SM-92- PM 5.4/6.2
SOL-780-PM 1.4/2.4
Program Code 201.015
0400020617 K (EA-1G850K)
September 2011

Request Programming in 2012 SHOPP

PROJECT LOCATION:

In San Mateo County, on Route 92 at PM 5.4/6.2 and
In Solano County, on Route 780 at PM 1.5/2.4

APPROVAL RECOMMENDED:

ROLAND AU-YEUNG, DISTRICT PROGRAM MANAGER

APPROVAL RECOMMENDED:

for

MOHAMMAD SULEIMAN, PROJECT MANAGER

APPROVED:

BIJAN SARTIPI, DISTRICT DIRECTOR — *DATE* 9-29-11

This project initiation document 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.

Hugh Converse
HUGH CONVERSE, REGISTERED CIVIL ENGINEER — *DATE* 9-15-11

REGISTERED PROFESSIONAL ENGINEER
Hugh Converse
REGISTRANT'S NAME
15798
NUMBER
6/30/13
Exp. (Date)
Civil
BRANCH
STATE OF CALIFORNIA

1. INITIATING OFFICE/INITIATOR:

The Headquarters' 2006 Run Off Road Monitoring Program has established that a project is needed in San Mateo County, Route 92 between PM 5.4 and PM 6.2 and in Solano County, Route 780 between PM 1.4 and PM 2.4.

This Small Capital Value Project (SCVP) project initiation document (PID) provides conceptual approval of the proposal and a recommendation to program the project is qualified for the State Highway Operation and Protection Program (SHOPP) funding under the Collision Severity Reduction Program (program Code 201.015). A project report will serve as final approval of the proposal.

2. PURPOSE AND NEED:

Need:

Per 2006 Run Off Road Monitoring Program, segments of the existing metal beam guard railing (MBGR) on Route 92 in San Mateo County and Route 780 in Solano County need to be extended to improve safety. As results of the extension, specifically on Route 780, the existing MBGR connections to the concrete bridge structures need to be modified to meet current standards, which require MBGR transition railing connecting to the structure.

Purpose:

The overall purpose of the project for these two counties is to reduce the potential occurrence and severity of run-off-the-road type accidents by extending the existing MBGR to the appropriate lengths.

3. DEFICIENCY SUMMARY:

District 4 has identified 3 locations in San Mateo that require new MBGR to close all gaps in existing MBGR. These locations are listed in Attachment B Project Description.

Also, District 4 has identified 8 locations in Solano County that require new MBGR, and modify the existing MBGR junctions that are attached to the side of the bridge structure. These locations are listed in Attachment B Project Description.

4. PROJECT PROPOSAL:

For all the San Mateo County locations, it is proposed to install new metal beam guard rail, and end treatments as an extension to the existing ones. There is no removal or bridge connection required.

For all the Solano County locations, it is proposed to install new MBGR and modify existing MBGR that are attached to the structure. This require removal of a minimum length of 37.5ft of the existing MBGR and replacement with a Type WB transition railing, extension of the existing MBGR and installation of MBGR end treatments to meet the current standard.

Details regarding these locations are included in Attachments B and C.

The capital cost estimate provided in this SCVP PID is included in Attachment E and is intended for programming purposes only. It is recommended that the proposed improvements be programmed in the 14/15 fiscal year at the estimated cost of $1,174,000 for construction capital and $10,000 for R/W capital.

Right of Way:

The proposed project in San Mateo County and Solano County will install new MBGR and/or modify MBGR. All construction work including traffic control operations will be performed within the State right of way.

Disposal Site:

As the amount of material to be disposed of is expected to be minimal the need for disposal site is not anticipated.

Utilities:

Since all of the proposed project work is on State highways next to the edge of pavement, it is assumed that existing utilities will not need to be removed or relocated. Utilities verification will be performed in the next project phase.

Environmental:

Environmental impacts associated with this project are expected to be minimal and a Categorical Exemption is the anticipated environmental clearance

document. The appropriate environmental clearance will be determined during the next project phase.

5. PROGRAMMING:

Project capital and support cost estimates, including key assumptions used to prepare the estimates, are shown below:

PROJECT CAPITAL COST		
Fiscal Year	**Right of Way Capital**	**Construction Capital***
FY 2011/12		$1,043,000
FY 2012/13		$1,085,000
FY 2013/14		$1,128,000
FY 2014/15	$10,000	$1,174,000

*Annual escalation factor of 4% is assumed.

Key assumptions for the project cost estimate as percentage of total construction capital:

- TMP 10%
- SWDR 3.25%
- Environmental Compliance/Mitigation 1%
- Contingency 30%
- R/W 1%

PROJECT SUPPORT COMPONENTS									
	PA&ED 0 Phase		**Design 1 Phase**		**Right of Way 2 Phase**		**Construction 3 Phase**		**Total**
	Dist	**DES**	**Dist**	**DES**	**Dist**	**DES**	**Dist**	**DES**	
Estimated PY's	0.6		0.9		0.6		0.9		3.0
Estimated PYE $'s ($1000)	108		162		108		162		540

Key assumption(s) for the cost estimate as percentage of total construction capital:

- Support cost 50%
- $180,000 per PY

6. SCHEDULE:

HQ Milestones	Delivery Date (Month, Year)
Begin Environmental	07/2012
PA & ED	07/2013
Regular Right of Way	10/2013
Project PS&E	07/2014
Right of Way Certification	09/2014
Ready to List	10/2014
Approve Contract	02/2015
Contract Acceptance	08/2015
End Project	08/2016

Key assumption(s) for the schedule:

12 months for PA&ED
12 months for PS&E
6 months for Construction

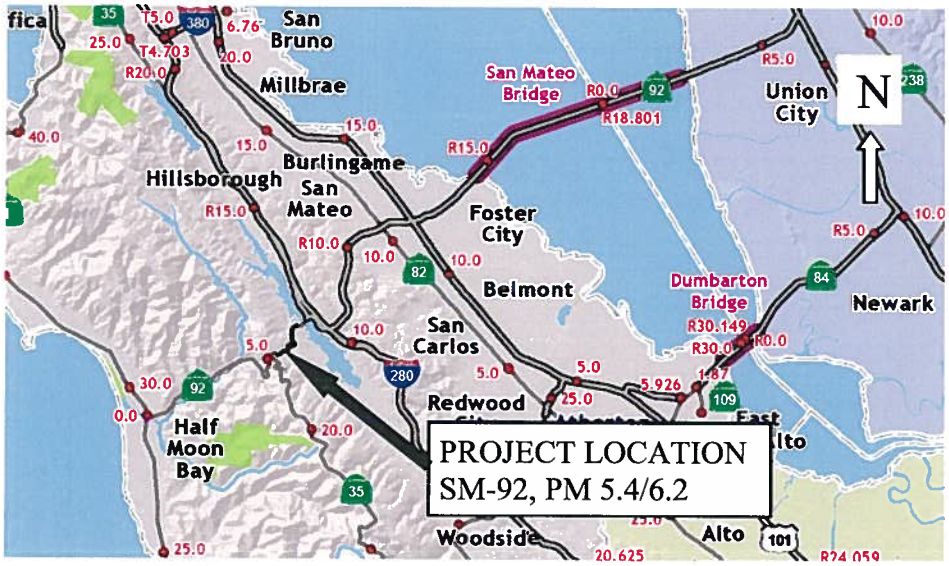
7. ATTACHMENTS:

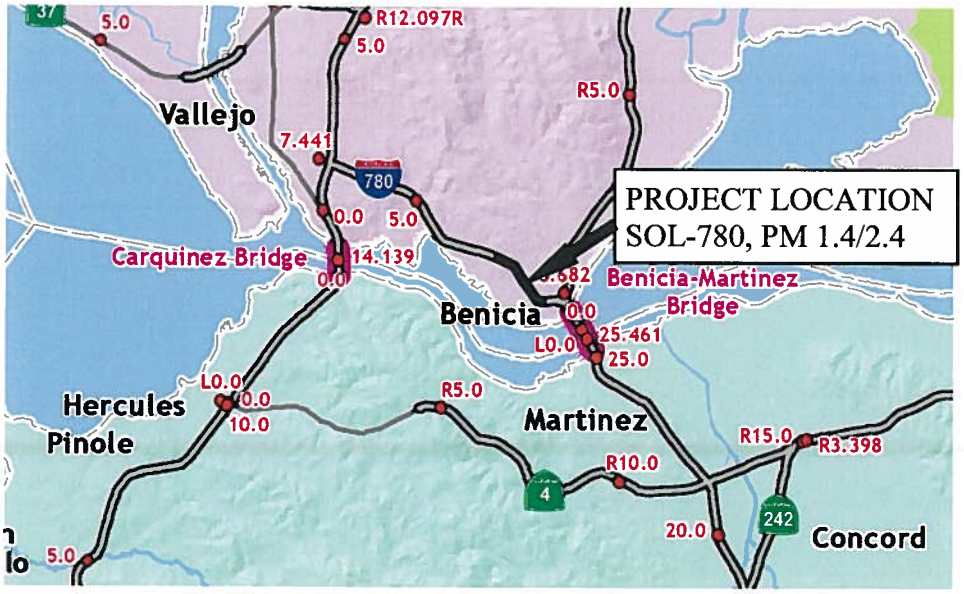
A. Project Location Map
B. Project Description Table
C. Layouts
D. Preliminary Project Cost Estimate

ATTACHMENT A

Project Location Map

Location Map





ATTACHMENT B

Project Description Table

04-SM-92-PM 5.4/6.2 and SOL-780-PM 1.4/2.4
Project ID No. 0400020617(EA# 1G850K)
Collision Severity Reduction Project 201.015

Location								Connecting Structure			Transiton Railing Type *		MBGR (ft)							
ID #	County	Rte	PM	Direction EB/WB	Hwy (H) / Ramp (R)	Left (L) or Right (R) Side	Description	Abutment	Wall	Bridge Rail	WB	STB	Remove	Install	Install Thrie Beam Barrier (ft)	Concrete Anchor Block	Terminal System End Treatment (EA)	Existing Features (Drainage Systems, Utilities, Electricals etc) to Relocate/ Modify	Environmental Considerations	Notes/ Remarks
1	SM	92	5.4	EB	H	R	Install 600' MBGR							600			1			Proposed work may affect some electrical system. Reconstruct existing AC dike is needed.
2	SM	92	5.54	EB	H	R	Install 1056' MBGR							1056						Proposed work may affect some electrical system. Reconstruct existing AC dike is needed.
3	SM	92	5.86	EB	H	R	Install 1056' MBGR							1056						system. Reconstruct existing AC dike is needed
4	SM	92	6.12	EB	H	R	Install 788' MBGR							788						Proposed work may affect some electrical system. Reconstruct existing AC dike is needed.
5	SOL	780	1.49	WB	H	R	Upgrade existing MBGR conncection to bridge rail with Type WB MBGR transition railing. Also reconstruct and extend 280' MBGR to existing MBGR			y	1		50	280		1	1			Proposed BMGR to be nested over existing overside drain and inlet, or relocate/modify existing overside drain and inlet and reconstruct existing AC dike is needed.
6	SOL	780	1.59	WB	H	R	Install 450' MBGR							450				Contact MTC "Call Box" program Coordinator to relocated call box and handrail if necessary		Proposed BMGR to be nested over existing overside drain and inlet, or relocate/modify existing overside drain and inlet and reconstruct existing AC dike is needed.
7	SOL	780	1.90	WB	H	R	Upgrade existing MBGR conncection to bridge rail with Type WB MBGR transition railing. Also reconstruct and extend 350' MBGR to existing MBGR			y	1		50	350		1	1			Reconstruct existing AC dike is needed.
8	SOL	780	2.02	WB	H	R	Install 730' MBGR							730						Reconstruct existing AC dike is needed.
9	SOL	780	2.03	WB	H	R	Install 600' MBGR						50	600			1			Reconstruct existing AC dike is needed.
10	SOL	780	1.63	EB	H	R	Upgrade existing MBGR conncection to bridge rail with Type WB MBGR transition railing. Also reconstruct and extend 450' MBGR to existing MBGR			y	1		50	450		1	1	Contact MTC "Call Box" program Coordinator to relocated call box and handrail if necessary		Proposed BMGR to be nested over existing overside drain and inlet, or relocate/modify existing overside drain and inlet and reconstruct existing AC dike is needed
11	SOL	780	1.45	EB	H	R	Install 585' MBGR							585						Proposed BMGR to be nested over existing overside drain and inlet, or relocate/modify existing overside drain and inlet and reconstruct existing AC dike is needed.
	TOTAL										3		150	6945		3	5			

* To obtain a conservative estimate, a concrete anchor block is assumed (see Std Pln A77J3 for WB, A78G for STB) for all transition railing connections unless otherwise noted in the table

ATTACHMENT C

Layouts and Cross Sections

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM	92	5.4/6.2	1	3

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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LAYOUT 1

NO SCALE

REVISED BY	DATE REVISED

CALCULATED-DESIGNED BY

CHECKED BY

FUNCTIONAL SUPERVISOR

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

LAST REVISION 00-00-00

DATE PLOTTED => 29-AUG-2011
TIME PLOTTED => 17:05

BORDER LAST REVISED 7/2/2010

USERNAME => s115066
DGN FILE => layout.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0000

PROJECT NUMBER & PHASE 0400020617

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SOL	780	1.4/2.4	2	3

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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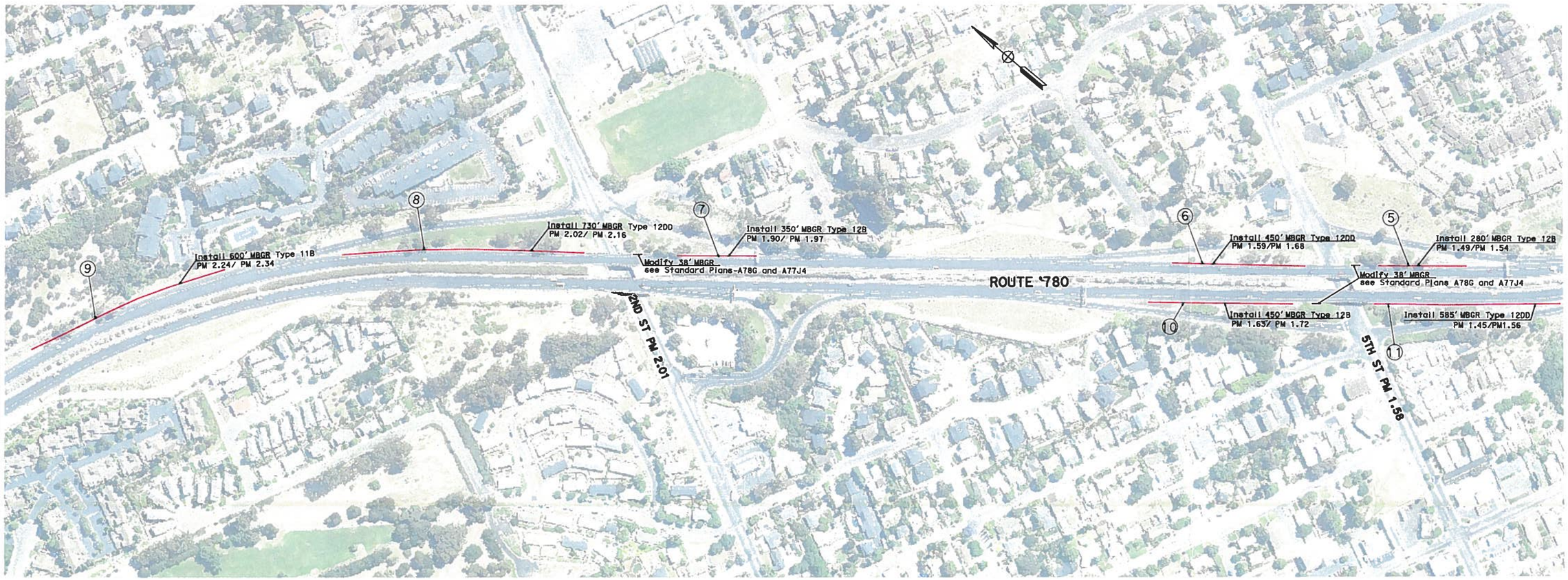

LAYOUT 2

NO SCALE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

FUNCTIONAL SUPERVISOR

CALCULATED-DESIGNED BY

CHECKED BY

REVISED BY

DATE REVISED

LAST REVISION 00-00-00

DATE PLOTTED => 16-SEP-2011
TIME PLOTTED => 11:45

BORDER LAST REVISED 7/2/2010

USERNAME => s113129
DGN FILE => layout.dgn

RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3

UNIT 0000

PROJECT NUMBER & PHASE 0400020617

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
04	SM, SOL	92, 780	5.4/6.2, 1.4/2.4	3	3

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

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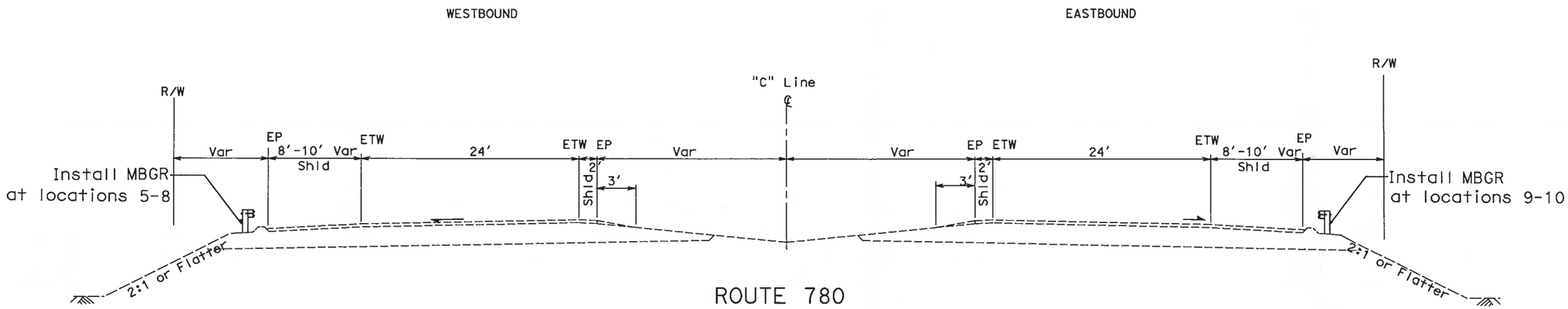
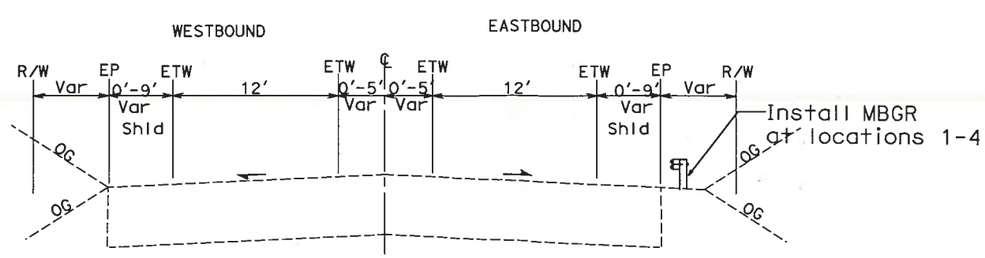


ROUTE 780

PM 1.4TO PM 2.4



ROUTE 92

PM 5.4 TO PM 6.2

TYPICAL CROSS SECTIONS

NO SCALE

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

Caltrans

FUNCTIONAL SUPERVISOR

CALCULATED-DESIGNED BY

CHECKED BY

REVISED BY

DATE REVISED

LAST REVISION 00-00-00

DATE PLOTTED => 07-SEP-2011

TIME PLOTTED => 16:17

ATTACHMENT D

Standard Plans A78G and A77J4

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS

Randell D. Hiatt
REGISTERED CIVIL ENGINEER

May 1, 2006
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER
Randell D. Hiatt
No. C50200
Exp. 6-30-07
CIVIL
STATE OF CALIFORNIA

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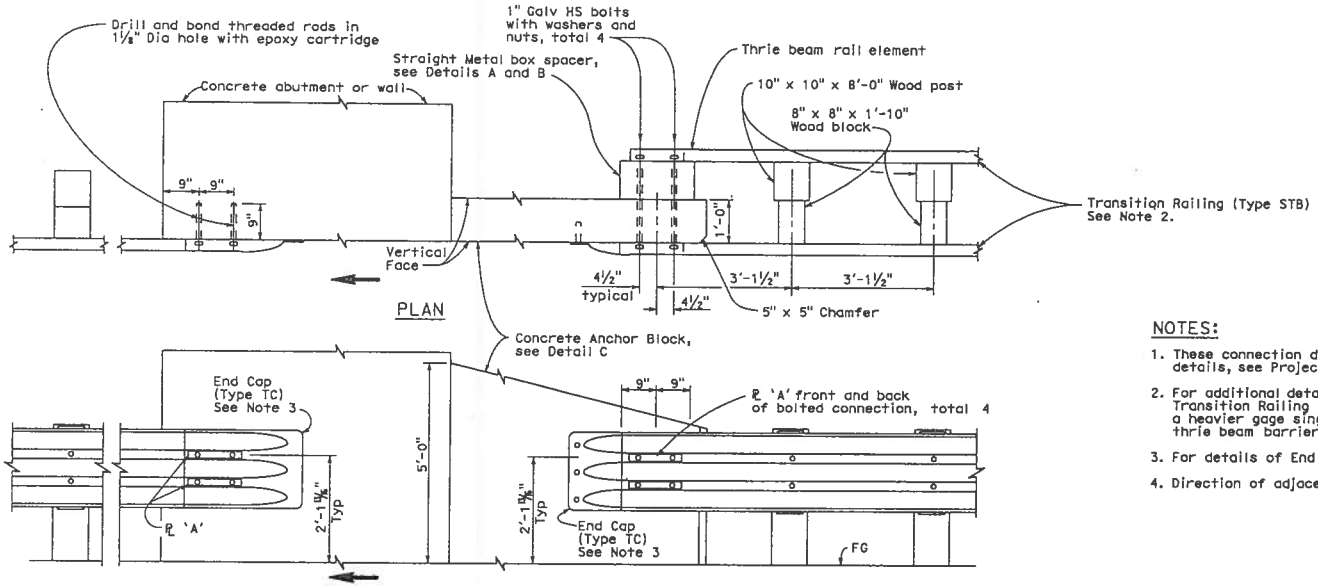
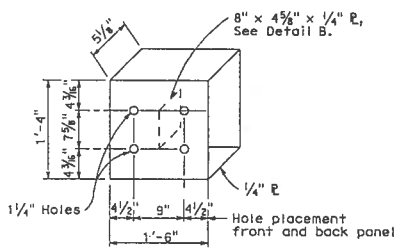
To get to the Caltrans web site, go to: http://www.dot.ca.gov

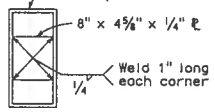


SINGLE THRIE BEAM BARRIER CONNECTION TO ABUTMENT OR WALL

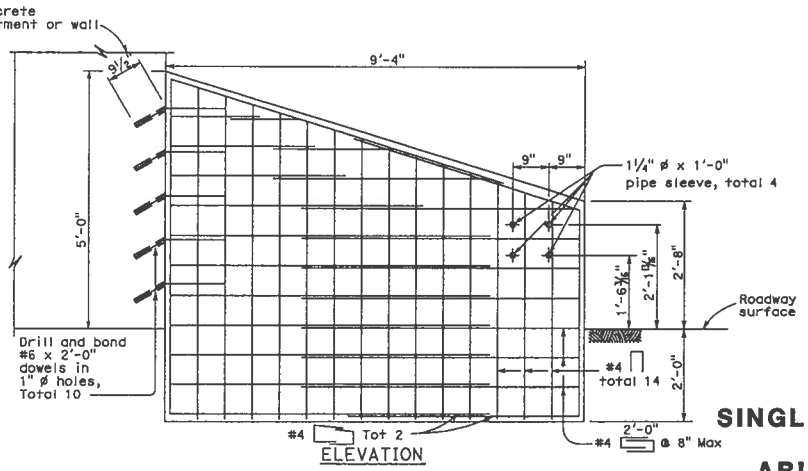
NOTES:

1. These connection details apply to concrete abutments and walls. For additional connections details, see Project Plans.
2. For additional details of Transition Railing (Type STB), see Standard Plan A78J. Transition Railing (Type STB) transitions the standard 12 gage single thrie beam barrier to a heavier gage single thrie beam railing section then to a heavier gage nested double thrie beam barrier section which then is connected to the concrete anchor block.
3. For details of End Cap (Type TC), see Standard Plan A78C1.
4. Direction of adjacent traffic indicated by ⟶.





STRAIGHT METAL BOX SPACER



ANCHOR BLOCK FOR TRANSITION RAILING CONNECTION

DETAIL C

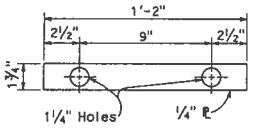


PLATE 'A'

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

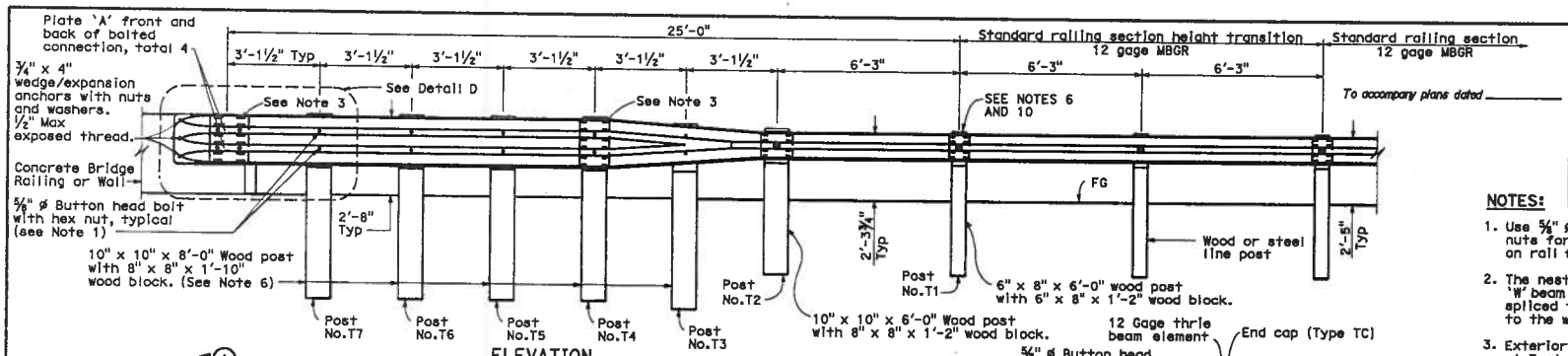
SINGLE THRIE BEAM BARRIER CONNECTIONS TO ABUTMENTS AND WALLS

NO SCALE

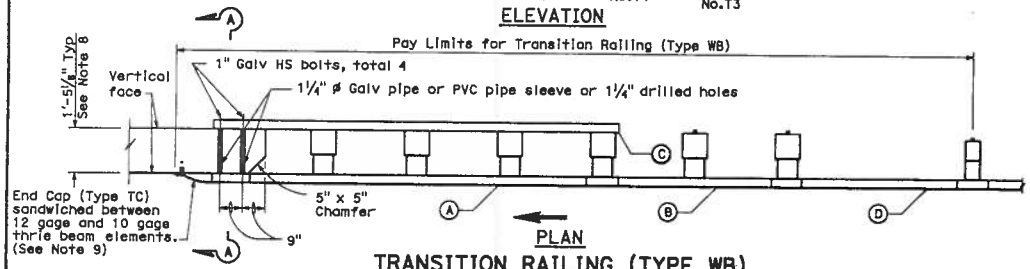
A78G

2-8-06

2006 STANDARD PLAN A78G



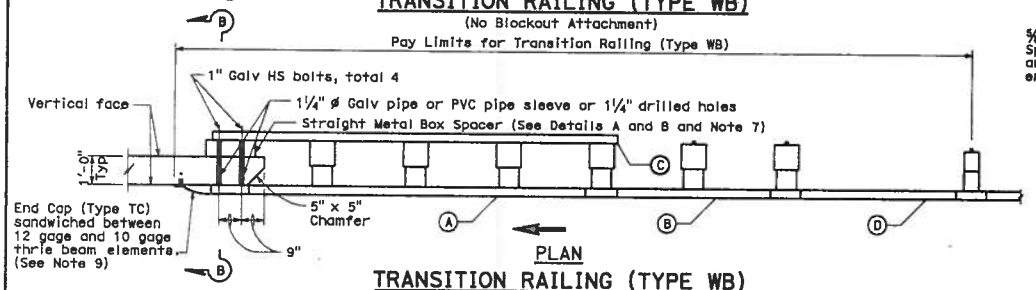
ELEVATION



PLAN

TRANSITION RAILING (TYPE WB)

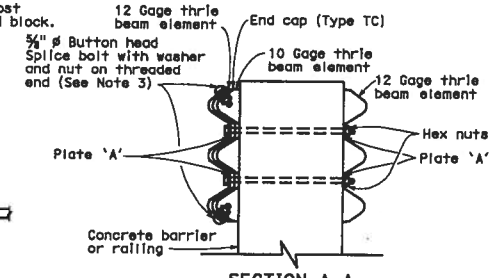
(No Blockout Attachment)



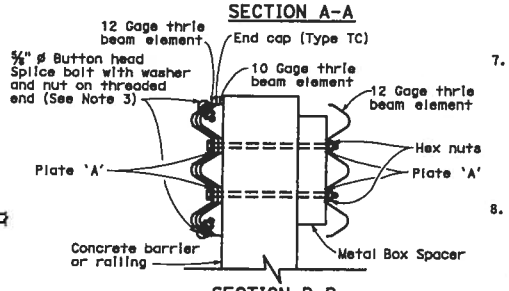
PLAN

TRANSITION RAILING (TYPE WB)

(Blockout Attachment)



SECTION A-A



SECTION B-B

LEGEND

(A) Nested thrie beam elements (one 12 gage element nested over one 10 gage element).

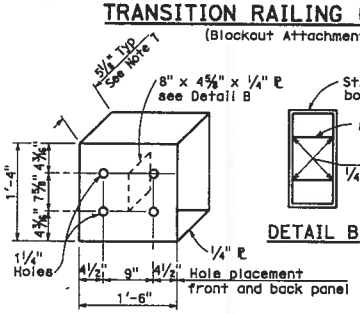
(B) One 10 gage "W" beam to thrie beam element.

(C) One 12 gage thrie beam element.

(D) One 10 gage "W" beam rail element (7'-3½" length)

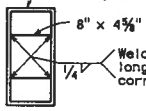
10 gage = 0.135" thick

12 gage = 0.108" thick

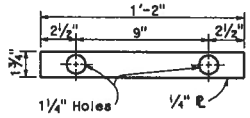


DETAIL A

STRAIGHT METAL BOX SPACER

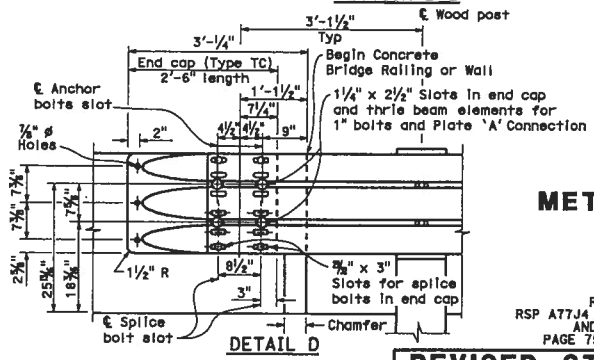


DETAIL B



DETAIL C

PLATE 'A'



DETAIL D

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS

Randall D. Hiatt
REGISTERED CIVIL ENGINEER

May 20, 2011
PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER Randall D. Hiatt No. C50200 Exp. 6-30-11 CIVIL STATE OF CALIFORNIA

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NOTES:

1. Use ⅝" ø Button head bolts and hex nuts for connections to posts. No washer on rail face for bolted connections to post.
2. The nested rail elements, end cap, and 'W' beam to thrie beam element may be spliced together prior to bolting the elements to the wood post and concrete barrier or railing.
3. Exterior splice bolt holes for rail element splices at Post No. T4 and the connection to the concrete barrier or railing shall be the standard ⅝" x 1⅛" slot size. Interior splice bolt holes at these locations may be increased up to 1¼" ø. Only the top 2 and the bottom 2 splice bolts with washers and nuts are required for rail splices at Post No. T4 and the connection to the concrete barrier or railing.
4. Direction of adjacent traffic indicated by ⟶.
5. The top elevation of Posts No. T2 through No. T7 shall not project more than 1" above the top elevation of the rail element.
6. Typically, the railing connected to Transition Railing (Type WB) will be either standard railing section of metal beam guard railing with height transition ratio of 120:1 or an approved Caltrans end treatment attached to Post No. T1.
7. The depth of the metal box spacer varies from the 5⅛" to 1½" and is dependent on the width of the concrete railing or wall. The combined dimension for the depth of the metal box spacer plus the width of railing or wall is typically 17⅛". Where the space between the backside of the concrete railing or wall and the rear thrie beam element is less than 1½", metal plates similar to Plate 'A' are to be used as spacers.
8. Where the width of the concrete railing or wall is greater than 17⅛", wood blocks are to be used to fill the space created between the backside of Posts No. T4 through No. T7 and the rear thrie beam element. These wood blocks shall be 8" in width and 1'-2" in length. The dimension between the front thrie beam element and the rear thrie beam element is to match the width of the concrete railing or wall.
9. End cap may be installed over 12 gage and 10 gage thrie beam elements where transition railing is installed on the departure end of bridge railing.
10. Conform standard railing section height to 2'-3¾" at Post No. T1 using height transition ratio of 120:1.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

METAL BEAM GUARD RAILING TRANSITION RAILING (TYPE WB)

NO SCALE

RSP A77J4 DATED MAY 20, 2011 SUPERSEDES
RSP A77J4 DATED JUNE 5, 2009, RSP A77J4 DATED JUNE 6, 2008
AND STANDARD PLAN A77J4 DATED MAY 1, 2006 -
PAGE 75 OF THE STANDARD PLANS BOOK DATED MAY 2006.

REVISED STANDARD PLAN RSP A77J4

2006 REVISED STANDARD PLAN RSP A77J4

5-14-09

ATTACHMENT E

Preliminary Project Cost Estimate Summary

PRELIMINARY PROJECT COST ESTIMATE SUMMARY

District-County-Route	04-SM-92 &SOL 780
PM	5.4/6.2 & 1.4/2.4
EA	04-1G850K
Project ID	0400020617 K
Program Code	SHOPP 201.015

PROJECT DESCRIPTION:

Limits: In San Mateo County, on Route 92 between PM 5.4 and PM 6.2
In Solano County, on Route 780 between PM 1.4 and PM 2.4

Proposed Improvement (Scope): Modify and Install metal beam guardrails

Alternate:

SUMMARY OF PROJECT COST ESTIMATE

TOTAL ROADWAY ITEMS	$	1,043,000
TOTAL STRUCTURE ITEMS	$	
SUBTOTAL CONSTRUCTION COSTS	$	1,043,000
TOTAL RIGHT OF WAY ITEMS	$	10,000
TOTAL PROJECT CAPITAL OUTLAY COSTS	**$**	**1,053,000**

Current Year	11/12
Mid Year Construction	14/15
Annual Escalation Rate	4%

ESCALTED CONSTRUCTION COSTS	$	1,174,000
TOTAL RIGHT OF WAY ITEMS	$	10,000
ESCALTED PROJECT CAPTITAL COSTS	$	**1,184,000**

Reviewed by District Program Manager _____ (Signature)

Approved by Project Manager _____ (Signature) Date 9/22/11

Phone No. (510) 622-5943

District-County-Route	04-SM-92 &SOL 780
PM	5.4/6.2 & 1.4/2.4
EA	04-1G850K
Project ID	0400020617 K

I. ROADWAY ITEMS

Section 1 Earthwork

	Quantity	Unit	Unit Price	Item Cost	Section Cost
Soil Excavation	122	CY	80	$ 9,760	
Soil Excavation contained ADL	122	CY	250	$ 30,500	
Imported Borrow	1600	CY	35	$ 56,000	
Clearing & Grubbing	1	LS	20,000	$ 20,000	
Top Soil Reapplication				$	
Stepped Slopes and Slope Rounding (Contour Grading)				$	
Remove base and surfacing				$	

Subtotal Earthwork $ 116,260

Section 2 Pavement Structural Section

	Quantity	Unit	Unit Price	Item Cost	Section Cost
PCC Pavement (___Depth)				$	
PCC Pavement (___Depth)				$	
Hot Mix Asphalt (Type A)	182	TON	180	32,760	
Lean Concrete Base				$	
Digout of existing AC.				$	
Aggregate Base (Class 4)				$	
Treated Permeable Base				$	
Aggregate Sub base				$	
Pavement Reinforcing Fabric				$	
Asphalt Concrete (AC Dike Type E)	6945	LF	5	$ 34,725	
Edge Drains				$	

Subtotal Pavement Structural Section $ 67,485

Section 3 Drainage

	Quantity	Unit	Unit Price	Item Cost	Section Cost
Large Drainage Facilities				$	
Storm Drains				$	
Pumping Plants				$	
Project Drainage (X-Drains, overside, etc.)				$	

Subtotal Drainage $ 0

District-County-Route	04-SM-92 &SOL 780
PM	5.4/6.2 & 1.4/2.4
EA	04-1G850K
Project ID	0400020617 K

Section 4: Specialty Items

	Quantity	Unit	Unit Price	Item Cost	Section Cost
Construct MBGR	6945	FT	17	$ 118,065	
Retaining Walls				$	
Terminal System End	5	EA	2500	$ 12500	
WB transition Railing	3	EA	3,000	$ 9,000	
Electrical System	1	LS	100,000	$ 100,000	
Treatment BMPs				$	
Hazardous Waste Investigation				$	
Concrete Anchor Block	3	EA	5,000	$ 15,000	
Remove MBGR	150	FT	15	$ 2,250	
Environmental				$	
Resident Engineer Office Space				$	

Subtotal Specialty Items $ 256,815

Section 5: Traffic Items

	Quantity	Unit	Unit Price	Item Cost	Section Cost
Lighting				$	
Traffic Delineation Items				$	
Traffic Signals				$	
Overhead Sign Structures				$	
Roadside Signs				$	
Transportation Management Plan	1	LS	100,000	$ 100,000	
Temporary Detection System				$	
Thermoplastic Traffic Stripe				$	
Remove Pavement Marker				$	

Subtotal Traffic Items $ 100,000

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Section 6 Planting and Irrigation

	Quantity	Unit	Unit Price	Item Cost	Section Cost
Highway Planting				$	
Replacement Planting				$	
Irrigation Modification				$	
Relocate Existing Irrigation				$	
Irrigation Crossovers				$	

Subtotal Planting and Irrigation Section $ 0

Section 7: Roadside Management and Safety Section

	Quantity	Unit	Unit Price	Item Cost	Section Cost
Vegetation Control Treatments	6945	SQ.FT	8	$ 55,560	
Gore Area Pavement				$	
Pavement beyond the gore area				$	
Miscellaneous Paving				$	
Erosion Control	1	LS	10,000	$ 10,000	
Slope Protection				$	
Side Slopes/Embankment Slopes				$	
Maintenance Vehicle Pull outs				$	
Off-freeway Access (gates, stairways, etc.)				$	
Roadside Facilities (Vista Points,				$	
Relocating roadside				$	

Subtotal Roadside Management and Safety Section $ 65,560

TOTAL SECTIONS: 1 thru 7 $ 606,120

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Section 8: Minor Items

$ 606120 X 10 % 60612

(Subtotal Sections 1 thru 7)

TOTAL MINOR ITEMS $ 60,612

Section 9: Roadway Mobilization

$ 666732 X 10 % 66673

(Subtotal Sections 1 thru 8)

TOTAL ROADWAY MOBILIZATION $ 66,673

Section 10 Roadway Additions

Supplemental Work

$ 666732 X 10 % 66673

(Subtotal Sections 1 thru 8)

Contingencies

$ 666732 X 30 % 200020

(Subtotal Sections 1 thru 8)

TOTAL ROADWAY ADDITIONS $ 266,693

TOTAL ROADWAY ITEMS $ 1,000,098

(Subtotal Sections 1 thru 10)

Addition Items:

SWDR 3.25%	$ 32,503
Environmental Comliance 1%	$ 10,001
USE	$ 1,043,000

Estimate Prepared By Cederick Dong (Print Name) Phone # (510) 286-5527 Date 8/23/2011

Estimate Checked By Warwick W.T. Cheung (Print Name) Phone # (510) 622-0155 Date 8/23/2011

District-County-Route	04-SM-92 &SOL 780
PM	5.4/6.2 & 1.4/2.4
EA	04-1G850K
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II. STRUCTURES ITEMS

	Structure (1)	Structure (2)	Structure (3)
Bridge Name			
Concrete Anchor Block			
Width (out to out) - (ft)			
Span Lengths - (ft)			
Total Area - (ft2)			
Footing Type (pile/spread)			
Cost Per ft2 (incl. 10% mobilization and 25% contingency)			
Total Cost for Structure			

SUBTOTAL STRUCTURES ITEMS $ _____
(Sum of Total Cost for Structures)

Railroad Related Costs:			

SUBTOTAL RAILROAD ITEMS $ _____

TOTAL STRUCTURES ITEMS $ _____
(Sum of Structures Items plus Railroad Items)

COMMENTS: _____

Estimate Prepared By _____ Phone # _____ Date _____
(Print Name)

NOTE: If appropriate, attach additional pages and backup.

District-County-Route	04-SM-92 &SOL 780
PM	5.4/6.2 & 1.4/2.4
EA	04-1G850K
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III. RIGHT OF WAY ITEMS

	VALUE
A. Acquisition, including excess lands, damages to remainder(s) and Goodwill	$
Project Permit Fees	$
Grantor's Appraisal Cost	$
B. Utility Relocation (State share)	$ 10,000
C. Relocation Assistance	$
D. Clearance/Demolition	$
E. Title and Escrow Fees	$

TOTAL RIGHT OF WAY ITEMS $ 10,000
(Escalated Value)

Anticipated Date of Right of Way Certification _____
(Date to which Values are Escalated)

F. 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

COMMENTS: _____

Estimate Prepared By _____ Phone # _____ Date _____
(Print Name)

NOTE: If appropriate, attach additional pages and backup.