

06 - Fre - 41, PM 33.3/33.4
06 - Mad - 41, PM 0.0/0.2
20.20.201.113
EA 0N990K
November/2011

PROJECT SCOPE SUMMARY REPORT (STRUCTURE REHABILITATION)

To

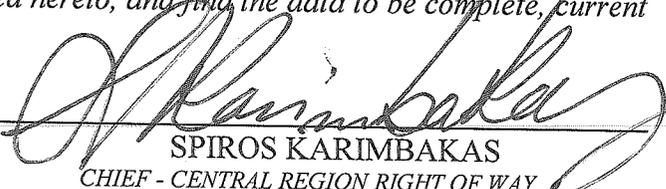
Request Programming in the 2012 SHOPP

On Route Old Route 41

Between PM 33.3/33.4 (Fresno County)

And PM 0.0/0.2 (Madera County)

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


SPIROS KARIMBAKAS
CHIEF - CENTRAL REGION RIGHT OF WAY

APPROVAL RECOMMENDED:

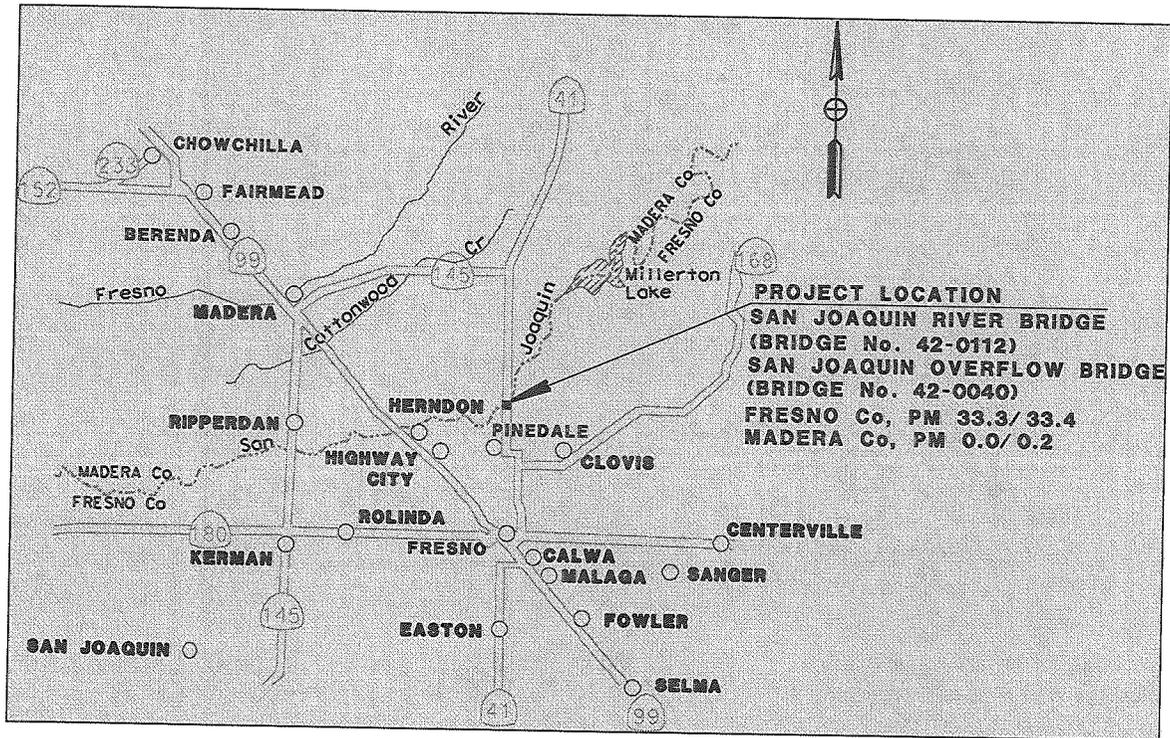

VICTOR SHAW
PROJECT MANAGER

APPROVED:


SHARRI BENDER EHLERT
INTERIM -DISTRICT DIRECTOR-CENTRAL REGION

11/01/2011
DATE

06 - Fre - 41, PM 33.3/33.4
06 - Mad - 41, PM 0.0/0.2
EA 0N990K
November/2011



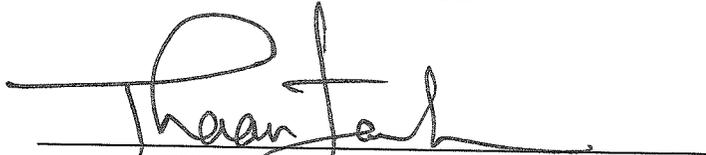
On Route Old Route 41

Between PM 33.3/33.4 (Fresno County)

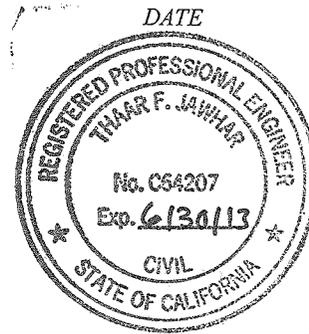
And PM 0.0/0.2 (Madera County)

06 - Fre - 41, PM 33.3/33.4
06 - Mad - 41, PM 0.0/0.2

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


THAAR F. JAWHAR
REGISTERED CIVIL ENGINEER

10-31-11



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1. INTRODUCTION AND BACKGROUND

Brief Project Description:

It is proposed that San Joaquin River Bridge 42-0112 be rehabilitated to meet the current seismic standard and mitigate for scour potential. Two major components of the proposed work are pipe seat extenders at the hinges for seismic retrofit and sheet pile protection of piers for scour retrofit. Also, this project will upgrade the existing bridge railings for San Joaquin River Bridge, 42-0112 within the City of Fresno and San Joaquin Overflow Bridge 41-0040 (by Wildwood) in the Madera County.

The current estimated total construction cost is \$2,065,000. The total estimated escalated Right of Way (R/W) and environmental permits cost is \$35,000. The project is proposed for programming in the 2012 SHOPP with funding from the Bridge Seismic Restoration Program (201.113) in the 2015/16 fiscal year.

See the Cost estimate for specific work items included in this project.

Project Limits	06-Fre-41, PM 33.3/33.4 06-Mad-41, PM 0.0/0.2
Current Capital Costs:	\$2,065,000
Escalated Right of way Costs:	\$35,000
Funding Source:	SHOPP
Number of Alternatives:	1
Recommended Alternative (for programming and scheduling):	upgrade Bridge rails, scour mitigation and seismic retrofit
Type of Facility (conventional, expressway, freeway):	Conventional
Number of Structures:	2
Anticipated Environmental Determination/Document:	Negative Declaration/Mitigated ND (PEAR 10/26/11)
Legal Description	Bridge Seismic Restoration

2. RECOMMENDATION

It is recommended to approve this Project Scope Summary Report (PSSR) and proceed to do the required work. The work will include upgrade the railings of both bridges, scour mitigation and seismic retrofit for San Joaquin River Bridge only.

3. PURPOSE AND NEED STATEMENT

A new freeway extension of Route 41 involved construction of new structures parallel to the San Joaquin River Bridges. Currently, the existing San Joaquin River and the Overflow Bridges are used primarily to service the residents of the neighboring mobile home parks. It is proposed to provide scour and seismic retrofit of the San Joaquin River Bridge only (Bridge No. 42-0112). There would not be any scour mitigation and/or seismic retrofit for the San Joaquin Overflow bridge. In addition, the existing rails for both bridges would be upgraded to bridge barrier Type 732.

4. EXISTING FACILITY, DEFICIENCIES AND TRAFFIC DATA

The San Joaquin River Bridge (Bridge No. 42-0112) and San Joaquin Overflow Bridge were built in 1941 and are continuous reinforced concrete girder bridges. Total Span for both bridges is 19 spans on reinforced concrete wall piers. There are no existing bridge approach slabs. The girder soffits are curved and the bridge is on steel piles. The San Joaquin River Bridge (42-0112) spans from PM 33.3 to 33.4 in Fresno County, PM 0.0 to 0.02 in Madera County, and is 750 feet in length. In 1985, the State of California had provided earthquake upgrading (Contract No. 06-225104) to the San Joaquin River Bridge by providing eight hinge restrainers. The San Joaquin River Overflow Bridge spans from PM 0.11 to 0.16 in Madera County.

The existing San Joaquin River and Overflow Bridges accommodated a two-lane roadway with one-foot shoulders. The roadway was used primarily to provide service to motorists to and from Yosemite and Fresno until the new extension of Route 41 (EA# 305504, 06-Fre, Mad-41, PMR 32.2/R33.5, R0.0/R3.2) was completed in December 1999.

4A. Roadway Geometric Information:

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

Column "Other Bicycle Lane Width": Width of a bicycle lane that is outside the shoulder and is part of the traveled way.

Code for Column "Facilities Adjacent to the Roadbed":

B: Bicycle Path

P: Pedestrian Walkway

B/P: Shared Bicycle and Pedestrian Path

L: Landscaped area between the curb and sidewalk

* Enter EXISTING Post Mile limits (Expand as needed, for varied geometrics.)

** Enter PROPOSED Post Mile (Expand as needed, for varied geometrics.)

Remarks: N/A

Note: The roadway south of San Joaquin River Bridge approach has already been relinquished to the City of Fresno.

4B. Condition of Existing Facility:

(1) Pedestrian Facility Data

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

<i>appropriate)</i>			
Crosswalks: <i>(List locations as appropriate)</i>	N/A		
Driveways: <i>(List locations as appropriate)</i>	N/A		
Shared bicycle/ pedestrian path: <i>(List locations as appropriate)</i>	N/A		
Others: <i>(List locations as appropriate)</i>	N/A		

Remarks:

None

(2) Bicycle Path Data

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

Remarks:

None

4C. Structures Information:

Structures	Width Between Curbs			Replace Bridge Railings (Y or N)	Vertical Clearance			Work Identified in STRAIN (Y or N)	Replace Bridge Approach Rail (Y or N)	Replace Bridge Approach Slab	
	Name/No.	Exist	3R Std		Prop	Exist	3R Std			Prop	(Y/N)
San Joaquin River Bridge No. 42-0112	26	39.4		Yes	N/A		N/A		Yes	No	
San Joaquin River Overflow Bridge No. 41-0040	26	39.4		Yes	N/A		N/A		Yes	No	

Remarks:
None

4D. Vehicle Traffic Data:

Present Year ADT

Construction Year ADT 940 10-Year ADT 1050

DHV 120 20-Year ADT 1200

D 65% % Trucks 4%

*T.I. (10-Year) 6.5 ESAL (10-Year) 81,000

*T.I. (20-Year) 7.5 ESAL (20-Year) 174,000

- Must correlate with T.I. in Materials Report

Safety Field-Review 10/14/11
(date)

Latest 3-Year Accident Data:

Since the new realignment of State Route 41 was completed and opened to public traffic in year 2000, this segment of old Route 41 only serves an RV park, a golf course and ranch farm. Therefore, the existing traffic volume is very low. No accident data has been recorded in the last 5 years. Table B (accident summary) for this segment of old Route 41 is not available.

Location(s) of Accident Concentration: N/A

Corrective Strategy: None

5. CORRIDOR AND SYSTEM COORDINATION

N/A

6. ALTERNATIVES

6A. Rehabilitation Strategy:

N/A

6B. Design Exceptions:

N/A

6C. Environmental Compliance:

The environmental document for the proposed project is a Negative Declaration /Mitigated Negative Declaration under California Environmental Quality Act (CEQA) and Categorical Exclusion (6004) under National Environmental Protection Act (NEPA). The environmental document is anticipated to be approved by July 2015. (See Attachment C)

6D. Hazardous waste disposal site required:

Hazardous Waste unit will provide a preliminary site investigation (PSI). (See Attachment C)

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

California Department of Fish and Game 1601 Streambed Alteration Permit, U. S. Army Corps of Engineers 404 Permit, Regional Water Quality Control Board 401 Certification and a Reclamation Board Encroachment Permit will

be required. Also a permit from the Central Valley Flood Protection Board (CVFPB) will be required.

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

None

6G. Highway planting and irrigation:

None

6H. Roadside Design and Management:

N/A

6I. Stormwater Compliance:

This project will have less than one acre of disturbed soil area. The Department of Storm Water Management requires to prepare and implement a Water Pollution Control Program (WPCP) during construction. (See Attachment H)

6J. Right of Way Issues:

No new right of way is required and all work will be performed within existing right of way. Because work will be performed within the federal jurisdiction, permits will be required. (See Attachment D)

6K. Railroad Involvement:

None

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

None

6M. Prolonged temporary ramp closures:

N/A

6N. Recycled Materials:

None

6O. Local and Regional Input:

None.

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

The bridges are identified as seismic, scour, and rail deficient in the Structure replacement and Improvement Needs Report (STRAIN). If the bridges are not mitigated and work is not performed, the bridges would be considered deficient and structurally unsound

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

None

7. TRANSPORTATION MANAGEMENT

7A. Transportation Management Plan:

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

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

Lane closure charts and detailed TMP will be provided during PS&E stage. Traffic volume on this route allows daytime work. Alternate one-way (reversing) traffic control may be implemented. (See Attachment G)

7B. Vehicle Detection Systems:

N/A

8. ENVIRONMENTAL DETERMINATION/DOCUMENT

The environmental document for the proposed project is a Negative Declaration /Mitigated Negative Declaration under California Environmental Quality Act (CEQA) and Categorical Exclusion (6004) under National Environmental Protection Act (NEPA). The environmental document is anticipated to be approved by July 2015. (See Attachment C)

9. **FUNDING/SCHEDULING**

9A. **Cost Estimate:**

Proposed funding:

This project is a candidate for programming in the 2012 SHOPP with funding from the 201.113, Bridge Seismic Restoration Program, in the 2015/16 fiscal year. The Programming Performance Indicator for this project is 2 bridges. The proposed project schedule is shown below followed by the construction and support cost summary table.

STRAIN and other Structural Work (by Structure)		<u>Yes/No</u>	<u>*Cost</u>
(A)	Replace	No	_____
(B)	Rehab		
	(a) Deck	No	_____
	(b) Superstructure	No	_____
	(c) Substructure	No	_____
	(d) Joints	No	_____
	(e) Bearings	No	_____
	(f) Other	No	_____
(C)	Scour Correction	Yes	658,400
(D)	Painting	No	_____
(E)	Widening	No	_____
(F)	Rail Replacement (without widening)	Yes	555,000
(G)	Strengthen	No	_____
(H)	Seismic Retrofit	Yes	249,600
(I)	Vertical Clearance Adjustment	No	_____
(J)	Drainage Rehab	No	_____
(K)	Other **	No	_____

STRUCTURE COSTS SUBTOTALS Including 10% mobilization and 25% contingencies 1,463,000

District Work		
(A)	Traffic Control	Yes 63,000
(B)	Temporary roadway Pavement (include remove and replace)	Yes 135,000
(C)	Bridge Approach Slab	No _____
(D)	Bridge Approach Guardrail	Yes 50,000
(E)	Drainage Adjustment and Rehab	No _____
(F)	Rock Slope Protection	No _____
(G)	Utility Relocation	No _____
(H)	Railroad Agreements	No _____
(I)	Right of Way	No _____
(J)	Environmental Mitigation	Yes 70,000
(K)	Stormwater Compliance	<u>Yes</u> 101,000
(L)	Roadside Management Gore Area Pavement	_____
	Pavement beyond Gore Area	_____
	Miscellaneous Paving	_____
	Maintenance Vehicle Pull outs	_____
	Off-Freeway Access (gates, stairways, etc.)	_____
	Roadside Facilities	
(K)	Other (Resident Engineer Office)**	Yes 64,000
DISTRICT COSTS SUBTOTALS		420,000

SUM OF SUBTOTALS	1,946,000
20% Contingency (Roadway items Only)	84,000
Escalated Right of Way Cost and Environmental Permits	35,000
TOTAL PROJECT COST	2,065,000

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

9B. Project Support:

Cost Breakdown:

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

Project Cost Component	Fiscal Years				Total
	12/13	13/14	14/15	15/16	
R/W Capital			\$36		\$36
Const. Capital**				\$2354	\$2354
PA&ED*	\$164				\$164
PS&E*			\$500		\$500
R/W Support*			\$19		\$19
Const.Support*				\$382	\$382
Total	\$164		\$555	\$2736	\$3456

All costs X\$1000. Support Categories are the same as those identified by SB45.

Construction Capital escalated at 3.0%. Right of Way Capital estimate is escalated.

Support cost escalated at 2.0%

Support Cost ratio: 45% [All Support Costs () divided by the escalated Construction Capital (**)]*

9C. Project Schedule:

Milestones	Delivery Date (Month, Day, Year)
PA & ED	01/01/15
Project PS&E	08/01/15
Right of way Certification	03/01/16
Ready to List	03/01/16
Approve Contract	03/03/17
Contract Acceptance	11/01/18

10. FEDERAL COORDINATION

Exempt

11. SCOPING TEAM FIELD REVIEW ATTENDANCE ROSTER:

Attachment I Date 10/25/11

12. CONSTRUCTIBILITY REVIEW ATTENDANCE ROSTER:

Attachment I Date 10/25/11

13. REVIEWS

Scoping team field review attendance roster (attached).

Project Reviewed by:

District Maintenance Bill Moses Date 08/10/11

Program Advisor Coordinator: Sam Katich Date 08/10/11

District Hydraulics: Tom Fisher Date 10/28/11

District Biologist: Jennifer Lugo Date 09/26/11

District Storm water Section: Andrew Pochwatka Date 10/15/11

Others: Michael Downs-HQ Structure Liaison Date 09/02/11

14. ATTACHMENTS

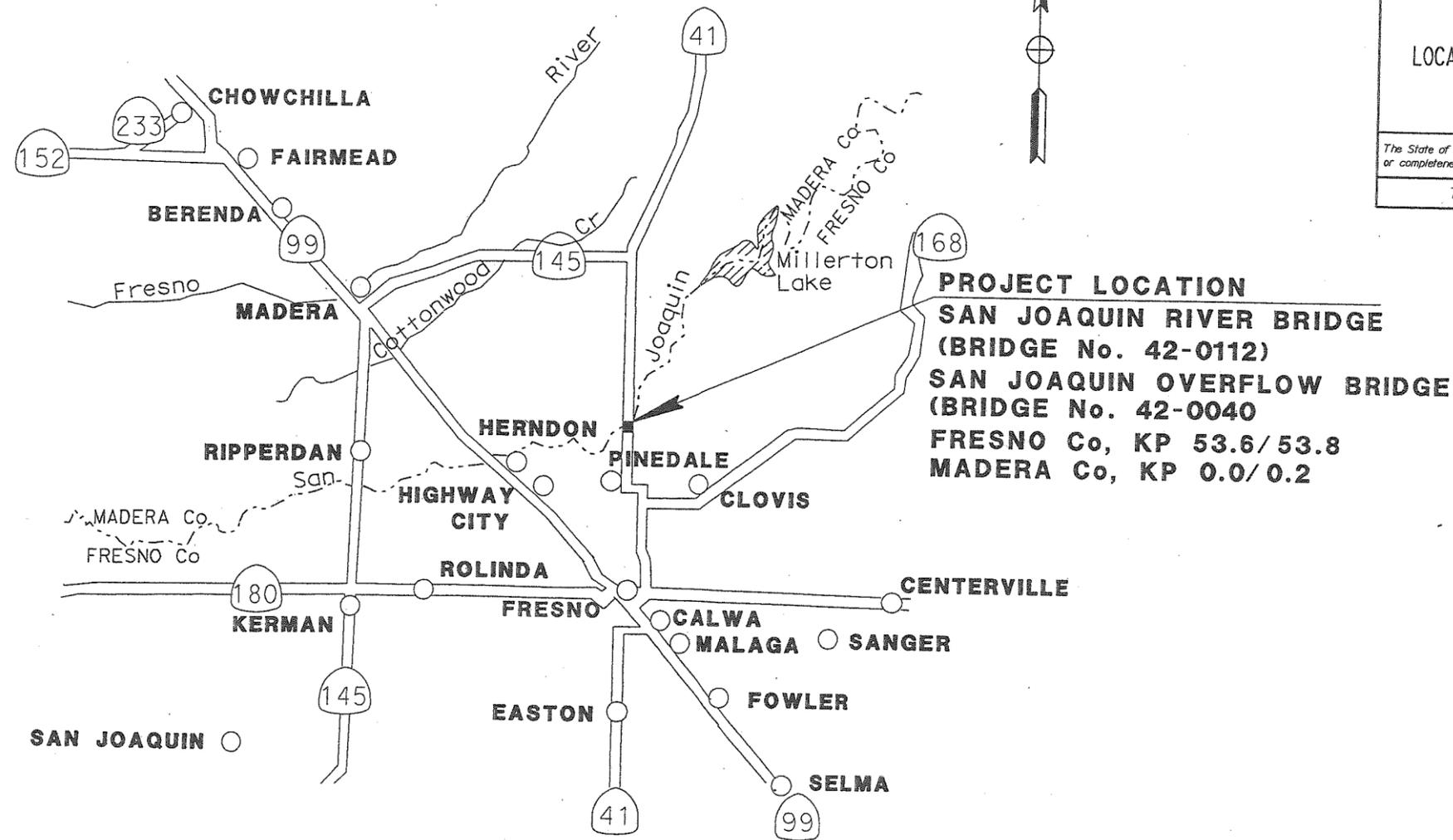
- A. Vicinity Map
- A1. Aerial Map
- B. Typical Cross Section and Advance Planning Study
- C. Preliminary Environmental Analysis Report
- D. Right of Way Data Sheet
- E. Transportation Management Plan Updated Data Sheet
- F. Storm Water Data Report
- G. Scoping Team Field Review Attendance Roster
- H. Structure Replacement and Improvement Needs Report
- I. Risk Management Plan

- C: Division of Design (2)
- HQ Transportation Program: Rick Guevel (2)
- HQ Environmental: Robert Pavlik
- HQ Maintenance: Roger Hunter
- Traffic Design: Mohammed Qatami
- Traffic Safety: Albert Lee
- District Maintenance:
- Traffic Operations: Albert Lee
- Environmental: Susan Schilder
- Materials:
- Project Manager: Victor Shaw
- PPM:
- R/W: David Sherman
- Planning: Steven McDonald
- Survey: Celeste Varney

DES/OPPM:
Drafting Room:

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
**PROJECT PLANS FOR CONSTRUCTION ON
 STATE HIGHWAY**
 IN FRESNO & MADERA COUNTIES
**SAN JOAQUIN RIVER BRIDGE (42-0112)
 AND SAN JOAQUIN OVERFLOW BRIDGE (42-0040)**

To be supplemented by Standard Plans dated July, 1999



PROJECT LOCATION
SAN JOAQUIN RIVER BRIDGE
 (BRIDGE No. 42-0112)
SAN JOAQUIN OVERFLOW BRIDGE
 (BRIDGE No. 42-0040)
 FRESNO Co, KP 53.6/53.8
 MADERA Co, KP 0.0/0.2

NO SCALE

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Fre/Mad	41	33.3/33.4,0.0/0.2		

LOCATION MAP

The State of California or its officers or agents shall not be responsible for the accuracy or completeness of electronic copies of this plan sheet.

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

PROJECT ENGINEER	DATE
Thaoir Jambhat	
PROJECT MANAGER	DATE
Victor Shaw	

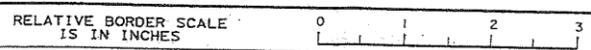
The Contractor shall possess the class (or classes) of license as specified in the "Notice to Contractors."



Project Engineer Date
 Registered Civil Engineer

Plans Approval Date

Contract No.



Dist	COUNTY	LOCATION CODE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
06	Fre, Mad	41	33.3/33.4 0.0/0.3		

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
 DESIGN

FUNCTIONAL SUPERVISOR
THAAR JAWHAR

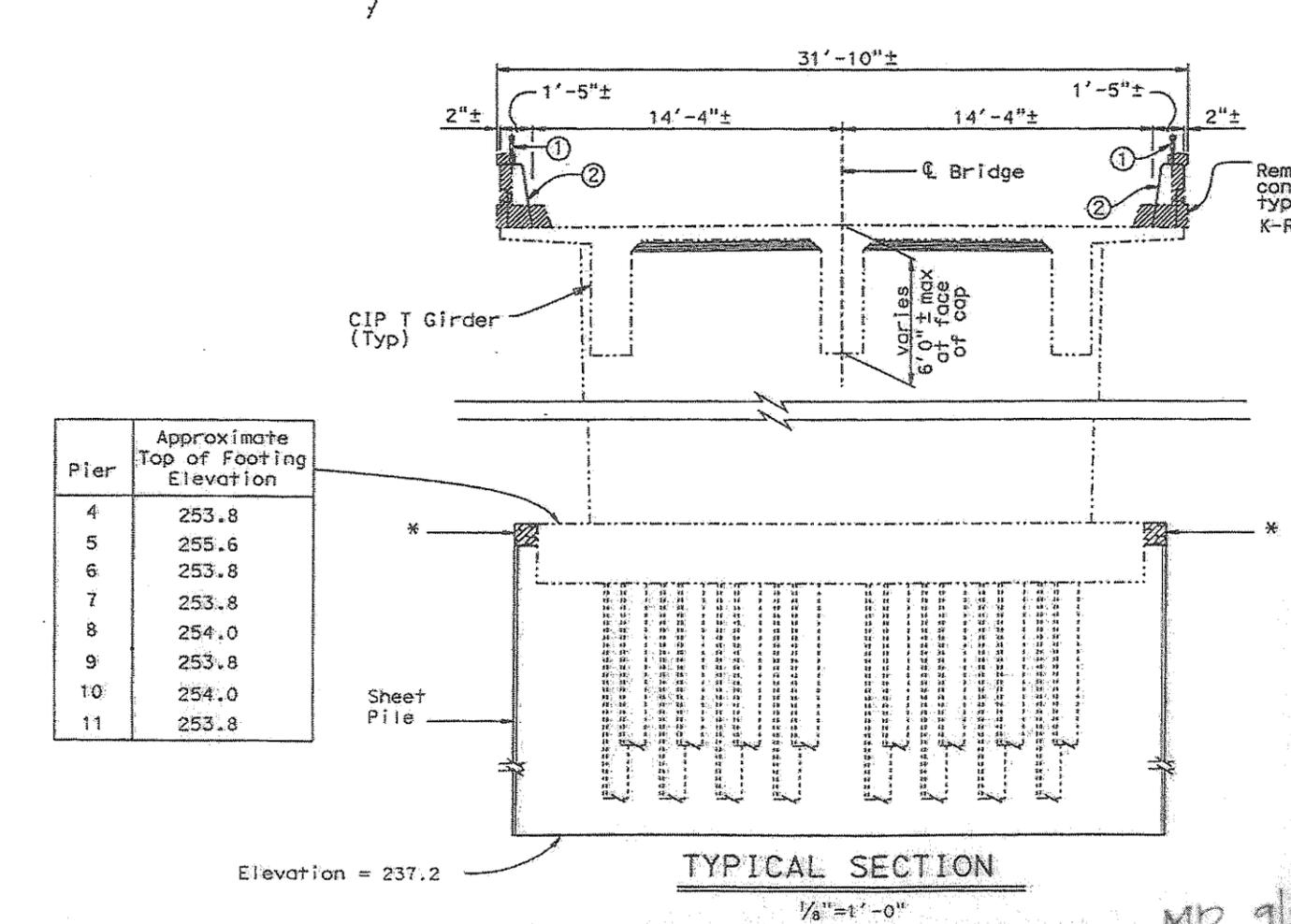
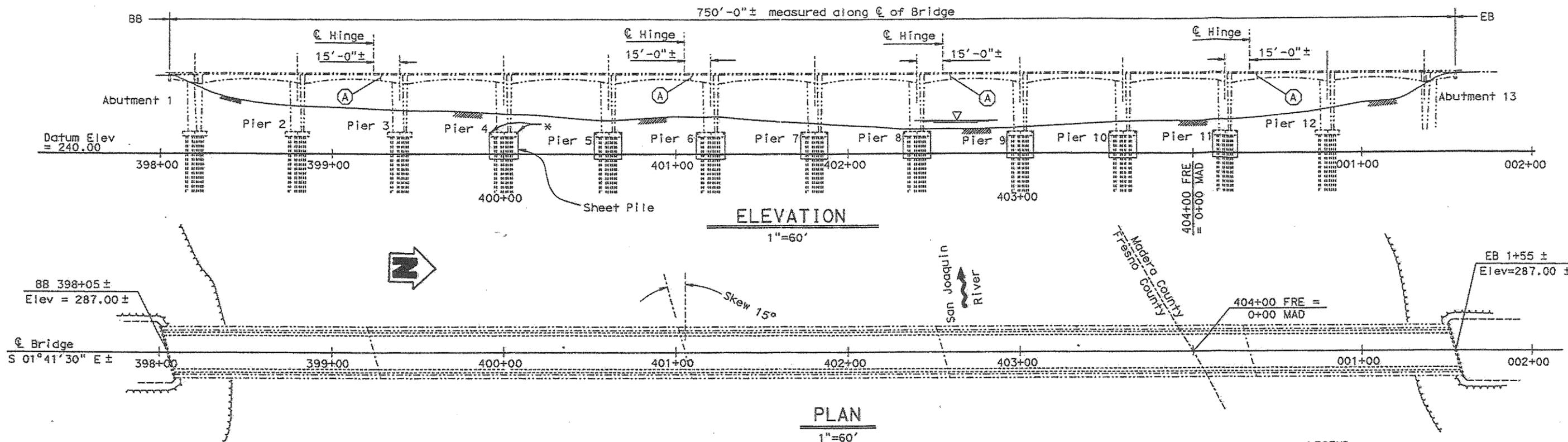
CALCULATED-DESIGNED BY
 CHECKED BY

REVISED BY
 DATE REVISED



ATTACHMENT A1
 ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SHOWN
LAYOUT
 SCALE: 1" = 50'
L-1

DIST.	COUNTY	ROUTE	POST MILE
06	Fre/Mad	41	



- LEGEND**
- Indicates Existing Structure
 - Indicates New Construction
 - (A) Indicates Expansion Hinge with Four (4) Pipe Seat Extenders

- Notes:**
- ① Tubular Hand Railing
 - ② Type 732 concrete barrier

Barrier Rail Replacement at Br No 41-0040 (San Joaquin River Overflow), is similar but not shown
\$101,000

- Assumptions**
- Permits allowing work in the Streambed can be obtained
 - Adequate headroom is available at all the piers for the necessary excavation and driving of sheet piles.
 - Stationing and elevations are taken from original as-builts

DATE OF ESTIMATE: 9/2/2011
 BRIDGE REMOVAL: 10-4-07

STRUCTURE DEPTH = _____
 LENGTH = _____
 WIDTH = _____
 AREA = _____

COST/□ INCLUDING 10% MOBILIZATION & 25% CONTINGENCY = _____

TOTAL COST: \$2,095,000
 \$1,463,000

DESIGNED BY: S. Mishra	DATE: 10-02
DRAWN BY: L. Wang	DATE: 10-02
CHECKED BY: R. Simmons	DATE: 9-07
APPROVED: X	DATE: X

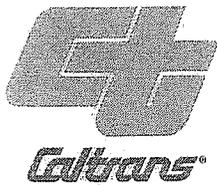
STRUCTURE DESIGN BRANCH
17

PLANNING STUDY

SAN JOAQUIN RIVER
 Scour Countermeasure
 Seismic Retrofit
 Barrier Rail Replacement

BRIDGE NO. 42-0112	CU 06
SCALE: AS NOTED	EA 453100

MD 9/2/2011



Preliminary Environmental Analysis Report

Project Information

District 06 County Fresno/Madera Route 41 Post Mile 33.3/33.4-0.0/0.2 EA 06-0N990

Project ID#: 0612000114

Project Title: San Joaquin River Bridge Scour & Retrofit Project

Project Manager: Victor Shaw Phone #: 559-243-3441

Design Manager: Getachew Eshete Phone #: 559-243-3890

Design Engineer: Thaer Jawar Phone #: 559-243-3829

Environmental Manager: G. William "Trais" Norris, III Phone #: 559-445-6447

Environmental Planner: Jennifer Lugo Phone #: 559-445-6453

PSR Summary Statement

The anticipated environmental document for the proposed project is a Mitigated Negative Declaration/Categorical Exclusion. The document level has been selected based on impacts to biology. The California Department of Transportation would act as the lead agency in the preparation of a joint NEPA/CEQA environmental document. Caltrans would serve as the NEPA lead agency under its assumption of responsibility pursuant to 23 U.S. Code 327. The estimated time to obtain environmental approval is 3 years from the start of environmental studies. Assuming a start date of July 2012, environmental studies would begin August 2012 after permits to enter are obtained and project preliminary maps are completed. Final environmental document completion is anticipated to be July 2015.

It is anticipated multiple environmental studies and reports will be required for this project including (but not limited to): a Scenic Resource Evaluation, a Water Quality Study, a consultant prepared Asbestos Containing Materials Report/Preliminary Site Investigation, Native American consultation, a Negative Archeological Survey Report, a Negative Historic Property Survey Report, a Paleontological Identification Report, a Natural Environment Study, a Biological Assessment, and a Biological Opinion issued by the U.S. Fish and Wildlife Service. It is currently estimated that biological resources will be the critical paths for the delivery of the environmental document. A reclamation board permit will be required, along with 401, 404, and 1600 permits. Impacts to valley elderberry longhorn beetle will be \$4,000 per bush (this cost is a rough estimate and could be higher once PA&ED studies start). There are also unknown mitigation costs for riparian, wetlands, and waters of the US. The cost of the Asbestos Containing Materials Report would be less than \$10,000.

Project Description

The California Department of Transportation (Caltrans) proposes to provide scour and seismic retrofit to the old San Joaquin River Bridge. The scour retrofit includes sheet piling at the bridge column footings while the seismic retrofit includes expansion hinges with four pipe extenders. The bridge railing would also be upgraded on both the San Joaquin River Bridge and the San Joaquin Overflow Bridge.

Purpose and Need

The project would provide a seismic retrofit to bring the old San Joaquin River Bridge to design standards.

Description of Work

The project is located on State Route 41 on the old San Joaquin River Bridge (#41-0040) located in the counties of Fresno and Madera (PM 33.3/33.4 and PM 0.0/0.2). The project would provide scour and seismic retrofit to the old San Joaquin River Bridge. The scour retrofit includes sheet piling at the bridge column footings while the seismic retrofit includes expansion hinges with four pipe extenders. The bridge railing would also be upgraded on both the old San Joaquin River Bridge and the San Joaquin Overflow Bridge. A PEAR was prepared in 2007 for this project under EA 06-45310.

Alternatives

Build and No Build alternatives are being studied for this project.

Funding

State Federal

The project is a candidate for funding in the 2012 State Highway Operations and Protection Program (SHOPP) and is proposed for funding from the 201.113 program (Bridge Scour).

Anticipated Environmental Approval

CEQA

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

NEPA

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

Anticipated Environmental Schedule

Total Time for Environmental Approval	3 Years
Start Date	7/1/12
Begin Environmental	8/1/12
Draft Environmental Document	2/16/15
Final Environmental Document	7/13/15
PA&ED*	8/13/15

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

Assumptions and Risks

Risks to the project have been defined in accordance with the Project Risk Management Handbook, May 2, 2007, Second Edition, Rev 0:

Assumptions:

- Construction easements are not defined, resulting in a wider scope of impacts.
- There will be no delays in obtaining permits-to-enter.
- Document reviews will remain within the existing time frame.
- There will be no delay in obtaining the Biological Opinion from the USFWS.
- There will be no controversy over the project by agencies, land owners, and groups who may be interested in the type of work that is proposed within the San Joaquin River.

Risks:

- If there are design changes that were not studied in this PEAR, there will be a corresponding impact to Scope, Cost, and Schedule. Probability of the occurrence is a 1, the impact to Scope, Cost, and Schedule would be Moderate.
- If additional studies are identified during the start of PA&ED, there will be a corresponding impact to Scope, Cost, and Schedule. Probability of the occurrence is a 4, the impact to Scope would be Moderate, the impact to Cost would be Moderate, and the impact to the Schedule would be Moderate.

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

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

Mitigation

Known mitigation costs, which were determined during the creation of this document, are listed in the respective categories below. Further studies may reveal the need for additional mitigation, which would be added to the cost of the project and included in an updated Mitigation Cost Compliance Estimate Form.

Right of Way Capital (050)

- California Department of Fish and Game document review fee: \$2,010.25
- 401 Permit: \$14,000
- 1600 Permit: \$5,000
- Valley Elderberry Beetle: \$4,000 (per bush)

Construction Capital (042)

- Swallow exclusionary netting: \$50,000
- Bat Exclusion: \$20,000

Disclaimer

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

Review and Approval

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

Approved by:



Environmental Manager

Date: 10/26/11



Environmental Office Chief

Date: 10/26/11



Project Manager

Date: 10/26/11

10/26/11
10/26/11
10/26/11
10/26/11
10/26/11

Environmental Technical Reports or Studies Required

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

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

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

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

Permits Anticipated for Construction

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

Discussion of Technical Review

Biology: The project includes scour work within the San Joaquin River. Studies required include wetland delineations, bat surveys, Swainson's hawk surveys, fish passage surveys, valley elderberry longhorn beetle surveys, and vernal pool species surveys. Consultation with the USFWS for potential valley elderberry longhorn beetle impacts is required. Permits include 1600 (DFG), 401 (RWQCB), 404 (USACE Nationwide), and Reclamation Board. Impacts to valley elderberry longhorn beetle will be \$4,000 per bush (this cost is a rough estimate and could be higher once PA&ED studies start). There are also unknown mitigation costs for riparian, wetlands, and waters of the US. Swallow and bat exclusion is also required.

Cultural Resources: The likelihood of encountering cultural resources for this project is very low. Since the project area has not been surveyed for over ten years, an Archeological Survey Report with attached negative Historic Property Survey Report is required.

Hazardous Waste: Bridge as-builts revealed the use of asbestos containing materials in the expansion joints. A Preliminary Site Investigation/consultant prepared Asbestos Containing Material Report is required.

Air Quality Analysis: The project would involve bridge reconstruction and therefore would be exempt under the Transportation Conformity Rule (40 CFR 93.126). No further analysis is required.

Noise Study: The project is unlikely to have any long term noise impacts. According to the May 2011 Traffic Noise Analysis Protocol, the project is a Type III project under 23 CFR 772. No further analysis is required.

Water Quality: The project would include working within the San Joaquin River (scour retrofit). A full water quality assessment is required.

Community Impact Assessment: The project will update an existing facility and will not result in negative impacts to the community.

Cumulative Impacts: The project will update an existing facility and will not require additional right-of-way. No cumulative impacts are anticipated.

Farmland: The project does not require additional right-of-way. No impacts to farmland are anticipated.

Visual Resources: There are visual resources within the project limits that qualify for protection under Caltrans' policy. A Scenic Resource Evaluation is required for the project.

Floodplain Evaluation: The project will not significantly impact the hydraulics or the existing drainage patterns in the project area. A floodplain evaluation will be required.

Paleontology: A Paleontological Identification Report is required.

Section 4(f) Evaluation: The San Joaquin River Parkway and Conservation Trust owns the land on the west side of the San Joaquin River Bridge. The project will require a construction easement, although it is unknown at this time where the easement will be located. This PEAR is assuming that the easement will be located through this land, requiring a Section 4(f) evaluation.

Wild and Scenic River Consistency: The San Joaquin River is not designated as a Wild and Scenic River.

Greenhouse Emissions: A Climate Change/Greenhouse Emissions analysis is required.

Permits

- 401 Permit Coordination
- 404 Permit Coordination with the U.S. Army Corps of Engineers
- 1601 Permit Coordination with the California Department of Fish and Game
- Reclamation Board

List of Preparers

Air, Noise, and Water by Christopher Bassar	October 12, 2011
Cultural Resources by David Lanner	October 25, 2011
Visual Resources by Jennifer Lugo	October 26, 2011
Biology by Frank Meraz	October 25, 2011
Paleontology by Jennifer Lugo	October 26, 2011
Hazardous Waste by Gary Gagliolo	September 27, 2005
Floodplain/Hydraulics by Tom Fisher	September 29, 2005
Preliminary Environmental Analysis Report by Jennifer Lugo	October 26, 2011

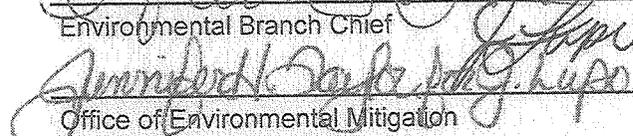
Central Region Environmental Division Mitigation Cost Compliance Estimate (MCCE)

This MCCE is for: **PEAR**

Dist - Co - Rte - PM: <u>06-FRE-41-33.3 / 33.4</u>	EA: <u>06-0N990</u>
Project Name: _____	Alternative #: _____
Project Description: <u>BRIDGE SCOUR</u>	(if applicable)
Environmental Senior: <u>Trais Norris</u>	Phone Number: _____
Design Manager: _____	Phone Number: _____
Design Engineer: <u>Thaer Jawar</u>	Phone Number: <u>559-243-3829</u>
Project Manager: _____	Phone Number: _____
Date: <u>10/26/2011</u>	
MCCE Prepared By: <u>Jennifer Lugo</u>	Phone Number: <u>559-445-6453</u>

	Right of Way Capital (Prior to Construction 050-\$'s)	Construction Capital (During & Post Construction 042-\$'s)
Archaeological		
Architectural History		
Paleontology		
Hazardous Waste		
Air Emissions		
Biological		
Mitigation parcels (acre/dollars)	/	
Mitigation/Bank Credits (acre/dollars)	/ \$4,000	
Monitoring		
Permit Fees		
DFG Fee	\$2,010.25	
401	\$14,000	
1600	\$5,000	
Swallow Exclusion		\$50,000
Bat Exclusion		\$20,000
Other		
Other		
Other		
TOTAL	\$25,010.25	\$70,000

Approved By:  Date: 10/26/11
 Environmental Branch Chief

 Date: 10/26/11
 Office of Environmental Mitigation

This form is completed as part of the PEAR for all candidate projects, at completion of the Draft Environmental Document, at completion of the Final Environmental Document, and during preparation of the PS&E. This form is to be completed for all SHOPP, STIP, and Minor A & B projects (even those without mitigation). Include all costs necessary to complete the commitment including: capital outlay (non-staffing support costs); cost of right-of-way or easements; long-term monitoring and reporting by consultants during the construction phase; and any follow-up maintenance post construction. Timing of Enhancement/Endowment funds will depend on which agency is requiring the mitigation. Funds may need to be available as 050 or as 042.

State of California

Business, Transportation and Housing Agency

Memorandum

To: Victor Shaw

Date: 10/27/2011

Attn: THAAR JAWHAR

File: CD 06 EA 0N990K

Alt: ALT1

Co: FRE RTE 41

DESCRIPTION: BRIDGE SCOUR

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

Subject: RIGHT OF WAY DATA SHEET

We have completed an estimate of the right of way costs for the above-referenced project based on the Right of Way Data Sheet Request Form dated 9/12/2011

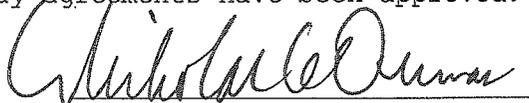
The following assumptions and limiting conditions were identified:**Appraisal**

No new R/W required for this Bridge Scour project.

Utility

Per the Right of Way Data Sheet Request Form submitted by Thaar Jawhar, Project Engineer, the proposed work is pipe seat extenders at the hinges for seismic retrofit and sheet pile protection of piers for scour retrofit. Also, upgrade the existing bridge railings for both bridges. At the time of the request, a utility search was not completed, there is no utility relocation required and no potholing is required. Per an e-mail on 10/26/11, Thaar did perform a utility permit search and found no permits issued at this location.

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



NICHOLAS G DUMAS

Assistant Region Division Chief, Right of Way

(559) 445-6195

Right Of Way Cost Estimate	Current Year 2012	Contingency Rate	Right of Way Escalation Rate	Escalated Year 2014
Acquisition:	\$0	25%	5%	\$0
Mitigation:	\$31,263	25%	5%	\$34,467
State Share of Utilities:	\$0	25%	5%	\$0
Expert Witness:	\$0	25%	5%	\$0
Relocation Assistance:	\$0	25%	5%	\$0
Demolition and Clearance:	\$0	25%	5%	\$0
Title and Escrow:	\$0	25%	5%	\$0
Ad Signs:	\$0	25%	5%	\$0
Total Current Value:	\$31,263			\$34,467
If RW Cost Est fields are blank, Costs = \$0				

Estimated Construction Contract Work (CCW): 0 R/W LEAD TIME/Mo. 1

Cost Break Down	
Pot Hole	
Mitigation	
Land	
Bank	4,000
Permit Fee	21,010

RR Involvement

Railroad Facilities or Right of Way Affected?	NO
Const/Maint Agreement:	
Service Contract:	
Right of Entry:	
Clauses:	
Estimated Lead-time	

Parcel Data

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

of Excess Parcels:

Misc RW Work

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

Utilities

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

EA: 06-0N990K ALT: ALT1

Parcel Area

Total R/W Required:	0
Total Excess Area:	0

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

No new R/W required for this Bridge Scour project.

General Description of Utility Involvement:

The project proposes to rehabilitate to meet the current seismic standard and mitigate for scour potential on the San Joaquin River Bridge (Bridge No. 42-112) on State Route 41 at PM 33.3/33.4, 0.00/0.2 in Fresno and Madera Counties. The bridge will ultimately be relinquished back to the City of Fresno and Madera County.

Is there a significant effect on assessed valuation:

No

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

No

Are RAP displacements required:

No

of single family:

of multi-family:

of business/nonprofit:

of farms:

Sufficient replacement housing will be available without last resort housing:

Are material borrow or disposal sites required:

No

Are there potential relinquishments or abandonments:

No

Are there any existing or potential airspace sites:

No

Are environmental mitigation parcels required:

Yes

Data for evaluation provided by:

Estimator:	Gordon Watkins	10/25/2011
Railroad Liaison Agent:	Maria Toles	10/25/2011
Utility Relocation Coordinator:	Stephanie Rendon-Fuentes	10/26/2011

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

NICHOLAS G DUMAS
Assistant Region Division Chief, Right of Way

Date
ENTERED PMCS 10/27/2011
BY: H. Yang

Department of Transportation
District 6

TRANSPORTATION MANAGEMENT PLAN DATA SHEET

06-Fre 41-PM 33.3/33.4 and Mad 41-PM 0.0/0.2

SAN JOAQUIN RIVER BRIDGE RELINGUISH/REHAB

PROJ. ID: 0612000114-K

October 31, 2011

Prepared For: GETACHEW ESHETE, Design Senior
Office of Design I, Branch L
Attn: THAAR JAWHAR

Prepared By: JOE FERNANDEZ

Concurred By:

Approved By:


BENJAMIN C. CAMARENA
District 6 – District Traffic Manager


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

This Transportation Management Plan (TMP) data sheet is prepared in response to a request from Office of Design I, Branch L dated September 13, 2011.

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

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

“Preliminary traffic impacts and mitigation for this project have been outlined in the attached Transportation Management Plan Data Sheet (TMP Data Sheet). Costs

associated with the traffic impact mitigation measures listed in the TMP Data Sheet have been included in this documents estimate.”

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

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

“Daytime work outside peak hours is anticipated for this project. Alternate one-way (reversing) traffic control will be implemented.

If you have any questions, please contact me at 559-444-2492.

Attachments:

- TMP Data Sheet

DISTRICT 6 - UPDATED TRANSPORTATION MANAGEMENT PLAN

DATA SHEET

(TMP Elements and Costs)

CO/RTE/PM	FRE, MAD	41	PM	33.3/0.2	PROJ. ID: 0612000114-K
PROJECT NAME	SAN JOAQUIN RIVER BRIDGE RELINGUISH/REHAB				
PROJECT LIMIT	In Fresno and Madera Counties on Old State Route 41 at San Joaquin River Bridge (Br. No. 42-112) and San Joaquin River Ovedrflow Bridge (Br. No. 41-0040)				
PROJECT DESCRIPTION	Scour Retrofit and Seismic Retrofit				

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

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

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

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

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

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

TMP Estimates based on X-Number of Working Days
requiring Lane/Shoulder/Ramp/Freeway/Highway Closures: 150 Working Days

TMP DATASHEET

PAGE 2 OF 2

Date: October 31, 2011

Design Senior: Emad Araim

Branch: L

Office of Design: I

Cnty/Rte: FRE, MAD

41

PM 33.3/0.2

EA 0612000114-K

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

<p>1. Public Information - Bees # 066063</p> <p><input type="checkbox"/> Brochures & Mailers</p> <p><input checked="" type="checkbox"/> Press Release/Media Alerts</p> <p><input type="checkbox"/> Paid Advertisements</p> <p><input type="checkbox"/> Public Information Center/Kiosks</p> <p><input type="checkbox"/> Telephone Hotline</p> <p><input checked="" type="checkbox"/> Planned Lane Closure Website</p> <p><input type="checkbox"/> Project Website</p> <p><input type="checkbox"/> Pubic Meetings</p> <p><input type="checkbox"/> Freight Travel Information</p>	<p>\$7,000</p> <p>\$0</p>	<p>4. Construction Strategies (In Addition to Elements Identified on Item B)</p> <p><input type="checkbox"/> Two-way Traffic On One Side</p> <p><input type="checkbox"/> Reversible Lanes</p> <p><input type="checkbox"/> Ramp/Connector Closure</p> <p><input type="checkbox"/> Night Work</p> <p><input type="checkbox"/> Extended Weekend Work</p> <p><input type="checkbox"/> Ped/Bicycle Access Improvements</p> <p><input type="checkbox"/> Maintain Business Access</p> <p><input type="checkbox"/> A + B Bidding</p> <p><input type="checkbox"/> Innovative Const. Techniques</p> <p><input checked="" type="checkbox"/> Coordination w/ Adj. Const. Site</p> <p><input type="checkbox"/> Speed Limit Reduction</p> <p><input type="checkbox"/> Traffic Screens</p>	<p>\$0</p>
<p>2. Motorist Information Strategies</p> <p><input checked="" type="checkbox"/> Traffic Radio Announcements</p> <p><input type="checkbox"/> Fixed CMS</p> <p><input checked="" type="checkbox"/> Portable CMS BEES 128650</p> <p><input type="checkbox"/> Temporary Motorist Information Signs</p> <p><input type="checkbox"/> Ground Mounte Signs (Detour)</p> <p><input type="checkbox"/> Dynamic Speed Message Sign</p> <p><input type="checkbox"/> Highway Advisory Radio</p> <p><input checked="" type="checkbox"/> CT Hwy Infom. Network (CHIN)</p>	<p>\$0</p> <p>\$55,000</p> <p>\$0</p>	<p>5. Demand Management</p> <p><input type="checkbox"/> HOV Lane/Ramps</p> <p><input type="checkbox"/> Variable Work Hours</p> <p><input type="checkbox"/> Telecommuting</p> <p><input type="checkbox"/> Truck/Heavy Vehicle Restrictions</p> <p><input type="checkbox"/> Rideshare Promotions</p> <p><input type="checkbox"/> Ramp Metering</p> <p><input type="checkbox"/> Transit Incentives</p> <p><input type="checkbox"/> Shuttle Services</p> <p><input type="checkbox"/> Ridesharing/Carpooling Incentives</p> <p><input type="checkbox"/> Park & Ride Promotion</p>	<p>\$0</p>
<p>3. Incident Management</p> <p><input checked="" type="checkbox"/> Transportation Management Center</p> <p><input type="checkbox"/> Traffic Management Team (TMT)</p> <p><input type="checkbox"/> Intelligent Transportation Systems</p> <p><input type="checkbox"/> Traff. Surveillance (Loop & CCTV)</p> <p><input type="checkbox"/> Helicopter Surveillance</p> <p><input type="checkbox"/> Tow/Freeway</p> <p><input type="checkbox"/> COZEEP BEES 066062</p>	<p>\$0</p>	<p>6. Alternative Route Strategies</p> <p><input type="checkbox"/> Off-site Detours/Use of Alt. Rtes</p> <p><input type="checkbox"/> Signal Timing/Coord. Improvements</p> <p><input type="checkbox"/> Temporary Traffic Signals</p> <p><input type="checkbox"/> Signal Retiming</p> <p><input type="checkbox"/> Street/Intersection Improvements</p> <p><input type="checkbox"/> Turn Restrictions</p> <p><input type="checkbox"/> Parking Restrictions</p>	<p>\$0</p>
<p>4. Construction Strategies (In Addition to Elements Identified on Item B)</p> <p><input checked="" type="checkbox"/> Lane Requirement Chart</p> <p><input type="checkbox"/> Construction Staging</p> <p><input type="checkbox"/> Traffic Handling Plans</p> <p><input type="checkbox"/> Full Facility Closures</p> <p><input type="checkbox"/> Local Road Closures</p> <p><input type="checkbox"/> Lane Modifications</p> <p><input checked="" type="checkbox"/> One-Way Reversing Operation</p>	<p>\$0</p> <p>\$0</p>	<p>7. Other Considerations</p> <p><input type="checkbox"/> Application of New Technologies</p> <p><input type="checkbox"/> Other</p>	<p>\$0</p>

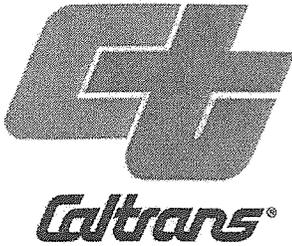
TOTAL ESTIMATED COST OF TMP	\$62,000
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PROJECT NOTES:

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

<p>PREPARED BY: JOSE FERNANDEZ, JR.</p>	<p>OFFICE OF TRAFFIC OPERATIONS</p>	<p>DATE: October 31, 2011</p>
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Short Form - Storm Water Data Report



Dist-County-Route: 06-Fre-41,06-Mad-41
 Post Mile Limits: 33.3/33.4,0.0/0.2
 Project Type: Bridge Seismic Retrofit
 Project ID (or EA): 06-0N990K
 Program Identification: HA1 2012 SHOPP
 Phase: PID
 PA/ED
 PS&E

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

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

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

Estimate Construction Start Date: April 2016 Construction Completion Date: December 2016

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

Erosivity Waiver Yes Date: _____ No

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

 10-31-11
 Thaar Jawhar, Registered Project Engineer/Landscape Architect Date

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

 10-31-2011
 Marissa Nishikawa, District/Regional SW Coordinator or Designee Date

(Stamp Required for PS&E only)



Sign In Sheet

Date: ²⁵ 10-3-11

Title of Meeting: 06-0N990 Kick Off Meeting

Meeting Facilitator: Victor Shaw

	Name	Division	Telephone Number
1.	Emad Abi-Rached	PM	243-3460
2.	Sam Katic	Maint.	488-4247
3.	David Garcia	Traffic ops.	445-5999
4.	BENJAMIN CAMPBELL	TMC	408-4348
5.	Janisa Lodge	Traffic ops	445-5070
6.	Theer Jawhar	Design	243-3829
7.	JENNIFER LUGO	ENV	445-6453
8.	VICTOR SHAW	PM	243-3441
9.			
10.			
11.			
12.			
13.			
14.			
15.			
16.			
17.			
18.			
19.			
20.			

Sign in sheet courtesy of The I-3 Team

VISIT THE I-3 TEAM WEBSITE AT:
<http://sv06web/admin/i3team/>



NEW INNOVATIONS ARE WELCOME
 Email: i3team@dot.ca.gov Phone: (559) 444-2544

California Department of Transportation
Office of Structure Maintenance and Investigation

BRIDGE NEEDS/PROJECT REPORT

Date : 08/10/2011

COMPLETED WORK NOT SHOWN

Page 2 of 2

Bridge No.: 42 0112

Location: 06-FRE-041-33.34

Name: SAN JOAQUIN RIVER (LANES BRIDGE)

ABME Area: 06C - DIANA VENTURA

Last Insp: 02/18/2010

Last Insp By: RC.Dills

Outstanding Work

Rec. Date:	11/19/2004	EstCost:	\$300	Patch the spall at the open joint at abutment 1 and the one near the second hinge, southbound lane.
Action :	Super-Patch spalls	StrTarget :	2 years	
Work By :	Bridge Crew	DistTarget:		
Status :	Ten Year Plan	Comp Date :		
		EA :	45310X	
Rec. Date:	07/01/2001	EstCost:	\$1,115,000	Unrestrained short seat hinges, non-ductile columns. Priority 1 & 4. Final Score 3.12.
Action :	Seismic-Retrofit	StrTarget :	2 years	
Work By :	STRAIN	DistTarget:		
Status :	Ten Year Plan	Comp Date :		
		EA :	45310X	
Rec. Date:	07/01/2001	EstCost:	\$770,000	The first alternative is to install a check dam downstream of new right bridge to control channel degradation. The second alternative is to provide foundation retrofit at Piers 3, 6, 8 & 11 with new 1.2 m CIDH piles with an estimated cost of \$ 1 million. The third alternative is to provide an outrigger bent in each span in between the existing piers with an estimated cost of \$ 1.1 million.
Action :	Sub-Scour Mitigate	StrTarget :	2 years	
Work By :	STRAIN	DistTarget:		
Status :	Ten Year Plan	Comp Date :		
		EA :	45310X	
Rec. Date:	02/10/1984	EstCost:	\$788,840	F1-03 / F2-0 / F3-0 / Rail Type-C.WIN. Rail upgrade / replace dk jt seals / repair bridge roadway approaches with an AC overlay.
Action :	Railing-Upgrade	StrTarget :	2 years	
Work By :	STRAIN	DistTarget:		
Status :	Ten Year Plan	Comp Date :		
		EA :	45310X	

Notes:

* This bridge contains multiple ratings. The controlling rating is shown for the bridge.

California Department of Transportation
Office of Structure Maintenance and Investigation
BRIDGE NEEDS/PROJECT REPORT

Date : 08/10/2011

COMPLETED WORK NOT SHOWN

Page 1 of 2

Bridge No.: 41 0040

Location: 06-MAD-041-.08

Name: SAN JOAQUIN RIVER OVRFLOW

ABME Area: 06B - ANDY DANG

Last Insp: 03/02/2011 Last Insp By: R.Odell/WL.Peterson

Structure Type & Material

Str Matl: 2-CONCRETE CONT
Design Type: 01-SLAB
Deck Type: 1-CIP CONCRETE
Dk Surface: 6-BITUMINOUS
Dk Membrane: 0-NONE
Dk Protect: 0-NONE

Structure Details

Year Build (27): 1941
Feature Intersected (6): SAN JOAQUIN RIVER OVRFLO
Facility Carried (7): COBB RANCH BLVD
Type of Service on (42a): 1 HIGHWAY
Under (42b): 5 WATERWAY
Structure Length (49): (m) 61
Permit Rating: P P P P P
Rail Rating: 0011

Structure Condition

Suff Rating: 76.90 Health Index: 100.00 Status:
Paint Index: Scour Code: 5 STABLE W/IN FOOTING

Deck (58): 7 GOOD Channel (61): 8 PROTECTED
Superstructure(59): 7 GOOD Culvert (62): N N/A (NBI)
Substructure(60): 7 GOOD Waterway (71): 8 EQUAL DESIRABLE

Element Condition

Unit	Elem	Env	Quantity	Units	St.1	St.2	St.3	St.4	St.5	Description
101	39	2	540	sq.m.	540	0	0	0	0	Concrete Slab - Unprotected w/ AC Overlay
101	205	2	48	ea.	48	0	0	0	0	Reinforced Conc Column or Pile Extension
101	215	2	18	m.	18	0	0	0	0	Reinforced Conc Abutment
101	234	2	22	m.	22	0	0	0	0	Reinforced Conc Cap
101	256	2	1	ea.	1	0	0	0	0	Slope Protection
101	301	2	8	m.	8	0	0	0	0	Pourable Joint Seal
101	304	2	8	m.	8	0	0	0	0	Open Expansion Joint
101	312	2	1	ea.	1	0	0	0	0	Enclosed/Concealed Bearing
101	331	2	128	m.	128	0	0	0	0	Reinforced Conc Bridge Railing

Project Information

Dist/EA: 06 - 0X800 FY: 2015 Tot.Cost(\$): \$4250 Status: 8 10-YEAR PLAN

Dist/EA: 06 - 39E20X FY: Tot.Cost(\$): \$560 Status: D - PROJECT DROPPED

Project Description: Rail upgrade / replace dk jt seals / repair bridge roadway approaches with an AC overlay.

Notes:

* This bridge contains multiple ratings. The controlling rating is shown for the bridge.

California Department of Transportation
Office of Structure Maintenance and Investigation

BRIDGE NEEDS/PROJECT REPORT

Date : 08/10/2011

COMPLETED WORK NOT SHOWN

Page 2 of 2

Bridge No.: 41 0040

Location: 06-MAD-041-.08

Name: SAN JOAQUIN RIVER OVERFLOW

ABME Area: 06B - ANDY DANG

Last Insp: 03/02/2011 Last Insp By: R.Odell/WL.Peterson

Outstanding Work

Rec. Date:	03/28/2007	EstCost:	\$269,500	No plans available. Priority 4. Final Score 0.
Action :	Seismic-Retrofit	StrTarget :	2 years	
Work By :	STRAIN	DistTarget:		
Status :	Ten Year Plan	Comp Date :		
		EA :	OK800	
Rec. Date:	02/10/1984	EstCost:	\$239,440	F1-03 / F2-0 / F3-5 / Rail Type-C.WIN. Rail upgrade /
Action :	Railing-Upgrade	StrTarget :	2 years	replace dk jt seals / repair bridge roadway approaches
Work By :	STRAIN	DistTarget:		with an AC overlay.
Status :	Proposed	Comp Date :		
		EA :		

Notes:

* This bridge contains multiple ratings. The controlling rating is shown for the bridge

PROJECT RISK MANAGEMENT PLAN

Dist - E.A 06-0N990

Project Name San Joaquin River Bridge Scour Repair

Co-Rte-PM Fre-41-33.3/33.4

Date 10/1/2011

Project Manager Victor Shaw

Telephone Number 559-243-3441

PROJECT RISK MANAGEMENT PLAN																	
Priority	Identification					Qualitative Analysis				OPTIONAL Quantitative Analysis			Risk Response Plan		Monitoring and Control		
	Status	ID #	Date Identified Project Phase	Functional Assignment	Threat/Opportunity Event	Risk Trigger	Type	Probability	Impact	Risk Matrix	Probability (%)	Impact (\$ or days)	Effect (\$ or days)	Strategy	Response Actions including advantages and disadvantages	Responsibility (Risk Manager)	Last date changes made to risk and Comments
	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14) = (12)x(13)	(15)	(16)	(17)	(18)
	Active		10/1/2011	DES-Structures	Planned work on Piers #4 through #11 will avoid the elderberry bushes	Final hydraulics report may include the area of elderberry growth	Schedule	Moderate	Moderate		50%	100,000	50,000	Mitigation	Earmark \$50,000 (should be in the contingency already)	Structures PE	
	Active		10/1/2011	DES-Structures	Seismic retrofit work may need more than just the pipe-seat extenders.	PS&E Development	Schedule	Low	Low		30%	100,000	25,000	Avoidance	Earmark \$25,000 (should be in the contingency already)	Structures PE	
	Active		10/1/2011	Structure - Maintenance	May Recommend major rehab or replacement	PS&E Development	Schedule	Low	Very High		30%	Could be > 1M		Acceptance	Potential major scope change will kill the project	Structure Maintenance	
	Active		10/1/2011	PM	Cost escalation is at 3% and not the 5% that structures has been recommending. The current trend is that costs are going down and the DISTRICT PM is willing to proceed with the lower 3% escalation rate.	Construction Costs	Cost	Low	Moderate		30%	200,000	60,000	Acceptance	Project would require additional funding at time of vote	PM	
	Active		10/1/2011	PJD	Pressure to deliver project on an accelerated schedule	Deadline for programming cycle	Quality	Moderate	Moderate		50%			Acceptance	Project will be further reviewed and adjusted as necessary in PS&E	PM	