ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017
PROJECT BASELINE AGREEMENT
I Street Bridge Replacement

Resolution LPP-P-2021-14B
(will be completed by CTC)

1. FUNDING PROGRAM

- ☐ Active Transportation Program
- ☒ Local Partnership Program (Competitive)
- ☐ Solutions for Congested Corridors Program
- ☐ State Highway Operation and Protection Program
- ☐ Trade Corridor Enhancement Program

2. PARTIES AND DATE

2.1 This Project Baseline Agreement (Agreement) for the *I Street Bridge Replacement*, effective on, June 23, 2021 (will be completed by CTC), is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), the Project Applicant, *City of Sacramento*, and the Implementing Agency, *City of Sacramento*, sometimes collectively referred to as the "Parties".

3. RECITAL

3.2 Whereas at its December 2, 2020 meeting the Commission approved the Local Partnership Program (Competitive), and included in this program of projects the *I Street Bridge Replacement*, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A and the Project Report attached hereto as Exhibit B, as the baseline for project monitoring by the Commission.

3.3 The undersigned Project Applicant certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

4. GENERAL PROVISIONS

The Project Applicant, Implementing Agency, and Caltrans agree to abide by the following provisions:

4.1 To meet the requirements of the Road Repair and Accountability Act of 2017 (Senate Bill [SB] 1, Chapter 5, Statutes of 2017) which provides the first significant, stable, and on-going increase in state transportation funding in more than two decades.

4.2 To adhere, as applicable, to the provisions of the Commission:

- ☐ Resolution *Insert Number*, "Adoption of Program of Projects for the Active Transportation Program", dated
- ☒ Resolution G-20-79, "Adoption of Program of Projects for the Local Partnership Program", dated 12-2-2020
- ☐ Resolution *Insert Number*, "Adoption of Program of Projects for the Solutions for Congested Corridors Program", dated
- ☐ Resolution *Insert Number*, "Adoption of Program of Projects for the State Highway Operation and Protection Program", dated
- ☐ Resolution *Insert Number*, "Adoption of Program of Projects for the Trade Corridor Enhancement Program", dated

4.3 All signatories agree to adhere to the Commission's Local Partnership Program (Competitive), Guidelines. Any conflict between the programs will be resolved at the discretion of the Commission.

4.4 All signatories agree to adhere to the Commission's SB 1 Accountability and Transparency Guidelines and policies, and program and project amendment processes.

4.5 The City of Sacramento agrees to secure funds for any additional costs of the project.

4.6 The City of Sacramento agrees to report to Caltrans on a quarterly basis; after July 2019, reports will be on a semi-annual basis on the progress made toward the implementation of the project, including scope, cost, schedule, outcomes, and anticipated benefits.

4.7 Caltrans agrees to prepare program progress reports on a quarterly basis; after July 2019, reports will be on a semi-annual basis and include information appropriate to assess the current state of the overall program and the current status of each project identified in the program report.

4.8 The City of Sacramento agrees to submit a timely Completion Report and Final Delivery Report as specified in the Commission's SB 1 Accountability and Transparency Guidelines.

4.9 All signatories agree to maintain and make available to the Commission and/or its designated representative, all work related documents, including without limitation engineering, financial and other data, and methodologies and assumptions used in the determination of project benefits during the course of the project, and retain those records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.

4.10 The Transportation Inspector General of the Independent Office of Audits and Investigations has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Project Applicant, the Implementing Agency, and any consultant or sub-consultants at any time during the course of the project and for four years from the date of the final closeout of the project, therefore all project records shall be maintained and made available at the time of request. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

5. SPECIFIC PROVISIONS AND CONDITIONS

5.1 Project Schedule and Cost
See Project Programming Request Form, attached as Exhibit A.

5.2 Project Scope
See Project Report or equivalent, attached as Exhibit B. At a minimum, the attachment shall include the cover page, evidence of approval, executive summary, and a link to or electronic copy of the full document.

5.3 Other Project Specific Provisions and Conditions

Attachments:

Exhibit A: Project Programming Request Form
Exhibit B: Project Report

SIGNATURE PAGE
TO
PROJECT BASELINE AGREEMENT

I Street Bridge Replacement

Resolution LPP-P-2021-14B

Hector Barron — Mar 12, 2021
Hector Barron — Date

Assistant City Manager

Project Applicant

Hector Barron — Mar 12, 2021
Hector Barron — Date

Assistant City Manager

Implementing Agency

Amarjeet S. Bental — 5/24/2021
Amarjeet S. Bental — Date

District Director

California Department of Transportation

6/17/21
Toks Omishakin — Date

Director

California Department of Transportation

07/07/21
Mitchell Weiss — Date

Executive Director

California Transportation Commission

Directors Signature Request

SB-1 Project Baseline Agreement:

The Commission adopted the original SB-1 Accountability and Transparency Guidelines on March 21, 2018, and a revised version on May 16, 2018. The Guidelines require the development of project baseline agreements for Commission adopted SB-1 programs, subject to certain cost thresholds and conditions. The baseline agreement is to be signed by the Project Applicant, Implementing Agency, Caltrans District Director, Caltrans Director of Transportation, and the Executive Director of the California Transportation Commission. It is anticipated that the Commission will approve the baseline agreement at their meeting scheduled for: June 23 - 24, 2021.

Attached baseline agreement is for Project:

I Street Bridge Replacement

Project is funded from the following SB-1 Program(s):

☐SHOPP ☐TCEP ☐SCCP ☒LPP ☐ATP

1. **Baseline Agreement Review & Approval:** Signature confirms applicable HQ Division(s) (selected below) is/are aware of the project and commits to supporting oversight (through Headquarters or District) and compliance with the Accountability and Transparency Guidelines.

   District Contact: Name: Vladimir Popko Phone: (530) 821-8421

   HQ Program Coordinator: *Misty Bradshaw / Sharon Bertozzi*
   Signature

   Select Lead Division:

	If on-system:	If administered by DRMT:	If off-system and non-DRMT:
	☐ Project Management	☐ Rail & Mass Transportation	☒ Local Assistance
Signature			
Date			5/26/21
Division Chief	Donna Berry	Kyle Gradinger	Dee Lam

2. **Concurrence by:** Signature acknowledges Program responsibilities with regards to Project and appropriate resources have been assigned to support the delivery of the project.

On-System Projects	**Off-System Projects**
	6/2/2021
Michael Keever Date	**Jeanie Ward-Waller** Date
Project Delivery	Planning & Modal Programs

3. **Concurrence by: Programming and Chief Financial Officer Concurrence (All Projects):**

James R. Anderson	**Steven Keck** Date
Financial Programming	Chief Financial Officer

Next Steps:

4. To SB-1 Program for Director's Signature
5. SB-1 Program to return Commission signed copy of Baseline Agreement to Lead HQ Division
6. SB-1 Programming to return Commission Signed copy of Baseline Agreement to Financial Programming for all Projects, except ATP

SB1 Project Baseline Agreement

Provisions Identified by Caltrans Division of Local Assistance

Project : **I Street Bridge Replacement**
PPNO : 1809
SB1 Funding Program : LPP-C
Implementing Agency : City of Sacramento

Note: The END CON date was pushed out to December 2026 due to a more refined preliminary schedule. The City of Sacramento has continued to develop final designs for the bridge project since the application was submitted in 2020. Due to the most recent design and more refined schedule estimates, the project is anticipated to be complete with Construction in December 2026. The funds are still anticipated to be expended within 3 years of allocation.

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-5002-2020-0002 v2

Amendment (Existing Project)	☒ YES	☐ NO				Date	04/21/2021 10:45:54
Programs	☐ LPP-C	☐ LPP-F	☐ SCCP	☐ TCEP	☐ STIP	☐ Other	

District	EA	Project ID	PPNO	Nominating Agency	
03			1809	City of Sacramento	
County	**Route**	**PM Back**	**PM Ahead**	**Co-Nominating Agency**	
Sacramento					
Yolo				**MPO**	**Element**
				SACOG	Local Assistance
Project Manager/Contact			**Phone**	**Email Address**	
Jesse Gothan			916-808-6897	jgothan@cityofsacramento.org	

Project Title

I St. Bridge Replacement

Location (Project Limits), Description (Scope of Work)

In Sacramento and West Sacramento, I Street Bridge, from 3rd St. in Sacramento to 5th St. in West Sacramento: Replace existing 2 lane bridge over the Sacramento River and approach structures with a 2 lane bridge on a new alignment. New bridge is a 860-foot long bridge with a 330-foot long vertical lift movable bridge center span, Class II buffered bike lanes, and sidewalks along both sides. Project includes partial or full removal of bridge approaches 22C0154, 24C0006, 24C0364L, 24C0364R, 24C0351J.

Component	Implementing Agency
PA&ED	City of Sacramento
PS&E	City of Sacramento
Right of Way	City of Sacramento
Construction	City of Sacramento

Legislative Districts

Assembly:	7	Senate:	6	Congressional:	6

Project Milestone		Existing	Proposed
Project Study Report Approved		07/01/2014	
Begin Environmental (PA&ED) Phase		06/05/2014	06/05/2014
Circulate Draft Environmental Document	Document Type EIR/FONSI	09/25/2017	09/25/2017
Draft Project Report		06/25/2017	06/25/2017
End Environmental Phase (PA&ED Milestone)		06/25/2019	06/25/2019
Begin Design (PS&E) Phase		06/25/2019	06/25/2019
End Design Phase (Ready to List for Advertisement Milestone)		06/25/2023	06/25/2023
Begin Right of Way Phase		06/25/2019	06/25/2019
End Right of Way Phase (Right of Way Certification Milestone)		06/25/2023	06/25/2023
Begin Construction Phase (Contract Award Milestone)		06/25/2023	06/25/2023
End Construction Phase (Construction Contract Acceptance Milestone)		06/25/2025	12/01/2026
Begin Closeout Phase		06/25/2026	01/30/2027
End Closeout Phase (Closeout Report)		06/25/2027	12/01/2027

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PROJECT PROGRAMMING REQUEST (PPR)

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PPR ID
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Date 04/21/2021 10:45:54

Purpose and Need

Purpose: The project will construct a new public crossing of the Sacramento River north of the UPRR-owned I Street Bridge from C Street in the City of West Sacramento to Railyards Boulevard in the City of Sacramento, consistent with the adopted findings of the Sacramento River Crossings Alternatives Study for Bridge Location 2 in the North Market Area. The project will include pedestrian and bicycle facilities in the new public crossing that meet Americans with Disabilities Act (ADA) requirements and facilitate connections to and from the new crossing and the Sacramento River Parkway and Riverfront Park trails. The project will facilitate vehicular transportation, goods movement, bus and rail transit, and bicycle/pedestrian connectivity over the river to reduce traffic congestion, improve safety, facilitate economic development objectives, and remove a number of structurally deficient or functionally obsolete bridges that have reached the limit of their design life. The proposed structure will be a movable bridge (vertical lift) that satisfies the vertical clearance and river navigation requirements of the USCG. The project design will accommodate future high-quality transit including the addition of a new bus transit route connecting the cities' existing transit centers, and the next phase of the Downtown/Riverfront Streetcar, a separate stand-alone project developed by the cities of West Sacramento and Sacramento. The new bridge also is intended to improve the connectivity to, and accessibility of local and regional businesses, recreational areas, and new or redevelopment opportunity sites located in the urban core of Sacramento and West Sacramento, including the Railyards and the River District in Sacramento and the historic Washington District in West Sacramento.

Need: I Street Bridge limits or restricts traffic capacity, goods movement, and multimodal use. The current bridge width is not sufficient to provide adequate traffic operations, bicycle lanes, or the ability for freight transport and transit service, including buses, across the bridge. The I Street Bridge and the four associated approach structures are on the eligible bridge list for federal funds for replacement and/or rehabilitation through the HBP. The I Street Bridge has been classified as functionally obsolete, and the existing approach structures have been classified as structurally deficient. The Cities of Sacramento and West Sacramento have decided to pursue replacement through the HBP. The bridge is necessary to provide access to and between two planned transit-oriented infill development districts on opposite sides of the Sacramento River, Washington District and the Railyards. To realize the full potential of each of these TOD neighborhoods, a pedestrian and transit-ready, multimodal connection across the river is necessary; which cannot be accommodated by the current I Street Bridge. The I Street Bridge does not comply with ADA standards. Standard and continuous sidewalks, and bicycle facilities that encourage walking and bicycling are needed to comply with the ADA and promote the use of alternative modes of travel necessary to meet regional air quality attainment goals.

NHS Improvements ☒ YES ☐ NO	Roadway Class NA	Reversible Lane Analysis ☒ YES ☐ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO Reduce Greenhouse Gas Emissions ☒ YES ☐ NO

Project Outputs

Category	Outputs	Unit	Total
Active Transportation	Bicycle lane-miles	Miles	1.68
Operational Improvement	Intersection / Signal improvements	EA	3
Active Transportation	Sidewalk miles	Miles	0.8
Bridge / Tunnel	New bridges/tunnels	SQFT	85,000

Additional Information

SACOG RTP/SCS Goals
1. Build vibrant places for today's and tomorrow's residents
4. Build and maintain a safe, reliable, and multimodal transportation system

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
Congestion Reduction	LPPF, LPPC, SCCP	Project Area, Corridor, County, or Regionwide VMT per Capita and Total VMT	Total Miles	75,403,720	75,412,970	-9,250
			VMT per Capita	24.491	24.494	-0.003
	LPPF, LPPC, SCCP	Person Hours of Travel Time Saved	Person Hours	6,797,106	12,021,474	-5,224,368
			Hours per Capita	2.2	3.9	-1.7
	LPPF, LPPC, SCCP	Daily Vehicle Hours of Delay	Hours	33,142	34,006	-864
System Reliability	LPPF, LPPC, SCCP	Peak Period Travel Time Reliability Index	Index	0	0	0
	LPPF, LPPC, SCCP	Transit Service On-Time Performance	% "On-time"	0	0	0
Air Quality & GHG	LPPF, LPPC, SCCP, TCEP	Particulate Matter	PM 2.5 Tons	0.4	0.5	-0.1
			PM 10 Tons	0.4	0.5	-0.1
	LPPF, LPPC, SCCP, TCEP	Carbon Dioxide (CO2)	Tons	51,200	63,211	-12,011
	LPPF, LPPC, SCCP, TCEP	Volatile Organic Compounds (VOC)	Tons	36	33	3
	LPPF, LPPC, SCCP, TCEP	Sulphur Dioxides (SOx)	Tons	1	1	0
	LPPF, LPPC, SCCP, TCEP	Carbon Monoxide (CO)	Tons	466	439	27
	LPPF, LPPC, SCCP, TCEP	Nitrogen Oxides (NOx)	Tons	37	33	4
Safety	LPPF, LPPC, SCCP, TCEP	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	0	0	0
	LPPF, LPPC, SCCP, TCEP	Number of Fatalities	Number	0	0	0
	LPPF, LPPC, SCCP, TCEP	Fatalities per 100 Million VMT	Number	0	0	0
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries	Number	21.4	71.7	-50.3
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries per 100 Million VMT	Number	0.001	0.003	-0.002
Accessibility	LPPF, LPPC, SCCP	Number of Jobs Accessible by Mode	Number	1,042,475	431,704	610,771
	LPPF, LPPC, SCCP	Number of Destinations Accessible by Mode	Number	1,636	632	1,004
	LPPF, LPPC, SCCP	Percent of Population Defined as Low Income or Disadvantaged Within 1/2 Mile of Rail Station, Ferry Terminal, or High-Frequency Bus Stop	%	0	0	0
Economic Development	LPPF, LPPC, SCCP, TCEP	Jobs Created (Direct and Indirect)	Number	1,240	0	1,240
Cost Effectiveness	LPPF, LPPC, SCCP, TCEP	Cost Benefit Ratio	Ratio	1.36	0	1.36
System Preservation Pavement	LPPC, LPPF	Pavement Condition Index	Index	100	70	30
			Rating	Good	Good	

Performance Indicators and Measures						
Measure	**Required For**	**Indicator/Measure**	**Unit**	**Build**	**Future No Build**	**Change**
System Preservation Bridges	LPPF, LPPC	Bridge Deck Rating	Rating	Good	Fair	
	LPPF, LPPC	Bridge Superstructure Rating	Rating	Good	Fair	
	LPPF, LPPC	Bridge Substructure Rating	Rating	Good	Fair	
Noise Level (Soundwalls Only)	LPPC, LPPF	Number of Receptors	Number	0	0	0
	LPPC, LPPF	Properties Directly Benefited	Number	0	0	0
	LPPC, LPPF	Number of Decibels	Number	0	0	0

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-5002-2020-0002 v2

District	County	Route	EA	Project ID	PPNO
03	Sacramento, Yolo				1809

Project Title

I St. Bridge Replacement

Existing Total Project Cost ($1,000s)									
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Implementing Agency
E&P (PA&ED)	5,600							5,600	City of Sacramento
PS&E	13,000							13,000	City of Sacramento
R/W SUP (CT)									City of Sacramento
CON SUP (CT)									City of Sacramento
R/W	6,870							6,870	City of Sacramento
CON			191,778		11,000			202,778	City of Sacramento
TOTAL	25,470		191,778		11,000			228,248	
Proposed Total Project Cost ($1,000s)									Notes
E&P (PA&ED)	5,600							5,600	
PS&E	13,000							13,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W	6,870							6,870	
CON			191,778		11,000			202,778	
TOTAL	25,470		191,778		11,000			228,248	

Fund #1:	RIP - State Cash (Committed)								Program Code
Existing Funding ($1,000s)									20.XX.075.600
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Sacramento Area Council of Governm
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					11,000			11,000	
TOTAL					11,000			11,000	
Proposed Funding ($1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					11,000			11,000	
TOTAL					11,000			11,000	

Fund #2:	Local HBRR - Highway Bridge Program (Committed)								Program Code
	Existing Funding ($1,000s)								LOCAL HBRR
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)	4,958							4,958	Caltrans HQ
PS&E	11,509							11,509	
R/W SUP (CT)									
CON SUP (CT)									
R/W	6,082							6,082	
CON			174,873					174,873	
TOTAL	22,549		174,873					197,422	
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)	4,958							4,958	
PS&E	11,509							11,509	
R/W SUP (CT)									
CON SUP (CT)									
R/W	6,082							6,082	
CON			174,873					174,873	
TOTAL	22,549		174,873					197,422	

Fund #3:	Local Funds - Local Transportation Funds (Committed)								Program Code
	Existing Funding ($1,000s)								20.10.400.100
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)	321							321	City of Sacramento
PS&E	746							746	
R/W SUP (CT)									
CON SUP (CT)									
R/W	394							394	
CON			952					952	
TOTAL	1,461		952					2,413	
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)	321							321	
PS&E	746							746	
R/W SUP (CT)									
CON SUP (CT)									
R/W	394							394	
CON			952					952	
TOTAL	1,461		952					2,413	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-5002-2020-0002 v2

Fund #4:	Local Funds - Local Transportation Funds (Committed)								Program Code
	Existing Funding ($1,000s)								20.10.400.100
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)	321							321	City of West Sacramento
PS&E	745							745	
R/W SUP (CT)									
CON SUP (CT)									
R/W	394							394	
CON			953					953	
TOTAL	1,460		953					2,413	
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)	321							321	
PS&E	745							745	
R/W SUP (CT)									
CON SUP (CT)									
R/W	394							394	
CON			953					953	
TOTAL	1,460		953					2,413	

Fund #5:	State SB1 LPP - Local Partnership Program - Competitive program (Committed)								Program Code
	Existing Funding ($1,000s)								20.30.210.210
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			15,000					15,000	
TOTAL			15,000					15,000	
	Proposed Funding ($1,000s)								Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			15,000					15,000	
TOTAL			15,000					15,000	

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

PROJECT PROGRAMMING REQUEST (PPR)

PRG-0010 (REV 08/2020)

PPR ID
ePPR-5002-2020-0002 v2

Complete this page for amendments only Date 04/21/2021 10:45:54

District	County	Route	EA	Project ID	PPNO
03	Sacramento, Yolo				1809

SECTION 1 - All Projects

Project Background

Print ePPR for baseline agreement.

Programming Change Requested

Reason for Proposed Change

Print ePPR for baseline agreement.

If proposed change will delay one or more components, clearly explain 1) reason for the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

SECTION 2 - For SB1 Project Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

Print ePPR for baseline agreement.

Approvals

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments
1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
2) Project Location Map

Exhibit B: Project Report

PROJECT REPORT

FOR

I Street Bridge Replacement Project

(Project Number: T15136000)

March 2021

Prepared by: Jesse Gothan PE and Zach Siviglia PE

City of SACRAMENTO
Department of Public Works

Web Link - http://www.cityofsacramento.org/public-works/engineering-services/projects/current-projects/i-street-bridge-replacement

PROJECT REPORT
I Street Bridge Replacement Project
(PN: T15136000)

March 1, 2020

Project Background and Description:

The City of Sacramento, in cooperation with the City of West Sacramento and the California Department of Transportation (Caltrans), proposes to construct a new bridge over the Sacramento River to replace the vehicle crossing that is currently accommodated by the existing I Street Bridge in order to remove a series of functionally obsolete or structurally deficient bridges (i.e., approach structures). The new connection will also reduce future traffic congestion, improve operations and safety, serve multiple modes of transportation, and comply with current American Association of State Highway and Transportation Officials, Caltrans, and local agency design standards.

The proposed project is located in Sacramento and Yolo Counties, over the Sacramento River and between the cities of Sacramento and West Sacramento. The project site is approximately 1,000 feet north of the existing I Street Bridge (see Attachment A). The project limits starting within the City of Sacramento consist of Railyards Boulevard from 200 feet east of Bercut Drive on the east, continuing west over the Sacramento River into the City of West Sacramento along C Street and terminating approximately 100 feet west of the 5th Street intersection. The project limits also extend along Bercut Drive approximately 500 feet north of Railyards Boulevard; along Jibboom Street 550 feet north of Railyards Boulevard and 300 feet south of Railyards Boulevard; along 3rd Street 50 feet north and south of C Street, along 4th Street 50 feet north and south of C Street; and along 5th Street 50 feet north and south of C Street. The total length of the project is approximately 0.42 miles along C Street and Railyards Boulevard.

The project is subject to state and federal environmental review requirements because of use of Highway Bridge Program (HBP) funds from the Federal Highway Administration (FHWA). Accordingly, project documentation has been prepared in compliance with both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) and a Project Oversight Agreement between FHWA, Caltrans and the City has been executed, Agreement # 2019-1567.

The estimated total project cost to complete environmental documentation, final design, right-of-way acquisition, construction, and construction management, including all ineligible expenses, is $228 million.

Project Objectives:

The purpose of the project is to construct a new multi-modal crossing over the Sacramento River north of the Union Pacific Railroad (UPRR)-owned I Street combination bridge. The crossing from C Street in the City of West Sacramento to Railyards Boulevard in the City of Sacramento, is consistent with the adopted findings of the Sacramento River Crossing Alternatives Study for Bridge Location 2 in the North Market Area.

Existing Conditions and Proposed Improvements:

Existing Conditions:
The Southern Pacific Railroad constructed the existing I Street Bridge in 1911 with the bridge opening in 1912. It is comprised of two 9-foot wide lanes, no shoulder/vertical curb, 4-foot sidewalks, and railing. The existing bridge is an approximately 855 feet functionally obsolete swing bridge. The I Street Bridge is one of two local traffic, bicycle, and pedestrian access crossings over the Sacramento River. The approach structures to the bridge have no shoulder and non-ADA compliant sidewalks, both steep and narrow. UPRR has no plans to replace or modify the I Street Bridge structure.

On the Sacramento side, the I Street Bridge connects to three viaduct structures. The Jibboom Street viaduct is a two-way, two lane, 850-foot structurally deficient structure, accommodating northbound and southbound traffic. The I Street viaduct is a one-way, two lane, 160-foot structurally deficient structure, accommodating westbound traffic. The I Street viaduct goes under the Interstate 5 (I-5) viaduct and touches down on I Street in downtown Sacramento. The J Street viaduct is a one-way, two lane, 755-foot structure, accommodating eastbound traffic. The J Street viaduct connects to the southbound I-5 J Street off-ramp and the structure touchdown is on J Street in downtown Sacramento.

On the West Sacramento side, the I Street Bridge connects to the C Street viaduct, a two-way, two lane, 555 foot structurally deficient structure, accommodating eastbound and westbound traffic. The C Street viaduct travels over 2nd Street and the structure touchdown is on C Street in West Sacramento.

Proposed Improvements:
The proposed project will construct a new bridge over the Sacramento River between the cities of Sacramento and West Sacramento to replace the existing vehicular crossing that is provided by the existing I Street Bridge. The project will facilitate vehicular and multimodal traffic over the river to reduce traffic congestion, improve safety, remove four structurally deficient or functionally obsolete bridges that have reached the limit of their design life from the statewide bridge maintenance inventory, and remove vehicular traffic from the top deck of the existing I Street Bridge. While the existing I Street Bridge will remain in place, the approach structures in Sacramento and West Sacramento leading to the top deck of the bridge will be demolished. As part of a separate project, the cities are evaluating the reuse of the top deck of the existing I Street Bridge as a bicycle and pedestrian connection across the river.

The Sacramento River is considered to be a navigable waterway of the United States and under the provisions of the General Bridge Act of 1946, as amended, the proposed location and plans for bridges over navigable waters of the United States must be approved by the United States Coast Guard, prior to commencing construction. In order to comply with the low profile guidance from the Neighborhood Friendly Bridge policy definition in Sacramento, the physical constraints of the existing land uses on both sides, the location of the Interstate 5 (I-5) mainline viaducts, and the U.S. Coast Guard requirement to maintain navigation along the river, the new bridge is proposed to be a movable bridge. A fixed bridge alternative was evaluated as per Code of Federal Regulations (CFR) 650.809 which states that a fixed bridge shall be selected wherever practical. For several reasons, a moveable structure was as superior solution to a fixed structure, see memorandum in Appendix O for more information.

Design features of the proposed project and construction sequencing are listed below.

<u>Construction of Phase 1 (36 months, with in water work between May 1 and November 30)</u>

- There were two alternatives considered for the Railyards Boulevard alignment, the preferred and selected Alternative 1 consists of a signalized intersection at Jibboom Street and Bercut Drive, while the rejected Alternative 2 consisted of a roundabout between these two intersections. Beyond the Jibboom Street and Bercut Drive intersections, the remaining project elements and limits were similar with both alternatives.
- The proposed project will construct a new bridge over the Sacramento River, the total bridge length will be approximately 860 feet long, consisting of two vehicle lanes, on-street Class II Bike Lanes, and sidewalks along both sides of the bridge. The bridge will also be comprised of two fixed-span approach structures that tie into the Sacramento and West Sacramento banks of the river, which are approximately 200 feet and 270 feet in length, respectively. The center span of the bridge will be a movable span that meets the requirements from the U.S. Coast Guard, the clear width between the tower faces is anticipated to be 278 feet in length. The bridge soffit elevation will be set 3 feet above the 200-year Water Surface Elevation to comply with the Central Valley Flood Protection Board freeboard requirements.
- The two fixed-span approach structures will be 76 feet wide and have a superstructure depth (or total bridge thickness) of roughly 6-feet. Each approach structure will be a 2-span bridge; the abutment at one end of the structure will be founded on the banks of the river, a center pier will be placed within the river roughly around the existing bank toe of slope, and the other end of the approach structure will be founded on the piers for the movable span.
- On September 10, 2014, representatives from the U.S. Coast Guard, Caltrans, the City of Sacramento and the City of West Sacramento conducted an on-site navigational analysis to determine pier locations and clearances for the proposed bridge. On March 31, 2015, the U.S. Coast Guard issued a public notice requesting input from mariners on the preliminary clearances needed for the proposed bridge. The U.S. Coast Guard determined the bridge opening width based on assumed sailing lines for a watercraft heading downstream towards the bridge, operating during flood stage water levels in the river. The opening width was sized to accommodate a 40-foot to 60-foot tugboat, pushing a 200-foot to 220-foot barge fully loaded with rock that is typically used to repair a breach in the levees along the Sacramento River. Based on coordination with the U.S. Coast Guard, the movable span will provide a 278-foot clear channel opening roughly centered at the middle of the river. This clear channel width was established by the U.S. Coast Guard and documented in their letter dated May 4, 2015 and is included in the attachments. As such, the movable span has been identified as a vertical lift bridge, which will raise the bridge to a minimum vertical clearance of 59 feet over the maximum river elevation of 31 feet (measured to the NGVD 29 vertical datum). The opening width was then surveyed via GPS and coordinates were established and provided to the City in the U.S. Coast Guard's letter. The moveable-span will have an arch height of approximately 67 feet, with 6 feet of the structure being below the bridge deck and 67 feet above the bridge deck. The vertical towers will be roughly 120 feet tall, measured from the bridge soffit elevation. The vertical towers will be approximately 33 feet in thickness and have the same width as the bridge deck. The total bridge width on the movable span will be 81 feet wide.
- Due to the existing shallow alluvium soil conditions, the bridge will be founded on deep pile foundations. The abutments for the fixed-span approach structures at the river bank will consist

of roughly 50 piles per abutment that are driven or Cast-In-Drill-Hole (CIDH), to a depth of roughly 70 feet below the original ground elevation. The center piers for the two fixed-span approach structures (which are located roughly at the bank toe of slope in the river) will be founded on 50 driven or CIDH piles per pier, that are roughly 70 feet below the original ground elevation. If driven piles are selected for either the abutments or piers, the piles will be precast concrete or steel piles. The foundations for the movable span will consist of 4 large diameter Cast-In-Steel-Shell piles per pier. Each pile will be 9 feet in diameter, extending approximately 140 feet below the original ground elevation.

- Erosion control measures will need to be installed around the proposed bridge foundations to prevent future scour around at the bridge supports. It is anticipated that Rock Slope Protection will be installed around the bridge abutments and piers within the water.
- At the bridge touchdown location along C Street on the West Sacramento side of the river, continuing west over to the 4th Street intersection, the roadway improvements will consist of one westbound travel lane, two eastbound travel lanes (the two eastbound travel lane will taper down to one eastbound lane east of the 3rd Street intersection), a center left turn lane, Class II on-street bike lanes, on-street parking along the north side of the roadway, and sidewalks along both sides of the road. As the roadway through this section currently consists of the proposed number of travel lanes, the widening through this area is primarily needed to support the Class II Bike and wider sidewalks.
- Along C Street between 5th Street and 4th Street, the roadway improvements will consist of one travel lane in each direction, left-turn lanes, Class II on-street Bike Lanes, and sidewalks along both sides of the road. All of the improvements through this section will be accommodated within the existing roadway limits.
- The improvements will extend along Bercut Drive approximately 500 feet north of Railyards Boulevard. The improvements along Bercut Drive will include two northbound lanes at the Railyards Boulevard intersection, tapering down to one lane at the northern project limits; and one southbound lane.
- Along Jibboom Street, the proposed improvements will extend 550 feet north of Railyards Boulevard and 300 feet south of Railyards Boulevard. North of Railyards Boulevard, the roadway will consist of one travel lane in each direction, on-street Class II Bile Lanes, sidewalk along the west side of the roadway, reconstruction of the existing Class I Bikeway, and retaining walls of various heights along both sides of the road. The proposed roadway profile for Railyards Boulevard will be roughly 6 feet higher than the original ground elevation. The profile adjustment is needed in order to satisfy the Central Valley Flood Protection Board requirements to provide 3 feet of freeboard over the 200-year Water Surface Elevation to the bridge soffit (or low chord of the bridge). South of Railyards Boulevard, the proposed improvements along Jibboom Street are limited to reconstruction of the existing Class I Bikeway. The future roadway extension south of Railyards Boulevard is not included with this project and would be constructed as part of a separate future project.
- The existing Class I Bikeway along Jibboom Street will be reconstructed approximately 500 feet north and 300 feet south of Railyards Boulevard as part of the proposed bridge project. In order

to maintain a continuous off-street Class I Bikeway along this section, the bikeway will be grade separated under the proposed structure. Cyclists and pedestrians approaching Railyards Boulevard in either direction will have the option to continue along the bike path ramp down to pass under the new structure, avoiding the need to cross the roadway. Cyclist and pedestrians who are traveling along the bike path will also have the option to connect to Railyards Boulevard to cross over the proposed bridge, or continue east into Sacramento. Due to the limited horizontal clearance between the river and the I-5 viaduct structure, retaining walls will be needed along the bike path to account for the vertical elevation difference between Jibboom Street and the bike path that continues under the proposed structure. The maximum 16-foot tall retaining walls are set between Jibboom Street and the bikeway connection that passing under the bridge.

- The new C Street alignment will cut off access to 4 residential parcels and 1 multifamily parcel that are located along 2nd Street, north of C Street. Access to these properties will be provided via a new local street that connects between C Street and 2nd Street, as shown on the 30% Plans attached to this report.
- The proposed project will require improvements to the existing levee along the West Sacramento side of the river, where the proposed bridge alignment connects to C Street. The existing levee does not meet current standards required by Title 23 of the California Code of Regulations. Extending approximately 300 feet north and south of the proposed C Street alignment, the levee cross-section will be reconstructed to meet current design standards, which require 3:1 side slopes on the landside and waterside of the levee, with a 20-foot wide crown at the top of the levee. The levee improvements will also include a slurry cutoff wall that extends to a depth of 110 feet below the original ground elevation. In addition, the proposed roadway profile will be roughly 6 feet higher than the original ground elevation as it crosses over the levee. The U.S. Army Corps of Engineers (USACE) has future plans to improve the levees north and south of the bridge crossing, however the timing for those improvements has not yet been determined. In order to maintain access to the levee for inspection and maintenance services, access roads will be needed from the new roadway to the top of the improved levee section. The proposed grading for the levee will require the relocation of the existing historic water tower that is located along 2nd Street, just north of the proposed C Street alignment.
- The levee maintenance road will also serve as the future Class I Bikeway extension along the West Sacramento side of the river. Similar to the bikeway improvement described along Jibboom Street, the bikeway will be grade separated under the proposed structure. Cyclists and pedestrians approaching C Street in either direction will have the option to continue along the bike path under the new structure, avoiding the need to cross the roadway. Cyclist and pedestrians who are traveling along the bike path will also have the option to connect to C Street to cross over the proposed bridge.
- As is standard with all construction projects, the contractor will be required to install temporary Best Management Practices (BMPs) to control any runoff or erosion from the project site into the surrounding waterways. These temporary BMPs will be installed prior to any construction operations and will be in place for the duration of the contract. The removal of these BMPs will be the final operation, along with project site cleanup.

- Temporary falsework platforms are required to construct the proposed bridge foundations and approach structures. The platforms will be constructed using temporary piles within the river that will be removed during the rainy season and following construction. In addition, temporary cofferdams will be required to construct the bridge piers within the water. The cofferdams will consist of temporary sheet piles installed around the individual piers. Dewatering will be required during this operation to remove the water from inside the cofferdams.
- While most of the project will be constructed outside of existing roadways, there will be some areas that require temporary detour or staged construction:
    - Along Jibboom Street at the proposed Railyards Boulevard intersection, the new roadway profile will be raised approximately 6 feet above the original ground elevation. In order to maintain access to the existing Jibboom Street viaduct south of Railyards Boulevard during the roadway construction, a temporary access road will be needed. The proposed temporary access road will connect to the existing Jibboom Street viaduct abutment approximately 350 feet south of Railyards Boulevard. The temporary road will then continue under I-5 and connect to the Railyards Boulevard and Bercut Drive intersection. The temporary road will require placement of temporary fill material and a roadway structural section that will be removed after construction of the new bridge. Traffic traveling north along Jibboom Street will continue north along Bercut Drive to access the Richards Boulevard/I-5 Interchange.
    - In order to complete the improvements at Jibboom Street and Railyards Boulevard, Jibboom Street will be close to traffic approximately 600 feet north of Railyards Boulevard. Traffic traveling south along Jibboom Street to continue over the existing I Street Bridge into West Sacramento will be detoured over to Bercut Drive at Richards Boulevard. Traffic will then use the temporary access road to connect to the Jibboom Street viaduct structure.

- The existing bike path along Jibboom Street will also need to be relocated during construction. The temporary alignment for the bike path will follow the temporary Jibboom Street alignment south of Railyards Boulevard.
- During construction, traffic along C Street will be maintained along the existing approach structure until the new bridge is constructed.

Construction Phase 2 (5 months)

Following the completion of the new bridge at Railyards Boulevard, the next phase will consist of the removal of the existing 4 approach structures to the I Street Bridge. Bridge numbers 24C0364L, 24C0364R, 22-0033, and 22C0154 will be demolished and the foundations will be removed to a depth of 3 feet below the original ground elevation. Encroachment permits from Caltrans and Union Pacific Railroad will be needed to complete the bridge removal. The existing I Street Bridge is owned

and operated by UPRR and will continue to remain in-place following construction of the new bridge.

As part of the removal of the existing approach structures, the project will include modifications to I Street within the City of Sacramento from the southbound I-5 on-ramp to the 5th Street intersection. The modification will include signing and striping revisions, demolition of existing roadway sections that are no longer required, and removal of bridge abutments and foundations.

Alternatives and Preliminary Analysis:

Sacramento Railyards Boulevard Alternatives:

- Under Alternative 1, selected in the environmental reviews, Railyards Boulevard will be extended west over the Sacramento River; east of Bercut Drive, Railyards Boulevard will consist of two westbound lanes and one eastbound lane; between Jibboom Street and Bercut Drive, Railyards Boulevard will consist of two westbound lanes and three eastbound lanes, two eastbound lanes will be trapped into left-turn lanes onto Bercut Drive and one eastbound lane will continue along Railyards Boulevard; west of the Jibboom Street intersection, Railyards Boulevard will consist of one lane in each direction.
- Under Alternative 2, rejected in the environmental reviews, Railyards Boulevard would have extended west over the Sacramento River; east of Bercut Drive, Railyards Boulevard would have consist of two westbound lanes and one eastbound lane; between Jibboom Street and Bercut Drive, Railyards Boulevard would have consist of a roundabout with two lanes in each direction, one westbound lane would have been a trap onto northbound Jibboom Street and one westbound lane would have continue onto the new bridge, one eastbound lane would have be trapped into left-turn lanes onto Bercut Drive and one eastbound lane would have continue along Railyards Boulevard; west of Jibboom Street, Railyards Boulevard would have consisted of one lane in each direction.

West Sacramento 2nd Street Access Alternatives:

- Alternative 1, rejected in the environmental reviews, would have construct a new connection to C Street approximately 150 feet east of the 3rd Street intersection. The new access road would have been 30 feet wide and extend north to B Street and then ultimately connect to the 3rd Street and B Street intersection. This alternative would have right-of-way acquisitions from 6 individual parcels and the removal of two structures. One structure is located on APN 010-101-010 and appears to be an individual residence. Another structure is located on APN 010-101-013 and appears to be an apartment building that supports up to 4 individual apartments. As B Street is currently constructed along the existing levee, the roadway improvements will also require an additional 500 feet of improvements to the levee. Similar to the improvements identified along C Street, the levee cross-section will be reconstructed to meet current design standards, which require 3:1 side slopes on the landside and waterside of the levee, with a 20-foot wide crown at the top of the levee. The levee improvements would have also include a slurry cutoff wall that extends to a depth of 110 feet below the original ground elevation.

- Alternative 2, selected in the environmental reviews, will connect to the same location at C Street, approximately 150 feet east of the 3rd Street intersection and continue north approximately 300 feet. This alternative will then make a 90-degree left turn and connect to C Street approximately 300 feet north of C Street. This alternative will require right-of-way acquisition from 7 individual parcels and the removal of 3 structures. One structure is located on APN 010-101-010 and appears to be an individual residence. Another structure is located on APN 010-101-013 and appears to be an apartment building that supports up to 1 individual apartment. The last structure is located on APN 010-101-004 and appears to be an individual residence.

Phasing:

This project in planned to be constructed in two phases. The first phase will be the construction of the bridge, the bike trail modifications, Jibboom Street and Railyards Boulevard roadway modifications in Sacramento, and C Street, new 2nd Street access, and 2nd Street roadway modifications in West Sacramento. The second phase consist of the removal of the existing I Street Bridge approach viaduct structures; Jibboom Street, I Street and J Street viaduct structures in Sacramento and the C Street viaduct structure in West Sacramento.

Design Variances:

Below are design variances on the Sacramento side of the project:

- Railyards Boulevard with a posted speed limit of 40 mph has undeveloped adjacent land uses but is designated in planning documents as a 3-lane arterial serving the district (three lanes is a variance from the standard number of lanes for a city arterial which is six lanes). According to the City's Design and Procedures Manual, a six-lane arterial recommends a design speed of 50 mph. Railyards Boulevard, however, like similar arterial designated streets in the Central City that are posted at 25 mph due to how they function and with fewer lanes, models traffic patterns at buildout similar to midtown and the Central City (i.e. downtown I Street, L Street, and downtown N Street). A lower design speed of 30 mph was assumed to meet the context of the district: this includes conformance with the policy directive to provide a neighborhood friendly bridge connection, safer access to approved higher density land-uses, and to meet the expectations of how Railyards Boulevard will function as a destination street and as an extension of the downtown grid of streets connected by 5th, 6th, and 7th. Construction of the land uses along Railyards Boulevard is anticipated before and concurrent with the construction of the bridge. The streets within the Railyards Specific Plan at buildout will have dense urban land-use and some of those upcoming land-uses are highlighted below.
    - Major League Soccer Stadium will accommodate 22,000 people and is expected to be constructed in 2022.
    - Kaiser Permanente Medical Center, 1.2 million square foot medical complex expected to open in 2025.
    - The A.J. at Railyards Boulevard and 6th Street, construction of a six-story, 445,443 square foot building with 345 residential units, including 69 affordable units, and 5,933 square feet of retail, expected to open winter 2022.

- The Foundry, between 5th and 6th Streets, two six-story buildings combined will have 313,350 square feet of space, including ground-floor retail and restaurant space. There will be a courtyard area between the two buildings and a separate parking structure, construction is expected to begin construction in Spring 2021.

- The mainline of the project in Sacramento consists of one horizontal curve, one sag vertical curve, and two crest vertical curves. The one horizontal curve exceeds the minimum radii for 30 mph with a normal crown for low-speed urban streets (AASHTO - A Policy Geometric Design of Highways and Streets, 6th Edition, 2018, Table 3-13). The two crest vertical curves meet at least 40-mph design speed and the sag vertical curve meets the 30-mph design speed (AASHTO - A Policy Geometric Design of Highways and Streets, 6th Edition, 2018). The sag vertical curves do meet the 40-mph comfort sag curve. All vertical and horizontal curves meet a 30-mph design speed for the project, but do not meet the City speed requirements for an arterial (50 mph).
- The City's standard lane widths are 11-feet, which the project proposes for the approach roadway, the bridge however, will consist of 12-foot lanes.
- The Railyards Specific Plan calls for 6 foot by 8-foot planters, however for the proposed project no planters are being proposed, just landscape features at the back of walk at the intersection of Railyards Boulevard and Bercut Drive.

Below are design variances on the West Sacramento side of the project:

- C Street within the project limits is classified as a medium-high access control arterial with a 25-mph speed limit. The projected travel speed on C Street between 3rd Street and 5th Street was 7mph in the AM and 9 mph in the PM in the eastbound direction and in 10 mph in the AM and 13 mph in the PM, in the westbound. The City of West Sacramento's minimum centerline radius is 800-feet for the major arterial classification. The mainline of the project in West Sacramento consists of two horizontal curves. The two horizontal curves exceed the minimum radii for 30 mph with a normal crown for low-speed urban streets (AASHTO - A Policy Geometric Design of Highways and Streets, 6th Edition, 2018, Table 3-13). The project will not meet the City of West Sacramento's 800-foot minimum centerline radius, but does meet the 30 mph normal crown for low-speed urban streets per AASHTO.

- Per Washington Specific Plan, the inside line widths are to be 13-feet when adjacent to a median, however the proposed inside lane widths will be 12-feet.
- The Washington Specific Plan also specifies 8-foot wide bike lanes; however, 6-feet will be used for the project. On the bridge and on C Street the bike lane will be adjacent to a 2-foot wide buffer and when the bike lane is adjacent to parking, the bike lane will have 1-foot between it and the traveled way and 1-foot between it and the parking lane.

Right of Way:

Right of way acquisitions in Sacramento and West Sacramento will be required for this project.

In Sacramento, approximately 2.7 acres of right of way will be required for the new bridge, bridge abutment, roadway connection to Railyards Boulevard, and bicycle trail. Temporary Construction Easements (TCE's) approximately 0.6 acres will be required under the I-5 viaduct, north of the future Railyards Boulevard extension.

In West Sacramento, approximately 3.7 acres of right of way will be required for widening C Street, creating a new connection to 2nd Street and for the bridge, bridge abutment, and bike connections. TCE's approximately 0.4 acres will be required along C Street and near the bike trail conforms.

Risks:

The potential risks associated with the project are the following:

- Right of way acquisition - private property acquisitions are required for the project. There is specific property in West Sacramento that will require resident removal, to provide better connection and emergency access from C Street to 2nd Street. A delay in negotiations with property owners may delay the project schedule.

- Environmental permitting and outside agency coordination – Many environmental permits and outside agency concurrence are required for the project. Coordination with the various agencies is necessary for permit approval; the risk is in the potential delay in receiving the approvals. List of permits is provided in the narrative below.

- Environmental work windows – There is work required in the surrounding riparian habitat. This work will have seasonal restrictions, and there could be potential construction delays due to these restrictions.

- Funding – The project is 88.53% funded by Caltrans by the Highway Bridge Program (HBP) funds for HBP participating items, however the rest of the funds are to come from the City of Sacramento and the City of West Sacramento. Both cities will be seeking additional funding opportunities. Currently, the cities have secured an additional $11 million in funding from SACOG to offset the cities local match requirement to the HBP funds. In addition, Caltrans policy is that any project with construction or right-of-way costs in excess of $20 million must enter into a "high cost" agreement. The purpose of the policy is to avoid a single project being allocated more federal funds in a given year than the project can actually spend. The agreement requires local agencies to commit non-federal funds to advance the construction of the project,

to cover the difference in funding amount. Once the local agency commits the budget authority for the full construction funding, Caltrans will commit up to $20 million for construction each federal fiscal year. Based on the anticipated construction cost, the I Street bridge replacement project is expected to span 9 federal fiscal years. The estimated monthly payments for construction vary between $5 and $10 million, with the average being approximately $7 million. During construction, the City will need to carry $92 million prior to receiving reimbursement from Caltrans, based on current projections. The project team has evaluated multiple alternatives for securing construction financing, including securing outside bonding or private lending options. These alternatives will be further defined during the final design phase.

Environmental Review:

An EIR/EA for the project was approved by Sacramento City Council on June 25, 2019 and West Sacramento City Council on August 7, 2019. The NEPA Clearance was approved by Caltrans on June 10, 2019. Notices of determination were filed in both Sacramento and Yolo counties. The technical studies in the EIR include Community Impact Assessment, Traffic Technical Data and Calculations, Historic Property Survey Report, Archaeological Survey Report, Historical Resources Evaluation Report, Water Quality Assessment Report, Scour Analysis, Preliminary Geotechnical and Foundation Report, Initial Site Assessment Update, Air Quality Study Report, Noise Study Technical Report,
Request for Preliminary Jurisdictional Determination, Natural Environmental Study, Biological Assessment/Essential Fish Habitat Assessment, and Biological Assessment. As part of the cultural analysis a programmatic agreement between the California Department of Transportation and the California State Historic Preservation Officer were established (agreement 2019-0325) for a phased identification approach - this was due to the sensitivity of excavating around levees.

Permits:

The following permits will be required with this project:

Agency	Permit/Approval	Status
City of West Sacramento	City Council approval of project	Complete August 7, 2019
U.S. Coast Guard	Authorization under General Bridge Act of 1946, as amended, for new bridge over navigable waters of the United States	Initiated
U.S. Army Corps of Engineers Regulatory Division	Section 404 Clean Water Act authorization for fill of waters of the United States	Submitted delineation of potential waters of the United States, including wetlands, on May 3, 2016, to support a preliminary jurisdictional determination USACE verified delineation on July 7, 2016 Pre-application meeting on September 1, 2016.
U.S. Army Corps of Engineers Operations and Readiness Branch	U.S. Code Section 408 authorization for alteration of USACE projects, the east and west Sacramento River levees.	Pre-application meeting on September 1, 2016.
National Marine Fisheries Services	Coordination regarding threatened and endangered species	Biological Assessment and EFH assessment requesting consultation sent August 4, 2016.

Agency	Permit/Approval	Status
		Biological Opinion received June 25, 2018.
U.S. Fish and Wildlife Service	Coordination regarding threatened and endangered species	Biological Assessment requesting consultation sent August 4, 2016 Biological Opinion received June 15, 2017.
California Department of Fish and Wildlife	Section 1602 Department of Fish and Game Code Streambed Alteration Agreement	Not yet initiated
California Department of Fish and Wildlife	Incidental Take Permit for potential "take" of state-listed species.	Not yet initiated
State Water Resources Control Board	Coverage under the existing Statewide Phase II MS4 Permit (NPDES Order No. 2013-001-DWQ; General Permit No. CAS000004). Coverage under the existing Caltrans National Pollutant Discharge Elimination System Permit (Order No. 2012-0011-DWQ) Coverage under the existing Construction General Permit (Order No. 2009-0009-DWQ)	Not yet initiated
Central Valley Regional Water Quality Control Board	Clean Water Act Section 401 Water Quality Certification Coverage under the existing Waste Discharge Requirements Cities Of Citrus Heights, Elk Grove, Folsom, Galt, Rancho Cordova, Sacramento, And County Of Sacramento Storm Water Discharges From Municipal Separate Storm Sewer System Sacramento County (Order NO. R5-2015-0023; NPDES NO. CAS082597) Coverage under the existing Waste Discharge Requirements Limited Threat Discharges To Surface Water Order No. R5-2016-0076; NPDES NO. CAG995002)	Not yet initiated
Central Valley Flood Protection Board	Encroachment Permit	Not yet initiated
State Lands Commission	Lease of State Lands	Not yet initiated
Sacramento Area Flood Control Agency	Approval of changes to levee	Not yet initiated
West Sacramento Area Flood Control Agency	Approval of changes to levee	Not yet initiated
Sacramento Metropolitan Air Quality Management District	Formal notification prior to construction	Not yet initiated
Yolo-Solano Air Quality Management District	Formal notification prior to construction	Not yet initiated

Mitigation Measures Required:

Visual/Aesthetics:

- Compensate for Temporary Effects on and Permanent Loss of Cottonwood Riparian Forest [including SRA Cover]; Work with Stakeholders to Determine Bridge Aesthetics, Implement Project Landscaping
- Apply minimum lighting standards to minimize substantial light or glare

- Complete community engagement process to identify the bridge profile and aesthetic components.

Air Quality:

- Implement SMAQMD's Basic Construction Emission Control Practices; Compliance with the Sacramento Railyards Specific Plan dust control BMPs, (Implement Sacramento Railyards Specific Plan Dust Control Mitigation)

Biological Resources:

- Install Orange Construction Fencing between the Construction Area and Adjacent Sensitive Biological Resources; Conduct Environmental Awareness Training for Construction Employees; Conduct Periodic Biological Monitoring; Compensate for Temporary Effects on and Permanent Loss of Cottonwood Riparian Forest [including SRA Cover]; Protect Water Quality and Prevent Erosion and Sedimentation in Drainages and Wetlands; Compensate for Loss of Perennial Stream; Conduct Preconstruction Surveys for Western Pond Turtle and Allow Turtles to Leave Work Area Unharmed; Conduct Preconstruction Surveys for Nesting Migratory Birds, Including Special- Status Birds, and Establish Protective Buffers; Conduct Tree Removal during Non-Sensitive Periods for Wildlife; Avoid and Minimize Impacts on Nesting Birds and Roosting Bats from Demolition of Approach Structures; Conduct Preconstruction Surveys for Roosting Bats and Implement Protective Measures; Replace Bat Roosting Habitat Lost from Demolition of Approach Structures; Monitor Bat Replacement Habitat; **Conduct All In- Water Construction Activities between May 1 and November 30 and Only during Daylight Hours**; Implement Measures to Minimize Exceedance of Interim Threshold Sound Levels during Pile Driving; Develop and Implement a Hydroacoustic Monitoring Plan; Monitor Turbidity in the Sacramento River; Implement Cofferdam Restrictions; Prepare and Implement a Fish Rescue and Relocation Plan; Prevent the Spread or Introduction of Aquatic Invasive Species; Minimize or Avoid Temporary Construction Lighting and Permanent Bridge Lighting from Directly Radiating on Water Surfaces of the Sacramento River; Implement Measures Required in the Biological Assessments
- Avoid and Minimize Impacts on Purple Martins during Construction Activities; Avoid and Minimize Impacts on Nesting Birds and Roosting Bats from Demolition of Approach Structures; Create Purple Martin Replacement Habitat; Implement a Monitoring and Management Plan for Purple Martins
- Install Orange Construction Fencing between the Construction Area and Adjacent Sensitive Biological Resources; Conduct Environmental Awareness Training for Construction Employees, Conduct Periodic Biological Monitoring; Compensate for Loss of Protected Trees not in Riparian Habitat; Compensate for Temporary Effects on and Permanent Loss of Cottonwood Riparian Forest [including SRA Cover]
- Install Orange Construction Fencing between the Construction Area and Adjacent Sensitive Biological Resources; Conduct Environmental Awareness Training for Construction Employees, Conduct Periodic Biological Monitoring; Protect Water Quality and Prevent Erosion and Sedimentation in Drainages and Wetlands
- ***Conduct All In-Water Construction Activities between May 1 and November 30 and Only during Daylight Hours***; Implement Measures to Minimize Exceedance of Interim Threshold Sound Levels during Pile Driving; Develop and Implement a Hydroacoustic Monitoring Plan; Monitor Turbidity in the Sacramento River; Implement Cofferdam Restrictions; Prepare and Implement a Fish Rescue and Relocation Plan; Minimize or Avoid Temporary Construction

Lighting and Permanent Bridge Lighting from Directly Radiating on Water Surfaces of the Sacramento River

- Install Orange Construction Fencing between the Construction Area and Adjacent Sensitive Biological Resources; Conduct Environmental Awareness Training for Construction Employees; Conduct Periodic Biological Monitoring; Compensate for Temporary Effects on and Permanent Loss of Cottonwood Riparian Forest [including SRA Cover]; Compensate for Loss of Protected Trees not in Riparian Habitat

Cultural Resources:

- Develop Interpretative Display for the I Street Bridge, location to be determined in final design.
- Conduct Mandatory Cultural Resources Awareness Training for Construction Personnel; follow the Programmatic Agreement; Implement Avoidance and Notification Procedures
- Follow provisions of PRC Section 5097.98 (i.e., if the remains are thought to be Native American, the coroner will notify the NAHC, which will then notify the Most Likely Descendent (MLD). The project proponent will work with the MLD to avoid the remains and, if avoidance is not feasible, to determine the respectful treatment of the remains) Conduct Mandatory Cultural Resources Awareness Training for Construction Personnel; Implement Avoidance and Notification Procedures for Cultural Resources Discovered

Noise:

- Build Pavement Surface Designed to Reduce Tire-Pavement Noise; Ensure Building Compliance with City Noise Limits for Interior Spaces
- Use Noise-Reducing Construction Practices

Recreation:

- Restore Sacramento River Parkway Trail after Construction; Provide Advance Notification of Sacramento River Parkway Trail Closures

Transportation/Traffic:

- Prepare a Transportation Management Plan; Implement Roadway and Freeway Improvements

Total Project Cost Phases 1 & 2:

Phase 1 & 2	**Cost**
Project Approval / Environmental	$5,600,000
Right of Way	$6,900,000
Final Design	$13,000,000
Construction	$187,300,000
Construction Management	$10,500,000
Debt Service	$5,000,000
Total	$228,300,000

Funding Discussion and Benchmarking discussion by project phase:

This project will be funded by Caltrans Highway Bridge Program (HBP), the City of Sacramento, and the City of West Sacramento funding. The HBP will be contributing 88.53% of the participating items, the remaining funding is anticipated to be provided by additional grants from SACOG and the CTC. Below is summary table showing the current funding plan. An exhibit of the participating limits can be found in Attachment K.

PHASE	HBP	STIP	Sacramento Local Funds	West Sacramento Local Funds	LPP	TOTAL
Environmental PA&ED	$4,958,000	-	$321,000	$321,000	-	$5,600,000
Design PS&E	$11,509,000	-	$746,000	$745,000	-	$13,000,000
R/W Support	$770,000	-	$50,000	$50,000	-	$870,000
R/W Capital	$5,312,000	-	$344,000	$344,000	-	$6,000,000
Constr. Support	$12,868,000	$1,209,000	$713,000	$714,000	-	$10,500,000
Constr. Capital	$162,005,000	$9,769,000	$239,000	$239,000	$15,000,000	$187,279,000
TOTAL	**$197,422,000**	**$11,000,000**	**$2,413,000**	**$2,413,000**	**$15,000,000**	**$228,248,000**

Below is a summary of the HBP participating versus non-participating elements as of 2020:

Participating:

- Construct the new bridge and bridge approaches
- Jibboom Street Improvements in Sacramento
- Bike Trail Improvements in Sacramento
- Bike Trail Improvements in West Sacramento
- The 2nd Street Connection in West Sacramento
- Levee Improvements in West Sacramento
- All existing viaduct removal

Non-Participating:

- C Street Improvements from 3rd Street to 5th Street in West Sacramento.
- Bercut Drive Roadway Improvements
- Railyards Boulevard from Bercut Drive to the eastern conform

Discussions with Caltrans Local Assistance, the HBP Coordinators, and Caltrans Headquarters are on-going.

Project Schedule:

The following tentative project schedule is proposed (see Attachment E):

• Approval of Environmental Documents	June 2019
• 65% PS&E Submittal Roadway and Structures	September 2021
• 95% PS&E Submittal Roadway	March 2022
• 95% PS&E Submittal Structures	May 2022
• Property Appraisals	April 2021
• 100% PS&E Submittal	September 2022
• Right of Way Acquisition Complete	October 2022
• Utility and Right of Way Certification	October 2022
• Receive E-76	December 2022
• Advertise for Bid	December 2022
• Bid Opening	February 2023
• Begin Construction	April 2023
• End Construction	April 2027

Public Outreach/Stakeholders:

Coordination with the public and stakeholders has been ongoing since 2014. Below is a summary of the public meeting and stakeholder coordination. See the Aesthetic Design section for a more detailed account of the architectural selection and process.

Community Open House:
A community open house was held on June 19, 2014. The meeting provided information on project background, schedule, current phase of work, and allowed for public input. Approximately 20 community members provided feedback regarding bridge aesthetics, access, and environmental concerns

Environmental Scoping Meeting:
The environmental scoping meeting was held on October 9, 2014. The meeting was held to provide a project update and to collect feedback from those interested in informing the environmental studies. Approximately 46 community members attended the meeting and participated in a walking tour of the project area; 10 community members submitted feedback.

Riverfront Renaissance Community Event:
The Riverfront Renaissance Community event was held on June 14, 2017. The event highlighted the Broadway Bridge, but showcased the many other ongoing project along the riverfront, including the I Street Bridge. Event provided an update on the project, the schedule, and to collect feedback on the project. More than 235 community members attended the event.

Community Meeting:
A community meeting was held on October 26, 2017. The meeting was held to provide an update on the project. The draft Environmental Impact Report/Environmental Assessment (Draft EIR/EA) was available for public viewing and public comment. Approximately 70 community members attended; 15 community members submitted feedback.

Press Conference Architect Selected
A press conference was held on October 31, 2018 to announce the selected architect of the design competition.

Community Workshop #1
A community workshop was held on March 27, 2019. The meeting was held to introduce the preliminary aesthetic concepts to the public. Nine aesthetic concepts were presented ranging in construction costs of $100 million to $350 million. Approximately 180 community members attended and more than 1,300 responded on the virtual workshop.

Community Workshop #2
A second community workshop was held on July 10, 2019. The meeting was held to present the revised aesthetic concepts to the public. Four aesthetic concepts were presented ranging in construction cost of $150 to $250 million. Approximately 190 community members attended.

Community Workshop #3
A third community workshop was held on October 17, 2019. This meeting was held to present the final two concepts that each had two versions. The community was asked to provide feedback on the final concepts. Approximately 200 community members attended.

Press Conference Design Selected
A press conference was held on February 21, 2020 to announce the selected architectural design, the Spring concept.

Aesthetic Design:

In 2018, the cities developed and implemented a design competition to engage a bridge architect to join the team and to design the new bridge aesthetics. The project team worked with a selection committee and an ad hoc design advisory group to make the architect selection. The selection committee was composed of two members of the Sacramento City Council, two members of the West Sacramento City Council, and a representative from the office of Congresswoman Doris Matsui.

The ad hoc group was comprised of locally based talent with varied expertise including architects, landscape architects, urban designers, artists, and developers. The group included Kimberly Garza, director of ATLAS Lab; local artists William Ishmael and Shelley Willis; Liv Moe, executive director of the Verge Center for the Arts; Bruce Monighan, urban design manager with the City of Sacramento; and John Webre, principal of Dreyfuss & Blackford Architects. Group members were asked to share their knowledge and unique perspectives of both cities with the architect firms, to help the competing architects understand the I Street Bridge Replacement Project and help inspire the bridge design concepts.

In January 2018, an international request for qualifications for issued for architecture and aesthetics services.

In March 2018, the selection committee reviewed and shortlisted the architectural firms who submitted Statement of Qualifications. The shortlisted architectural firms visited the project site, met with

technical staff on the design team, and met with members of the ad hoc design advisory group. The shortlisted architectural firms each developed a proposal with three design concepts.

A smaller ad hoc design advisory group was tasked with serving as a resource to the selection panel on May 30, 2018. Each of these members reviewed the submitted design concepts and provided their perspective on the merits of each firm and the concepts to the selection panel. This group included Mark Friedman, president of Fulcrum Properties; Kimberly Garza, director of ATLAS Lab; Denton Kelley, managing principal of LDK Ventures; Bruce Monighan, urban design manager with the City of Sacramento; and John Webre, principal of Dreyfuss & Blackford Architects.

The selection committee interviewed the shortlisted architectural firms, evaluated each proposal, and identified the top firm.

In October 2018, the selection committee made an architecture firm recommendation to both the Sacramento and West Sacramento city councils and a press release event was held to announce the architect selected.

The project team, including the newly selected architect, developed a public engagement process to receive feedback from the community on the aesthetic concepts. The process included three community workshops and one final press conference to announce the selected design.

In March 2019, the first community workshop was held, where nine concepts were presented to the public, ranging in cost and design. The public was asked various questions related to how they would use the bridge, what the community values are, what bridge aspects were important to the community, and which concept they liked the best. In conjunction with the in-person community workshop, a two-week virtual workshop was also conducted soliciting the same feedback requested in the in-person workshop. About 1,350 virtual submissions were received. From the community feedback, and meetings with the ad hoc design advisory group and the selection committee, the architect revised the designs concepts.

In July 2019, the second community workshop was held, where four revised concepts were presented to the public. The public was asked about the path experience, driving experience the form, and the outlook experience. The public was asked to provide feedback on the board displays and on guidebooks that were provided to them. Again, based off of the community feedback and meetings with the ad hoc design advisory group and the selection committee, the architect revised the designs concepts.

The third and final community workshop, two concepts with two versions were presented to the public. The revised Thru concept and the revised Spring were evolutions that had been made over the two community workshops. The public was asked to provide feedback regarding the four concepts path experience, form, outlook experience, roadway approaches, and landscaping. Again, a two-week virtual workshop was held soliciting the same feedback requested in the in-person workshop, more than 1,400 responses were received from the community.

The project team took the community feedback from the third workshop and presented the final concepts to the ad hoc design advisory group and the selection committee. Based on the community feedback, ad hoc design advisory group input, and discussion amongst the selection committee, the selection committee made the decision to move forward with the Spring concept.

To close out the aesthetic design concept process, a press conference was held to announce the selected design and unveil it to the community.
Summary of the past community events can be found in Attachment L.

Coordination with Other Agencies:

Coordination with the following is ongoing:

- Caltrans
- West Sacramento
- Central Valley Flood Protection Board
- California Department of Fish and Wildlife
- Army Corps of Engineers Regulatory Division
- Union Pacific Railroad
- United States Coast Guard
- U.S. Army Corps of Engineers Flood Protection and Navigation Section
- National Marine Fisheries Services
- U.S. Fish and Wildlife Service
- State Water Resources Control Board
- State Lands Commission
- Sacramento Area Flood Control Agency
- West Sacramento Area Flood Control Agency
- Sacramento Metropolitan Air Quality Management District
- Yolo-Solano Air Quality Management District

Coordination with Utilities:

Utility A Letters were sent to utility owners and relocation of utilities within the project area is anticipated. Below is a summary of utilities in the cities of Sacramento and West Sacramento.

Sacramento Utilities:

- City Water, Sewer, and Storm Drain have facilities in the project vicinity, potential conflicts.
- Comcast has underground and aerial facilities in the project vicinity, but no conflict has been identified.
- AT&T has joint trench with Consolidated Communications that is bored under the Sacramento River and in the project vicinity, but no conflict has been identified.
- CenturyLink and XO Communications have a joint trench that is bored under the Sacramento River and in the project vicinity, potential conflict.
- Kinder Morgan has a gas pipeline that is bored under the Sacramento River, potential conflict.
- Level 3 has facilities in the project vicinity, potential conflict.
- PG&E has gas facilities in the project vicinity, potential conflict.
- SMUD has facilities in the project vicinity, potential conflict.
- Verizon has both underground and aerial facilities in the project vicinity, potential conflict.

West Sacramento Utilities:

- City Water, Sewer, and Storm Drain have facilities in the project vicinity, potential conflicts.
- AT&T has joint trench with Consolidated Communications that is bored under the Sacramento River and in the project vicinity, but no conflict has been identified.

- CenturyLink and XO Communications have a joint trench that is bored under the Sacramento and in the project vicinity, potential conflict.
- Kinder Morgan has a gas pipeline that is bored under the Sacramento River, potential conflict.
- Level 3 has facilities in the project vicinity, potential conflict.
- PG&E has both gas and electric facilities in the project vicinity, potential conflict.
- Verizon has both underground and aerial facilities in the project vicinity, potential conflict.

Agreements:

The project will require the following agreements prior to construction:

- Construction and Maintenance Agreement with Union Pacific Railroad
- Programmatic Agreement with US Army Corps of Engineers
- Caltrans High Cost Bridge Agreement
- Caltrans Encroachment Permit/DEER Document
- Caltrans Maintenance Agreement
- Bridge Construction and Maintenance Agreement between the cities

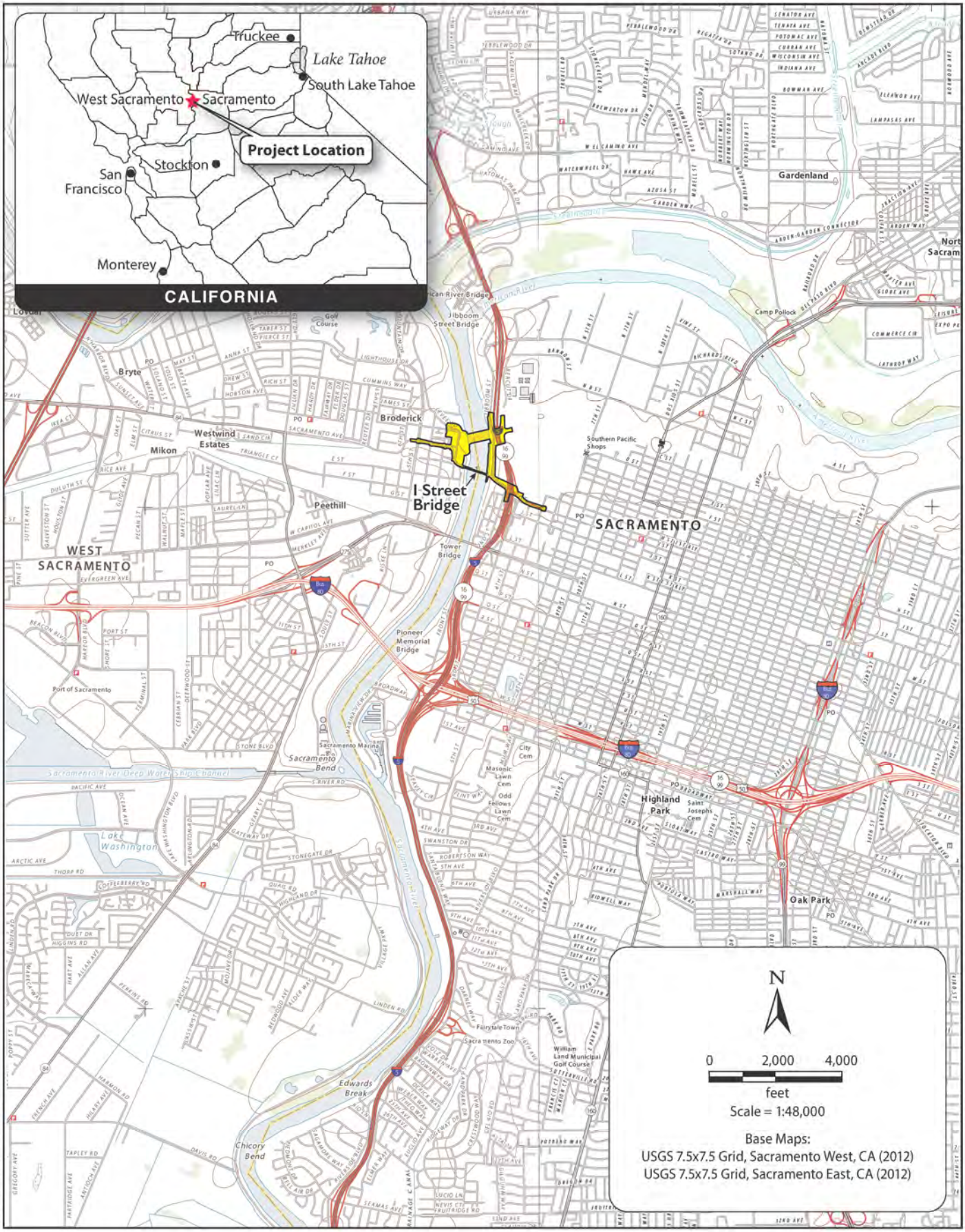
Project Approval and Authorization Form:

See Attachment J.

Attachments:

A. Vicinity Map
B. Cost Estimate
C. Geometric Approval Drawing
D. Right of Way Exhibit
E. Project Schedule
F. Type Selection Report
G. Hydraulic Report
H. Traffic Report
I. VA Study
J. Project Approval and Authorization Form
K. HBP Participation Limits
L. Summary of Public Outreach
M. Geotechnical Report
N. U.S. Coast Guard Letter Establishing Clear Channel Width and Height
O. Fixed versus Movable Bridge Memorandum
P. Railyards Boulevard Alignment versus Camille Alignment Memorandum
Q. NEPA FONSI and CEQA EIR Approvals

Attachment A: Vicinity Map



Graphics ... 00203.14 (12/19/16) AB

Figure 1-1
Vicinity Map

Attachment B: Cost Estimate

I Street Bridge Replacement Project - Spring

Engineer's Estimate - 35% PS&E

ROADWAY ITEMS

ITEM NO.	ITEM	DESCRIPTION	UNIT	ITEM PRICE	PARTICIPATING ESTIMATED QUANTITY	PARTICIPATING TOTAL	NON-PARTICIPATING ESTIMATED QUANTITY	NON-PARTICIPATING TOTAL
1	66188	ENVIRONMENTAL MITIGATION	LS	$500,000	1	$500,000	0	$0
2	66806	RELOCATE GATE	EA	$3,000	1	$3,000	0	$0
3	70030	LEAD COMPLIANCE PLAN	LS	$3,000	1	$3,000	0	$0
4	070100A	RESIDENT ENGINEER OFFICE	LS	$80,000	1	$80,000	0	$0
5	080050	PROGRESS SCHEDULE (CRITICAL PATH)	LS	$50,000	1	$50,000	0	$0
6	120090	CONSTRUCTION AREA SIGNS	LS	$25,000	1	$25,000	0	$0
7	120100	TRAFFIC CONTROL SYSTEM	LS	$300,000	1	$300,000	0	$0
8	120165	CHANNELIZER (SURFACE MOUNTED)	EA	$50	48	$2,400	0	$0
9	128651	PORTABLE CHANGEABLE MESSAGE SIGN	EA	$8,000	2	$16,000	0	$0
10	129000	TEMPORARY RAILING (TYPE K)	LF	$40	260	$10,400	0	$0
11	120159	TEMPORARY STRIPING (PAINT)	LF	$1	5,860	$5,860	0	$0
12	120149	TEMPORARY MARKING (PAINT)	SF	$5	160	$800	0	$0
13	129100	TEMPORARY CRASH CUSHION MODULE	EA	$3,000	1	$3,000	0	$0
14	130100	JOB SITE MANAGEMENT	LS	$50,000	1	$50,000	0	$0
15	130300	PREPARE STORM WATER POLLUTION PREVENTION PLAN	LS	$10,000	1	$10,000	0	$0
16	130310	RAIN EVENT ACTION PLAN	EA	$500	73	$36,500	0	$0
17	130320	STORM WATER SAMPLING AND ANALYSIS DAY	EA	$500	48	$24,000	0	$0
18	130330	STORM WATER ANNUAL REPORT	EA	$2,000	2	$4,000	0	$0
19	130400A	TEMPORARY WATER POLLUTION CONTROL	LS	$500,000	1	$500,000	0	$0
20	150605	REMOVE FENCE	LF	$5	2,845	$14,225	0	$0
21	150227	ABANDON WATER PIPELINE	LF	$35	495	$17,325	0	$0
22	150661	REMOVE GUARDRAIL	LF	$10	405	$4,050	0	$0
23	150742	REMOVE ROADSIDE SIGN	EA	$110	42	$4,620	21	$2,310
24	150820	REMOVE INLET	EA	$1,500	11	$16,500	1	$1,500
25	150826	REMOVE MANHOLE	EA	$2,500	2	$5,000	0	$0
26	150829	REMOVE RETAINING WALL	SF	$15	3,100	$46,500	0	$0
27	156572	REMOVE RAILING	LF	$5	910	$4,550	0	$0
28	150812	REMOVE PIPE	LF	$35	1,650	$57,750	70	$2,450
29	153229	REMOVE CONCRETE BARRIER (TYPE K)	LF	$10	1,060	$10,600	0	$0
30		REMOVE BRIDGE	LS	$1,200,000	1	$1,200,000	0	$0
31	152261	RESET INLET	EA	$500	2	$1,000	5	$2,500
32	152390	RELOCATE ROADSIDE SIGN	EA	$300	7	$2,100	19	$5,700
33	152440	ADJUST MANHOLE TO GRADE	EA	$1,500	6	$9,000	19	$28,500
34	153103	COLD PLANE ASPHALT CONCRETE PAVEMENT	SY	$5	11,010	$55,050	2,565	$12,825
35	160102	CLEARING AND GRUBBING	LS	$100,000	1	$100,000	0	$0
36	160120	REMOVE TREE	EA	$1,500	52	$78,000	4	$6,000
37	170101	DEVELOP WATER SUPPLY	LS	$40,000	1	$40,000	0	$0
38	190101	ROADWAY EXCAVATION	CY	$50	5,890	$294,500	1,700	$85,000
39	192037	STRUCTURE EXCAVATION (RETAINING WALL)	CY	$50	1,110	$55,500	0	$0
40	193013	STRUCTURE BACKFILL (RETAINING WALL)	CY	$90	2,200	$198,000	0	$0
41	198010	IMPORTED BORROW	CY	$20	31,300	$626,000	20	$400
42	19820X	SUBGRADE ENHANCEMENT GEOTEXTILE	SY	$5	5,715	$28,575	0	$0
43	205034	DECOMPOSED GRANITE	SF	$20	20	$400	0	$0
44	260203	CLASS 2 AGGREGATE BASE	CY	$65	5,445	$353,925	1,425	$92,625
45	390132	HOT MIX ASPHALT (TYPE A)	TON	$100	5,110	$511,000	2,715	$271,500
46	394076	PLACE HOT MIX ASPHALT DIKE (TYPE E)	LF	$15	1,165	$17,475	1,150	$17,250
47	510060	STRUCTURAL CONCRETE (RETAINING WALL)	CY	$900	1,000	$900,000	0	$0
48	510509	MINOR CONCRETE (MEDIAN)	CY	$1,000	15	$15,000	15	$15,000
49	520103	BAR REINFORCING STEEL (RETAINING WALL)	LB	$1	122,000	$122,000	0	$0
50	566011	ROADSIDE SIGNS - ONE POST	EA	$350	12	$4,200	7	$2,450
51		OVERHEAD SIGNS	EA	$50,000	7	$350,000	0	$0
52	600031	REMOVE CONCRETE	SF	$5	34,570	$172,850	6,410	$32,050
53	650010	12" REINFORCED CONCRETE PIPE	LF	$200	495	$99,000	165	$33,000
54	650014	18" REINFORCED CONCRETE PIPE	LF	$250	830	$207,500	140	$35,000
55	707050	DRAINAGE INLET	EA	$3,500	10	$35,000	3	$10,500
56	707051	MANHOLE	EA	$6,500	4	$26,000	1	$6,500
57		RELOCATE WATER TOWER	LS	$100,000	1	$100,000	0	$0
58		42" WATER MAIN	LF	$450	490	$220,500	0	$0
59	721010	ROCK SLOPE PROTECTION (BACKING N0. 1, METHOD B)	CY	$150	670	$100,500	0	$0
60	731504	MINOR CONCRETE (CURB & GUTTER)	CY	$865	205	$177,325	50	$43,250
61	731516	MINOR CONCRETE (DRIVEWAY)	CY	$585	60	$35,100	5	$2,925
62	731521	MINOR CONCRETE (SIDEWALK)	CY	$425	200	$85,000	65	$27,625
63	731530	MINOR CONCRETE (TEXTURED PAVING)	CY	$1,500	0	$0	10	$15,000
64		MINOR CONCRETE (CURB RAMP)	EA	$4,000	12	$48,000	11	$44,000
65	800100	TEMPORARY FENCE	LF	$10	1,280	$12,800	0	$0
66	850111	PAVEMENT MARKER (RETROREFLECTIVE)	EA	$5	270	$1,350	160	$800
67	800360	CHAIN LINK FENCE (TYPE CL-6)	LF	$25	525	$13,125	0	$0
68	840501	THERMOPLASTIC TRAFFIC STRIPE	LF	$1	14,745	$11,796	9,275	$7,420
69	840515	THERMOPLASTIC PAVEMENT MARKING	SF	$5	1,940	$9,700	3,410	$17,050
70		CITY STREET LIGHTING	LS	$450,000	1	$450,000	0	$0
71		PATHWAY LIGHTING	LS	$177,000	1	$177,000	0	$0
72		TRAFFIC SIGNAL INSTALLATION - RAILYARDS BLVD/ BERCUT DR	LS	$400,000	0	$0	1	$400,000
73		TRAFFIC SIGNAL INSTALLATION - RAILYARDS BLVD/ JIBBOOM ST	LS	$380,000	1	$380,000	0	$0
74		TRAFFIC SIGNAL MODIFICATION - C ST/ 3RD ST	LS	$390,000	0	$0	1	$390,000
75		TRAFFIC SIGNAL MODIFICATION - C ST/ 5TH ST	LS	$78,000	0	$0	1	$78,000
76		TRAFFIC SIGNAL MODIFICATION - FUTURE STREETCAR SIGNAL AT I ST RAMPS	LS	$32,000	1	$32,000	0	$0
77		TRAFFIC SIGNAL REMOVAL - EXISTING I ST BRIDGE/ JIBBOOM ST	LS	$31,000	1	$31,000	0	$0
78		TRAFFIC SIGNAL INTERCONNECT	LS	$171,000	0	$42,750	1	$128,250
79		ELECTRICAL SERVICE CONNECTION	EA	$3,000	3	$9,000	0	$0
80		ENHANCED CONCRETE PAVING	SF	$17	0	$0	20,000	$340,000
81		HEADERBOARD	LF	$5	0	$0	770	$3,850
82		CONCRETE BANDING	LF	$35	0	$0	250	$8,750
83		SPECIALTY CONCRETE PAVERS	SF	$30	0	$0	2,800	$84,000
84		GATEWAY ARCH	LS	$25,000	0	$0	1	$25,000
85		CUSTOM GUARDRAIL	LF	$100	900	$90,000	0	$0
86		ORNAMENTAL METAL FENCING	LF	$100	410	$41,000	0	$0
87		TRASH AND RECYCLING RECEPTACLES	EA	$1,200	0	$0	6	$7,200
88		REMOVABLE BOLLARDS	EA	$1,800	0	$0	5	$9,000
89		LANDSCAPE BOULDERS	EA	$1,500	0	$0	14	$21,000
90		CONCRETE SEATWALL, PREFAB	EA	$3,500	0	$0	2	$7,000
91		CONCRETE SEATWALL, CIP	LF	$200	0	$0	75	$15,000
92		CONTROLLER, 36 STATION WITH FLOW SENSOR & MASTER VALVE	EA	$18,000	0	$0	2	$36,000
93		RECLAIMED WATER IRRIGATION METER	EA	$1,500	0	$0	2	$3,000
94		BOOSER PUMP	EA	$23,000	0	$0	1	$23,000
95		MAINLINE	LF	$20	0	$0	1,575	$31,500
96		SLEEVING	LF	$20	0	$0	530	$10,600
97		DEEP WATER BUBBLE	EA	$100	0	$0	88	$8,800
98		IRRIGATION SYSTEM	SF	$4	0	$0	20,590	$82,360
99		TREES, 24" BOX	EA	$300	0	$0	23	$6,900
100		TREE, 15 GAL	EA	$125	0	$0	21	$2,625
101		SHRUB AND GROUNDCOVER	SF	$3	0	$0	20,600	$61,800
102		HYDROSEED	SF	$0.50	111,000	$55,500	0	$0
103		BARK MULCH	SF	$0.50	0	$0	21,000	$10,500
104		IMPORT TOP SOIL	CY	$50	0	$0	10,000	$500,000
105		BIORETENTION SOIL	CY	$80	0	$0	40	$3,200
106		LIGHTED STRIPS	LF	$50	0	$0	1,400	$70,000
107		LIGHTED BOLLARDS	EA	$1,500	0	$0	44	$66,000
108		MAINTENANCE, 90 DAY	LS	$30,000	0	$0	1	$30,000
109		LEVEE CUT OFF WALL	LF	$5,700	730	$4,161,000	0	$0
110	999990	MOBILIZATION	LS	$1,688,000	1	$1,688,000	0	$0
				SUBTOTAL		**$15,279,601**		**$3,284,465**
				TOTAL ROADWAY		**18,564,066**		

I Street Bridge Replacement Project - Spring

APPROACH STRUCTURE

ITEM NO.	ITEM	DESCRIPTION	UNIT	ITEM PRICE	PARTICIPATING ESTIMATED QUANTITY	PARTICIPATING TOTAL	NON-PARTICIPATING ESTIMATED QUANTITY	NON-PARTICIPATING TOTAL
111	192003	STRUCTURE EXCAVATION (BRIDGE)	CY	$210	754	$158,290	0	$0
112	193003	STRUCTURE BACKFILL (BRIDGE)	CY	$210	623	$130,771	0	$0
113	490620	108" CAST-IN-DRILLED HOLE CONCRETE PILING	LF	$5,600	484	$2,709,504	0	$0
114	490782	FURNISH PILING (CLASS 200) (ALTERNATIVE W)	LF	$140	2,177	$304,819	0	$0
115	490783	DRIVE PILE (CLASS 200) (ALTERNATIVE W)	EA	$5,600	45	$250,880	0	$0
116	510051	STRUCTURAL CONCRETE, BRIDGE FOOTING	CY	$1,400	173	$242,162	0	$0
117	510053	STRUCTURAL CONCRETE, BRIDGE	CY	$1,800	2,497	$4,493,906	0	$0
118	519100	JOINT SEAL (MR 2")	LF	$140	419	$58,659	0	$0
119	520102	BAR REINFORCING STEEL (BRIDGE)	LB	$1.25	817,632	$1,022,039	0	$0
120	5122XX	FURNISH PRECAST PRESTRESSED WIDE-FLANGE GIRDER (134)	EA	$70,000	16	$1,120,000	0	$0
121	5122XX	FURNISH PRECAST PRESTRESSED WIDE-FLANGE GIRDER (100)	EA	$49,000	16	$784,000	0	$0
122	839740	ERECT PRECAST PRESTRESSED WIDE-FLANGE GIRDER	EA	$16,000	32	$512,000	0	$0
123	833088	TUBULAR HANDRAILING	LF	$245	1,006	$246,470	0	$0
124	839740	CALIFORNIA ST-10 BRIDGE RAILING	LF	$455	1,006	$457,730	0	$0
125	721XXX	ROCK SLOPE PROTECTION	CY	$350	4,480	$1,568,000	0	$0
126	999990	MOBILIZATION	LS	$1,405,923	1	$1,405,923	0	$0
				SUBTOTAL		$15,465,153		$0
		TOTAL APPROACH STRUCUTRE				15,465,153		

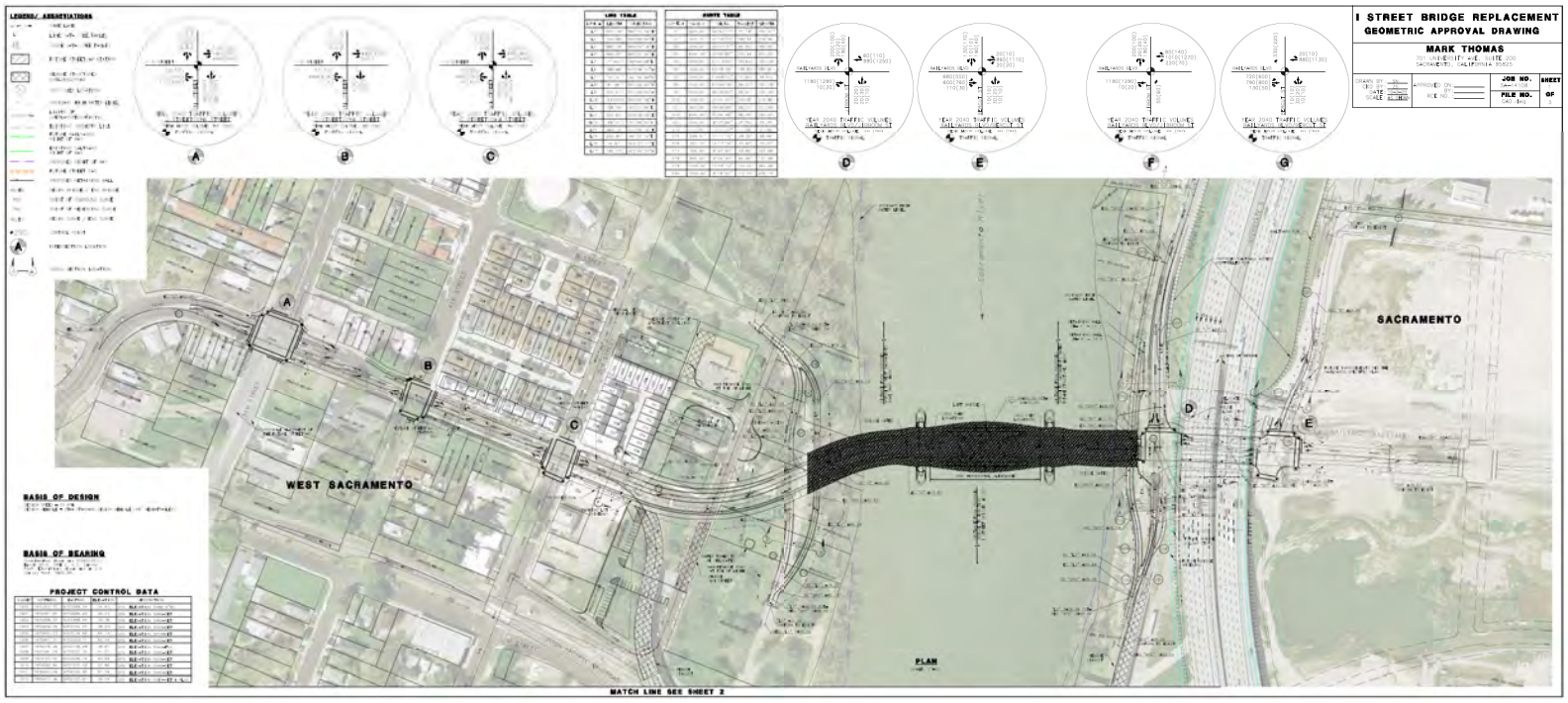
MOVEABLE STRUCTURE - SPRING

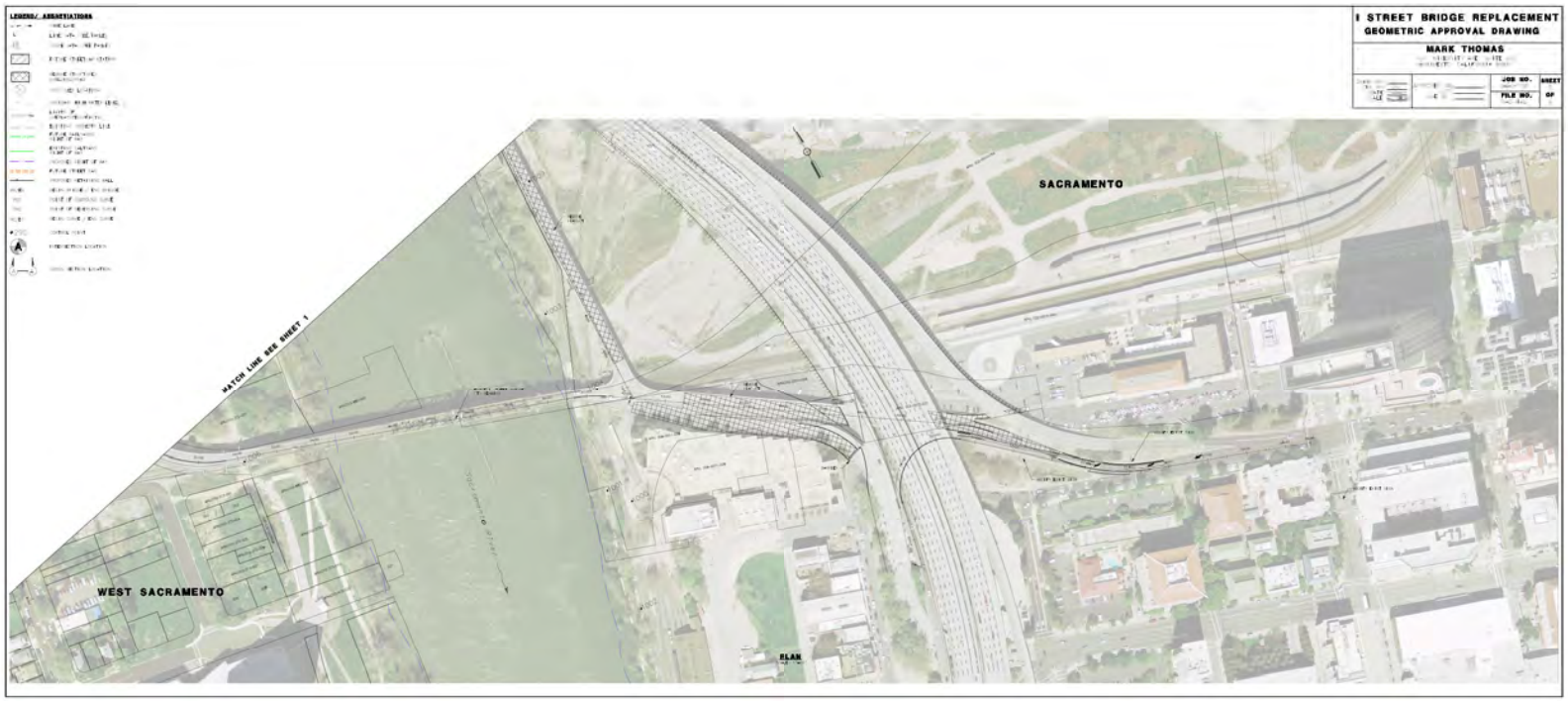
ITEM NO.	ITEM	DESCRIPTION	UNIT	ITEM PRICE	PARTICIPATING ESTIMATED QUANTITY	PARTICIPATING TOTAL	NON-PARTICIPATING ESTIMATED QUANTITY	NON-PARTICIPATING TOTAL
127		TOWER SPAN	SF	$320	7,888	$2,524,160	0	$0
128		STRUCTURAL STEEL, ARCH	LB	$4.57	1,346,240	$6,152,317	0	$0
129		STRUCTURAL STEEL, FLOORSYSTEM	LB	$3.95	1,345,756	$5,315,736	0	$0
130		STRUCTURAL STEEL, COUNTERWEIGHT PLATES	LB	$4.34	573,627	$2,489,541	0	$0
131		TOWER ACCESS SYSTEM	LS	$3,590,000	1	$3,590,000	0	$0
132		EXODERMIC DECK	SF	$111	34,800	$3,862,800	0	$0
133		CONCRETE, BALLAST	CY	$380	286	$108,680	0	$0
134		STEEL, BALLAST	LB	$1.78	3,866,389	$6,882,172	0	$0
135		STEEL VEHICULAR BARRIER	LF	$650	736	$478,400	0	$0
136		PEDESTRIAN RAILING	LF	$220	2,208	$485,760	0	$0
137		WARNING AND BARRIER GATES	LS	$500,000	1	$500,000	0	$0
138		ROADWAY LIGHTING	LS	$1,200,000	1	$1,200,000	0	$0
139		ELECTRICAL	LS	$6,100,000	1	$6,100,000	0	$0
140		MECHANICAL	LS	$23,000,000	1	$23,000,000	0	$0
141		MACHINERY HOUSE	LS	$1,200,000	1	$1,200,000	0	$0
142		CONCRETE, LIFT TOWER	CY	$2,000	6,400	$12,800,000	0	$0
143		REINFORCING STEEL - LIFT TOWER	LB	$2	1,036,800	$2,073,600	0	$0
144		COFFERDAM	LS	$2,120,000	1	$2,120,000	0	$0
145		TREMIE CONCRETE	CY	$590	2,510	$1,480,900	0	$0
146		CONCRETE - PIER	CY	$1,300	3,600	$4,680,000	0	$0
147		REINFORCING STEEL - PIER	LB	$2	583,200	$1,166,400	0	$0
148		FOUNDATION - DRILLED SHAFTS	LF	$4,700	1,400	$6,580,000	0	$0
149		OPERATOR'S HOUSE	LS	$470,000	1	$470,000	0	$0
150		AESTHETICS (5%)	LS	$4,763,023	1	$4,763,023	0	$0
151	999990	MOBILIZATION	LS	$9,526,047	1	$9,526,047	0	$0
				SUBTOTAL		$109,549,537		$0
		TOTAL MOVEABLE STRUCUTRE				109,549,537		

	PARTICIPATING	NON-PARTICIPATING
SUBTOTAL	$140,294,291	$3,284,465
CONTINGENCY (15%) =	$21,044,144	$492,670
SUBTOTAL	$161,338,434	$3,777,135
ESCALATION (6.5% PER YEAR)* =	$21,655,651	$506,986
SUBTOTAL	$182,994,086	$4,284,121
TOTAL CONSTRUCTION COST=	$187,278,206	

*ESCALATION IS ASSUMED TO BE 2 YEARS

Attachment C: Geometric Approval Drawing

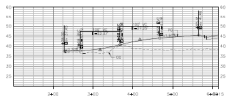

I STREET BRIDGE REPLACEMENT
GEOMETRIC APPROVAL DRAWING
MARK THOMAS
LEGEND/ ABBREVIATIONS
A
B
C
D
E
F
G
WEST SACRAMENTO
SACRAMENTO
BASIS OF DESIGN
BASIS OF BEARING
PROJECT CONTROL DATA
PLAN
MATCH LINE SEE SHEET 2


LEGEND/ ABBREVIATIONS
I STREET BRIDGE REPLACEMENT
GEOMETRIC APPROVAL DRAWING
MARK THOMAS
JOB NO.
SHEET
FILE NO.
OF
SACRAMENTO
MATCH LINE SEE SHEET 1
WEST SACRAMENTO
PLAN

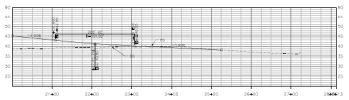
I STREET BRIDGE REPLACEMENT
GEOMETRIC APPROVAL DRAWING

MARK THOMAS
701 UNIVERSITY AVE, SUITE 200
SACRAMENTO, CALIFORNIA 95825

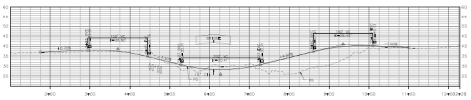
DRAWN BY	APPROVED ON	JOB NO.	SHEET
CHECKED	APPROVED BY		
DATE	RCE NO.	FILE NO.	OF
SCALE			



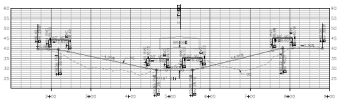
LEVEE PATH (SACRAMENTO)



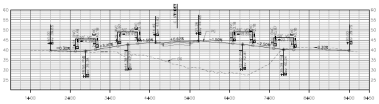
JIBBOOM STREET



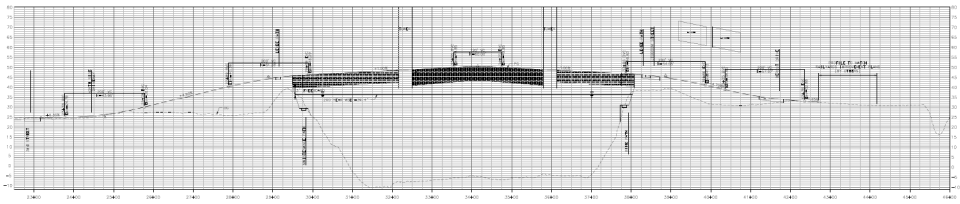
BIKE PATH (SACRAMENTO)



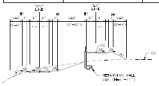
MAINTENANCE PATH (WEST SACRAMENTO)



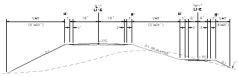
LEVEE PATH (WEST SACRAMENTO)



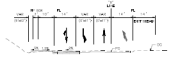
C STREET / RAILYARDS BOULEVARD



SECTION A-A
BIKE PATH AND LEVEE PATH (SACRAMENTO)

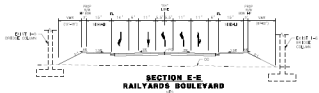


SECTION B-B
BIKE PATH AND LEVEE PATH
(WEST SACRAMENTO)

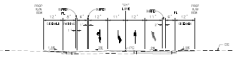


SECTION C-C
DETOUT DRIVE

SECTION D-D
BIKE PATH AND JIBBOOM STREET



SECTION E-E
RAILYARDS BOULEVARD



SECTION F-F
C STREET

Attachment D: Right of Way Exhibit

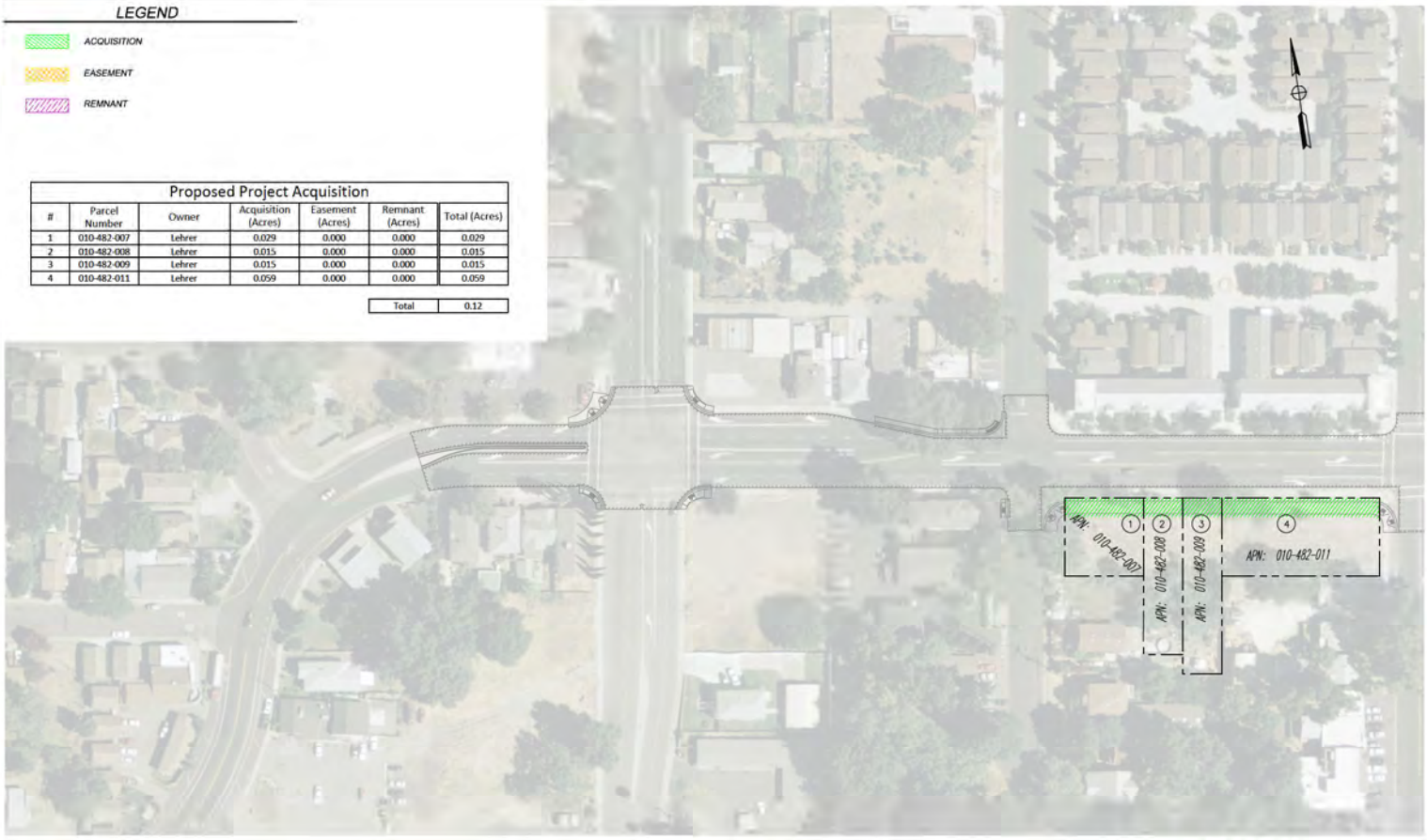
LEGEND

ACQUISITION

EASEMENT

REMNANT

Proposed Project Acquisition						
#	Parcel Number	Owner	Acquisition (Acres)	Easement (Acres)	Remnant (Acres)	Total (Acres)
1	010-482-007	Lehrer	0.029	0.000	0.000	0.029
2	010-482-008	Lehrer	0.015	0.000	0.000	0.015
3	010-482-009	Lehrer	0.015	0.000	0.000	0.015
4	010-482-011	Lehrer	0.059	0.000	0.000	0.059
					Total	0.12



I STREET BRIDGE REPLACEMENT

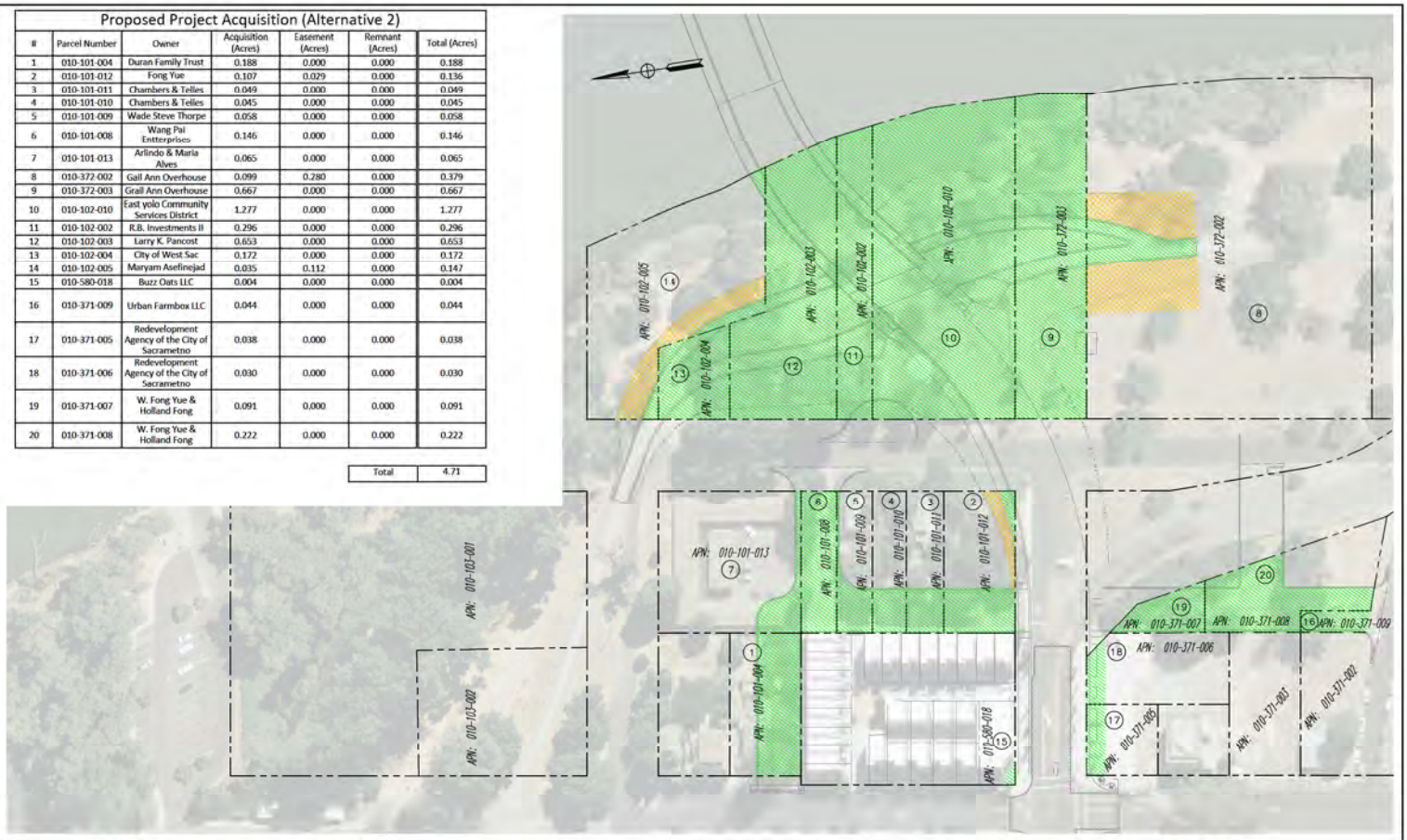
RIGHT OF WAY ACQUISITION

MARK THOMAS
701 UNIVERSITY AVE, SUITE 200
SACRAMENTO, CALIFORNIA 95825
(916) 381-9100

Proposed Project Acquisition (Alternative 2)

#	Parcel Number	Owner	Acquisition (Acres)	Easement (Acres)	Remnant (Acres)	Total (Acres)
1	010-101-004	Duran Family Trust	0.188	0.000	0.000	0.188
2	010-101-012	Fong Yue	0.107	0.029	0.000	0.136
3	010-101-011	Chambers & Telles	0.049	0.000	0.000	0.049
4	010-101-010	Chambers & Telles	0.045	0.000	0.000	0.045
5	010-101-009	Wade Steve Thorpe	0.058	0.000	0.000	0.058
6	010-101-008	Wang Pai Entterprises	0.146	0.000	0.000	0.146
7	010-101-013	Arlindo & Maria Alves	0.065	0.000	0.000	0.065
8	010-372-002	Gail Ann Overhouse	0.099	0.280	0.000	0.379
9	010-372-003	Grail Ann Overhouse	0.667	0.000	0.000	0.667
10	010-102-010	East yolo Community Services District	1.277	0.000	0.000	1.277
11	010-102-002	R.B. Investments II	0.296	0.000	0.000	0.296
12	010-102-003	Larry K. Pancost	0.653	0.000	0.000	0.653
13	010-102-004	City of West Sac	0.172	0.000	0.000	0.172
14	010-102-005	Maryam Asefinejad	0.035	0.112	0.000	0.147
15	010-580-018	Buzz Oats LLC	0.004	0.000	0.000	0.004
16	010-371-009	Urban Farmbox LLC	0.044	0.000	0.000	0.044
17	010-371-005	Redevelopment Agency of the City of Sacrametno	0.038	0.000	0.000	0.038
18	010-371-006	Redevelopment Agency of the City of Sacrametno	0.030	0.000	0.000	0.030
19	010-371-007	W. Fong Yue & Holland Fong	0.091	0.000	0.000	0.091
20	010-371-008	W. Fong Yue & Holland Fong	0.222	0.000	0.000	0.222

Total	4.71



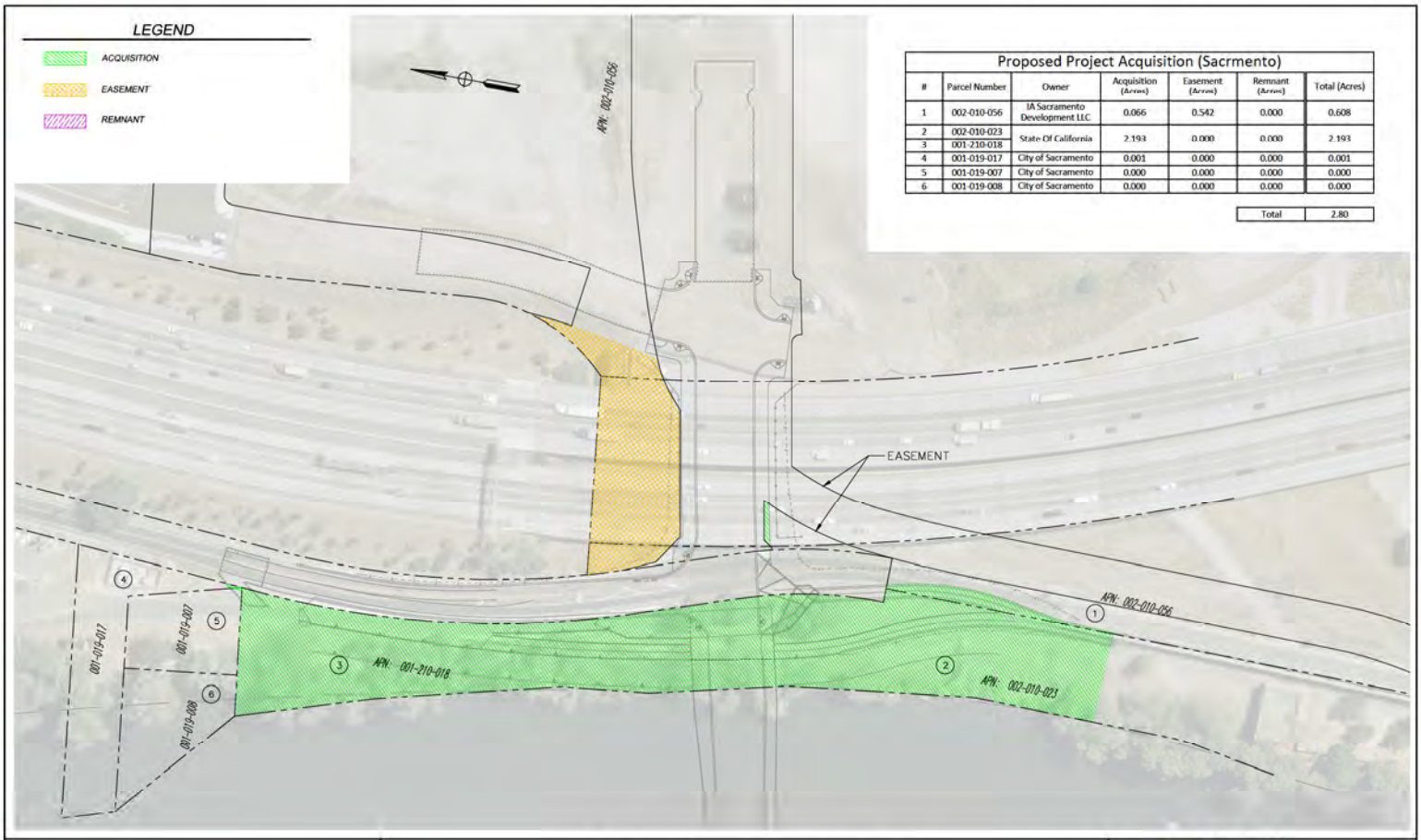
LEGEND

- ACQUISITION
- EASEMENT
- REMNANT

I STREET BRIDGE REPLACEMENT

RIGHT OF WAY ACQUISITION

MARK THOMAS
701 UNIVERSITY AVE., SUITE 200
SACRAMENTO, CALIFORNIA 95825
(916) 381-9100



Proposed Project Acquisition (Sacrmento)

#	Parcel Number	Owner	Acquisition (Acres)	Easement (Acres)	Remnant (Acres)	Total (Acres)
1	002-010-056	IA Sacramento Development LLC	0.066	0.542	0.000	0.608
2	002-010-023	State Of California	2.193	0.000	0.000	2.193
3	001-210-018					
4	001-019-017	City of Sacramento	0.001	0.000	0.000	0.001
5	001-019-007	City of Sacramento	0.000	0.000	0.000	0.000
6	001-019-008	City of Sacramento	0.000	0.000	0.000	0.000
					Total	2.80

I STREET BRIDGE REPLACEMENT

RIGHT OF WAY ACQUISITION

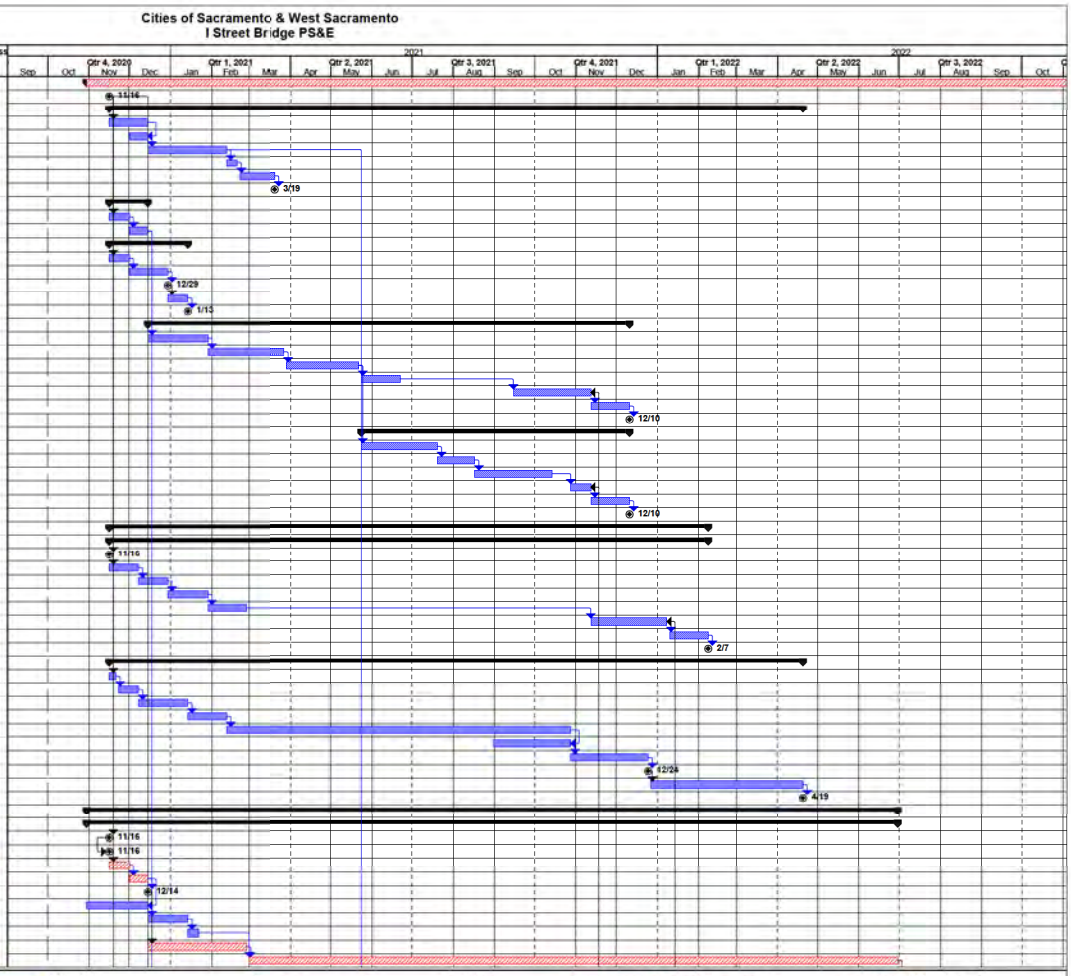
MARK THOMAS
701 UNIVERSITY AVE., SUITE 200
SACRAMENTO, CALIFORNIA 95825
(916) 381-9100

Attachment E: Project Schedule

Mark Thomas

Cities of Sacramento & West Sacramento
I Street Bridge PS&E

ID	Task Name	Duration	Start	Finish	Predecess
1	**PS&E Phase**	540 days	Fri 10/30/20	Wed 12/21/22	
2	**Notice to Proceed**	0 days	Mon 11/16/20	Mon 11/16/20	
3	**2. Preliminary Engineering**	360 days	Mon 11/16/20	Tue 4/19/22	
4	Preliminary Engineering Agreement	1 mon	Mon 11/16/20	Mon 12/14/20	2
5	"A" and "B" Submittal to UPRR	2 wks	Tue 12/1/20	Mon 12/14/20	4FF
6	UPRR Review	2 mons	Tue 12/15/20	Thu 2/11/21	5
7	Field Diagnostic Meeting/Respond to Comments	1 wk	Fri 2/12/21	Fri 2/19/21	6
8	UPRR Review	1 mon	Mon 2/22/21	Fri 3/19/21	7
9	**Concept Approval**	0 days	Fri 3/19/21	Fri 3/19/21	8
10	**Base Mapping**	20 days	Mon 11/16/20	Mon 12/14/20	
11	Supplemental Field Topo	2 wks	Mon 11/16/20	Mon 11/30/20	2
12	Compiled Base Mapping	2 wks	Tue 12/1/20	Mon 12/14/20	11
13	**Structure Type Selection Update**	40 days	Mon 11/16/20	Wed 1/13/21	
14	Prepare Type Selection Report Update	2 wks	Mon 11/16/20	Mon 11/30/20	2
15	City/Caltrans Review	1 mon	Tue 12/1/20	Tue 12/29/20	14
16	**Type Selection Meeting**	0 wks	Tue 12/29/20	Tue 12/29/20	15
17	Respond to Comments/Finalize	2 wks	Wed 12/30/20	Wed 1/13/21	16
18	**Approved Structure Type Selection**	0 days	Wed 1/13/21	Wed 1/13/21	17
19	**Drainage Report**	250 days	Tue 12/15/20	Fri 12/10/21	
20	Drainage Research/Mapping	6 wks	Tue 12/15/20	Thu 1/28/21	12
21	Drainage Analysis	2 mons	Fri 1/29/21	Fri 3/26/21	20
22	Prepare Draft Reports	2 mons	Mon 3/29/21	Fri 5/21/21	21
23	City/CT Review	4 wks	Mon 5/24/21	Mon 6/21/21	22
24	Respond to Comments	8 wks	Wed 9/15/21	Thu 11/11/21	23,86FF
25	City/CT Review	4 wks	Fri 11/12/21	Fri 12/10/21	24
26	**Approved Reports**	0 days	Fri 12/10/21	Fri 12/10/21	25
27	**Storm Water Data Report**	140 days	Mon 5/24/21	Fri 12/10/21	
28	Preliminary Analysis	8 wks	Mon 5/24/21	Mon 7/19/21	22
29	Prepare Draft Reports	4 wks	Tue 7/20/21	Mon 8/16/21	28
30	City/CT Review	8 wks	Tue 8/17/21	Wed 10/13/21	29
31	Respond to Comments	2 wks	Thu 10/28/21	Thu 11/11/21	30,86FF
32	City/CT Review	4 wks	Fri 11/12/21	Fri 12/10/21	31
33	**Approved SWDR**	0 days	Fri 12/10/21	Fri 12/10/21	32
34	**Geotechnical Investigation**	310 days	Mon 11/16/20	Mon 2/7/22	
35	**Geotechnical/Materials Report**	310 days	Mon 11/16/20	Mon 2/7/22	
36	Subsurface Exploration	0 wks	Mon 11/16/20	Mon 11/16/20	2
37	Laboratory Testing	3 wks	Mon 11/16/20	Mon 12/7/20	36
38	Engineering Review and Analysis	3 wks	Tue 12/8/20	Tue 12/29/20	37
39	Prepare Geotechnical/Materials Report	4 wks	Wed 12/30/20	Thu 1/28/21	38
40	City/CT Review	4 wks	Fri 1/29/21	Fri 2/26/21	39
41	Respond to Comments	8 wks	Fri 11/12/21	Fri 1/7/22	40,96FF
42	City/CT Review	4 wks	Mon 1/10/22	Mon 2/7/22	41
43	**Approved Materials and Geotechnical Reports**	0 days	Mon 2/7/22	Mon 2/7/22	42
44	**Utility Conflict Mapping/Coordination**	360 days	Mon 11/16/20	Tue 4/19/22	
45	Prepare UPRR Right of Entry	1 wk	Mon 11/16/20	Fri 11/20/20	2
46	UPRR Processing of Right of Entry	2 wks	Mon 11/23/20	Mon 12/7/20	45
47	Pothole Existing High Risk Utilities	5 wks	Tue 12/8/20	Wed 1/13/21	46
48	Prepare Utility Conflict Maps	4 wks	Thu 1/14/21	Thu 2/11/21	47
49	Prepare ROI/NTO/Draft Utility Agreement	36 wks	Fri 2/12/21	Wed 10/27/21	48
50	City/Caltrans Review	8 wks	Tue 8/31/21	Wed 10/27/21	49FF
51	Execute Utility Agreement (if needed)	8 wks	Thu 10/28/21	Fri 12/24/21	50
52	**Utility Agreement Finalized**	0 days	Fri 12/24/21	Fri 12/24/21	51
53	Utilities Design (By Others)	16 wks	Mon 12/27/21	Tue 4/19/22	52
54	**Final Utility Coordination/Relocation (w/ Construct**	0 wks	Tue 4/19/22	Tue 4/19/22	53
55	**3. Right of Way Certification Activities**	420 days	Fri 10/30/20	Wed 6/29/22	
56	**Right of Way Engineering**	420 days	Fri 10/30/20	Wed 6/29/22	
57	**Title Reports (By City)**	0 wks	Mon 11/16/20	Mon 11/16/20	2
58	**Appraisal Mapping**	0 wks	Mon 11/16/20	Mon 11/16/20	57SS
59	*City/Caltrans Review*	*2 wks*	*Mon 11/16/20*	*Mon 11/30/20*	*58*
60	*Respond to Comments/Finalize*	*2 wks*	*Tue 12/1/20*	*Mon 12/14/20*	*59*
61	**Appraisal Mapping Completed**	0 days	Mon 12/14/20	Mon 12/14/20	60
62	Draft Legals and Plats	6 wks	Fri 10/30/20	Mon 12/14/20	60FF
63	City/Caltrans Review	4 wks	Tue 12/15/20	Wed 1/13/21	62
64	Respond to Comments/Finalize	1 wk	Thu 1/14/21	Thu 1/21/21	63
65	*Right of Way Appraisals*	*10 wks*	*Tue 12/15/20*	*Fri 2/26/21*	*61*
66	*Right of Way Acquisitions*	*17 mons*	*Mon 3/1/21*	*Wed 6/29/22*	*64,65*



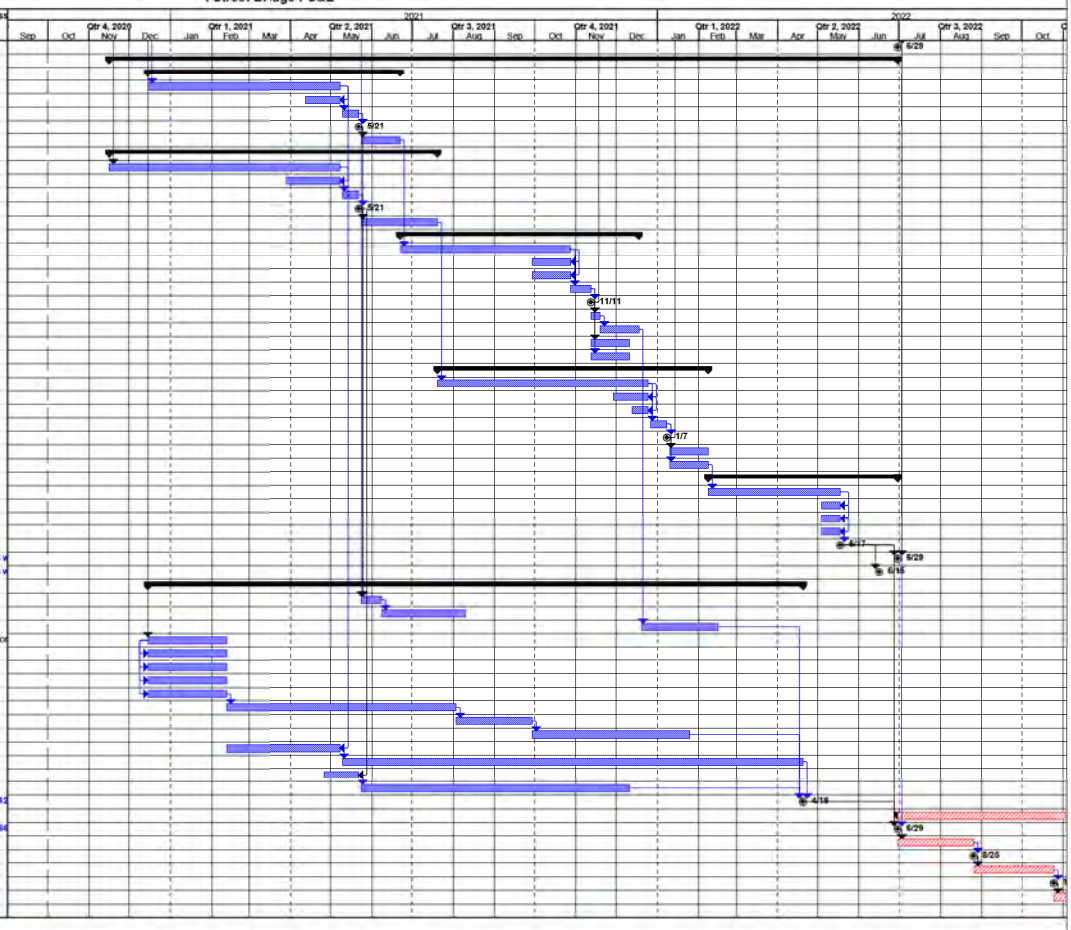
Date: Thu 10/1/20
File: I Street - PS&E 7-2-2020

Progress | Task | Milestone | Summary | Critical | Project Summary | External Milestone

Mark Thomas

Cities of Sacramento & West Sacramento
I Street Bridge PS&E

ID	Task Name	Duration	Start	Finish	Predecess
67	R/W Certification	0 days	Wed 6/29/22	Wed 6/29/22	66
68	4. Project Design	410 days	Mon 11/16/20	Wed 6/29/22	
69	PS&E Submittal (65%) - Road & Levee	130 days	Tue 12/15/20	Mon 6/21/21	
70	Plans	20 wks	Tue 12/15/20	Fri 5/7/21	12
71	Quantity takeoffs/cross sections	4 wks	Mon 4/12/21	Fri 5/7/21	70FF
72	QA/QC	2 wks	Mon 5/10/21	Fri 5/21/21	71
73	Submit 65% Plans	0 days	Fri 5/21/21	Fri 5/21/21	72
74	City/Caltrans Review	4 wks	Mon 5/24/21	Mon 6/21/21	73
75	PS&E Submittal (65%) - Bridge	170 days	Mon 11/16/20	Mon 7/19/21	
76	Plans	24 wks	Mon 11/16/20	Fri 5/7/21	2
77	Quantity takeoffs/cross sections	6 wks	Mon 3/29/21	Fri 5/7/21	76FF
78	QA/QC	2 wks	Mon 5/10/21	Fri 5/21/21	77
79	Submit 65% Plans	0 days	Fri 5/21/21	Fri 5/21/21	78
80	City/Caltrans Review	8 wks	Mon 5/24/21	Mon 7/19/21	79
81	PS&E Submittal (95%) - Road & Levee	125 days	Tue 6/22/21	Fri 12/17/21	
82	Plans	18 wks	Tue 6/22/21	Wed 10/27/21	74
83	Quantity takeoffs/cross sections	4 wks	Wed 9/29/21	Wed 10/27/21	82FF
84	Special provisions	4 wks	Wed 9/29/21	Wed 10/27/21	83FF
85	QA/QC	2 wks	Thu 10/28/21	Thu 11/11/21	82
86	Submit 95% PS&E	0 days	Thu 11/11/21	Thu 11/11/21	85
87	"C" Submittal to UPRR	1 wk	Fri 11/12/21	Thu 11/18/21	86
88	"C" Submittal Review and Response	4 wks	Fri 11/19/21	Fri 12/17/21	87
89	Constructability Review	4 wks	Fri 11/12/21	Fri 12/10/21	86
90	City/Caltrans Review	4 wks	Fri 11/12/21	Fri 12/10/21	85
91	PS&E Submittal (95%) - Bridge	140 days	Tue 7/20/21	Mon 2/7/22	
92	Plans	22 wks	Tue 7/20/21	Fri 12/24/21	80
93	Quantity takeoffs/cross sections	4 wks	Mon 11/29/21	Fri 12/24/21	92FF
94	Special provisions	2 wks	Mon 12/13/21	Fri 12/24/21	93FF
95	QA/QC	2 wks	Mon 12/27/21	Fri 1/7/22	92
96	Submit 95% PS&E	0 days	Fri 1/7/22	Fri 1/7/22	95
97	Constructability Review	4 wks	Mon 1/10/22	Mon 2/7/22	96
98	City/Caltrans Review	4 wks	Mon 1/10/22	Mon 2/7/22	95
99	Final PS&E Submittal	100 days	Tue 2/8/22	Wed 6/29/22	
100	Plans	14 wks	Tue 2/8/22	Tue 5/17/22	98
101	Quantity takeoffs/cross sections	2 wks	Wed 5/4/22	Tue 5/17/22	100FF
102	Special provisions	2 wks	Wed 5/4/22	Tue 5/17/22	101FF
103	QA/QC	2 wks	Wed 5/4/22	Tue 5/17/22	102FF
104	Submit 100% PS&E	0 days	Tue 5/17/22	Tue 5/17/22	103
105	Obtain Caltrans Encroachment Permit	0 days	Wed 6/29/22	Wed 6/29/22	104FS+4 w
106	UPRR approval of PS&E	0 days	Wed 6/15/22	Wed 6/15/22	104FS+4 w
107	5. Permitting	340 days	Tue 12/15/20	Tue 4/19/22	
108	Prepare CPUC Permit	2 wks	Mon 5/24/21	Mon 6/7/21	73,6,79
109	CPUC Approval	45 days	Tue 6/8/21	Mon 8/9/21	108
110	UPRR Exhibits for C&M Agreement	8 wks	Mon 12/20/21	Mon 2/14/22	88
111	Prepare 401 Permit Application	2 mons	Tue 12/15/20	Thu 2/11/21	2FS+1 mon
112	Prepare 404 Permit Application	2 mons	Tue 12/15/20	Thu 2/11/21	111SS
113	Prepare 1602 Permit Application	2 mons	Tue 12/15/20	Thu 2/11/21	111SS
114	Prepare ITP Permit Application	2 mons	Tue 12/15/20	Thu 2/11/21	111SS
115	Prepare SLC Application	2 mons	Tue 12/15/20	Thu 2/11/21	111SS
116	Agency Reviews	6 mons	Fri 2/12/21	Mon 8/2/21	115
117	Responses to Comment	2 mons	Tue 8/3/21	Tue 9/28/21	116
118	Review/Approval	4 mons	Wed 9/29/21	Mon 1/24/22	117
119	Prepare 408 Permit Application	3 mons	Fri 2/12/21	Fri 5/7/21	70FF
120	Agency Reviews/Processing	12 mons	Mon 5/10/21	Tue 4/19/22	119
121	Prepare USCG Bridge Permit Application	4 wks	Mon 4/26/21	Fri 5/21/21	79FF
122	Agency Review/Processing	7 mons	Mon 5/24/21	Fri 12/10/21	121
123	Permits Approved	0 days	Tue 4/19/22	Tue 4/19/22	118,110,12
124	6. Construction Advertising	120 days	Wed 6/29/22	Wed 12/21/22	
125	Submit Construction RFA	0 days	Wed 6/29/22	Wed 6/29/22	123,104,66
126	Caltrans Review	8 wks	Thu 6/30/22	Thu 8/25/22	125
127	E-76 Issued	0 days	Thu 8/25/22	Thu 8/25/22	126
128	Advertise project	8 wks	Fri 8/26/22	Mon 10/24/22	127
129	Bid opening	0 days	Mon 10/24/22	Mon 10/24/22	128
130	Award	2 mons	Tue 10/25/22	Wed 12/21/22	129
131	NTP Construction	0 days	Wed 12/21/22	Wed 12/21/22	130



Date: Thu 10/1/20
File: I Street - PS&E 7-2-2020

Progress | Task | Milestone | Summary | Critical | Project Summary | External Milestone

Attachment F: Type Selection

NOVEMBER 2016

I STREET BRIDGE

TYPE SELECTION REPORT

for Sacramento River Bridge Replacement

I STREET BRIDGE

Bridge No. 22C0153

submitted to: City of SACRAMENTO

prepared by:
MARK THOMAS & COMPANY

Attachment G: Hydraulic Report

MBK ENGINEERS

Water Resources ♦ Flood Control ♦ Water Rights

TECHNICAL MEMORANDUM

DATE: June 9, 2017

SUBJECT: Preliminary Hydraulic Impact Analysis for the I Street Bridge Replacement Project

PREPARED BY: Michael Archer, P.E.

REVIEWED BY: Don Trieu, P.E.

PURPOSE

The purpose of this memorandum is to evaluate the potential impacts of the proposed I Street Bridge Replacement Project (Project) on flood stages. The impacts were evaluated for the following flood events:

- 1-in-50 annual exceedance probability (AEP), also known as the 50-year flood or 2% annual chance flood
- 1-in-100 AEP (100-year or 1% annual chance flood)
- 1-in-200 AEP (200-year or 0.5% annual chance flood)

PROJECT DESCRIPTION

The proposed project consists of the construction of a new bridge across the Sacramento River, approximately 1,100 feet upstream of the existing I Street Bridge **(Figure 1**), and about 3,000 feet downstream of the American River. The existing bridge will remain in place. A design drawing of the proposed bridge is shown in **Figure 2**. The bridge is a lift span supported by two towers. The preliminary design shows two options for the piers (Pier 3 and Pier 4) in **Figure 2**: a single solid pier at each tower as one option or four 12-foot-diameter piers at each tower. The design also includes a fender system effectively surrounding the tower piers. A single pier is located on both sides of the lift span between the river bank and the tower (Pier 2 and Pier 5 in **Figure 2**).

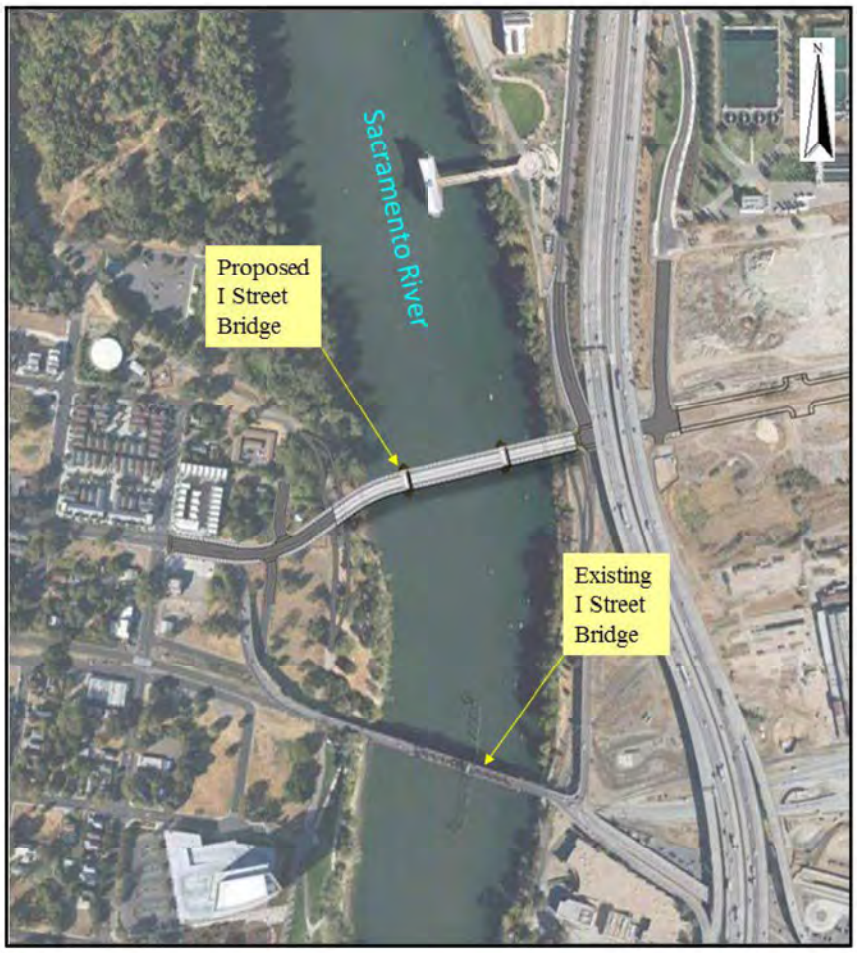


Figure 1. Location Map

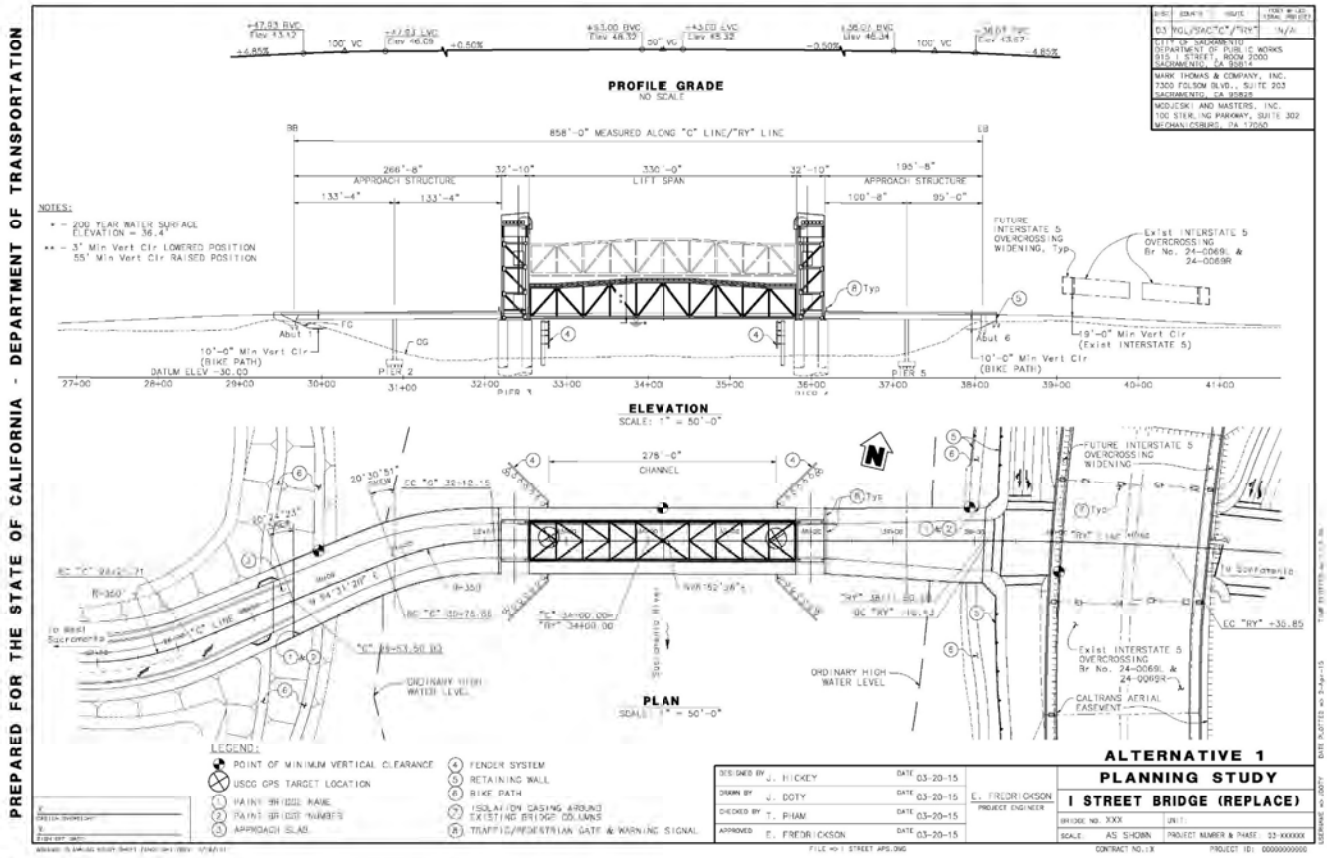


Figure 2. Project Drawing

HYDRAULIC MODEL

The MBK version of the U.S. Army Corps of Engineers (USACE) Sacramento River HEC-RAS hydraulic simulation model was used for this analysis. HEC-RAS software, developed by the USACE Hydrologic Engineering Center, is designed to perform one-dimensional hydraulic calculations for a full network of natural and constructed channels. Version 4.1 of HEC-RAS was used for the analysis presented herein.

The hydraulic model domain extends from Colusa and Oroville Dam in the north to Collinsville, near Suisun Bay, in the south.

The hydraulic model was set up in accordance with the following criteria defined in the California Urban Levee Design Criteria:

- Levees protecting urban areas are assumed to have a minimum crown elevation equal to the 1-in-200 AEP water surface elevation (WSE) plus 3 feet.
- Non-urban State/Federal Project levees are assumed to meet the authorized minimum elevation ("1957 Profile").
- Levees act as weirs and do not breach if overtopped.

HYDROLOGY

The hydrology used for this analysis was developed by USACE for the *Sacramento and San Joaquin River Basins Comprehensive Study* (Comprehensive Study). Updated hydrology for the American River and some of the smaller streams, including Dry Creek, Robla Creek, and Arcade Creek, was developed by USACE for the *American River Watershed Common Features General Reevaluation Report*. The hydrology for the American River assumed that the authorized Folsom Dam Joint Federal Project (JFP) and Water Resources Development Act of 1999 (WRDA 99) Common Features Project, currently under construction, are complete.

The Comprehensive Study hydrology consists of a number of hydrologic inflow data sets representing different storm "centerings". These centerings relied on historical storm patterns in the upstream basin to define the shape and magnitude of the flow contributions from each of the sub-basins, and were designed to stress specific locations within the system. The hydrologic data set used for this analysis was a storm centering designed to stress the Sacramento River at the latitude of the City of Sacramento.

MODELING OF THE PROJECT CONDITION

The proposed bridge is approximately located at River Station[1] (RS) 59.9. Three new cross sections were added to the hydraulic model so the bridge could be modeled:

1. RS 59.930, located about 110 feet upstream of bridge
2. RS 59.912, located about 10 feet upstream of bridge
3. RS 59.895, located about 10 feet downstream of bridge

The bridge site cross section from the AutoCAD file, "C3D14_I Street-Alignments & Profiles.dwg" (from Mark Thomas and Company), was used for the three cross sections. To evaluate the hydraulic effects of a project, it is important that the project components are the only differences between the with- and without-project-conditions models; therefore, the three additional cross sections were also added to the without-project-conditions model.

For this analysis, the fenders were assumed to be solid, effectively blocking the tower piers and therefore representing a worst-case condition with regard to cross-sectional area. The width of the fender perpendicular to the river flow was estimated to be about 65 feet. The current design has a width for Pier 2 and Pier 5 of 5.5 feet. The design specifies that the low chord of the bridge deck will be at least 3 feet above the 1-in-200 AEP WSE, so it is not a factor in this analysis. The bridge deck as shown in the hydraulic model is for schematic purposes only and is not representative of expected design elevations. A schematic of the proposed bridge as modeled is provided in **Figure 3**.

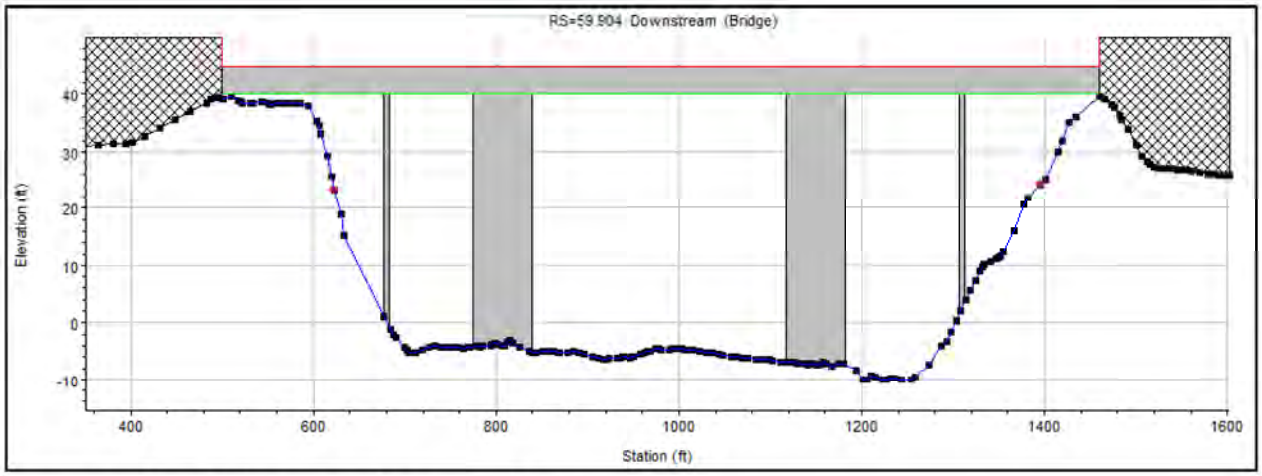


Figure 3. HEC-RAS Schematic of Proposed Bridge

The "Energy (Standard Step)" bridge modeling method was selected for both the low- and high-flow conditions. The Energy method is appropriate for the low-flow condition because there are

[1] The river stationing used in this analysis is the river mile stationing developed by USACE for the Sacramento and San Joaquin River Basins Comprehensive Study.

few piers, so pier blockage is expected to be a more significant factor than pier shape. The high-flow condition does not occur in this analysis so the method selected is not important.

The analysis took into consideration the potential for debris loading on the piers. In accordance with guidance provided to the Central Valley Flood Protection Board (CVFPB) for hydraulic analyses, via a letter dated July 21, 2014, the debris loading was assumed to be 2 feet in depth for a width twice the width of the pier. **Figure 4** shows the bridge cross section with computed water surface and associated debris loading on the piers.

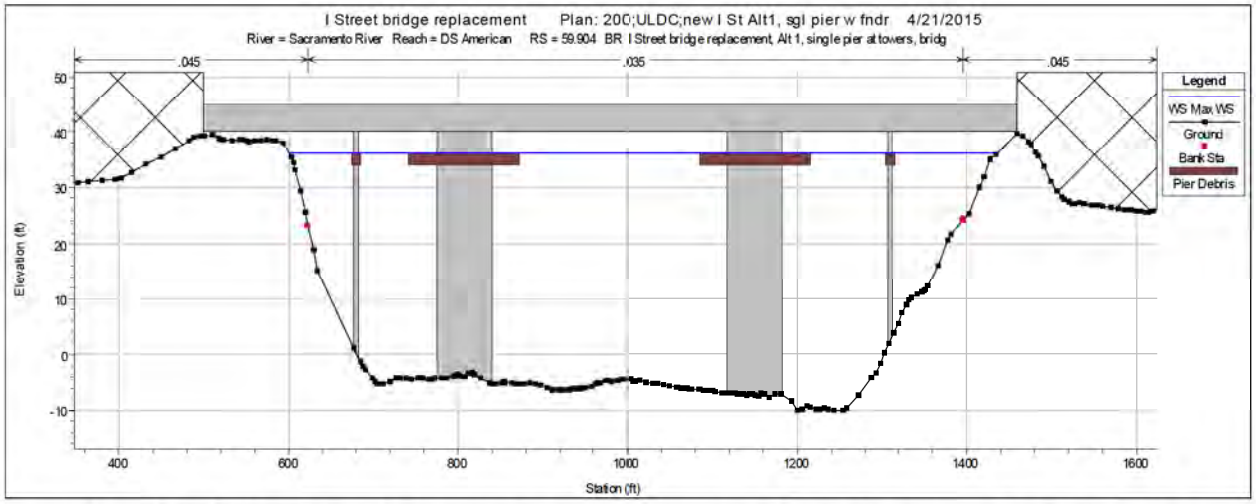


Figure 4. HEC-RAS Schematic of Proposed Bridge with Computed Water Surface and Bridge Pier Debris Loading

RESULTS

The proposed bridge results in a negligible increase in the peak WSE of 0.02 foot immediately upstream of the Project for all three of the flood events evaluated. Downstream of the Project there is a 0.06- to 0.07-foot reduction in the peak WSE. A profile plot of the computed change in water surface due to the Project for the Sacramento River from the Natomas Cross Canal to Sutter Slough is provided in **Figure 5**.

The analysis was also made without the fenders in place to evaluate the two configurations for the tower piers: either a single, solid pier or a group of four piers. For both of these conditions, the greatest WSE increase was 0.01 foot. Downstream of the Project there was a reduction in the WSE that ranged from 0.03 to 0.06 foot.

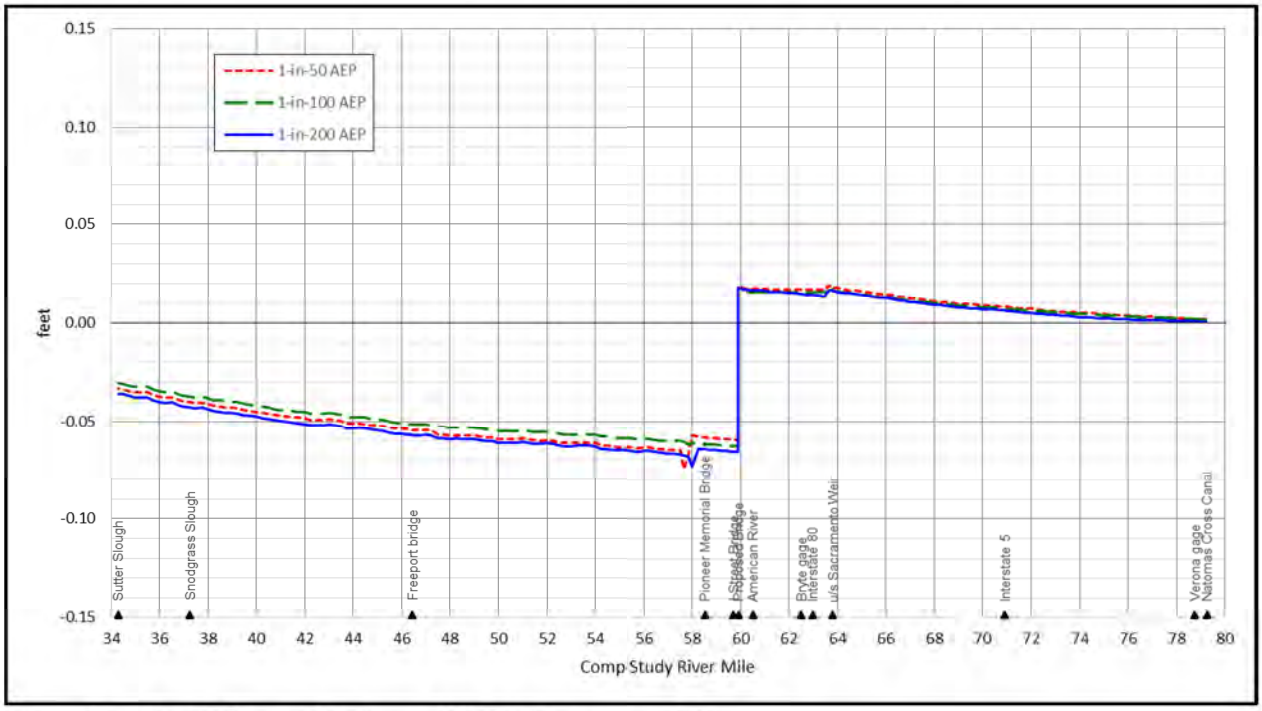


Figure 5. Project Effect on Maximum WSE in Sacramento River

The reduction in WSE downstream of the Project is due to a reduction in the peak flow in the Sacramento River, downstream of the American River, caused by the small increase in the WSE upstream of the Project. The increase in WSE upstream of the Project translates to an increase at the American River, thereby reducing the percentage of American River flow that goes downstream in the Sacramento River, and increasing the percentage that flows upstream to the Sacramento Weir. This effect is shown by the peak flow summary provided in **Table 1**. As with the effect on the WSE, the effect on the flows is negligible.

Table 1. Effect of Project on Peak Flows at Sacramento River and American River Junction and in Sacramento Bypass

Flood Event (AEP)	Location	Peak Flow (cfs)		Change in Peak Flow	
		Without Project	With Project	cfs	Percent
1-in-50	Sacramento River downstream of American River	114,440	114,080	-410	-0.36%
	Sacramento River upstream of American River[1]	18,930	19,270	+340	+1.80%
	Sacramento Bypass	111,110	111,480	+370	+0.33%
1-in-100	Sacramento River downstream of American River	118,280	117880	-400	-0.34%
	Sacramento River upstream of American River[1]	19,400	19,760	+360	+1.86%
	Sacramento Bypass	114,690	115,020	+330	+0.29%
1-in-200	Sacramento River downstream of American River	131,030	130,580	-450	-0.34%
	Sacramento River upstream of American River[1]	45,520	45,930	+410	+0.90%
	Sacramento Bypass	149,790	150,170	+380	+0.25%

Key: AEP = annual exceedance probability; cfs = cubic feet per second

Notes:

1. The peak flow for this location is the peak going from the American River to the Sacramento Weir.

Attachment H: Traffic Report

TRAFFIC AND TRANSPORTATION/PEDESTRIAN AND BICYCLE FACILITIES

This section discusses the project's impacts on traffic and circulation under opening year (2020) and design year (2040) conditions. Impacts were considered for the roadway, transit, bicycle, and pedestrian components of the transportation system.

Regulatory Setting

The regulatory setting describes federal, state, regional, and local regulations that govern or influence the identification of impacts to the transportation system components listed above.

FEDERAL

The Department, as assigned by the Federal Highway Administration (FHWA), directs that full consideration should be given to the safe accommodation of pedestrians and bicyclists during the development of federal-aid highway projects (see 23 Code of Federal Regulations [CFR] 652). It further directs that the special needs of the elderly and the disabled must be considered in all federal-aid projects that include pedestrian facilities. When current or anticipated pedestrian and/or bicycle traffic presents a potential conflict with motor vehicle traffic, every effort must be made to minimize the detrimental effects on all highway users who share the facility.

In July 1999, the U.S. Department of Transportation (USDOT) issued an Accessibility Policy Statement pledging a fully accessible multimodal transportation system. Accessibility in federally assisted programs is governed by the USDOT regulations (49 CFR Part 27) implementing Section 504 of the Rehabilitation Act (29 United States Code [USC] 794). FHWA has enacted regulations for the implementation of the 1990 Americans with Disabilities Act (ADA), including a commitment to build transportation facilities that provide equal access for all persons. These regulations require application of the ADA requirements to Federal-aid projects, including Transportation Enhancement Activities.

STATE

I-5 TCCR and CSMP

Interstate 5 (I-5) crosses directly north-south through the study area and will be influenced by the project's changes to the local roadway network. Performance expectations for I-5 within the project study area are governed by two Caltrans policy documents known as the *Transportation Corridor Concept Report (TCCR) Interstation 5*, September 2010 and the *State Route 99 & Interstate 5 Corridor System Management Report (CSMP)*, May 2009. The I-5 TCCR describes existing traffic operations and outlines the expectations for future performance based on a planning level analysis of the entire I-5 corridor through Caltrans District 3, which largely covers the Sacramento region. Under both existing and future conditions I-5 through the study area has a concept LOS of F, which is largely due to physical constraints that limit capacity expansion. While LOS F is expected, individual development or infrastructure projects are expected to avoid or minimize worsening the LOS F conditions when feasible. The I-5 CSMP provides a

Attachment I: VA Study

Final Value Analysis Study Report

D-3 I Street Bridge Replacement

PN T15136000

April 2016

Prepared by

Value Management Strategies, Inc.

Attachment J: Project Approval and Authorization Form

Project Approval and Authorization Form
I Street Bridge Replacement Projecte (PN: T15136000)

Approved Scope

Construct a new movable bridge over the Sacramento River, connecting Railyards Boulevard in the City of Sacramento to C Street in the City of West Sacramento.

Location

Approved Schedule, Cost, and Budget

Phase	Begin Date	End Date	Cost	Approved Budget	Project Delivery %
Scoping & Environmental Documents	March 2014	August 2019	$ 3,500,000.00	$ 3,500,000.00	1%
Final Design	April 2021	January 2023	$ 10,500,000.00	$ 10,500,000.00	4%
ROW (Purchases)	May 2021	December 2022	$ 8,000,000.00	$ 8,000,000.00	3%
Const. Management	Spring 2023	Winter 2025	$ 1,000,000.00	$ 6,000,000.00	3%
Utility Relocation					
Construction	Spring 2023	Winter 2025	$210,000,000.00	$ 210,000,000.00	88%
TOTAL			$233,000,000.00	$ 238,000,000.00	100%

Approvals

David Edrosolan (City Traffic Engineer) _____ Date _____

Nader Kamal (Supervising Engineer) _____ Date _____

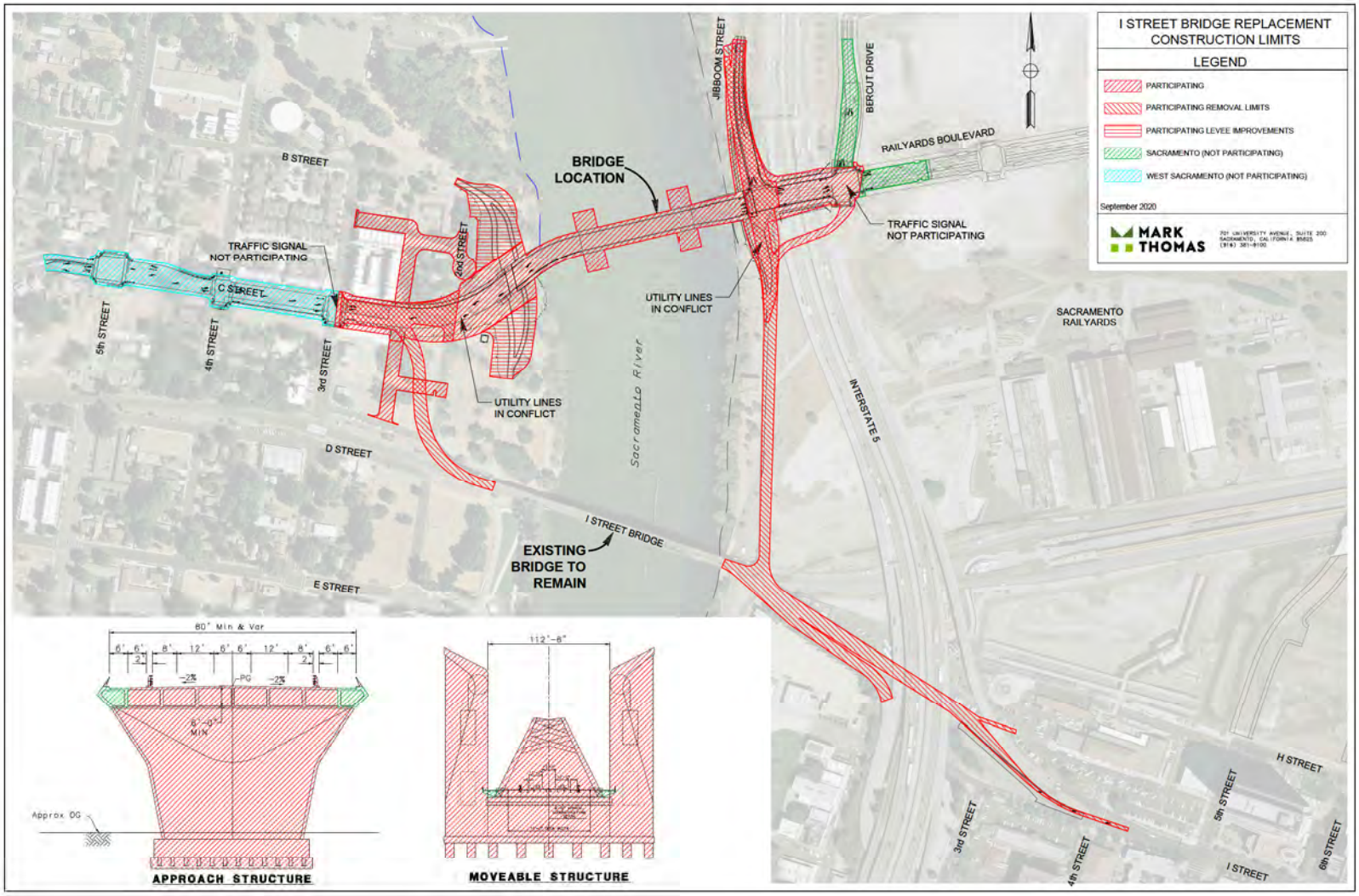
Jesse Gothan (Supervising Engineer) _____ Date _____

Judy Matsui-Drury (Supervising Engineer) _____ Date _____

Nader Kamal (Engineering Mangager) _____ Date _____

APPROVED AMENDMENT WITH JUSTIFICATION IS REQUIRED IF ANY OF THE FOLLOWING HAS CHANGED: Project scope, begin date or end date of project phases, and cost of any phase that would chnage the total project cost.

Attachment K: HBP Participation Limits


I STREET BRIDGE REPLACEMENT
CONSTRUCTION LIMITS
LEGEND
PARTICIPATING
PARTICIPATING REMOVAL LIMITS
PARTICIPATING LEVEE IMPROVEMENTS
SACRAMENTO (NOT PARTICIPATING)
WEST SACRAMENTO (NOT PARTICIPATING)
September 2020
MARK THOMAS
B STREET
BRIDGE LOCATION
JIBBOOM STREET
BERCUT DRIVE
RAILYARDS BOULEVARD
TRAFFIC SIGNAL NOT PARTICIPATING
TRAFFIC SIGNAL NOT PARTICIPATING
C STREET
5th STREET
4th STREET
3rd STREET
2nd STREET
UTILITY LINES IN CONFLICT
UTILITY LINES IN CONFLICT
Sacramento River
SACRAMENTO RAILYARDS
INTERSTATE 5
D STREET
I STREET BRIDGE
EXISTING BRIDGE TO REMAIN
E STREET
H STREET
5th STREET
3rd STREET
4th STREET
I STREET
6th STREET
80' Min & Var
-2%
PG
-2%
8'-0" MIN
Approx. DG
APPROACH STRUCTURE
112'-8"
MOVEABLE STRUCTURE

Attachment L: Summary of Public Outreach

I Street Bridge Replacement Project
Community Open House

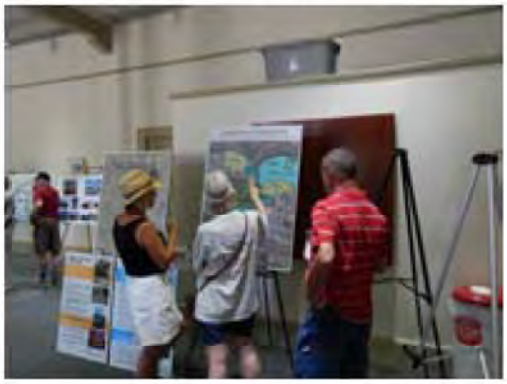
June 19, 2014
5:30 - 7:30 PM
Stanford Gallery
111 I Street, Sacramento

Project Overview

The Cities of Sacramento and West Sacramento are beginning the process of building a new low-level, "neighborhood friendly" bridge across the Sacramento River. A new bridge, located upstream of the existing I Street Bridge, will provide better access for bicycles and pedestrians and will serve motorists more efficiently. The existing I Street Bridge will remain in place for the commuter and freight trains that travel the bridge daily, but all other modes of transportation will be shifted to the new bridge.

Open House Purpose

The purpose of the community open house was to share information and receive input from community members on the I Street Bridge Replacement Project. The open house provided the project background and schedule and current phase of work as well as an opportunity for the community to provide feedback on specific bridge elements that should be considered when the project moves into the design phase, and to view other planning efforts within the project area. Representatives from the cities of Sacramento and West Sacramento and the project consultant team were available to discuss the project and answer questions.



Publicity & Noticing

Community open house post cards were mailed to more than 6,000 local residents and businesses. In addition, notification flyers were sent via e-mail to vicinity businesses, community groups, neighborhood associations, and interested individuals. A news release was coordinated through and distributed by the City of Sacramento, Department of Public Works.

Open House Format

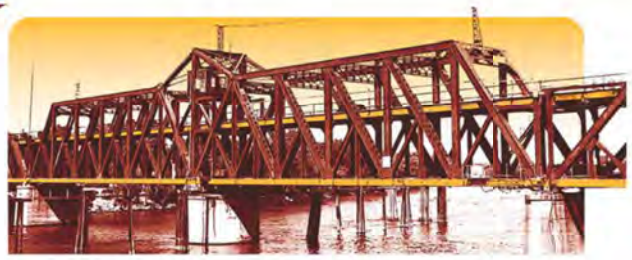
More than 80 community members attended the open house which was organized as a series of information stations with a presentation. The presentation included opening remarks by Sacramento City Councilmembers Steve Hansen and Steve Cohn, and West Sacramento City Councilmember Chris Ledesma. The presentation provided a brief history of bridges across the Sacramento River, an overview of project goals and schedule, and a briefing on bridge design qualities. Attendees were encouraged to visit the information stations where project team members were available to answer questions and discuss the project. Attendees were given a project informational brochure and a comment card to provide input on the project. Comment cards could be turned in at the open house, or returned via email, fax, or mail.

Attachment M: Geotechnical Report

GEI Consultants

Preliminary
Geotechnical and Foundation Report
I Street Bridge Replacement
Sacramento, California

REPLACEMENT OF THE



I STREET BRIDGE

Submitted to:

Mark Thomas and Company
7300 Folsom Blvd, Suite 203
Sacramento, CA 95826

Prepared By:

GEI Consultants, Inc.
2868 Prospect Park Drive, Suite 400
Rancho Cordova, California 95670

August 2014

Contract Number SA-14108

Attachment N: U.S. Coast Guard Letter Establishing Clear Channel Width and Height

U.S. Department of Homeland Security

United States Coast Guard

Commander
Eleventh District

U.S. Coast Guard Island,
Building 50-2
Alameda, CA 94501-5100
Staff Symbol: (dpw)
Phone: (510) 437-3514
Fax: (510) 437-5836

16591
Sacramento River (59.5)
May 4, 2015

City of Sacramento
Attn: Jesse Gothan, PE
915 I St. RM 2000
Sacramento, CA 95814-2604

Dear Mr. Gothan:

The City of Sacramento is proposing to construct a new bridge, the "C" Street Bridge, at mile 59.5, over the Sacramento River, between the City of Sacramento, Sacramento County, and the City of West Sacramento, Yolo County, California.

On September 10, 2014, representatives from the Coast Guard, California Department of Transportation (Caltrans), the City of Sacramento and the City of West Sacramento conducted an on-site navigational analysis to determine pier locations and clearances for the proposed bridge. A Coast Guard public notice was issued on March 31, 2015 requesting input from mariners on the preliminary clearances needed for this proposed bridge project.

From the results of the Coast Guard public notice and the navigational analysis, the Coast Guard will support the proposed new "C" Bridge will the following preliminary clearances and pier locations; (enclosure)

Horizontal: 278 feet measured fender to fender normal to the axis of the channel.

Vertical: 59 above maximum river elevation of 31 feet (NGVD 29) to the lowest hittable portion of the proposed bridge in the main navigation span.

Under the provisions of the General Bridge Act of 1946, as amended, the proposed location and plans for bridges over navigable waters of the United States must be approved by the Commandant, U.S. Coast Guard, prior to commencing construction. The Sacramento River is considered to be a navigable waterway of the United States for bridge administration purposes at the bridge site and a Coast Guard Permit is required. A Coast Guard Bridge Permit Application Guide can be obtained online at http://www.uscg.mil/hq/cg5/cg551/CP_16591_3C.pdf .

For satisfying the requirements of the National Environmental Policy Act (NEPA), we need sufficient information to allow a thorough assessment of the impact of the proposed bridge on the environment. This will include the impacts of the entire project from termini to termini. The type of land traffic proposed to use the bridge must be indicated. The impacts of procedures for constructing the proposed new bridge must be discussed. A list of other permitting agencies, adjacent property owners and a point of contact at the local marina will assist us in our initial collection of information for this project.

We understand federal funds are involved in this project and that Caltrans, assuming FHWA responsibilities for implementing NEPA, will be the lead federal agency for this proposed new

bridge. The Coast Guard agrees to act as a cooperating agency and will coordinate with Caltrans on determining the appropriate level of NEPA documentation for the project.

You may contact Mr. Carl Hausner, Project Manager, by telephone at (510) 437-3515 to discuss this project.

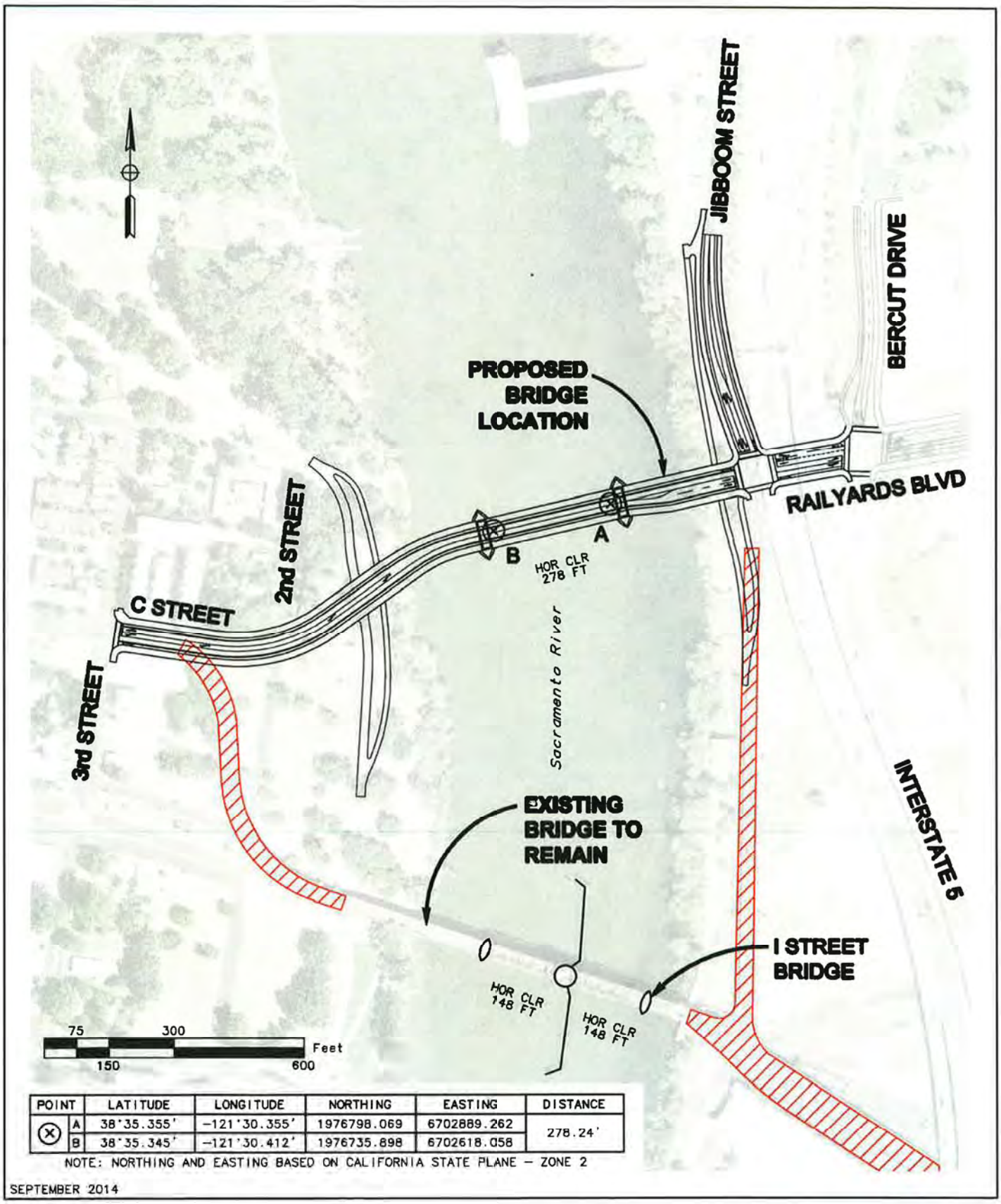
Sincerely,

DAVID H. SULOUFF
Chief, Bridge Section
Eleventh Coast Guard District
By direction of the District Commander

Enclosure

Copy: Eileen Crawford, Caltrans HQ, Office of Bridge & Safety Programs
Zachary Siviglia, Mark Thomas & Company
USACE, Sacramento District, Regulatory Division
USCG, Sector San Francisco, Waterways Division
Michael Luken, Transportation Manager, City of West Sacramento

Proposed "C" Street Bridge, Mile 59.5, Sacramento River



POINT		LATITUDE	LONGITUDE	NORTHING	EASTING	DISTANCE
⊗	A	38°35.355'	-121°30.355'	1976798.069	6702889.262	278.24'
	B	38°35.345'	-121°30.412'	1976735.898	6702618.058	

NOTE: NORTHING AND EASTING BASED ON CALIFORNIA STATE PLANE – ZONE 2

SEPTEMBER 2014

ENCLOSURE ( )

Attachment O: Fixed versus Moveable Bridge Memorandum

MARK THOMAS & COMPANY, INC.
Providing Engineering, Surveying and Planning Services

Memorandum

To: Jesse Gothan, City of Sacramento

File: SA-14108

Cc: Jason McCoy, City of West Sacramento

Cameron Beebe, City of West Sacramento

From: Zach Siviglia, Mark Thomas and Company

Date: January 22, 2016

RE: I Street Bridge Replacement – Movable vs. Fixed Evaluation

---

PURPOSE OF MEMORANDUM:

This memo was developed to document the costs and benefits associated with a movable bridge and fixed bridge, to aid in the determination of the preferred bridge type. The memo focuses on the feasibility and cost comparison between the two alternatives as well as other criteria. This satisfies requirements from the Code of Federal Regulation (CFR) 650.809 Movable Span Bridges which states:

> *Sec.650.809 Movable span bridges.*
> *A fixed bridge shall be selected wherever practicable. If there are social, economic, environmental or engineering reasons which favor the selection of a movable bridge, a cost benefit analysis to support the need for the movable bridge shall be prepared as a part of the preliminary plans.*

This memorandum evaluates these two alternatives based on the following criteria:

- Cost (Construction and Operational)
- Traffic Impacts
- Neighborhood Friendly Bridge Policy
- Community Impacts
- Cultural Resources
- Biological Resources
- Hazardous Materials
- Visual Impacts
- US Coast Guard Permit Requirements
- Consistency with Planned Development
- Constructability
- Impacts to Caltrans Right of Way

RECOMMENDATION:

Based on the following evaluation, the movable bridge is the recommended alternative. When compared to the fixed bridge under every criteria measure, the movable bridge was favorable to, or equivalent to, the fixed bridge. The outcome is shown on the following page in **Figure 1**, which identifies graphically whether each bridge type performs better, worse, or equivalent for each criteria.

7300 Folsom Boulevard, Suite 203 Sacramento, CA 95826
www.markthomas.com *Tel:* (916) 381-9100 *Fax:* (916) 381-9180

Attachment P: Railyards Boulevard Alignment versus Camille Alignment Memoradum

MARK THOMAS & COMPANY, INC.
Providing Engineering, Surveying and Planning Services

Memorandum

To: Jesse Gothan, City of Sacramento

File: SA-14108

Cc: Mike Luken, City of West Sacramento

Cameron Beebe, City of West Sacramento

From: Rob Himes, Mark Thomas and Company

Date: July 1, 2014

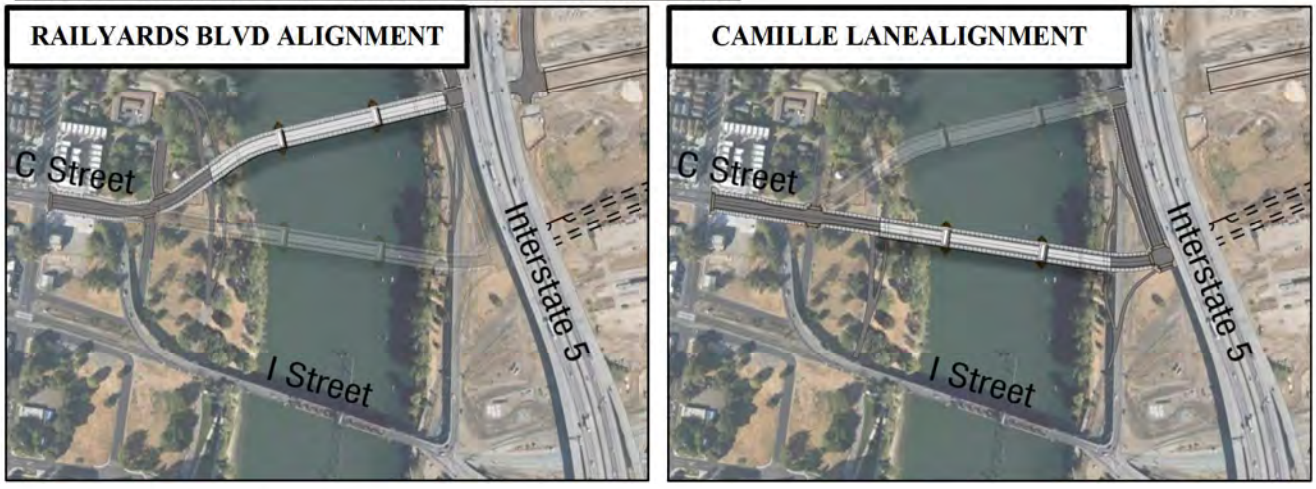
RE: I Street Replacement – Bridge Location Feasibility Study

PURPOSE OF MEMORANDUM:

In 2010 the Cities of West Sacramento and Sacramento evaluated eight potential new Sacramento River crossings and agreed on two new crossings, the North Market crossing replacing current I Street crossing (just to the north of the existing I Street Bridge) and the South Market crossing creating a new connection at Broadway in Sacramento to 15th Street in West Sacramento.

This memorandum focuses on the North Market crossing, north of the existing I Street Bridge. A crossing south of the I Street Bridge is precluded from consideration due to impacts associated with the Old Sacramento Historic District, State Railroad Museum, and deficient traffic circulation. The West Sacramento approach on C Street is the most logical western connection. On the east side of the river the Railyards Specific Plan presents two options at Railyards Boulevard or Camille Lane. Currently, Railyards Boulevard is under construction and is scheduled to be finished by December 2015.

Figure 1 – Railyards Boulevard and Camille Lane Alignments



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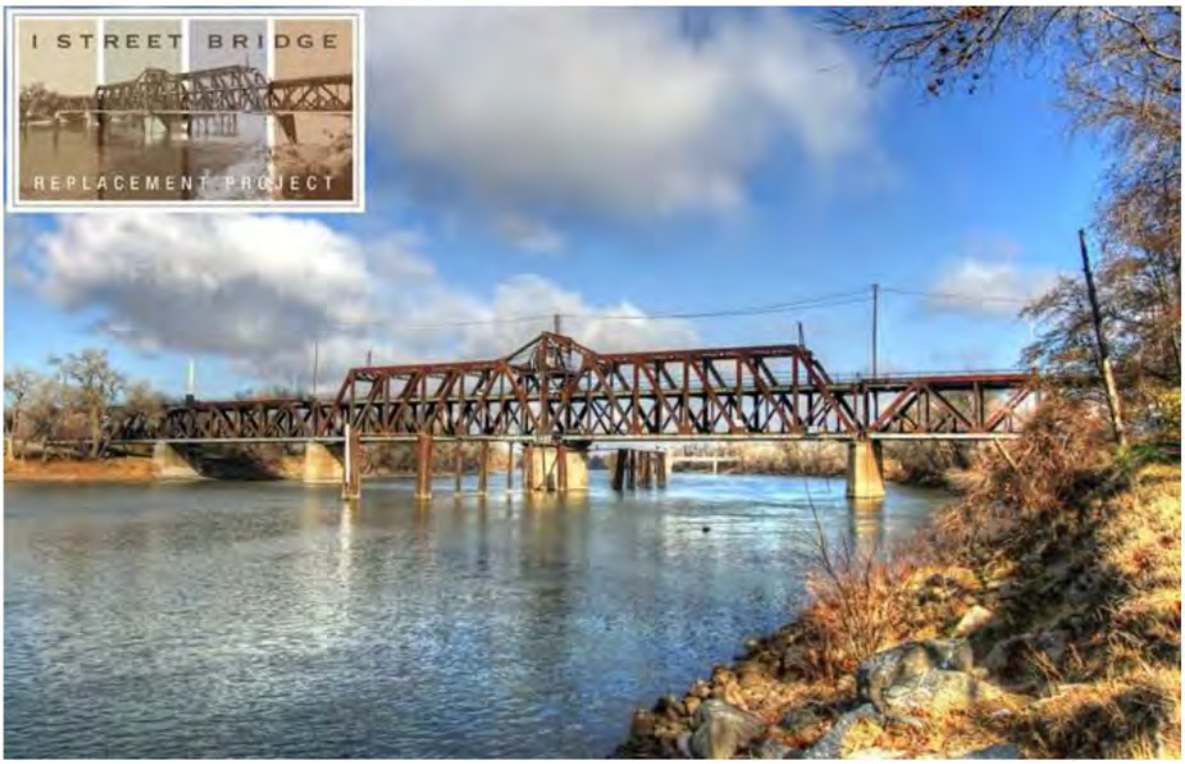
Attachment Q: NEPA FONSI and CEQA EIR Approvals

VOLUME 1
I Street Bridge Replacement Project



Final Environmental Impact Report/ Environmental Assessment with Finding of No Significant Impact

Sacramento and Yolo Counties

Federal Project No.: BRLS 5002(164)

Prepared by the City of Sacramento and the State of California Department of Transportation

The environmental review, consultation, and any other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 U.S.C. 327 and the Memorandum of Understanding dated December 23, 2016 and executed by FHWA and Caltrans.

May 2019

Web Link http://www.cityofsacramento.org/public-works/engineering-services/projects/current-projects/i-street-bridge-replacement