File No. 130421 Committee Item No. 6
Board Item No. _____

COMMITTEE/BOARD OF SUPERVISORS

AGENDA PACKET CONTENTS LIST

Committee: Budget and Finance Sub-Committee **Date: 05/22/2013**

Board of Supervisors Meeting **Date:** _____

Cmte	Board	
☐	☐	**Motion**
☒	☐	**Resolution**
☐	☐	**Ordinance**
☐	☐	**Legislative Digest**
☐	☐	**Budget and Legislative Analyst Report**
☐	☐	**Legislative Analyst Report**
☐	☐	**Youth Commission Report**
☐	☐	**Introduction Form**
☒	☐	**Department/Agency Cover Letter and/or Report**
☐	☐	**MOU**
☒	☐	**Grant Information Form**
☒	☐	**Grant Budget**
☐	☐	**Subcontract Budget**
☐	☐	**Contract/Agreement**
☐	☐	**Form 126 – Ethics Commission**
☐	☐	**Award Letter**
☒	☐	**Application**
☐	☐	**Public Correspondence**

OTHER **(Use back side if additional space is needed)**

☐	☐	_____
☐	☐	_____
☐	☐	_____
☐	☐	_____
☐	☐	_____
☐	☐	_____
☐	☐	_____
☐	☐	_____

Completed by: Victor Young **Date** May 17, 2013
Completed by: Victor Young **Date** _____

FILE NO. 130421 RESOLUTION NO.

[Accept and Expend Grant - Highway Bridge Program - $3,415,487]

Resolution authorizing the Department of Public Works to retroactively accept and expend a Federal grant in the amount of $3,415,487 from the Federal Highway Administration for the Islais Creek Bridge Rehabilitation Project for the period of May 1, 2013, through March 31, 2015.

WHEREAS, The Highway Bridge Program is funded by the Federal Highway Administration Authorized by United States Code (USC) Title 23, Section 144; and

WHEREAS, Caltrans Department of Local Assistance, which is responsible for administering the HBRRP at the local level in the State of California, solicited HBP applications in August, 2012; and

WHEREAS, Islais Creek Bridge has a sufficiency rating below 80 from Caltrans, making it eligible for HBRRP funding; and

WHEREAS, On September 28, 2012, the San Francisco Department of Public Works (DPW) submitted an application to Caltrans for $21,121,487 in HBP funds for the Islais Creek Bridge Rehabilitation Project, of which $3,415,487 is for the Preliminary Engineering Phase; and

WHEREAS, HBP requires at least an 11.47% local match; and

WHEREAS, The 2011 General Obligation Road Repaving and Street Safety Bond, included $8,100,000 for inspection and repair of San Francisco street structures, including bridges; and

WHEREAS, $442,513 in 2011 General Obligation Road Repaving and Street Safety Bond funding will be used as the required local match for this grant; and

WHEREAS, The DPW is a sponsor of transportation projects eligible for HBP funds; and

WHEREAS, The grant does not require an ASO amendment; and

WHEREAS, The grant budget does include $330,493 in indirect costs; now, therefore, be it

RESOLVED, That the San Francisco Board of Supervisors authorizes the Director of Public Works or his/her designee to accept and expend a $3,415,487 federal grant from Caltrans for the Islais Creek Bridge Rehabilitation Project; and, be it

FURTHER RESOLVED, That Director of Public Works or his/her designee is authorized to execute all documents pertaining to the project with Caltrans.

Recommended:

Mohammed Nuru

Approved: _____
Mayor

Approved: _____
Controller

City and County of San Francisco

San Fra. .sco Department of Public Works
Office of the Director
1 Dr. Carlton B. Goodlett Place, City Hall, Room 348
San Francisco, CA 94102
(415) 554-6920 ■ www.sfdpw.org

Edwin M. Lee, Mayor
Mohammed Nuru, Director

TO: **Angela Calvillo, Clerk of the Board of Supervisors**

FROM: **Mohammed Nuru, Director of Public Works**

DATE: **April 1, 2013**

SUBJECT: **Accept and Expend Resolution for Islais Creek Bridge Rehabilitation Project**

GRANT TITLE: **Highway Bridge Program**

Attached please find the original and 4 copies of each of the following:

_X__ Proposed grant resolution; original signed by Department, Mayor, Controller

_X__ Grant information form, including disability checklist

_X__ Grant budget

_X__ Grant application

_X__ Grant award letter from funding agency

___ Other (Explain):

Special Timeline Requirements: None

Departmental representative to receive a copy of the adopted resolution:

Name: Ananda Hirsch **Phone:** 415.558.4034

Interoffice Mail Address: DPW, IDC 30 Van Ness Ave, 5th Floor

Certified copy required ☐Yes ☑ No

Highway Bridge Program

The Federal Highway Bridge Program (HBP), authorized under "Moving Ahead for Progress in the 21st Century Act" (MAP-21), made funding available to local agencies for local public highway bridges in need of replacement, rehabilitation, or preventative maintenance. To be eligible for funds, local bridges needed to have a Sufficiency Rating (the Federal Highway Administration's measurement of bridge condition) of less than 80. Thanks to work completed by DPW under the Federally-funded Bridge Preventative Maintenance Program, most vehicular bridges in San Francisco have a Sufficiency Rating above 80. Islais Creek Bridge was identified as a local public highway bridge maintained by the City and County of San Francisco's Department of Public Works that was eligible to request funding under the HBP. The bridge needs substantial rehabilitation and currently requires significant maintenance investment on the part of the city. A rehabilitation project will reduce ongoing maintenance costs. The Department of Public Works has used prior HBP funding for rehabilitation of the 3rd and 4th Street Bridges.

File Number: _____
(Provided by Clerk of Board of Supervisors)

Grant Resolution Information Form
(Effective July 2011)

Purpose: Accompanies proposed Board of Supervisors resolutions authorizing a Department to accept and expend grant funds.

The following describes the grant referred to in the accompanying resolution:

1. Grant Title: Islais Creek Bridge Rehabilitation Project

2. Department: Public Works

3. Contact Person: Ananda Hirsch Telephone: 415.558.4034

4. Grant Approval Status (check one):

[X] Approved by funding agency [ ] Not yet approved

5. Amount of Grant Funding Approved or Applied for: $3,415,487
Grant Code: PWHBA2 139900

6a. Matching Funds Required: $442,513
b. Source(s) of matching funds (if applicable): 2011 Road Repaving and Street Safety Bond

7a. Grant Source Agency: Federal Highway Administration
b. Grant Pass-Through Agency (if applicable): Caltrans

8. Proposed Grant Project Summary: Perform structural, mechanical, and electrical rehabilitation of Islais Creek Bridge.

9. Grant Project Schedule, as allowed in approval documents, or as proposed:

Start-Date: May, 2013 End-Date: March 2015

10a. Amount budgeted for contractual services: There will be $2,120,000 in consultant services

b. Will contractual services be put out to bid? We will use a Request for Qualifications (RFQ) process.

c. If so, will contract services help to further the goals of the Department's Local Business Enterprise (LBE) requirements? No, because of restrictions on use of these Federal funds.

d. Is this likely to be a one-time or ongoing request for contracting out? One-time

11a. Does the budget include indirect costs? [X] Yes [ ] No

b1. If yes, how much? $330,493

b2. How was the amount calculated? DPW's Indirect Cost Plan.

c1. If no, why are indirect costs not included?
[ ] Not allowed by granting agency [ ] To maximize use of grant funds on direct services

[ ] Other (please explain):

c2. If no indirect costs are included, what would have been the indirect costs?

12. Any other significant grant requirements or comments:

****Disability Access Checklist***(Department must forward a copy of all completed Grant Information Forms to the Mayor's Office of Disability)**

13. This Grant is intended for activities at (check all that apply):

[X] Existing Site(s)	[X] Existing Structure(s)	[ ] Existing Program(s) or Service(s)
[ ] Rehabilitated Site(s)	[ ] Rehabilitated Structure(s)	[ ] New Program(s) or Service(s)
[ ] New Site(s)	[ ] New Structure(s)	

14. The Departmental ADA Coordinator or the Mayor's Office on Disability have reviewed the proposal and concluded that the project as proposed will be in compliance with the Americans with Disabilities Act and all other Federal, State and local disability rights laws and regulations and will allow the full inclusion of persons with disabilities. These requirements include, but are not limited to:

1. Having staff trained in how to provide reasonable modifications in policies, practices and procedures;
2. Having auxiliary aids and services available in a timely manner in order to ensure communication access;
3. Ensuring that any service areas and related facilities open to the public are architecturally accessible and have been inspected and approved by the DPW Access Compliance Officer or the Mayor's Office on Disability Compliance Officers.

If such access would be technically infeasible, this is described in the comments section below:

Comments:

Departmental ADA Coordinator or Mayor's Office of Disability Reviewer:

Kevin Jensen
(Name)

Disability Access Coordinator
(Title)

Date Reviewed: APRIL 3, 2013

(Signature Required)

Department Head or Designee Approval of Grant Information Form:

Mohammed Nuru
(Name)

for Director, San Francisco Department of Public Works
(Title)

Date Reviewed: 4/4/13

(Signature Required)

2010/11-2015/16 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: San Francisco

Responsible Agency	HBP-ID	Project Description
San Francisco	4004	BRIDGE NO. 34C0024, THIRD STREET OVER ISLAIS CREEK, JUST N/O CARGO WAY. Rehabilitate bridge. No added lane capacity.

New!

Project #:

Phase Summary:	Prior	10/11	11/12	12/13	13/14	14/15	15/16	Beyond	Total
PE				3,858,000					3,858,000
R/W									
CON								20,000,000	20,000,000
Total				3,858,000				20,000,000	23,858,000

Fund Source Summary:	Prior	10/11	11/12	12/13	13/14	14/15	15/16	Beyond	Total
Fed $				3,415,487				17,706,000	21,121,487
Local Match				442,513				2,294,000	2,736,513
LSSRP Bond									
Local AC									
Total				3,858,000				20,000,000	23,858,000

PE Summary:	Prior	10/11	11/12	12/13	13/14	14/15	15/16	Beyond	Total
Fed $				3,415,487					3,415,487
Local Match				442,513					442,513
LSSRP Bond									
Local AC									
Total				3,858,000					3,858,000

CON Summary:	Prior	10/11	11/12	12/13	13/14	14/15	15/16	Beyond	Total
Fed $								17,706,000	17,706,000
Local Match								2,294,000	2,294,000
LSSRP Bond									
Local AC									
Total								20,000,000	20,000,000

Note: Prior Year, FY2010-11, and FY2011-12 funds are programmed in TIP ID VAR991007

2010/11-2015/16 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments.

1/22/2013, 12:32 PM

Notes: 1) MPOs/RTPA's must not use this listing for programming the RTIP.

2) This is NOT an approved listing for use in developing the FTIP/FSTIP. See the HBP web site for the official proposed FTIP/FSTIP program listings:

http://www.dot.ca.gov/hq/LocalPrograms/hbrr99/HBP_FSTIP.html

Note id: 18

2010/11-2015/16 Highway Bridge Program

District: 04 County: San Francisco THIS IS NOT THE FTIP!!! This is for information only!!! Funds may be obligated from FFY 12/13 ONLY.

Sponsor	Fed Aid Sys	Project #	
San Francisco	ON Rank 7	BRIDGE NO. 34C0024, THIRD STREET OVER ISLAIS CREEK, JUST N/O CARGO WAY. Rehabilitate bridge. No added lane capacity.	

Not ready to ad within 6 months

HOLD ON PE. HOLD ON CON.

	Prior	10/11	11/12	12/13	13/14	14/15	15/16	Beyond	Total
Fed $ Programmed:				3,415,487				17,706,000	21,121,487
Fed $ Obligated as of 1/22/2013:									

2010/11-2015/16 Highway Bridge Program

District: 04 County: San Francisco THIS IS NOT THE FTIP!!! This is for information only!!! Funds may be obligated from FFY 12/13 ONLY.

Sponsor Fed Aid Sys Project #

Report Total:

Number of Projects: 1

	Prior	10/11	11/12	12/13	13/14	14/15	15/16	Beyond	Total
Fed $				3,415,487				17,706,000	21,121,487
Local Match				442,513				2,294,000	2,736,513
LSSRP Bond									
Local AC									
Total for all Phases				3,858,000				20,000,000	23,858,000

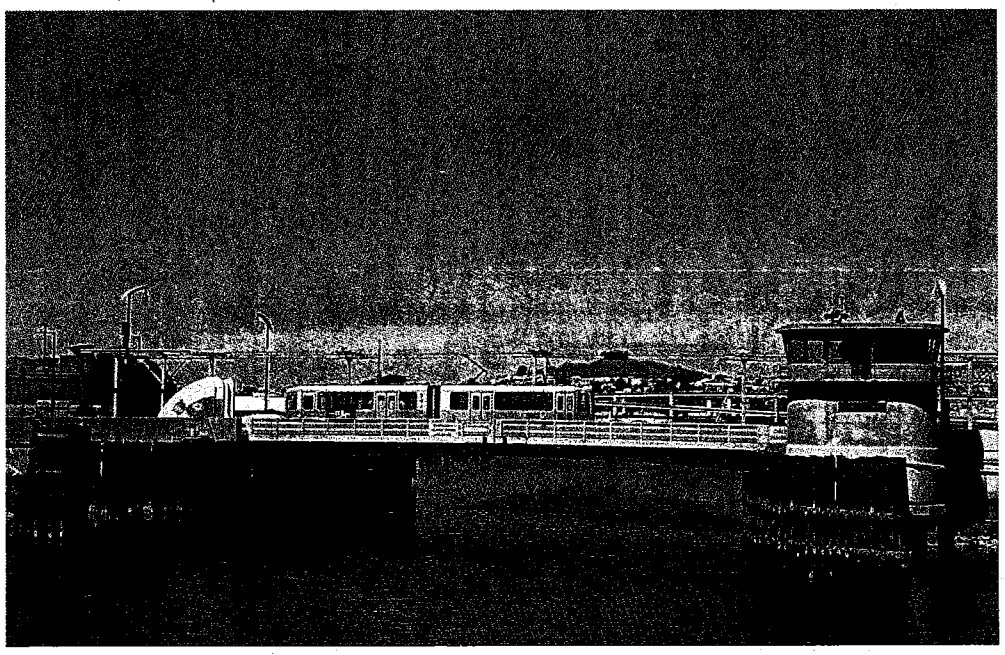
Fed $ Obligated as of 1/22/2013:

Project Priority/Rank Descriptions:

Rank 0: Construction Obligated. These projects cannot be pushed out of the 4 year element of the FTIP.
Rank 1A: For the general support of the federally mandated bridge inspection program and scour plan of action development.
Rank 1B: Projects ready to advertise and have major structural deficiencies.
Rank 1C: High cost cash managed projects with AC conversion. (Projects may or may not be ready to advertise.)
Rank 1D: Projects ready to advertise and are Prop 1B seismic funded projects or scour countermeasure projects or rehab/replacement of scour critical bridges. (All are ready to advertise.)
Rank 1E: All other projects ready to advertise.
Rank 2A: Bridge Preventive Maintenance Plans
Rank 2B: Individually listed projects in the FTIP with construction funded in the 4 year element of the FTIP.
Rank 3A: Projects nearly ready to advertise. Bridges have major structural deficiencies.
Rank 3B: Projects nearly ready to advertise. Prop 1B seismic funded projects or scour countermeasure projects or rehab/replacement of scour critical bridges.
Rank 3C: Projects nearly ready to advertise. All other classes of projects.
Rank 4: Not ready to advertise. Bridges have major structural deficiences.
Rank 5: Not ready to advertise. Prop 1B seismic funded projects or scour countermeasure projects or rehab/replacement of scour critical bridges.
Rank 6: Not ready to advertise. STIP match and voluntary seismic projects.
Rank 7: Not ready to advertise. General bridge rehabilitation/replacement.

Highway Bridge Replacement and Rehabilitation Program (HBRRP)

Application for HBRRP funds to Rehabilitate Islais Creek Bridge In San Francisco



Prepared for:

California Department of Transportation District 04 Local Assistance

Submitted by:
City and County of San Francisco
Department of Public Works
Infrastructure Design and Construction Division
30 Van Ness Avenue, San Francisco, CA 94102

Contact: Raymond Lui, S.E.
Local Agency Project Manager
Telephone: (415) 558-4585 / Fax: (415) 558-4093
E-mail: Raymond.Lui@sfdpw.org

September 28, 2012

City and County of San Francisco

Edwin M. Lee, Mayor
Mohammed Nuru, Director

San Francisco Department of Public Works
Deputy Director for Design & Construction
1 Dr. Carlton B. Goodlett Place, City Hall, Room 348
San Francisco, CA 94102
(415) 554-6940 ■ www.sfdpw.org

Fuad Sweiss, Deputy Director and City Engineer

September 28, 2012

Sylvia Fung
District Local Assistance Engineer
Caltrans, Office of Local Assistance
P.O. Box 23660
Oakland, CA 94623-0660

Re: Application for Highway Bridge Replacement and Rehabilitation Program
Islais Creek Bridge (34C0024) Rehabilitation Project

Dear Ms. Fung,

With submission of this funding application for the Highway Bridge Replacement and Rehabilitation Program (HBRRP) funds, the City and County of San Francisco Department of Public Works (CCSF-DPW) respectfully requests the Islais Creek Rehabilitation Project be programmed in the HBRRP Plan. The proposed project will rehabilitate the deficient locally owned movable bridge, which is an eligible candidate of the HBRRP.

The Islais Creek Bridge is located on Third Street crossing over Islais Creek Channel that has been identified as an important gateway to Bayview Hunters Point in San Francisco, a low-income residential neighborhood. The bridge carried only vehicle traffic until the San Francisco Municipal Railway light rail line was added in 2006. Railroad track now runs down the center of the bridge. The Islais Creek Bridge is designated as a major corridor through the neighborhood and provides a vital connection from Third Street to low-income and minority populations and to future housing and commercial development at the former Hunters Point Naval Shipyard and the India Basin Shoreline.

The Islais Creek Bridge is functionally obsolete and requires a significant amount of repair and upgrade to bring it into compliance with current codes (NEC, AASHT, etc). Enhancing the reliability of the bridge and linkage to transit will address basic access and safety issues, while helping connect communities.

The City will have adequate resources to begin the Preliminary Engineering phase upon your completion of programming and your authorization to proceed. The City will make every effort to accelerate the project with repair and upgrade works estimated to commence in 2015, assuming Caltrans Local Assistance authorizes the PE Phase in 2013. We understand that reimbursable work shall not commerce until an authorization to proceed has been issued by Caltrans.

We thank you for the opportunity to submit this HBRRP funding application and look forward to your timely review and approval of HBRRP funds. If you have any questions or require additional information, please feel free to contact the Project Manager, Ray Lui, at (415)-558-4585 or by email at Raymond.Lui@sfdpw.org.

Sincerely,

Fuad Sweiss

Deputy Director and City Engineer

EXHIBIT 6-A HBRRP APPLICATION/SCOPE DEFINITION FORM

See Section 6.6, Chapter 6 of the LAPG for information about this form.

This form shall replace Exhibit 7-D, "Major Structure Data," from Chapter 7, "Field Review," of the LAPM. Wherever the LAPM requires Exhibit 7-D for other programs, Exhibit 6-A may be substituted. Bridge projects funded entirely through other programs should continue to use Exhibit 7-D.

(One bridge per application, separate applications are required for multiple bridges at same location. Multiple bridges may be combined into one federal aid project later.)

State Bridge No.	34C0024 Local Bridge No. CCSF 125
Project Number	TBD (Caltrans to provide project number for new projects)
Responsible Agency	City and County of San Francisco, Department of Public Works
Caltrans District	04
County	San Francisco
Project Manager	Raymond Lui
Title	Project Manager
Phone	415-558-4585 Fax (415) 558-4093
E Mail	Raymond.Lui@sfdpw.org
Project Location	Islais Creek Bridge on Third Street over Islais Creek Channel
Project Limits	Islais Creek Bridge on Third Street crossing over Islais Creek Channel in between Cargo Way and Marin Street in San Francisco, California.
Type of Work	Rehabilitation
Work Description	Rehabilitation work includes bridge machine equipments and systems repairs and upgrades, steel bridge deck replacement, and other damage and corrrosion repairs.

HBRRP Category:

- ☒ Rehabilitation
- ☐ Replacement
- ☐ Painting
- ☐ Bridge/Railing/Approach Barrier Replacement
- ☐ Low Water Crossing Replacement
- ☐ Scour Countermeasure
- ☐ Replacement Due to Flood Control Project
- ☐ New Bridge to Replace Ferry Service
- ☐ Historic Bridge
- ☐ High Cost Bridge

☐ Minimal Application: Only questions 1,2,3, 4, cost data and signoff will be completed. Other information will be submitted at a later time after PE has been federally authorized to scope the project. See Section 6.6.2 "Minimum Application Requirements" for additional information.

The field review process enables the proper scoping of projects. Some field reviews are mandatory, most are optional. Field reviews are critically important to identify difficult environmental, Right of Way, and bridge type selection issues early in the project development phase. Please see Chapter 7 of the LAPM for further discussion.

1. Do you request that Caltrans initiate a field review? ☒ Yes ☐ No
2. Do you need help with consultant selection/oversight? ☐ Yes ☒ No
3. Do you need help with the federal process? ☒ Yes ☐ No
4. Caltrans engineers are available to provide an optional cursory review of the PS&E. The review looks at constructability, standard details and specifications, foundation/hydraulic design, and HBRRP funding eligibility. Do you request Caltrans perform a cursory PS&E review for this project? (If yes, please also request a field review.) ☐ Yes ☒ No

Federal Congressional District(s) 8

State Senate District(s) 3

State Assembly District(s) 13

Preliminary Engineering by: ☒ Local Agency Staff ☐ Consultant ☐ Other...

Design by: ☒ Local Agency Staff ☒ Consultant ☐ Other...

Foundation Investigation by: ☐ Local Agency Staff ☐ Consultant ☐ Other...

Hydrology Study by: ☐ Local Agency Staff ☐ Consultant ☐ Other...

Detour, stage construction, or close road? _____

Length of detour: _____

Resident Engineer for Bridge Work: ☒ Local Agency Staff ☐ Consultant ☐ Other...

For painting & scour scopes of work, skip this page.

NBI data is from the Bridge Inspections Report (SI&A sheet)
Contact the DLAE/SLA for assistance, if needed

Date Constructed (NBI Item 27): 1945 Historical Bridge Category (NBI Item 37) 5

Structure Data	Existing	Proposed	Minimum AASHTO Standards
Structure type	Movable steel bridge	No changes proposed	
Structure length (specify units)	36.6 m (210feet)	No changes proposed	
Spans (No. and length)	1 @ 32 m (1@105feet)	No changes proposed	
Curb to Curb width (See NBI Item 51 definition)	20.8 m (68 feet)	No changes proposed	
Number of lanes	4	No changes proposed	
Lane widths	3.5 m (11.5 feet)	No changes proposed	
Shoulder widths	_____Lt _____Rt	_____Lt _____Rt	
Bike lanes (identify only if not included in the shoulder dimensions)	_____Lt _____Rt	_____Lt _____Rt	
Sidewalks/separated bikeways	3.0 m (9.8ft)Lt 3.0 m (9.8ft)Rt	_____Lt _____Rt	
Approach roadway width (traveled way + paved shoulders, tapered approaches should be measured at the touchdown points not the abutments)	23.2 m (76 feet)	No changes proposed	
Approach road length (from each abutment)	_____abt1 _____abt2	_____abt1 _____abt2	

Total bridge deck width	30.5 m (100ft)	No changes proposed	

Summary of Major Deficiencies of Existing Bridge (See Section 6.12 for information)
(Contact the DLAE/SLA for assistance, if needed)

Data is from SI&A Sheet (Last page of Bridge Inspection Report)

Sufficiency Rating (SR) = 64.8 Status ☐ SD ☒ FO ☐ Blank

SD = Structurally Deficient
FO = Functionally Obsolete
Blank = Not SD or FO
NG = Not Good (Deficiency)

Description of Data Item	NBI Data Item	Deficient Criteria	Results	What are the Deficiencies?
Deck	Item 58 = 5	≤ 4 is problem	☒ OK ☐ NG-SD	See separate pages attached to end of this form for information regarding the deficiencies in bridge deck.
Superstructure	Item 59 = 5	≤ 4 is problem	☒ OK ☐ NG-SD	See separate pages attached to end of this form for information regarding the deficiencies in superstructure.
Substructures	Item 60 = 7	≤ 4 is problem	☒ OK ☐ NG-SD	See separate pages attached to end of this form for information regarding the deficiencies in substructures.
[Item 62 applies only if the last digits of Item 43 are coded 19.]				
Culvert and Retaining Walls	Item 62 = N	≤ 4 is problem	☐ OK ☐ NG-SD	
Structural Condition	Item 67 = 5	≤ 3 is problem	☒ OK ☐ NG	See separate pages attached to end of this form for information regarding the deficiencies in structural condition.
[Item 71 applies only if the last digit of Item 43 is coded 0, 5, 6, 7, 8, or 9.]				
Waterway Adequacy	Item 71 = 8	≤ 3 is problem	☒ OK ☐ NG	
Deck Geometry	Item 68 = 9	≤ 3 is problem	☒ OK ☐ NG-FO	

Description of Data Item	NBI Data Item	Deficient Criteria	Results	What are the Deficiencies?
[Item 69 applies only if the last digit of Item 42 is coded 0, 1, 2, 4, 6, 7 or 8.]				
Under-clearances	Item 69 = N	≤ 3 is problem	☐ OK ☐ NG-FO	
Approach Roadway Alignment	Item 72 = 3	≤ 3 is problem	☐ OK ☒ NG-FO	See separate pages attached to end of this form for information regarding the deficiencies in approach roadway alignment.
Scour Criticality	Item 113 = T	≤ 3 is problem	☐ OK ☐ NG	
Bridge Railing	Item 36A = 0	= 0 Review	☐ OK ☐ NG	Concrete railing is damaged and significant cracks observed.
Guardrail Transition, Approaches, Guardrail Ends	Item 36B = 0 Item 36C = 0 Item 36D = 0	= 0 Review	☐ OK ☐ NG	
Other deficiencies not identified in Bridge Inspection Report	Discuss in detail, attach additional pages and photographs as needed to justify HBRRP funds to correct problem: See separate pages attached to the end of this form for information regarding the following: • Structural System; • Electrical System; • Mechanical System; and • Seismic Upgrade			

5. If this application is for rehabilitation or replacement scope, will all deficiencies be resolved by the project? If no, please discuss below or attach discussion on separate pages to application.

☒ Yes ☐ No ☐ Not Applicable

6. Discuss any special condition or proposed design exceptions:

The proposed rehabilitation work is significant. Because the bridge forms a part of the Third Street, a major transportation corridor in San Francisco, repairs must be scheduled to limit interruption to daily commute traffic.

7. Identify and justify "betterments" that are HBRRP participating but are not related to the major deficiencies. Attach additional pages as needed.

8. Refer to Exhibit 6-B. Identify and justify specific items requiring Caltrans funding approval. Attach additional pages as needed.

9. Other comments: (identify non-HBRRP participating work)

Estimated Construction Costs:

Exclude Contingencies, Supplementary Work, and Construction Engineering

	HBRRP Participating	NOT HBRRP Participating*
Construct Bridge	$12,500,000	
Bridge Removal		
Slope Protection		
Channel Work		
Detour – Stage Construction	$2,150,000	
Approach Roadway		
Utility Relocation		
Mobilization	$1,350,000	
Total	$16,000,000	

Total Cost $16,000,000

* Items that are not HBRRP participating could be participating through other federal programs. See the LAPG for other eligibility requirements of other programs. Local agencies that are unsure which project costs are HBRRP participating should contact the DLAE/SLA for resolution.

Note that the total of the HBRRP participating costs should carry over into the construction line (direct costs) on the next page.

Summary of HBRRP Participating Costs

Please indicate the HBRRP total participating (eligible for reimbursement) costs for this project. Based on the amounts below and the federal reimbursement rate, Caltrans will program (reserve) the HBRRP funds needed for this project. Other federal funds (RSTP, TEA, etc.) needed for this project should be shown in the Field Review form Exhibit 7-B from Chapter 7 of the LAPM.

Target dates represent a commitment by the local agency when the project will need HBRRP funding. Failure to meet target dates may cause funds to be reprogrammed to other projects by other local agencies. The reprogramming of HBRRP funds is at the discretion of Caltrans.

PE = Preliminary Engineering (Total not to exceed the greater of $75 K or 25% of CON and consultant contract management and quality assurance not to exceed 15% of consultant costs).
R/W = Right of Way
CE = Construction Engineering (Not to exceed 15% of CON).
CON = Construction
Cont = Contingency (including supplement work) not to exceed 25% (preliminary estimate) nor 10% of CON for final design $5 K min.

Enter CE Rate: 15%

Enter Contingency Rate: 10%

	Direct Costs		Indirect Costs*		HBRRP Participating $**	Target Dates
PE	$2,500,000	+	$1,358,000	=	$3,858,000	March 2013
R/W					n/a	n/a
CON	$16,000,000					
CE	$1,555,070		$844,930			
Cont	$1,600,000					
Subtotal	$19,155,070	+	$844,930	=	$20,000,000	January 2014
				Total Participating Cost	$23,858,000	
Enter Fed. Match Rate: 88.53%				HBRRP Requested	$21,121,487	

* See Chapter 5, "Accounting/Invoices," of the LAPM for approval of indirect costs.

** Participating costs exclude ineligible work items. Please review the HBRR Program Guidelines for reimbursable scopes of work and program cost limits. Other federal funds will be shown in the Field Review form, Exhibit 7-B, Chapter 7, "Field Review," of the LAPM.

Caltrans, please notify this agency to confirm this project has been programmed in the HBRRP Multi-Year Plan. I understand that reimubursable work shall not commence until a request for authorization (E76) has been processed by Caltrans and a notice to proceed has been received by this agency.

I certify that this project is in compliance with Chapter 6 (HBRRP) of the *Local Assistance Program Guidelines*. I understand that changes to the project scope/cost/schedule impacting the information in Exhibit 6-A and Exhibit 6-B require the processing of Exhibit 6-D (HBRRP Scope/Cost/Schedule Change Request).

Two (2) copies plus one original of this application (with attachments) will be included in the transmittal package to the DLAE.

Raymond Lui 09/28/2012
Local Agency Project Manager Date

Attachments:
1) Exhibit 6-B, LAPG, HBRRP Special Cost Approval Checklist
2) Bridge Inspection Report with SI&A Sheet
3) Sketch of General Plan or marked up as-built
4) Sketch of typical section
5) Photographs: 4 corners looking at the bridge & 2 elevation views, & views of each approach, for a total of 8 photographs (minimum).
6) Exhibit 7-B, Field Review Form, Chapter 7, LAPM
7) Exhibit 7-C, Roadway Data Sheet, Chapter 7, LAPM
8) ☐ Exhibit 6-C, PIN for Barrier Rail Replacement Projects (include only if applying for Bridge Railing Replacement funds.)
9) ☐ Other: _____
10) Request for Authorization is included in this application package for expedited processing?
☐ Yes ☒ No

Thank you for assembling the application package. Please send this package to your District Local Assistance Engineer to start the programming process. Please e-mail your suggestions to improve this form to eric.bost@dot.ca.gov or shannon.mlcoch@dot.ca.gov.

For Caltrans use only:

I have reviewed this application for completeness and have forwarded copies to the Office of Program Management and SLA.

☐ I recommend approval. (Attach comments as needed.)
☐ I do not recommend approval for the following reasons: See attached memo/e-mail to the Office of Program Management.
☐ I request SLA review of this application for the following reasons: (Attach memo/e-mail justifying increased Caltrans oversight).

_____ _____
DLAE or authorized staff Date

SEPARATE PAGES FOR LAPG EXHIBIT 6-A

Summary of Major Deficiencies of Existing Bridge (Latest Caltrans's Bridge Inspection Reports on Routine Inspection 03/22/2010; Fracture Critical Inspection 03/22/2011; and Other Inspection 12/28/2005)

Deck:
The open grid steel deck exhibits broken welds and loose sections in the grid. Repairs to the open grid deck have been done by the local agency but there are still several areas that need to be repaired. Particular concern is the damage imparted by the construction equipment going to an adjacent concrete plant and increased traffic loading from the installation of a light-rail transit line. If left unchecked, cracks in the welds could propagate further causing additional sections of the open steel grid deck to come loose.

The steel mesh sidewalk along the west side of the bridge is covered in freckled rust and the panels appear to have a lightly deflected or bowed shape to them.

Superstructure:
There are eight missing rivets from the built up girder section in this area due to the distortion of the member. There may also be more rivets in the general area that are damaged and nonfunctional. Further, there are sections of up to 3/8" (10mm) pack rust between the built-up top plate and edge plates of the box girders. The pack rust is found in every leaf of each of the three box girders. There are also many cracked tack welds at the same locations and minor rust scaling on the top plates.

Substructures:
The main eastern steel built up box girder has been damaged from a high-load hit by a boat traveling under the structure. The girder bottom box flange is slightly damaged.

The navigational protection (dolphin and fender) system is in poor condition and should be repaired and or replaced.

Structural Condition:
This bridge has seen a large increase in live loading with the addition of two light rail tracks and a tremendous increase in both double load gravel trucks and concrete trucks from an adjacent batch plant. This increase in live loading may add fatigue issues to the fatigue-prone portions.

The interior of the structure has a leak in the Northeastern corner of the abutment. This leak is causing some significant corrosion and loss of section of some of the structural steel elements. Inspections also found several nonstructural areas of deterioration evident from the leak.

Approach Roadway Alignment:
The center locks do not operate reliably under automatic control. The bridge operators manually extend the enter locks in each girder after a bridge operation to verify that the locks have fully extended and locked. The locks require additional alignment work and fine tuning to allow for reliable operation. Further, the center lock machinery are not effectively transferring load between bascule leaves.

Other deficiencies not identified in Caltrans's Bridge Inspection Reports:

The Islais Creek Bridge is a double-leaf trunnion bascule bridge and was built in 1945. The bridge is 83 feet wide between the centerline of the side girders, and carries six lanes of traffic. Two seven-foot wide pedestrian sidewalks extend out on each side of the side girders. Islais Creek Bridge is a Coast Guard regulated navigable waterway that has limited marine traffic. The bridge carried only vehicle traffic until the San Francisco Municipal Railway (MUNI) light rail line was added in 2006. Live loads now include MUNI light rail cars and frequent heavy truck traffic from local concrete batch plants.

Creegan+D'Angelo Engineers was retained by the City and County of San Francisco Department of Public Works to perform a Condition and Seismic Performance Assessments for the Islais Creek Bridget between January 21, 2008 and April 25, 2008. Based on their assessments, the bridge in general appears to be in fair condition with the need for some repairs and upgrades. Repair is required to extend the useful life of the bridge and improve its reliability. The suggested work includes bridge machine equipment and electrical systems repairs and upgrades, steel bridge deck replacement, and damage repair that is typical for bridges of this type and age. The work recommended is classified as structure repair, electrical repair, mechanical repair, and seismic retrofit.

Structural Deficiency Findings:

North Machine Pit – There is a significant water leak on the northeast corner. Moreover, water is leaking through four conduits on the northeast corner. Two columns (located on side opposite of main columns) have significant rust at the base and steel wide flange struts attaching to those columns are significantly corroded. Water entering through the girder housings appears to be the source of water penetration.
South Machine Pit – There is a significant amount of spalling with exposed rebars in a localized area on the southwest corner of the vault. Similar to the north pit, there is spalling and rusting of the columns and other steel components.
Steel Bridge Superstructure including pedestrian approach – Framing components and girders housings show heavy rusting. Concrete barrier at the approach is damaged due to possible movement and water penetration. Significant cracks were observed. At the end of the pedestrian approach, it appears that the bridge catches the concrete when lifting and damages the approach.
Fending System – Most piles are severely damaged and decayed through. The fender system is unsafe and should be repaired or replaced.
Bridge Deck – SFDPW has had to install numerous repairs of the open steel road deck grating. The grating connections are failure due to heavy, repeated truck traffic loadings.

Deficiency of Electrical Systems:

Grounding – The original electric system was built to 1950 codes that allowed the conduit to be used as a grounding system. This is no longer a standard method of grounding an electrical system since conduits can vibrate loose and isolate equipment from a ground path. Correcting this issue requires rehabilitation work.
Power Distribution – The majority of the power distribution equipment is generally antiquated and has reached the end of its service life. The motor control center has insufficient clear working space

to meet the National Electric Code (NEC) requirements. AASHTO Section 1.4.3 recommends that electric power bridges be equipped with an auxiliary power source. No auxiliary power is available for this bridge.

Conduit System and Wire – The conduit and wiring in the machinery pit area should be rehabilitated. As part of a complete rehabilitation the conduit and wiring will need to be replaced to properly power and control the new equipment.

Control Equipment – AASHTO section 8.4.2.2 recommends heavy duty industrial relays, multiple newer portions of the bridge control system have been replaced with lighter duty ice-cube style relays. The control system is either antiquated or distributed making maintenance and failures difficult to trace and correct.

Control Desk – The control desk does not provide all the indication that AASHTO requires for a movable bridge control desk. The ASSHTO deficiencies noted on the control desk:

- AASHTO Section 8.4.2.5 recommends an emergency stop pushbutton be prominent on the control desk and this is not provided on the control desk.
- AASHTO Section 8.4.2.6 recommends a normal stop pushbutton be provided on the control desk and this is not present.
- AASHTO Section 8.4.6.2 recommends brake hand released indication be provided on the control desk.
- AASHTO Section 8.4.6.2 recommends a lamp test function be provided on the control desk, either individual push to test lamps or a control switch, that causes all lights to illuminate. This allows the operator to verify that all lights are functional prior to starting a bridge operation.
- AASHTO Section 8.4.6.2 recommends that red indicating lights only be used to indicate an unsafe condition, and this is not a correct operation condition. This is not followed on the control desk.

The control desk does not provide the operator the information to safely operate the bridge in accordance with AASHTO recommendations. The control desk should be replaced as part of rehabilitation.

Bridge Operation –The study found that the bridge operated well but each operation had problems that had to be resolved prior to completing the operation. After each operation the maintenance teams have to go to each center lock and manual tighten the locks. The automatic control system is not capable of completing the operation safely. The majority of the equipment is old and has reached the end of its service life.

Bascule Span Drive Motors, Controllers, and Brakes –The span drive motors and shaft brakes are drawing significant current beyond their nameplate rating and the shaft brake1 has had an insulation resistance failure. The shaft brake 1 requires replacement and since both shaft brakes are the same age it would be prudent to replace both shaft brakes.

Center Locks –Tthe center locks do not operate reliably under automatic control. The bridge operators manually extend the enter locks in each girder after a bridge operation to verify that the locks have fully extended and locked. The locks require additional alignment work and fine tuning to allow for reliable operation. This work should be performed immediately.

Limit Switches and Rotary Cam Limit Switches – AASHTO 8.4.4.4 recommends that plunger type limit switches not be used on operations that are not subject to overtravel. As plunger limit switches age the springs used to extend the plunger when the plunger is not depressed can fail.

Traffic Control Devices – AASHTO Section 1.4.4.4 recommends that traffic warning gates extend across the entire roadway. It also recommended that the warning signs extend across the sidewalk or separate pedestrian gates be provided. It is also recommended that gate be provided a manual operator in the event of an electrical failure. These features are not provided with the current gates and gate locations.
Closed Circuit Television – There are multiple locations on the sidewalk that have obstructed views from the control tower due to the large rack shrouds. A pedestrian or cyclist in the location could be endangered by a bridge operation and the operator would be unaware of their presence. Providing CCTV cameras along with pedestrian gates would increase public safety.
PA system – There is no communication system between the control tower and the roadway. Providing a one way PA system would allow the bridge to provide commands to pedestrians or cars.

Deficiency of Mechanical Systems:

Span Drive Machinery – The span drive machinery main opinion and racks have little to no backlash. AGMA recommends gears of this size to be operating with backlash of 0.08" to 0.110". Given the current alignment of the rack and main pinion at the Islais Creek Bridge, any movement of the span causes rotation of the open gear machinery, resulting in loading of gears and bearings. All span drive brakes except the southwest machinery brake are out of alignment per their listed nameplate data. The north motor/cross shaft plate is completely out of service and requires immediate servicing.
Machinery Supports – Trunnion support castings were found to be in poor condition with exterior surfaces covered in corrosion and many support anchor bolts severely corroded as a result of moisture and debris collecting around the bolts.
Center Lock Machinery – The center lock machinery are not effectively transferring load between bascule leaves. Finger shims used between contact plates and jaws are not recommended in an assembly such as this and should be replaced immediately. Poor contact between contact plates and diaphragms can be corrected with the use of tapered shims between contact plates and jaws.
Centering Devices – Corrosion on all surfaces of the rub plates, structural supports and fasteners.
Live Load Bearings – Require adjustment to more effectively transfer load in the span closed position. Live load bearings also require removal of surface corrosion and painting to protect exposed surfaces.
Buffers – The south span buffers are in poor condition and likely not performing is desired.

Seismic Retrofit:

To mitigate the structural deficiencies under seismic loads, retrofit has been developed for the issue regarding the load transfer from the trunnion to the machine pit wall. This retrofit strategy will prevent collapse and allow the bridge to operate within a quick turnaround following a Maximum Credible Earthquake.

EXHIBIT 6-B HBRRP SPECIAL COST APPROVAL CHECKLIST

The purpose of this form is to help local agencies identify project costs that require Caltrans funding approval. Local agencies are responsible for contacting the DLAE to resolve any items requiring Caltrans review. This form is not a substitute for reading Chapter 6 of the LAPG or the LAPM. Local agencies are still financially accountable for meeting all the requirements of the LAPG and the LAPM.

Project Number TBD

State Bridge No. 34C0024 (one bridge per application) Local Bridge No. CCSF 125

Project Location Islais Creek Bridge on 3rd Street over Islais Creek Channel in San Franciscol

Chapter 6 LAPG Section #'s	Topic	Status
6.2.1 – Rehab 6.2.2 - Replace	Adding Additional Lanes (including turn lanes)	☐ Requires Caltrans/MPO Approval ☐ Caltrans has Approved Costs ☐ MPO has Approved Scope in FTSIP ☒ Not Applicable
6.2.1 – Rehab	Scope is Bridge Replacement, but SR>50	☐ Requires Caltrans Approval ☐ Caltrans has Approved Costs ☒ Not Applicable
6.2.4 – Rail	No bridge railing work to be done, but other safety work related to bridge is needed.	☐ Requires Caltrans Approval ☐ Caltrans has Approved Costs ☒ Not Applicable
6.2.4 – Rail (applies to all scopes of work)	New sidewalks to be installed where none existed before. Please identify as "betterment" in Exhibit 6-A.	☐ Requires Caltrans Approval ☐ Caltrans has Approved Costs ☒ Not Applicable
6.2.1 – Rehab 6.2.2 – Replace 6.2.10 – Historic 6.3 – Standards	Rehabilitation/Replacement will not address all major bridge deficiencies	☐ Requires Caltrans Approval ☐ Caltrans has Approved Costs ☒ Not Applicable
6.5.11 – Replace	"Replaced" bridges to remain in place. Applies to work beyond specified examples in Section 6.5.12	☐ Requires Caltrans Approval ☐ Caltrans has Approved Costs ☒ Not Applicable

Chapter 6 LAPG Section #'s	Topic	Status
6.4.2	Approach roadwork exceeding guidelines	☐ Requires Caltrans Approval ☐ Caltrans has Approved Costs ☒ Not Applicable
6.4.3	PE costs exceeding guidelines	☐ Requires Caltrans Approval ☐ Caltrans has Approved Costs ☒ Not Applicable
6.4.4	Contingency exceeding guidelines	☐ Requires Caltrans Approval ☐ Caltrans has Approved Costs ☒ Not Applicable
6.4.5	CE costs exceeding guidelines	☐ Requires Caltrans Approval ☐ Caltrans has Approved Costs ☒ Not Applicable
6.5.3	10 Year Rule – Major (Re)Construction	☐ Requires Caltrans Approval ☐ Caltrans has Approved Costs ☒ Not Applicable
6.5.4	10 Year Rule – PE Authorization	☐ Requires Caltrans Approval ☐ Caltrans has Approved Costs ☒ Not Applicable
6.5.7	Unusual Architectural Treatments	☐ Requires Caltrans Approval ☐ Caltrans has Approved Costs ☒ Not Applicable
6.7.1 6.7.4	Scope/Cost/Schedule Changes	☐ Requires Caltrans Approval ☐ Caltrans has Approved Costs ☒ Not Applicable
6.7.5	Construction Change Orders (CCOs) that Exceed Contingency	☐ Requires Caltrans Approval ☐ Caltrans has Approved Costs ☒ Not Applicable

I certify that I have reviewed this project against the requirements of Chapter 6 of the LAPG and have filled out this checklist accordingly.

Raymond Lui 09/28/2012
Local Agency Project Manager Date

EXHIBIT 7-B FIELD REVIEW FORM

Local Agency: City and County of San Francisco, Department of Public Works — Field Review Date: TBD

Project Number: TBD — Locator (Dst/Co/Rte/PM/Agncy): 04-SF-0-CR

Project Name: Islais Creek Bridge Rehabilitation — Bridge No.(s): 34C0024

1. PROJECT LIMITS (see attached list for various locations) The Islais Creek Bridge is on Third Street crossing over Islais Creek Channel in between Cargo Way and Marin Street in San Francisco, California. Net Length 0.023 (mile)
2. WORK DESCRIPTION: Rehabilitation work includes bridge machine equipments and systems repairs and upgrades, steel bridge deck replacement, and other damage and corrosion repairs.

ITS project or ITS element: Yes ____ No X

If yes, choose: High-Risk (formerly "Major") ITS __, Low-Risk (formerly "Minor") ITS __, Exempt ITS __

3. PROGRAMMING DATA FTIP (MPO/RTPA) _____ FY 12/13 Page ____
   Amendment No. _____ FTIP PPNO _____ FHWA/FTA Approval Date _____
   Federal Funds $_____ Phases PE X R/W _____ Const X
   Air Basin: _____ (CMAQ only)
4. FUNCTIONAL CLASSIFICATION:

URBAN X		RURAL	
Principal Arterial:		Principal Arterial:	
Minor Arterial:		Minor Arterial:	
Collector:		Major Collector:	
Local:	X	Minor Collector:	
		Rural Local:	

5. STEWARDSHIP CATEGORY
   High Profile (Stewardship): Yes __ No X

   Delegated (Stewardship): Yes X No __ (a) DLAE oversight: Yes X No __
   (b) District Construction Yes __ No X
   ITS High-Risk project or element requiring FHWA oversight per stewardship: Yes __ No X
6. CALTRANS ENCROACHMENT PERMIT Is it required? Yes ____ No X
7. COST ESTIMATE BREAKDOWN (Including Structures)

		$1,000's			Fed. Participation	
PE	Environmental Process	$676,000	Yes	X	No	
	Design	$3,182,000	Yes	X	No	
	ITS System Manager or Integrator		Yes		No	
CONST	Const. Contract	$16,000,000	Yes	X	No	
	Const. Engineering	$2,400,000	Yes	X	No	
	Contingency	$1,600,000	Yes	X	No	
R/W	Preliminary R/W Work		Yes		No	
	Acquisition:		Yes		No	
	(No. of Parcels ____)		Yes		No	
	(Easements ____)		Yes		No	
	(Right of Entry ____)		Yes		No	
	RAP (No. Families)		Yes		No	
	RAP (No. Bus. ____)		Yes		No	
	Utilities (Exclude if included in					

contract items) _____ Yes ____ No ____
TOTAL COST $ 23,858,000

7a. Value Engineering Analysis Required? Yes ____ No X
(Yes, if total project costs are $25M or more on the Federal-aid System, or $20M or more for bridges)

8. PROPOSED FUNDING

		Total Cost		Cost Share		
Grand Total		$ 23,858,000				
Federal Program	#1 HBRRP	$ 23,858,000	Fed.	$21,121,487	Reimb. Ratio	88.53%
(Name/App. Code)	#2	$	Fed.	$	Reimb. Ratio	
Matching Funds Breakdown	Local:			$ 2,735,513	11.47 %	
	State:			$	%	
	Other:			$	%	

State Highway Funds? Yes ____ Source _____ No X
State CMAQ/RSTP Match Eligible Yes ____ No X Partial ____
Is the Project Underfunded? (Fed $ < Allowed Reimb.) Yes ____ No X

9. PROJECT ADMINISTRATION

		Agency	Consultant	State
PE	Environ Process	CCSF	X	
	Design	CCSF	X	
	System Man./Integ.			
R/W	All Work			
CONST ENGR	Contract	CCSF		
CONSTRUCTION	Contract	CCSF		
MAINTENANCE		CCSF		

Will Caltrans be requested to review PS&E? Yes ____ No X

10. SCHEDULES: PROPOSED ADVERTISEMENT DATE 2015
Other critical dates: _____

11. PROJECT MANAGER'S CONCURRENCE

Local Entity Representative: City and County of San Francisco Date: Sep 28, 2012

Signature & Title: Local Agency Project Manager Phone No. 415-558-4585

Is field review required? Yes X No ____

Caltrans (District) Representative: _____ Date: _____
(if attended Field Review)

Signature & Title: _____

FHWA Representative: _____ Date: _____
(if attended Field Review)

Signature & Title: _____

12. LIST OF ATTACHMENTS (Include all appropriate attachments if field review is required. See the "[ ]" notation for minimum required attachments for non-NHS projects)

__X__ Field Review Attendance Roster or Contacts Roster
__X__ Vicinity Map (Required for Construction Type Projects)

IF APPLICABLE (Complete as required depending on type of work involved)

__X__ Roadway Data Sheets [Req'd for Roadway projects]
__X__ Typical Roadway Geometric Section(s) [Req'd for Roadway projects]
_____ Major Structure Data Sheet [Req'd for HBP]
_____ Railroad Grade Crossing Data Sheet
_____ Sketch of Each Proposed Alternate Improvement
_____ TE Application Document
_____ Existing federal, state, and local ADA deficiencies not included on other Attachments
_____ Signal Warrants
_____ Collision Diagram
_____ CMAQ/RSTP State STIP Match
_____ Systems Engineering Review Form (SERF) Req'd for High-Risk (formerly "Major") and Low-Risk (formerly "Minor") ITS projects

13. DLAE FIELD REVIEW NOTES:

A. MINUTES OF FIELD REVIEWS

B. ISSUES OR UNUSUAL ASPECTS OF PROJECT

(Attachment to Field Review Form)
Distribution: Original with attachments – Local Agency
___ Copy with attachments (2 copies if HBP) - DLAE

ROADWAY DATA

1. TRAFFIC DATA

Current ADT 25000 Year 2007 Future ADT _____ Year 2007___ DHV 1700 Trucks 20%
Terrain (Check One) __X_ Flat _____ Rolling ____ Mountainous
Design Speed 30mph__
Proposed Speed Zone ____ Yes mph _____ _X__ No

2. GEOMETRIC INFORMATION

ROADWAY SECTION

Facility	Year Constr.	Min. Curve Radius	Thru Traffic Lanes			Shoulders		Median Width
			No. of Lanes	Total Width	Type	Each Width Lt/Rt	Type	
Exist.	1945	NA	4	14m	Bridge	3m/3m	Sidewalk	9m (rail line)
Prop.	No changes proposed to existing roadway and shoulder alignment							
Min. Stds. selected: AASHTO____ 3R ____ Local ____								
	N/E Contig. Sect.		2	7m	Bridge	0m/3m	Sidewalk	4.5m(rail line)
	S/W Contig Sect.		2	7m	Bridge	0m/3m	Sidewalk	4.5m(rail line)

Remarks (If design standard exception is being sought, cite standard and explain fully how it varies):

3. DEFICIENCIES OF EXISTING FACILITY (Mark appropriate one(s))

_____ Pavement Surface
__X_ Alignment
_____ Crossfall
_____ Pavement Structure
_____ Drainage
__X__ Bridge
_____ Safety (Attach collision diagram or other documentation)
_____ Federal Americans w/ Disabilities Act (ADA), State or Local accessibility requirements
__X__ Other (describe below)

Remarks: Deficiency includes bridge elements deterioration (open grid steel deck, structural members corrosion, concrete spall, etc) and bridge machine equipments and electrical systems declination (trunnion assemblies, span drive machinery, center lock alignment, load bearings, shaft brakes, conduit systems, etc).

4. TRAFFIC SIGNALS __X__Yes ___New (attach warrants) ___Modified _____No

5. MAJOR STRUCTURES Structure No.(s) _____ (attach structure data sheet)

6. OTHER TRANSPORTATION FACILITIES (Name)

_____ None
__X___ Railroad SF Municipal Railway light rail line (T line) w/ 600V DC Overhead Lines____ (attach railroad data sheet)
_____ Airports _____ (attach airport data sheet)
_____ Transit _____
__X__ Bicycle SF Bicycle Route #7 (signed route only)

7. AGENCIES AFFECTED

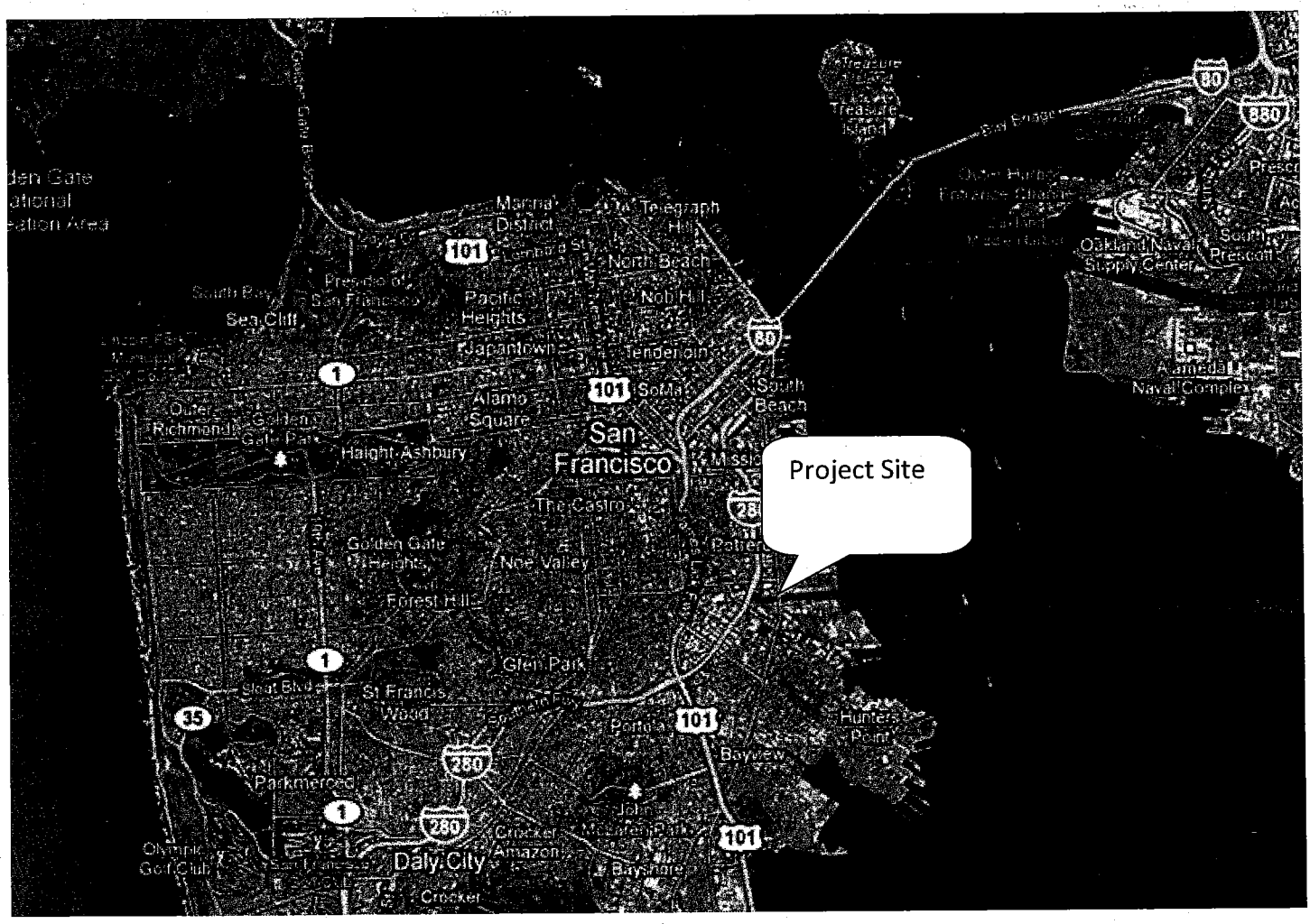
Utilities [mark appropriate one(s)] _____ Telephone _____ Electrical _____ Gas
_____ Water _____ Irrigation
_____ Other _____ Sanitary

Major Utility Adjustment: _____

High Risk Facilities: _____

Other: _____

Remarks: _____



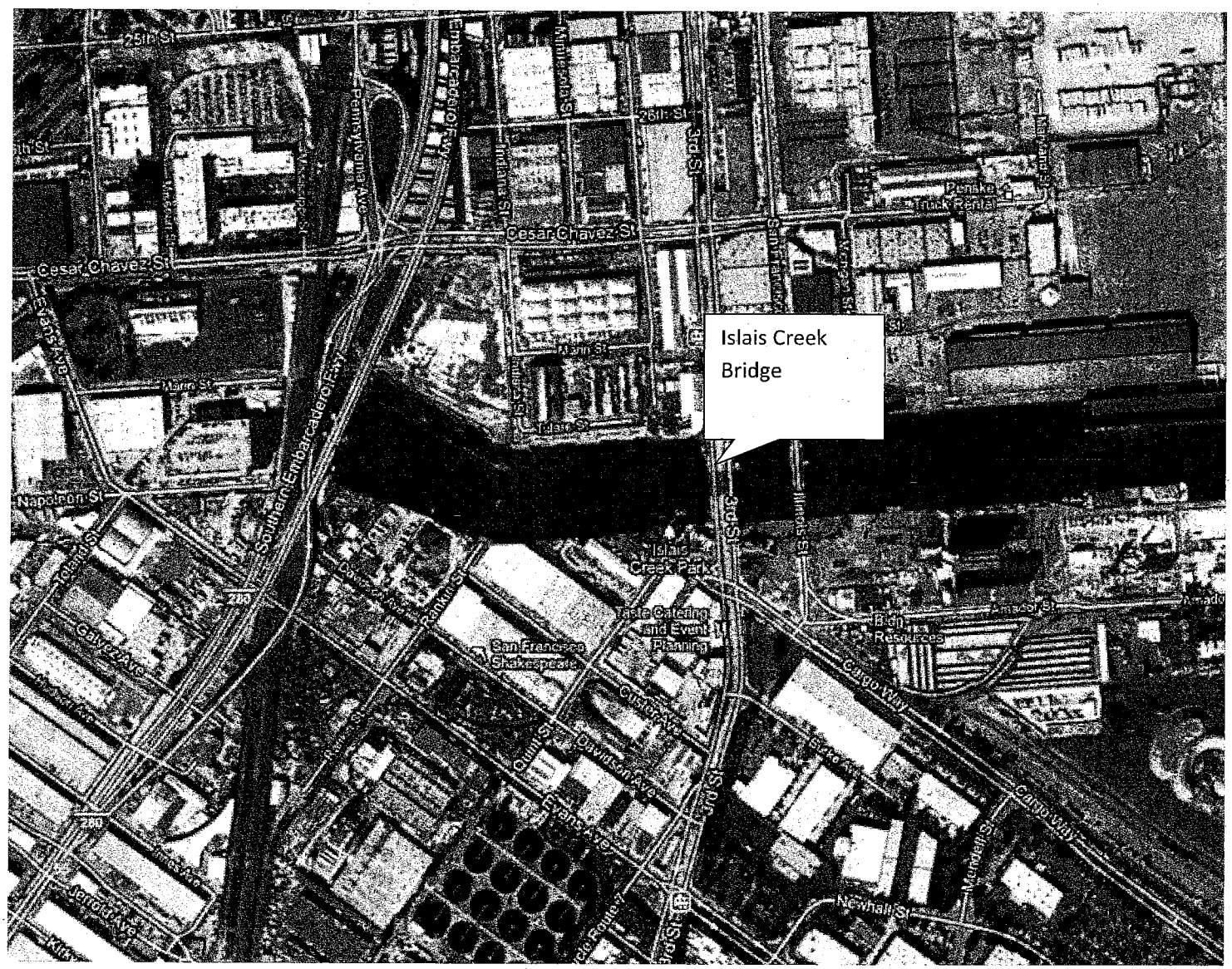
Source: Google Map data 2009 Tele Altas

Site Location Map

Application for HBRRP Funds
Islais Creek Bridge Rehabilitation Project
San Francisco, California

September 2012

FIGURE 1

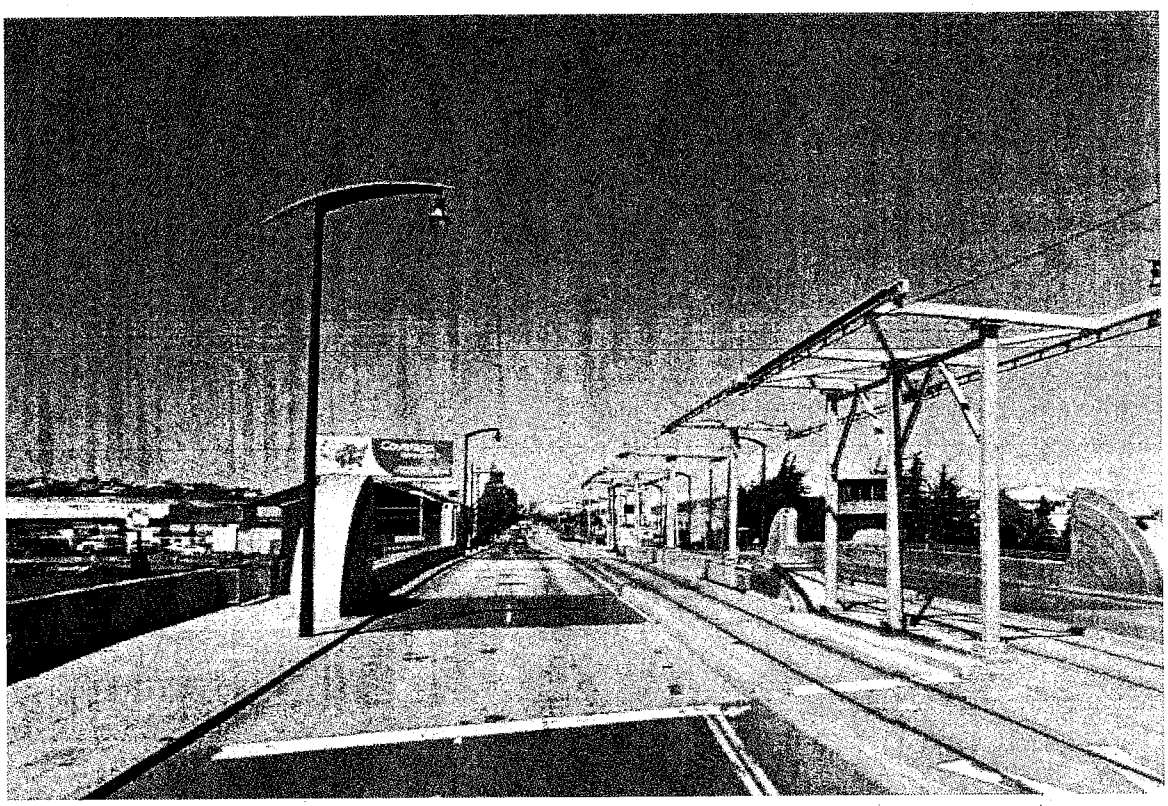


Site Vicinity Map

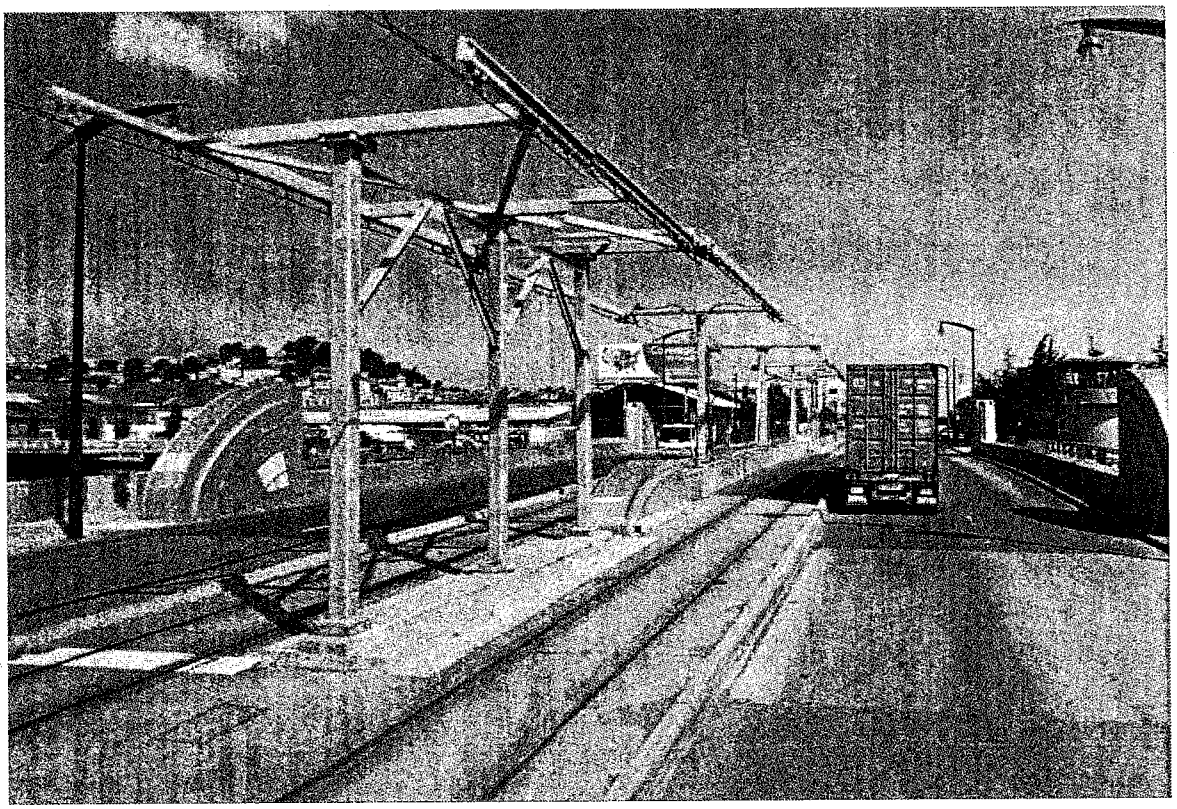
Application for HBRRP Funds
Islais Creek Bridge Rehabilitation Project
San Francisco, California

September 2012

FIGURE 2



South West Corner



South East Corner

Looking North

Application for HBRRP Funds
Islais Creek Bridge Rehabilitation Project
San Francisco, California

September 2012

FIGURE 3

Islais Creek Bridge Rehabilitation Project

Highway Bridge Program Grant Preliminary Enginnering

Budget Summary

Sources	Amount
Highway Bridge Program	$ 3,010,020
2011 Street Safety and Road Bond	$ 389,980
TOTAL COST	**$ 3,400,000**

Uses	Amount
Planning and Engineering	$ 3,400,000
TOTAL COST	**$ 3,400,000**