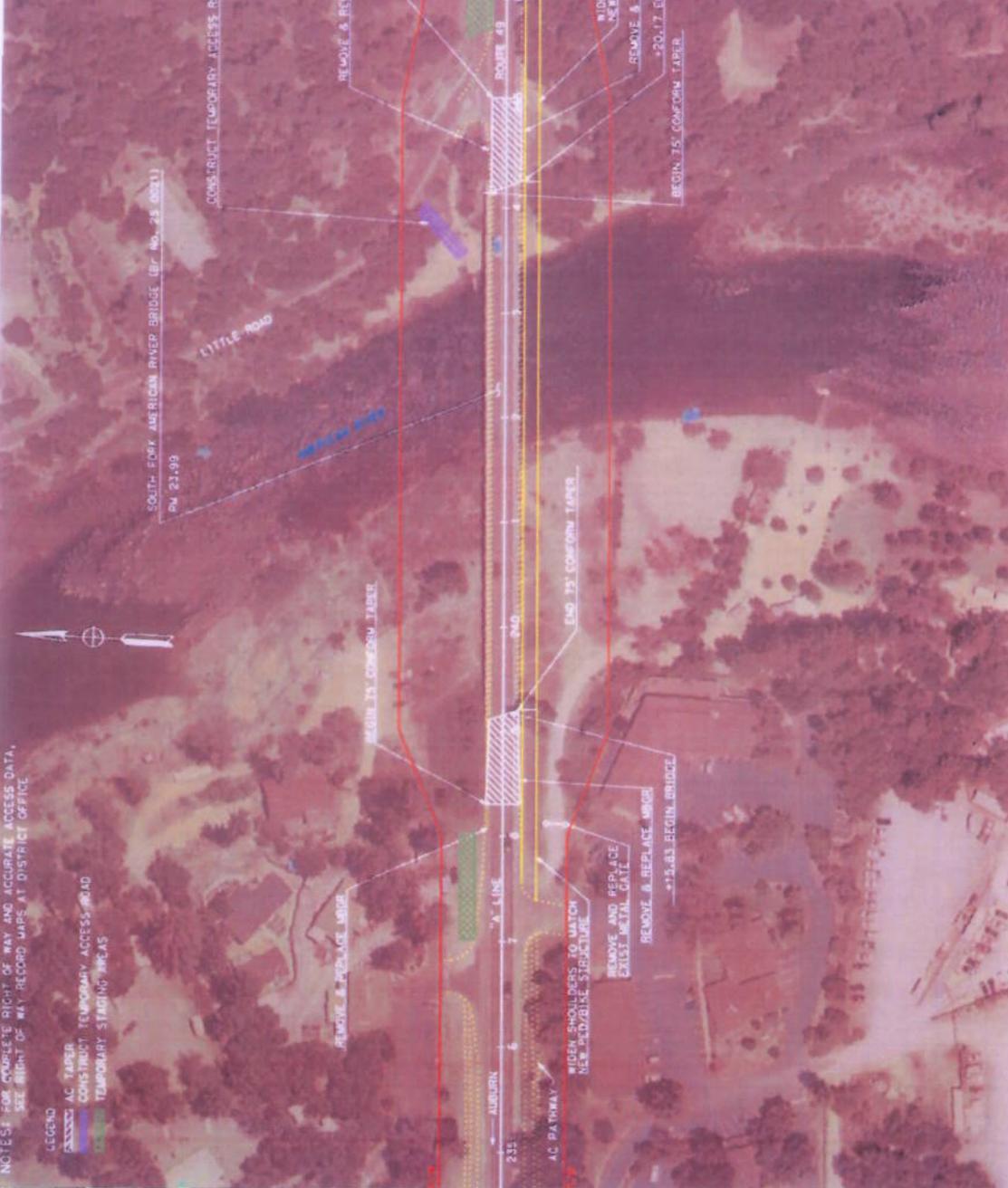
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	ADVANCE PLANNING	ISAM TABSHOURT	CALCULATED BY	CHECKED BY	DATE REVISION
FUNCTIONAL SUPERVISOR		DESIGNED BY	REVISIONS BY	DATE REVISION	

Dist	County	ROUTE	TOTAL PROJECT LENGTH	SHEET NO.	TOTAL SHEETS
03	ED	49	24.0		

REGISTERED CIVIL ENGINEER DATE
 PLANS APPROVED DATE
 THE STATE OF CALIFORNIA
 DIVISION OF HIGHWAYS
 COUNTY OF SAN FRANCISCO



INCOMPLETE FOR DESIGN



LAYOUT ALTERNATIVE 5
 SCALE: 1" = 50'

L-1

NOTE: FOR COMPLETE RIGHT OF WAY AND ACCURATE ACCESS DATA, SEE RIGHT OF WAY RECORD MAPS AT DISTRICT OFFICE.

- LEGEND
- AC TAPER
 - CONSTRUCT TEMPORARY ACCESS ROAD
 - TEMPORARY STAGING AREAS

DESIGNED BY	DATE REVISED
CHECKED BY	
REVISIONS	

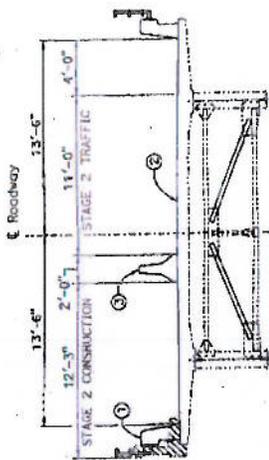
FUNCTIONAL SUPERVISOR	ISSUED FOR SHOWN
DESIGNED BY	
CHECKED BY	

ADVANCE PLANNING

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

ATTACHMENT B
ADVANCE PLANNING STUDY

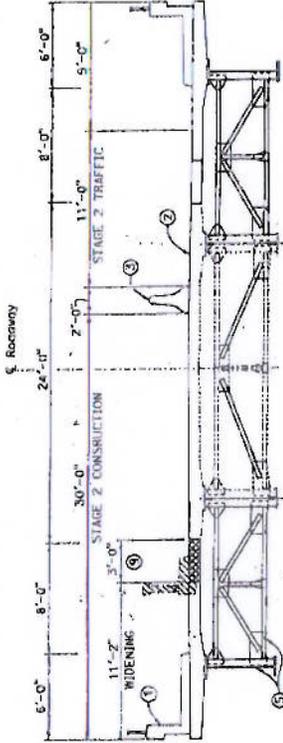
SOUTH FORK AMERICAN RIVER BRIDGE ALTERNATIVES



ALTERNATIVE #1: UPGRADE EXISTING STRUCTURE

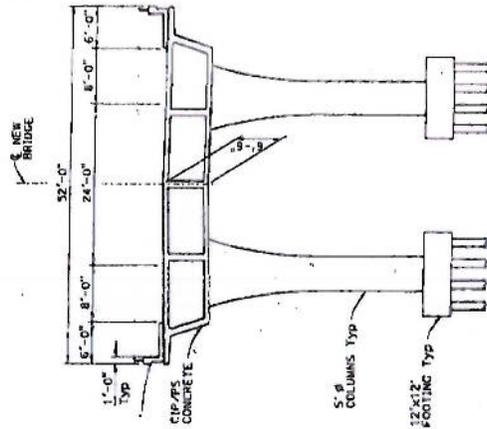
COST W/ BIKE RAILING: \$739,000

COST W/O BIKE RAILING: \$627,867



ALTERNATIVE #2: WIDEN, UPGRADE & SEISMIC RETROFIT EXISTING STRUCTURE

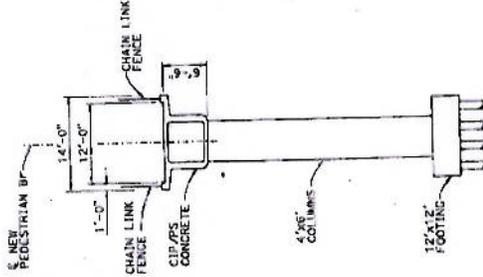
COST W/ BIKE RAILING: \$6,894,000 ~~\$7,158,000~~



ALTERNATIVE #3: NEW STRUCTURE

COST W/ BIKE RAILING: \$3,827,350

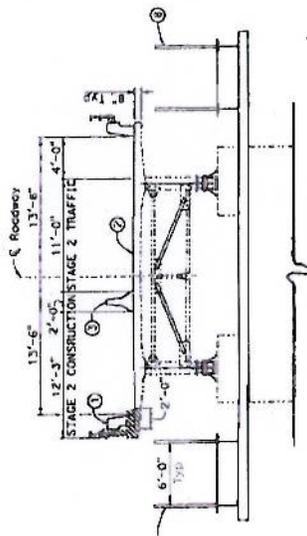
COST W/O BIKE RAILING: \$3,577,750



ALTERNATIVE #5: NEW PED/BIKE BRIDGE

COST W/ EXISTING STRUCTURE UPGRADE: \$1,956,090

COST W/O EXISTING STRUCTURE UPGRADE: \$1,403,000



ALTERNATIVE #4: UPGRADE EXISTING STRUCTURE, ADD PED/BIKE PATHS

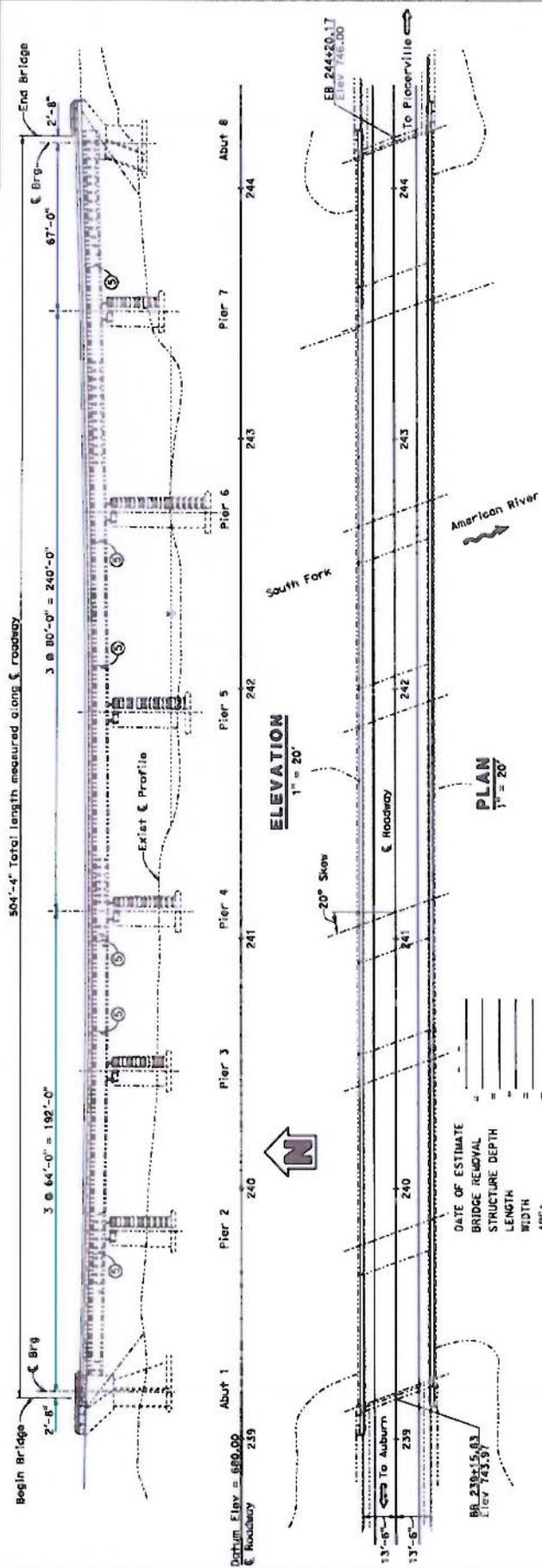
COST W/ EXISTING STRUCTURE UPGRADE: \$1,827,920

COST W/O EXISTING STRUCTURE UPGRADE: \$1,227,814

PRELIMINARY PLANS FOR DESIGN STUDY ONLY

DIST.	COUNTY	ROUTE	POST MILE
03	ED	49	23.99

TO GET TO THE CENTER LINE MILE, go to http://www.dot.ca.gov

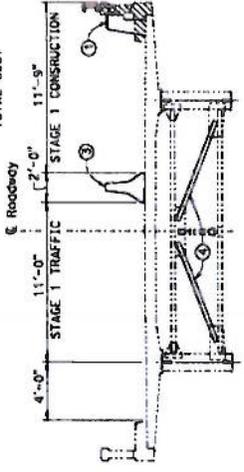
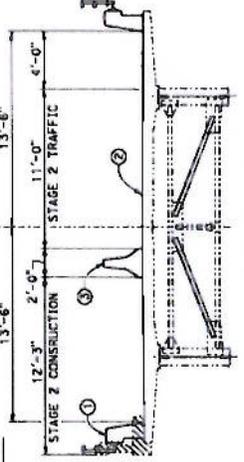


ELEVATION
1" = 20'

PLAN
1" = 20'

DATE OF ESTIMATE	_____
BRIDGE REMOVAL	_____
STRUCTURE DEPTH	_____
LENGTH	_____
WIDTH	_____
AREA	_____
COST/CL INCLUDING 10% MOBILIZATION & 25% CONTINGENCY	_____
TOTAL COST	_____

- ASSUMPTIONS:**
- Scour will not be significant over remaining life of bridge.
 - 1 Lane of traffic to remain open except for short periods.
 - No traffic work required in the river.
- NOTES:**
- Replace existing barrier rail with Type 732.
 - Remove existing AC surfacing, remove and replace unbound concrete and place 1/2" polymer concrete overlay following stage 2.
 - Temporary rolling Type X
 - Strengthen cross frames.
 - Add transverse keeper plates to upper flange.
- indicates existing
 // indicates existing to be removed

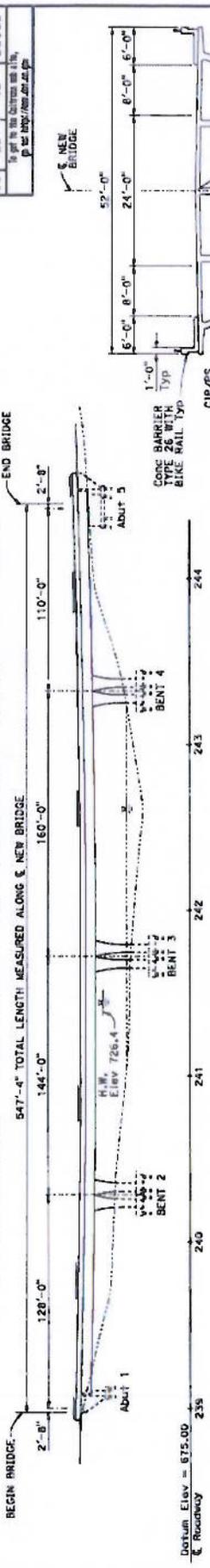


ALTERNATIVE NO. 1	
STRUCTURE DESIGN BRANCH	PLANNING STUDY
BRIDGE ACROSS SOUTH FORK OF AMERICAN RIVER	
BRIDGE NO. 25-0021	UP 03
SCALE: AS SHOWN	EA OF 310K

DESIGNED BY: S. G. G. G.	DATE: 1-8-09
DRAWN BY: C. F. F. F.	DATE: 1-8-09
CHECKED BY:	DATE:
APPROVED:	DATE:

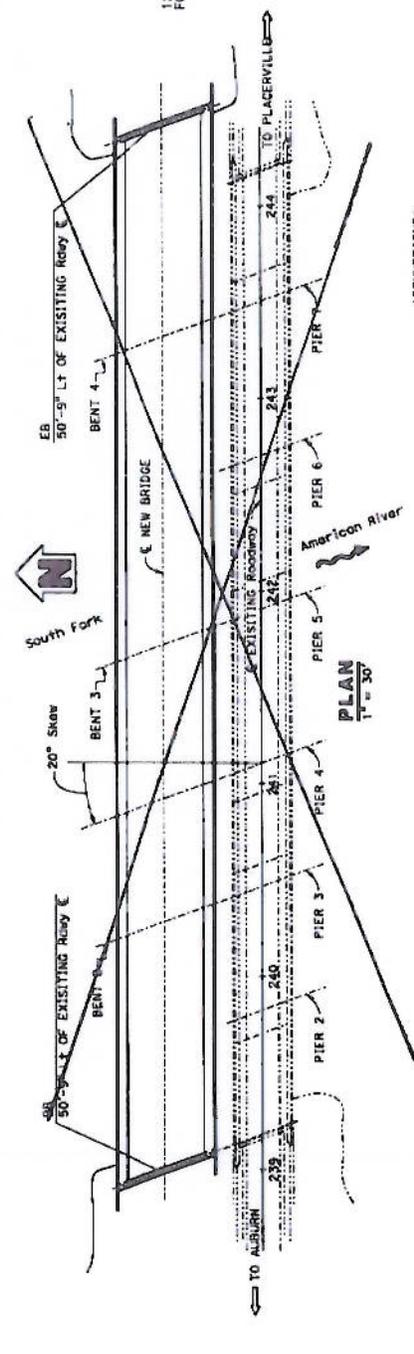
FILE # 25-0021.dwg, 01/14/09

PRELIMINARY PLANS FOR DESIGN STUDY ONLY



ELEVATION
1" = 30'

Existing bridge not shown for clarity.



PLAN
1" = 30'

DATE OF ESTIMATE	=	
BRIDGE REMOVAL	=	6'-6"
STRUCTURE DEPTH	=	547'-4"
LENGTH	=	52'-0"
WIDTH	=	28,461.50 FT
AREA	=	
COST/D INCLUDING	=	
30% CONTINGENCY &	=	
TOTAL COST	=	

ASSUMPTIONS:

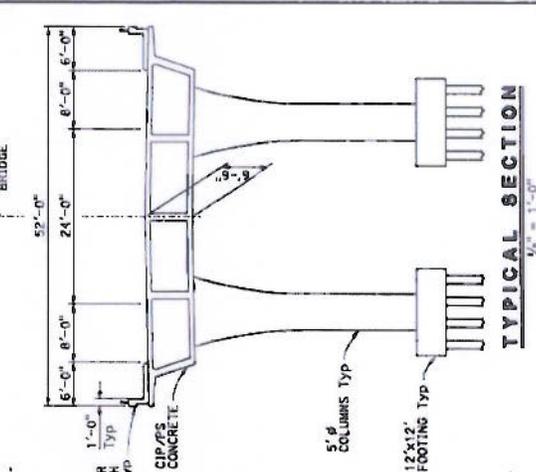
1. New bridge shall be designed to meet the same performance criteria as the existing bridge.
2. Existing bridge shall be demolished.
3. To optimize hydraulics, new pedestrian bridge bent locations to match existing bridge piers.
4. New Foundations: 70 ton H-pile
5. Potentially difficult pile driving.
6. Work trestle required between bent 2 and bent 4.
7. Work within the waterway permitted but window unknown.
8. All excavation is type D.

Legend:

..... Indicates existing

DIST	COUNTY	ROUTE	POST MILE
03	ED	49	23.99

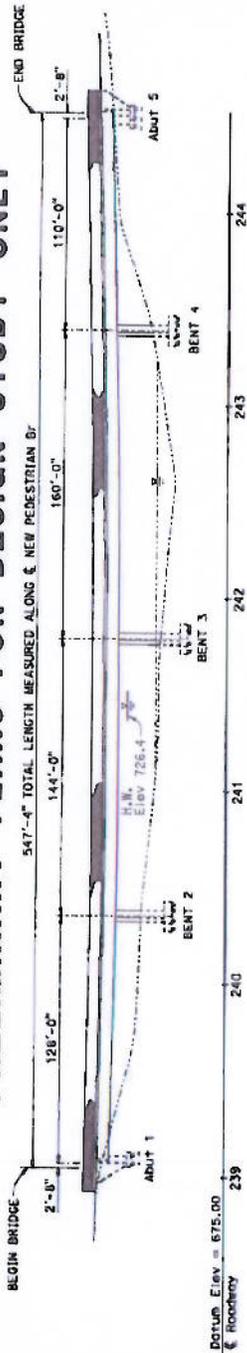
TO GET TO THE STRUCTURE SEE THE PLAN FOR THE NEW BRIDGE



TYPICAL SECTION
1/8" = 1'-0"

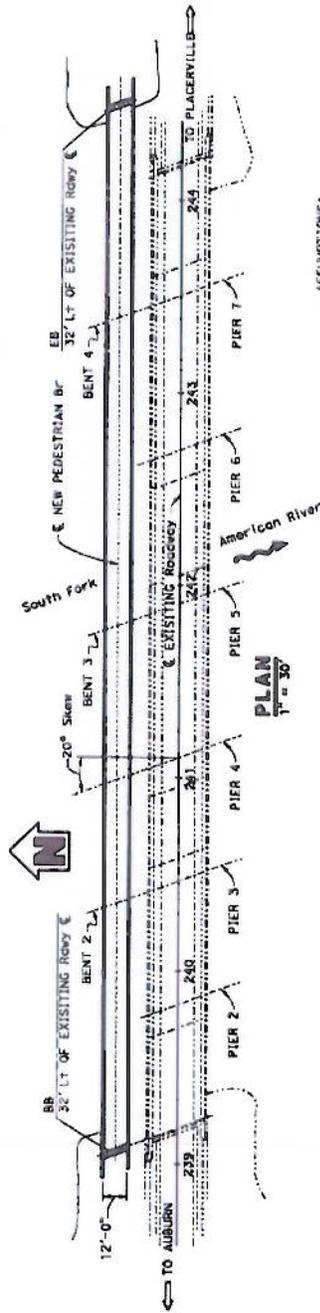
DESIGNED BY: S. HALL	DATE: 03-03-11	ALTERNATIVE NO. 3
DRAWN BY: J. Yang	DATE: 03-03-11	
CHECKED BY:	DATE:	
APPROVED:	DATE:	
STRUCTURE DESIGN BRANCH		PLANNING STUDY
BRIDGE NO. 25-0021		LA OF 310K
SCALE: A5 SHOWN		

PRELIMINARY PLANS FOR DESIGN STUDY ONLY



ELEVATION

1" = 30'
Existing bridge not shown for clarity.



PLAN

1" = 30'

DATE OF ESTIMATE	=	
BRIDGE REMOVAL	=	6'-0"
STRUCTURE DEPTH	=	57'-0"
LENGTH	=	314'-0"
BREADTH	=	7003 SQ FT
AREA / D, INCLUDING	=	
10% MOBILIZATION &	=	
30% CONTINGENCY	=	
TOTAL COST	=	

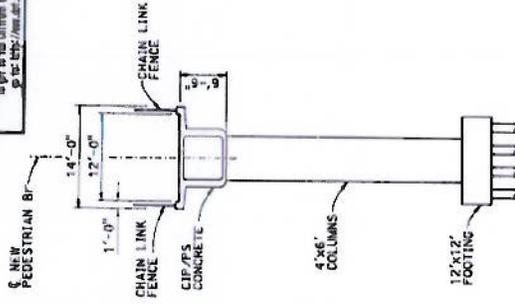
ASSUMPTIONS:

1. No work to be done on existing bridge and all lanes available for traffic.
2. Existing bridge to remain.
3. To optimize hydraulics, new pedestrian bridge bent locations to match existing bridge piers.
4. New foundations: 70 ton H-piles at abutments, 100 ton H-piles at bents.
5. Potentially difficult pile driving.
6. Work tractive required between bent 2 and bent 4.
7. Work within the waterway permitted but window unknown.
8. All excavation is type D.

Legend:
..... indicates existing

PIECE	QUANTITY	ROUTE	POST MILE
03	ED	49	23.99

Inquiry to the California State Highway Department
for the bridge design and construction.



TYPICAL SECTION

1/4" = 1'-0"

DESIGNED BY: S. Stouffer	DATE: 02-28-11	STRUCTURE DESIGN BRANCH 2	ALTERNATIVE NO. 5 PLANNING STUDY BRIDGE ACROSS SOUTH FORK OF AMERICAN RIVER
DRAWN BY: J. Tong	DATE: 02-28-11		
CHECKED BY:	DATE:		
APPROVED:	DATE:		
FILE # 3 New 03-0021_00A_0115.dwg		BRIDGE NO. 25-0021	SCALE: AS SHOWN
		CU: 03	PA: 02/31/0K

ATTACHMENT C
RIGHT OF WAY DATA SHEET

Memorandum

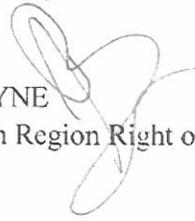
To: Isam Tabshouri
Senior Transportation Engineer
Department of Transportation, District 3

Date: September 9, 2011
E.A. 0F310k
PN: 0300000078
File: 03-ED-49-PM 24.0
Alt. 1 of 5

Attention Ryan Kohagura
Project Engineer

Cross Bracing
Seismic Retrofit,
Rail Upgrade

From: JOHN BALLANTYNE
Acting Chief, North Region Right of Way



Subject: Current Estimated Right of Way Costs

We have completed an estimate of the right of way costs for the above referenced project based on information received from you on September 7, 2011 .

Right of Way requests a minimum of 12 months lead time in order to complete the certification process in a timely manner.

Attachments:
Right of Way Data Sheet

cc. Clark Peri

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY DATA SHEET

REVISED



Date: September 9, 2011
 E.A. 0F310k
 PN: 0300000078
 File: 03-ED-49-PM 24.0

1. Right of Way Cost Estimate: **Alternate No. 1 of 5 - Seismic Retrofit Work**

	Current Value Future Use	Escalation Rate	Escalated Value
A. Total Acquisition Cost	\$0		\$0
B. Mitigation acquisition & credits	\$326,000	5%	\$397,475
C. Project Development Permit Fees	\$11,865	5%	\$14,466
Subtotal	\$337,865		\$411,942
D. Utility Relocation (State Share) (Owner's share: _____ \$0)	\$20,000	5%	\$24,385
E. Relocation Assistance (RAP)	\$0		\$0
F. Clearance/Demolition	\$0		\$0
G. Title & Escrow	\$0		\$0
H. Total Estimated Right of Way Cost	\$357,865	Rounded	\$436,000
I. Construction Contract Work	\$0		

2. Current Date of Right of Way Certification October 1, 2015

3. Parcel Data:

Type	Dual/Appr	Utilities	RR Involvements
X 0		U4 - 1 0	None x
A 0		- 2 0	C&M Agrmt
B 0		- 3 0	Svc Contract
C 0	0	- 4 0	Easements
D 0	0	U5 - 7 0	Rights of Entry
		- 8 0	Clauses
Total 0		- 9 0	
Areas:			Misc. R/W Work
R/W: N/A			RAP Displ N/A
Excess: N/A	No. Excess Pcls: 0		Clear/Demo N/A
Mitigation: N/A			Const Permits N/A
			Condemnation N/A
			USA Involvement NO

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY DATA SHEET

4. Are there any major items of construction contract work?
Yes _____ No X

None have been identified.

5. Provide a general description of the right of way and excess lands required (zoning, use, major improvements, critical or sensitive parcels, etc.)

All work will be done within the existing right of way. Mitigation and Environmental Permit fees are included in this estimate.

6. Are any properties acquired for this project expected to be rented, leased, or sold?
Yes _____ No X

7. Is there an effect on assessed valuation? Yes _____ Not Significant _____
No X

8. Are utility facilities or rights of way affected? Yes X No _____

The Project Engineer has stated utility relocation work is required. Potholing money is included in this estimate. Relocation money is not included in the estimate because the impacts have not yet been identified.

9. Are railroad facilities or rights of way affected? Yes _____ No X

10. Were any previously unidentified sites with hazardous waste and/or material found?
Yes _____ None Evident X

Yellow thermoplastic striping concrete and steel will be removed from existing bridge during construction, not acquisition related.

11. Are RAP displacements required? Yes _____ No X

No. of single family _____ No. of business/nonprofit _____
No. of multi-family _____ No. of farms _____

Based on Draft/Final Relocation Impact Statement/Study dated N/A
it is anticipated that sufficient replacement housing (will/will not) be available without Last Resort Housing.

12. Are there material borrow and/or disposal sites required?
Yes X No _____

The contractor will provide disposal site.

13. Are there potential relinquishments and/or abandonments?
Yes _____ No X

14. Are there any existing and/or potential airspace sites?
Yes _____ No X

15. Indicate the anticipated Right of Way schedule and lead time requirements.

Right of Way requests a minimum of 12 months lead time in order to complete the certification process in a timely manner.

16. Is it anticipated that Caltrans will perform all Right of Way work?
Yes X No _____

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY DATA SHEET

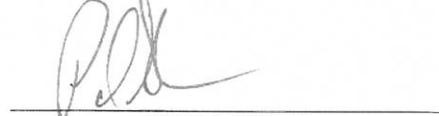
17. Assumptions and Limiting Conditions:

- 17.1 The mapping did not provide sufficient detail to determine the limits of the right of way required.
- 17.2 The transportation facilities have not been sufficiently designed so our estimator could determine the damages to any of the remainder parcels affected by the project.
- 17.3 Additional right of way requirements are anticipated, as potholing and utility relocation are expected, but are not yet defined due to the preliminary nature of the early design requirements. If easements are required, resources, timeline and capital costs will need to be revised.
- 17.4 Design will secure any necessary encroachment permits from local agencies.
- 17.5 This project is on the accelerated Project Initiation (PID) List.
- 17.6 This estimate assumes that mitigation will be acquired by credits and not by acquisition of new parcels. If parcels are required, resources, timeline and capital costs will need to be revised.

Evaluation Prepared By:

Right of Way:  Date 10/13/11
MARIA E. MENDOZA

Reviewed By:

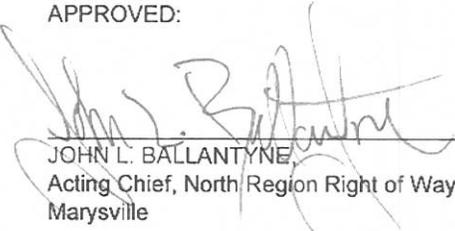
RW Planning & Management:  Date 6/13/11
PAUL SLOULIN

I have personally reviewed this Right of Way Data Sheet and all supporting information. I certify that the probable Highest and Best Use, estimated values, escalation rates, and assumptions are reasonable and proper, subject to the limiting conditions set forth, and I find this Data Sheet to be complete and current.

RECOMMENDED FOR APPROVAL

APPROVED:


LEE ANN LAMBIRTH,
Senior Right of Way Agent
Project Coordination
Marysville


JOHN L. BALLANTYNE,
Acting Chief, North Region Right of Way
Marysville

10/13/11
Date

10/13/11
Date

Memorandum

To: Isam Tabshouri
Senior Transportation Engineer
Department of Transportation, District 3

Date: September 7, 2011
E.A. 0F310k
PN: 0300000078
File: 03-ED-49-PM 24.0
Alt. 2 of 5

Attention Ryan Kohagura
Project Engineer

Cross Bracing
Seismic Retrofit,
Rail Upgrade

From: JOHN BALLANTYNE
Acting Chief, North Region Right of Way

Subject: Current Estimated Right of Way Costs

We have completed an estimate of the right of way costs for the above referenced project based on information received from you on September 7, 2011 .

Right of Way requests a minimum of 12 months lead time in order to complete the certification process in a timely manner.

Attachments:
Right of Way Data Sheet

cc. Clark Peri

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY DATA SHEET

REVISED



Date: September 7, 2011
 E.A. 0F310k
 PN: 0300000078
 File: 03-ED-49-PM 24.0

1. Right of Way Cost Estimate: **Alternate No. 2 of 5 - Bridge Widening**

	Current Value Future Use	Escalation Rate	Escalated Value
A. Total Acquisition Cost	\$0		\$0
B. Mitigation acquisition & credits	\$326,000	5%	\$397,581
C. Project Development Permit Fees	\$11,865	5%	\$14,470
Subtotal	\$337,865		\$412,052
D. Utility Relocation (State Share) (Owner's share: _____ \$0)	\$20,000	5%	\$24,392
E. Relocation Assistance (RAP)	\$0		\$0
F. Clearance/Demolition	\$0		\$0
G. Title & Escrow	\$0		\$0
H. Total Estimated Right of Way Cost	\$357,865	Rounded	\$436,000
I. Construction Contract Work	\$0		

2. Current Date of Right of Way Certification October 1, 2015

3. Parcel Data:

Type	Dual/Appr	Utilities	RR Involvements
X	0	U4 - 1	None
A	0	- 2	x
B	0	- 3	C&M Agrmt
C	0	- 4	Svc Contract
D	0	U5 - 7	Easements
	0	- 8	Rights of Entry
	0	- 9	Clauses
Total	0		

Areas:			Misc. R/W Work
R/W:	N/A		RAP Displ
Excess:	N/A	No. Excess Pcls: <u>0</u>	Clear/Demo
Mitigation:	N/A		Const Permits
			Condemnation
			USA Involvement

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY DATA SHEET

4. Are there any major items of construction contract work?

Yes _____ No X

None have been identified.

5. Provide a general description of the right of way and excess lands required (zoning, use, major improvements, critical or sensitive parcels, etc.)

All work will be done within the existing right of way. Mitigation and Environmental Permit fees are included in this estimate.

6. Are any properties acquired for this project expected to be rented, leased, or sold?

Yes _____ No X

7. Is there an effect on assessed valuation?

No X

Yes _____ Not Significant _____

8. Are utility facilities or rights of way affected?

Yes X No _____

The Project Engineer has stated utility relocation work is required. Potholing money is included in this estimate. Relocation money is not included in the estimate because the impacts have not yet been identified.

9. Are railroad facilities or rights of way affected?

Yes _____ No X

10. Were any previously unidentified sites with hazardous waste and/or material found?

Yes _____ None Evident X

Yellow thermoplastic striping concrete and steel will be removed from existing bridge during construction, not acquisition related.

11. Are RAP displacements required?

Yes _____ No X

No. of single family _____

No. of business/nonprofit _____

No. of multi-family _____

No. of farms _____

Based on Draft/Final Relocation Impact Statement/Study dated N/A it is anticipated that sufficient replacement housing (will/will not) be available without Last Resort Housing.

12. Are there material borrow and/or disposal sites required?

Yes X No _____

The contractor will provide the disposal site.

13. Are there potential relinquishments and/or abandonments?

Yes _____ No X

14. Are there any existing and/or potential airspace sites?

Yes _____ No X

15. Indicate the anticipated Right of Way schedule and lead time requirements.

Right of Way requests a minimum of 12 months lead time in order to complete the certification process in a timely manner.

16. Is it anticipated that Caltrans will perform all Right of Way work?

Yes X No _____

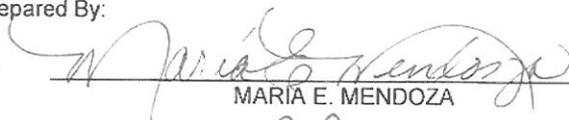
STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY DATA SHEET

17. Assumptions and Limiting Conditions:

- 17.1 The mapping did not provide sufficient detail to determine the limits of the right of way required.
- 17.2 The transportation facilities have not been sufficiently designed so our estimator could determine the damages to any of the remainder parcels affected by the project.
- 17.3 Additional right of way requirements are anticipated, as potholing and utility relocation are expected, but are not yet defined due to the preliminary nature of the early design requirements. If easements are required, resources, timeline and capital costs will need to be revised.
- 17.4 Design will secure any necessary encroachment permits from local agencies.
- 17.5 This project is on the accelerated Project Initiation (PID) List.
- 17.6 This estimate assumes that mitigation will be acquired by credits and not by acquisition of new parcels. If parcels are required, resources, timeline and capital costs will need to be revised.

Evaluation Prepared By:

Right of Way:


MARIA E. MENDOZA

Date 10/13/11

Reviewed By:

RW Planning & Management:


PAUL SLOULIN

Date 10/13/11

I have personally reviewed this Right of Way Data Sheet and all supporting information. I certify that the probable Highest and Best Use, estimated values, escalation rates, and assumptions are reasonable and proper, subject to the limiting conditions set forth, and I find this Data Sheet to be complete and current.

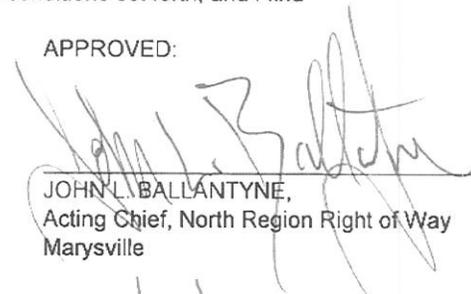
RECOMMENDED FOR APPROVAL


LEE ANN LAMBIRTH,
Senior Right of Way Agent
Project Coordination
Marysville

Date

10/13/11

APPROVED:


JOHN L. BALLANTYNE,
Acting Chief, North Region Right of Way
Marysville

Date

10/13/11

Memorandum

To: Isam Tabshouri
Senior Transportation Engineer
Department of Transportation, District 3

Date: September 9, 2011
E.A.: 0F310k
PN: 0300000078
File: 03-ED-49-PM 24.0
Alt. 3 of 5

Attention Ryan Kohagura
Project Engineer

Cross Bracing
Seismic Retrofit,
Rail Upgrade

From: JOHN BALLANTYNE
Acting Chief, North Region Right of Way



Subject: Current Estimated Right of Way Costs

We have completed an estimate of the right of way costs for the above referenced project based on information received from you on September 7, 2011 .

Right of Way requests a minimum of 12 months lead time in order to complete the certification process in a timely manner.

Attachments:
Right of Way Data Sheet

cc. Clark Peri

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY DATA SHEET

REVISED



Date: September 9, 2011
 E.A. 0F310k
 PN: 0300000078
 File: 03-ED-49-PM 24.0

1. Right of Way Cost Estimate: **Alternate No. 3 of 5 - Replace Existing Bridge with New Structure to Accommodate Pedestrian and Bicycle Paths**

	Current Value Future Use	Escalation Rate	Escalated Value
A. Total Acquisition Cost	\$0		\$0
B. Mitigation acquisition & credits	\$326,000	5%	\$397,475
C. Project Development Permit Fees	\$11,865	5%	\$14,466
Subtotal	\$337,865		\$411,942
D. Utility Relocation (State Share) (Owner's share: \$0)	\$20,000	5%	\$24,385
E. Relocation Assistance (RAP)	\$0		\$0
F. Clearance/Demolition	\$0		\$0
G. Title & Escrow	\$0		\$0
H. Total Estimated Right of Way Cost	\$357,865	Rounded	\$436,000
I. Construction Contract Work	\$0		

2. Current Date of Right of Way Certification October 1, 2015

3. Parcel Data:

Type	Dual/Appr	Utilities	RR Involvements
X	0	U4 - 1	None
A	0	- 2	C&M Agrmt
B	0	- 3	Svc Contract
C	0	- 4	Easements
D	0	U5 - 7	Rights of Entry
		- 8	Clauses
		- 9	
Total	0		
Areas:			Misc. R/W Work
R/W:	N/A		RAP Displ
Excess:	N/A	No. Excess Pcls: 0	Clear/Demo
Mitigation:	N/A		Const Permits
			Condemnation
			USA Involvement

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY DATA SHEET

4. Are there any major items of construction contract work?
Yes _____ No X

None have been identified.

5. Provide a general description of the right of way and excess lands required (zoning, use, major improvements, critical or sensitive parcels, etc.)

All work will be done within the existing right of way. Mitigation and Environmental Permit fees are included in this estimate.

6. Are any properties acquired for this project expected to be rented, leased, or sold?
Yes _____ No X

7. Is there an effect on assessed valuation? Yes _____ Not Significant _____
No X

8. Are utility facilities or rights of way affected? Yes X No _____

The Project Engineer has stated utility relocation work is required. Potholing money is included in this estimate. Relocation money is not included in the estimate because the impacts have not yet been identified.

9. Are railroad facilities or rights of way affected? Yes _____ No X

10. Were any previously unidentified sites with hazardous waste and/or material found?
Yes _____ None Evident X

Yellow thermoplastic striping concrete and steel will be removed from existing bridge during construction, not acquisition related.

11. Are RAP displacements required? Yes _____ No X

No. of single family _____ No. of business/nonprofit _____
No. of multi-family _____ No. of farms _____

Based on Draft/Final Relocation Impact Statement/Study dated N/A
it is anticipated that sufficient replacement housing (will/will not) be available without Last Resort Housing.

12. Are there material borrow and/or disposal sites required?
Yes X No _____

The contractor will provide the disposal site.

13. Are there potential relinquishments and/or abandonments?
Yes _____ No X

14. Are there any existing and/or potential airspace sites?
Yes _____ No X

15. Indicate the anticipated Right of Way schedule and lead time requirements.

Right of Way requests a minimum of 12 months lead time in order to complete the certification process in a timely manner.

16. Is it anticipated that Caltrans will perform all Right of Way work?
Yes X No _____

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY DATA SHEET

17. Assumptions and Limiting Conditions:

- 17.1 The mapping did not provide sufficient detail to determine the limits of the right of way required.
- 17.2 The transportation facilities have not been sufficiently designed so our estimator could determine the damages to any of the remainder parcels affected by the project.
- 17.3 Additional right of way requirements are anticipated, as potholing and utility relocation are expected, but are not yet defined due to the preliminary nature of the early design requirements. If easements are required, resources, timeline and capital costs will need to be revised.
- 17.4 Design will secure any necessary encroachment permits from local agencies.
- 17.5 This project is on the accelerated Project Initiation (PID) List.
- 17.6 This estimate assumes that mitigation will be acquired by credits and not by acquisition of new parcels. If parcels are required, resources, timeline, and capital costs will need to be revised.

Evaluation Prepared By:

Right of Way:  Date 10/13/11
MARIA E. MENDOZA

Reviewed By:

RW Planning & Management:  Date 10/13/11
PAUL SLOULIN

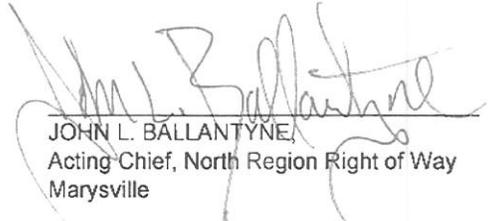
I have personally reviewed this Right of Way Data Sheet and all supporting information. I certify that the probable Highest and Best Use, estimated values, escalation rates, and assumptions are reasonable and proper, subject to the limiting conditions set forth, and I find this Data Sheet to be complete and current.

RECOMMENDED FOR APPROVAL

APPROVED:


LEE ANN LAMBIRTH,
Senior Right of Way Agent
Project Coordination
Marysville

Date 10/13/11


JOHN L. BALLANTYNE,
Acting Chief, North Region Right of Way
Marysville

Date 10/13/11

Memorandum

To: Isam Tabshouri
Senior Transportation Engineer
Department of Transportation, District 3

Date: September 9, 2011
E.A.: 0F310k
PN: 0300000078
File: 03-ED-49-PM 24.0
Alt. 4 of 5

Attention Ryan Kohagura
Project Engineer

Cross Bracing
Seismic Retrofit,
Rail Upgrade

From: JOHN BALLANTYNE
Acting Chief, North Region Right of Way

Subject: Current Estimated Right of Way Costs

We have completed an estimate of the right of way costs for the above referenced project based on information received from you on September 7, 2011 .

Right of Way requests a minimum of 12 months lead time in order to complete the certification process in a timely manner.

Attachments:
Right of Way Data Sheet

cc. Clark Peri

REVISED



Date: September 9, 2011
 E.A. 0F310k
 PN: 0300000078
 File: 03-ED-49-PM 24.0

1. Right of Way Cost Estimate:

**Alternate No. 4 of 5 - Construct Two Separate
 Pedestrian/Bicycle Paths on North &
 South of Existing Bridge**

	Current Value Future Use	Escalation Rate	Escalated Value
A. Total Acquisition Cost	\$0		\$0
B. Mitigation acquisition & credits	\$326,000	5%	\$397,475
C. Project Development Permit Fees	\$11,865	5%	\$14,466
Subtotal	\$337,865		\$411,942
D. Utility Relocation (State Share) (Owner's share: _____ \$0)	\$20,000	5%	\$24,385
E. Relocation Assistance (RAP)	\$0		\$0
F. Clearance/Demolition	\$0		\$0
G. Title & Escrow	\$0		\$0
H. Total Estimated Right of Way Cost	\$357,865	Rounded	\$436,000
I. Construction Contract Work	\$0		

2. Current Date of Right of Way Certification

October 1, 2015

3. Parcel Data:

Type	Dual/Appr	Utilities	RR Involvements
X 0		U4 - 1 0	None x
A 0		- 2 0	C&M Agrmt
B 0		- 3 0	Svc Contract
C 0	0	- 4 0	Easements
D 0	0	U5 - 7 0	Rights of Entry
		- 8 0	Clauses
		- 9 0	
Total 0			
Areas:			Misc. R/W Work
R/W:	N/A		RAP Displ N/A
Excess:	N/A	No. Excess Pcls: 0	Clear/Demo N/A
Mitigation:	N/A		Const Permits N/A
			Condemnation N/A
			USA Involvement NO

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY DATA SHEET

4. Are there any major items of construction contract work?
Yes _____ No X

None have been identified.

5. Provide a general description of the right of way and excess lands required (zoning, use, major improvements, critical or sensitive parcels, etc.)

All work will be done within the existing right of way. Mitigation and Environmental Permit fees are included in this estimate.

6. Are any properties acquired for this project expected to be rented, leased, or sold?
Yes _____ No X

7. Is there an effect on assessed valuation? Yes _____ Not Significant _____
No X

8. Are utility facilities or rights of way affected? Yes X No _____

The Project Engineer has stated utility relocation work is required. Potholing money is included in this estimate. Relocation money is not included in the estimate because the impacts have not yet been identified.

9. Are railroad facilities or rights of way affected? Yes _____ No X

10. Were any previously unidentified sites with hazardous waste and/or material found?
Yes _____ None Evident X

Yellow thermoplastic striping concrete and steel will be removed from existing bridge during construction, not acquisition related.

11. Are RAP displacements required? Yes _____ No X

No. of single family	_____	No. of business/nonprofit	_____
No. of multi-family	_____	No. of farms	_____

Based on Draft/Final Relocation Impact Statement/Study dated N/A it is anticipated that sufficient replacement housing (will/will not) be available without Last Resort Housing.

12. Are there material borrow and/or disposal sites required?
Yes X No _____

The contractor will provide the disposal site.

13. Are there potential relinquishments and/or abandonments?
Yes _____ No X

14. Are there any existing and/or potential airspace sites?
Yes _____ No X

15. Indicate the anticipated Right of Way schedule and lead time requirements.

Right of Way requests a minimum of 12 months lead time in order to complete the certification process in a timely manner.

16. Is it anticipated that Caltrans will perform all Right of Way work?
Yes X No _____

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY DATA SHEET

17. Assumptions and Limiting Conditions:

- 17.1 The mapping did not provide sufficient detail to determine the limits of the right of way required.
- 17.2 The transportation facilities have not been sufficiently designed so our estimator could determine the damages to any of the remainder parcels affected by the project.
- 17.3 Additional right of way requirements are anticipated, as potholing and utility relocation are expected, but are not yet defined due to the preliminary nature of the early design requirements. If easements are required, resources, timeline and capital costs will need to be revised.
- 17.4 Design will secure any necessary encroachment permits from local agencies.
- 17.5 This project is on the accelerated Project Initiation (PID) List.
- 17.6 This estimate assumes that mitigation will be acquired by credits and not by acquisition of new parcels. If parcels are required, resources, timeline, and capital costs will need to be revised.

Evaluation Prepared By:

Right of Way:  Date 10/13/11
MARIA E. MENDOZA

Reviewed By:

RW Planning & Management:  Date 10/12/11
PAUL SLOULIN

I have personally reviewed this Right of Way Data Sheet and all supporting information. I certify that the probable Highest and Best Use, estimated values, escalation rates, and assumptions are reasonable and proper, subject to the limiting conditions set forth, and I find this Data Sheet to be complete and current.

RECOMMENDED FOR APPROVAL

APPROVED:


LEE ANN LAMBIRTH,
Senior Right of Way Agent
Project Coordination
Marysville

Date 10/14/11


JOHN L. BALLANTYNE,
Acting Chief, North Region Right of Way
Marysville

Date 10/13/11

Memorandum

To: Isam Tabshouri
Senior Transportation Engineer
Department of Transportation, District 3

Date: September 9, 2011
E.A.: 0F310k
PN: 0300000078
File: 03-ED-49-PM 24.0
Alt. 5 of 5

Attention Ryan Kohagura
Project Engineer

Cross Bracing
Seismic Retrofit,
Rail Upgrade

From: JOHN BALLANTYNE
Acting Chief, North Region Right of Way



Subject: Current Estimated Right of Way Costs

We have completed an estimate of the right of way costs for the above referenced project based on information received from you on September 7, 2011 .

Right of Way requests a minimum of 12 months lead time in order to complete the certification process in a timely manner.

Attachments:
Right of Way Data Sheet

cc. Clark Peri

REVISED



Date: September 9, 2011
 E.A. 0F310k
 PN: 0300000078
 File: 03-ED-49-PM 24.0

1. Right of Way Cost Estimate: **Alternate No. 5 of 5 - Construct One Separate Pedestrian/Bicycle Path Adjacent to the Existing Structure**

	Current Value Future Use	Escalation Rate	Escalated Value
A. Total Acquisition Cost	\$0		\$0
B. Mitigation acquisition & credits	\$326,000	5%	\$397,475
C. Project Development Permit Fees	\$11,865	5%	\$14,466
Subtotal	\$337,865		\$411,942
D. Utility Relocation (State Share) (Owner's share: \$0)	\$20,000	5%	\$24,385
E. Relocation Assistance (RAP)	\$0		\$0
F. Clearance/Demolition	\$0		\$0
G. Title & Escrow	\$0		\$0
H. Total Estimated Right of Way Cost	\$357,865	Rounded	\$436,000
I. Construction Contract Work	\$0		

2. Current Date of Right of Way Certification October 1, 2015

3. Parcel Data:

Type	Dual/Appr	Utilities	RR Involvements
X	0	U4 - 1	None
A	0	- 2	C&M Agrmt
B	0	- 3	Svc Contract
C	0	- 4	Easements
D	0	U5 - 7	Rights of Entry
		- 8	Clauses
Total	0	- 9	
Areas:		Misc. R/W Work	
R/W:	N/A	No. Excess Pcls:	0
Excess:	N/A		
Mitigation:	N/A		
			RAP Displ
			Clear/Demo
			Const Permits
			Condemnation
			USA Involvement

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY DATA SHEET

4. Are there any major items of construction contract work?
Yes _____ No X

None have been identified.

5. Provide a general description of the right of way and excess lands required (zoning, use, major improvements, critical or sensitive parcels, etc.)

All work will be done within the existing right of way. Mitigation and Environmental Permit fees are included in this estimate.

6. Are any properties acquired for this project expected to be rented, leased, or sold?
Yes _____ No X

7. Is there an effect on assessed valuation? Yes _____ Not Significant _____
No X

8. Are utility facilities or rights of way affected? Yes X No _____

The Project Engineer has stated utility relocation work is required. Potholing money is included in this estimate. Relocation money is not included in this estimate because the impacts have not yet been identified.

9. Are railroad facilities or rights of way affected? Yes _____ No X

10. Were any previously unidentified sites with hazardous waste and/or material found?
Yes _____ None Evident X

Yellow thermoplastic striping concrete and steel will be removed from existing bridge during construction, not acquisition related.

11. Are RAP displacements required? Yes _____ No X

No. of single family _____ No. of business/nonprofit _____
No. of multi-family _____ No. of farms _____

Based on Draft/Final Relocation Impact Statement/Study dated N/A
it is anticipated that sufficient replacement housing (will/will not) be available without Last Resort Housing.

12. Are there material borrow and/or disposal sites required?
Yes X No _____

The contractor will provide the disposal site.

13. Are there potential relinquishments and/or abandonments?
Yes _____ No X

14. Are there any existing and/or potential airspace sites?
Yes _____ No X

15. Indicate the anticipated Right of Way schedule and lead time requirements.

Right of Way requests a minimum of 12 months lead time in order to complete the certification process in a timely manner.

16. Is it anticipated that Caltrans will perform all Right of Way work?
Yes X No _____

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY DATA SHEET

17. Assumptions and Limiting Conditions:

- 17.1 The mapping did not provide sufficient detail to determine the limits of the right of way required.
- 17.2 The transportation facilities have not been sufficiently designed so our estimator could determine the damages to any of the remainder parcels affected by the project.
- 17.3 Additional right of way requirements are anticipated, as potholing and utility relocation are expected, but are not yet defined due to the preliminary nature of the early design requirements. If easements are required, resources, timeline and capital costs will need to be revised.
- 17.4 Design will secure any necessary encroachment permits from local agencies.
- 17.5 This project is on the accelerated Project Initiation (PID) List.
- 17.6 This estimate assumes that mitigation will be acquired by credits and not by acquisition of new parcels. If parcels are required, resources, timeline, and capital costs will need to be revised.

Evaluation Prepared By:

Right of Way:



MARIA E. MENDOZA

Date 10/13/11

Reviewed By:

RW Planning & Management:



PAUL SLOULIN

Date 10/13/11

I have personally reviewed this Right of Way Data Sheet and all supporting information. I certify that the probable Highest and Best Use, estimated values, escalation rates, and assumptions are reasonable and proper, subject to the limiting conditions set forth, and I find this Data Sheet to be complete and current.

RECOMMENDED FOR APPROVAL

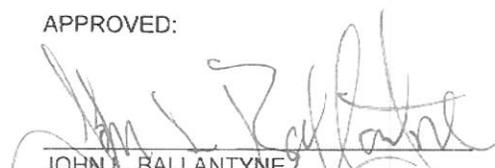
APPROVED:



LEE ANN LAMBIRTH,

Senior Right of Way Agent
Project Coordination
Marysville

Date 10/14/11



JOHN L. BALLANTYNE,

Acting Chief, North Region Right of Way
Marysville

Date 10/13/11

ATTACHMENT D
MINI PRELIMINARY ENVIRONMENTAL ANALYSIS REPORT

Mini-Preliminary Environmental Analysis Report

Project Information

District 03 County ED Route 49 Post Mile 24.0 EA 03-0F310

Project Title: South Fork American River Bridge

Project Manager Clark Peri Phone # 916-274-0538

Project Engineer Ryan Kohagura Phone # 530-741-5746

Environmental Branch Chief Tammy Massengale Phone # 530-741-4041

Project Description

Purpose and Need: The Bridge Inspection Reports indicate seismic retrofitting of this bridge is required to meet legislative mandates. This work will ensure the structure performs adequately in a seismic event.

Description of work: There are five alternatives to meet the purpose and need for this project:

Alternative 1 – Strengthen cross frame and add Transverse keeper plates to upper flange. It will also replace the existing barrier with a Type 732 tubular bicycle rail, remove existing AC surfacing on the bridge deck and place 3/4" polyester concrete overlay, replace Metal Beam Guard Rail approaches and construct approach and departure pavement conform tapers.

Alternative 2 – Includes the scope in Alternative 1 and adds widening the structure to accommodate pedestrian and bicycle paths on both sides.

Alternative 3 – Replace existing bridge with a new structure that will accommodate pedestrian and bicycle paths on both sides.

Alternative 4 – Includes the scope in Alternative 1 and adds separate pedestrian/bicycle paths on the north and south side of the bridge.

Alternative 5 – Includes the scope in Alternative 1 and adds one separate pedestrian/bicycle path adjacent to the existing structure.

Anticipated Environmental Approval

CEQA

Initial Study with a Mitigated Negative Declaration

NEPA

Categorical Exclusion

Summary Statement

In order to identify environmental issues, constraints, costs and resource needs, a mini-PEAR (Preliminary Environmental Analysis Report) was prepared for the project. Potential construction staging areas and disposal/borrow sites will need to be identified in the PA&ED phase for environmental review. Due to time constraints no field reviews were completed. All technical reviews were completed using data searches.

It is anticipated an Initial Study with a Mitigated Negative Declaration and a Categorical Exclusion will apply to this project. Based on existing workload and available resources, it is anticipated to take 24 months to complete the environmental process. If possible, Environmental Planning would like to receive the ESR no later than February of a given year in order to complete spring surveys.

Special Considerations

Biology: Bats and nesting birds inhabit the South Fork American River Bridge. Therefore, it is expected that work on the existing structure or the construction of a new bridge will impact them. Riparian vegetation may have to be removed along the river to allow construction equipment and

personnel access to the work area. The riparian vegetation not only provides roosting and nesting possibilities for birds but also provides vital shading to the river. The amount of shading affects the water temperature, which in turn affects the use of the river by salmonids and other aquatic species. Pile driving and water diversions will also have a temporary impact on water quality and use of the river by aquatic species. Caltrans will be required to protect, identify and/or mitigate for any impacts to the valley elderberry longhorn beetle habitat.

Under the current scope of the project, a U.S. Army Corps of Engineers 404 permit, a Regional Water Quality Control Board 401 permit and a California Department of Fish and Game 1600 permit will be required for this project.

Archaeology: Initial studies indicate that the South Fork American River Bridge was constructed in 1951 and has been determined to be a Category 5 (ineligible for the National Register of Historic Places) in the Caltrans Statewide Bridge Inventory. The project area has extreme sensitivity for both prehistoric and historic resources.

Hazardous Waste: An ISA was completed for this project. The potential for hazardous waste exists within the ESL. The following contaminants have been identified: Presumed Asbestos Containing Materials (PACM), Aerially Deposited Lead (ADL), lead and chromium contained in the yellow traffic striping, Lead Based Paint and treated wood waste (wooden posts). A Site Investigation is not required.

Water Quality: A water quality assessment will be completed for this project.

Air: This project is anticipated to be exempt from all air quality conformance analysis requirements. A technical memo will be prepared during PA&ED.

Noise: This project is considered a Type III project and no Traffic Noise Analysis is required. A technical memo will be prepared during PA&ED.

Visual Resources: Due to the time constraints, input from Landscaping staff for this analysis was not completed.

Disclaimer

This report is not an environmental document. The above recommendations are based on the project description provided in this report. The discussion and conclusions provided by this Mini-PEAR are approximate and are based on record reviews to estimate the potential for probable effects. The purpose of 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 re-evaluation of this report.

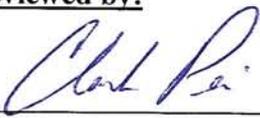
Prepared by:



Tammy Massengale, Chief, Office of Environmental Support

Date: 10/11/11

Reviewed by:



Clark Peri, Project Manager

Date: 10-11-11

PEAR Environmental Commitments Cost Estimate

Dist.-Co.-Rte.-KP/PM: 03 ED 49 24.0 EA: 03-0F310

Project Description: The Bridge Inspection Reports indicate seismic retrofitting of this bridge is required to meet legislative mandates. This work will ensure the structure performs adequately in a seismic event.

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Alternative 5 – Includes the scope in Alternative 1 and adds one separate pedestrian/bicycle path adjacent to the existing structure.

Person completing form/District Office: Tammy Massengale, North Region
Office of Environmental Support

Project Manager: Clark Peri Phone number: (916) 274-0538

	Compensation/ Mitigation	Permit & Agreement
Fish & Game 1600 Agreement		\$ 4,483
Coastal Development Permit		
State Lands Agreement		
Section 401 RWQCB Permit		\$ 7,382
COE 404 Permit- Nationwide		
COE 404 Permit- Individual		
COE Section 10 Permit		
COE Section 9 Permit		
Other: Biological	\$ 269,000	
Oak Compensation		
Special landscaping		
Archaeological		
Biological ¹	\$ 57,000	
Historical		
Scenic resources		
Wetland/riparian		
TOTAL (Enter zeros if no cost)	\$ 326,000	\$ 11,865

¹ These funds will come from the Construction contract – 042.

ATTACHMENT B - Resources by WBS Code

EA: 03-0F310

Description: South Fork American River Bridge

WBS Task Activity Code	Senior/Coord	Biology	Cultural	Haz Waste	Socio-Economic	Storm Water	Noise/Air	Sup Svcs	Const. Liaison	Total
Assigned Unit	183	183	183	349	183	349	349	183	183	
Project Management										
100.10.05 – PA&ED Init. & Plng.										-
100.10.10 – PA&ED Exec. & Ctrl.	24	11	11			12		40		98
100.10.15 – PA&ED Closeout										-
100.10.20 – PA&ED Project Shelving										-
100.10.25 – PA&ED Project Unshelving										-
100.10.30 – PA&ED Update Admin Record										-
100.10.35 – PA&ED Cooperative Agreement										-
100.10.99 – PA&ED Other Proj. Mgmt. Products										-
100.15.05 – PS&E Init. & Plng.										-
100.15.10 – PS&E Exec. & Ctrl.	20	20	20			12		20		92
100.15.15 – PS&E Closeout										-
100.15.20 – PS&E Project Shelving										-
100.15.25 – PS&E Project Unshelving										-
100.15.30 – PS&E Update Admin Record										-
100.15.35 – PS&E Cooperative Agreement										-
100.15.99 – PS&E Other Proj. Mgmt. Products										-
100.20.05 – Const. Init. & Plng.										-
100.20.10 – Const. Exec. & Ctrl.	10	20	20			12		20		82
100.20.15 – Const. Closeout										-
100.20.20 – Const. Project Shelving										-
100.20.25 – Const. Project Unshelving										-
100.20.30 – Const. Update Admin Record										-
100.20.35 – Const. Cooperative Agreement										-
100.20.99 – Const. Other Proj. Mgmt. Products										-
100.25.05 – RW Init. & Plng.										-
100.25.10 – RW Exec. & Ctrl.										-
100.25.15 – RW Closeout										-
100.25.20 – RW Project Shelving										-
100.25.25 – RW Project Unshelving										-
100.25.30 – RW Update Admin Record										-
100.25.35 – RW Cooperative Agreement										-
100.25.50 – RW Ex. Coop. Agree. Relinquish										-
100.25.99 – RW Other Proj. Mgmt. Products										-
Total Project Management	54	51	51	-	-	36	-	80	-	272
Preliminary Engineering Studies and Draft Project Report										
160.05.05 – Approved PID Review	3					4				7
160.05.10 – Geotechnical Information Review										-
160.05.20 – Traffic Data & Forecasts Review										-
160.05.30 – Project Scope Review										-
160.05.99 – Other Updated Project Info Products										-
160.10.20 – Value Analysis										-
160.10.25 – Hydraulics/Hydrology Study										-
160.10.30 – Hwy Planting Design Concepts										-
160.10.40 – Updated Right of Way Data Sheets										-
160.10.99 – Other Engineering Studies										-
160.15.20 – Draft Project Report										-
160.15.25 – Draft PR Circ., Review & Approval	5					4				9
160.30.05 – Maps for ESR	5									5
160.30.10 – Surveys & Mapping for ESR	5									5
160.30.15 – Prop. Access Rights - Env/Eng Studies	5									5
160.40 – NEPA Delegation	5									5
Total Pre. Eng. Studies & Draft PR	28	-	-	-	-	8	-	-	-	36
Environmental Studies and Draft Environmental Document - Task Management Activities										
165.05.05 – Project Information Review	24	1	4							29
165.05.10 – Pub & Agency Scoping Process	18									18
165.05.15 – Alternatives for Further Study	8									8
165.05.99 – Other Env Scoping Alt ID in PID	32									32
165.10.15 – CIA, Land Use & Growth Studies										-
165.10.20 – VIA & Scenic Resource Evaluation										-
165.10.25 – Noise Study							8			8
165.10.30 – Air Quality Study							8			8

EA: 03-0F310

Description: South Fork American River Bridge

WBS Task Activity Code	Senior/Coord	Biology	Cultural	Haz Waste	Socio-Economic	Storm Water	Noise/Air	Sup Svcs	Const. Liaison	Total
Assigned Unit	183	183	183	349	183	349	349	183	183	
165.10.35 – Water Quality Studies						150				150
165.10.40 – Energy Studies										-
165.10.45 – Summary Geotech Report										-
165.10.50 – Hazardous Waste PSI										-
165.10.55 – Draft RW Relocation Impact Doc.										-
165.10.60 – Loc. Hyd. & Floodplain Study Rpts.										-
165.10.65 – Paleontology Study										-
165.10.70 – Wild and Scenic Rivers Coordination	8									8
165.10.75 – Environmental Commitments Record	16									16
165.10.99 – Other Environmental Studies										-
165.15.05 – Biological Assessment		140								140
165.15.10 – Wetlands Study		80								80
165.15.15 – Resource Agcy Permit Related Coord		80								80
165.15.20 – NES Report		250								250
165.15.99 – Other Biological Studies										-
165.20.05 – Archaeological Survey										-
165.20.05.05 – APE/Study Area Map(s)			12							12
165.20.05.10 – Native American Consultation			17							17
165.20.05.15 – Records & Literature Search			17							17
165.20.05.20 – Field Survey			20							20
165.20.05.25 – ASR			67							67
165.20.05.99 – Other Archy Survey Products										-
165.20.10 – Extended Phase I Archy Studies										-
165.20.10.05 – Native American Consultation										-
165.20.10.10 – Extended Phase I Proposal			7							7
165.20.10.15 – Extended Phase I Field Inv.			27							27
165.20.10.20 – Extended Phase I Mat. Analysis			13							13
165.20.10.25 – Extended Phase I Report			13							13
165.20.10.99 – Other Ext Phase I Archy Prod										-
165.20.15 – Phase II Archy Studies										-
165.20.15.05 – Native American Consultation			20							20
165.20.15.10 – Phase II Proposal			100							100
165.20.15.15 – Phase II Field Investigation			333							333
165.20.15.20 – Phase II Materials Analysis			250							250
165.20.15.25 – Phase II Report			133							133
165.20.15.99 – Other Ext Phase II Archy Study										-
165.20.20 – Hist & Architect Resource Studies										-
165.20.20.05 – Prelim APE/SAM for Arch.										-
165.20.20.10 – HRER - Archaeology										-
165.20.20.15 – HRER - Architecture										-
165.20.20.20 – Bridge Evaluation										-
165.20.20.99 – Other Hist and Arch Resource Prod										-
165.20.25 – Cultural Res. Comp. Cons. Docs.										-
165.20.25.05 – Final APE/Study Area Maps			11							11
165.20.25.10 – PRC 5024.5 Consultation			11							11
165.20.25.15 – HPSR/HRCR			73							73
165.20.25.20 – Finding of Effect (FOE)			7							7
165.20.25.25 – Archy Data Rec. Pln./Treat. Pln			20							20
165.20.25.30 – MOA			7							7
165.20.25.99 – Other CR Compliance Consult Prod										-
165.25.05 – DED Analysis	128									128
165.25.10 – Section 4(f) Evaluation	16									16
165.25.15 – CE/CE Determination	69									69
165.25.20 – Env. Quality Ctrl. & Other Reviews	24	1	9					24		58
165.25.25 – Approval to Circulate Resolution										-
165.25.30 – Environmental Coordination	417									417
165.25.99 – Other Draft ED Products	100									100
165.30 – NEPA Delegation	20									20
Total Environmental Studies & DED	880	552	1,171	-	-	150	16	24	-	2,793
Permits, Agreements, and Route Adoptions during PA&ED Component - Task Management Activities										
170.05 – Required Permits										-
170.10.05 – USACE Permit (404)										-
170.10.10 – US Forest Service Permit(s)										-
170.10.15 – US Coast Guard Permit										-
170.10.20 – DFG 1600 Agreement(s)										-
170.10.25 – Coastal Zone Development Permit										-
170.10.30 – Local Agency Concurrence/Permit										-

EA: 03-0F310

Description: South Fork American River Bridge

WBS Task Activity Code	Senior/Coord	Biology	Cultural	Haz Waste	Socio-Economic	Storm Water	Noise/Air	Sup Svcs	Const. Liaison	Total
Assigned Unit	183	183	183	349	183	349	349	183	183	
170.10.40 – Waste Discharge (NPDES) Permit(s)										-
170.10.45 – USFWS Approval										-
170.10.50 – RWQCB 401 Permit										-
170.10.60 – Environmental Commitments Record										-
170.10.95 – Other Permits										-
170.45 – MOU from TERO										-
170.10.55 – NEPA Delegation										-
Total Permits, Agreements & Route Adoptions	-	-	-	-	-	-	-	-	-	-
Draft Environmental Document Circulation and Preferred Project Alternative Identification - Task Management Activities										
175.05.05 – Master Dist & Inv Lists	3									3
175.05.10 – Notices Regarding Hearing & DED	3							16		19
175.05.15 – DED Publication & Circulation	7									7
175.05.20 – Federal Consistency Det. (Coastal)										-
175.05.99 – Other DED Circulation Products										-
175.10.05 – Need for Public Hearing Det.	2									2
175.10.10 – Public Hearing Logistics	2									2
175.10.15 – Displays for Public Hearing	2									2
175.10.20 – 2 nd Not. Pub. Hear. & Avail. of DED										-
175.10.25 – Map Display & Pub. Hearing Plan										-
175.10.30 – Display Public Hearing Maps										-
175.10.35 – Public Hearing	6									6
175.10.40 – Record of Public Hearing										-
175.10.99 – Other Public Hearing Products	10									10
175.15 – Public Comment Res. & Corr.	16									16
175.20 – Project Preferred Alternative	8									8
175.25 – NEPA Delegation	8									8
Total DED & Preferred Proj. Alt. Identification	67	-	-	-	-	-	-	16	-	83
Project Report and Final Environmental Document										
180.05.05 – Updated Draft Project Report	4									4
180.05.10 – Approved Project Report	3					4				7
180.05.15 – Updated Storm Water Data Report										-
180.05.99 – Other Final Project Report Products										-
180.10.05 – Approved FED										-
180.10.05.05 – Draft FED Review	16							20		36
180.10.05.10 – Revised Draft FED	24									24
180.10.05.15 – Section 4(f) Evaluation	8									8
180.10.05.20 – Findings										-
180.10.05.25 – Statement of Overriding Consid.										-
180.10.05.30 – CEQA Certification	1									1
180.10.05.35 – FHWA Approval	1									1
180.10.05.40 – Section 106 Cons. & MOA										-
180.10.05.45 – Section 7 Consult		90								90
180.10.05.50 – Final Section 4(f) Statement	3									3
180.10.05.55 – Floodplain Only PAF										-
180.10.05.60 – Wetlands Only PAF										-
180.10.05.65 – Section 404 Compliance										-
180.10.05.70 – Mitigation Measures										-
180.10.10 – Public Dist of FED, Resp to Comments	32									32
180.10.99 – Other FED Products	10									10
180.15.05 – ROD (NEPA)										-
180.15.10 – NOD (CEQA)										-
180.15.20 – Environmental Commitments Record	10									10
180.15.99 – Other Completed ED Products										-
180.20 – NEPA Delegation	10									10
Total PR & FED	122	90	-	-	-	4	-	20	-	236
Base Maps and Plan Sheets during PS&E Development										
185.05.05 – Project Concept Review						2				2
185.05.10 – Updated Project Information				4						4
185.05.99 – Other Updated Project Info Products										-
185.15 – Perform Preliminary Design										-
Total Base Maps and Plan Sheets during PS&E	-	-	-	4	-	2	-	-	-	6
Right of Way Property Management and Excess Land										
195.40.20 – Property Maint. & Rehab (Rentable)										-
195.40.25 – Prop. Maint. & Rehab (Non-Rentable)										-

EA: 03-0F310

Description: South Fork American River Bridge

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Assigned Unit	183	183	183	349	183	349	349	183	183	
195.40.30 – HW & Hazardous Materials										-
195.40.35 – Transfer of Prop to Clearance Status										-
195.40.99 – Other Property Mgmt Products										-
195.45.05 – Excess Lands Inventory										-
195.45.20 – Property Disposal up to \$15K										-
195.45.25 – Property Disposal from \$15K to \$500K										-
195.45.30 – Property Disposal over \$500K										-
195.45.99 – Other Excess Land Products										-
Total Base RW Property Mgmt and Excess Land	-	-	-	-	-	-	-	-	-	-
Utility Coordination										
200.15 – Approved Utility Relocation Plan										-
200.20 – Utility Relocation Package	8									8
Total Utility Coordination	8	-	-	-	-	-	-	-	-	8
Permits, Agreements & Route Adoptions during PS&E Component - Task Management Activities										
205.05 – Required Permits										-
205.10.05 – USACE Permit (404)		100								100
205.10.10 – US Forest Service Permit(s)										-
205.10.15 – US Coast Guard Permit										-
205.10.20 – DFG 1600 Agreement(s)		40								40
205.10.25 – Coastal Zone Development Permit										-
205.10.30 – Local Agency Concurrence/Permit										-
205.10.40 – Waste Discharge (NPDES) Permit(s)						8				8
205.10.45 – USFWS Approval		20				28				48
205.10.50 – RWQCB 401 Permit		40								40
205.10.60 – Updated ECR	8	15								23
205.10.95 – Other Permits		30								30
205.20.05 – Draft Freeway Agreement										-
205.20.10 – Draft Freeway Agreement Review										-
205.20.15 – Final Freeway Agreement										-
205.20.20 – Executed Freeway Agreement										-
205.25 – Agreement for Material Sites										-
205.40.99 – Other Route Adoption Products										-
205.45 – MOU from TERO										-
205.55 – NEPA Delegation	2									2
Total Agreements & Route Adoptions	10	245	-	-	-	36	-	-	-	291
Right of Way Interests for Project Right of Way Certification										
225.55.20 – Right of Way Clearance										-
Total RW Interests for Project RW Certification	-	-	-	-	-	-	-	-	-	-
Draft PS&E										
230.05.45 – Noise Barrier Plans										-
230.05.65 – Water Pollution Control Plans						2				2
230.10.05 – Highway Planting Plans										-
230.10.15 – Plant List										-
230.30 – Draft Drainage Plans						2				2
230.35.10 – Highway Planting Specifications										-
230.35.35 – Water Pollution Control Specs						4				4
230.35.40 – Erosion Control Specifications						2				2
230.35.99 – Other Draft Specification Products				8						8
230.40.10 - Calc Hwy Planting Quantities & Est.										-
230.40.40 - Calc Erosion Ctrl Quantities & Est.						6				6
230.60.05 – Updated Storm Water Data Report										-
230.60.10 – Other PS&E Reviews & Update PR	6	16				10			16	48
230.99 – Other Draft PS&E Products										-
Total Draft PS&E	6	16	-	8	-	26	-	-	16	72
Environmental Impact Mitigation and Hazardous Waste Clean-up - Task Management Activities										
235.05.05 – Historical Structures Mitigation										-
235.05.10 – Archaeological & Cultural Mitigation			58							58
235.05.15 – Biological Mitigation		120								120
235.05.20 – Environmental Mitigation R/W Work										-
235.05.25 – Paleontology Mitigation										-
235.05.99 – Other Env. Mitigation Products										-
235.10.05 – Right or Permit for HW Site Inv.										-
235.10.10 – HW Sites Survey										-

EA: 03-0F310

Description: South Fork American River Bridge

WBS Task Activity Code	Senior/Coord	Biology	Cultural	Haz Waste	Socio-Economic	Storm Water	Noise/Air	Sup Svcs	Const. Liaison	Total
Assigned Unit	183	183	183	349	183	349	349	183	183	
235.10.15 – Detailed HW Site Investigation										-
235.15 – HW Management Plan										-
235.20 – HW PS&E										-
235.25 – HW Clean-up										-
235.30 – Certificate of Sufficiency										-
235.35 – Long Term Mitigation Monitoring		180								180
235.40 – Updated Environmental Commit. (ECR)	6									6
235.45 – NEPA Delegation										-
Total Env. Impact Mitigation & HW Clean-up	6	300	58	-	-	-	-	-	-	364
Post Right of Way Certification Work										
245.55.20 – Right of Way Clearance										-
Total Post RW Clearance Work	-	-	-	-	-	-	-	-	-	-
Final District PS&E Package										
255.05 – Circ. & Rev. Draft Dist PS&E	8	4				9			16	37
255.10.10 - Update Highway Planting PS&E										-
255.10.25 - Updated Technical Reports										-
255.15 – Environmental Reevaluation	9					1				10
255.20.05 – Rev. Plans for Drafting Stds. Comp										-
255.40 – Resident Engineer's Pending File	5									5
255.45 – NEPA Delegation	5									5
Total Final District PS&E Package	27	4	-	-	-	10	-	-	16	57
Contract Bid Documents "Ready to List"										
260.75 - Env Cert at RTL	5									5
Total Contract Bid Documents "RTL"	5	-	-	-	-	-	-	-	-	5
Construction Engineering and General Contract Administration										
270.15.50 – Miscellaneous Stakes										-
270.20.05 – Resident Engineer File Review										-
270.20.10 – Proj. Plans, Spec. Prov. & Est. Rev.						2				2
270.20.45 – Cont. WPCP Review						2				2
270.20.50 – Technical Support		80				16		140		236
270.25.15 – Pre-Construction Meeting										-
270.30.10 – Inspection of Const. Work for Comp.						60				60
270.55 – Final Inspection & Acceptance Recom.										-
270.70 – Updated ECR	6									6
270.75 – Resource Agency Permit Ren. & Ext.										-
270.80 – Long Term Env Mit/Mont during Const										-
Total Const Engineering & Gen. Contract Admin.	6	80	-	-	-	80	-	140	-	306
Construction Contract Change Orders										
285.05.05 – Need for CCO Determination									24	24
285.10.15 – "Other" Functional Support		24				2				26
Total Construction CCOs	-	24	-	-	-	2	-	-	24	50
Construction Contract Claims										
290.35 – Technical Support		10				2			10	22
Total Construction Contract Claims	-	10	-	-	-	2	-	-	10	22
Contract Acceptance, Final Construction Estimate and Final Report										
295.35 – Certificate of Environmental Compliance	6	8							8	22
295.40 – Long Term Env Mit/Mont after CCA										-
Total Final Construction	6	8	-	-	-	-	-	-	8	22
Total Project Hours	1,225	1,380	1,280	12	-	356	16	140	214	4,623

ATTACHMENT E
INITIAL SITE ASSESSMENT FOR HAZARDOUS WASTE

State of California
Memorandum

Business, Transportation and Housing Agency

To: Tammy Massengale, Chief
NR Office of Environmental Support

Date: September 19, 2011

File: 03-ED-49
PM: 24.0
Bridge Seismic
Retrofit/widening

EA: 03-0F310K
EFIS: 0300000078

From: Jason Lee
Office of Environmental Engineering Office – South (OEES)

Subject: Updated Initial Site Assessment (ISA)

Per your request, OEES has performed an updated ISA for the above referenced project. The project will perform bridge seismic retrofit and widen the existing structure to allow Ped/bike access on SR 49 in El Dorado County: South Fork American River Bridge (Br No. 25-0021). Guardrail at south end of the bridge will also be replaced. No new right of way will be required. All work will take place within existing R/W.

The following resource was reviewed: Bridge Inspection Records Information System (BIRIS) and the previous site investigation report by Geocon, Inc. (EA 2C3600, TO No. 04, in 2004)

Based on BIRIS and the nature of the project, the following hazardous material was identified for this project:

1. Presumed Asbestos Containing Materials (PACM)

PACM is present at abutments and without testing, asbestos is assumed to be present in the bridge. As such, an asbestos survey of the bridge will be required. Please include 80 hours under WBS 165.10 and \$10,500 in the budget to cover our time and the consultants cost to complete the asbestos site investigation.

2. Aerially Deposited Lead (ADL)

ADL in soil exists within our r/w due to historical use of leaded gasoline. Please use Standard Special Provision (SSP) **7-1.02K(6)(j)(iii) Earth Material Containing Lead** in the PS&E and listing package.

3. Yellow and white traffic stripe

If yellow thermoplastic and/or paint striping is to be removed for this project and it is removed as an independent, then **SSP 15-2.02C(2) REMOVE TRAFFIC STRIPES AND PAVEMENT MARKINGS CONTAINING LEAD** is required. If it is removed with the entire road section then **SSP 15-1.03B RESIDUE CONTAINING LEAD FROM PAINT AND THERMOPLASTIC** is required.

4. Lead Based Paint

If this project is proposed to disturb the existing paint systems on the structure, it is required to include **SSP 14-11.08, DISTURBANCE OF EXISTING PAINT SYSTEMS ON BRIDGES.**

5. Treated Wood Waste (TWW)

TWW can occur as posts along metal beam guard railing (MBGR). These wood products are typically treated with preserving chemicals that may be hazardous and include but not limited to arsenic, chromium, copper, creosote, and pentachlorophenol. The Department of Toxics Substances Control (DTSC) requires that TWW either be disposed as a hazardous waste, or if not tested, the generator may presume that TWW is a hazardous waste. Use **SSP 14-11.09 TREATED WOOD WASTE – Management of treated wood waste (TWW).** TWW shall be disposed in an approved TWW facility.

Thank you for your effort and time. If there are any significant changes to the proposed project, please contact OEES as soon as possible so the impact of the changes and further action, if any, can be assessed. If you have any questions, please call me at (530) 741-4494.

cc: File
Ryan Kohagura – Project Engineer

ATTACHMENT F
TRAFFIC MANAGEMENT PLAN DATA SHEET

Memorandum

*Flex your power!
Be energy efficient!*

To: RYAN KOHAGURA
Project Engineer

Date: Oct 12, 2011

File: 03-0F310K
ED-49-PM 23.99
Bridge Widening, and
Improve safety standard.

From: MAHER DABBAGH
TMP Coordinator
District 3-Office of Transportation Management Planning

Subject: Transportation Management Plan (TMP) Data Sheet

Background

- This project is located in El Dorado County on SR 49 PM 23.99, at South Fork American River Bridge (No. 25002). This Bridge has minimal shoulder width and it is subject to pedestrians and bicyclers creational traffic.
- The project proposes to improve safety standards for the pedestrians and bicyclists access on the Bridge by widening the structure, Seismic Retrofit, Rail Upgrade, and MBGR replacement at both ends of the Bridge.
- Within the project limits SR 49 consists of 2-lane, 2-way conventional highway with daily peak hour volume of 570 vph both direction combine.

Recommendation

- One-way (reversible) traffic control in accordance with Standard Plan sheet T13 may be allowed at all times.
- The maximum length of any lane closure shall be limited to 0.7 mile.
- A minimum of one paved traffic lane not less than 11 feet wide, shall be open for use by public traffic at all times, and two lanes shall remain open when construction operations are not actively in progress.
- A minimum of a 4 foot shoulder shall remain open at all times for pedestrian and bicycle use.
- The use of K-rail is recommended to separate the work zone from the public traffic.

- Work behind K-rail may be performed at any time.
- Consider using a temporary traffic signal to control traffic when the bridge is reduced to one lane open.
- Advance flaggers are recommended in areas where there is inadequate approaching sight distance.
- When bridge rail is removed, K-rail shall be secured in place prior to allowing traffic on the bridge.
- No lane closures, shoulder closures, or other traffic restrictions will be allowed on Special Days, designated legal holidays and the day preceding designated legal holidays; and when construction operations are not actively in progress.
- Access to driveways and cross streets must be maintained during construction, in accordance with traffic control standard plans or traffic handling provided in the contract plans.
- Pedestrian access must be maintained during construction, with at least one sidewalk open on one side of the roadway at all times. Additional signs will be required to detour pedestrians when sidewalks are closed for contract work.
- Bicycle traffic must be maintained during construction. Additional signs and striping will be required to direct bicycle traffic when bikeways are closed for contract work.
- Portable changeable message signs will be required in direction of traffic during construction for each lane, shoulder and bridge closure.
- Work at this location may require the assistance of COZEEP, but probably not a full time presence.
- If there is a change in the scope of the project or the order of work (schedule), please advise the TMP unit, as this may affect the TMP estimate.
- Lane closure charts will have to be developed prior to P&E.

Cost:

- For estimating purposes, use \$3,200 per working day to estimate the costs that are required for the Traffic Management Plan (TMP) items. These items include:
 - Traffic Control System: \$1,000 per day
 - Portable Changeable Message Signs: \$500 per day
 - Maintain Traffic: \$1700 per day
- COZEEP is estimated at \$1,000 per working day and \$2,000 per working night whenever CHP involvement is needed during construction. COZEEP estimate should include 2 officers per vehicle when performing night work.
- If there is a change in the scope of the project or the order of work (schedule), please advise the TMP unit, as this may affect the TMP estimate.

P & E Requirement

To complete a TMP for this project, please provide the following to the Office of Traffic Management Planning at least three months prior to P&E: project description, title sheet, typical cross sections, layout sheets, construction cost estimates, number of working days, project schedule, and a contact person.

Needed Resources

TMP office will need the following resources to complete our work:

Activity 160	60 hours
Activity 230	140 hours
Activity 255	30 hours
Activity 265	10 hours
Activity 270	10 hours
Activity 285	4 hours

D-3 TRANSPORTATION MANAGEMENT PLAN CHECKLIST

District / EA: 03-0F310K
 Date Prepared: October 12, 2011
 Prepared By: Maher Dabbagh

Co.Rte.-PM.(KP) ED-49-PM 23.99
 Location South Fork American River Bridge (Br. No. 25-0021)

Stage of Project (X box) PID PSR PR PS&E

Description: Bridge Widening, and Improve safety standard.

REQUIRED	RECOMMENDED	NOT APPLICABLE	BEEES Item No.	COMMENTS	UNIT COST	REQUIRED IN SPEC.
----------	-------------	----------------	-------------------	----------	--------------	----------------------

1.0 Public Information Strategies

- 1.1 Brochures and Mailers
- 1.2 Media Releases (& minority media sources)
- 1.3 Paid Advertising
- 1.4 Public Information Center
- 1.5 Public Meetings/Speakers Bureau
- 1.6 Project Telephone Hotline
- 1.7 Internet, E-Mail
- 1.8 Local cable TV and News
- 1.9 Notification to Impacted groups
(i.e. bicycle users, pedestrians with disabilities, others)
- 1.10 Project Web Page
- 1.11 Caltrans Public Information Office
- 1.12 Consultant Public Information Office
- 1.13 Other items

<input checked="" type="checkbox"/>				For Adjacent Property Owners		
<input checked="" type="checkbox"/>						
<input checked="" type="checkbox"/>						
	<input checked="" type="checkbox"/>					
	<input checked="" type="checkbox"/>		066063			
	<input checked="" type="checkbox"/>					
	<input checked="" type="checkbox"/>					
	<input checked="" type="checkbox"/>					
<input checked="" type="checkbox"/>						
	<input checked="" type="checkbox"/>					
	<input checked="" type="checkbox"/>		066063			
		<input checked="" type="checkbox"/>				
		<input checked="" type="checkbox"/>				

2.0 Traveler Information Strategies

- 2.1 Changeable Message Signs (permanent)
- 2.2 Changeable Message Signs (portable)
- 2.3 Special Construction Signs
- 2.4 Traveler Information Systems (CHIN/Internet)
- 2.5 Highway Advisory Radio "HAR" (fixed or mobile)
- 2.6 Radar Speed Sign
- 2.7 Traffic Management Team
- 2.8 Revised Transit Schedules/ Maps
- 2.9 Bicycle community information
- 2.10 Other item

	<input checked="" type="checkbox"/>			If Available in vicinity		
<input checked="" type="checkbox"/>			128650			<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>			120690			
	<input checked="" type="checkbox"/>		861985			
	<input checked="" type="checkbox"/>		860520	If Available		
		<input checked="" type="checkbox"/>	066064			
		<input checked="" type="checkbox"/>				
		<input checked="" type="checkbox"/>				
<input checked="" type="checkbox"/>						
		<input checked="" type="checkbox"/>				

3.0 Incident Management

- 3.1 COZEEP
- 3.2 Freeway Service Patrol (tow truck service patrol)
- 3.3 Traffic Surveillance Stations (loops or CCTV)
- 3.4 Transportation Management Center
- 3.5 Traffic Control Inspector (Caltrans)
- 3.6 Traffic Management Team
- 3.7 On-site Traffic Advisor (contractor)
- 3.8 Other Items

<input checked="" type="checkbox"/>			066062	During nights Construction work		
		<input checked="" type="checkbox"/>	066065			
		<input checked="" type="checkbox"/>	066876			
		<input checked="" type="checkbox"/>				
	<input checked="" type="checkbox"/>					
		<input checked="" type="checkbox"/>				
		<input checked="" type="checkbox"/>				
		<input checked="" type="checkbox"/>				

4.0 Construction Strategies

- 4.1 Delay damage clause
- 4.2 Night work
- 4.3 Weekend Work
- 4.4 Extended Weekend Closures
- 4.5 Planned Lane Closures
- 4.6 Planned Ramp/Connector Closures
- 4.7 Total Facility Closure
- 4.8 Project Phasing
- 4.9 Truck Traffic Restrictions
- 4.10 Reduced Lane Widths

		<input checked="" type="checkbox"/>				
	<input checked="" type="checkbox"/>					
	<input checked="" type="checkbox"/>					
		<input checked="" type="checkbox"/>				
<input checked="" type="checkbox"/>				Per Lane Closure Charts		<input checked="" type="checkbox"/>
		<input checked="" type="checkbox"/>				
		<input checked="" type="checkbox"/>				
<input checked="" type="checkbox"/>						<input checked="" type="checkbox"/>
		<input checked="" type="checkbox"/>				
		<input checked="" type="checkbox"/>				

4.0 Construction Strategies (Continued)

- 4.11 Temporary K-Rail
- 4.12 Temporary Traffic Screens
- 4.13 Reduced Speed Zones
- 4.14 Traffic Control Improvements
- 4.15 Contingency Plans
 - 4.15.1 Material Plant on standby
 - 4.15.2 Extra Critical Equipment on site
 - 4.15.3 Material Testing Plan
 - 4.15.4 Alternate Material on site
(In case of failure or major delays)
 - 4.15.5 Emergency Detour Plan
 - 4.15.6 Emergency Notification Plan
 - 4.15.7 Weather Conditions Plan
 - 4.15.8 Delay Timing and Documentation Plan
 - 4.15.9 Late Closure Reopening Notification
- 4.16 Signal timing modification
- 4.17 Coordination with adjacent construction
- 4.18 Double Fine Zone (signs)
- 4.19 Right of Way Delay
- 4.20 Other Items

REQUIRED	RECOMMENDED	NOT APPLICABLE	BEES Item No.	COMMENTS	UNIT COST	REQUIRED IN SPEC.
X			129000	For Bridge rail work		X
	X		129150	If K-rail is used		
		X				
		X				
X						X
		X				
		X				
		X				
		X				
	X					
	X					
		X				
		X				
		X				
X						X
	X					
		X	066022			
	X					

5.0 Demand Management

- 5.1 HOV Lanes/Ramps
- 5.2 Ramp metering
- 5.3 Park-and-Ride Lots
- 5.4 Parking Management/Pricing
- 5.5 Rideshare Incentives
- 5.6 Rideshare Marketing
- 5.7 Transit, Train, or Light-Rail Incentives
- 5.8 Transit Service Modification
- 5.9 Variable Work Hours
- 5.10 Telecommute
- 5.11 Other Items

		X				
		X				
		X				
		X				
		X				
		X	066069			
		X	066066			
		X				
		X				
		X				
		X				

6.0 Alternate Route Strategies

- 6.1 Ramp Closures
- 6.2 Street Improvements
- 6.3 Reversible Lanes
- 6.4 Temporary Lanes or Shoulders Use
- 6.5 Freeway to freeway connector closures
- 6.6 Encroachment Permit from City/County

		X				
		X				
X						
		X				
		X				
		X				

7.0 Other Strategies

- 7.1 Application of new technology
- 7.2 Other Items

		X				
		X				

Comments:

ATTACHMENT G
COST ESTIMATE BREAKDOWN

PRELIMINARY COST ESTIMATE SUMMARY
Alternative 2

PROJECT DESCRIPTION:

**In El Dorado County at South Fork American River Bridge.
Perform seismic retrofit and barrier railing upgrade. Widen Existing Structure.**

SUMMARY OF PROJECT COST ESTIMATE

TOTAL ROADWAY ITEMS	\$ 4,360,000
TOTAL STRUCTURE ITEMS	\$ 7,760,000
SUBTOTAL CONSTRUCTION COSTS	\$ 12,120,000
TOTAL RIGHT OF WAY ITEMS	\$ 436,000
TOTAL PROJECT CAPITAL OUTLAY COSTS	\$ 12,556,000

Reviewed by District
Program Manager

Signature

Date

Approved by
Project Manager

Signature

Date

I. ROADWAY ITEMS

Quantity Unit Unit Price Item Cost Section Cost

Section 1: Earthwork

Roadway Excavation	1,550	CY	50.00	\$	77,500
Temporary Fence (Type ESA)	1	LS	2,000.00	\$	2,000
Clearing & Grubbing	1	LS	20,000.00	\$	20,000

Subtotal Earthwork \$ 99,500

Section 2: Pavement Structural Section*

HMA- Type A	1,185	TON	80.00	\$	94,800
Class 2 - Aggregate Base	1,100	CY	60.00	\$	66,000
Place HMA Dike	10,985	LF	1.50	\$	16,478
Cold Plane Asphalt Concrete Pavement	550	SQYD	18.00	\$	9,900
Tack Coat	2	TON	1,500.00	\$	3,000
Imported Material (Backing)	80	CY	100.00	\$	8,000
Rumble Strip	14	STA	75.00	\$	1,050

Subtotal Pavement Structural Sections \$ 199,228

Section 3: Drainage

Large Drainage Facilities			0.00	\$	-
Storm Drains			0.00	\$	-
Pumping Plants			0.00	\$	-
Project Drainage			0.00	\$	-
Misc Drainage			0.00	\$	-

Subtotal Drainage \$ -

Quantity Unit Unit Price Item Cost Section Cost

Section 4: Specialty Items

Salvage Metal Beam Guard Rail	530	LF	12.00	\$ 6,360
Metal Beam Guard Rail	530	LF	40.00	\$ 21,200
Terminal System	4	EA	3,500.00	\$ 14,000
Water Pollution Control	1	LS	30,000.00	\$ 30,000
Barriers and Guardrails	1	LS	15,000.00	\$ 15,000
Irrigation Modification			0.00	\$ -
Concrete Headlight Glare Screen r&r			0.00	\$ -
Facilities - Temp Fence & Gate	1	LS	5,000.00	\$ 5,000
Erosion Control	1	LS	120,000.00	\$ 120,000
Slope Protection	1	LS	30,000.00	\$ 30,000
Construction Site BMPs	1	LS	150,000.00	\$ 150,000
Resident Engineer Office Space	1	LS	30,000.00	\$ 30,000
Additional Funds for Barrier Railing	1	LS	164,000.00	\$ 164,000

Subtotal Specialty Items \$ 585,560

Section 5: Traffic Items

Construction Area signs	1	LS	14,000.00	\$ 14,000
COZEEP	250	Days	3,000.00	\$ 750,000
Traffic Management Plan Items	250	Days	3,300.00	\$ 825,000
Temporary Signing and Striping	1	LS	12,000.00	\$ 12,000
Temporary Railing Type K	1140	LF	35.00	\$ 39,900
Temporary Crash Cushion	28	EA	225.00	\$ 6,300
Temporary Lighting & Electrical	1	LS	200,000.00	\$ 200,000

Subtotal Traffic Items \$ 1,847,200

SUBTOTAL SECTIONS 1 THROUGH 5 \$ 2,732,000

Section 6: Minor

Section Cost

$$\boxed{\$ 2,732,000} \text{ X } \boxed{0.1} = \boxed{\$ 273,200}$$

(Subtotal Sections 1-5)

Total Minor Items $\boxed{\$ 274,000}$

Section 7: Roadway Mobilization

$$\boxed{\$ 3,006,000} \text{ X } \boxed{0.10} = \boxed{\$ 300,600}$$

(Subtotal Sections 1-6)

Total Roadway Mobilization $\boxed{\$ 301,000}$

Section 8: Roadway Additions

Supplemental Work

$$\boxed{\$ 3,006,000} \text{ X } \boxed{0.10} = \boxed{\$ 300,600}$$

(Subtotal Sections 1-6)

Contingencies

$$\boxed{\$ 3,006,000} \text{ X } \boxed{0.25} = \boxed{\$ 751,500}$$

(Subtotal Sections 1-6)

Total Roadway Additions $\boxed{\$ 1,053,000}$

TOTAL ROADWAY ITEMS $\boxed{\$ 4,360,000}$
(Subtotal Sections 1-8)

Estimate Prepared By: Ryan Kohagura
(Print Name)

Date: 9/12/2011
Phone: (530) 741-5746

Estimate Checked By: _____
(Print Name)

Date: _____
Phone: _____

II. Structures Items

	<i>Quantity</i>	<i>Unit</i>	<i>Unit Price</i>	<i>Item Cost</i>	<i>Section Cost</i>
S Fork American River Bridge #25-0021	1	LS	\$7,758,000	\$7,758,000	
Structure Type					
Footing Type (pile/spread)					
(includes 10% mobilization and 25% contingency)					

Subtotal Structures Items \$7,758,000

III. Railroad Related Costs

	<i>Quantity</i>	<i>Unit</i>	<i>Unit Price</i>	<i>Item Cost</i>	<i>Section Cost</i>
N/A			\$ -	\$ -	
			\$ -	\$ -	
			\$ -	\$ -	
			\$ -	\$ -	

Subtotal Railroad Costs \$ -

TOTAL STRUCTURES AND RAILROAD ITEMS \$ 7,758,000

Estimate Prepared By: Gudmund Setberg
 (Print Name)

Date: 9/9/2011
 Phone: (916) 227-8282

IV. Right of Way Escalated Value

Item Cost Escalation Rate Escalated Value

Total Acquisition Cost	\$ -	0%	\$ -
Mitigation Acquisition & Credits	\$ 326,000	5%	\$ 397,475
Project Development Permit Fees	\$ 11,865	5%	\$ 14,466
Utility Relocation (State share)	\$ 20,000	5%	\$ 24,385
Relocation Assistance	\$ -	0%	\$ -
Clearance/Demolition	\$ -	0%	\$ -
Title and Escrow Fees	\$ -	0%	\$ -
	\$ 357,865		
TOTAL RIGHT OF WAY ITEMS			\$ 436,000

Anticipated Date of Right of Way Certification October 1, 2015
 (Date to which values are escalated)

Construction Contract Work:

Brief Description of Work:

Right of Way Branch Cost Estimate for Work*

* 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.

Estimate Prepared By: Lee Ann Lambirth
 (Print Name)

Date: 9/7/2011
 Phone: (530) 740-4915

PRELIMINARY COST ESTIMATE SUMMARY
Alternative 3

PROJECT DESCRIPTION:

**In El Dorado County at South Fork American River Bridge.
New Structure.**

SUMMARY OF PROJECT COST ESTIMATE

TOTAL ROADWAY ITEMS	\$ 4,097,000
TOTAL STRUCTURE ITEMS	\$ 3,830,350
SUBTOTAL CONSTRUCTION COSTS	\$ 7,927,350
TOTAL RIGHT OF WAY ITEMS	\$ 436,000
TOTAL PROJECT CAPITAL OUTLAY COSTS	\$ 8,363,350

Reviewed by District
Program Manager

Signature

Date

Approved by
Project Manager

Signature

Date

I. ROADWAY ITEMS

Quantity Unit Unit Price Item Cost Section Cost

Section 1: Earthwork

Roadway Excavation	1,550	CY	50.00	\$	77,500
Temporary Fence (Type ESA)	1	LS	2,000.00	\$	2,000
Clearing & Grubbing	1	LS	20,000.00	\$	20,000

Subtotal Earthwork \$ 99,500

Section 2: Pavement Structural Section*

HMA- Type A	1,185	TON	80.00	\$	94,800
Class 2 - Aggregate Base	1,100	CY	60.00	\$	66,000
Place HMA Dike	10,985	LF	1.50	\$	16,478
Cold Plane Asphalt Concrete Pavement	550	SQYD	18.00	\$	9,900
Tack Coat	2	TON	1,500.00	\$	3,000
Imported Material (Backing)	80	CY	100.00	\$	8,000
Rumble Strip	14	STA	75.00	\$	1,050

Subtotal Pavement Structural Sections \$ 199,228

Section 3: Drainage

Large Drainage Facilities			0.00	\$	-
Storm Drains			0.00	\$	-
Pumping Plants			0.00	\$	-
Project Drainage			0.00	\$	-
Misc Drainage			0.00	\$	-

Subtotal Drainage \$ -

Quantity Unit Unit Price Item Cost Section Cost

Section 4: Specialty Items

Salvage Metal Beam Guard Rail	530	LF	12.00	\$	6,360
Metal Beam Guard Rail	530	LF	40.00	\$	21,200
Terminal System	4	EA	3,500.00	\$	14,000
Water Pollution Control	1	LS	30,000.00	\$	30,000
Barriers and Guardrails	1	LS	15,000.00	\$	15,000
Irrigation Modification			0.00	\$	-
Concrete Headlight Glare Screen r&r			0.00	\$	-
Facilities - Temp Fence & Gate	1	LS	5,000.00	\$	5,000
Erosion Control	1	LS	120,000.00	\$	120,000
Slope Protection	1	LS	30,000.00	\$	30,000
Construction Site BMPs	1	LS	150,000.00	\$	150,000
Resident Engineer Office Space	1	LS	30,000.00	\$	30,000
Additional Funds for Barrier Railing	1	LS	200,000.00	\$	200,000

Subtotal Specialty Items \$ 621,560

Section 5: Traffic Items

Construction Area signs	1	LS	14,000.00	\$	14,000
COZEEP	250	Days	3,000.00	\$	750,000
Traffic Management Plan Items	250	Days	2,500.00	\$	625,000
Temporary Signing and Striping	1	LS	12,000.00	\$	12,000
Temporary Railing Type K	1140	LF	35.00	\$	39,900
Temporary Crash Cushion	28	EA	225.00	\$	6,300
Temporary Lighting & Electrical	1	LS	200,000.00	\$	200,000

Subtotal Traffic Items \$ 1,647,200

SUBTOTAL SECTIONS 1 THROUGH 5 \$ 2,568,000

Section 6: Minor

Section Cost

$$\boxed{\$ 2,568,000} \text{ X } \boxed{0.1} = \boxed{\$ 256,800}$$

(Subtotal Sections 1-5)

Total Minor Items $\boxed{\$ 257,000}$

Section 7: Roadway Mobilization

$$\boxed{\$ 2,825,000} \text{ X } \boxed{0.10} = \boxed{\$ 282,500}$$

(Subtotal Sections 1-6)

Total Roadway Mobilization $\boxed{\$ 283,000}$

Section 8: Roadway Additions

Supplemental Work

$$\boxed{\$ 2,825,000} \text{ X } \boxed{0.10} = \boxed{\$ 282,500}$$

(Subtotal Sections 1-6)

Contingencies

$$\boxed{\$ 2,825,000} \text{ X } \boxed{0.25} = \boxed{\$ 706,250}$$

(Subtotal Sections 1-6)

Total Roadway Additions $\boxed{\$ 989,000}$

TOTAL ROADWAY ITEMS $\boxed{\$ 4,097,000}$
(Subtotal Sections 1-8)

Estimate Prepared By: Ryan Kohagura
(Print Name)

Date: 9/12/2011
Phone: (530) 741-5746

Estimate Checked By: _____
(Print Name)

Date: _____
Phone: _____

II. Structures Items

	<i>Quantity</i>	<i>Unit</i>	<i>Unit Price</i>	<i>Item Cost</i>	<i>Section Cost</i>
S Fork American River Bridge #25-0021	1	LS	\$3,827,350	\$3,827,350	
Structure Type					
Footing Type (pile/spread)					
(includes 10% mobilization and 25% contingency)					

Subtotal Structures Items \$3,827,350

III. Railroad Related Costs

	<i>Quantity</i>	<i>Unit</i>	<i>Unit Price</i>	<i>Item Cost</i>	<i>Section Cost</i>
N/A			\$ -	\$ -	
			\$ -	\$ -	
			\$ -	\$ -	
			\$ -	\$ -	

Subtotal Railroad Costs \$ -

TOTAL STRUCTURES AND RAILROAD ITEMS \$ 3,827,350

Estimate Prepared By: Gudmund Setberg
 (Print Name)

Date: 9/9/2011
 Phone: (916) 227-8282

IV. Right of Way Escalated Value

Item Cost Escalation Rate Escalated Value

Total Acquisition Cost	\$ -	0%	\$ -
Mitigation Acquisition & Credits	\$ 326,000	5%	\$ 397,475
Project Development Permit Fees	\$ 11,865	5%	\$ 14,466
Utility Relocation (State share)	\$ 20,000	5%	\$ 24,385
Relocation Assistance	\$ -	0%	\$ -
Clearance/Demolition	\$ -	0%	\$ -
Title and Escrow Fees	\$ -	0%	\$ -
	\$ 357,865		
TOTAL RIGHT OF WAY ITEMS			\$ 436,000

Anticipated Date of Right of Way Certification October 1, 2015
 (Date to which values are escalated)

Construction Contract Work:

Brief Description of Work:

Right of Way Branch Cost Estimate for Work*

* 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.

Estimate Prepared By: Lee Ann Lambirth
 (Print Name)

Date: 9/7/2011
 Phone: (530) 740-4915

PRELIMINARY COST ESTIMATE SUMMARY
Alternative 4

PROJECT DESCRIPTION:

**In El Dorado County at South Fork American River Bridge.
Perform seismic retrofit and barrier railing upgrade. Add Two PED/Bike Paths**

SUMMARY OF PROJECT COST ESTIMATE

TOTAL ROADWAY ITEMS	\$ 2,069,000
TOTAL STRUCTURE ITEMS	\$ 1,830,000
SUBTOTAL CONSTRUCTION COSTS	\$ 3,899,000
TOTAL RIGHT OF WAY ITEMS	\$ 436,000
TOTAL PROJECT CAPITAL OUTLAY COSTS	\$ 4,335,000

Reviewed by District
Program Manager

Signature

Date

Approved by
Project Manager

Signature

Date

I. ROADWAY ITEMS

Quantity Unit Unit Price Item Cost Section Cost

Section 1: Earthwork

Roadway Excavation	1,550	CY	50.00	\$	77,500
Temporary Fence (Type ESA)	1	LS	2,000.00	\$	2,000
Clearing & Grubbing	1	LS	20,000.00	\$	20,000

Subtotal Earthwork \$ 99,500

Section 2: Pavement Structural Section*

HMA- Type A	1,185	TON	80.00	\$	94,800
Class 2 - Aggregate Base	1,100	CY	60.00	\$	66,000
Place HMA Dike	10,985	LF	1.50	\$	16,478
Cold Plane Asphalt Concrete Pavement	550	SQYD	18.00	\$	9,900
Tack Coat	2	TON	1,500.00	\$	3,000
Imported Material (Backing)	80	CY	100.00	\$	8,000
Rumble Strip	14	STA	75.00	\$	1,050

Subtotal Pavement Structural Sections \$ 199,228

Section 3: Drainage

Large Drainage Facilities			0.00	\$	-
Storm Drains			0.00	\$	-
Pumping Plants			0.00	\$	-
Project Drainage			0.00	\$	-
Misc Drainage			0.00	\$	-

Subtotal Drainage \$ -

Quantity Unit Unit Price Item Cost Section Cost

Section 4: Specialty Items

Salvage Metal Beam Guard Rail
 Metal Beam Guard Rail
 Terminal System
 Water Pollution Control
 Barriers and Guardrails
 Irrigation Modification
 Concrete Headlight Glare Screen r&r
 Facilities - Temp Fence & Gate
 Erosion Control
 Slope Protection
 Construction Site BMPs
 Resident Engineer Office Space
 Additional Funds for Barrier Railing

530	LF	12.00	\$	6,360
530	LF	40.00	\$	21,200
4	EA	3,500.00	\$	14,000
1	LS	30,000.00	\$	30,000
1	LS	15,000.00	\$	15,000
		0.00	\$	-
		0.00	\$	-
1	LS	5,000.00	\$	5,000
1	LS	120,000.00	\$	120,000
1	LS	30,000.00	\$	30,000
1	LS	80,000.00	\$	80,000
1	LS	15,000.00	\$	15,000
1	LS	200,000.00	\$	200,000

Subtotal Specialty Items \$ 536,560

Section 5: Traffic Items

Construction Area signs
 COZEEP
 Traffic Management Plan Items
 Temporary Signing and Striping
 Temporary Railing Type K
 Temporary Crash Cushion
 Temporary Lighting & Electrical

1	LS	7,000.00	\$	7,000
50	Days	3,000.00	\$	150,000
50	Days	3,300.00	\$	165,000
1	LS	12,000.00	\$	12,000
1140	LF	35.00	\$	39,900
28	EA	224.00	\$	6,272
1	LS	80,000.00	\$	80,000

Subtotal Traffic Items \$ 460,172

SUBTOTAL SECTIONS 1 THROUGH 5 \$ 1,296,000

Section 6: Minor

Section Cost

$$\boxed{\$ 1,296,000} \text{ X } \boxed{0.1} = \boxed{\$ 129,600}$$

(Subtotal Sections 1-5)

Total Minor Items $\boxed{\$ 130,000}$

Section 7: Roadway Mobilization

$$\boxed{\$ 1,426,000} \text{ X } \boxed{0.10} = \boxed{\$ 142,600}$$

(Subtotal Sections 1-6)

Total Roadway Mobilization $\boxed{\$ 143,000}$

Section 8: Roadway Additions

Supplemental Work

$$\boxed{\$ 1,426,000} \text{ X } \boxed{0.10} = \boxed{\$ 142,600}$$

(Subtotal Sections 1-6)

Contingencies

$$\boxed{\$ 1,426,000} \text{ X } \boxed{0.25} = \boxed{\$ 356,500}$$

(Subtotal Sections 1-6)

Total Roadway Additions $\boxed{\$ 500,000}$

TOTAL ROADWAY ITEMS $\boxed{\$ 2,069,000}$
(Subtotal Sections 1-8)

Estimate Prepared By: Ryan Kohagura
(Print Name)

Date: 9/12/2011
Phone: (530) 741-5746

Estimate Checked By: _____
(Print Name)

Date: _____
Phone: _____

II. Structures Items

	<i>Quantity</i>	<i>Unit</i>	<i>Unit Price</i>	<i>Item Cost</i>	<i>Section Cost</i>
S Fork American River Bridge #25-0021	1	LS	\$1,827,920	\$1,827,920	
Structure Type					
Footing Type (pile/spread)					
(includes 10% mobilization and 25% contingency)					

Subtotal Structures Items \$1,827,920

III. Railroad Related Costs

	<i>Quantity</i>	<i>Unit</i>	<i>Unit Price</i>	<i>Item Cost</i>	<i>Section Cost</i>
N/A			\$ -	\$ -	
			\$ -	\$ -	
			\$ -	\$ -	
			\$ -	\$ -	

Subtotal Railroad Costs \$ -

TOTAL STRUCTURES AND RAILROAD ITEMS \$ 1,827,920

Estimate Prepared By: Gudmund Setberg
 (Print Name)

Date: 9/9/2011
 Phone: (916) 227-8282

IV. Right of Way Escalated Value

	<i>Item Cost</i>	<i>Escalation Rate</i>	<i>Escalated Value</i>
Total Acquisition Cost	\$ -	0%	\$ -
Mitigation Acquisition & Credits	\$ 326,000	5%	\$ 397,475
Project Development Permit Fees	\$ 11,865	5%	\$ 14,466
Utility Relocation (State share)	\$ 20,000	5%	\$ 24,385
Relocation Assistance	\$ -	0%	\$ -
Clearance/Demolition	\$ -	0%	\$ -
Title and Escrow Fees	\$ -	0%	\$ -
	\$ 357,865		
TOTAL RIGHT OF WAY ITEMS			\$ 436,000

Anticipated Date of Right of Way Certification October 1, 2015
 (Date to which values are escalated)

Construction Contract Work:

Brief Description of Work:

Right of Way Branch Cost Estimate for Work*

* 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.

Estimate Prepared By: Lee Ann Lambirth
 (Print Name)

Date: 9/7/2011
 Phone: (530) 740-4915

PRELIMINARY COST ESTIMATE SUMMARY
Alternative 5

PROJECT DESCRIPTION:

**In El Dorado County at South Fork American River Bridge.
Perform seismic retrofit and barrier railing upgrade. New PED/Bike Bridge**

SUMMARY OF PROJECT COST ESTIMATE

TOTAL ROADWAY ITEMS	\$ 1,268,000
TOTAL STRUCTURE ITEMS	\$ 1,960,000
SUBTOTAL CONSTRUCTION COSTS	\$ 3,228,000
TOTAL RIGHT OF WAY ITEMS	\$ 436,000
TOTAL PROJECT CAPITAL OUTLAY COSTS	\$ 3,664,000

Reviewed by District
Program Manager

Signature

Date

Approved by
Project Manager

Signature

Date

I. ROADWAY ITEMS

Quantity Unit Unit Price Item Cost Section Cost

Section 1: Earthwork

Roadway Excavation	765	CY	60.00	\$	45,900
Temporary Fence (Type ESA)	1	LS	2,000.00	\$	2,000
Clearing & Grubbing	1	LS	20,000.00	\$	20,000

Subtotal Earthwork \$ 67,900

Section 2: Pavement Structural Section*

HMA- Type A	560	TON	90.00	\$	50,400
Class 2 - Aggregate Base	550	CY	60.00	\$	33,000
Place HMA Dike	4,165	LF	1.50	\$	6,248
Cold Plane Asphalt Concrete Pavement	550	SQYD	18.00	\$	9,900
Tack Coat	1	TON	1,500.00	\$	1,500
Imported Material (Backing)	40	CY	100.00	\$	4,000
Rumble Strip	7	STA	75.00	\$	525

Subtotal Pavement Structural Sections \$ 105,573

Section 3: Drainage

Large Drainage Facilities			0.00	\$	-
Storm Drains			0.00	\$	-
Pumping Plants			0.00	\$	-
Project Drainage			0.00	\$	-
Misc Drainage			0.00	\$	-

Subtotal Drainage \$ -

Quantity Unit Unit Price Item Cost Section Cost

Section 4: Specialty Items

Salvage Metal Beam Guard Rail	265	LF	12.00	\$	3,180
Metal Beam Guard Rail	265	LF	55.00	\$	14,575
Terminal System	2	EA	3,500.00	\$	7,000
Water Pollution Control	1	LS	30,000.00	\$	30,000
Barriers and Guardrails	1	LS	15,000.00	\$	15,000
Irrigation Modification			0.00	\$	-
Concrete Headlight Glare Screen r&r			0.00	\$	-
Facilities - Temp Fence & Gate	1	LS	5,000.00	\$	5,000
Erosion Control	1	LS	60,000.00	\$	60,000
Slope Protection	1	LS	15,000.00	\$	15,000
Construction Site BMPs	1	LS	40,000.00	\$	40,000
Resident Engineer Office Space	1	LS	10,000.00	\$	10,000
Additional Funds for Barrier Railing	1	LS	160,000.00	\$	160,000

Subtotal Specialty Items \$ 359,755

Section 5: Traffic Items

Construction Area signs	1	LS	7,000.00	\$	7,000
COZEEP	25	Days	3,000.00	\$	75,000
Traffic Management Plan Items	25	Days	2,800.00	\$	70,000
Temporary Signing and Striping	1	LS	12,000.00	\$	12,000
Temporary Railing Type K	1140	LF	35.00	\$	39,900
Temporary Crash Cushion	28	EA	225.00	\$	6,300
Temporary Lighting & Electrical	1	LS	50,000.00	\$	50,000

Subtotal Traffic Items \$ 260,200

SUBTOTAL SECTIONS 1 THROUGH 5 \$ 794,000

Section 6: Minor

Section Cost

$$\boxed{\$ 794,000} \text{ X } \boxed{0.1} = \boxed{\$ 79,400}$$

(Subtotal Sections 1-5)

Total Minor Items $\boxed{\$ 80,000}$

Section 7: Roadway Mobilization

$$\boxed{\$ 874,000} \text{ X } \boxed{0.10} = \boxed{\$ 87,400}$$

(Subtotal Sections 1-6)

Total Roadway Mobilization $\boxed{\$ 88,000}$

Section 8: Roadway Additions

Supplemental Work

$$\boxed{\$ 874,000} \text{ X } \boxed{0.10} = \boxed{\$ 87,400}$$

(Subtotal Sections 1-6)

Contingencies

$$\boxed{\$ 874,000} \text{ X } \boxed{0.25} = \boxed{\$ 218,500}$$

(Subtotal Sections 1-6)

Total Roadway Additions $\boxed{\$ 306,000}$

TOTAL ROADWAY ITEMS $\boxed{\$ 1,268,000}$
(Subtotal Sections 1-8)

Estimate Prepared By: Ryan Kohagura
(Print Name)

Date: 9/12/2011
Phone: (530) 741-5746

Estimate Checked By: _____
(Print Name)

Date: _____
Phone: _____

II. Structures Items

	<i>Quantity</i>	<i>Unit</i>	<i>Unit Price</i>	<i>Item Cost</i>	<i>Section Cost</i>
S Fork American River Bridge #25-0021	1	LS	\$1,956,090	\$1,956,090	
Structure Type					
Footing Type (pile/spread)					
(includes 10% mobilization and 25% contingency)					

Subtotal Structures Items \$1,956,090

III. Railroad Related Costs

	<i>Quantity</i>	<i>Unit</i>	<i>Unit Price</i>	<i>Item Cost</i>	<i>Section Cost</i>
N/A			\$ -	\$ -	
			\$ -	\$ -	
			\$ -	\$ -	
			\$ -	\$ -	

Subtotal Railroad Costs \$ -

TOTAL STRUCTURES AND RAILROAD ITEMS \$ 1,956,090

Estimate Prepared By: Gudmund Setberg
 (Print Name)

Date: 9/9/2011
 Phone: (916) 227-8282

IV. Right of Way Escalated Value

	<i>Item Cost</i>	<i>Escalation Rate</i>	<i>Escalated Value</i>
Total Acquisition Cost	\$ -	0%	\$ -
Mitigation Acquisition & Credits	\$ 326,000	5%	\$ 397,475
Project Development Permit Fees	\$ 11,865	5%	\$ 14,466
Utility Relocation (State share)	\$ 20,000	5%	\$ 24,385
Relocation Assistance	\$ -	0%	\$ -
Clearance/Demolition	\$ -	0%	\$ -
Title and Escrow Fees	\$ -	0%	\$ -
	\$ 357,865		
TOTAL RIGHT OF WAY ITEMS			\$ 436,000

Anticipated Date of Right of Way Certification November 1, 2013
 (Date to which values are escalated)

Construction Contract Work:

Brief Description of Work:

Right of Way Branch Cost Estimate for Work*

* 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.

Estimate Prepared By: Lee Ann Lambirth
 (Print Name)

Date: 9/7/2011
 Phone: (530) 740-4915

ATTACHMENT H
PROGRAMMING SHEET

PROGRAMMING SHEET - 2011/2012

EA: 03-0F310

Proj Name: American Bridge Retrofit

Project Manager: Clark Peri

Co-Rte-PM: ED-049- 024.0/

Date: 10/24/2011

Type: SHOPP

PROJECT SCHEDULE

MILESTONE		DATE (STATUS)
Begin Environmental Document	M020	08/01/2012 (T)
Begin Project Report	M040	07/01/2012 (T)
Circulate Environmental Document (DED)	M120	02/01/2014 (T)
Project Approval & Environmental Document (PA&ED)	M200	08/01/2014 (T)
District Submits Bridge Site Data to Structures	M221	09/15/2013 (T)
Right of Way Maps	M224	04/01/2014 (T)
Regular Right of Way	M225	08/01/2014 (T)
District Plans, Specifications & Estimates to DOE	M377	04/15/2015 (T)
Draft Structures Plans, Specifications & Estimates	M378	03/15/2015 (T)
District Plans, Specifications & Estimates (PS&E)	M380	07/15/2015 (T)
Right of Way Certification	M410	10/01/2015 (T)
Ready to List (RTL)	M460	10/15/2015 (T)
Headquarters Advertise (HQ AD)	M480	01/15/2016 (T)
Approve Construction Contract	M500	06/01/2016 (T)
Contract Acceptance (CCA)	M600	11/01/2018 (T)
End Project	M800	11/01/2020 (T)

ESTIMATE	DATE	AMOUNT
ROADWAY	09/30/11	\$ 4360
BRIDGE	09/30/11	\$ 7760
Subtotal Const		\$ 12120
RIGHT OF WAY	09/21/11	\$ 436
MITIGATION		\$ 0
Subtotal RW		\$ 436
GRAND TOTAL		\$ 12556

EXISTING PROGRAMMING	
PAED	\$
PS&E	\$
RW - Sup	\$
RW - Cap	\$
Const - Sup	\$
Const - Cap	\$

*Does not apply to RW Capital + Not Escalated ++ Only Escalated to 1 year into Future

PROJECT COSTS BY SB45 CATEGORY

CAPITAL COST ESTIMATE (Escalation Factor)	Prior Yrs+	11/12+	12/13 (3.5%)	13/14 (3.5%)	14/15 (3.5%)	15/16 (3.5%)	Future++ (3.5%)	Total	
Right of Way					42	456		\$ 499	
Construction						13907		\$ 13,908	
CAPITAL COSTS TOTAL								\$ 14,407	
SUPPORT COSTS (Escalation Factor)			(1.5%)	(1.5%)	(1.5%)	(1.5%)	(1.5%)		Sup/Cap
PAED			372	322	16			\$ 710	4.93%
PS&E			44	716	842	130		\$ 1,731	12.02%
Right of Way				45	39	24	100	\$ 208	1.44%
Construction						69	2007	\$ 2,076	14.41%
SUPPORT COSTS TOTAL								\$4,725	32.79%
TOTAL PROJECT COSTS								\$ 19,131	

PROJECT SUPPORT IN PYS

	Prior Yrs	11/12	12/13	13/14	14/15	15/16	Future	Total	PY %
Environmental	0.00	0.00	1.57	1.63	0.52	0.11	0.23	4.06	13.38%
Design	0.00	0.00	0.35	0.97	0.87	0.01	0.06	2.26	7.45%
Engineering Services	0.00	0.00	0.25	0.42	0.57	0.10	0.17	1.51	4.98%
Surveys	0.00	0.00	0.53	0.67	0.20	0.05	0.31	1.76	5.80%
Right of Way	0.00	0.00	0.14	0.05	0.29	0.13	0.42	1.03	3.39%
Traffic	0.00	0.00	0.05	0.22	0.23	0.04	0.07	0.61	2.01%
Construction	0.00	0.00	0.00	0.07	0.10	0.23	6.05	6.45	21.25%
Project Management	0.00	0.00	0.11	0.11	0.13	0.12	0.15	0.62	2.04%
District Units*	0.00	0.00	0.05	0.04	0.02	0.01	0.05	0.17	0.56%
Subtotal Dist/Region Resources	0.00	0.00	3.05	4.18	2.93	0.80	7.51	18.47	60.86%
59-DES Project Development	0.00	0.00	0.01	2.66	2.48	0.08	0.12	5.35	17.63%
59-DES Structures Foundation	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00%
59-Office Engineer	0.00	0.00	0.00	0.05	0.05	0.33	0.00	0.43	1.42%
59-DES Project Management	0.00	0.00	0.01	0.01	0.01	0.01	0.01	0.05	0.16%
59-DES Construction	0.00	0.00	0.01	0.03	0.06	0.21	5.74	6.05	19.93%
59-DES Other Units**	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00%
Subtotal DES Resources	0.00	0.00	0.03	2.75	2.60	0.63	5.87	11.88	39.14%
TOTAL PYS	0.00	0.00	3.08	6.93	5.53	1.43	13.38	30.35	

*Admin, Plng, Maintenance

**DES Admin, DES Plng, DES Maintenance

HRS/PYS = 1758

Comments: