

PROJECT CHANGE REQUEST

PROJECT ID. 0612000096

DISTRICT/EA 06/0M250 PPNO 6574 PGM Doc. SHOPP PGM Del FY 15/16 PROG CODE 201.110

Cty Rte PM Description

PROJECT (SCOPE) DESCRIPTION: FRE 198 35.3/35.6 Near Huron, at the California Aqueduct Bridge Bridge No. 42-0270.
Replace Bridge Deck.

DOES THIS PROJECT INVOLVE PROPOSITION 1B FUND(S)? NO YES , TYPE(S) (CMLA, Route 99, STIP, SHOPP, etc.) _____

SCOPE, COST & SCHEDULE CHANGES

TYPE OF REQUEST: PGM COST PGM YEAR SCOPE SPLIT / COMBINE OTHER: _____

COMPONENT Change (\$'s in 1,000's)

	EXISTING (PROGRAMMED)		PROPOSED		COST EXPENDED to Date % COMPLETE			COST CHANGE			
	Value	FY	Value	FY	Expended	% Expended	% Complete	Value	Value%	Yrs	Type
PA&ED	\$ 245	15/16	\$ 245	15/16	\$192	78%	100%	\$ _____	_____%	_____	NA
PS&E	\$ 617	15/16	\$ 1,165	15/16	\$305	49%	33%	\$ 548	89%	_____	A
R/W SUP	\$ 17	15/16	\$ 148	15/16	\$ 21	124%	15%	\$ 131	771%	_____	C
CON SUP	\$ 766	15/16	\$ 862	15/16	\$ 0	0%	0%	\$ 96	13%	_____	A
R/W CAP	\$ 33	15/16	\$ 55	15/16	\$ 0	0%	0%	\$ 22	67%	_____	A
CON CAP	\$2,082	15/16	\$2,700	15/16	\$ 0	0%	0%	\$ 618	30%	_____	A
Total	\$3,760		\$5,184		\$518			\$1,424	38%		

WHAT PHASE IS THE PROJECT IN? PRE-PGM DELIVERY YR PGM DELIVERY YR & PRE VOTE POST VOTE

Cost Change Type	Description	Data Systems Changed	
	Cost Change Request Types	Programmed Budget	Approved Cost
A	Programming Cost Change	CTIPS	AMS Advantage
B	Headquarters Cost Approval		AMS Advantage
C	District Cost Documentation		
NA	No Change Proposed		
Supplemental Funds Requests			
SFR	Supplemental Funds Request		AMS Advantage If Expenditures < 100%

Cty - Rte - PM - Description

New Project Description: _____
 (Only If Revised)

“010” Safety Project? Yes No

Project Performance	EXISTING (PROGRAMMED)	PROPOSED	PERFORMANCE CHANGE	
	1 Bridge	1 Bridge	0	Bridge 0%

(SHOPP PRIMARY PERFORMANCE OUTPUT BY PROGRAM CODE)

Value Units Value Units Value Units

1.) WHAT IS THE PROPOSED CHANGE?

- a. Increase in PS&E Support from \$617,000 to \$1,165,000.
- b. Increase in R/W Support from \$17,000 to \$148,000.
- c. Increase in Construction Support from \$766,000 to \$862,000.
- d. Increase in R/W Capital from \$33,000 to \$55,000.
- e. Increase in Construction Capital from \$2,082,000 to \$2,700,000 (escalated).

2.) COMPLETE THE FOLLOWING REGARDING THE LATEST TWO COST ESTIMATES.

(\$'s in 1,000's.)

- | | | |
|--------------------------------|-----------------------------|-------------------------|
| 1. ESTIMATE DATE: <u>10/14</u> | Con Capital <u>\$2,700.</u> | RW Capital <u>\$55.</u> |
| 2. ESTIMATE DATE: <u>10/11</u> | Con Capital <u>\$2,082.</u> | RW Capital <u>\$33.</u> |

3.) WHAT WAS THE REASON FOR THE CHANGE?

- a. This project was originally scoped to replace the bridge deck on the California Aqueduct Bridge, install new concrete barrier bridge rail and upgrade the metal beam guard rail. No additional right of way was required.

During PS&E it was discovered that since the bridge is recognized as historical, the selected concrete barrier would have a visual impact on the bridge consequently revoking the environmental document. It was also determined that a crash cushion system would be used in place of MBGR thus requiring additional right of way. A crash cushion was selected because metal beam guard rail with the flared end section would prohibit access to the existing maintenance road servicing the canal. Several meetings, field reviews and a bridge rail type selection meeting were held to ensure that the railing would meet guidelines for its historical significance and speed rating standard for the facility and to select the appropriate crash cushion system.

PS&E support is expected to need additional resources due to the additional efforts for the crash cushion, bridge rail and right of way requirements. A Supplemental PSSR is being prepared to document the changes in scope and cost.

- b. New right of way requirements directly impacts support for this component. A new right of way data sheet and revised workplan resources were obtained from the impacted functional units.
- c. Construction support increased due to the salary adjustments from furloughs when the project was originally programmed in 2011.
- d. Right of way capital increased to obtain the additional right of way needed for the crash cushion system footing.
- e. Construction capital increased due to a more accurate six-page estimate for PS&E and project scope changes.

4.) WHEN WAS THE CHANGE DISCOVERED?

The change was discovered in May 2014.

5.) WHAT HAS BEEN DONE TO MINIMIZE ANY CHANGE?

A Supplemental PSSR with new cost estimate, right of way data sheet and a revised workplan have been completed to identify the additional resources and cost to complete the project. The target date for approval of the Supplemental PSSR is December 2014.

6.) WHAT CAN BE CONSTRUCTED WITH THE PROGRAMMED FUNDS?

Removal and replacement of the bridge deck. Existing funds are inadequate to install crash cushion system.

7.) **IF THE SCOPE IS REDUCED OR SPLIT, WOULD THE REMOVED WORK NEED TO BE REPROGRAMMED OR ADDED TO ANOTHER PROJECT?**

N/A

8.) **IS A SUPPLEMENTAL SCOPING DOCUMENT NEEDED? IF YES, STATUS?**

Yes, a Supplemental PSSR has been completed and is ready to be circulated. The target date for approval of the Supplemental PSSR is December 2014.

9.) **WAS A VALUE ANALYSIS STUDY CONDUCTED? EXPLAIN THE RESULTS OF THE STUDY OR WHY A STUDY WAS NOT CONDUCTED?**

No, a VA study was not conducted for this project, however, principles of value engineering have been applied by the project team to ensure cost effectiveness of the proposal.

10.) **COST - WHERE WILL THE REQUIRED FUNDS COME FROM?**

SHOPP, 201.110 Program

11.) **PRIOR PCRs -- LIST OTHER PCRs PREVIOUSLY APPROVED.**

N/A

PROJECT CONCURRENCE

12.) (A) (STIP-RIP) **WHEN DID THE DISTRICT DISCUSS THIS WITH HEADQUARTERS STIP PROGRAM MANAGER AND THE RTPA OR COUNTY TRANSPORTATION COMMISSIONS STAFF? EXPLAIN THEIR REACTION.**

(B) (STIP-IIP) **WHEN DID THE DISTRICT DISCUSS THIS WITH HEADQUARTERS STIP PROGRAM MANAGER? EXPLAIN THEIR REACTION.**

(C) (SHOPP) **WHEN DID THE DISTRICT DISCUSS THIS WITH THE HEADQUARTERS PROGRAM MANAGER? EXPLAIN THEIR REACTION.**

Diana Campbell was contacted and given a draft PCR to review on October 15, 2014. She concurs with this PCR.

13.) **LESSONS LEARNED, NEW STRATEGIES (What new information pertaining to this project could be beneficial to others?)**

Pay attention during the PID stage for potential future mitigation measures which could come up on bridges with historical significance.

14.) District Project Manager Signature

Suzie Holdridge
SUZIE HOLDRIDGE
 District Project Manager

10/29/14
 Date

(559) 243 - 3432
 Phone Number

Samer Shaath
SAMER SHAATH
 Deputy District Director
 Program/Project Management

11/4/14
 Date

APPROVAL - COMMENTS - CONCERNS

- PD Concurrence
- PD Objections (detail concerns):

15.) Comments - Concerns:

Paul N. Gennaro
PAUL GENNARO
 HQ Project Delivery Coordinator

11/4/14
 Date

APPROVAL

Sharrri Bender Elhert
SHARRI BENDER ELHERT
 DISTRICT DIRECTOR

11/26/2014
 Date

	Approve	Deny	No HQ Action
Cost	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Scope	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Schedule	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Split / Combine	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Revise & Resubmit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Monicku for
JAMES E. DAVIS
 HQ DIVISION CHIEF
 PROJECT MANAGEMENT

3/27/15
 Date

Rachel Falsetti
RACHEL FALSETTI
 HQ DIVISION CHIEF
 TRANSPORTATION PROGRAMMING

4/1/15
 Date

REQUIRED ATTACHMENTS

- (a) Attach 1 page copy (screenprint) of project workplan/status schedule.
- (b) Attach the current CTIPS project information.
- (c) PCR Data Worksheet, if applicable (for splits/combines).
- (d) For STIP Projects, please attach the latest Project Programming Request (PPR).
- (e) Summary Cost Estimates, if/when needed.

PROJECT ID. _____
 DISTRICT/EA _____

(Dollars in Thousands)

DIST: 06	PPNO: 6574	EA: 0M250	CTIPS ID: 103-0000-0325	TCRP NO.:	TITLE (DESCRIPTION): (Near Huron, at the California Aqueduct Bridge Bridge No. 42-0270. Replace Bridge deck.)	ELEMENT: SHOPP Major Const. SPONSOR: Caltrans MPO: Council of Fresno County Governments CORRIDOR: PRJ MGR: PHONE: EMAIL:	MPO ID: 3 LAW: 12
CT PROJECT ID: 06-1200-0096							
COUNTY: Fresno County		ROUTE: 198	PM: 35.3 / 35.6				

ASSEMBLY: 30	IMPLEMENTING	PAED	RW
SENATE: 16	AGENCIES:	PSE	CON
CONGRESS: 20			

PROJECT VERSION HISTORY (Printed Version Is Shaded) (Last 9 versions displayed)

Programmed Dollars in Thousands - Total for Project

Version	Status	Date	Updated By	Change Reason	Amend No.	Vote	Cum Award	Prog Con	Prog RW	PA & ED	PS & E	RW Sup	Con Sup
2	Official		DBERRY	Approved - Carry Over				2,082	33	245	617	17	766
1	Official		DBERRY	Approved - New Project				2,082	33	245	617	17	766

Fund Source 1 of 1 SHOPP - Bridge Preservation
20.XX.201.110 - Bridge Rehabilitation

Fund Type
Bridge - State (HBRR)

Extension

	PRIOR	14/15	15/16	16/17	17/18	18/19	19/20	FUTURE	TOTAL
PA&ED			245						245
PS&E			617						617
R/W SUP			17						17
CON SUP			766						766
R/W			33						33
CON			2,082						2,082
Total:			3,760						3,760

HQ Comments:

***** Version 2 - 03/26/2014 ***** Carryover project from 2012 to 2014 SHOPP ***** Version 1 - 04/12/2012 ***** New 2012 SHOPP project

Memorandum

*Serious drought.
Help save water!*

To: BRUCE DE TERRA
Acting Chief, Division of
Transportation Programming

Date: February 18, 2015

File: 06-FRE-198
PM35.3/35.6
ID#0612000096
06-0M250
20.10.201.110

From: DEPARTMENT OF TRANSPORTATION
Central Region-Project Development

Subject: **Supplemental Project Scope Summary Report**

This project is located on State Route 198 in Fresno County near Huron from PM 35.3 to PM 35.6. The project proposes to replace the bridge deck at the California Aqueduct Bridge (Br. No. 42-0270), install new concrete barrier, remove existing Metal Beam Guard Rail (MBGR), install crash cushions at the bridge rail ends, and pave to conform at bridge approaches.

This memorandum is a supplement to the approved Project Scope Summary Report (PSSR) for the above referenced project, signed on October 26, 2011 (Attachment K)

The PSSR's Purpose and Need section states the need as "The structure carries an average of more than 3,750 vehicles per day of which 12% are trucks. Inspection of the structure in May 2009 found that 20% of the deck has worn out. All the construction joints have failed or are in poor condition. The presence of chloride in the concrete will cause the deck to continue to deteriorate. Without corrective action, the pavement and joints will continue to fracture causing large potholes to form, damaging the structure and resulting in damage to vehicles". The PSSR states the purpose of the project as "The purpose of the project is to prevent further deterioration of the bridge by replacing the bridge deck, installing smart crash cushions, installing new bridge concrete guardrail, removing MBGR and conforming to AC approaches".

The Structure Replacement and Improvement Needs Report (STRAIN) recommends replacing the bridge deck as an alternative to bridge replacement.

The project was amended into the 2012 SHOPP.

The purpose of this Supplemental PSSR is to update the cost estimate, scope, schedule, and provide project approval.

Scope Changes:

The proposed scope changes are: Removal of the existing MBGR, installation of crash cushions at the bridge rail ends, removal and replacement of existing dikes, pavement of 4 adjacent driveways, and installation of bridge rail type ST-10 instead of type 736. Scope changes were needed because of environmental requirements for a see through bridge rail, and

recommendations from District 6 Office of Traffic Operations to remove embankment MBGR, install type ST-10 bridge rail, replace dike, and install crash cushions. No nonstandard features are proposed.

Environmental Document:

The project is Categorical Exempt under the State CEQA Guidelines. The project is Categorical Excluded under the National Environmental Policy Act (NEPA) (Attachment D).

Right of Way:

The right of way data sheet was updated on 08/26/2014 to include the additional right of way needed, and construction easement (Attachment E).

Storm water/NPDES issues:

Caltrans facilities and construction projects, including this project are covered by Caltrans Statewide NPDES Permit Federal Order No. CA000003 (State Order No. 99-06-DWQ) (Caltrans Permit), issued by the State Board. Caltrans Permit authorizes the discharge of stormwater from construction sites to surface waters providing that measures are taken to control pollutants. Pursuant to its permit, Caltrans submitted to the State Board the required Statewide Stormwater Management Plan (SWMP), which commits to addressing potential impacts to water quality in the planning, design and construction phases of all its projects. This project is consistent with SWMP, pursuant to the Caltrans Permit.

Since this project will have less than 1.0 acre of disturbed soil, a Storm Water Pollution Prevention Plan is not required. Nevertheless, Caltrans' own minimum standards require implementation of a Water Pollution Control Program, which should adequately address protecting surface water quality from pollution.

These measures to avoid and reduce potential impacts to water quality in the construction area will be specified in the WPCP. The WPCP is developed by the contractor and submitted to the Caltrans Resident Engineer for review/acceptance prior to the start of construction. The WPCP will incorporate applicable temporary construction site BMPs for the project.

The temporary Water Pollution Control bid items will be detailed in the PS&E.

A Storm Water Data Report was approved for this project on 09/09/2014 (Attachment G).

Transportation Management Plan:

A TMP will be prepared during the PS&E stage. A TMP data sheet has been prepared for this project. Preliminary traffic impacts and mitigation for this project have been outlined in the TMP data sheet. Costs associated with the traffic impact mitigation measures listed in the TMP data sheet have been included in this documents estimate. Lane closure charts and detailed TMP will be provided during PS&E stage. Lane closures are not allowed when the traffic volume is beyond the capacity of the remaining lanes. Nighttime work is anticipated for this project. (Attachment H).

Risk:

A risk management plan was prepared for this project. It identifies possible risks, strategies, and responses. (Attachment J).

Capital and Support Cost Summary:

Per the approved PSSR the estimated escalated project cost was \$3.63 million in 2016 (Attachment K). Since then item prices and project scope changed causing an increase in cost. The updated escalated construction cost is \$2.7 million and escalated right of way cost is \$55,000 (Attachment F).

Project Cost Component	Fiscal Years				Total
	13/14	14/15	15/16	16/17	
R/W Capital			\$55		\$55
Construction Capital			\$2,698		\$2,698
PA&ED	\$245				\$245
PS&E			\$1,165		\$1,165
R/W Support			\$148		\$148
Construction Support				\$862	\$862
Total	\$245		\$4,066	\$862	\$5,173

All Costs x\$1000. Support Categories are the same as those identified by SB45. Construction Capital escalated at 3% (Structures at variable rate). Right of Way Capital estimate is escalated at 5%. Support cost escalated at 3.75%. Support Cost ratio: 87.9% [All Support Costs divided by the sum of the escalated Construction Capital and the escalated R/W Capital]

Project Schedule:

<u>MILESTONE</u>	<u>MONTH/YEAR</u>
M200 PA&ED	06/2013
M224 Regular Right of Way	08/2014
M377 PS&E TO DOE	11/2015
M378 Draft Structures PS&E	09/2015
M410 Right of Way Certification	02/2016
M460 Ready to List	03/2016
M495 Award	06/2016
M500 Approve Contract	08/2016
M600 Contract Acceptance	06/2017
M800 End Project	07/2019

Recommendations:

It is recommended that this supplemental PSSR be approved so the project can proceed with the scope, cost and schedule described.

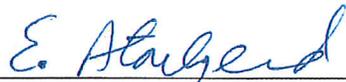
List of Attachments:

- A. Title Sheet
- B. Typical Cross Section
- C. Layout Sheet
- D. Categorically Exemption (CE) / Categorical Exclusion (CE)
- E. Right of Way Data Sheet
- F. Cost Estimate
- G. Storm Water Data Report (SWDR)
- H. Transportation Management Plan (TMP)
- I. Advanced Planning Study Memo
- J. Risk Management Plan
- K. PSSR dated 10/26/2011

Distribution List:

- Design Report Routing (1)
- HQ Program Advisor (1)
- HQ Division of Engineering Services (3)
- HQ Transportation Programming –Rick Guevel (1)
- HQ Maintenance – Roger Hunter (1)
- HQ Environmental-Bob Pavlik (1)
- Project Manager – Suzie Holdridge (1)

This Supplemental PSSR 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.



Eltahir Ataelgeed, PE
Project Engineer



2/18/15

Date

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



JAMIE LUPO
ACTING CHIEF, CENTRAL REGION,
RIGHT OF WAY DIVISION

3.11.15
Date

Recommended for
Approval by:



JEANNIE WILEY
ACTING PROJECT MANAGER, DISTRICT 6

3-9-15
Date

Approved by:



SHARRI BENDER EHLERT
DISTRICT 6 DIRECTOR

3/16/2015
Date