

BATA Oversight Committee – July 13, 2016
Richmond San Rafael Bridge Access Improvement Project

Item 5b: Project Update and Contract Amendment
On Call Construction Management Services – Parsons Brinckerhoff, Inc.



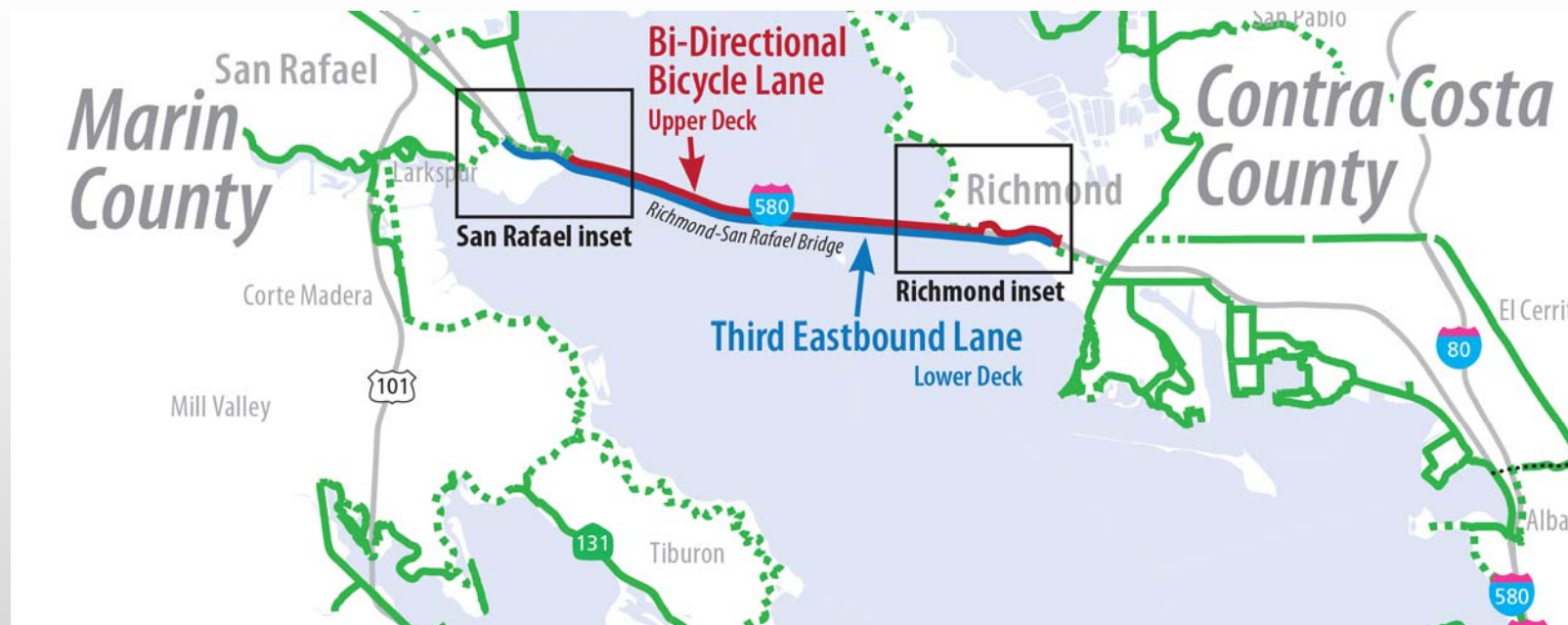
I-580 Richmond-San Rafael Bridge Access Improvement

Project Update - July 2016



Project Elements

1. Package A - Eastbound 3rd Lane: Sir Francis Drake Blvd. to Marine St. (PPU Lane) and Contra Costa County Bike/Pedestrian Connection
2. Package B – Upper Deck Bike/Pedestrian Path and Marin County Bike/Pedestrian Connection



Project Status

1. Project Study Report completed
2. Caltrans signed CE/CE – May 2016
3. Project Report – submitted to Caltrans for approval
4. Final design of 3rd lane – Completed July 2016
5. Utility relocation agreements
6. Easement acquisitions



CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM

04-CC-580	04-CC-580-PM R4.98/7.79, MRN- 580-PM 0.0/3.29	04-2J6800
Dist./Co./Rte. (or Local Agency)	P.M./P.M.	Federal-Aid Project No. (Local Project)/Project No.

PROJECT DESCRIPTION: (Briefly describe project including need, purpose, location, limits, right-of-way requirements, and activities involved in this box. Use Continuation Sheet, if necessary.)

The Richmond-San Rafael Bridge Access Improvement Pilot Project ("project") proposes to convert the existing shoulders on the Richmond-San Rafael ("RSR") Bridge to accommodate bicycle and pedestrian access on the upper bridge deck (westbound), and a new vehicular travel lane on the lower deck (eastbound). Bicycle and pedestrian access on the upper deck of the RSR Bridge would be provided by installing a barrier to separate bicyclists and pedestrians from motorists. The total length of the project is approximately 6.1 miles (Contra Costa County post mile (PM) R4.98 to Marin County PM 3.29). Please see the attached continuation sheet for a more detailed project description.

CEQA COMPLIANCE (for State Projects only)

Based on an examination of this proposal and supporting information, the following statements are true and exceptions do not apply (See 14 CCR 15300 et seq.):

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

CALTRANS CEQA DETERMINATION (Check one)

☐ Exempt by Statute, (PRC 21080(b); 14 CCR 15260 et seq.)

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

☐ Categorically Exempt, Class _____, (PRC 21094; 14 CCR 15300 et seq.)

☒ Categorically Exempt, General Rule exemption. (This project does not fall within an exempt class, but it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment (CCR 15081(b)(3).)

Cristina Hallissy
Print Name: Environmental Branch Chief

Cristina Hallissy
Signature

5/27/16
Date

Mo Pazooki
Print Name: Project Manager/DIA Engineer

Mo Pazooki
Signature

5/27/16
Date

NEPA COMPLIANCE

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

- does not individually or cumulatively have a significant impact on the environment as defined by NEPA and is excluded from the requirements to prepare an Environmental Assessment (EA) or Environmental Impact Statement (EIS), and
- has considered unusual circumstances pursuant to 23 CFR 771.117(b).

CALTRANS NEPA DETERMINATION (Check one)

☐ 23 USC 326: The State has determined that this project has no significant impacts on the environment as defined by NEPA, and that there are no unusual circumstances as described in 23 CFR 771.117(b). As such, the project is categorically excluded from the requirements to prepare an environmental assessment or environmental impact statement under the National Environmental Policy Act. The State has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to Chapter 3 of Title 23, United States Code, Section 326 and a Memorandum of Understanding dated June 07, 2013, executed between the FHWA and the State. The State has determined that the project is a Categorical Exclusion under:

☐ 23 CFR 771.117(c): activity (c)()

☐ 23 CFR 771.117(d): activity (d)()

☐ Activity _____ listed in Appendix A of the MOU between FHWA and the State

☒ 23 USC 327: Based on an examination of this proposal and supporting information, the State has determined that the project is a CE under 23 USC 327.

Cristina Hallissy
Print Name: Environmental Branch Chief

Cristina Hallissy
Signature

5/27/16
Date

Mo Pazooki
Print Name: Project Manager/DIA Engineer

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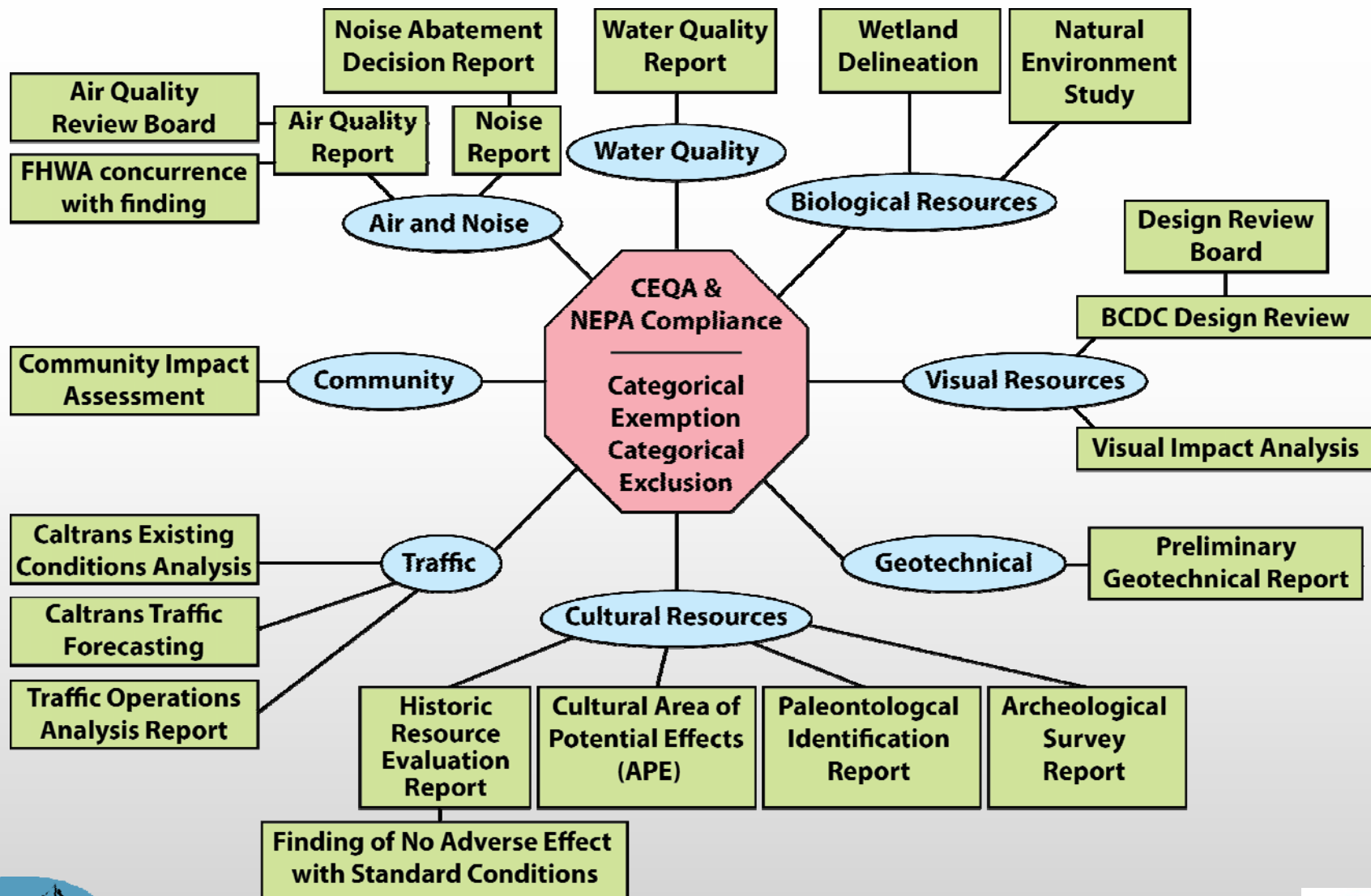
Date of Categorical Exclusion Checklist completion: 5/20/16 Date of ECR or equivalent: 5/27/16

Briefly list environmental commitments on continuation sheet. Reference additional information, as appropriate (e.g., CE checklist, additional studies and design conditions).

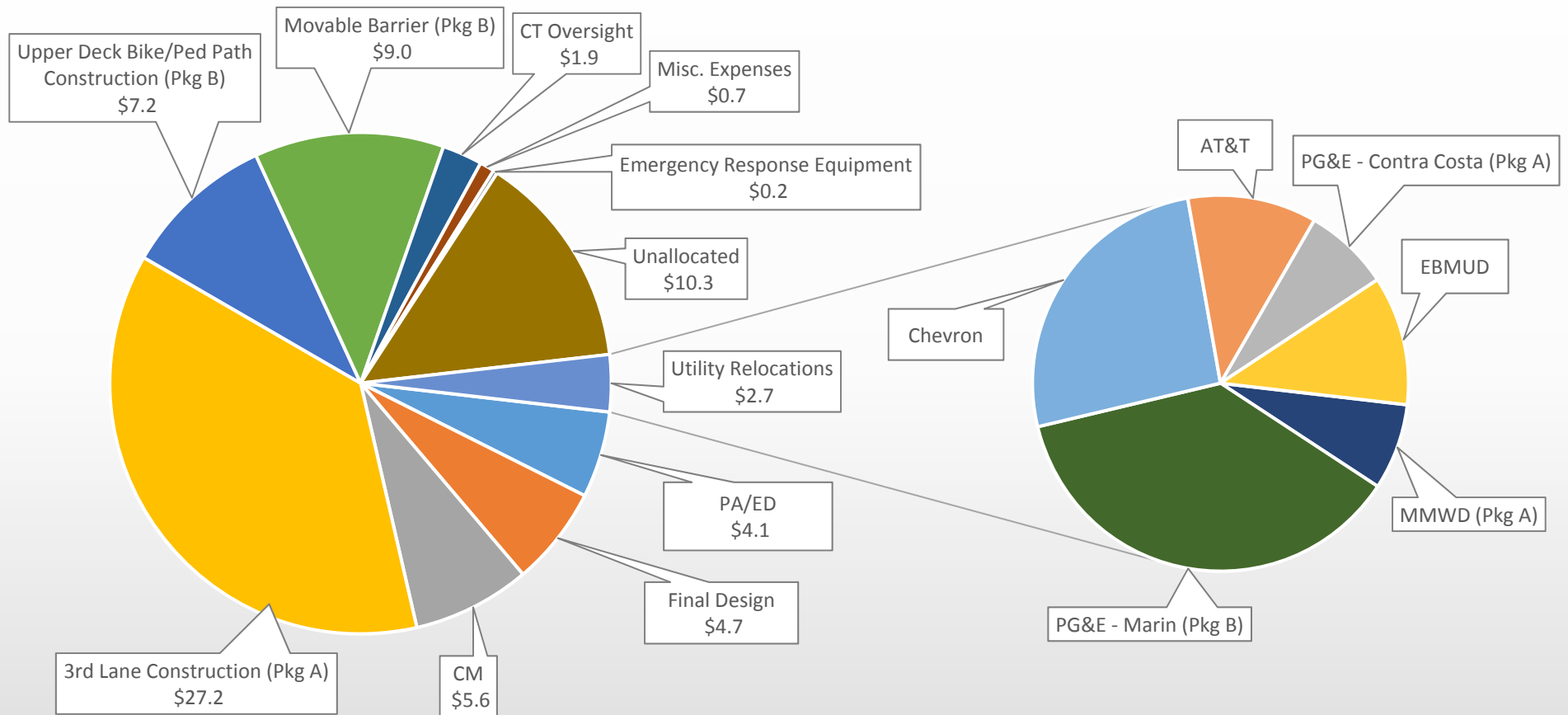
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CE/CE Supporting Studies

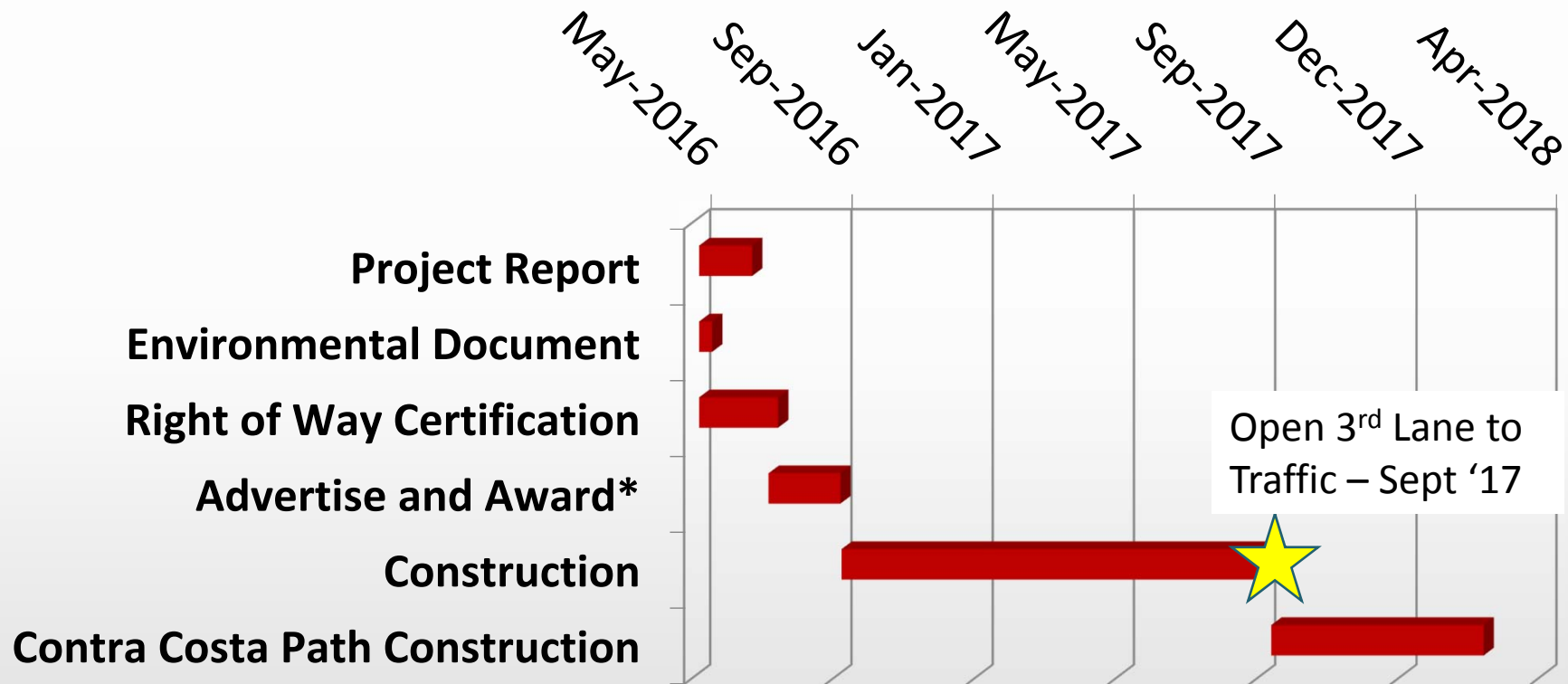


Budget Allocations - \$73.6 m



Budget items in \$ millions

Schedule – PPU Lane

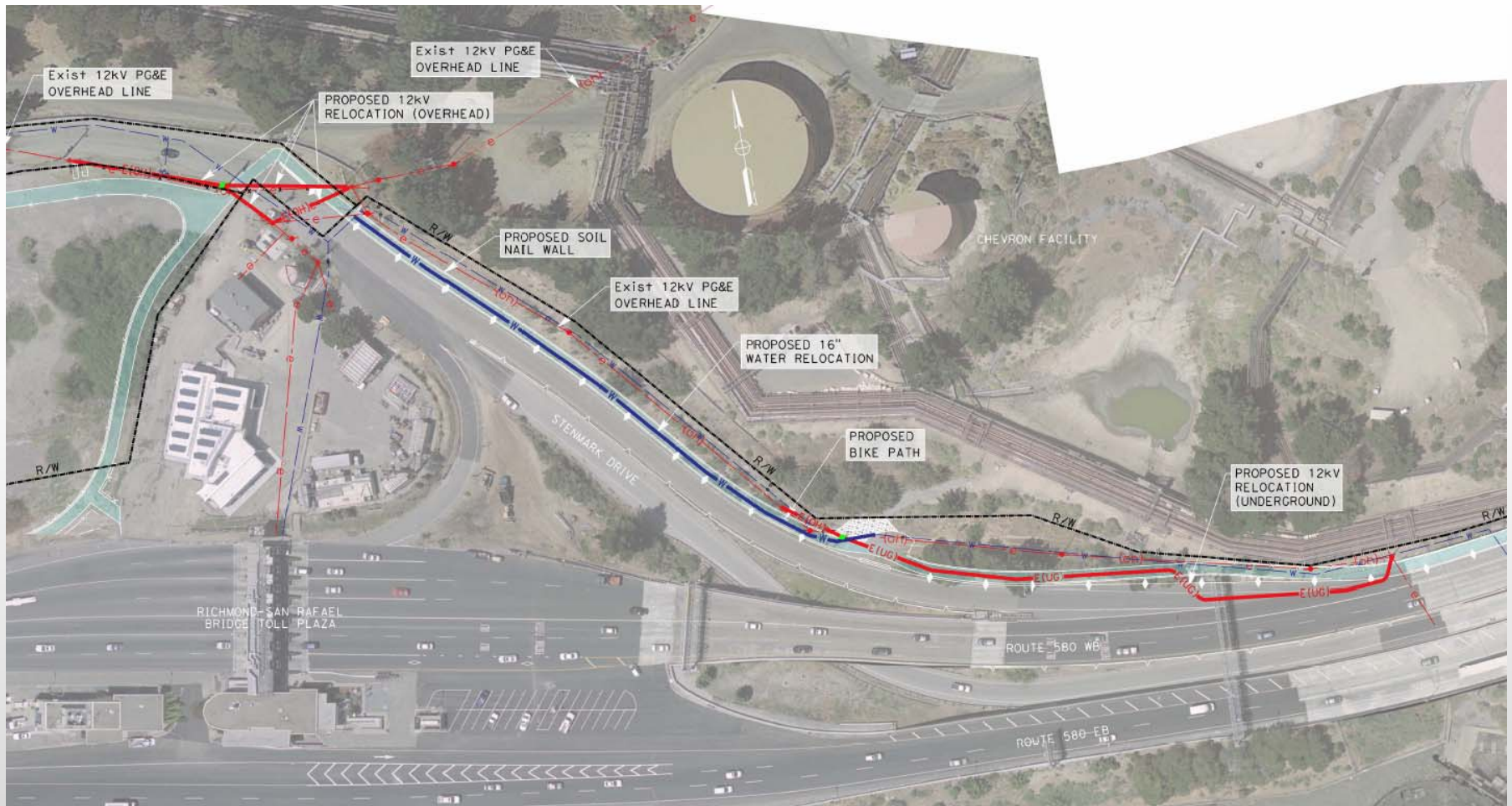


* Contract Award requires execution of utility relocation agreements which could delay beginning construction 2 to 3 months

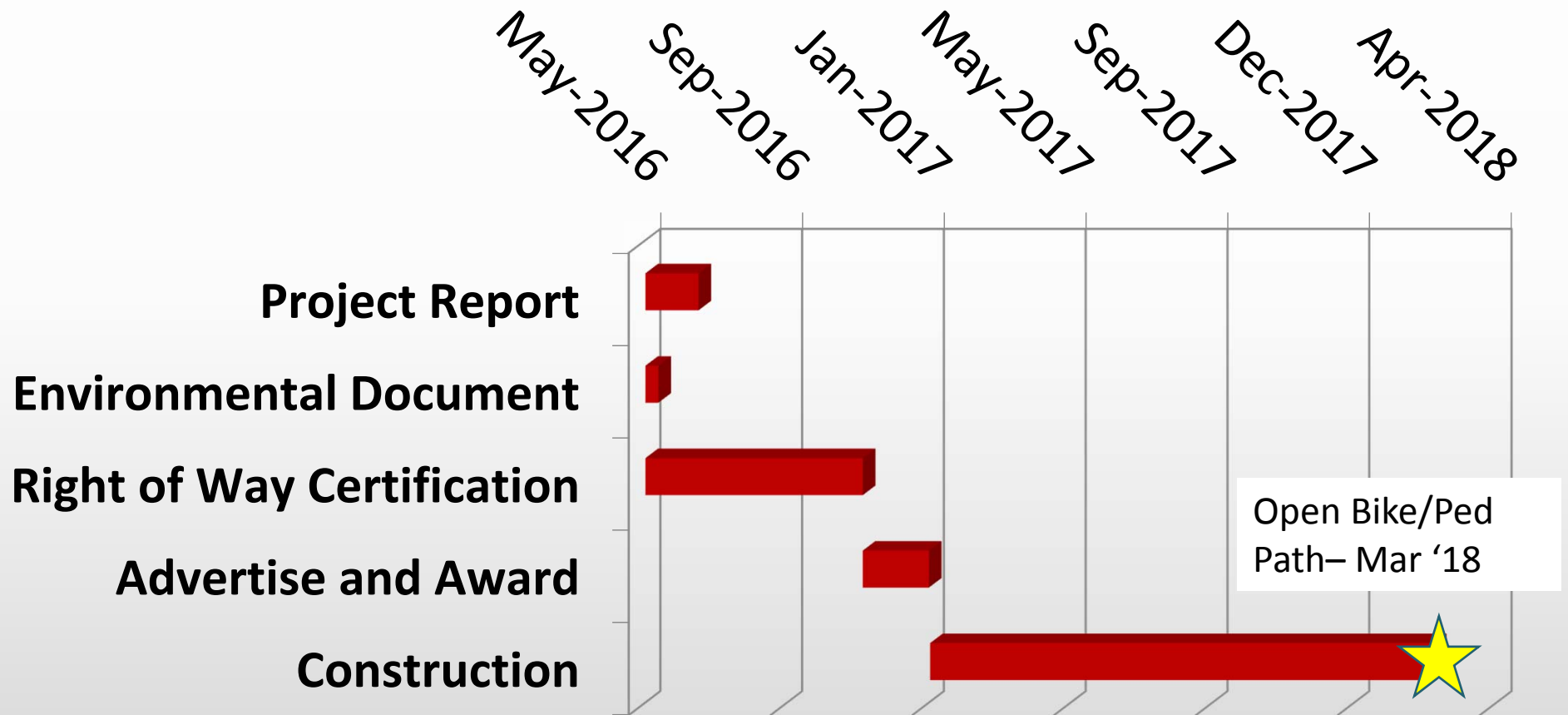
Risks to Schedule – PPU Lane

1. Executing agreements with Chevron
2. Executing agreements with EBMUD and PG&E
3. Obtaining Right of Way certification from Caltrans
4. Obtaining encroachment permit from Caltrans and permit amendment from BCDC

Utilities Relocation Along Stenmark Drive



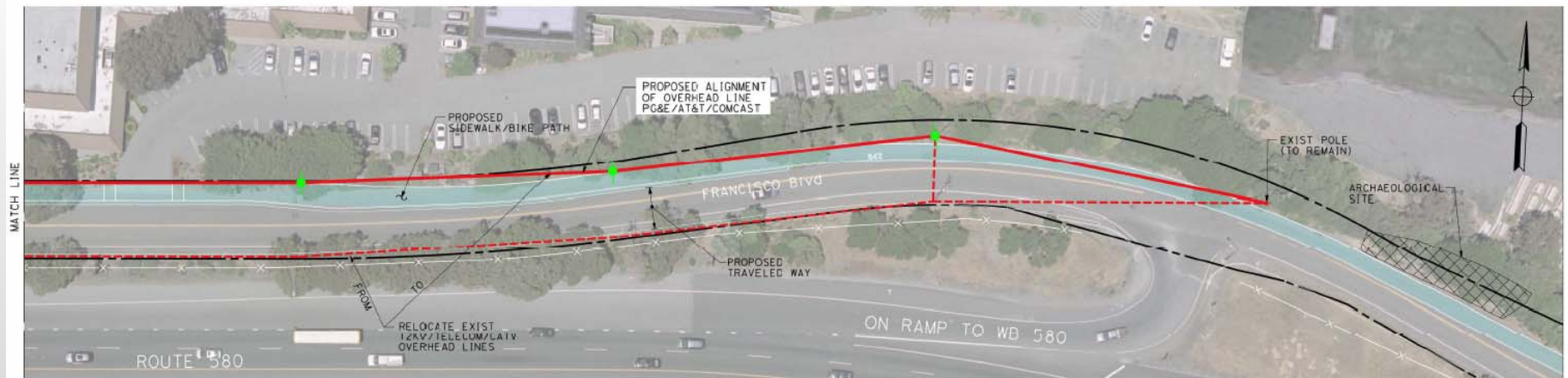
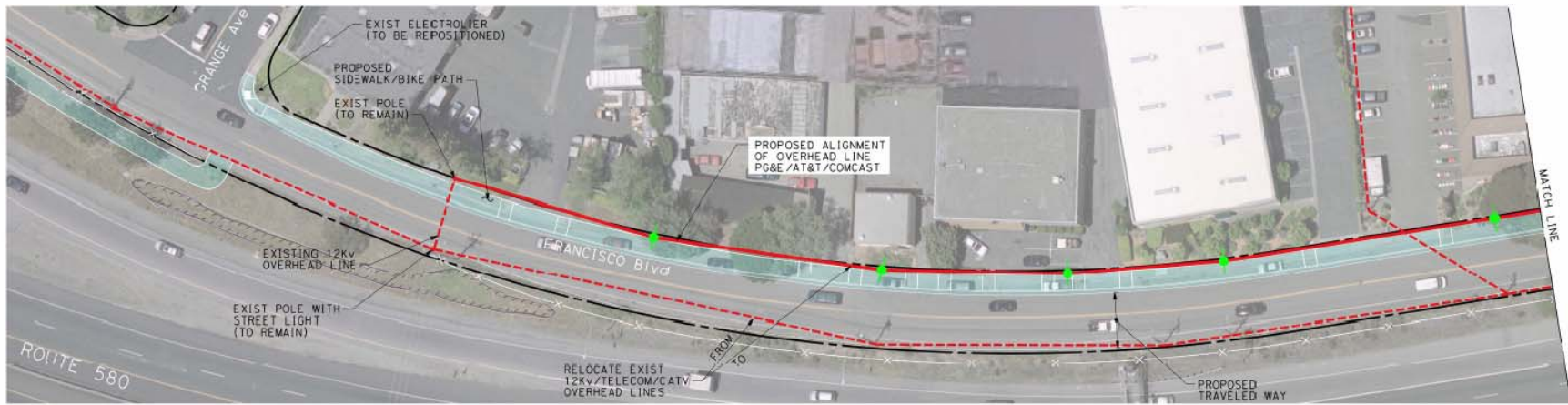
Schedule – Bike Ped Path



Risks to Bid Schedule – Bike Ped Path

1. Executing agreements with PG&E for utility relocation
2. Obtaining easements from the private property owners along Francisco Blvd
3. Risk of having to go through condemnation process

PG&E Relocation on Francisco Blvd



Thank You

Questions?

