U.S. Department of Transportation
Federal Highway Administration

Central Federal Lands Highway Division
12300 W Dakota Avenue
Lakewood Co, 80228

CFT PROJECT DELIVERY PLAN ENDORSEMENT

Project Name & Number: Kaweah Bridge CA BLM 5910(1)

Project Cross-Functional Team Endorsement

I certify that I have been actively engaged during the development of the Delivery Plan; including the Scoping Report, Statement of Work, Budget Worksheet, Primavera Schedule, Project Agreement, Risk & Opportunity Management Plan, and Preliminary Construction Estimate. As the discipline's representative I have contributed to the evaluation of risk to be assumed in the delivery of the project (e.g., scope, schedule, and budget). By signing this endorsement I signify my acceptance of the delivery plan.

CFT Memeber	*Signature*
Project Manager: Nathan Allen	
Bridge: Karl Eikermann	
Design: Thomas McCrary	
Environment: N/A	
Geotech: Marilyn Dodson	
Hydraulics: Veronica Ghelardi	
Pavements and Materials: Jeff Felling	
Permits (404/401): N/A	
Permits (NPDES): N/A	
ROW & Utilities: N/A	
Safety: Leslie DeWitt	
Survey & Mapping: N/A	
Technology Delivery:	Signature Not Required. For Distribution ONLY
Project Controls Analyst:	Signature Not Requried. For Distribution ONLY

- Following CFT endorsement electronically distribute location (link) for delivery plan files to MB
- Following MB Endorsement electronically distribute location (link) for delivery plan files to the CFT (shown above) and PCA to develop baseline in P6

Management Board Endorsement

The Project Delivery Plan is hereby endorsed and development activities may begin.

Project Management Branch Chief	Signature	Date

PROJECT DELIVERY PLAN ENDORSEMENT

Project Name & Number: Guidotti Bridge CA BLM 19041(2)

Delivery Plan Document Checklist

Indicate all documents generated for inclusion in the delivery plan by checking (double clicking) the checkboxes.

INTERNALLY DELIVERED PROJECT	A/E DELIVERED PROJECT
Primary Documents (required)	Primary Documents (required)
☒ Delivery Plan Summary	☐ Delivery Plan Summary
☒ Scoping Report	☐ Scoping Report
☒ Project Agreement	☐ Project Agreement
☒ Risk & Opportunity Management Plan	☐ Risk & Opportunity Management Plan
☒ Preliminary Construction Estimate	☐ Preliminary Construction Estimate
☒ Internal Statement of Work	☐ Internal Statement of Work (Oversight Plan)*
☒ Internal Budget Worksheet	☐ Internal Budget Worksheet
☒ Primavera Schedule (Baseline)	☐ Primavera Schedule (Baseline)
☒ Funding Plan	☐ Funding Plan
Supplementary Documents (optional)	Supplementary Documents (optional)
☐ Communication Plan	☐ Communication Plan
☐ Project Specific Quality Control Plan	☐ Project Specific Quality Control Plan
☐ Project Specific Change Control Plan	☐ Project Specific Change Control Plan
☐ Procurement Plan	☐ Procurement Plan
☐ Lessons Learned & Closeout Plan	☐ Lessons Learned & Closeout Plan

* Oversight of A/E as described in the Internal Statement of Work and Internal Budget Worksheet is consistent with the A/E Oversight Guidelines unless specifically noted below:

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **INSPECTION REPORT**		
REGION NO.	**REPORT ON:** Kaweah Bridge- Scoping Trip Report	**DIVISION:** CFLHD
DATE: 7/10/2014	**INSPECTION MADE BY:** See below:	**PROJECT NO.:** CA BLM 5910(1)
IN COMPANY WITH: See below and also the attached Sign In Sheet *(all attendees were present at both the office meeting and site visit)*		

Federal Highway Administration (FHWA), Central Federal Lands Division (CFLHD)
Nate Allen, Project Manager
Karl Eikermann, Bridge Team Leader
Veronica Ghelardi, Hydraulics Engineer
Scott Wolfert, Construction Regional Engineer

Bureau of Land Management (BLM)
Bao-Tran Vo, Bakersfield Field Office, Civil Engineer
Jerry Stewart, Bakersfield Field Office
Paul Fulkerson, CA State Engineer

INTRODUCTION

The Federal Highway Administration, Central Federal Lands Highway Division, in partnership with the BLM will be replacing the existing substandard Kaweah (Case Mountain) Bridge off of Mineral King Road in Tulare County, CA.

BACKGROUND INFORMATION

The Kaweah Bridge consists of a 50-foot long steel rail car with timber decking and railing. The decking and railing are in poor condition, the bridge lacks bearing devices, and stress fractures have been observed on the rail car structure. The bridge is currently posted at a maximum load limit of 10 tons. The bridge will be replaced to meet current standards to provide for BLM maintenance and fire management access.

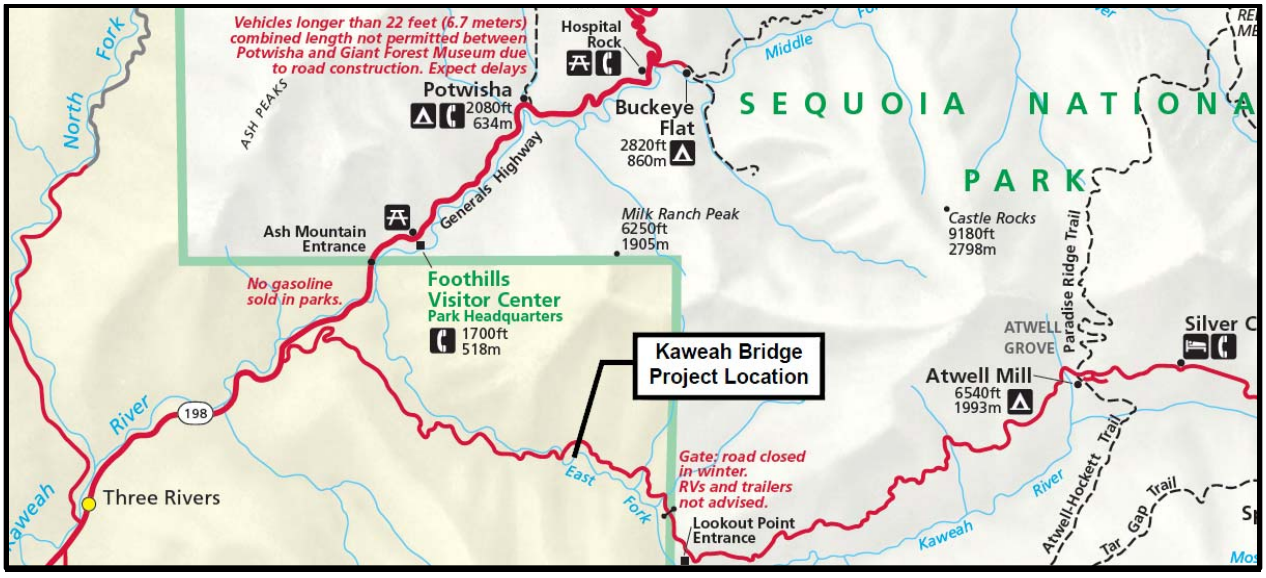

Figure 1 Kaweah Bridge Vicinity Map
(Source: NPS SEKI Driving Map www.nps.gov)

Figure 2 Project Site Map
(Source: www.maps.google.com)

OFFICE MEETING/ FIELD VISIT NOTES

In attendance at the office meeting and the following field visit was staff from the FHWA Central Federal Lands Highway Division (CFLHD), and the BLM.

Project Information

FHWA-CFLHD Project Number: CA BLM 5910(1)

State: California

County: Tulare

BLM Lands: Case Mountain Management Area

Road Name: Private Access Road

Project/Bridge Length: approximately 50'

Maintaining Agency: BLM

Total Project Funding (Includes PE, CE & CN): $465,000.00

Fiscal Year: No year funds

Funding Type: BLM Deferred Maintenance funds

Design Criteria

Functional Classification	Terrain	Type	Posted Speed	ADT	Vehicle Classification	Surface Type	Road Width	Structures on Segment
Local/Private Road	Mountainous	Bridge	N/A	Current: TBD Projected: TBD	Calfire Engine Type 34-35	Asphalt	11 ft.	Kaweah Bridge, Flume Bridge

Safety/Design

The existing road approaching the bridge is 11 feet wide. There are no existing terminal sections connecting to the bridge rail.

Environmental Compliance

The BLM will be completing the NEPA compliance which is anticipated to be a Categorical Exclusion (CE). FHWA will adopt the BLM decision document if required although there are no Title 23 funds on the project (all BLM Deferred Maintenance).

Bridge

From office meeting the following was noted:

- Existing bridge is one-lane bridge and posted to 10 tons. Per inspection reports provided by BLM, structure appears to have been constructed in 1967, with a timber redecking performed in 1982.
- Access to bridge is currently controlled by locked gate, and only accessible to local residents and BLM. The road provides access to private property owners and BLM administrative use. There are no plans to open the road to the public. Gate is approximately 500 feet from turnoff from Mineral King Road, and adjacent to resident driveway.
- BLM desires replacement structure to provide vehicular access for fire suppression equipment. New structure will be designed by AASHTO LRFD Bridge Specifications to current live load standards, HL93.
- Alternate access to South Side of bridge is approximately 20+ miles to SH 198 via Salt Creek Road. BLM stated that temporary closure of the site is ok to accommodate removal and construction of new bridge. Temporary structure not required. There is one resident driveway at the gate location, to which access would presumably need to be maintained during construction.
- The new bridge will provide 12' minimum clear width from inside to inside of railing. FHWA ran turning template for the Cal Fire Engine Type 34-35 and determined this width to be adequate for the horizontal curves at the ends of the bridge.The BLM agreed to the 12' clear width.
- The bridge railing height will be based on vehicular use only, and will be designed to provide TL2 crash test level requirements. BLM requested an end treatment be investigated to mitigate the possible rail end hazard. BLM prefers weathering steel be used for steel components of railing in lieu of galvanizing or paint.
- No special design or aesthetic requirements other than weathering steel were noted by BLM.
- Preliminary replacement options were discussed with respect to construction time, budget, and site access. Prefabricated modular steel girder bridges, have been used successfully by FHWA for projects with similar type constraints, including the Disney Bridge which was designed for National Park Service at the nearby Mineral King trailhead site. This type structure meets FHWA Everyday Counts (EDC) initiatives for accelerated bridge construction. Further investigations and discussion will be presented in the Bridge Selection Memo.
- Discussed options for final bridge deck surface, as the modular steel girder may be provided with either timber glulam deck panels, or structural steel decking filled with asphalt, gravel ballast, or cast-in-place concrete. The asphalt/ballast option would be on the low construction cost/higher maintenance side versus the cast in place concrete option which would be on the higher cost/lower maintenance side. After some discussion, group agreed that the timber glulam deck panel option would provide the best overall balance with respect to cost and maintenance.
- BLM requested FHWA load rate the Kaweah Flume bridge (photo #9), located just beyond the Kaweah Bridge. Presently the bridge is posted for 10 tons, but BLM would like consistency in capacities for these bridges. FHWA received available information from the BLM on this bridge to assist with load rating.
- Regarding winter work, National Park Service (Sequoia) reports that winters get below freezing and even into the spring (March/April), although any snow fall melts quickly.

Construction after April may be preferable due to warmer temperatures and less rain. The construction should also be phased to coincide with other FHWA-CFLHD construction projects in the area to minimize construction engineering costs.

- No utility work will be required.

From field inspection of the existing bridge the following was noted:

- The bridge is on the Case Mountain Road, situated approximately 1000 feet from Mineral King Road. From the intersection of SH 198, in Three Rivers, it is approximately 6.5 miles on Mineral King Road to the Case Mountain Road turnoff.
- Site access from SH 198 via Mineral King Road is somewhat limited as this road has numerous horizontal curves and varies in width from approximately 12' to 20' wide. Case Mountain Road is single lane width paved. Besides the widened areas beyond the existing bridge abutments no substantial staging areas were noted at project site.
- Existing Kaweah Bridge is approximately 49'-7" long bridge composed of steel railroad flat car supported on concrete piers with two short cantilevers at the ends. Decking is composed of several layers of timber planks. Timber decking is in poor condition and some of the running planks are starting to become detached from deck. The rail car is in fair condition, but as mentioned in bridge inspection report is very difficult to load rate. The cantilevered end spans are undesirable due to reasons explained below.
- Existing bridge railing is composed of 2 ½" diameter tubular steel members and would not be adequate for vehicular impacts. The 45" height suggests the function to be more suited for pedestrian traffic, although opening sizes would not be adequate per current AASHTO requirements. Timber wheel guards, located inside the steel bridge railing on both sides of the bridge provide 10' clear roadway width.
- Paint on existing steel railcar most likely contains "red lead" due to age of structure. Assuming no testing is performed to validate, will need to provide specifications for contractor to ensure proper safety measures during handling and disposal of bridge as a hazardous material.
- Wingwalls for the existing bridge are mortared solid stone masonry walls, flared out from bridge ends. Thickness varies from approximately 18" to 21". No distress was noticed in walls, and overall appeared to be in good condition. Walls are independent of bridge structure and at Abutment 1, the exposed toe locations, near bridge end, were clearly founded directly on massive rock formation (photo #5). At the abutment 2 location the upstream wingwall appeared to be founded near the top of a sloped cement bag wall, which was in turn founded on massive boulder (photo #6). A void approximately 12" in diameter by 4' long was observed inside the sloped cement bag wall approximately 4' above the base (photo #11-13). The support conditions of the downstream wingwall (photo #8) is unclear, as the large rock/soil conglomerate along the outside face of the wall kept bottom unobservable. Stone masonry parapets sit atop all of the wingwalls. Soil buildup along the shoulders has reduced the exposed height of the parapets subsequently reducing any effectiveness as a traffic barrier.
- Minor erosion and loss of embankment material (conglomerate of rock and soil) was noted at abutment 2 location (photo #7). A big contributor to this is the cantilever configuration and subsequent lack of backwall of the existing structure. The length of cantilever from the support pier also contributes to this as the embankment material has more room to "squeeze out" before being confined by the pier. This wasn't noted at the abutment 1 location, where the cantilever is substantially shorter, and able to provide adequate support for the end embankment.

Proposed replacement structure:

- Proposed structure type will be selected to minimize construction duration and thereby disruption to local residents. Try to keep construction duration relatively short (less than 3 months).
- New bridge will be located at same location on existing straight alignment to minimize site disturbance. Existing grades at ends of the bridge will be maintained with new structure.
- For scoping estimate, initial structure size of 12' wide (clear) by 60' long replacement bridge will be assumed. The bridge length will be optimized during the TSL (type, size, and location) phase. The 12' width improves on the existing 10' clear width while still fitting between existing wingwalls without requiring modification to existing configuration.
- To minimize construction duration propose prefabricated modular girder type bridge with timber glulam deck panels. Steel girder components would be weathering steel to minimize maintenance. Timber running planks can be provided to extend the life of the deck. Steel bridge railing with w-beam or thrie-beam type rail is proposed to facilitate transition connections if required, and also to simplify future maintenance. Photo #10 shows an example of a flared end treatment which would provide a significant improvement over existing railing installation. This type of treatment has been utilized in low speed low volume installations on modular bridges as shown in the photo.
- Due to uncertainties in hauling limitations on Mineral King and Case Mountain Roads and limited available staging areas within the project site, propose structuring modular bridge requirements to allow contractor to determine the "piece" size limits prior to fabrication. This gives them flexibility in determining the most efficient method to balance erection equipment requirements and staging area limitations with on-site construction requirements.
- Provide conventional cast-in-place concrete abutments, located behind the existing concrete piers, to provide simple span support for the prefabricated modular bridge. It is assumed that abutment 1 can be founded on rock due to relative closeness to surface. Due to unknown depth of rock at Abutment 2, barring a geotechnical investigation to determine depth, it is assumed that a spread footing on soil would be used. To provide global stability to abutment, the footing would need to be set back from the existing end of bridge.
- To reduce the cast-in-place concrete unit price, which is anticipated to be relatively high based on the small quantity required, sheet pile endwalls may be used. These are typically weathering steel material laid horizontally across the girder ends and would extend between inside of wingwalls to confine approach embankments.
- A portion of the existing concrete piers will need to be sawed off the top to accommodate the new bridge girders, but as these are founded in rock would propose leaving the bottom portions in place to help provide embankment support to new bridge abutment footings.
- New structure will be load rated for HL93 vehicular load.
- Propose rating Kaweah Flume Bridge by part 6B of AASHTO Manual for Bridge Evaluation, which is consistent for existing bridges, presumably designed by AASHTO Standard specifications. After reviewing prior load rating (1999) provided by BLM, it is clear that the timber decking of this structure would not pass for the heavier HL93 vehicle, which the replacement Kaweah Bridge structure will be designed for. This is typical for older structures. Propose rating the Flume Bridge for the H20 vehicle (20 tons) which will accommodate the Cal Fire Engine Models 34-35 (35,000 lbs. gross vehicle weight). It should be noted, with load rating of existing timber structures, the decking in this case, is

heavily influenced by judgment of relative condition of the timbers. The steel girders, on the other hand, appeared to be well above capacity, based on the BLM 1999 load rating, and may even be above capacity for HL93 loading. Input from BLM will be required before proceeding with the load rating of this bridge.

- Proposed bridge replacement structure will meet FHWA EDC initiatives for prefabricated bridge elements. Additionally GRS-IBS foundations will be considered at abutment 2 to see if any savings can be realized with the anticipated spread footing construction at this location.
- Need to determine if any of the existing bridge materials (rail, steel railcar structure, etc..) will be salvaged for use by the BLM.

Hydraulics

From office meeting the following was noted:

- Since the bridge is set on bedrock high above the stream, to keep costs down, survey will not be obtained unless absolutely needed.

From field inspection of the existing bridge and channel the following was noted:

- The existing bridge is ~ 50 ft long abutment to abutment and sits on bedrock approximately 49 feet above the channel bed at the downstream face of the bridge.
- The channel is composed of large rock outcroppings and bedrock. Upstream and downstream there are large boulders on top of the bedrock
- The channel necks down immediately in front of the bridge due to left abutment reinforcing of the canyon wall and natural bedrock extending into the channel at the upstream face of the bridge.
- There is a large, full width plunge pool starting under the bridge that extends about 30 ft downstream. Water upstream flows over large rocks into the pool.
- The channel slope is fairly steep, perhaps as much as 4%.

The bridge over the flume does not require any hydraulic analysis. Flow stays in the flume and the bridge need only span the flume.

Geotechnical

A geotechnical engineer was not in attendance at the field visit. The assumptions below are based on observations of the project team that visited the project site:

The existing bridge piers appear to be founded on shallow bedrock. No formal investigation is anticipated. It's assumed that both new abutments can be founded on spread footings. A field review will be conducted early in the design phase with the geotechnical lead and bridge lead.

Survey & Mapping

No field mapping of the existing bridge is proposed. It is assume that the replacement bridge will be constructed in the same location. Field measurements taken at the scoping site visit will be used to design the replacement structure and draft the plans.

Pavements & Materials

The existing Case Mountain Road consists of a relatively new asphalt surface. No additional roadwork is anticipated beyond the limits of the new bridge.

Permits

No permits should be required. The construction limits are assumed to be above the ordinary high water mark and the construction area will be less than 1 acre.

Utilities

The 6 mile flume located adjacent to the Kaweah Bridge is owned and maintained by Southern California Edison power company and provides water to the Kaweah One Powerplant. The flume will not be disturbed during construction.

Risk & Opportunity Management

See below for primary project risks:

- Budget- Project budget being too small to fully fund the construction of the replacement bridge. This risk can be mitigated by allowing sufficient time for the bridge fabrication in advance of installation, by advertising the project well ahead of the allowable construction season (starting in May 2015). In addition if the bids still come in higher than the budget this will provide time for the BLM to locate additional funds, if required.
- Access limitations for construction equipment on Mineral King Road- The risk posed by the limitations for construction equipment access on Mineral King Road can be mitigated by providing the contractor flexibility in selecting the piece size limits for the bridge structure prior to fabrication.

Right of Way (ROW)

According to the BLM the ROW at the bridge is approximately 50' total width (25' from centerline). The BLM will verify the existing ROW and send documentation to FHWA.

Construction

It is assumed that Case Mountain Road will be closed at the bridge site for the full duration of construction. Alternate access to the south side of the bridge is available via Salt Creek Road from SR 198 in Three Rivers. Construction water may be available from the 6 mile flume. Southern CA Edison should be contacted regarding pumping water out of the flume.

Funding Plan

100 percent of the project funding is provided from the BLM Deferred Maintenance Program.

Technology and Innovation Initiatives

EDC INITIATIVE www.fhwa.dot.gov/everydaycounts/	INITIATIVE APPLICABLE TO THE PROJECT?	
	YES	NO*
Geosynthetic Reinforced Soil – Integrated Bridge System	☒	☐
Prefabricated Bridge Elements and Systems	☒	☐
Slide-in Bridge Construction	☐	☒ (a)
Intersection and Interchange Geometrics	☐	☒ (b)
Intelligent Compaction	☐	☒ (c)
High Friction Surface Treatments	☐	☒ (d)
Safety Edge	☐	☒ (d)
Warm Mix Asphalt	☐	☒ (d)
Three-Dimensional Modeling	☐	☒ (e)
Programmatic Agreements	☐	☒ (f)
Implementing Quality Environmental Documentation	☐	☒ (f)
Geospatial Data Collaboration	☐	☒(g)
Construction Manager/General Contractor	☐	☒(h)
Design Build	☐	☒(i)
Alternative Technical Concepts	☐	☒(i)

***Justification:** *(Address why specific EDC initiatives do not apply or were not considered for this project*

(a) Site characteristics and bridge types proposed not amenable to slide in construction.

(b) No intersection on project.

(c) No road work is anticipated beyond the limits of the proposed bridge replacement.

(e) The project does not include significant earthwork and grading.

(f) N/A- The BLM is completing the NEPA compliance/ environmental documentation.

(g) The project will not require sharing large amounts of GIS data.

(h) No complex project requirements have been identified that would benefit from the CM/GC method.

(i) The project is too small to justify Design Build or Alternative Technical Concepts

PHOTOS

Photo #1 – North approach

Photo #2 – South approach

Photo #3 – Bridge profile (looking downstream)

Photo #4 – Bridge profile (looking upstream)

Photo #5 – Abutment 1 (North)

Photo #6 – Abutment 2 (South)

Photo #7 – Erosion at Abutment 2

Photo #8 – Abutment 2 downstream wingwall

Photo #9 – Kaweah Flume Bridge

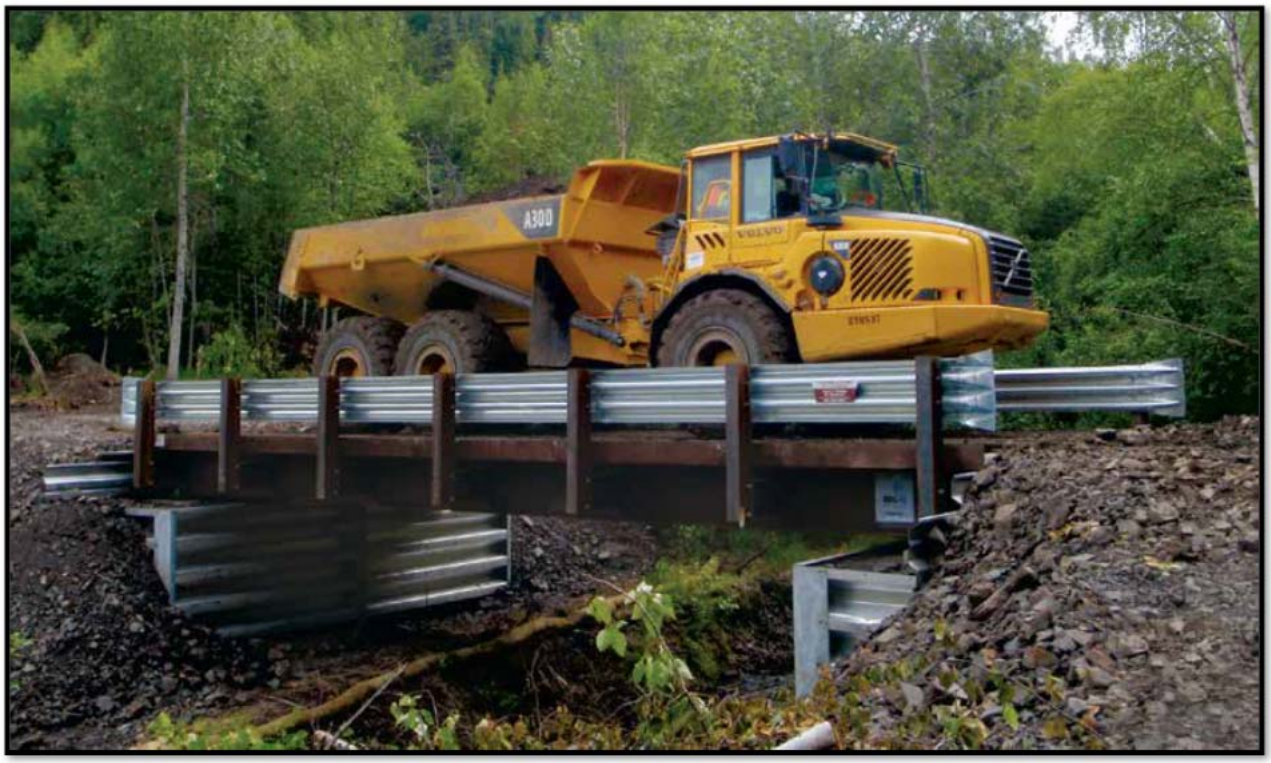

Photo #10 – Bridge Railing Flared End Treatment

Photo #11 – Void in Cement Bag Wall (Abutment 2)

Photos #12, 13 – Void in Cement Bag Wall (Abutment 2)

Photo #14 – Upstream Channel

Photo #15 – Channel at bridge (looking downstream)

Photo #15 – Downstream Channel

APPROVED FOR DISTRIBUTION

Nate Allen, P.E.
Project Manager

8/7/2014
Date

ATTACHMENTS:
Meeting Sign In List

DISTRIBUTION:

Federal Highway Administration (FHWA), Central Federal Lands Division (CFLHD)
Nate Allen, Project Manager
Karl Eikermann, Bridge Team Leader
Veronica Ghelardi, Hydraulics Engineer
Scott Wolfert, Construction Regional Engineer
Marilyn Dodson, Geotechnical Engineer
Thomas McCrary, Design Engineer

Bureau of Land Management (BLM)
Bao-Tran Vo, Bakersfield Field Office, Civil Engineer
Jerry Stewart, Bakersfield Field Office
Paul Fulkerson, CA State Engineer

SIGN IN - Kaweah Bridge - Scoping Meeting
7/10/14 8am

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SCOPE OF WORK

EAST FORK KAWEAH RIVER BRIDGE
CA BLM 5910(1)

Scoping/Preliminary Design/Final Design

Federal Highway Administration
Central Federal Lands Highway Division

August 1, 2014

I. GENERAL INFORMATION

A. INTRODUCTION

This Scope of Work (SOW) is to perform engineering, hydraulic, geotechnical, structural and project management services towards delivery of a 100% plan set for the proposed replacement of the Kaweah Bridge near Case Mountain Management Area in Tulare County, CA.

B. PROJECT SUMMARY

The Federal Highway Administration, Central Federal Lands, in cooperation with the BLM, are proposing to replace the existing Kaweah Bridge. The Bureau of Land Management, Deferred Maintenance program, provides funding for this project.

The bridge was originally built in 1967 and transferred to the BLM sometime in the 1990s. The existing bridge spans the East Fork of the Kaweah River and is a one-lane bridge composed of a steel railroad flat car supported on concrete piers with timber decking and tubular steel rail. The timber decking has been replaced in 1982 and 1994. The bridge is currently posted at a maximum load limit of 10 tons. The project will replace the structure including all required substructure (foundation work). In addition the adjacent flume bridge will also be load rated. It is anticipated that construction activities will not require work in the active channel of the Kaweah River (below the ordinary high water mark).

II. WORK REQUIRED

A. PROJECT DEVELOPMENT PLANNING

Project Development Planning previously completed.

B. PROJECT MANAGEMENT

Project Management (P6 Activity PM)

Step 1. Project Management oversight. Typical activities include, but are not limited to, the following:

- Identify the project requirements and determine complexity of the work, technical activities, schedules and resources
- Discuss and coordinate project requirements designated project team contacts
- Prepare and maintain project design files & supporting documentation for correspondence, reports, design details and calculations of quantities that are included in the plans.
- Update Project Development Plan (PDP)

Project Management During Acquisitions (P6 Activity PMA)

Step 1. Project Management support during acquisition. Typical activities include, but are not limited to, the following:

- Coordination with acquisitions
- Response to bidder questions

C. ENVIRONMENT

BLM will be completing the NEPA compliance process which is anticipated to be a Categorical Exclusion (CE). There are no Title 23 funds on the project (all BLM Deferred Maintenance). No CFL work anticipated.

D. PERMITS

All construction activities are anticipated to be completed outside of the active channel (above the ordinary high water mark) so no 404/401 permits are anticipated. The area of disturbance is less than 1 acre so no NPDES permit is anticipated.

Develop Draft NPDES Permit Package (P6 Activity EP2.0)

Determine permit types and then develop SWPPP and NOI.

Assumptions for EP2.0 Activity:

- **Project will disturb substantially less than 1 acre. No NPDES permit anticipated.**

Step 1. Review erosion and sediment control plan best management practices
- Review project documents (plans, SCRs, NEPA, etc)

Step 2. Communicate with CFT any conditions that need to be addressed in plans and SCR's

Deliverables for EP2.0 Activity:

- PS&E Review Comments

E. SURVEY

No survey/mapping is anticipated. The plans will be based on field measurements.

F. HIGHWAY DESIGN

Develop 30% Design (P6 Activity D2)

Provide CFT support for the Bridge TS&L development

Step 1. Cross Functional Design Support
- Provide highway design support for preliminary structural design and layout.
- Provide highway design support for hydraulics and geotechnical design.

Deliverables for D2 Activities

Internal Distribution Deliverables
- Any required files to support the Bridge TS&L development

External Distribution Deliverables
- None

Develop 95% Design (P6 Activity D4)

Develop and distribute the final design and preparation of the 95% PS&E package. See 95% Development Checklist for more specific details. Hours for incorporating 70% comments into the plans are in included in applicable items below

Step 1. Temporary Traffic Control

- Identify potential detours and road closures
  Assumption: Full closure.

Step 2. Plan production

- Standards, Details, Specials and project specific plan sheets
  - Verify/update all applicable FLH Standard Plans and CFLHD Details to current version
  - Finalize project Special Drawings and project specific plan sheets

  Assumption: Project specific sheets: Title sheet, site map, summary of quantities, TTC sign location sheet
- Finalize sheets
- Finalize all plan quantities, summaries and tabulations
- Assemble the 95% plan package according to the CFLHD CADD Manual and the 95% Development Checklist.

Step 3. Cross Functional Design Support

- Provide highway design support for final structural design and layout
- Provide highway design support for final hydraulics design

Step 4. Engineer's Estimate

- Finalize the unit price analysis for all pay items and cost estimate for each bid schedule (if more than one)

Step 5. Construction Schedule

- Finalize CPM construction schedule, production rates/durations for all construction items, update calendar, and written narrative discussing critical schedule elements

Step 6. Specifications

- Finalize the Special Contract Requirements (SCR's). Include all appropriate up-to-date SCR's from the Library of Specifications. Use the Track Changes feature to highlight or redline project specific requirements to facilitate FHWA review

Step 7. Project Documentation

- Finalize ERFO Highway Design Standards Exception Memo-
  Assumption: No HDS will be required
- Prepare a draft Project Engineer's Memo (PE Memo)

Design Peer Review & Update 95% Design (P6 Activity D4PRE)

Step 1. Peer Review

- Assemble, print, and distribute PS&E package for review. Conduct peer review and incorporate review comments into PS&E package.
- Distribute 95% Plans, Specifications, and Estimate package for an in-office review by the CFT

95% Update and External Review (P6 Activity D4PR)

Step 1. Update PS&E from internal review comments

Step 2. External Review

- Print and distribute the 95% package to external agencies

- Prepare draft responses to external reviewers

Deliverables for D4 Activities

Pre-Submittal/Peer Review Deliverables

- Draft 95% Plans, Specifications and Estimate for Pre-Submittal Review
- 95% Design Support Documents
  - Draft Unit Price Analysis

Internal Distribution Deliverables

- 95% Plans, Specifications and Estimate for Internal FHWA Distribution
- 95% Design Support Documents
  - 95% Development Checklist
  - CPM Construction Schedule
  - Unit Price Analysis
  - Draft ERFO Highway Design Standards Exception Memo Draft Project Engineer's memo

External Distribution Deliverables

- 95% Plans, Specifications and Estimate for External FHWA Distribution
- 95% Design Support Documents
  - 95% Internal Distribution Comment and Response Form, including draft responses
  - CPM Construction Schedule
  - 95% External Distribution Comment and Response Form, including draft responses

Develop 100% Design and Contract Development (P6 Activity P2)

Includes revisions to the PS&E as a result of partner agency reviews and approval comments. This is 100% design. See 100% Development Checklist for more specific details.

Step 1. Finalize PS%E

- Incorporate comments and print, compile, and deliver the final PS&E package to FHWA

Assumption: Project Manager will complete the advertisement checklist

Design Peer Review and Update 100% Design (P6 Activity P2PRE)

Step 1. Peer/Pre-submittal Review

- Assemble, print, and distribute PS&E package for review. Conduct peer review and incorporate review comments into PS&E package.
- Distribute Final Plans, Specifications, and Estimate package for an in-office review by the CFT

Deliverables for P2 Activities

- 100% Plans, Specifications and Estimate for Internal FHWA Distribution
- 100% Design Support Documents
  - 100% Development Checklist
  - 95% Comment and Response Form, including responses
  - Final CPM Construction Schedule
  - Final Unit Price Analysis

- ERFO Highway Design Standards Exception Memo (signed)
- Draft Project Engineer's memo

Project Engineer's Package (P6 Activity D5)

Assemble Project Engineer's Design Package. See Project Engineer's Notebook checklist for more specific details

Step 1. Complete the Project Engineer's Notebook

- Complete checklist. See the Project Engineer's Notebook checklist for more information
- Finalize Project Engineer's memo
- Assemble Project Engineer's Notebook according to the PE notebook checklist including project documentation.

Deliverables for D5 Activity

- Final PE memo
- Project Engineer's Design Package, including two complete hard copies and three CD's of Staking data

G. RIGHT OF WAY

No work anticipated. The bridge is on BLM ROW.

H. UTILITIES

No work anticipated. No utilities will be disturbed.

I. GEOTECHNICAL

Draft Geotechnical Report (P6 Activity G3)

Conduct geotechnical analyses and prepare a draft final geotechnical report with recommendations for earthwork, structure foundations, landslides and slopes, material sources, special construction requirements, etc.

Step 1. Conduct geotechnical analyses for slopes, cuts, fills, structures, as required.

- Conduct site visit
- Conduct global and external stability analysis for retaining walls and structures (sliding, bearing, overturning, and slope stability).
- Develop temporary excavation, shoring, and dewatering alternatives for structure excavations as needed.
- Conduct shallow foundation and embankment bearing capacity and settlement analyses, and develop/evaluate design alternatives. Develop alternatives to eliminate or minimize excessive settlement in areas of compressible soils.
- Evaluate constructability issues pertaining to geotechnical features within the project, and develop alternative construction options as needed.

Step 2. Prepare and issue a *DRAFT Final Geotechnical Report* incorporating the following:

- Relevant findings from other geotechnical information sources

- Specific recommendations based on G3 analyses.
  - Present an interpretation of the regional and local geology, seismic conditions, and geographic setting (precipitation, frost depths, etc.).
  - Provide annotated site photographs, and general project location maps.
  - Present the types and methods of analyses conducted, including tabled input values, criteria, and findings, and append relevant examples.
  - Provide a statement of limitations describing the potential for material type and properties variation between exploration locations, and that explorations were conducted for design purposes only. Draw distinctions between factual and interpreted data and findings.
- Provide specific recommendations for the following:
  - Suitable/unsuitable soils and aggregates by location (including wasting options/locations).
  - Soil and rock shrink/swell properties, station-to-station.
  - Rock rippability.
  - Subsurface drainage.
  - Excavation requirements, including blasting and shoring.
  - Cut and fill slope ratios, erosion control, and construction requirements.
  - Embankment foundation preparation and construction specifications.
  - Structure foundation type, capacity, and construction/testing specifications.
  - General constructability requirements for all geotechnical features.

Deliverables for G3 Activity

- *DRAFT Final Geotechnical Report*

Final Geotechnical Report (P6 Activity G4)

Update, revise and issue the FINAL Geotechnical Report and associated Geotechnical Advisories.

Step 1. Update and issue the *FINAL Geotechnical Report*, incorporating the latest geotechnical findings and recommendations, as well as CFLHD review comments and comments from other stakeholders.

Deliverables for G4 Activity

- *FINAL Geotechnical Report*

J. PAVEMENTS

No work anticipated. The existing roadway will not be disturbed beyond the limits of the proposed bridge.

K. MATERIALS and CONSTRUCTION SUPPORT DURING DESIGN (CFL Internal Projects Only)

Materials Recommendations (P6 Activity MAT1)

Review (1) Interim Geotechnical Memoranda. Provide Materials recommendations for incorporation into Draft Final Geotechnical Report.

Step 1. Review draft SCR's and make recommendations for use in DRAFT Final Geotechnical Report.

- Provide Materials recommendations for use in DRAFT Final Geotechnical Report pertaining to materials suitability as well as types of materials (i.e. cement type) and structures (i.e. culvert type) required for construction.

Deliverables for MAT1 Activities

- Materials Recommendations for Geotechnical Reports.

Materials CFT Support (P6 Activity CFT)

Provide support to the CFT after MAT1 activity is complete.

- Provide support to CFT.

L. HYDROLOGY/HYDRAULICS

Assumptions are that the water surface does not touch the low chord of the bridge. Will perform hydrologic analysis and rough hydraulic analysis. Assume abutments will be on competent rock so no scour analysis necessary or performed

Final Hydraulics Report (P6 Activity H3)

Finalize the bridge analysis and prepare the Final Hydraulics Report.

Step 1. Finalize bridge waterway analysis for proposed bridge designs

- Finalize modeling of water surface profiles and freeboard for proposed bridge designs

Step 2. Prepare the *Draft Hydraulics Memorandum*. Submit to CFLHD, and other stakeholders upon request, for review.

Step 3. Incorporate CFLHD review comments, and comments from other stakeholders, and submit a *FINAL Hydraulics Memorandum*.

Deliverables for H3 Activity

- *DRAFT Hydraulics Memorandum*
- *FINAL Hydraulics Memorandum*

Hydraulics CFT Support (P6 Activity H4)

Step 1. Provide support to CFT after Final Hydraulics Report is complete.

- Provide support to CFT

M. BRIDGE

Structural Layout (P6 Activity B2)

Determine structural width, length, type, location, alternative types, typical structural section and any special details or client requests. Structures included in this activity will be the replacement structure for the East Fork Kaweah Bridge

Structure Selection

Step 1. For Bridge site identified in the Scoping Report, prepare a *Bridge Selection Memo* with supporting drawings, tables, and discussion as needed. Incorporate recommendations from *Hydraulic and Geotechnical Team members.* Incorporate existing plan and profile. Include the following:

- Review the structure site data to determine the requirements that will control the structure size, layout, and type.
- Propose recommended superstructure and substructure alternative(s). Propose foundation alternative(s). Determine the structure length, width, and span configurations that satisfy horizontal and vertical clearance criteria. Consider hydraulic opening and potential scour requirements.
- Consider construction duration.
- Consider environmental constraints.
- Consider restrictions due to site access and transport limitations, and local material availability.
- Include discussion on major items or issues such as future maintenance that might affect the selection of a preferred alternative.
- Recommend a structure layout and type.
- Include a list of references of available reports, investigations, and technical memorandums used in preparation of the *Bridge Selection* Memo.
- Include preliminary/conceptual cost estimates for one lane bridge based detailed unit costs.
- Consider EDC initiatives.

Structure Preliminary Layout

Step 2. For the alternative identified in the *Bridge Selection Memo* prepare a *Bridge Preliminary Layout (TS&L)*. Incorporate recommendations from *Hydraulic* and *Geotechnical Team Members.* Incorporate existing plan and profile.

- See the *Federal Lands Highway Bridge Office* (FLHBO) *Bridge Plan Checklist*, specified in Section III, for information to be included on the *Bridge Preliminary Layout (TS&L)* drawing(s).
- Obtain acceptance by CFLHD on the Bridge Preliminary Layout (TS&L) prior to beginning work on Task B3 - Structure Design and Check.

Step 3. Prepare bridge preliminary cost estimate for the approved alternative based on detailed unit costs.

Step 4. Perform bridge load rating for the Flume Bridge

- Provide calculations, notes, and assumptions necessary to complete the load rating.
- Use dimensions and information provided by BLM to characterize the bridge
- Complete the FHWA Load Rating form, specified in Section III.

Step 5. Prepare independent load rating of the Flume bridge.

- Provide independent calculations, notes, and assumptions necessary to complete the load rating.
- Verify the results of the FHWA Load Rating form, specified in Section III.

Deliverables for B2 Activity

- Bridge Selection Memo (include in 30% submittal)
- Bridge Preliminary Layout (TS&L) and preliminary cost estimate (include in 30% submittal)
- Bridge 30% Special Contract Requirements

- Bridge Load Rating for Flume bridge

Structural Design and Check (P6 Activity B3)

Structural analysis, design, and check of the structure. Draft contract plans, prepare special contract requirements, and the engineer's estimate. Structures included in this activity are the East Fork Kaweah River Bridge over El Toro Creek replacement structure. For the purposes of the preliminary engineering estimate a single span prefabricated steel girder structure with timber glulam deck panelsabutment caps and integral wingwalls is assumed. Foundations are assumed to be spread footings cast on ground or rock.

50% Superstructure Design

Step 1. Provide calculations for the structural design of the bridge. Annotate design calculations with specific references to the applicable design specification. Perform calculations for all elements of the superstructure including:

- Footings
- Abutment caps
- Endwalls and wingwalls (if required)
- Railing transitions (if required).
- Reinforcing bar lists.

95% Structure Drawings

Step 2. Prepare plan sheets for the bridgee. Follow the format in the FLHBO Bridge Plan Checklist specified in Section III. Incorporate recommendations from *Hydraulics Memorandum and Geotechnical Memorandum* as issued. Provide plan sheets for the following:

- Plan and elevation
- General notes and estimate
- Foundation layout
- Endwalls and wingwalls (if required)
- Typical section
- Deck
- Railing and transition railings
- Reinforcing bar lists

95% Structure Independent Check

Step 3. Prepare independent design calculations for the bridge . Check the structural design of all elements of the structure as detailed in the 95% Structure Drawings. The independent check will verify design methods, and functional requirements. Check calculations shall be annotated with specific references to the applicable design specification sections.

Step 4. Check the 95% Structure Drawings for completeness and accuracy.

95% Structure Quantities and Itemized Cost Estimate

Step 5. Prepare bridge plan item quantity calculations and document itemized cost estimate

Step 6. Check the 95% Superstructure Quantities and Itemized Cost Estimate for completeness and accuracy.

95% Structure Special Contract Requirements

Step 7. Prepare Bridge Special Contract Requirements.

- Prepare unique Structure Special Contract Requirements required by the design.

Step 8. Check the 95% Structure Special Contract Requirements for completeness and accuracy.

Deliverables for B3 Activity

- 95% Structure Design Calculations and Independent Check
- 95% Structure PS&E

Structural PS&E Revisions (P6 Activity B4)

Complete any necessary revisions to the Structure 95% PS&E package.

100% Structural PS&E Supporting Data

Step 1. Complete any necessary revisions to the 95% Structure Design. Provide calculations and independent check calculations for the 100% Structural Design.

100% Structural PS&E

Step 2. Revise 95% Structural Drawings.
Step 3. Revise 95% Structural Special Contract Requirements.
Step 4. Revise 95% Structure Quantities and Itemized Cost Estimate.

Deliverables for B4 Activity

- 100% Structural PS&E Supporting Data
- 100% Structural PS&E

Bridge CFT Support (P6 Activity CFT)

Provide support to CFT outside of above activities.

- Provide support to CFT

N. MEETINGS AND FIELD REVIEWS

Design Meetings, Plan Reviews, and Field reviews

Step 2. Attend the Scoping Meeting and Site Visit with the CFLHD Project Manager. The Consultant Project Manager and Design Engineer are required at the Scoping Meeting. It is anticipated that the Scoping Meeting will last 3 days including travel. The consultant is responsible for making all travel arrangements for their staff including airfare, rental car and hotel. (P1SV Activity)
Step 3. Geotech & Bridge Site Visit- It is anticipated that the field review will be completed concurrent with other project travel in the area in less than 1 day
Step 4. 95% Design Internal CFT Review (D4PRI Activity)
Step 5. 95% CFT Review Meeting (D4PRI Activity)

Environmental Meetings and Field Reviews

No meetings required, the BLM will lead the NEPA compliance process.

Deliverables for Meetings and Field Reviews

- CFT Meeting Minutes

O. PROCUREMENT AND ACQUISITIONS (CFL Internal Projects Only)

Pre-advertisement (P6 Activity Q1)

Step 1. Procurement acquisition, pre-advertisement tasks and preparation such as synopsis & presolicitation

P&A Advertisement Phase (P6 Activity Q2)

Step 1. Amendments, receipts of questions from bidders, coordination of questions, response to questions

P&A Closeout (P6 Activity Q3)

Step 1. Procurement and acquisition award of bid and final close-out of bid activities

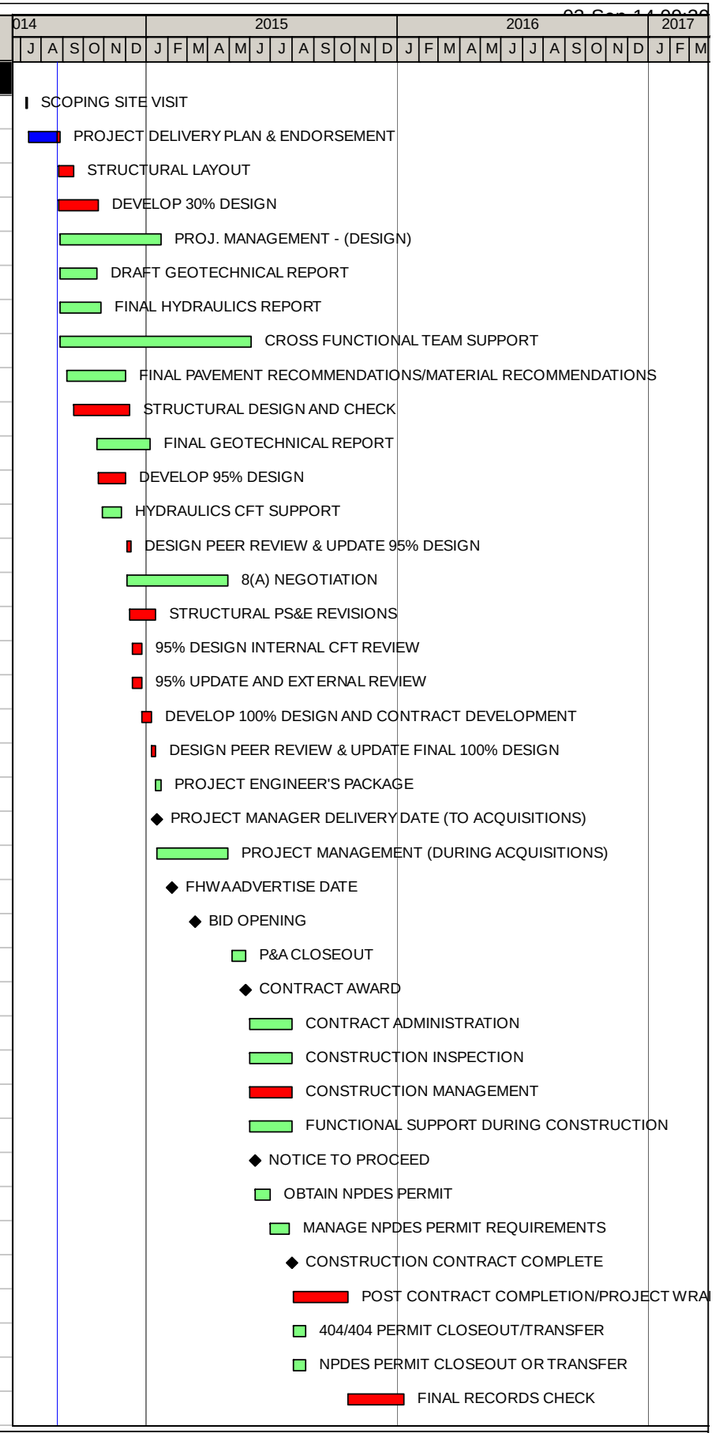
II. DELIVERABLES AND SCHEDULE

Milestone Activity Schedule	
Milestone	**Completion Date**
TS&L for external review	9/15/14
Geotech & Bridge Field Review	9/3/14
95% External Review	12/11/14
100% PS&E	1/14/15
Advertisement	2/7/15

III. CROSS FUNCTIONAL TEAM

FHWA-CFLHD Cross Functional Team
Project Manager/Construction Operations Engineer: Nate Allen
Utilities: N/A
Environment: N/A
Survey: N/A
ROW Documents: N/A
Geotechnical: Marilyn Dodson
Pavements & Materials: Jeff Felling
Hydraulics: Veronica Ghelardi
Highway Design: Thomas McCrary
Bridge Design: Karl Eikermann
Construction: Scott Wolfert
QA/QC: Chris Longley
Safety: TBD

Activity ID	Activity Name	Original Duration	Remaining Duration	% Compl.	Start	Finish	Tot Flt	BQ hrs	AQ hrs	RQ hrs	At Cmplt hrs	Units % Complete	Primary Resource
CA BLM 5910(1) KAWEAH BRIDGE		378	345	9.78%	09-Jul-14 A	11-Jan-16	0	1086	89	997	1086	8.2%	
94P1SV	SCOPING SITE VISIT	3	0	100%	09-Jul-14 A	11-Jul-14 A		32	32	0	32	100%	W-ALLEN.Allen, Nathan M
94P1	PROJECT DELIVERY PLAN & ENDORSEMENT	34	4	76.62%	14-Jul-14 A	28-Aug-14	0	75	57	18	75	76%	W-ALLEN.Allen, Nathan M
94B2	STRUCTURAL LAYOUT	14	14	0%	27-Aug-14*	16-Sep-14	0	98	0	98	98	0%	B-EKRMN.Eikermann, Karl
94D2	DEVELOP 30% DESIGN	39	39	0%	27-Aug-14	22-Oct-14	0	8	0	8	8	0%	D-MCCRARY.McCrary, Thomas
94PM	PROJ. MANAGEMENT - (DESIGN)	97	97	0%	29-Aug-14	21-Jan-15	2	24	0	24	24	0%	W-ALLEN.Allen, Nathan M
94G3	DRAFT GEOTECHNICAL REPORT	35	35	0%	29-Aug-14*	20-Oct-14	2	29	0	29	29	0%	G-DODSON.Dodson, Marilyn
94H3	FINAL HYDRAULICS REPORT	40	40	0%	29-Aug-14	27-Oct-14	4	24	0	24	24	0%	H-GHELARDI.Ghelardi, Veronica
94CFT	CROSS FUNCTIONAL TEAM SUPPORT	188	188	0%	29-Aug-14	01-Jun-15	4	9	0	9	9	0%	W-ALLEN.Allen, Nathan M
94V2	FINAL PAVEMENT RECOMMENDATIONS/MATERIAL RECOMMENDATIONS	59	59	0%	08-Sep-14*	02-Dec-14	16	6	0	6	6	0%	M-FELLING.Felling, Jeff
94B3	STRUCTURAL DESIGN AND CHECK	56	56	0%	16-Sep-14	08-Dec-14	0	124	0	124	124	0%	B-EKRMN.Eikermann, Karl
94G4	FINAL GEOTECHNICAL REPORT	53	53	0%	20-Oct-14*	06-Jan-15	3	9	0	9	9	0%	G-DODSON.Dodson, Marilyn
94D4	DEVELOP 95% DESIGN	27	27	0%	23-Oct-14	02-Dec-14	0	36	0	36	36	0%	D-MCCRARY.McCrary, Thomas
94H4	HYDRAULICS CFT SUPPORT	20	20	0%	28-Oct-14	25-Nov-14	4	6	0	6	6	0%	H-GHELARDI.Ghelardi, Veronica
94D4PRE	DESIGN PEER REVIEW & UPDATE 95% DESIGN	6	6	0%	03-Dec-14	10-Dec-14	0	8	0	8	8	0%	D-MCCRARY.McCrary, Thomas
94Q4	8(A) NEGOTIATION	103	103	0%	03-Dec-14	30-Apr-15	20	32	0	32	32	0%	Q-Sanford.Sanford, Aaron
94B4	STRUCTURAL PS&E REVISIONS	25	25	0%	08-Dec-14	14-Jan-15	0	10	0	10	10	0%	B-EKRMN.Eikermann, Karl
94D4PRI	95% DESIGN INTERNAL CFT REVIEW	10	10	0%	11-Dec-14	24-Dec-14	0	32	0	32	32	0%	W-ALLEN.Allen, Nathan M
94D4PR	95% UPDATE AND EXTERNAL REVIEW	10	10	0%	11-Dec-14	24-Dec-14	0	4	0	4	4	0%	D-MCCRARY.McCrary, Thomas
94P2	DEVELOP 100% DESIGN AND CONTRACT DEVELOPMENT	8	8	0%	26-Dec-14	07-Jan-15	0	16	0	16	16	0%	D-MCCRARY.McCrary, Thomas
94P2PRE	DESIGN PEER REVIEW & UPDATE FINAL 100% DESIGN	5	5	0%	08-Jan-15	14-Jan-15	0	8	0	8	8	0%	D-MCCRARY.McCrary, Thomas
94D5	PROJECT ENGINEER'S PACKAGE	5	5	0%	15-Jan-15	22-Jan-15	94	2	0	2	2	0%	D-MCCRARY.McCrary, Thomas
94A1	PROJECT MANAGER DELIVERY DATE (TO ACQUISITIONS)	0	0	0%		15-Jan-15*	0	0	0	0	0	0%	W-ALLEN.Allen, Nathan M
94PMA	PROJECT MANAGEMENT (DURING ACQUISITIONS)	73	73	0%	16-Jan-15	30-Apr-15	25	12	0	12	12	0%	W-ALLEN.Allen, Nathan M
94A3	FHWA ADVERTISE DATE	0	0	0%		06-Feb-15	41	0	0	0	0	0%	Q-Sanford.Sanford, Aaron
94C1	BID OPENING	0	0	0%	12-Mar-15		41	0	0	0	0	0%	Q-Sanford.Sanford, Aaron
94Q3	P&A CLOSEOUT	13	13	0%	06-May-15	26-May-15	54	0	0	0	0	0%	Q-Sanford.Sanford, Aaron
94C2	CONTRACT AWARD	0	0	0%		26-May-15	4	0	0	0	0	0%	Q-Sanford.Sanford, Aaron
94CA	CONTRACT ADMINISTRATION	44	44	0%	01-Jun-15	31-Jul-15	5	40	0	40	40	0%	C-GenericPE.Generic PE
94CI	CONSTRUCTION INSPECTION	44	44	0%	01-Jun-15	31-Jul-15	5	160	0	160	160	0%	C-Generic.Generic Construction
94CM	CONSTRUCTION MANAGEMENT	44	44	0%	01-Jun-15*	31-Jul-15	0	170	0	170	170	0%	W-ALLEN.Allen, Nathan M
94C7	FUNCTIONAL SUPPORT DURING CONSTRUCTION	44	44	0%	01-Jun-15	31-Jul-15	5	3	0	3	3	0%	D-MCCRARY.McCrary, Thomas
94C5	NOTICE TO PROCEED	0	0	0%	09-Jun-15		4	0	0	0	0	0%	W-ALLEN.Allen, Nathan M
94EP2.1	OBTAIN NPDES PERMIT	15	15	0%	09-Jun-15	29-Jun-15	8	16	0	16	16	0%	E-FORBES.Forbes, Opal M
94EP2.2	MANAGE NPDES PERMIT REQUIREMENTS	20	20	0%	30-Jun-15	28-Jul-15	8	16	0	16	16	0%	E-FORBES.Forbes, Opal M
94C6	CONSTRUCTION CONTRACT COMPLETE	0	0	0%		31-Jul-15	0	0	0	0	0	0%	W-ALLEN.Allen, Nathan M
94C8	POST CONTRACT COMPLETION/PROJECT WRAP UP	55	55	0%	03-Aug-15	20-Oct-15	0	32	0	32	32	0%	W-ALLEN.Allen, Nathan M
94EP1.3	404/404 PERMIT CLOSEOUT/TRANSFER	15	15	0%	03-Aug-15	21-Aug-15	40	1	0	1	1	0%	E-DAVIS.Davis, Brooke
94EP2.3	NPDES PERMIT CLOSEOUT OR TRANSFER	15	15	0%	03-Aug-15	21-Aug-15	40	11	0	11	11	0%	E-FORBES.Forbes, Opal M
94C9	FINAL RECORDS CHECK	55	55	0%	21-Oct-15	11-Jan-16	0	32	0	32	32	0%	W-ALLEN.Allen, Nathan M



Milestone | Remaining Work | Neg Float Bar
Actual Work | Critical Remaining Work

BASELINE - CPM Schedule 03-Sep-14

FEDERAL HIGHWAY ADMINISTRATION

CENTRAL FEDERAL LANDS HIGHWAY DIVISION

CFL INTERNAL BASELINE BUDGET

PROJECT NUMBER: **CA BLM 5310(1)**

PROJECT NAME: **Kaweah Bridge**

BUDGET DATE: **August 7, 2014**

Start-Up Page

Please complete the information in the blue cells above and below. Data will be automatically transferred to successive worksheets.

Personnel ==>	Nate Allen	Karl Eikermann	Danielle Germani	Greg May	Bob Bell	Design GS12	Marilyn Dodson	Veronica Ghelardi	Utilities	Jeff Felling
Wage Rate ====>	$149.27	$174.21	$98.47	$134.00	$145.29	$130.00	$142.02	$142.50	$130.00	$96.09
Personnel ==>	Opal Forbes	ENV - Permits 401/404	Leslie DeWitt	Kelly Wade	Scott Wolfert	Thomas McCrary	Laura Girard	Generic ACQ	Khamis Haramy	Brooke Davis
Wage Rate ====>	$119.84	$90.00	$101.35	$143.45	$138.45	$98.76	$115.00	$136.00	$155.00	$46.77
Personnel ==>	Burnnie Robinson									
Wage Rate ====>	$110.00									
Personnel ==>										
Wage Rate ====>										

Instructions for Use

1) Fill in all Personnel and burdened Rates. Note that up to 40 classifications can be used. If more are needed, use a generic classification and rate (ex. Designer, Grade 11) for multiple staff
2) On the 'Personnel Tab', fill in the Department and the roleof each person.
3) For each discipline/activity tab, select from the pull-down list the appropriate personnel in row 6.
4) For each discipline, add/remove/revise the tasks in column B to match your SOW.
5) Fill in requried information in the meetings, travel, equipment and materials, and task order tabs.

General Notes

1) Rows can be inserted into each worksheet by Home>Insert>Insert SheetROW. Copy the formulas in last column of table from the row above.
2) Do not delete unnecessary worksheets(tabs) from this file! Simply hide the worksheets as needed.
   > To Hide Worksheets: Right click on worksheet tab at bottom>Hide
   > To Unhide Worksheets: Right click on worksheet tab at bottom>Unhide>Select Worksheet you want to unhide
3) To print, select a range of tabs from Summary to end. Each sheet will be numbered sequentially from X to Y. Print the Start and Personnel tabs separately.

FEDERAL HIGHWAY ADMINISTRATION

CENTRAL FEDERAL LANDS HIGHWAY DIVISION

CFL INTERNAL BASELINE BUDGET

PROJECT NUMBER: **CA BLM 5310(1)**

PROJECT NAME: **Kaweah Bridge**

BUDGET DATE: **07-Aug-2014**

PERSONNEL

Select Personnel	Department	Role
Nate Allen		
Karl Eikermann		
Danielle Germani		
Greg May		
Bob Bell		
Design GS12		
Marilyn Dodson		
Veronica Ghelardi		
Utilities		
Jeff Felling		
Opal Forbes		
ENV - Permits 401/404		
Leslie DeWitt		
Kelly Wade		
Scott Wolfert		
Thomas McCrary		
Laura Girard		
Generic ACQ		
Khamis Haramy		
Brooke Davis		
Burnnie Robinson		

FEDERAL HIGHWAY ADMINISTRATION

CENTRAL FEDERAL LANDS HIGHWAY DIVISION

CFL INTERNAL BASELINE BUDGET

PROJECT NUMBER: **CA BLM 5310(1)**

PROJECT NAME: **Kaweah Bridge**

BUDGET DATE: **August 7, 2014**

SUMMARY

	Bridge	Design	Env/Permits	Geotech	Hydraulics	ROW/Util	P&A	Survey	Pavements	PM	Depot	TOTAL
PE (Hours)	242	82		38	30		44		6	151	2% of PE	593
PE (Labor Costs)	$31,121.69	$8,348.24		$5,422.72	$3,392.50		$6,143.24		$576.54	$21,531.11		$76,536.04
PE (Indirect Costs)										$3,602.42	$1,602.77	$5,205.19
PE Total	$31,121.69	$8,348.24		$5,422.72	$3,392.50		$6,143.24		$576.54	$25,133.53	$1,602.77	$81,741.23
Task Orders												
Agreements												
TOTALS	**$31,121.69**	**$8,348.24**		**$5,422.72**	**$3,392.50**		**$6,143.24**		**$576.54**	**$25,133.53**	$1,602.77	**$81,741.23**

TOTAL BUDGET

$81,741.23

FEDERAL HIGHWAY ADMINISTRATION

CENTRAL FEDERAL LANDS HIGHWAY DIVISION

CFL INTERNAL BASELINE BUDGET

PROJECT NUMBER: **CA BLM 5310(1)**

BUDGET DATE: **07-Aug-2014**

PROJECT NAME: **Kaweah Bridge**

BREAKDOWN	P6 Activity	Discipline Code	Hours	Labor Costs	Equipment/ Material Costs	Travel Costs	Task Order Costs	Agreement Costs	Total
ProjectDelivery Planning	Total	W	87	$12,798.29		$3,602.42			$16,400.71
	P1	W	87	$12,798.29					$12,798.29
	P1SV	W				$3,602.42			$3,602.42
Project Management	Total	W	64	$8,732.82					$8,732.82
	PM	W	24	$3,582.48					$3,582.48
	CFT	W	8	$1,014.28					$1,014.28
	D1PRI	W							
	D1PRI	W							
	D1SV	W							
	D2PRI	W							
	D2SV	W							
	D2.1PRI	W							
	D2.1SV	W							
	D3PRI	W							
	D3SV	W							
	D4PRI	W	32	$4,136.06					$4,136.06
	D4SV	W							
	E0SV	W							
	E1SV	W							
	E2SV	W							
	E3SV	W							
	E4SV	W							
	RLMSV	W							
Environment	Total	E							
	E0	E							
	E1	E							
	E2	E							
	E3	E							

Personnel	Hours	Rate	Labor Cost
Nate Allen	70	$149.27	$10,448.90
Karl Eikermann	83	$174.21	$14,459.43
Danielle Germani	61	$98.47	$6,006.67
Greg May	51	$134.00	$6,834.00
Bob Bell		$145.29	
Design GS12	8	$130.00	$1,040.00
Marilyn Dodson	46	$142.02	$6,532.92
Veronica Ghelardi	56	$142.50	$7,980.00
Utilities		$130.00	
Jeff Felling	12	$96.09	$1,153.08
Opal Forbes	4	$119.84	$479.36
ENV - Permits 401/404		$90.00	
Leslie DeWitt	6	$101.35	$608.10
Kelly Wade	2	$143.45	$286.90
Scott Wolfert	8	$138.45	$1,107.60
Thomas McCrary	83	$98.76	$8,197.08
Laura Girard	1	$115.00	$115.00
Generic ACQ	32	$136.00	$4,352.00
Khamis Haramy	2	$155.00	$310.00
Brooke Davis		$46.77	
Burnnie Robinson	68	$110.00	$7,480.00

FEDERAL HIGHWAY ADMINISTRATION

CENTRAL FEDERAL LANDS HIGHWAY DIVISION

CFL INTERNAL BASELINE BUDGET

PROJECT NUMBER: **CA BLM 5310(1)**

BUDGET DATE: **07-Aug-2014**

PROJECT NAME: **Kaweah Bridge**

BREAKDOWN	P6 Activity	Discipline Code	Hours	Labor Costs	Equipment/ Material Costs	Travel Costs	Task Order Costs	Agreement Costs	Total
	E4	E							
	EP1.0	E							
	EP1.1	E							
	EP2.0	E							
Surveys	Total	S							
	S1	S							
	S2	S							
	SC15	S							
	SC30	S							
	SC50	S							
	SC70	S							
Right of Way	Total	R							
	R1	R							
	R2	R							
	R3	R							
	RLM	R							
	R4	R							
	R5	R							
	R6	R							
Utilities	Total	U							
	U1	U							
	U2	U							
	U3	U							
Geotechnical	Total	G	38	$5,422.72					$5,422.72
	G1	G							
	G2	G							
	G3	G	29	$4,131.56					$4,131.56
	G4	G	9	$1,291.16					$1,291.16

Personnel	Hours	Rate	Labor Cost
Totals	**593**		**$77,391.04**

FEDERAL HIGHWAY ADMINISTRATION

CENTRAL FEDERAL LANDS HIGHWAY DIVISION

CFL INTERNAL BASELINE BUDGET

PROJECT NUMBER: **CA BLM 5310(1)**

BUDGET DATE: **07-Aug-2014**

PROJECT NAME: **Kaweah Bridge**

BREAKDOWN	P6 Activity	Discipline Code	Hours	Labor Costs	Equipment/ Material Costs	Travel Costs	Task Order Costs	Agreement Costs	Total
Pavements	Total	V	6	$576.54					$576.54
	V1	V	6	$576.54					$576.54
	V2	V							
	V3	V							
Hydraulics	Total	H	30	$3,392.50					$4,247.50
	H1	H							
	H2	H							
	H3	H	24	$3,392.50					$3,392.50
	H4	H	6	$855.00					$855.00
Highway Design	Total	D	82	$8,348.24					$8,348.24
	D1	D							
	D1PRE	D							
	D1PR	D							
	D2	D	8	$790.08					$790.08
	D2PRE	D							
	D2PR	D							
	D2.1	D							
	D2.1PRE	D							
	D2.1PR	D							
	D3	D							
	D3PRE	D							
	D3PR	D							
	D4	D	36	$3,555.36					$3,555.36
	D4PRE	D	8	$915.04					$915.04
	D4PR	D	4	$395.04					$395.04
	P2	D	16	$1,580.16					$1,580.16
	P2PRE	D	8	$915.04					$915.04
	D5	D	2	$197.52					$197.52

Personnel	Hours	Rate	Labor Cost

FEDERAL HIGHWAY ADMINISTRATION

CENTRAL FEDERAL LANDS HIGHWAY DIVISION

CFL INTERNAL BASELINE BUDGET

PROJECT NUMBER: **CA BLM 5310(1)**

BUDGET DATE: **07-Aug-2014**

PROJECT NAME: **Kaweah Bridge**

BREAKDOWN	P6 Activity	Discipline Code	Hours	Labor Costs	Equipment/ Material Costs	Travel Costs	Task Order Costs	Agreement Costs	Total
Bridge	Total	B	242	$31,121.69					$31,121.69
	B2	B	108	$14,187.88					$14,187.88
	B3	B	124	$15,715.98					$15,715.98
	B4	B	10	$1,217.83					$1,217.83
Acquisitions	Total	Q	44	$6,143.24					$6,143.24
	Q1	Q							
	Q2	Q							
	Q3	Q							
	Q4	Q	32	$4,352.00					$4,352.00
	PMA	Q	12	$1,791.24					$1,791.24
PE Totals			**593**	**$76,536.04**		**$3,602.42**			**$80,993.46**

Personnel	Hours	Rate	Labor Cost

FEDERAL HIGHWAY ADMINISTRATION

CENTRAL FEDERAL LANDS HIGHWAY DIVISION

CFL INTERNAL BASELINE BUDGET

PROJECT #: **CA BLM 5310(1)** BUDGET DATE: **07-Aug-2014**

PROJECT: **Kaweah Bridge**

B. PROJECT DEV PLANNING			Nate Allen	Karl Eikermann	Marilyn Dodson	Thomas McCrary	Veronica Ghelardi	Jeff Felling	Bob Bell	Brooke Davis	Scott Wolfert	Leslie DeWitt											Total Hours
WORK ACTIVITY																							
P1	**Project Delivery Plan and Endorsement**	**Step Weight**																					
Step 1	Actual Hours to date (PP16-17)		14	19	6	3	3																45
Step 2																							
Step 3	Remaining Hours	100%	2			2		2			2	2											10
Step 4																							
Step 5																							
Step 6																							
Step 7																							
P1SV	**Scoping Site Visit**		14				18																32
	Subtotal of hours	P1	30	19	6	5	21	2			2	2											87
	Salary Rate, per hour		$149.27	$174.21	$142.02	$98.76	$142.50	$96.09	$145.29	$46.77	$138.45	$101.35											
	Subtotal Labor Costs	P1	$4,478.10	$3,309.99	$852.12	$493.80	$2,992.50	$192.18			$276.90	$202.70											

TOTAL LABOR COST, (this sheet) **$12,798.29**

Formula Check OK

FEDERAL HIGHWAY ADMINISTRATION

CENTRAL FEDERAL LANDS HIGHWAY DIVISION

CFL INTERNAL BASELINE BUDGET

PROJECT #: **CA BLM 5310(1)** BUDGET DATE: **07-Aug-2014**

PROJECT: **Kaweah Bridge**

A. PROJECT MANAGEMENT			Nate Allen									Totals
WORK ACTIVITY												
PM	**Project Management**	**Step Weight**										
Step 1	Project management oversight	100%	24									24
PMA	**Project Management during Acquisitions**											
Step 1	PM support during acquisitions	100%	12									12
	Subtotal of hours	PM	24									24
	Subtotal of hours	PMA	12									12
	Subtotal of hours	W	36									36
	Salary Rate, per hour		$149.27									
	Subtotal Labor Costs	PM	$3,582.48									3582.48
	Subtotal Labor Costs	PMA	$1,791.24									1791.24
	Subtotal Labor Costs	W	$5,373.72									
TOTAL LABOR COST, (this sheet)			**$5,373.72**							Formula Check		OK

FEDERAL HIGHWAY ADMINISTRATION

CENTRAL FEDERAL LANDS HIGHWAY DIVISION

CFL INTERNAL BASELINE BUDGET

PROJECT #: **CA BLM 5310(1)** BUDGET DATE: **07-Aug-2014**

PROJECT: **Kaweah Bridge**

J. HIGHWAY DESIGN		Thomas McCrary									Totals
WORK ACTIVITY											
D2 - Develop 30% Design	**Step Weight**										
Step 1 Cross functional design support	100%	8									8
Subtotal of hours for	D2	8									8
Subtotal of hours for	D2PRE										
Subtotal of hours for	D2PR										
Subtotal of hours		8									8
Salary Rate, per hour		$98.76									
Subtotal Labor Costs for	D2	$790.08									$790.08
Subtotal Labor Costs for	D2PRE										
Subtotal Labor Costs for	D2PR										
Subtotal Labor Costs		$790.08									
TOTAL LABOR COST, (this sheet)		**$790.08**							Formula Check		OK

FEDERAL HIGHWAY ADMINISTRATION

CENTRAL FEDERAL LANDS HIGHWAY DIVISION

CFL INTERNAL BASELINE BUDGET

PROJECT #: **CA BLM 5310(1)** BUDGET DATE: **07-Aug-2014**

PROJECT: **Kaweah Bridge**

J. HIGHWAY DESIGN WORK ACTIVITY			Thomas McCrary			Design GS12						Totals
	D4 - Develop 95% Design	**Step Weight**										
Step 1	Temporary traffic control	6%	2									2
Step 2	Plan Production	33%	12									12
Step 3	Cross functional design support	11%	4									4
Step 4	Engineer's Estimate	11%	4									4
Step 5	Construction schedule	11%	4									4
Step 6	Specifications	22%	8									8
Step 7	Project documentation	6%	2									2
	D4PRE - 95% Pre-submittal/Peer Review & Update											
Step 1	Peer review	100%	4			4						8
	D4PR - 95% Update for External Review											
Step 1	External review	100%	4									4
	Subtotal of hours for	D4	36									36
	Subtotal of hours for	D4PRE	4			4						8
	Subtotal of hours for	D4PR	4									4
	Subtotal of hours		44			4						48
	Salary Rate, per hour		$98.76			$130.00						
	Subtotal Labor Costs for	D4	$3,555.36									$3,555.36
	Subtotal Labor Costs for	D4PRE	$395.04			$520.00						$915.04
	Subtotal Labor Costs for	D4PR	$395.04									$395.04
	Subtotal Labor Costs		$4,345.44			$520.00						
TOTAL LABOR COST, (this sheet)			**$4,865.44**							Formula Check		OK

FEDERAL HIGHWAY ADMINISTRATION

CENTRAL FEDERAL LANDS HIGHWAY DIVISION

CFL INTERNAL BASELINE BUDGET

PROJECT #: **CA BLM 5310(1)** BUDGET DATE: **07-Aug-2014**

PROJECT: **Kaweah Bridge**

J. HIGHWAY DESIGN			Thomas McCrary		Design GS12							Totals
WORK ACTIVITY												
P2	**Develop 100% Design and Contract Development**	**Step Weight**										
Step 1	Finalize PS&E	100%	16									16
P2PRE	**100% Peer Review & Update**											
Step 1	Peer review	100%	4		4							8
D5	**Assemble Project Engineer's Design Package**											
Step 1	Complete PE Notebook Checklist	100%	2									2
	Subtotal of hours for	P2	16									16
	Subtotal of hours for	P2PRE	4		4							8
	Subtotal of hours for	D5	2									2
	Subtotal of hours		22		4							26
	Salary Rate, per hour		$98.76		$130.00							
	Subtotal Labor Costs for	P2	$1,580.16									$1,580.16
	Subtotal Labor Costs for	P2PRE	$395.04		$520.00							$915.04
	Subtotal Labor Costs for	D5	$197.52									$197.52
	Subtotal Labor Costs		$2,172.72		$520.00							
TOTAL LABOR COST, (this sheet)			**$2,692.72**							Formula Check		OK

FEDERAL HIGHWAY ADMINISTRATION

CENTRAL FEDERAL LANDS HIGHWAY DIVISION

CFL INTERNAL BASELINE BUDGET

PROJECT #: **CA BLM 5310(1)** BUDGET DATE: **07-Aug-2014**

PROJECT: **Kaweah Bridge**

H. GEOTECHNICAL			Marilyn Dodson	Khamis Haramy								Totals
WORK ACTIVITY												
G3	**Draft Geotechnical Report**											
Step 1	Conduct geotechnical analyses	41%	12									12
Step 2	Prepare and issue a DRAFT Final Geotechnical Report	59%	16	1								17
G4	**Final Geotechnical Report**											
Step 1	Update and issue FINAL Geotechnical Report	100%	8	1								9
	Subtotal of hours for	G1										
	Subtotal of hours for	G2										
	Subtotal of hours for	G3	28	1								29
	Subtotal of hours for	G4	8	1								9
	Subtotal of hours		36	2								38
	Salary Rate, per hour		$142.02	$155.00								
	Subtotal Labor Costs for	G1										
	Subtotal Labor Costs for	G2										
	Subtotal Labor Costs for	G3	$3,976.56	$155.00								$4,131.56
	Subtotal Labor Costs for	G4	$1,136.16	$155.00								$1,291.16
	Subtotal Labor Costs		$5,112.72	$310.00								
TOTAL LABOR COST, (this sheet)			**$5,422.72**									Formula Check OK

FEDERAL HIGHWAY ADMINISTRATION

CENTRAL FEDERAL LANDS HIGHWAY DIVISION

CFL INTERNAL BASELINE BUDGET

PROJECT #: **CA BLM 5310(1)** BUDGET DATE: **07-Aug-2014**

PROJECT: **Kaweah Bridge**

I. MATERIALS			Jeff Felling									Totals
WORK ACTIVITY												
MAT1	**Materials Recommendations**	**Step Weight**										
Step 1	Review Draft SCR's & make reccomendations for Draft Final Geotech Report	100%	6									6
	Subtotal of hours for	MAT1	6									6
	Subtotal of hours for	V2										
	Subtotal of hours for	V3										
	Subtotal of hours		6									6
	Salary Rate, per hour		$96.09									
	Subtotal Labor Costs for	MAT1	$576.54									$576.54
	Subtotal Labor Costs for	V2										
	Subtotal Labor Costs for	V3										
	Subtotal Labor Costs		$576.54									
TOTAL LABOR COST, (this sheet)			**$576.54**						Formula Check			OK

FEDERAL HIGHWAY ADMINISTRATION

CENTRAL FEDERAL LANDS HIGHWAY DIVISION

CFL INTERNAL BASELINE BUDGET

PROJECT #: **CA BLM 5310(1)** BUDGET DATE: **07-Aug-2014**

PROJECT: **Kaweah Bridge**

J. HYDRAULICS WORK ACTIVITY			Veronica Ghelardi	Laura Girard								Totals
H3	**Final Hydraulics Report**											
Step 1	Provide final bridge waterway analysis	46%	11									11
Step 2	Prepare DRAFT Hydraulics Memorandum	46%	10	1								11
Step 3	Incorporate comments and prepare FINAL Hydraulics Memorandum	8%	2									2
H4	**Hydraulics CFT Support**											
Step 1	Provide support to CFT	100%	6									6
	Subtotal of hours for	H1										
	Subtotal of hours for	H2										
	Subtotal of hours for	H3	23	1								24
	Subtotal of hours for	H4	6									6
	Subtotal of hours		29	1								30
	Salary Rate, per hour		$142.50	$115.00								
	Subtotal Labor Costs for	H1										
	Subtotal Labor Costs for	H2										
	Subtotal Labor Costs for	H3	$3,277.50	$115.00								$3,392.50
	Subtotal Labor Costs for	H4	$855.00									$855.00
	Subtotal Labor Costs		$4,132.50	$115.00								
TOTAL LABOR COST, (this sheet)			**$4,247.50**							Formula Check		OK

FEDERAL HIGHWAY ADMINISTRATION

CENTRAL FEDERAL LANDS HIGHWAY DIVISION

CFL INTERNAL BASELINE BUDGET

PROJECT #: **CA BLM 5310(1)** BUDGET DATE: **07-Aug-2014**

PROJECT: **Kaweah Bridge**

K. Bridge			Karl Eikermann	Danielle Germani	Greg May	Burnnie Robinson						Totals
WORK ACTIVITY												
B2	**Structural Layout**	**Step Weight**										
Step 1	Structure Selection Memorandum	19%	20									20
Step 2	Prepare TS&L	22%				24						24
Step 3	Prepare 30% structure quantities and itemized cost estimate	11%	8	4								12
Step 4	Load Rating (Flume bridge)	26%	4	24								28
Step 5	Independent load rating (Flume bridge)	22%			24							24
B3	**Structural Design and Check**											
Step 1	Provide calculations for 95% structural design of bridge	19%		24								24
Step 2	Prepare 95% bridge plan sheets	32%				40						40
Step 3	Prepare independent design calculations for the bridge	19%			24							24
Step 4	Check 95% drawings	10%	12									12
Step 5	Prepare 95% structure quantities and itemized cost estimate	5%	4	2								6
Step 6	Check 95% Structure quantities and itemized cost estimate	2%			2							2
Step 7	Prepare bridge 95% SCR's	11%	12	2								14
Step 8	Check bridge 95% SCR's	2%		2								2
B4	**Structural PS&E Revisions**											
Step 1	Complete revisions to 95% structure design	30%		2	1							3
Step 2	Revise 95% structural drawings	40%				4						4
Step 3	Revise 95% structural SCR's	10%	1									1
Step 4	Revise 95% structure quantities and itemized cost estimate	20%	1	1								2
	Subtotal of hours for	B2	32	28	24	24						108
	Subtotal of hours for	B3	28	30	26	40						124
	Subtotal of hours for	B4	2	3	1	4						10
	Subtotal of hours		62	61	51	68						242

FEDERAL HIGHWAY ADMINISTRATION

CENTRAL FEDERAL LANDS HIGHWAY DIVISION

CFL INTERNAL BASELINE BUDGET

PROJECT #: **CA BLM 5310(1)** BUDGET DATE: **07-Aug-2014**

PROJECT: **Kaweah Bridge**

K. Bridge WORK ACTIVITY		Karl Eikermann	Danielle Germani	Greg May	Burnnie Robinson						Totals
Salary Rate, per hour		$174.21	$98.47	$134.00	$110.00						
Subtotal Labor Costs for	B2	$5,574.72	$2,757.16	$3,216.00	$2,640.00						$14,187.88
Subtotal Labor Costs for	B3	$4,877.88	$2,954.10	$3,484.00	$4,400.00						$15,715.98
Subtotal Labor Costs for	B4	$348.42	$295.41	$134.00	$440.00						$1,217.83
Subtotal Labor Costs		$10,801.02	$6,006.67	$6,834.00	$7,480.00						
TOTAL LABOR COST, (this sheet)		**$31,121.69**							Formula Check		OK

FEDERAL HIGHWAY ADMINISTRATION

CENTRAL FEDERAL LANDS HIGHWAY DIVISION

CFL INTERNAL BASELINE BUDGET

PROJECT #: **CA BLM 5310(1)** BUDGET DATE: **07-Aug-2014**

PROJECT: **Kaweah Bridge**

M. Meetings and Reviews WORK ACTIVITY	Nate Allen	Karl Eikermann	Thomas McCrary	Marilyn Dodson	Veronica Ghelardi	Bob Bell	Leslie DeWitt	Kelly Wade	Scott Wolfert	Opal Forbes	Jeff Felling										Total Hours
CFT Support																					
CFT					2		2	2		2											8
Plan Reviews, Meetings and Site Visits																					
D2PRI																					
D2SV																					
D2.1PRI																					
D2.1SV																					
D3PRI																					
D3SV																					
D4PRI	4	2	4	4	4		2		6	2	4										32
E4SV																					
RLMSV																					
Subtotal of hours	4	2	4	4	6		4	2	6	4	4										40
Salary Rate, per hour	$149.27	$174.21	$98.76	$142.02	$142.50	$145.29	$101.35	$143.45	$138.45	$119.84	$96.09										
Subtotal Labor Costs	$597.08	$348.42	$395.04	$568.08	$855.00		$405.40	$286.90	$830.70	$479.36	$384.36										

TOTAL LABOR COST, (this sheet) **$5,150.34**

Formula Check OK

FEDERAL HIGHWAY ADMINISTRATION

CENTRAL FEDERAL LANDS HIGHWAY DIVISION

CFL INTERNAL BASELINE BUDGET

PROJECT #: **CA BLM 5310(1)** BUDGET DATE: **07-Aug-2014**

PROJECT: **Kaweah Bridge**

O. Procurement and Acquisitions (Q1, Q2, Q3) WORK ACTIVITY			Generic ACQ									Totals
Q1	**Pre-Advertisement**	**Step Weight**										
Step 1	Pre-advertisement											
Q2	**P&A Advertisement**											
Step 1	P&A Advertisement											
Q3	**P&A Closeout**											
Step 1	P&A closeout											
Q4	**8(a) Negotiation**											
Step 1	8(a) Negotiation	100%	32									32
	Subtotal of hours for	Q1										
	Subtotal of hours for	Q2										
	Subtotal of hours for	Q3										
	Subtotal of hours for	Q4	32									32
	Subtotal of hours		32									32
	Salary Rate, per hour		$136.00									
	Subtotal Labor Costs for	Q1										
	Subtotal Labor Costs for	Q2										
	Subtotal Labor Costs for	Q3										
	Subtotal Labor Costs for	Q4	$4,352.00									$4,352.00
	Subtotal Labor Costs		$4,352.00									
TOTAL LABOR COST, (this sheet)			**$4,352.00**							Formula Check		

FEDERAL HIGHWAY ADMINISTRATION

CENTRAL FEDERAL LANDS HIGHWAY DIVISION

CFL INTERNAL BASELINE BUDGET

PROJECT #: **CA BLM 5310(1)**

PROJECT: **Kaweah Bridge**

BUDGET DATE: **07-Aug-2014**

Travel

Burden Rate: 100%

[For Per Diem rates, go to gsa.gov]

	P6 Activity	# of People	# of Days	Per Diem (per day)	Per Diem Total	Aifare (Each)	Airfare Total	Car Rental Total (Incl Gas)	Misc. Each (Parking, Mileage, Tolls)	Misc. Total	Total (Including Burden)
Scoping Site Visit- Actuals	P1SV	3	3	$146	$1,095						$3,602.42

TOTAL TRAVEL COSTS **$3,602.42**

Central Federal Lands Highway Division
US Department of Transportation - Federal Highway Administration

Resource Plan Report

Notes:
(1) Hours and dollars are rounded.
(2) Labor rates may be missing or inaccurate for inactive resources.
(3) All data are from Primavera ("P3e"), as of each project's indicated summarization date.
(4) A check mark indicates that the activity or resource assignment is finished.
(5) Totals are limited by Report Specs: e.g. if "Wbs Code" is 'CE', then PE activities are not shown or totaled.*
(6) Labor Rate is the weighted average P3e rate in effect during the resource assignment.

Report Criteria	
Project Name	CA BLM 5910(1) KAWEAH BRIDGE
WBS Code	[!ce.]*
Resource Manager	*
Project Manager	*
COE	*
AE Status	*
Resource Name	*
New Page Per Wbs Code?	No
Show Project Totals?	Yes
Show Report Totals?	No
Earliest Fiscal Year to Display	2014
Latest Activity Start Date	*
Include Finished Activities?	Yes
Show Details?	Yes

CA BLM 5910(1) KAWEAH BRIDGE

CA BLM 5910(1) KAWEAH BRIDGE

ALLEN OLSON IN-H
Allen

P3e Summarized Date 9/3/2014 *PARS Spread Date* 9/3/2014

						Working Schedule Budget		*Actual*	*Remaining Work (Hours)*				*Remaining Work ($)*			
					Burdened Reg Rate	*Hours*	*Cost ($)*	*Hours*	*All Years*	*FY14*	*FY15*	*FY16*	*All Years*	*FY14*	*FY15*	*FY16*
AQ.D0	**ACQUISITIONS.DESIGN**															
D5	15-Jan-15	22-Jan-15	D-MCCRARY	$98.76		2	$197	0	2	0	2	0	$197	$0	$197	$0
D5 ~ PROJECT ENGINEER'S PACKAGE Total						2	$197	0	2	0	2	0	$197	$0	$197	$0
AQ.D0 ACQUISITIONS.DESIGN Total						2	$197	0	2	0	2	0	$197	$0	$197	$0
AQ.P0	**ACQUISITIONS.PROCUREMENT**															
Q3	06-May-15	26-May-15	Q-HOLSOPPLE	$139.94		0	$12	0	0	0	0	0	$12	$0	$12	$0
			Q-ROGERS	$130.36		0	$23	0	0	0	0	0	$23	$0	$23	$0
			Q-Sanford	$137.17		0	$24	0	0	0	0	0	$24	$0	$24	$0
Q3 ~ P&A CLOSEOUT Total						0	$59	0	0	0	0	0	$59	$0	$59	$0
Q4	03-Dec-14	30-Apr-15	Q-HOLSOPPLE	$138.88		16	$2,222	0	16	0	16	0	$2,222	$0	$2,222	$0
			Q-Sanford	$136.09		16	$2,177	0	16	0	16	0	$2,177	$0	$2,177	$0
Q4 ~ 8(A) NEGOTIATION Total						32	$4,399	0	32	0	32	0	$4,399	$0	$4,399	$0
AQ.P0 ACQUISITIONS.PROCUREMENT Total						32	$4,459	0	32	0	32	0	$4,459	$0	$4,459	$0
AQ.W0	**ACQUISITIONS.PROJECT MANAGEMENT**															
PMA	16-Jan-15	30-Apr-15	W-ALLEN	$151.85		12	$1,822	0	12	0	12	0	$1,822	$0	$1,822	$0

				Burdened Reg Rate	Working Schedule Budget		Actual	Remaining Work (Hours)				Remaining Work ($)			
					Hours	Cost ($)	Hours	All Years	FY14	FY15	FY16	All Years	FY14	FY15	FY16
PMA ~ PROJECT MANAGEMENT (DURING ACQUISITIONS) Total					12	$1,822	0	12	0	12	0	$1,822	$0	$1,822	$0
AQ.W0 ACQUISITIONS.PROJECT MANAGEMENT Total					12	$1,822	0	12	0	12	0	$1,822	$0	$1,822	$0
DE.B0	**DESIGN ENGINEERING.BRIDGE**														
B2	27-Aug-14	16-Sep-14	B-EKRMN	$174.21	22	$3,833	0	22	12	10	0	$3,833	$2,063	$1,769	$0
			B-GERMANI	$98.47	28	$2,757	0	28	15	13	0	$2,757	$1,484	$1,273	$0
			B-MAY	$131.14	24	$3,147	0	24	13	11	0	$3,147	$1,694	$1,453	$0
			B-RBNSN	$122.71	24	$2,945	0	24	13	11	0	$2,945	$1,586	$1,360	$0
B2 ~ STRUCTURAL LAYOUT Total					98	$12,682	0	98	53	45	0	$12,682	$6,828	$5,854	$0
B3	16-Sep-14	08-Dec-14	B-EKRMN	$174.21	28	$4,878	0	28	0	28	0	$4,878	$0	$4,878	$0
			B-GERMANI	$98.47	30	$2,954	0	30	0	30	0	$2,954	$0	$2,954	$0
			B-MAY	$131.14	26	$3,410	0	26	0	26	0	$3,410	$0	$3,410	$0
			B-RBNSN	$122.71	40	$4,908	0	40	0	40	0	$4,908	$0	$4,908	$0
B3 ~ STRUCTURAL DESIGN AND CHECK Total					124	$16,150	0	124	0	124	0	$16,150	$0	$16,150	$0
B4	08-Dec-14	14-Jan-15	B-EKRMN	$174.21	2	$348	0	2	0	2	0	$348	$0	$348	$0
			B-GERMANI	$98.47	3	$295	0	3	0	3	0	$295	$0	$295	$0
			B-MAY	$131.14	1	$131	0	1	0	1	0	$131	$0	$131	$0
			B-RBNSN	$122.71	4	$491	0	4	0	4	0	$491	$0	$491	$0
B4 ~ STRUCTURAL PS&E REVISIONS Total					10	$1,266	0	10	0	10	0	$1,266	$0	$1,266	$0
DE.B0 DESIGN ENGINEERING.BRIDGE Total					232	$30,098	0	232	53	179	0	$30,098	$6,828	$23,270	$0
DE.D0	**DESIGN ENGINEERING.DESIGN**														
D2	27-Aug-14	22-Oct-14	D-MCCRARY	$98.76	8	$790	0	8	0	8	0	$790	$35	$755	$0
D2 ~ DEVELOP 30% DESIGN Total					8	$790	0	8	0	8	0	$790	$35	$755	$0
D4	23-Oct-14	02-Dec-14	D-MCCRARY	$98.76	36	$3,555	0	36	0	36	0	$3,555	$0	$3,555	$0
D4 ~ DEVELOP 95% DESIGN Total					36	$3,555	0	36	0	36	0	$3,555	$0	$3,555	$0
D4PR	11-Dec-14	24-Dec-14	D-MCCRARY	$98.76	4	$395	0	4	0	4	0	$395	$0	$395	$0
D4PR ~ 95% UPDATE AND EXTERNAL REVIEW Total					4	$395	0	4	0	4	0	$395	$0	$395	$0
D4PRE	03-Dec-14	10-Dec-14	D-DSGN1	$130.00	4	$520	0	4	0	4	0	$520	$0	$520	$0
			D-MCCRARY	$98.76	4	$395	0	4	0	4	0	$395	$0	$395	$0
D4PRE ~ DESIGN PEER REVIEW & UPDATE 95% DESIGN Total					8	$915	0	8	0	8	0	$915	$0	$915	$0
P2	26-Dec-14	07-Jan-15	D-MCCRARY	$98.76	16	$1,580	0	16	0	16	0	$1,580	$0	$1,580	$0
P2 ~ DEVELOP 100% DESIGN AND CONTRACT DEVELOPMENT Total					16	$1,580	0	16	0	16	0	$1,580	$0	$1,580	$0
P2PRE	08-Jan-15	14-Jan-15	D-DSGN2	$130.00	4	$520	0	4	0	4	0	$520	$0	$520	$0
			D-MCCRARY	$98.76	4	$395	0	4	0	4	0	$395	$0	$395	$0

					Burdened Reg Rate	Working Schedule Budget		Actual	Remaining Work (Hours)				Remaining Work ($)			
						Hours	Cost ($)	Hours	All Years	FY14	FY15	FY16	All Years	FY14	FY15	FY16
P2PRE ~ DESIGN PEER REVIEW & UPDATE FINAL 100% DESIGN Total						8	$915	0	8	0	8	0	$915	$0	$915	$0
DE.D0 DESIGN ENGINEERING.DESIGN Total						80	$8,150	0	80	0	80	0	$8,150	$35	$8,116	$0
DE.G0	**DESIGN ENGINEERING.GEOTECHNICAL**															
G3	29-Aug-14	20-Oct-14	G-DODSON		$142.02	28	$3,977	0	28	2	26	0	$3,977	$281	$3,696	$0
			G-HARAM		$157.57	1	$158	0	1	0	1	0	$158	$11	$146	$0
G3 ~ DRAFT GEOTECHNICAL REPORT Total						29	$4,134	0	29	2	27	0	$4,134	$292	$3,842	$0
G4	20-Oct-14	06-Jan-15	G-DODSON		$142.02	8	$1,136	0	8	0	8	0	$1,136	$0	$1,136	$0
			G-HARAM		$157.57	1	$158	0	1	0	1	0	$158	$0	$158	$0
G4 ~ FINAL GEOTECHNICAL REPORT Total						9	$1,294	0	9	0	9	0	$1,294	$0	$1,294	$0
DE.G0 DESIGN ENGINEERING.GEOTECHNICAL Total						38	$5,428	0	38	2	36	0	$5,428	$292	$5,136	$0
DE.H0	**DESIGN ENGINEERING.HYDRAULICS**															
H3	29-Aug-14	27-Oct-14	H-GHELARDI		$142.50	23	$3,278	0	23	3	20	0	$3,278	$420	$2,857	$0
			H-GIRARD		$125.63	1	$126	0	1	0	1	0	$126	$16	$110	$0
H3 ~ FINAL HYDRAULICS REPORT Total						24	$3,403	0	24	3	21	0	$3,403	$436	$2,967	$0
H4	28-Oct-14	25-Nov-14	H-GHELARDI		$142.50	6	$855	0	6	0	6	0	$855	$0	$855	$0
H4 ~ HYDRAULICS CFT SUPPORT Total						6	$855	0	6	0	6	0	$855	$0	$855	$0
DE.H0 DESIGN ENGINEERING.HYDRAULICS Total						30	$4,258	0	30	3	27	0	$4,258	$436	$3,822	$0
DE.V0	**DESIGN ENGINEERING.PAVEMENTS**															
V2	08-Sep-14	02-Dec-14	M-FELLING		$96.09	6	$577	0	6	0	6	0	$577	$0	$577	$0
V2 ~ FINAL PAVEMENT RECOMMENDATIONS/MATERIAL RECOMMENDATIONS Total						6	$577	0	6	0	6	0	$577	$0	$577	$0
DE.V0 DESIGN ENGINEERING.PAVEMENTS Total						6	$577	0	6	0	6	0	$577	$0	$577	$0
DE.W0	**DESIGN ENGINEERING.PROJECT MANAGEMENT**															
CFT	29-Aug-14	01-Jun-15	B-EKRMN		$177.20	0	$18	0	0	0	0	0	$18	$0	$17	$0
			C-WOLFERT		$140.83	0	$14	0	0	0	0	0	$14	$0	$14	$0
			D-DEWITT		$103.13	2	$206	0	2	0	2	0	$206	$3	$203	$0
			E-FORBES		$121.95	2	$244	0	2	0	2	0	$244	$4	$240	$0
			E-WADE		$143.45	2	$287	0	2	0	2	0	$287	$4	$283	$0
			G-DODSON		$144.46	0	$14	0	0	0	0	0	$14	$0	$14	$0
			H-GHELARDI		$145.00	2	$290	0	2	0	2	0	$290	$4	$286	$0
			M-FELLING		$97.74	0	$10	0	0	0	0	0	$10	$0	$10	$0
			S-BELL		$147.79	0	$15	0	0	0	0	0	$15	$0	$15	$0
CFT ~ CROSS FUNCTIONAL TEAM SUPPORT Total						8	$1,098	0	8	0	8	0	$1,098	$17	$1,081	$0

CA BLM 5910(1) KAWEAH BRIDGE

				Burdened Reg Rate	Working Schedule Budget		Actual	Remaining Work (Hours)				Remaining Work ($)			
					Hours	Cost ($)	Hours	All Years	FY14	FY15	FY16	All Years	FY14	FY15	FY16
☐	D4PRI	11-Dec-14	24-Dec-14												
			☐ B-EKRMN	$174.21	2	$348	0	2	0	2	0	$348	$0	$348	$0
			☐ C-WOLFERT	$138.45	6	$831	0	6	0	6	0	$831	$0	$831	$0
			☐ D-DEWITT	$101.35	2	$203	0	2	0	2	0	$203	$0	$203	$0
			☐ D-MCCRARY	$98.76	4	$395	0	4	0	4	0	$395	$0	$395	$0
			☐ E-FORBES	$119.84	2	$240	0	2	0	2	0	$240	$0	$240	$0
			☐ G-DODSON	$142.02	4	$568	0	4	0	4	0	$568	$0	$568	$0
			☐ H-GHELARDI	$142.50	4	$570	0	4	0	4	0	$570	$0	$570	$0
			☐ M-FELLING	$96.09	4	$384	0	4	0	4	0	$384	$0	$384	$0
			☐ S-BELL	$145.29	0	$15	0	0	0	0	0	$15	$0	$15	$0
			☐ W-ALLEN	$149.27	4	$597	0	4	0	4	0	$597	$0	$597	$0
	D4PRI ~ 95% DESIGN INTERNAL CFT REVIEW Total				32	$4,151	0	32	0	32	0	$4,151	$0	$4,151	$0
☐	P1	14-Jul-14	28-Aug-14												
			☐ B-EKRMN	$174.21	39	$6,794	29	10	10	0	0	$1,742	$1,742	$0	$0
			☐ C-WOLFERT	$138.45	2	$277	0	2	2	0	0	$277	$277	$0	$0
			☐ D-DEWITT	$101.35	2	$203	0	2	2	0	0	$203	$203	$0	$0
			☐ D-MCCRARY	$98.76	5	$494	3	2	2	0	0	$198	$198	$0	$0
			☐ G-DODSON	$142.02	6	$852	6	0	0	0	0	$0	$0	$0	$0
			☐ H-GHELARDI	$142.50	3	$428	3	0	0	0	0	$0	$0	$0	$0
			☐ M-FELLING	$96.09	2	$192	2	0	0	0	0	$0	$0	$0	$0
			☐ W-ALLEN	$149.27	16	$2,388	14	2	2	0	0	$299	$299	$0	$0
	P1 ~ PROJECT DELIVERY PLAN & ENDORSEMENT Total				75	$11,628	57	18	18	0	0	$2,718	$2,718	$0	$0
☑	P1SV	09-Jul-14	11-Jul-14												
			☑ H-GHELARDI	$142.50	18	$2,565	18	0	0	0	0	$0	$0	$0	$0
			☑ W-ALLEN	$149.27	14	$2,090	14	0	0	0	0	$0	$0	$0	$0
	P1SV ~ SCOPING SITE VISIT Total				32	$4,655	32	0	0	0	0	$0	$0	$0	$0
☐	PM	29-Aug-14	21-Jan-15												
			☐ W-ALLEN	$149.27	24	$3,582	0	24	1	23	0	$3,582	$185	$3,398	$0
	PM ~ PROJ. MANAGEMENT - (DESIGN) Total				24	$3,582	0	24	1	23	0	$3,582	$185	$3,398	$0
	DE.W0 DESIGN ENGINEERING.PROJECT MANAGEMENT Total				172	$25,113	89	83	19	63	0	$11,549	$2,919	$8,630	$0
	CA BLM 5910(1) KAWEAH BRIDGE Total				604	$80,103	89	515	78	437	0	$66,538	$10,509	$56,029	$0

Kaweah Bridge Replacement Project Agreement

Project: CA BLM 5910(1)

September 24, 2014

Gabriel Garcia – Field Manager
Bureau of Land Management, Bakersfield Field Office

9/24/14
Date

Nate Allen – Project Manager
Central Federal Lands Highway Division
Federal Highway Administration

9/25/14
Date

Michael Davies – Director, Office of Project Delivery
Central Federal Lands Highway Division
Federal Highway Administration

9/25/2014
Date

Kaweah Bridge Replacement
Project Agreement

Project: CA BLM 5910(1)

September 24, 2014

PROJECT HISTORY:

The bridge site is located off of Mineral King Road approximately 6.5 miles southeast of Three Rives in Tulare County, CA. The bridge provides access to BLM lands within Case Mountain Management Area. This project is a coordinated effort between the Bureau of Land Management (BLM), and the Federal Highway Administration, Central Federal Lands Highway Division (FHWA-CFLHD) to replace the existing substandard steel rail car bridge with a structure capable of carrying fires suppression vehicles.

PROJECT SCOPE:

See the scoping trip report document for additional information.

The project will replace the existing substandard steel rail car bridge (one lane) with a structure capable of supporting fire-suppression vehicles and meeting current design standards. The existing bridge was constructed in 1967 and is currently posted at a maximum load limit of 10 tons. The decking and railing are in poor condition, the bridge lacks bearing devices, and stress fractures have been observed on the rail car structure.

American Association of State Highway and Transportation Official (AASHTO), Federal Lands Highway (FLH) and BLM design standards will be used to design the replacement bridge.

The project is funded through the BLM deferred maintenance program. No permits are anticipated because the construction limits will be above the ordinary high water mark and the construction area will be less than 1 acre. If permits are required FHWA will submit the applications.

ROLES, RESPONSIBILITIES AND SCHEDULE:

FHWA

Project Development: Responsible for project management, coordination and delivery of all elements of plans, specifications, and estimate (PS&E) package development. Support National Environmental Policy Act (NEPA) compliance efforts being led by the BLM. In coordination with the BLM, ensures that the completed PS&E includes: line and grade, technical design requirements, design criteria, and limitations and restrictions, which are consistent with the outcome expected by the BLM. The plans and specifications will be prepared in FHWA, Federal Lands Highway (FLH) format. The Standard Specifications for Construction of Roads and Bridges on Federal Highway Projects (FP-14) will be used.

FHWA will verify adherence to environmental documents. Responsible for maintaining costs and schedule and for keeping the BLM informed of various funding issues. Responsible for advertising and awarding the construction contract. Bids will not be solicited by FHWA until the BLM has concurred with the plans and specifications.

Utilities: No utility impacts anticipated. If required:
Responsible for utility research, correspondence, and preparing Utility Resolution Plan.

Construction: FHWA will be the contracting office responsible for contract administration and oversight, constructability reviews, construction management, evaluation of change impacts, and coordination of technical reviews as needed ensuring that change reflects the intent of the design. FHWA will provide an onsite Project Engineer to administer the construction contract and inspect the work. Construction contract administration will be in accordance with the Federal Lands Highway (FLH) Construction Manual.

FHWA Project Team:

Nate Allen	(720) 963-3668, Project Manager Nathan.allen@dot.gov
Karl Eikermann	(720) 963-3390, Bridge Team Leader karl.eikermann@dot.gov
Thomas McCrary	(720) 963-3428, Lead Designer thomas.mccrary@dot.gov
Marilyn Dodson	(720) 963-3518, Sr. Geotechnical Engineer Marilyn.dodson@dot.gov
Veronica Ghelardi	(720) 963-3240, Hydraulics Team Leader Veronica.Ghelardi@dot.gov

Bureau of Land Management

Project Development: In coordination with the FHWA Project Manager, the team ensures that the completed PS&E package meets the expectations, requirements, and restrictions determined through the design process and that the package represents the intended outcome. Attends plan reviews and meetings that occur onsite. Verifies adherence to environmental documents. Responsible for providing additional funding for construction overruns, if required.

The BLM is responsible for providing specifications for seed mixtures, if required. The BLM is also responsible for providing a fire plan for incorporation into the Special Contract Provisions.

NEPA Compliance: Responsible for preparation of the NEPA document, and subsequent consultation with the appropriate agencies. Appropriate measures to address CEQA requirements will be included in the BLM document, if needed.

Construction: Responsible for designating a representative who will be the primary contact for the FHWA's onsite Project Engineer. Responsible for considering proposed design changes, and evaluation of change impacts, ensuring that the change reflects the intent of the project. Responsible for attending the final inspection with the FHWA upon completion of construction. The BLM will also agree to take over responsibilities of the NPDES permit, if permit required, at the end of construction when the contractor is released from the project.

BLM Project Team:

Bao-Tran Vo (661) 391-6046, Civil Engineer,
BLM Main Point of Contact (POC)
bvo@blm.gov

Paul Fulkerson (916) 978-4439, CA State Engineer
pfulkers@blm.gov

SCHEDULE:

Task	Responsible Lead	Schedule (Mo/Yr)		Description
		Start	Finish	Critical Elements
Project Scoping & develop PDP	FHWA	July 2014	August 2014	
Develop Bridge TS&L sheet & structure selection memo	FHWA	August 2014	99/22/14	
TS&L Review conference call	FHWA		9/30/14	
NEPA Compliance (CE)	BLM		11/21/14	
Develop 95% PS&E	FHWA		12/11/14	
BLM Plan Approval	BLM		1/9/2015	
100% PS&E to contracting	FHWA		1/15/15	
Advertisement	FHWA	February 2015		
Award	FHWA	March 2015		
Construction	FHWA	May 2015	June 2015	

PROJECT FUNDING:

BLM Total Funds:	$465,000.00
FHWA-CFLHD CE/PE:	$123,000.00
Construction:	$342,000.00

CONTRACTING AND PROCUREMENT:

FHWA as the contracting office will review the available contracting options, and with the concurrence of the BLM, utilize the most effective contracting method.

The Contract Special Provisions will make an offer to the Contractor to enter into a Partnering work session with all parties involved in the contract (BLM, FHWA, subcontractors, etc.). In addition, the Contractor will be encouraged to develop, prepare, and submit value engineering change proposals (VECP's) and share in any contract savings realized from accepted VECP's.

ACCEPTABILITY AND CHANGES:

Unless this agreement is modified in writing, it is expected that this project will be delivered within the stated scope, schedule, and budget. If changes are required, the responsible team member will escalate the change needs, with justification for the change, to the Team Leaders. The Team Leaders will assure that additional funds are available to accommodate the change. This agreement may need to be modified if major utility relocations are required. It is the responsibility of the project development team to recognize when changes are needed and to make timely notification to management in order to avoid project delivery delays.

ESCALATION MATRIX

FHWA – CFLHD	**BLM**
Design: Project Manager – Nate Allen Construction: Project Engineer	Civil Engineer, Bao-Tran Vo
Project Manager – Nate Allen	State Engineer, Paul Fulkerson
Design – Gary Strike Construction – Ed Hammontree	Bakersfield Field Manager- Gabriel Garcia
Director of Project Delivery – Mike Davies	Central CA District Manager- Este Stifel

CA BLM 5910(1)
Kaweah Bridge - Scoping Estimate

Item Number	Item Description	Unit	Estimated Quantity	Unit cost	Estimated Cost
151	MOBILIZATION (10%)	LPSM	ALL	$25,000.00	$25,000.00
152	SURVEY AND STAKING, BRIDGE	LPSM	ALL	$5,000.00	$5,000.00
153	CONTRACTOR QUALITY CONTROL (3%)	LPSM	ALL	$7,000.00	$7,000.00
154	CONTRACTOR TESTING (3%)	LPSM	ALL	$7,000.00	$7,000.00
155	CONSTRUCTION SCHEDULE	LPSM	ALL	$5,000.00	$5,000.00
157	SOIL EROSION CONTROL (2%)	LPSM	ALL	$5,000.00	$5,000.00
203	REMOVAL OF BRIDGE	LPSM	ALL	$40,000.00	$40,000.00
208	STRUCTURE EXCAVATION	CY	30	$150.00	$4,500.00
552	STRUCTURAL CONCRETE (& rebar)	CY	15	$3,000.00	$45,000.00
555	PREFABRICATED BRIDGE (12' x 60')	SQFT	720	$150.00	$108,000.00
				SUBTOTAL	**$251,500.00**
	CONTINGENCY (20%)	LPSM	ALL	$55,000.00	$55,000.00
				CONSTRUCTION TOTAL	**$306,500.00**
				INFLATION 2014 (1.7% annual)	$5,000.00
				INFLATION 2015 (2.1% annual)	$5,000.00
				CONSTRUCTION TOTAL (2015 DOLLARS)	**$316,500.00**