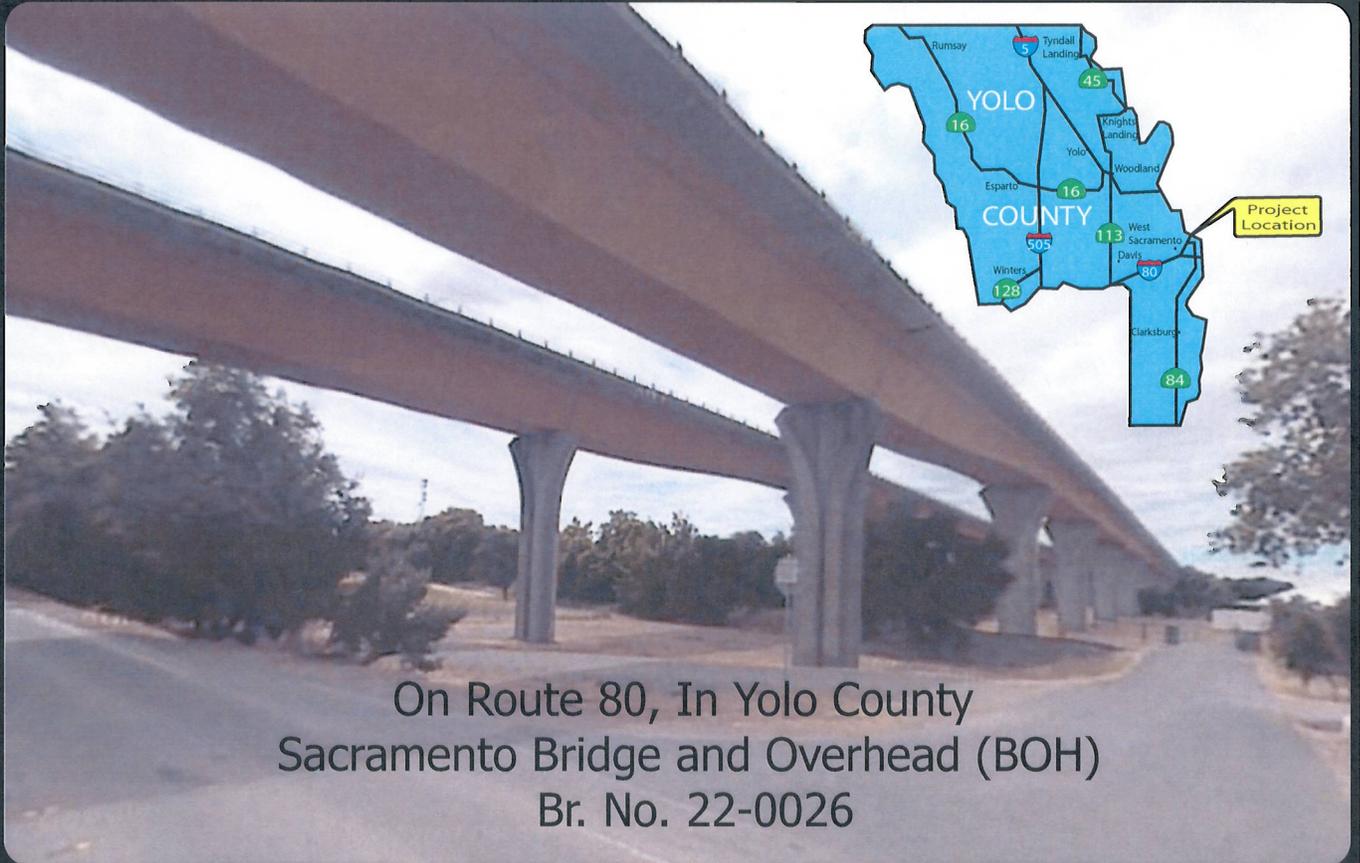




03-YOL-80 PM R11.31
03-216-0F250K
20.XX.201.110
December 2009

PROJECT SCOPE SUMMARY REPORT (Bridge Rehabilitation) TO PROVIDE PROJECT APPROVAL



On Route 80, In Yolo County
Sacramento Bridge and Overhead (BOH)
Br. No. 22-0026

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

LK Lee 1-12-2010

LINDY K. LEE Date
District Division Chief - NR Right of Way

APPROVAL
RECOMMENDED:

Rebecca Mowry 1/4/10

REBECCA MOWRY Date
Project Manager

APPROVED BY:

Jody Jones 1/13/10

JODY JONES Date
District Director, District 3

REPORT SIGNATURE SHEET



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.

Molly Richard

Molly Richard
Registered Civil Engineer

12-29-09
Date



PROJECT SCOPE SUMMARY REPORT FOR SACRAMENTO RIVER BRIDGE AND OVERHEAD (BRIDGE REHABILITATION)

Executive Summary

This project will replace elastomeric bearing pads and adjust or replace seismic restrainer cables on the Sacramento River Bridge and Overhead (BOH) bridge number 22-0026 L/R on Interstate 80 in and near West Sacramento.

Capital Costs for 2009*:	\$ 19,136,600
Structures:	\$ 17,926,000
Roadway:	\$ 1,207,000
Right of Way:	\$ 3,600

Funding Source: 2010 SHOPP

Type of Facility: Interstate Multilane Freeway

Project Program: 20.XX.201.110
Bridge Rehabilitation

Anticipated Environmental Determination/ Document: Categorical Exemption/
Categorical Exclusion

Construction Year: 2012/13

Project Limits: 03-YOL-80
PM R11.31

Description: In West Sacramento at Sacramento River Bridge 22-0026. Bearing pad replacement and adjust/replace seismic restrainer cables.



On the Sacramento River BOH on I-80 looking west.



On North Harbor Boulevard under the Sacramento River BOH.

*For escalated cost breakdown including support, see Programming Sheet, *Attachment I*.

Table of Contents

1. Introduction
2. Purpose and Need
3. Alternatives
4. Existing Facility
 - Roadway Geometric Information
 - Structures Information
 - Pedestrian and Bicyclist Information
 - Traffic Data
5. Traffic Management Plan
6. Environmental
 - Environmental Status
 - Environmental Issues
7. Right of Way
8. Other Agencies Involved
9. Other Considerations
10. Cost Estimate Breakdown
11. Field Review
12. Project Reviews
13. Proposed Funding/Project Support
14. List of Project Contacts
15. List of Attachments

1. Introduction

This project proposes to rehabilitate the Sacramento River Bridge and Overhead (BOH), bridge number 22-0026L/R, on Interstate 80 at the Yolo/Sacramento County Line in West Sacramento at Post Mile R11.31. The elastomeric bearing pads will be replaced and the type II cable seismic restrainer cables will be adjusted to set appropriate slack or replaced as needed. No additional right of way is required.

The current cost estimate for this project is \$19,136,600. It is proposed to be programmed in the 2010 SHOPP under the 20.XX.201.110 Bridge Rehabilitation program.

2. Purpose and Need

Structures Maintenance has determined that the elastomeric bearing pads are cracking and bulging along the edges, and some are beginning to delaminate. The type II seismic restrainer cables at each pier have noticeable differential slack and some surface corrosion.

This project will ensure that the bearing serviceability of the structure is not compromised and that the restrainer cables will perform properly during a seismic event.

3. Alternatives

Alternative 1 – Replace bearing pads, inspect seismic restrainer cables and adjust to appropriate slack or replace as needed. The estimated construction cost for Alternative 1 is \$19,136,600.

Alternative 2 – No Build. This alternative does not address the purpose and need of the project.

4. Existing Facility

The Sacramento River BOH carries six lanes on Interstate 80 between Reed Avenue/Sacramento Avenue and West El Camino Avenue. Built in 1971, the parallel structures are steel box girder bridges with composite reinforced concrete decks. They each have 22 simply supported spans, which are continuous over the river. Garden Highway, a local two-lane road, crosses under the facility on the east side of the river. North Harbor Boulevard, also a local two-lane road, crosses under the facility on the west side of the river. Sierra Railroad tracks pass under the structure just west of North Harbor Boulevard, between piers 10 and 11.

Roadway Geometric Information

Each structure carries three lanes with a 5-foot inside shoulder and 8-foot outside shoulder. Due to the nature and scope of this project, the existing geometrics will not be changed. John Steele concurred on July 24, 2009. See Table 1 for additional information.

Table 1 - Roadway Geometric Information

	Minimum Curve Radius	Through Traffic Lanes			Paved Shoulder Width		Median Width	Median Barrier
		No. of Lanes	Lane Width	Type (AC, PCC, AC over PCC)	Left	Right		Yes or No
Existing	N/A	6	12 ft	PCC	5	8	60	No
Proposed	N/A	6	12 ft	PCC	5	8	60	No

Structures Information

Table 2 – 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	
	Exist	3R Std	Prop		Exist	3R Std	Prop			(Y/N)	#
22-0026 L	49	56	N/A	N	N/A	N/A	N/A	Y	N	N	N/A
22-0026 R	49	56	N/A	N	N/A	N/A	N/A	Y	N	N	N/A

Traffic Data

At the Yolo/Sacramento County Line the daily peak-hour volume (both directions combined) from Caltrans 2007 Traffic Volumes is 7,700 vehicles per hour and the Annual Average Daily Traffic (AADT) is 92,000 vehicles per day.

The collision rate for this section of I-80 for the three-year period from January 1, 2005 through December 31, 2007 is shown in Table 3 below.

Table 3 – Collision History

County	Route	PM	DIR	TOT	FAT	INJ	F+I	Actual MVM			Average MVM		
								FAT	F+I	TOTAL	FAT	F+I	TOTAL
Yolo	80	R11.31 – R11.71	Both	23	0	7	7	0.000	0.18	0.60	0.005	0.27	0.87
Sacramento	80	0.0 – 1.0	Both	37	1	9	10	0.011	0.11	0.40	0.011	0.25	0.71

The accident rate along this section of I-80 is lower than average. This project will have no affect on the accident rates.

5. Traffic Management Plan

Preliminary traffic impacts and mitigation for this project have been outlined in the attached Transportation Management Plan (TMP) Data Sheet (see *Attachment D*). Costs associated with the traffic mitigation measures have been included in the project estimate. A TMP is required for this project and should be requested at least three months prior to the plans and estimate (P&E) completion.

Due to heavy traffic volumes on this route, work requiring traffic control will be limited to nighttime hours. Traffic will be detoured during jacking operations and replacement of bearing pads.

6. Environmental

Environmental Status

The Office of Environmental Support prepared a Categorical Exemption/Categorical Exclusion Determination Form for the project (see *Attachment E*). No further environmental studies should be required for this project.

Under the current scope of the project, no permits will be required.

Environmental Issues

Biological Resources

Two elderberry bushes exist within the project limits which provide habitat for the federally threatened Valley elderberry longhorn beetle (VELB). These bushes will be protected during construction of this project.

Hazardous Waste

An Initial Site Assessment was prepared for this project (see *Attachment F*) and identified two potential hazardous materials, aerially deposited lead, which may exist within our right of way, and lead containing paint on the structure. Appropriate non-standard special provisions, lead compliance plan and abatement must be included in the project during the Plans, Specifications and Estimate (PS&E) phase.

Water Quality and Storm Water Runoff

The construction project has limited potential for water quality impacts. The project shall adhere to the conditions of the Caltrans Statewide NPDES Permit issued by the State Water Resources Control Board. A Storm Water Data Sheet was approved on August 20, 2009.

7. Right of Way

A Right of Way Data Sheet was prepared for this project (see *Attachment H*). The work is within the existing State Right of Way. There will be no utility work involved in this project.

The Sierra Railroad (formerly Yolo Short Line Railroad) tracks cross under the Sacramento BOH between Pier 10 and 11. Contractor access to the railroad property will be required during construction. Right of Entry and a temporary crossing will be required. The railroad may choose to charge a fee for use of an existing crossing and/or require railroad flagging protection while the contractor is working along and above the tracks.

8. Other Agencies Involved

Coordination with NPDES and the railroad will be necessary.

9. Other Considerations

Materials and or disposal site needs and availability

The contractor will provide an appropriate disposal site for any excess material.

Consistency with Other Planning

03-0A931: Replace number three lane and various slabs from Sacramento River BOH to PM 5.8. This project is scheduled to go to construction in 2012.

03-0F700: Widen shoulders to 10' and install rumble strips from Yolo/Solano County Line to PM 5.7. PA&ED of this project is scheduled for 2011 with a construction year of 2013.

03-37970: Construct HOV and auxiliary lanes from Sacramento River BOH to Watt Avenue. This project was scheduled for construction in 2012, but due to funding constraints is not expected to start for several years.

03-3M740: Place overlays on bridge decks in various locations on Interstate 80 in Yolo County. This project is scheduled for construction in 2011.

Salvaging and recycling of hardware and other non-renewable resources

Any non-renewable material removed should be recycled whenever possible at the contractor's discretion.

Recycling of AC

Not applicable to this project.

10. Cost Estimate Breakdown – Alternative 1

STRUCTURE WORK	<u>Yes/No</u>	<u>Cost</u>
(A) Replace	<u>No</u>	
(B) Rehabilitation	<u>Yes</u>	Included in APS Estimate
(C) Scour Correction	<u>No</u>	
(D) Painting	<u>No</u>	
(E) Widening	<u>No</u>	
(F) Rail Replacement (without widening)	<u>No</u>	
(G) Strengthen	<u>No</u>	
(H) Seismic Retrofit	<u>No</u>	
(I) Vertical Clearance Adjustment	<u>No</u>	
(J) Drainage Rehabilitation	<u>No</u>	
Mobilization (10%)	<u>Yes</u>	Included in APS Estimate
Contingency (25%)	<u>Yes</u>	Included in APS Estimate
STRUCTURE SUBTOTAL		\$17,926,000
DISTRICT WORK	<u>Yes/No</u>	<u>Cost</u>
(A) Traffic Management Plan	<u>Yes</u>	\$224,000
(B) COZEEP	<u>Yes</u>	\$112,000
(C) Construction Area Signs	<u>Yes</u>	\$8,000
(E) Railroad Flagging	<u>Yes</u>	\$20,000
(F) Environmental Compliance	<u>Yes</u>	\$0
(G) Avoidance Measures at Pier 10 (Elderberry)	<u>Yes</u>	\$65,000
(G) Stormwater Compliance	<u>Yes</u>	\$280,000
(H) Hazardous Waste Compliance	<u>Yes</u>	\$6,000
(I) Temporary Fence/Gates	<u>Yes</u>	\$30,000
(J) Resident Engineer's Office Space	<u>Yes</u>	\$30,000
DISTRICT WORK SUBTOTAL		\$775,000
Minor Items (15%)	<u>Yes</u>	\$117,000
District Mobilization (10%)	<u>Yes</u>	\$90,000
Supplemental Work (5%)	<u>Yes</u>	\$45,000
Contingencies (20%)	<u>Yes</u>	\$180,000
MISCELLANEOUS ITEMS SUBTOTAL		\$432,000
DISTRICT WORK SUBTOTALS		\$1,207,000
RIGHT OF WAY SUBTOTAL		\$3,600
TOTAL PROJECT COST		\$19,136,600

11. Field Review

District 3 Advance Planning	Molly Richard	July 23, 2009
-----------------------------	---------------	---------------

12. Project Reviews

District 3 Bridge Maintenance	David Lamb	October 2009
Structures Liaison	Steve Wiman	October 2009
HQ Program Advisor	Kevin Wall	October 2009

A District Safety Review was completed in September 2009. A formal Constructability Review has been deferred to the next phase, per discussions with Bari Khaliki, North Region Constructability Review Coordinator.

13. Proposed Funding/Project Support

This project is proposed for 2010 SHOPP funding from the 20.XX.201.110 Bridge Rehabilitation Program. See *Attachment I* for project schedule and support costs.

14. List of Project Contacts

Title	Name
Design Engineer	Isam Tabshouri
Project Engineer	Molly Richard
Project Manager	Rebecca Mowry
District Bridge Maintenance Engineer	David Lamb
Maintenance Supervisor	Thane Takahashi
Structures Liaison Engineer	Steve Wiman
Right of Way Agent	Douglas Bortz
Environmental Coordinator	Jennifer Clark
Hazardous Waste	Jason Lee
Traffic Management Planning	Nhan Vu
Landscape Architect	Jeff Ferrario

15. List of Attachments

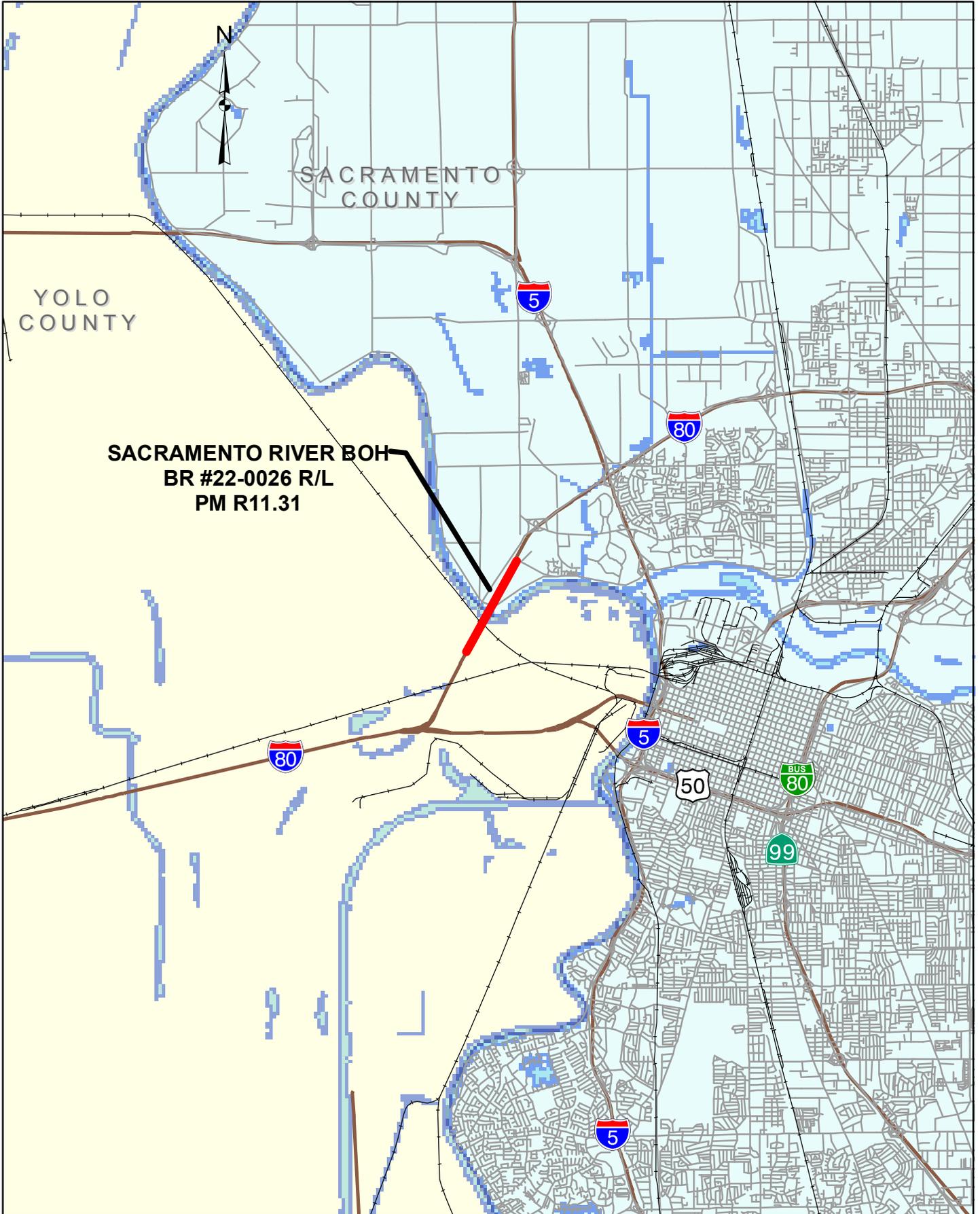
- A. Location Map
- B. Layouts
- C. Advance Planning Study (APS)
- D. Traffic Management Plan (TMP) Data Sheet
- E. Categorical Exemption/Categorical Exclusion Determination Form
- F. Initial Site Assessment (ISA)
- G. Landscape Architecture Assessment Sheet (LAAS)
- H. Right of Way Data Sheet
- I. Programming Sheet

ATTACHMENT A

Location Map

LOCATION MAP

0F250K Bridge Rehab



0 2,650 5,300 10,600 15,900 21,200 Feet

ATTACHMENT B

Layouts

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	YOL	80	R11.31		

REGISTERED CIVIL ENGINEER DATE	PROFESSIONAL ENGINEER
INCOMPLETE	PLANS ONLY
PLANS APPROVAL DATE	DESIGN STUDY
NO.	EXP. DATE
	CIVIL
STATE OF CALIFORNIA	

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.



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

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans D3 ADVANCE PLANNING

MATCH LINE SHEET L-2

LAYOUT
 SCALE: 1" = 50'

L-1

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans D3 ADVANCE PLANNING

DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	YOL	80	R11.31		

REGISTERED CIVIL ENGINEER DATE
INCOMPLETE PLANS
 PLANS APPROVAL DATE
 DESIGN STUDY
 No. _____
 Exp. No. _____
 CIVIL
 STATE OF CALIFORNIA

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.



LAYOUT
 SCALE: 1" = 50'

L-2



STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans D3 ADVANCE PLANNING

FUNCTIONAL SUPERVISOR
 MATCH LINE SHEET L-2



DIST	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	YOL	80	R11.31		

REGISTERED CIVIL ENGINEER DATE
INCOMPLETE LAYOUT
 PLANS APPROVAL DATE
 DESIGN STUDY
 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.



ATTACHMENT C

Advance Planning Study (APS)

Memorandum

*Flex your power!
Be energy efficient!*

To: CHAD BAKER
District 3 – Planning and Local Assistance

Date: January 21, 2009



File: 03-Yol,Sac-80-R11.31
03-0F250K
Sacramento River BOH (Bryte Bend)
Bearing Replacement

From: MICHAEL J. LEE, Branch Chief
DIVISION OF MAINTENANCE - MS 9-1/9I
STRUCTURE MAINTENANCE AND INVESTIGATIONS

Subject: Advance Planning Study Transmittal

Attached is the Advance Planning Study cost estimate to replace the elastomeric bearing pads and adjust the earthquake restrainer cables for the above referenced project. The bearing pads will be state furnished.

The estimated construction cost, including 10% mobilization and 25% contingencies, is **\$17,926,000.00.**

<u>Structure Name</u>	<u>Bridge No.</u>	<u>Estimated Cost</u>
Sacramento River Br & OH	22-0026L	\$8,963,000.00
Sacramento River Br & OH	22-0026R	\$8,963,000.00

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

Vehicle traffic will be carried on the structure during placement of the temporary jacking towers, cradles and crossframes. Vehicle traffic will be detoured off the structure during the jacking operation and placement of new bearing pads.

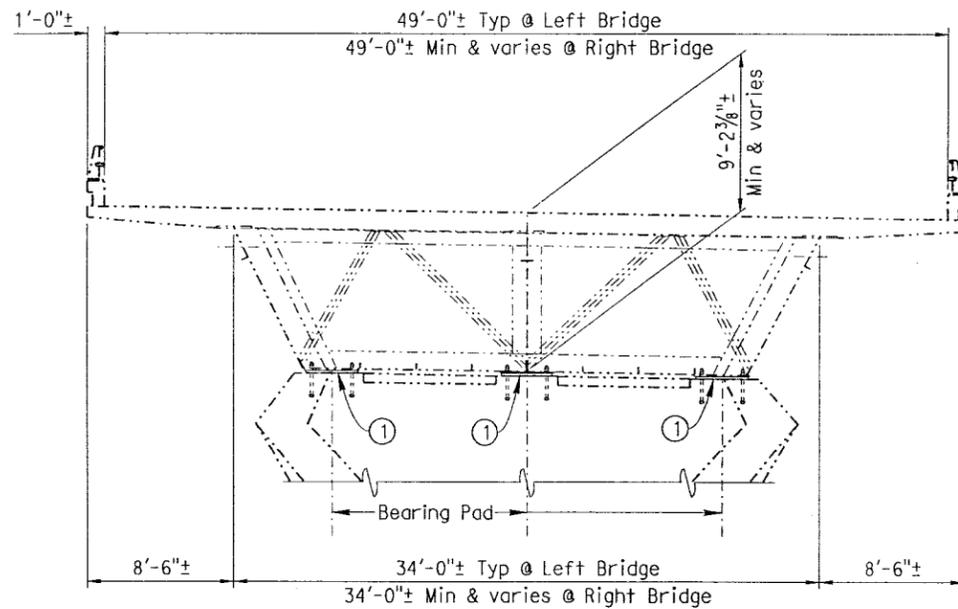
The above cost does not include traffic control.

If you have any questions or if you need additional information regarding this study, please contact me at Calnet 8-498-8113 or (916) 227-8113.

Attachments

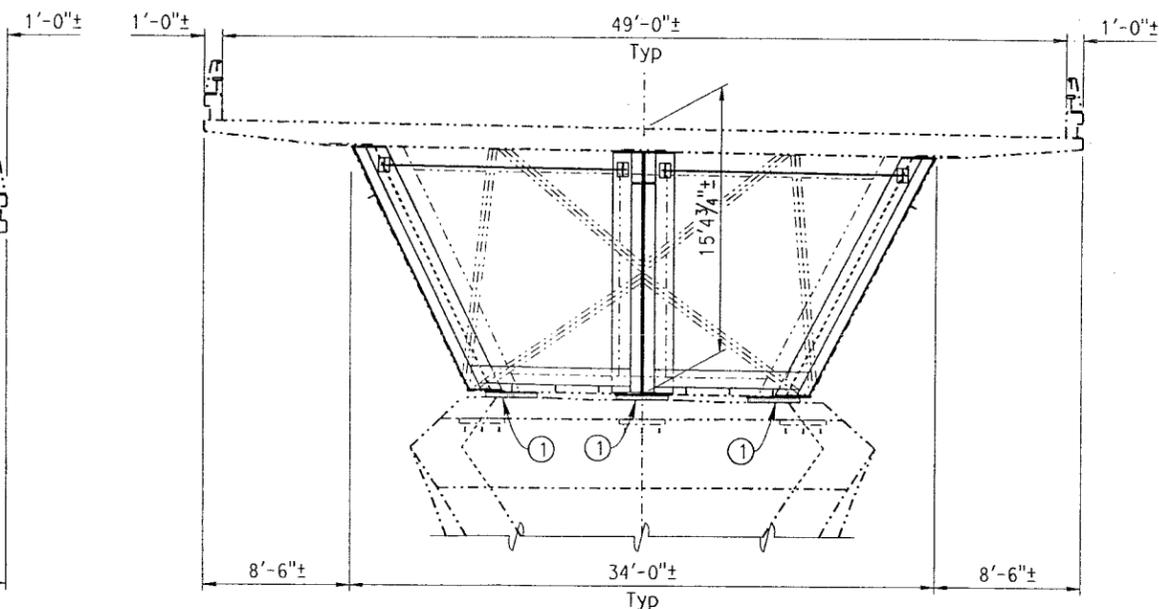
c: David Giongco, District 1 APS Branch
Dan Thomas, Structure Construction
Erol Kaslan, SM&I Investigations North
Kevin Wall, SM&I Program Advisor
Steve Wiman, DES Technical Liaison Engineer
Jan Rutenberg, DES Program/Project & Resource Management

DISTRICT	COUNTY	ROUTE	POST MILE
03	Yol, Sac	80	R11.31



**TYPICAL SECTION
AT PIERS 2-11 & 15-22**

RIGHT BRIDGE SHOWN, LEFT BRIDGE SIMILAR
3/16" = 1'



**TYPICAL SECTION
AT PIERS 12, 13 & 14**

RIGHT BRIDGE SHOWN, LEFT BRIDGE SIMILAR
3/16" = 1'

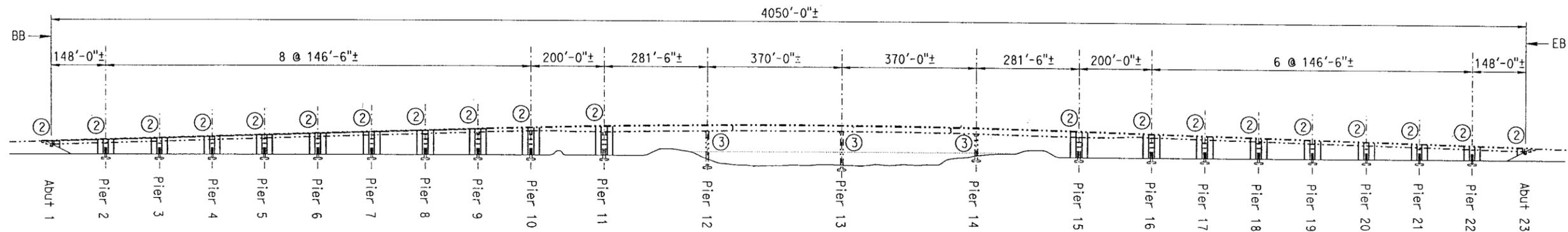
NOTES:

- ① Indicates remove existing 2" depth elastomeric bearing pad and place new 2" depth elastomeric bearing pad. Total 3 bearing pads per bridge at Abutments 1 & 23 and Piers 12, 13 & 14. Total 6 bearing pads per bridge at Piers 2 - 11 and Piers 15 - 22 inclusive.
- ② Indicates temporary jacking towers, cradles and permanent crossframes. Total 2 jacking towers, cradles and permanent crossframes per bridge at Abutments 1 & 23. Total 2 jacking towers, cradles and permanent crossframes per bridge at each side of pier at Piers 2 - 11 and 15 - 22 inclusive. See JACKING AND CROSSFRAME DETAILS NO. 1 sheet.
- ③ Indicates jacks placed on existing corbels at existing bearing pads and permanent internal strengthening at each side of Piers 12, 13, & 14. See JACKING AND CROSSFRAME DETAILS NO. 2 sheet.

Only one jacking tower cradle system was included in this estimate. The Contractor may elect to construct additional cradles to increase the bearing replacement productions.

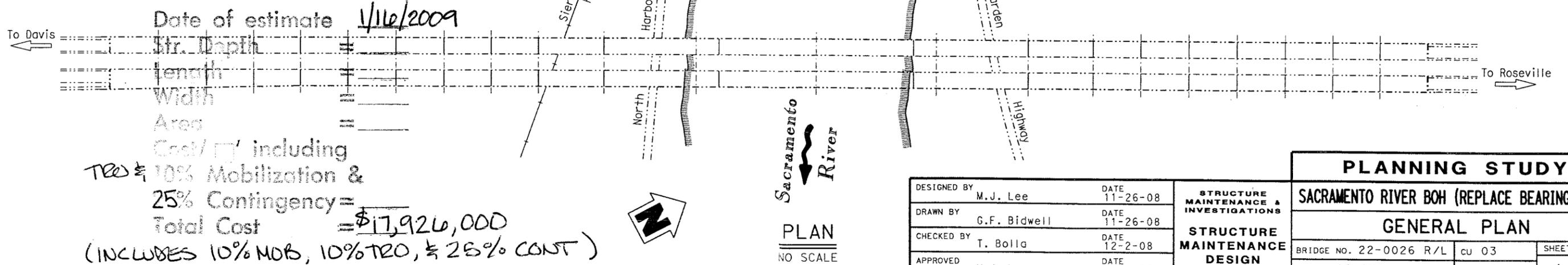
Vehicular traffic will be carried on structure during placement of jacking towers, cradle and crossframes. Vehicular traffic will be detoured off structure during jacking and placement of new bearing pads.

Traffic will pass under structure on Garden Highway, North Harbor Boulevard and Sierra Northern Railway.



ELEVATION

NO SCALE



PLAN

NO SCALE

DESIGNED BY	M.J. Lee	DATE	11-26-08
DRAWN BY	G.F. Bidwell	DATE	11-26-08
CHECKED BY	T. Bolla	DATE	12-2-08
APPROVED	M.J. Lee	DATE	12-2-08

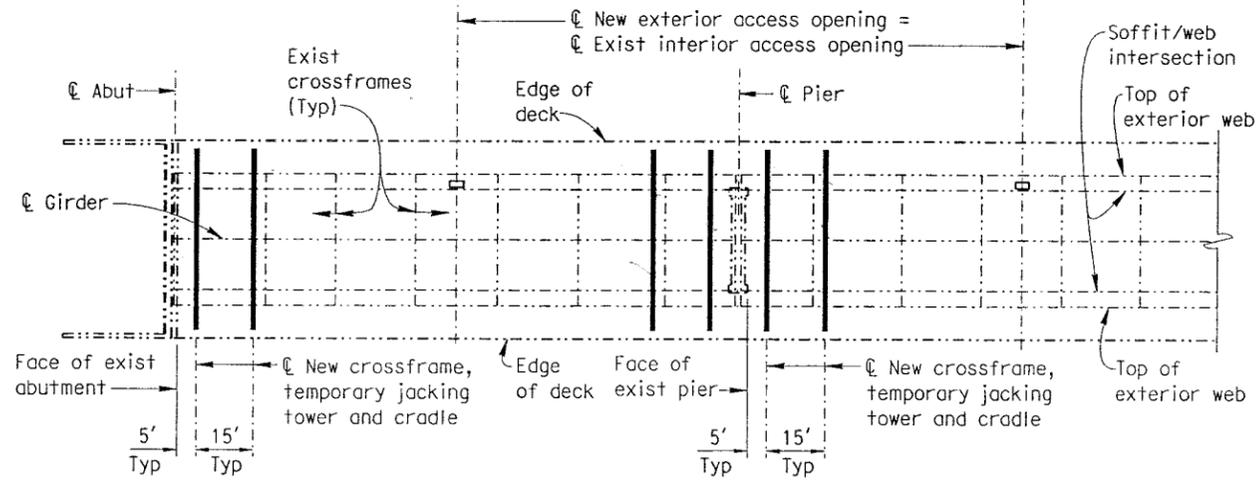
**STRUCTURE
MAINTENANCE &
INVESTIGATIONS**

**STRUCTURE
MAINTENANCE
DESIGN**

PLANNING STUDY			
SACRAMENTO RIVER BOH (REPLACE BEARING PADS)			
GENERAL PLAN			
BRIDGE NO. 22-0026 R/L	CU 03	SHEET	OF
SCALE: AS SHOWN	EA OF 250K	1	3

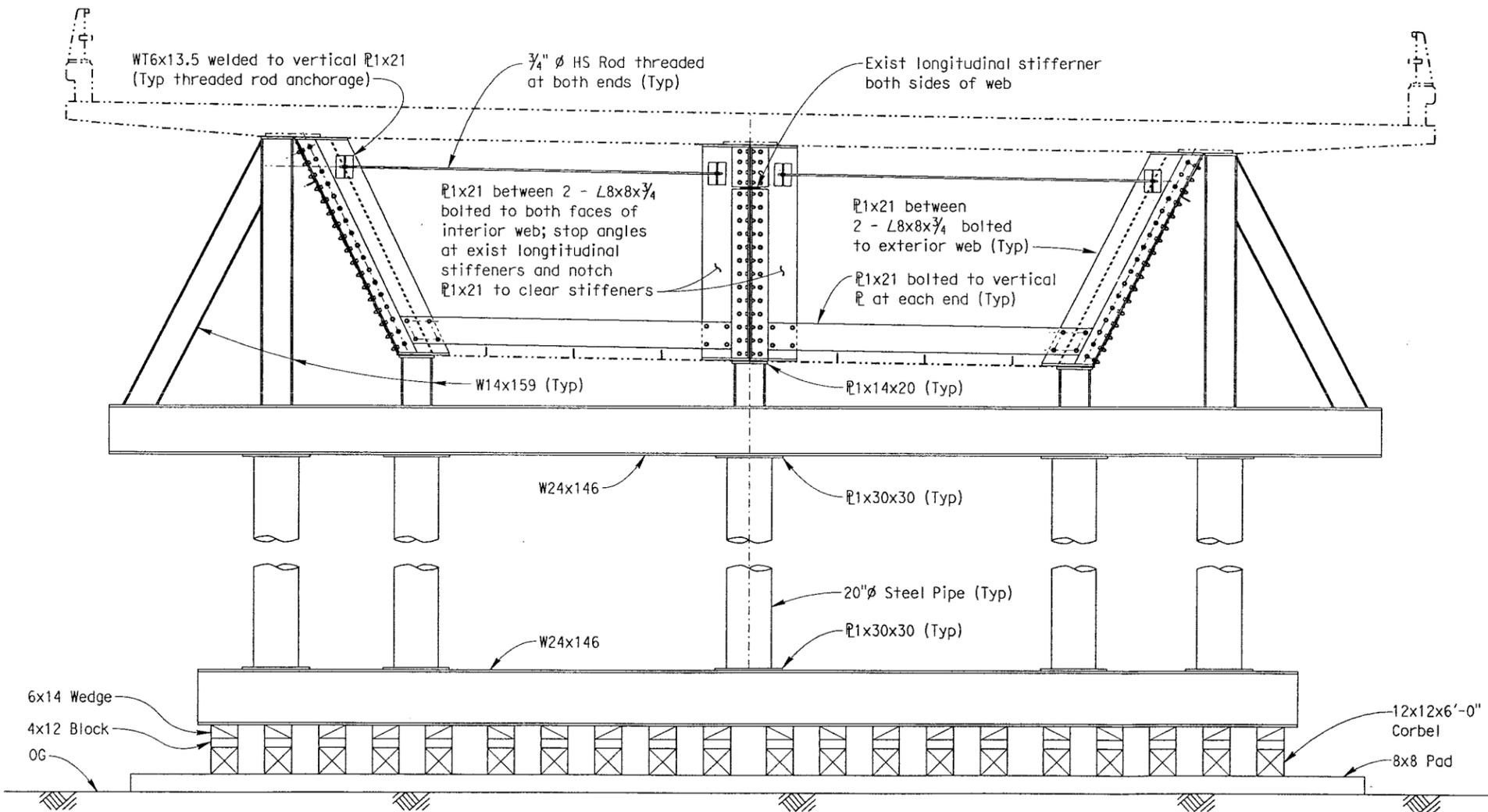
WU = 4040

DISTRICT	COUNTY	ROUTE	POST MILE
03	Yol, Sac	80	R11.31



TYPICAL TEMPORARY JACKING TOWER AND CRADLE LAYOUT AT ABUTMENTS 1 & 23 AND PIERS 2-11 & 15-22

NO SCALE



NEW CROSSFRAMES, JACKING TOWER AND CRADLE AT ABUTMENTS 1 & 23 AND PIERS 2-11 & 15-22

3/8" = 1'

DESIGNED BY M.J. Lee	DATE 11-26-08
DRAWN BY G.F. Bidwell	DATE 11-26-08
CHECKED BY T. Bolla	DATE 12-2-08
APPROVED M.J. Lee	DATE 12-2-08

STRUCTURE MAINTENANCE & INVESTIGATIONS
STRUCTURE MAINTENANCE DESIGN

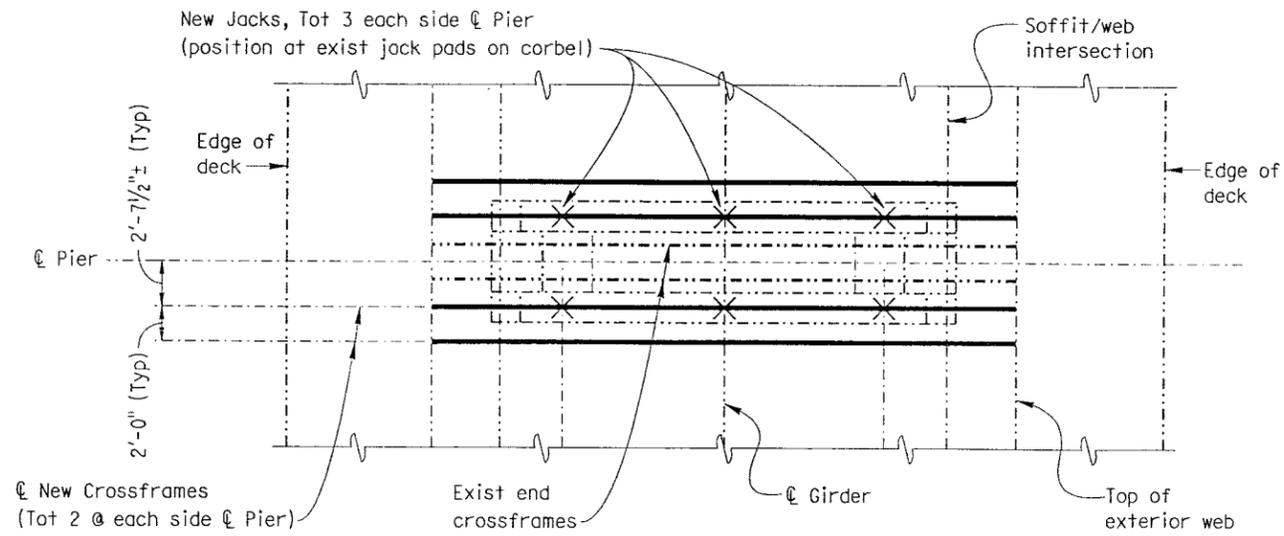
PLANNING STUDY

SACRAMENTO RIVER BOH (REPLACE BEARING PADS)

JACKING AND CROSSFRAME DETAILS NO. 1

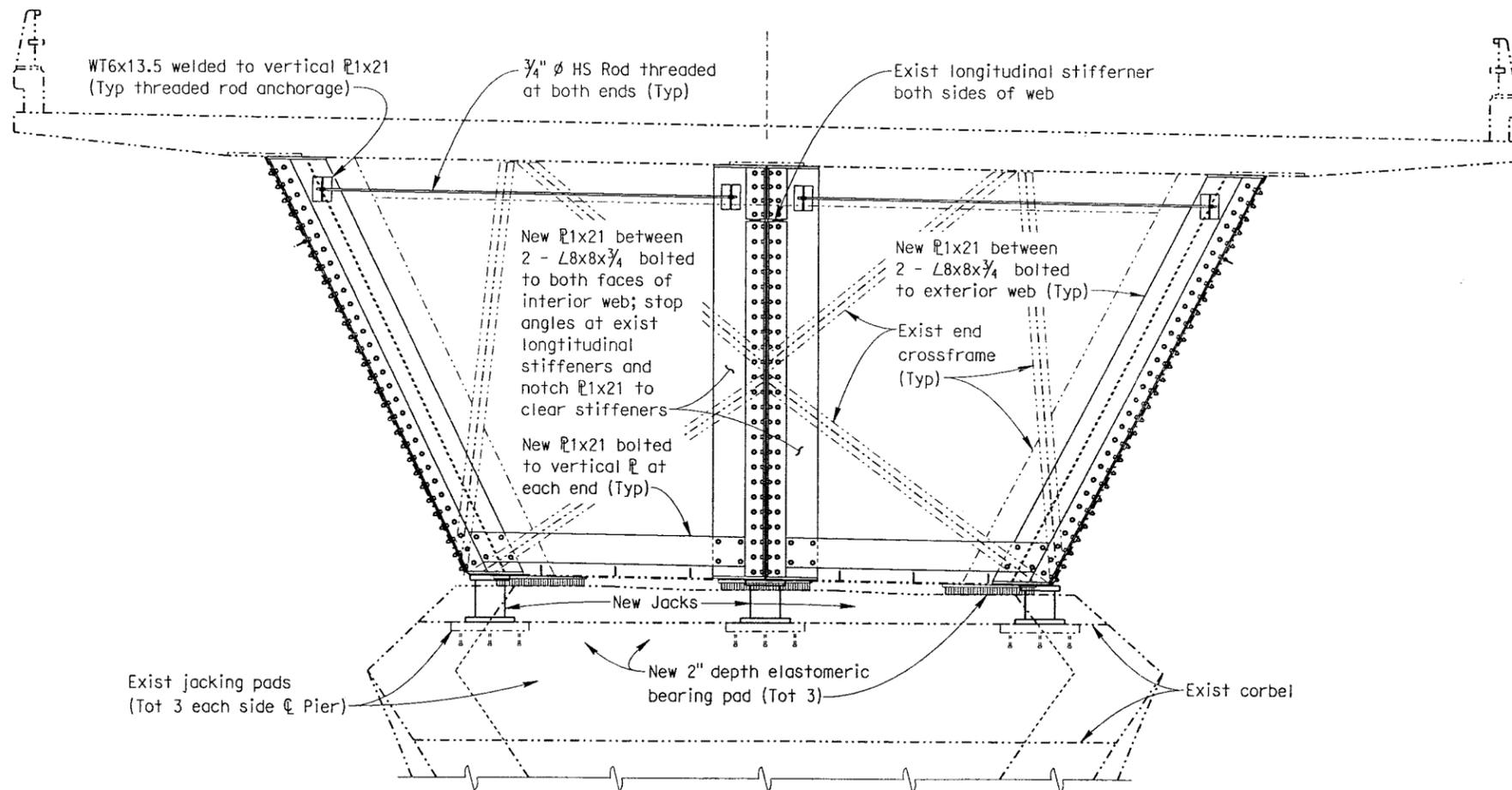
BRIDGE NO. 22-0026 R/L	CU 03	SHEET	OF
SCALE: AS SHOWN	EA OF 250K	2	3

DISTRICT	COUNTY	ROUTE	POST MILE
03	Yol, Sac	80	R11.31



PARTIAL EXISTING GIRDER LAYOUT AT PIERS 12, 13 & 14

NO SCALE



NEW CROSSFRAMES AT PIERS 12, 13 & 14

3/8" = 1'

DESIGNED BY M.J. Lee	DATE 11-26-08
DRAWN BY G.F. Bidwell	DATE 11-26-08
CHECKED BY T. Bolla	DATE 12-2-08
APPROVED M.J. Lee	DATE 12-2-08

STRUCTURE
MAINTENANCE &
INVESTIGATIONS

STRUCTURE
MAINTENANCE
DESIGN

PLANNING STUDY			
SACRAMENTO RIVER BOH (REPLACE BEARING PADS)			
JACKING AND CROSSFRAME DETAILS NO. 2			
BRIDGE NO. 22-0026 R/L	CU 03	SHEET	OF
SCALE: AS SHOWN	EA OF 250K	3	3

ATTACHMENT D

Traffic Management Plan (TMP) Data Sheet

Memorandum

To: Felicia Haslem, PE
PROJECT ENGINEER

Date: January 29, 2009

EA: 03-0F250K
03-Yol-80-PM R11.31
Replace bearing pads and
adjust/replace seismic
retrainer cables

From: DEPARTMENT OF TRANSPORTATION
DISTRICT 3-Office of Traffic Management Planning

Subject: Transportation Management Plan (TMP) Data Sheet

Background

- This project is on multilane freeway located on Interstate 80 in Yolo County. The project proposes to replace bearing pads and adjust/replace seismic retrainer cables.

Recommendation

- Due to heavy traffic volumes on Interstate 80 within project limit, work requiring traffic control on mainline and shoulders will be limited to nighttime hours.
- Lane closures will be performed in accordance with Standard Plan Sheet T10
- No lane closures, shoulder closures, or other traffic restrictions will be allowed on Special Days, designated legal holidays and the day preceding designated legal holidays; and when construction operations are not actively in progress.
- Portable changeable message signs will be required in direction of traffic during construction for each lane or shoulder closure.
- Lane closure charts will have to be developed prior to P&E.
- Ramp closures will be needed at Reed Avenue. They will be limited to nighttime hours.

Cost

- For estimating purpose, the cost of Traffic Management Plan (TMP) items can be estimated at \$4,000 per working day, for the number of working days where traffic control systems are anticipated to be utilized. Traffic Management Plan (TMP) items should be considered to include the following items: Traffic Control Systems, Portable Changeable Message Signs, Maintain Traffic, and TMP-Public Information.
- Additionally, COZEEP is estimated at \$1,000 per working day and \$2,000 per working night whenever CHP involvement is needed during construction. COZEEP is at the discretion of the Engineer, but should be expected for the number of days where lane closures are to be performed.
- If there is a change in the scope of the project or the order of work (schedule), please advise the TMP unit, as this may affect the TMP estimate.

P & E Requirement

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

Needed Resources

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

Activity 160	50 hours
Activity 230	120 hours
Activity 255	20 hours
Activity 265	5 hours
Activity 270	10 hours
Activity 285	4 hours

Recommended By: Nhan Vu
(Traffic Management Planning Coordinator)

TRAFFIC MANAGEMENT PLAN CHECKLIST

District / EA: 03-0F250K
Date Prepared: 1/29/2009
Prepared By: Nhan Vu
Stage of Project: PSSR

Dist-Co.-Rte: 03-Sac-80
PM: R11.31
Description: Replace bearing pads and adjust/replace seismic retractor cables

COMPLETED	REQUIRED	RECOMMENDED	NOT APPLICABLE	COMMENTS
-----------	----------	-------------	----------------	----------

1.0 Public Information

- 1.1 Brochures and Mailers
- 1.2 Media Releases
- 1.3 Traveler Information Systems (CHIN/Internet)
- 1.4 Public Meetings/Speakers Bureau

		X		Per recommendation of PIO
		X		By PIO
		X		By TMC/DTM
			X	By PM AND Design Engineers

2.0 Motorist Information Strategies

- 2.1 Fixed Changeable Message Signs
- 2.2 Portable Changeable Message Signs
- 2.3 Ground Mounted Signs
- 2.4 Highway Advisory Radio (fixed and mobile)
- 2.5 Radar Speed Message Sign

		X		If available within the project limits
	X			Per SSP's/RE/Contractor (\$260/WD)
	X			
			X	To be controlled from the TMC
			X	

3.0 Incident Management

- 3.1 COZEEP
- 3.2 Freeway Service Patrol
- 3.3 Traffic Surveillance (Loops or CCTV)
- 3.4 Transportation Management Center
- 3.5 Traffic Control Inspector (CT)

	X			\$1000 per day & \$2000 per night
			X	
			X	Use existing TOS - Loops
			X	Maintain incident verification/response
			X	

4.0 Construction Strategies

- 4.1 Incentive/Disincentive Clauses
- 4.2 Delay damage clause
- 4.3 Off Peak Work/Night Work
- 4.4 Weekend Work
- 4.5 Lane/Ramp Closures
- 4.6 Project Staging/Traffic Handling
- 4.7 Temporary Traffic Screens
- 4.8 Total Facility Closure
- 4.9 Truck Traffic Restrictions
- 4.10 Extended Weekend Closures
- 4.11 Reduced Speed Zones
- 4.12 Coordination with adjacent construction
- 4.13 Contingency Plans
 - 4.13.1 Emergency Detour Plan
 - 4.13.2 Emergency Notification Plan
 - 4.13.3 Late Closure Reopening Notification
- 4.14 Ramp metering
- 4.15 Signal timing modification

			X	
		X		
	X			
	X			
	X			
		X		
			X	
			X	
			X	
			X	
	X			Check NR Construction Reports
	X			Contractor responsible to reopen lanes on time, utilizing whatever means necessary
			X	Submitted by Contractor
		X		Submitted by Contractor
	X			Submitted by Contractor
			X	
			X	

5.0 Demand Management

			X	
--	--	--	---	--

6.0 Alternate Route Strategies

			X	
--	--	--	---	--

7.0 Other Strategies

			X	
--	--	--	---	--

ATTACHMENT E

Categorical Exemption/Categorical Exclusion Determination Form

CATEGORICAL EXEMPTION/ CATEGORICAL EXCLUSION DETERMINATION FORM

03-YOL-80

11.31

0F250

Dist.-Co.-Rte. (or Local Agency)

P.M/P.M.

E.A. (State project)

Federal-Aid Project No. (Local project)/ Proj. No.

PROJECT DESCRIPTION:

(Briefly describe project, purpose, location, limits, right-of-way requirements, and activities involved.)

Enter project description in this box. Use Continuation Sheet, if necessary

This project proposes to replace the bearing pads and adjust/replace seismic retractor cables on the Bryte Bend Bridge (#22-0026). All work will take place within Caltrans R/W. (Continued on Page 2).

CEQA COMPLIANCE (for State Projects only)

Based on an examination of this proposal, supporting information, and the following statements (See 14 CCR 15300 et seq.):

- If this project falls within exempt class 3, 4, 5, 6 or 11, it does not impact an environmental resource of hazardous or critical concern where designated, precisely mapped and officially adopted pursuant to law.
- There will not be a significant cumulative effect by this project and successive projects of the same type in the same place, over time.
- There is not a reasonable possibility that the project will have a significant effect on the environment due to unusual circumstances.
- This project does not damage a scenic resource within an officially designated state scenic highway.
- This project is not located on a site included on any list compiled pursuant to Govt. Code § 65962.5 ("Cortese List").
- This project does not cause a substantial adverse change in the significance of a historical resource.

CALTRANS CEQA DETERMINATION (Check one)

Exempt by Statute. (PRC 21080[b]; 14 CCR 15260 et seq.)

Based on an examination of this proposal, supporting information, and the above statements, the project is:

Categorically Exempt. Class 3. (PRC 21084; 14 CCR 15300 et seq.)

Categorically Exempt. General Rule exemption. [This project does not fall within an exempt class, but it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment (CCR 15061[b][3])]

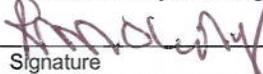
Jeremy Ketchum

Rebecca Mowry

Print Name: Environmental Branch Chief

Print Name: Project Manager/DLA Engineer

 12/21/09
Signature Date

 12/21/09
Signature Date

NEPA COMPLIANCE

In accordance with 23 CFR 771.117, and based on an examination of this proposal and supporting information, the State has determined that this project:

- does not individually or cumulatively have a significant impact on the environment as defined by NEPA and is excluded from the requirements to prepare an Environmental Assessment (EA) or Environmental Impact Statement (EIS), and
- has considered unusual circumstances pursuant to 23 CFR 771.117(b) (<http://www.fhwa.dot.gov/hep/23cfr771.htm> - sec.771.117).

In non-attainment or maintenance areas for Federal air quality standards, the project is either exempt from all conformity requirements, or conformity analysis has been completed pursuant to [42 USC 7506\(c\)](#) and [40 CFR 93](#).

CALTRANS NEPA DETERMINATION (Check one)

Section 6004: The State has been assigned, and hereby certifies that it has carried out, the responsibility to make this determination pursuant to Chapter 3 of Title 23, United States Code, Section 326 and a Memorandum of Understanding (MOU) dated June 7, 2007, executed between the FHWA and the State. The State has determined that the project is a Categorical Exclusion under:

- 23 CFR 771.117(c): activity (c)()
- 23 CFR 771.117(d): activity (d)(3)
- Activity listed in the MOU between FHWA and the State

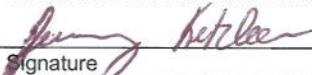
Section 6005: Based on an examination of this proposal and supporting information, the State has determined that the project is a CE under Section 6005 of 23 U.S.C. 327.

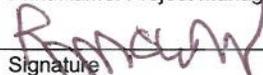
Jeremy Ketchum

Rebecca Mowry

Print Name: Environmental Branch Chief

Print Name: Project Manager/DLA Engineer

 12/21/09
Signature Date

 12/21/09
Signature Date

Briefly list environmental commitments on continuation sheet. Reference additional information, as appropriate (e.g., air quality studies, documentation of conformity exemption, FHWA conformity determination if Section 6005 project; §106 commitments; §4(f); §7 results; Wetlands Finding; Floodplain Finding; additional studies; and design conditions). **Revised September 15, 2008**

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM
Continuation Sheet

03-YOL-80

11.31

0F250

Dist.-Co.-Rte. (or Local Agency)

P.M/P.M.

E.A. (State project)

Federal-Aid Project No. (Local project)/ Proj. No.

Project Description Continued

This project proposes to replace the structural pier bearing pads and adjust /replace seismic retainer cables on the Bryte Bend Bridge (also known as the Caltrans Maintenance Worker Memorial Bridge); Bridge No. 22-0026 R/L) on Interstate 80 (I-80) at PM R11.31, spanning the cities of West Sacramento and Sacramento, in Yolo and Sacramento counties. Structures Maintenance has determined that the bearing pads on all bridge structure piers require replacement and that the Seismic Restrainer Type II cable should be adjusted to set appropriate slack or replace as needed. Ground disturbing activities will occur within the Environmental Study Limits, which include minor vegetation (tree/grass) removal on each side of the piers for approximately 25-feet (not to exceed the width of the bridge deck), and minor excavation at the base of the piers (not to exceed 2-feet deep), to set hydraulic jacks to replace the pier bearing pads. Equipment staging areas are expected to occur within existing Caltrans right-of-way but may require temporary construction easements.

Wetland and Other Waters of the U.S.

No wetlands or other waters of the U.S. are expected to be affected by the project. No permits are required.

AVOIDANCE AND MINIMIZATION MEASURES FOR WETLANDS AND OTHER WATERS

- A Storm Water Pollution Prevention Plan (SWPPP) will be included (see water quality section). Caltrans will employ Best Management Practices to keep fill out of wetlands and other waters. Hydro-seeding, if needed, would be used to replace any vegetation removed by the project.
- Weed free equipment would be used.
- To minimize the risk of introducing additional non-native species into the area, weed free erosion control applications shall be used. No dry-farmed straw will be used, and certified weed-free straw shall be required where erosion control straw is to be used. In addition, hydro-seed mulch or any other erosion control application must also be certified weed-free.
- If a revegetation mix is to be used, the mix shall also be certified weed-free and contain native species appropriate for the project area.

Threatened and Endangered Species

Two elderberry bushes exist within the project limits which provide habitat for the federally threatened Valley elderberry longhorn beetle (VELB). These bushes have been previously fenced (chain-link) and signed from a prior project. These bushes are not expected to be affected by the project. Any damage to the bushes including trimming or removal would be considered a "take" and would require consultation with the USFWS. Corbels are being attached to the bridge above the existing elderberry bushes to avoid construction impacts to the bushes.

AVOIDANCE AND MINIMIZATION MEASURES FOR VELB

- If necessary to avoid impacts to the bushes during construction, branches may be tied back under the supervision of a qualified biologist.
- Orange ESA fencing will be placed around the chain link fence surrounding the elderberry bushes.
- The Contractor will be informed of the importance of avoiding impacts to these bushes.
- The chain link fence and signage will remain in place following construction.
- Scaffolding and falsework will not be allowed to come in contact with the elderberry bushes.
- The fencing surrounding the bushes cannot be removed at any time for any reason without prior notification of the RE and the Caltrans biologist.

Migratory Birds

Migratory birds are protected under the Migratory Bird Treaty Act (MBTA). Tree removal should be conducted during the non-nesting season to avoid impacts to migratory birds.

AVOIDANCE AND MINIMIZATION MEASURES FOR MIGRATORY BIRDS

- Tree removal should be conducted between September 1 and February 14. If tree removal cannot occur during the non-nesting season, then a qualified biologist will need to perform pre-construction surveys to determine if nesting birds are present.

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM
Continuation Sheet

Air

This project is a non-capacity increasing project and no air quality impacts at the local or regional level are expected to be incurred.

Noise

This project is not interpreted as a Type 1 project (construction of a highway on a new location, or the physical alteration of an existing highway which significantly changes either the horizontal or vertical alignment, or increases the number of through traffic lanes) as defined by Caltrans' Traffic Noise Analysis Protocol for New Highway Construction and Reconstruction Projects and no further analysis is required.

Floodplains

No impacts to floodplains are anticipated.

Hazardous Materials

The following potentials for hazardous materials were identified for this project:

1. Aerially Deposited Lead (ADL) may exist within Caltrans R/W due to historical use of leaded gasoline.
2. Traffic markings (thermoplastic and paint) potentially contain hazardous levels of lead chromate.
3. Lead Containing Paint (LCP) is present on the bridge structure.

AVOIDANCE AND MINIMIZATION MEASURES FOR HAZARDOUS MATERIALS

- An NSSP needs to be included in the specifications which addresses Title 8, Section 1532.1 'lead' and the associated requirements of completing a Lead Compliance Plan and Lead Awareness Training.
- If traffic markings are to be removed separately from the adjacent pavement, then NSSP 15-300 "removal of thermoplastic or paint striping" is required. If it is removed with the entire road section then no NSSP is required
- A standard special provision (SSP) 15-025 for LCP is required in the specifications and LCP abatement will be performed during construction.

Visual Resources

There are no anticipated impacts to highway aesthetics.

Cultural Resources

The proposed project has virtually no potential to affect historical properties. Avoidance and minimization measures will be implemented to protect unexpected cultural resources encountered during construction.

AVOIDANCE AND MINIMIZATION MEASURES FOR CULTURAL RESOURCES

- In the remote event that archaeological materials (e.g. artifacts including, arrowheads, bottles, foundations etc.) are discovered during construction, it is Caltrans' policy that work temporarily cease in the area of the find until the Caltrans District Archeologist can evaluate the nature and significance of the materials and consult with the State Historic Preservation Office about the disposition of the materials (Environmental Handbook, Vol. 2, Chapter 1). In the event that human remains are discovered or recognized during construction, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the appropriate county coroner has determined that the remains are not subject to provisions of Section 27491 of the Government Code. If the coroner determines the remains to be Native American, he shall contact the Native American Heritage Commission (NAHC) within 24 hours. The NAHC will appoint a Most Likely Descendent for disposition of the remains (Health and Safety Code Sect. 7050.5, Public Resources Code Sect. 5097.24).

Traffic and Transportation

It is expected that one side of the bridge will be closed at night when the bridge span is lifted to replace the bearing pads. Traffic handling charts and specifications will be incorporated into the project during the design phase that will be included as part of the Contractor's specification package in order to manage temporary construction delays. Traffic Management elements that should be considered are:

- Restrictions on when lanes may be closed.
- Public notices and press releases provided in local newspapers before major stage or traffic shifts.
- A Construction Zone Enhanced Enforcement Program (COZEEP) with the CHP during major construction that affects traffic, such as stage changes and traffic shifts.

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM
Continuation Sheet

- Changeable message signs to alert motorists to unusual or new conditions and any delays that develop.
- Any other pertinent issues as they may develop.
- Coordination with the Sierra Dinner Train and other rail activities as appropriate.

Water Quality

It is not anticipated that any water quality impacts will result since the nature of the work requires minimal soil disturbance. Adherence to the following is recommended to prevent receiving water pollution as a result of construction activities and/or operation from this project:

AVOIDANCE AND MINIMIZATION MEASURES FOR WATER QUALITY

- The project shall adhere to the conditions of the Caltrans Statewide NPDES Permit CAS No. 000003 (Order No. 99-06-DWQ) issued by the State Water Resources Control Board. Adherence to the compliance requirements of the NPDES General Permit CAS No. 000002 (Order No. 99-08-DWQ) for General Construction Activities is required if the DSA is greater than 1.0 acre. The project will be subject to the new General Construction Permit adopting September 17, 2009 with requirement to be implemented July 1, 2010.
- Expected Disturbed Soil Area exceeds 1.0 acre, therefore, a Caltrans approved SWPPP will be required, which specifies the level of temporary pollution control measures for the project. Standard Special Provision (SSP) 07-345 shall be included in the PS&E to address construction's temporary water pollution control measures. These measures must address soil stabilization, sediment control, tracking control and wind erosion control practices. In addition, the project plans must include non-storm water controls, waste management and material pollution controls, as a minimum. Line Item, Temporary Construction Site BMPs, may be required to be incorporated into the PS&E.
- Consideration should be given to include SSP 07-346 (Construction Site Management) during PS&E to control potential sources of water pollution before it encounters any storm water system or watercourse. It requires the Contractor to control material pollution, manage waste and non-storm water at the construction site. The Contractor prepared SWPPP incorporates appropriate Construction Site BMPs to implement effective handling, storage, use and disposal practices during construction activities.
- The Caltrans' Storm Water Management Plan (SWMP), the Project Planning and Design Guide (PPDG) Section 4, and the Evaluation Documentation Form (EDF) provide detailed guidance in determining if a specific project requires the consideration of permanent Treatment BMPs. Line Item BMPs may be required to be incorporated into the PS&E.
- The project is within the jurisdiction of the Central Valley Regional Water Quality Control Board (CVRWQCB). Caltrans NPDES office will participate in early project design consultation with CVRWQCB.
- Coordination with CVRWQCB for any anticipated Dewatering and determination of WDR (Separate Dewatering Permit) for Dewatering is required during PS&E phase. Coordination with the CVRWQCB should be through District NPDES Coordinator.

Permits

Under the current scope of the project, no permits are expected. The U.S. Coast Guard shall be notified of the project, including designs and when the barge is scheduled to be under the bridge for the project.

Project Staff

Rebecca Mowry	Project Manager
Molly Richard	Project Engineer
Jeremy Ketchum	Branch Chief, Environmental Management S-1
Jennifer Clark	Associate Environmental Planner, Coordinator
Richard Olson	Associate Environmental Planner, Archaeology
Erik Schwab	Associate Environmental Planner, Biology
Miguel Segura	Environmental Engineer, D-3 NPDES Coordinator
Jason Lee	Environmental Engineer, Hazardous Waste

Conclusion

No further environmental studies should be required for this project. Based on the findings in the technical studies prepared for this project the appropriate environmental compliance document is a *Categorical Exemption* pursuant to the California Environmental Quality Act (CEQA) and a *Categorical Exclusion* pursuant to the National Environmental Policy Act (NEPA). Should the scope of the project change, a re-evaluation would be required.

ATTACHMENT F

Initial Site Assessment (ISA)

To: Jennifer Clark
Associate Environmental Coordinator

Date: November 20, 2008

File: 03-Yol-80
PM: R11.31
Bridge Rehab

EA: 03-0F250K

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

Subject: Initial Site Assessment (ISA)

Per your request, OEES has performed an ISA for the above referenced project. The scope of work is to replace bearing pads at specified locations and adjust/replace seismic restrainer cables as needed on the Sacramento River BOH (22-0026R/L). No new right of way will be required. All work will take place within existing R/W.

Based on the PDT meeting on November 19, 2008 and the current project scope, the following potentials for hazardous material were identified for your project:

1. Aerially Deposited Lead (ADL) may exist within our R/W due to historical use of leaded gasoline. ADL can be addressed by including a non-Standard Special Provision (NSSP) in the PS&E and listing package. Basically, the NSSP for ADL need to address Title 8, Section 1532.1 'lead' and the associated requirements of completing a Lead Compliance Plan and Lead Awareness Training. For preliminary planning purposes only, the approximate abatement cost for the required Lead Compliance Plan is estimated between \$3,000-\$6,000.
2. If thermoplastic and/or paint striping is to be removed for this project and it is removed as an independent, then NSSP 15-300 removal of thermoplastic or paint striping is required. If it is removed with the entire road section then no NSSP is required.
3. Lead Containing Paint (LCP) is present on the bridge structure. A standard special provision (SSP) 15-025 for LCP is required in the spec package and LCP abatement will be performed during construction.

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

cc: File
Felicia Haslem – Project Engineer

ATTACHMENT G

Landscape Architecture Assessment Sheet (LAAS)



**NORTH REGION
LANDSCAPE ARCHITECTURE ASSESSMENT SHEET**
03-LAND-0002 (Rev. 3/03)

TO: Jennifer Clark FROM: Jeff Ferrario Unit/Senior TE Name: 343/Kenneth Murray Project Manager: Rebecca Mowry	CO: YOL DISTRICT: 03 DATE: 3/19/09 EA: 0F250K	RTE: 80	KP:	PM: 11.31
PROJECT SEPARATION: <input type="checkbox"/> Landscape as part of roadway work EA <input type="checkbox"/> Landscape under separate EA (Follow-up) <input checked="" type="checkbox"/> Not applicable	PROJECT: Seismic upgrades/repair to bridge TYPE: PROJECT MILESTONE: PAED			

PROJECT DESCRIPTION: This project proposes to replace the bearing pads and adjust/replace seismic retrainer cables on the Sacramento Bridge (#22-0026 R/L). Structures Maintenance has determined that the bearing pads require replacement and that the seismic retrainer cables should be adjusted to set appropriate slack or replaced as needed. Access to the bridge will be performed from under the bridge and also from the water, likely using a barge. No new right of way will be required. This project is being funded by state and federal funds.

AREA (M2) FOR HIGHWAY PLANTING: AREA (M2) FOR EROSION CONTROL: PLANT COUNT FOR MITIGATION PLANTING:	NONE _____ NONE _____ NONE _____
LANDSCAPE FREEWAY STATUS: HIGHWAY PLANTING IS: SCENIC HIGHWAY STATUS: REVEGETATION REQUIRED?	<input type="checkbox"/> Yes <input type="checkbox"/> Warranted <input type="checkbox"/> Officially Designated <input type="checkbox"/> Permit Required
	<input checked="" type="checkbox"/> No <input checked="" type="checkbox"/> Not Warranted <input type="checkbox"/> Eligible <input type="checkbox"/> Offset of Visual Impact
	<input checked="" type="checkbox"/> Not Designated <input type="checkbox"/> Other (Forest Service, BLM, etc.)
BIOLOGIST CONTACT: DATE OF CONTACT:	Clark 3/19/09

ADJACENCY TO BILLBOARDS: <input type="checkbox"/> Project area is adjacent to outdoor advertising.	<input checked="" type="checkbox"/> Project area is not adjacent to outdoor advertising.
--	--

WATER AND POWER AVAILABILITY: NA

DESIGN FOR MAINTENANCE SAFETY: NA

CONTEXT SENSITIVITY: <input type="checkbox"/> It is determined that the project will involve consideration of highway aesthetics and will require further evaluations pertaining to specific roadside enhancements. <input checked="" type="checkbox"/> No foreseen issues with highway aesthetics	<input type="checkbox"/> Other _____
---	--------------------------------------

COOPERATIVE MAINTENANCE AGREEMENTS:

Project may involve additional tasks indicated	<input type="checkbox"/> Visual Simulation <input type="checkbox"/> Highway Planting <input type="checkbox"/> Contour Grading	<input type="checkbox"/> Erosion Control <input type="checkbox"/> Field Visit <input type="checkbox"/> Cost Estimate	<input checked="" type="checkbox"/> SWPPP/NPDES <input type="checkbox"/> Context Sensitive Solutions/Aesthetics <input type="checkbox"/> Landscape Evaluation
--	---	--	---



**NORTH REGION
LANDSCAPE ARCHITECTURE ASSESSMENT SHEET**
03-LAND-0002 (Rev. 3/03)

COST INFORMATION:

- Highway Planting, Irrigation, and/or Mitigation
- 1-year Plant Establishment
- Erosion Control
- Slope Protection
- Aesthetic Treatment

\$
\$
\$
\$
\$
\$
\$

TOTAL \$ NONE

OTHER RELATED INFORMATION:

X Storm Water (Wes Faubel) should be contacted as required. Design has indicated any staging areas will be on existing disturbed areas. There will be no new disturbed soil.

PREPARED BY: Jeff Ferrario DATE: 3/19/09 CONCURRED BY: _____ DATE: _____
(Project Manager)

APPROVED BY: [Signature] DATE: 2009
(Landscape Architecture or Engineering Services Branch Chief)

ATTACHMENT H

Right of Way Data Sheet

Memorandum

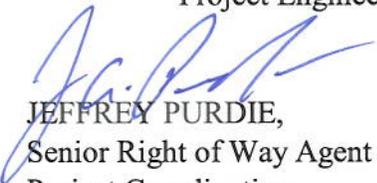
*Flex your power!
Be energy efficient!*

To: Chad Baker
Chief
Department of Transportation, District 3

Date: May 15, 2009

Attention Felicia Haslem
Project Engineer

File: 03-Yolo-80-11.4/0.4
E.A. 0F250K
Alternate No. N/A

From: 
JEFFREY PURDIE,
Senior Right of Way Agent
Project Coordination
Marysville

Bridge Rehab

Subject: Current Estimated Right of Way Costs

We have completed an estimate of the right of way costs for the above referenced project based on information received from you on January 12, 2009 , and the following assumptions and limiting conditions.

Cheryl Jackson, in Environmental, was emailed 1-14-09. Environmental permit and/or mitigation estimates are not currently available for inclusion in this estimate. These costs, if any, will be added to the project at a later date.

Service Contract-may be required for railroad flagging protection depending upon the nature, extent and location of the contractors need to traverse railroad property. Estimated cost \$20,000 phase 4.

Right of Way Lead Time will require a minimum of **9** months after we receive first appraisal maps, utility conflict maps, and the necessary environmental clearance and freeway agreements have been approved and obtained. Additionally a minimum of 9 months will be required after receiving the last appraisal map to Right of Way for certification.

cc. Chad Baker



Date: May 15, 2009

03-Yolo-80-11.4/0.4
 E.A. 0F250K
 Bridge Rehab

1. Right of Way Cost Estimate:

	Current Value Future Use	Escalation Rate	Escalated Value
A. Total Acquisition Cost	\$3,125	5%	\$3,597
B. Mitigation acquisition & credits	\$0		\$0
C. Project Development Permit Fees	\$0		\$0
Subtotal	\$3,125		\$3,597
D. Utility Relocation (State Share) (Owner's share: \$0)	\$0		\$0
E. Relocation Assistance (RAP)	\$0		\$0
F. Clearance/Demolition	\$0		\$0
G. Title & Escrow	\$0		\$0
H. Total Estimated Right of Way Cost	\$3,125	Rounded	\$3,600
I. Construction Contract Work	\$0		

2. Current Date of Right of Way Certification

~~April 1, 2012~~ 11/1/11 - PER PROJECT FOCUS

3. Parcel Data:

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

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

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

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

No additional right of way is required.

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

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

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

Based on information obtained from PE, David Giorgco: I here does not appear to be any utilities in conflict according to as-builts. If any utilities are discovered, they will be protected in place.

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

Sierra Railroad (formerly Yolo Short Line Railroad) tracks are situated below the west end of the bridge structure and run transversely to the structure.

Right of Entry - will be required for contractors access to railroad property estimated cost = \$2,000 Phase-9 Service Contract - may be required for railroad flagging protection depending upon the nature, extent and location of the contractors need to traverse railroad property. Estimated cost \$20,000 Phase-4.

Project will require working over railroad property and temporary crossing of tracks. If existing at-grade crossing is used, railroad may choose to charge a fee for its use or elect to require railroad flagging protection while contractor is working along and above tracks.

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

11. Are RAP displacements required? Yes _____ No X

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

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

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

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

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

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

Right of Way Lead Time will require a minimum of 9 months after we receive first appraisal maps, utility conflict maps, and the necessary environmental clearance and freeway agreements have been approved and obtained. Additionally a minimum of 3 months will be required after receiving the last appraisal map to Right of Way for certification.

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

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

Evaluation Prepared By:

Right of Way:

Kelly Kilpatrick
Kelly Kilpatrick

Date 5/15/09

Reviewed By:

RW Planning & Management:

Rich Covey
Rich Covey

Date 5/26/09

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

Jeffrey Purdie
JEFFREY PURDIE,
Senior Right of Way Agent
Project Coordination Branch
Marysville

Date

5/26/2009

ATTACHMENT I

Programming Sheet

PROGRAMMING SHEET - 2009/2010

EA: 03-0f250

Proj Name: West Sacramento

Project Manager: Rebecca Mowry

Co-Rte-PM: YOL-080- 011.3/

Date: 12/28/2009

Type: SHOPP

PROJECT SCHEDULE

MILESTONE		DATE (STATUS)
Begin Environmental Document	M020	04/01/2010 (T)
Begin Project Report	M040	04/01/2010 (T)
Circulate Environmental Document (DED)	M120	
Project Approval & Environmental Document (PA&ED)	M200	06/01/2010 (T)
District Submits Bridge Site Data to Structures	M221	11/01/2010 (T)
Right of Way Maps	M224	11/01/2010 (T)
Regular Right of Way	M225	12/30/2010 (T)
District Plans, Specifications & Estimates to DOE	M377	04/01/2011 (T)
Draft Structures Plans, Specifications & Estimates	M378	02/01/2011 (T)
District Plans, Specifications & Estimates (PS&E)	M380	08/01/2011 (T)
Right of Way Certification	M410	11/01/2011 (T)
Ready to List (RTL)	M460	11/01/2011 (T)
Headquarters Advertise (HQ AD)	M480	01/31/2012 (T)
Approve Construction Contract	M500	05/01/2012 (T)
Contract Acceptance (CCA)	M600	09/01/2013 (T)
End Project	M800	09/01/2015 (T)

ESTIMATE	DATE	AMOUNT
ROADWAY	08/31/09	\$ 1250
BRIDGE	08/31/09	\$ 18000
Subtotal Const		\$ 19250
RIGHT OF WAY	05/15/09	\$ 4
MITIGATION		\$ 0
Subtotal RW		\$ 4
GRAND TOTAL		\$ 19254

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

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

PROJECT COSTS BY SB45 CATEGORY

CAPITAL COST ESTIMATE (Escalation Factor)	Prior Yrs+	09/10+	10/11 (3.5%)	11/12 (3.5%)	12/13 (3.5%)	13/14 (3.5%)	Future++ (3.5%)	Total	
Right of Way			4					\$ 4	
Construction				20621				\$ 20,621	
CAPITAL COSTS TOTAL								\$ 20,625	
SUPPORT COSTS (Escalation Factor)			(1.5%)	(1.5%)	(1.5%)	(1.5%)	(1.5%)		Sup/Cap
PAED		269						\$ 269	1.31%
PS&E		7	869	226				\$ 1,101	5.34%
Right of Way			2	2	1	1	1	\$ 6	0.03%
Construction				144	873	238	77	\$ 1,331	6.46%
SUPPORT COSTS TOTAL								\$ 2,708	13.13%
TOTAL PROJECT COSTS								\$ 23,333	

PROJECT SUPPORT IN PYS

	Prior Yrs	09/10	10/11	11/12	12/13	13/14	Future	Total	PY %
Environmental	0.00	0.03	0.02	0.01	0.02	0.00	0.00	0.08	0.50%
Design	0.00	0.29	1.65	0.06	0.00	0.00	0.00	2.00	12.56%
Engineering Services	0.00	0.00	0.10	0.14	0.00	0.00	0.00	0.24	1.51%
Surveys	0.00	0.03	0.02	0.01	0.01	0.01	0.01	0.09	0.57%
Right of Way	0.00	0.04	0.06	0.02	0.01	0.01	0.01	0.15	0.94%
Traffic	0.00	0.32	0.81	0.12	0.33	0.06	0.01	1.65	10.36%
Construction	0.00	0.05	0.17	0.25	1.36	0.26	0.03	2.12	13.32%
Project Management	0.00	0.66	0.39	0.36	0.24	0.24	0.28	2.17	13.63%
District Units*	0.00	0.03	0.49	0.08	0.05	0.01	0.00	0.66	4.15%
Subtotal Dist/Region Resources	0.00	1.45	3.71	1.05	2.02	0.59	0.34	9.16	57.54%
59-DES Project Development	0.00	0.05	0.79	0.25	0.39	0.09	0.01	1.58	9.92%
59-DES Structures Foundation	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00%
59-Office Engineer	0.00	0.00	0.00	0.40	0.01	0.00	0.00	0.41	2.58%
59-DES Project Management	0.00	0.06	0.02	0.02	0.01	0.01	0.01	0.13	0.82%
59-DES Construction	0.00	0.06	0.17	0.57	2.97	0.75	0.12	4.64	29.15%
59-DES Other Units**	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00%
Subtotal DES Resources	0.00	0.17	0.98	1.24	3.38	0.85	0.14	6.76	42.46%
TOTAL PYS	0.00	1.62	4.69	2.29	5.40	1.44	0.48	15.92	

*Admin, Plng, Maintenance

**DES Admin, DES Plng, DES Maintenance

HRS/PYS = 1758

Comments: