State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
Central Region
1234 East Shaw Avenue
Fresno, California 93710
(559) 243-4593
www.wildlife.ca.gov

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director

September 20, 2022

Steven E. White
Fresno County
2220 Tulare Street 6th Floor
Fresno, California 93721

Subject: Notification of Lake or Streambed Alteration No. EPIMS-FRE-21935-R4
Dry Creek Bridge Replacement Project on Burrough Valley Road
Dry Creek – Fresno County

Dear Mr. White:

As the California Department of Fish and Wildlife (CDFW) explained in a previous letter to you dated June 23, 2022, CDFW had until August 22, 2022, to submit a draft Lake or Streambed Alteration Agreement (Agreement) to you or inform you that an Agreement is not required. CDFW did not meet that date. As a result, by law, you may now complete the project described in your Notification without an Agreement.

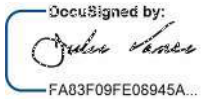
Please note that pursuant to Fish and Game Code section 1602, subdivision (a)(4)(D), if you proceed with this project, it must be the same as described and conducted in the same manner as specified in the Notification and any modifications to that Notification received by CDFW in writing prior to August 22, 2022. This includes completing the project within the proposed term and seasonal work period and implementing all avoidance and mitigation measures to protect fish and wildlife resources specified in the Notification and all attachments to the Notification. If the term proposed in your Notification will expire, authorization by operation of law without an Agreement will no longer be possible, because an operation of law authorization may not be extended. Beginning or completing a project that differs in any way from the one described in the Notification may constitute a violation of Fish and Game Code section 1602.

Also note that while you are entitled to complete the project without an Agreement, you are still responsible for complying with other applicable local, State, and federal laws. These include, but are not limited to, Fish and Game Code sections 2080 *et seq*. (species listed as threatened or endangered, or a candidate for listing under the California Endangered Species Act); section 1908 (rare native plants); sections 3511, 4700, 5050, and 5515 (fully protected species); section 3503 (bird nests and eggs); section 3503.5 (birds of prey); section 5650 (water pollution); section 5652 (refuse disposal into water); section 5901 (fish passage); section 5937 (sufficient water for fish); and section 5948 (obstruction of stream).

Finally, if you decide to proceed with your project without an Agreement, you must have a copy of this letter and your Notification with all attachments available at all times at the work site.

If you have any questions regarding this matter, you may contact the CDFW Central Region Lake and Streambed Alteration Program at (559) 243-4593 or by email at R4LSA@wildlife.ca.gov.

Sincerely,



Julie A. Vance
Regional Manager

Application

10155 - Notify for Standard Agreement (Cannabis and non-Cannabis) - Final Application

FRE-21935 - Dry Creek Bridge Replacement Project on Burrough Valley Rd
Region 4

Status: Submitted

Original Submitted Date: 02/08/2022 7:56 AM

Last Submitted Date: 05/24/2022 1:21 PM

Additional Contacts:

Select any additional contacts within your organization that will also manage this Permit

While an Applicant is legally responsible for complying with Fish and Game Code section 1602 and all measures and conditions of a final agreement, an Applicant may designate and authorize an agent (e.g., lawyer, consultant, or other individual) to act as Designated Representative.

*The Designated Representative is authorized to sign the notification and any agreement on behalf of the Applicant. The Designated Representative listed here **must** be list in the "Additional Contact" field above to receive emails associated with the application and permit.*

Designated Representative:

Applicant Information

Applicant:

- **User accounts must be registered using an individual's name.** If you are applying for an organization (e.g., business, governmental agency, etc.) you can associate that organization with your user account during the registration process. If you are an agent (e.g., lawyer or consultant) for an applicant, both you and your client must have user accounts. The applicant is responsible for complying with the terms and conditions of the agreement.
- **Register for only one user account.** A single user account may be associated with multiple notifications/applications and/or multiple organizations. If you do not receive an automated confirmation email within a few minutes of registering, please check your Spam/Junk email folder.
- **New User Registration Approval** is not automated and may take up to 72 hours. Once approved, you will receive two emails, one containing your User ID, and one containing your temporary password. These emails may also go to your Spam/Junk email folder.
- **DO NOT** USE ALL CAPITAL LETTERS WHEN COMPLETEING THIS FORM.
  - **NOTE**: If ALL CAPS are used in any field on this form, the registration will be denied.

Title:	Steven First Name	E Middle Name	White Last Name
User Email:*	arutherford@fresnocountyca.gov;nnobuhiro@fresnocountyca.gov		
User Address:*	2220 Tulare Street 6th Floor		
*	Fresno City	California State/Province	93721 Postal Code/Zip
User Phone:*	559-600-0524 Phone		Ext.

Organization Information

- **Registered users should provide the name of the primary organization they are associated with.** Other organizations can be associated with the user after the registration process.
- Enter the full name of the organization. **DO NOT USE ABBREVIATIONS OR ACRONYMS.**
- **DO NOT** USE ALL CAPITAL LETTERS WHEN COMPLETEING THIS FORM.
  - **NOTE**: If ALL CAPS are used in any field on this form, the registration will be denied.

Organization Type:*	Local Government
Organization Name:*	Fresno County
Organization Website URL:	
Address:*	2220 Tulare Street 6th Floor

*	Fresno City	California State/Province	93721 Postal Code/Zip
Phone:*	559-600-4109		
			Ext.

Project Location

Project Location 1	
"Project Name" used here refers to the activities (project) that are subject to the notification requirements in Fish and Game Code section 1602 and not the overall project identified previously in the General Information form. For example, if the project includes the construction of one bridge, one culvert, and road grading adjacent to a stream, this would constitute three projects. You can name the bridge Smith Bridge as project one, Smith Culvert as project two, and Road Grading as project three. In this example, you would be required to fill out this section three times to identify each project. Refer to the LSA Fee Schedule for more information. Project Name:*	Dry Creek Bridge Replacement on Burrough Valley Rd
Response:*	No
Provide the street address where the project will take place. Project Site Address:*	
City:*	
Name Other:*	
Zip Code:*	
If there is no street address: • **Provide a description of the location with reference to the nearest city or town.** • **Provide driving directions from a major road or highway.** • **Provide a map that marks the location of the project and denotes a north arrow and map scale in the Documents and Maps form.** **Project Site Description:***	From Fresno, take State Route 168 (CA-168) for 20.4 miles north to Sample Road. Turn right on Sample Road and drive north for 10.4 miles. Sample Road turns into Tollhouse Road, and the study area is located 10.4 miles from CA-168 at the intersection of Tollhouse Road and Burrough Valley Road.
Access Google Maps Help to find your GPS latitude and longitude coordinates. GPS Coordinates:*	36.992639
Longitude:*	-119.413444
Provide the name of the county where the project will take place. If you do not see your county on this list, you are applying to the wrong region. Return to the Main Menu and start a new application in the correct region. County: *	Fresno County
Assessor's Parcel Number can be found on deeds and tax records. Property APN:*	
Assessor's Parcel Number can be found on deeds and tax records. Property APN:*	
Assessor's Parcel Number	

can be found on deeds and tax records. Property APN:*	
Assessor's Parcel Number can be found on deeds and tax records. Property APN:*	
Assessor's Parcel Number can be found on deeds and tax records. Property APN:*	
Assessor's Parcel Number can be found on deeds and tax records. Property APN:*	
Assessor's Parcel Number can be found on deeds and tax records. Property APN:*	
Assessor's Parcel Number can be found on deeds and tax records. Property APN:*	
Assessor's Parcel Number can be found on deeds and tax records. Property APN:*	
Assessor's Parcel Number can be found on deeds and tax records. Property APN:*	
Assessor's Parcel Number can be found on deeds and tax records. Property APN:*	
Assessor's Parcel Number can be found on deeds and tax records. Property APN:*	138-050-66
Assessor's Parcel Number can be found on deeds and tax records. Property APN:*	
Assessor's Parcel Number can be found on deeds and tax records. Property APN:*	
Assessor's Parcel Number can be found on deeds and tax records. Property APN:*	
Assessor's Parcel Number can be found on deeds and tax records. Property APN:*	
Assessor's Parcel Number can be found on deeds and tax records. Property APN:*	
Assessor's Parcel Number can be found on deeds and tax records. Property APN:*	
Project Category:*	Replace/Remove Existing Structure
The work type, "Water diversion without facility" refers to extracting water from a river, stream, or lake without physically obstructing or impeding its natural flow (e.g., by using a pump or by gravity through a headgate, pipe, or gallery). The work type, "Water diversion with facility" refers to extracting water from a river, stream, or lake in conjunction with or by use of a facility or structure that physically obstructs or impedes its natural flow (e.g., a flashboard dam or a weir). Work Type: *	Bridge
Describe Other Work Type:*	
Response:*	No

Provide the name of the stream or lake in or near where the project will occur. If the river, stream or lake is unnamed, please select "unnamed stream or lake" in the drop-down box. **The following websites may assist you in identifying the name of the stream or lake in or near the project.** • **EPA Maps** • **USGS The National Map** **Disclaimer – CDFW cannot and does not portray the links provided above as an exhaustive and comprehensive inventory of all river, streams, or lakes statewide. Field verification will always be an important obligation of the applicant.** **River, Stream, or Lake Affected:***	Dry Creek
Describe Other:*	
Provide the watercourse or waterbody to which the stream or lake identified above is tributary. • **EPA Maps** • **USGS The National Map** **Disclaimer – CDFW cannot and does not portray the links provided above as an exhaustive and comprehensive inventory of all river, streams, or lakes statewide. Field verification will always be an important obligation of the applicant.** **Waterbody Tributary:***	San Joaquin River
Describe Other:*	
Water Present during Work Period:	Yes
Work in Wetted Portion of Channel:*	Yes
The State Wild and Scenic Rivers Act (WSRA) is codified at Public Resources Code section 5093.50 et seq. and can be found at California Wild and Scenic Rivers Act. ***If the project is located within a segment of a river or stream that is listed in the State or federal WRSA, CDFW cannot approve the proposed project unless it is consistent with the act(s).*** **Wild and Scenic Rivers?:***	No
Wild and Scenic River Affected by Project:*	

Project Location 2	
"Project Name" used here refers to the activities (project) that are subject to the notification requirements in Fish and Game Code section 1602 and not the overall project identified previously in the General Information form. For example, if the project includes the construction of one bridge, one culvert, and	Dry Creek Bridge Replacement on Burrough Valley Rd

road grading adjacent to a stream, this would constitute three projects. You can name the bridge Smith Bridge as project one, Smith Culvert as project two, and Road Grading as project three. In this example, you would be required to fill out this section three times to identify each project. Refer to the LSA Fee Schedule for more information. **Project Name:***	
Response:*	No
Provide the street address where the project will take place. **Project Site Address:***	
City:*	
Name Other:*	
Zip Code:*	
If there is no street address: • **Provide a description of the location with reference to the nearest city or town.** • **Provide driving directions from a major road or highway.** • **Provide a map that marks the location of the project and denotes a north arrow and map scale in the Documents and Maps form.** **Project Site Description:***	The existing box culvert is located on Tollhouse Road north of Burrough Valley Road.
Access Google Maps Help to find your GPS latitude and longitude coordinates. **GPS Coordinates:***	36.992983
Longitude:*	-119.413797
Provide the name of the county where the project will take place. If you do not see your county on this list, you are applying to the wrong region. Return to the Main Menu and start a new application in the correct region. **County: ***	Fresno County
Assessor's Parcel Number can be found on deeds and tax records. **Property APN:***	
Assessor's Parcel Number can be found on deeds and tax records. **Property APN:***	
Assessor's Parcel Number can be found on deeds and tax records. **Property APN:***	
Assessor's Parcel Number can be found on deeds and tax records. **Property APN:***	
Assessor's Parcel Number can be found on deeds and tax records. **Property APN:***	
Assessor's Parcel Number can be found on deeds and tax records. **Property APN:***	
Assessor's Parcel Number can be found on deeds and tax records. **Property APN:***	
Assessor's Parcel Number can be found on deeds and tax records. **Property APN:***	

Assessor's Parcel Number can be found on deeds and tax records. Property APN:*	
Assessor's Parcel Number can be found on deeds and tax records. Property APN:*	
Assessor's Parcel Number can be found on deeds and tax records. Property APN:*	
Assessor's Parcel Number can be found on deeds and tax records. Property APN:*	138-050-66
Assessor's Parcel Number can be found on deeds and tax records. Property APN:*	
Assessor's Parcel Number can be found on deeds and tax records. Property APN:*	
Assessor's Parcel Number can be found on deeds and tax records. Property APN:*	
Assessor's Parcel Number can be found on deeds and tax records. Property APN:*	
Assessor's Parcel Number can be found on deeds and tax records. Property APN:*	
Project Category:*	Replace/Remove Existing Structure
The work type, "Water diversion without facility" refers to extracting water from a river, stream, or lake without physically obstructing or impeding its natural flow (e.g., by using a pump or by gravity through a headgate, pipe, or gallery). **The work type, "Water diversion with facility" refers to extracting water from a river, stream, or lake in conjunction with or by use of a facility or structure that physically obstructs or impedes its natural flow (e.g., a flashboard dam or a weir).** **Work Type: ***	Culvert
Describe Other Work Type:*	
Response:*	No
Provide the name of the stream or lake in or near where the project will occur. If the river, stream or lake is unnamed, please select "unnamed stream or lake" in the drop-down box. **The following websites may assist you in identifying the name of the stream or lake in or near the project.** • **EPA Maps** • **USGS The National Map** **Disclaimer – CDFW cannot and does not portray the links provided above as an exhaustive and comprehensive inventory of all river, streams, or lakes statewide. Field verification**	Dry Creek

will always be an important obligation of the applicant. River, Stream, or Lake Affected:*	
Describe Other:*	
Provide the watercourse or waterbody to which the stream or lake identified above is tributary. • **EPA Maps** • **USGS The National Map** **Disclaimer – CDFW cannot and does not portray the links provided above as an exhaustive and comprehensive inventory of all river, streams, or lakes statewide. Field verification will always be an important obligation of the applicant.** **Waterbody Tributary:***	Dry Creek
Describe Other:*	
Water Present during Work Period:	Yes
Work in Wetted Portion of Channel:*	Yes
The State Wild and Scenic Rivers Act (WSRA) is codified at Public Resources Code section 5093.50 et seq. and can be found at California Wild and Scenic Rivers Act. ***If the project is located within a segment of a river or stream that is listed in the State or federal WRSA, CDFW cannot approve the proposed project unless it is consistent with the act(s).*** **Wild and Scenic Rivers?:***	No
Wild and Scenic River Affected by Project:*	

Project Description and Details

Is the 'Property Owner' the same person as the 'Applicant Proposing Project'?

Response:*	Yes
Provide the name, mailing address, telephone number, and e-mail address of the owner of the property where the project activities will take place, if different from the applicant proposing the project. **If there are multiple Property Owners associated with this notification, please include a Word Doc with the names and contact information for each person to the Documents and Maps form.** **Name:***	First Name Middle Initial Last Name City:* State:* Zip:*
Include all of the following: • **Include any structures (e.g., rip-rap, culverts) that will**	The proposed project will replace the existing, structurally deficient bridge and culvert with wider structures that are consistent with current standards. Existing Structure

be placed or modified in or near the stream, river, or lake, and any channel clearing.
- **Specify volume, and dimensions of all materials and features (e.g., rip-rap fields) that will be used or installed.**
- **If water will be diverted or extracted, specify the purpose or use.**
- **Describe both permanent and temporary impacts to the channel and/or riparian habitat.**

On the Documents and Maps form, attach photographs of the project location(s) and immediate surrounding area. Include diagrams, drawings, plans, and maps that provide all of the following:

- **Site specific construction details.**
- **Dimensions of each structure and/or extent of each activity in the bed, channel, bank or floodplain.**
- **Overview of the entire project area (i.e., "bird's-eye view") showing the location of each structure and activity, significant area features, stockpile areas, areas of temporary disturbance.**
- **Where the equipment/machinery will access the project area.**

Describe the Project in Detail:*

The Dry Creek Bridge (No. 42C0134) currently exists as a two-lane timber bridge with a non-standard guardrail that was built in 1925 and widened in 1972. The existing bridge is a three-span timber stringer superstructure with a reinforced concrete slab deck and a thin asphalt concrete surface. The superstructure is supported by reinforced concrete pier walls and abutment walls on shallow spread footings, which have been exposed by localized creek channel scour. The existing bridge is approximately 23 feet wide and 62 feet long. The concrete wing walls of the bridge have been extended with a stacked tire retaining wall system to account for the difference between the bridge length and creek channel width.

Proposed Structure
The existing bridge would be removed to accommodate a new cast-in-place prestressed concrete slab bridge measuring 34 feet 11 ½ inches wide by 114 feet long; the replacement structure would accommodate two 12-foot-wide traffic lanes, two 4-foot-wide shoulders, and two Type 836 concrete barriers. The replacement structure would meet the Central Valley Flood Protection Board?s criteria for rural minor streams (two (2) feet of freeboard above the 100-year storm water surface elevation) and would improve the integrity and functionality of the existing creek crossing. In order to provide 2 feet of freeboard above the 100-year storm event, the elevation of the Burrough Valley Road/Tollhouse Road intersection will be raised, requiring profile improvements on Tollhouse Road. The existing box culvert on Tollhouse Road north of Burrough Valley Road would also be removed and replaced due to its structural condition and hydraulic deficiencies. The replacement culvert would consist of a two cell 6-foot high by 12-foot wide precast concrete box culvert structure. The invert of the replacement box culvert will be buried by approximately 2 feet of native creek bed soil so as to provide a natural creek bed through the structure. Please see the detailed project activity for the culvert for more details.

During construction of the proposed project, traffic on Burrough Valley Road would be maintained through the construction of a temporary detour and creek crossing downstream of the existing bridge. The temporary detour and creek crossing would consist of a cofferdam system across the creek channel with pipe culverts to pass the maximum anticipated summertime flow of Dry Creek. The detour would be located south of the southwestern corner of the existing bridge span, adjacent to the existing alignment of Burrough Valley Road, which will connect Tollhouse Road to Burrough Valley Road. Upon completion of the detour, traffic would be shifted onto the detour to convey traffic through the project site for the duration of project activities.

Vicinity Characteristics
The proposed project is located in the southern Sierra Nevada Foothills, northeast of the City of Fresno in eastern Fresno County. The surrounding area consists of rolling foothills, annual grassland, oak woodland, ruderal/developed, and intermittent stream (Dry Creek). The roadways and adjacent shoulders have been disturbed and are covered with gravel fill. The annual grassland is found in small patches in the northeastern and western portions of the project site. Oak woodland occurs throughout the site and consists primarily of blue oak with an herbaceous understory.

Dry Creek
Dry Creek is an intermittent stream that flows through the project site from north to south. The creek is a tributary to the San Joaquin River, which flows 300 miles southeast through the Sierra Nevada and Central Valley regions before connecting to the San Francisco Bay via the Sacramento-San Joaquin Bay-Delta. Vegetation in the creek consists of small amounts of algal mats and duckweed downstream of the bridge.

Construction
There will be two construction seasons:
1. December 1, 2022 to April 15, 2023: This season will consist of tree and vegetation removal.
2. April 16, 2023 to February 1, 2024: This season will consist of bridge and roadway construction.

See Attachment 10A - Dry Creek Bridge Construction Plans.
See Attachment 10B - Project Activity Map.
See Attachment 10C - Habitat Map
See Attachment 10D - Site Photos
See Attachment A - Detailed Project Activity.
See Attachment B - Volume Qty Map.
See Attachment C - Temporary Diversion Plan.
See Attachment D - Temporary Detour Plan.

Character Limit: 10,000

List all equipment and machinery used to complete the project. List any lubricants, solvents, chemicals, or other materials not normally found on construction sites that will be present in the project area in addition to the equipment and machinery used to complete the project.
Describe Equipment and Machinery:*

Backhoes - Excavation and drainage work; removal of existing bridge; placement of rock slope protection
Dump Trucks - Fill material delivery/surplus removal; placement of rock slope protection
Water Truck - Dust control; earthwork construction; clearing and grubbing
Excavator - Soil manipulation; removal of existing bridge
Front-end Loader - Dirt or gravel manipulation
Forklift - Materials movement
Roller/Compactor - Earthwork construction; backfill compaction
Grader - Ground leveling
Jackhammers - Bridge demolition
Pavement Saw - Sawcut existing pavements, sawcut in pieces elements to be demolished
Bulldozer - Earthwork construction, clearing and grubbing

Concrete Truck - Placement of concrete
Pile Drivers - Pile installation

Character Limit: 10,000

Will part or all of this project be funded with one of the following CDFW-managed grants?

If you have received a grant other than those listed here, we do not need this information. Listed items are CDFW-managed grants, and others are not relevant to our tracking metrics.
Select all that apply:*

Water Right(s), Water Diversion(s), & Reservoir(s)

Does the project have an associated water right(s)?

Response:* No

Does the project include any water diversion(s)?

If the diversion of water is only incidental to the project described in the notification (e.g., temporarily dewatering a stream segment to install a culvert or bridge or drafting water as part of a timber harvesting operation) select "No".
Response:* No

Diversion 1

Complete the water use below. For diversion rate, use gallons per day (gpd) if rate is less than 0.025 cubic foot per second (cfs) (approximately 16,000 gpd). California Code of Regulations Title 23, §659 et seq. defines beneficial uses of water and states that "the board will determine whether other uses of water are beneficial when considering individual applications to appropriate water".
Season of Diversion:* Beginning Date Ending Date

Diversion Rate (cfs or gpm):* Unit of Measure*

Specify the maximum instantaneous rate of withdrawal (using proposed equipment) that will be achieved at any time during the season of diversion. Measured in cubic feet per second (cfs) or gallons per minute (gpm).
Maximum Instantaneous Rate: Unit of Measure*

Approximate lowest level of flow in the river, stream, or lake at the point of diversion during the proposed season of diversion in gpm or cfs.
Lowest Level Flow: Unit of Measure*

Diversion 2

Complete the water use below. For diversion rate, use gallons per day (gpd) if rate is less than 0.025 cubic
Beginning Date Ending Date

foot per second (cfs) (approximately 16,000 gpd). California Code of Regulations Title 23, §659 et seq. defines beneficial uses of water and states that "the board will determine whether other uses of water are beneficial when considering individual applications to appropriate water".
Season of Diversion:*

Diversion Rate (cfs or gpm):*

Unit of Measure*

Specify the maximum instantaneous rate of withdrawal (using proposed equipment) that will be achieved at any time during the season of diversion. Measured in cubic feet per second (cfs) or gallons per minute (gpm).
Maximum Instantaneous Rate:

Unit of Measure*

Approximate lowest level of flow in the river, stream, or lake at the point of diversion during the proposed season of diversion in gpm or cfs.
Lowest Level Flow:

Unit of Measure*

Diversion 3

Complete the water use below. For diversion rate, use gallons per day (gpd) if rate is less than 0.025 cubic foot per second (cfs) (approximately 16,000 gpd). California Code of Regulations Title 23, §659 et seq. defines beneficial uses of water and states that "the board will determine whether other uses of water are beneficial when considering individual applications to appropriate water".
Season of Diversion:*

Beginning Date

Ending Date

Diversion Rate (cfs or gpm):*

Unit of Measure*

Specify the maximum instantaneous rate of withdrawal (using proposed equipment) that will be achieved at any time during the season of diversion. Measured in cubic feet per second (cfs) or gallons per minute (gpm).
Maximum Instantaneous Rate:

Unit of Measure*

Approximate lowest level of flow in the river, stream, or lake at the point of diversion during the proposed season of diversion in gpm or cfs.
Lowest Level Flow:

Unit of Measure*

Diversion 4

Complete the water use below. For diversion rate, use gallons per day (gpd) if rate is less than 0.025 cubic foot per second (cfs) (approximately 16,000 gpd). California Code of

Beginning Date

Ending Date

Regulations Title 23, §659 et seq. defines beneficial uses of water and states that "the board will determine whether other uses of water are beneficial when considering individual applications to appropriate water".
Season of Diversion:*

Diversion Rate (cfs or gpm):*

Unit of Measure*

Specify the maximum instantaneous rate of withdrawal (using proposed equipment) that will be achieved at any time during the season of diversion. Measured in cubic feet per second (cfs) or gallons per minute (gpm).
Maximum Instantaneous Rate:

Unit of Measure*

Approximate lowest level of flow in the river, stream, or lake at the point of diversion during the proposed season of diversion in gpm or cfs.
Lowest Level Flow:

Unit of Measure*

Diversion 5

Complete the water use below. For diversion rate, use gallons per day (gpd) if rate is less than 0.025 cubic foot per second (cfs) (approximately 16,000 gpd). California Code of Regulations Title 23, §659 et seq. defines beneficial uses of water and states that "the board will determine whether other uses of water are beneficial when considering individual applications to appropriate water".
Season of Diversion:*

Beginning Date

Ending Date

Diversion Rate (cfs or gpm):*

Unit of Measure*

Specify the maximum instantaneous rate of withdrawal (using proposed equipment) that will be achieved at any time during the season of diversion. Measured in cubic feet per second (cfs) or gallons per minute (gpm).
Maximum Instantaneous Rate:

Unit of Measure*

Approximate lowest level of flow in the river, stream, or lake at the point of diversion during the proposed season of diversion in gpm or cfs.
Lowest Level Flow:

Unit of Measure*

Does the project include a reservoir(s)?

Complete this section if the project includes the construction of a reservoir or pond, whether permanent or temporary, and/or the routine operation of an existing reservoir or pond by diverting or obstructing the flow of a river or stream.
Response:*

No

Commercial Cannabis Cultivation

Does any part of the project include remediation at a cannabis cultivation site?

Includes projects that were from past cannabis grows even if you will not be cultivating cannabis in the future.
Response:*

No

Are you seeking documentation to submit to the Department of Cannabis Control (DCC) for the purpose of commercial cannabis cultivation licensing?

If you are applying for, or have received, a commercial cannabis license from the Department of Cannabis Control (DCC), select yes.
Response:*

No

The Premises is the designated structure(s) and land specified in the DCC application that are in possession of and used by the applicant or licensee to conduct the commercial cannabis activity. There may be multiple APNs associated with the premises. Include ALL APNs associated with your DCC application (if applicable) in this section. Unsure of your property APN? Click here to search by location or address.

Premises APN | Premises APN | Premises APN

County	Tax APN format
Alameda	No Standard Format
Alpine	123-456-789
Amador	123-456-789
Butte	123-456-789
Calaveras	123-456-789-000 (Always ends in "000")
Colusa	123-456-789-000 (Always ends in "000")
Contra Costa	123-456-789-0
Del Norte	123-456-789-000 (Always ends in "000")
El Dorado	123-456-789-000 (Always ends in "000")
Fresno	123-456-78
Glenn	123-456-789-000 (Always ends in "000")
Humboldt	123-456-789-000 (Always ends in "000")
Imperial	123-456-789-000 (Always ends in "000")
Inyo	123-456-789-00 (Ends "00" or "02" or "03")
Kern	123-456-78-00-1
Kings	123-456-789-000 (Always ends in "000")
Lake	123-456-789-000 (Always ends in "000")
Lassen	123-456-78-11
Los Angeles	1234-567-891
Madera	123-456-789-000 (Always ends in "000")
Marin	123-456-78
Mariposa	123-456-7890

Mendocino	123-456-78-01
Merced	123-456-789-000 (Always ends in "000")
Modoc	123-456-789-000 (Always ends in "000")
Mono	123-456-789-000 (Always ends in "000")
Monterey	123-456-789-000 (Always ends in "000")
Napa	123-456-789-000 (Always ends in "000")
Nevada	123-456-789-000 (Always ends in "000")
Orange	123-456-78
Placer	123-456-789-000 (Always ends in "000")
Plumas	123-456-789-000 (Always ends in "000")
Riverside	123-456-789
Sacramento	123-4567-891-0000 (Always ends in "0000")
San Benito	123-456-789-000 (Always ends in "000")
San Bernardino	1234-567-89-0000 (Always ends in "0000")
San Diego	123-456-78-00 (Always ends in "00")
San Francisco	1234-567
San Joaquin	123-456-789-000 (Always ends in "000")
San Luis Obispo	123-456-789
San Mateo	123-456-789
Santa Barbara	123-456-789
Santa Clara	123-45-678
Santa Cruz	123-456-78
Shasta	123-456-789-000 (Always ends in "000")
Sierra	123-456-789-0
Siskiyou	123-456-789-000 (Always ends in "000")
Solano	1234-567-891
Sonoma	123-456-789-000 (Always ends in "000")
Stanislaus	123-456-789-000 (Always ends in "000")
Sutter	12-345-678
Tehama	123-456-789-000 (Always ends in "000")
Trinity	123-456-789-000 (Always ends in "000")
Tulare	123-456-789-000 (Always ends in "000")
Tuolumne	123-456-789-000 (Always ends in "000")
Ventura	123-4-567-891
Yolo	123-456-789-000 (Always ends in "000")
Yuba	123-456-789-000 (Always ends in "000")

Premises APNs:*

	Premises APN	Premises APN	Premises APN
	Premises APN	Premises APN	Premises APN

Access Google Maps Help to find your GPS latitude or longitude coordinates. GPS Coordinates:	Latitude Minimum Requirement ##.#####	Longitude Minimum Requirement -###.#####
Access Google Maps Help to find your GPS latitude or longitude coordinates. GPS Coordinates:	Latitude Minimum Requirement ##.#####	Longitude Minimum Requirement -###.#####
Access Google Maps Help to find your GPS latitude or longitude coordinates. GPS Coordinates:	Latitude Minimum Requirement ##.#####	Longitude Minimum Requirement -###.#####
Access Google Maps Help to find your GPS latitude or longitude coordinates. GPS Coordinates:	Latitude Minimum Requirement ##.#####	Longitude Minimum Requirement -###.#####
Access Google Maps Help to find your GPS latitude or longitude coordinates. GPS Coordinates:	Latitude Minimum Requirement ##.#####	Longitude Minimum Requirement -###.#####

Agreement Term

Agreement Term Requested:* Regular Term (5 years or less)

Project Term

Specify both the year the project activities will begin and the year the project activities will end. Be advised CDFW may restrict work within a stream or lake to the dry season of the year. Consequently, you may want to include more than one season of possible operation in your project proposal.

Beginning Year:* 2022
YYYY

Ending Year:* 2027
YYYY

Seasonal Work Period

Specify the time period you intend to work on the project (e.g., August 1 to October 15). If the work period will exceed one year, specify the work period for each year of the project (e.g., Work Period 1, February 10 to March 31; Work Period 2, August 1 to October 15; Work Period 3, February 10 to March 31; etc.). CDFW may restrict project work to certain periods depending on rainfall, fish migration, wildlife breeding or nesting season, or other resource concerns. Specify the estimated number of days of actual work days for each seasonal work period.

NOTE: If your project has more that five seasonal work periods, include document identifying the additional work periods in the Documents and Maps form.

	Beginning Date	Ending Date	Number of Work Days
Work Period #1:*	12/01/2022	04/15/2023	25
Work Period #2:	04/16/2023	02/01/2024	150
Work Period #3:			
Work Period #4:			
Work Period #5:			

Project Impacts

Impacts to River, Stream, or Lake

Describe any foreseeable impacts (permanent or temporary) to the flow, bed, channel and bank of the river, stream, or lake.

Quantify the effects and impacts in the project vicinity by noting the type, volume, and dimensions of material displaced through grading, trenching or other forms of site alteration. Also include any foreseeable impacts (permanent or temporary) to the riparian zone on or adjacent to the bank of the river, stream or lake.

The riparian zone is the area that surrounds a channel or lake and supports (or can support) vegetation that is dependent on surface or subsurface water. Include the effects of your project activity to this zone at least to the outer (landward) edge of the drip line of any dependent vegetation.

Describe Impacts:*

Direct impacts of the proposed project include temporary fill in the creek bed for construction of the temporary creek crossing, excavation and pile drilling to construct the bridge abutments and piers, re-grading the creek banks in front of the abutments, the placement of rock slope protection, and potential deposition of debris and dust during demolition of the existing timber bridge and culvert. The project area is located on an existing road and bridge in Fresno County, and is surrounded by aquatic habitat, oak woodland, annual grassland, and rural/developed habitat. There will be 740 cubic yards of soil excavation and 364 cubic yards of rock fill along the slopes of the channel.

See Attachment 10B - Project Activity Map.
See Attachment 10C - Habitat Map
See Attachment A - Detailed Project Activity.
See Attachment B - Volume Quantity Map.

Character Limit: 10,000

Impacts to Special Status Species

Will there be any foreseeable impacts to any special status animal or plant species, or habitat that could support such species, known to be present on or near the project site?

A special status species is an animal or plant species that meets any of the following criteria:

- **The species is listed or proposed for listing under the State or federal Endangered Species Act.**
- **The species is designated as rare under the State Native Plant Protection Act.**
- **The species is identified as a candidate, sensitive, or special status species in a local, regional, State or federal list, plan, or policy.**
- **The species otherwise meets the definition of an endangered, rare, or threatened species under California Environmental Quality Act (CEQA) Guidelines section 15380 (Cal. Code Regs., tit. 14, § 15380).**

Special Status Species?*

No

Identify the source(s) of information (e.g., biological surveys, BIOS, environmental documents, etc.) that supports a "Yes" or "No" answer for the

See attached Natural Environment Study.

Character Limit: 5,000

previous question. Provide web-link to document or attach the document in the Documents and Maps form. Source(s):*

Impacts to Trees and Vegetation

Will the project affect any trees or vegetation?

Response:* Yes

Identify the type(s) of tree(s) or vegetation (i.e., trees such as oak, willow, or sycamore, and plant communities, such as salt marsh, freshwater marsh, wet meadow, willow thicket, riparian woodland, willow riparian woodland, desert wash woodland, riparian forest, oak riparian forest, redwood forest, riparian scrub, desert wash scrub, alkali sink scrub, oasis, vernal pool, bog, non-native, or ornamental) that will affected by the project. Include temporary and permanent impacts with linear feet and total acres.

There will be approximately 33 trees that will be removed prior to the start of bridge construction, primarily consisting of blue oak (Quercus douglasii) with some fruit and nut trees. Tree removal activities will take place during the first seasonal work period. Fresno County shall submit a final revegetation plan for approval by the Department prior to commencement of the proposed tree removal activities (first seasonal work period).

See Attachment A - Detailed Project Activity.
See Attachment 10C - Habitat Map.
See attached Natural Environment Study.

Character Limit: 5,000

If trees *greater than 2 inches in diameter at breast height* (dbh) and/or mature shrubs will be removed as part of the project, specify the estimated number and species (if available) to be removed, and the range of trunk diameters measured at breast height. Trees can be grouped into size classes (i.e., four oak trees approximately 10 to 20 inches dbh). Attach a tree survey, if available.

If no trees or vegetation is being affected by this project, attach aerial photo with date supporting this determination in the Documents and Maps form.

Describe:*

California Environmental Quality Act (CEQA)

Has a CEQA lead agency been determined?

Before identifying CDFW as the CEQA lead agency, please obtain approval from the CDFW regional office covering the project area. CEQA Lead Agency:*	Yes
CEQA Lead Agency:*	Fresno County This is a large list, click once and wait 2-5 seconds to let the drop-down open.
Agency Contact Person:*	Alexis Rutherford
Phone Number:*	559-600-4530
Email:	arutherford@fresnocountyca.gov

Has a draft or final document been prepared for the project pursuant to CEQA?

Draft or Final Document:*	Yes
Type:*	Mitigated Negative Declaration (MND) Include a copy of the CEQA document and all notices in the Documents and Maps form
If a copy of any CEQA document has been submitted to the State Clearinghouse for distribution to State agencies, provide the number assigned to the document by the State Clearinghouse. Contact the State Clearinghouse if you need assistance in locating the State Clearinghouse number. State Clearinghouse Number:	2021030649 If Applicable

Has a CEQA Notice of Determination (NOD) been completed for the project?

CEQA Notice of Determination:*	Yes If "Yes", attach the Notice of Determination in the Documents and Maps form.

Has a CEQA Mitigation, Monitoring, Reporting Plan (MMRP) been completed for the project?

MMRP Plan:*	Yes If "Yes", attach the Mitigation, Monitoring, Reporting Plan in the Documents and Maps form.

If the project described in this notification is not the "whole project", or action pursuant to CEQA, briefly describe the entire project. If the project described in the notification is the entire project, insert the following statement in this box: "The project described in the notification is the entire project."

CDFW must comply with CEQA when issuing a final agreement for a project. CEQA defines a "project" as "the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment" (Cal. Code Regs., tit. 14, § 15378). Briefly Describe the Entire Project:*	The project described in the notification is the entire project. Character Limit: 5,000

National Environmental Policy Act (NEPA)

Has a draft or final document been prepared for the project pursuant to the National Environmental Policy Act (NEPA)?

Draft or Final Document:* Yes
If "Yes", attach a copy of the document in the Documents and Maps form.

Type:* Categorical Exclusion

Measures to Protect Fish, Wildlife, and Plant Resources

Describe the methods or techniques that will be used to prevent sediment from entering any watercourses during and after construction. If you are unsure of which methods or techniques to prevent erosion would best minimize impacts at the project site, indicate "unknown".

CDFW staff can assist in providing the appropriate measures. Attach any additional documents, if available, in the Documents and Maps form.

Sediment/Erosion Control:*

Best Management Practices (BMPs) will be developed and implemented to minimize sediment from entering the creek to protect water quality during the construction of the project.

See attached MMRP (Mitigation Monitoring and Reporting Program).
See attached Water Quality Technical Memo, pages 24 - 26.

Character Limit: 5,000

Describe any measures that will be incorporated into the project to avoid or minimize impacts to fish, wildlife, and plant resources. If you are unsure of which measures would best minimize impacts at the project site, indicate "unknown".

CDFW staff can assist in providing the appropriate measures. Attach any additional documents, if available, in the Documents and Maps form.

Avoidance/Minimization Measures:*

See attached MMRP (Mitigation Monitoring and Reporting Program).
See attached Natural Environment Study, pages 23 - 25.

Character Limit: 5,000

Describe all measures that will be incorporated into the project provide mitigation or compensation for impacts to fish, wildlife, and plant resources. If you are unsure of which measures would best provide mitigation or compensation for potential impacts at the project site, indicate "unknown."

CDFW staff can assist in providing the appropriate measures. Attach any additional documents, if available, in the Documents and Maps form.

Mitigation/Compensation Measures:*

No compensatory mitigation proposed. See attached MMRP (Mitigation Monitoring and Reporting Program).

Character Limit: 5,000

Prior Notifications and/or Agreements

Prior Orders, Notice, and/or Violations

Local, State, and/or Federal Permits

Local, State, and/or Federal Permits 1	
Include a copy of each permit that has been issued in the Documents and Maps form. Permit Name:*	USACE Section 404 - Preconstruction Notifcation NWP 14
Permit Type:*	Federal
Applied/Issued:*	Applied
Date Issued/Applied:*	

Local, State, and/or Federal Permits 2	
Include a copy of each permit that has been issued in the Documents and Maps form. Permit Name:*	RWQCB - Section 401 Water Quality Certification
Permit Type:*	State
Applied/Issued:*	Applied
Date Issued/Applied:*	

Local, State, and/or Federal Permits 3	
Include a copy of each permit that has been issued in the Documents and Maps form. Permit Name:*	CVFPB - Central Valley Flood Protection Board
Permit Type:*	State
Applied/Issued:*	Applied
Date Issued/Applied:*	

Maps and Photos

Map/Photo		Date Uploaded
Project Site Map:*	8A - Project Location Map.pdf	11/04/2021
Project Aerial View Map:*	Aerial View Map.pdf	11/04/2021
Project Site Photo(s):*	10D - Site Photos.pdf	11/04/2021
Project Site Photo(s):		
Project Site Photo(s):		

Studies and Mapping

Has a biological study been completed for the project site?

Response:* Yes
If 'Yes', include a copy of the study in the Additional Documents and Maps section below.

Has one or more technical studies (e.g., engineering, hydrologic, geologic, or geomorphological) been completed for the project for project site?

Response:* Yes
If 'Yes', include a copy of the study in the Additional Documents and Maps section below.

Have fish or wildlife resources or waters of the state been mapped or delineated on the project site?

Response:* Yes
If 'Yes', include a copy of the resource mapping/delineation in the Additional Documents and Maps section below.

Additional Documents and Maps

#			Date Uploaded
1. Description:	Dry Creek Construction Plans	10A - Dry Creek Bridge Construction Plans.pdf	
2. Description:	Project Activity Map	10B - Project Activity Map.pdf	
3. Description:	Habitat Map	10C - Habitat Map.pdf	
4. Description:	Natural Environment Study	11D - Natural Environment Study (Mitigated Impacts).pdf	
5. Description:	Water Quality Tech Memo	12A - Water Quality Tech Memo.pdf	
6. Description:	Mitigation Monitoring and Reporting Plan (MMRP)	12B - Mitigation Monitoring and Reporting Program.pdf	
7. Description:	CEQA MND-NOD	14E - CEQA Filed MND-NOD.pdf	
8. Description:	Initial Study	14E - Inital Study.PDF	
9. Description:	NEPA CE	14E - NEPA CE.pdf	
10. Description:	Detailed Project Activity	Attachment A - Detailed Project Activity.pdf	
11. Description:	Volume Quantity Map	Attachment B - Volume Quantity Map.pdf	
12. Description:	Temporary Diversion Plan	Attachment C - Temporary Diversion Plan.pdf	
13. Description:	Temporary Detour Plan	Attachment D - Temporary Detour Plan.pdf	
14. Description:	Greenhouse Gas Memo	Appendix A - Greenhouse Gas Memo.pdf	
15. Description:	ASR and HPSR	Appendix B - ASR and HPSR.pdf	
16. Description:	Initial Site Assessment	Appendix C - Initial Site Assessment.pdf	
17. Description:	Delineation of Waters of the US	Appendix D - Delineation of Waters of the US.pdf	
18. Description:	US Army Corps of Engineers Preliminary JD	Appendix E - Army Corps Preliminary JD.pdf	
19. Description:	APN's within Project Area	APNs within Project Area.pdf	
20. Description:	CVFPB Permit Application Forms	CVFPB Application Forms.pdf	
21. Description:	Section 401 Water Quality Certification App	401 Application.pdf	
22. Description:	Section 404 PCN Nationwide Permit 14	404 Application.pdf	
23. Description:			
24. Description:			
25. Description:			

Regular Term Notification Fees

Select the Project Name previously entered in the Project Location and Category form. Project Name:	For the purposes of calculating the notification fee, "Project Cost Range" refers only to the project name identified above (i.e., subject to the notification requirements in Fish and Game Code section 1602), and not the overall project. Project Cost Range:	Project costs include, but are not limited to, the cost of all investigations, surveys, designs, labor, and materials required to complete the project. The project costs are intended to be primarily the costs associated with the construction and operation of actual project itself. These elements include labor, equipment, permanent materials, supplies, subcontracts (e.g., engineering surveys and investigations), overhead, and miscellaneous costs. An element not intended to be include the project cost are costs associated with other agency permits or licenses, mitigation, and CEQA or NEPA compliance. Actual Project Cost:	Project Fee:
Dry Creek Bridge Replacement on Burrough Valley Rd	$350,000 or more	$3,862,240.00	$5,748.75
Dry Creek Bridge Replacement on Burrough Valley Rd	$200,000 to less than $350,000	$255,928.00	$4,826.50
			$10,575.25

Long Term Notification Fees

Select the Project Name previously entered in the Project Location and Category form. Project Name:	For the purposes of calculating the notification fee, "Project Cost Range" refers only to the project name identified above (i.e., subject to the notification requirements in Fish and Game Code section 1602), and not the overall project. Project Cost Range:	Project costs include, but are not limited to, the cost of all investigations, surveys, designs, labor, and materials required to complete the project. The project costs are intended to be primarily the costs associated with the construction and operation of actual project itself. These elements include labor, equipment, permanent materials, supplies, subcontracts (e.g., engineering surveys and investigations), overhead, and miscellaneous costs. An element not intended to be include the project cost are costs associated with other agency permits or licenses, mitigation, and CEQA or NEPA compliance. Actual Project Cost:	Project Fee:
			$0.00

Remediation Fees

Select the Project Name previously entered in the Project Location and Category form. Project Name:	Select the total remediated area associated with the Project Name identified above. Remediation Area:	Project Fee:
		$0.00

Total Fees Due

Regular Term Agreement Fees:	$10,575.25
Long Term Agreement Fees:	$0.00
Remediation Fees:	$0.00
TOTAL (All Fees):	$10,575.25

Payment Information

Payment Information 1	
Payment Method:*	Check/Money Order
Document #:*	
Name of the Bank/Institution:*	BANK OF THE WEST
Check/Money Order #:*	120371167

Payment Information 2	
Payment Method:*	Check/Money Order
Document #:*	
Name of the Bank/Institution:*	BANK OF THE WEST
Check/Money Order #:*	120374192

Site Inspection

In the event CDFW determines that a site inspection is necessary, I hereby authorize a CDFW representative to enter the property where the project described in this notification will take place at any reasonable time, and hereby certify that I am authorized to grant CDFW such entry.

CDFW Personnel Authorized to Enter Property:

I request CDFW to first contact the person identified below to schedule a date and time to enter the property where the project described in this notification will take place. I understand that this may delay CDFW's determination as to whether a Lake or Streambed Alteration Agreement is required and/or CDFW's issuance of a draft agreement pursuant to this notification.

First Contact this Person to Schedule Site Visit: Yes

Method of Contact:* Email
Select all that apply

Contact Name:* Alexis (First Name) Rutherford (Last Name)

Title/Position: Principal Staff Analyst

Phone Number:* 559-600-4530

Email:* arutherford@fresnocountyca.gov

Electronic Signature

I hereby certify that to the best of my knowledge the information in this notification is true and correct and that I am authorized to sign this notification as, or on behalf of, the applicant.

I Certify:* Yes

I understand that if any information in this notification is found to be untrue or incorrect, CDFW may suspend processing this notification or suspend or revoke any draft or final Lake or Streambed Alteration Agreement issued pursuant to this notification.

I Understand:* Yes

I understand also that if any information in this notification is found to be untrue or incorrect and the project described in this notification has already begun, I and/or the applicant may be subject to civil or criminal prosecution.

I Understand:* Yes

I understand that this notification applies only to the project(s) described herein and that I and/or the applicant may be subject to civil or criminal prosecution for undertaking any project not described herein unless CDFW has been separately notified of that project in accordance with Fish and Game Code section 1602 or 1611.

I Understand:* Yes

Electronic Signature:* Steven E White
First and Last Name

Date:* 01/18/2022

Documents from CDFW

Documents from CDFW 1	
Date:*	03/14/2022
File Name:	Notification Incomplete
Attachment:	FRE-21935_Incomplete.pdf

Documents to CDFW

Documents to CDFW 1	
Date:*	05/24/2022
File Name:	Detailed Project Activity
Attachment:	Detailed Project Activity.pdf

Documents to CDFW 2	
Date:*	05/24/2022
File Name:	APN's within Project Area
Attachment:	APNs within Project Area.pdf

Documents to CDFW 3	
Date:*	05/24/2022
File Name:	Habitat Map
Attachment:	Habitat Map.pdf

Documents to CDFW 4	
Date:*	05/24/2022
File Name:	Project Activity Map
Attachment:	Project Activity Map.pdf

Documents to CDFW 5	
Date:*	05/24/2022
File Name:	Culvert Replacement Construction Plans
Attachment:	Culvert Replacement Construction Plans.pdf

Project Description

A. Detailed Project Activity

MOBILIZATION

This includes setting up of the Traffic Control System, staging areas, and BMP's.

CLEARING AND GRUBBING

Clearing and grubbing will occur before performing earthwork in the area. Earthwork activities include, but are not limited to, grading, excavation, slope stabilization, backfill and compaction, etc. The Contractor will clear the creek of vegetation by removing shrubs, dead vines, and bushes. There will be approximately 35 trees that will be removed. Typical excavator, chainsaw, and other suitable machinery may be used to complete clearing and grubbing. All excavated materials will be hauled off from the creek area.

Clearing and grubbing will comply with section 17-2.03 Caltrans Standard Specifications as follows:

1. Clear all construction areas above the original ground of all vegetation, organic materials, concrete, masonry, and debris.
2. Grub all construction areas to the necessary depth, typically 3 to 6 inches below existing ground, to remove all existing stumps, roots, and other objectionable material.

WATER DIVERSION

If nuisance flows are encountered during construction, various temporary methods could be used to minimize impacts to construction operations and convey water through the site. Temporary cofferdams constructed using only clean materials (i.e. washed gravel or sand) could be placed upstream and downstream from the centerline of the proposed bridge. To maintain water flow through the channel, a corrugated metal pipe(s) with an approximate diameter of 30 inches or plastic pipes with an approximate diameter of 36 inches will be installed between the cofferdams to move water through the construction site. Any pumps required to dewater the work areas will have fish screens to prevent fish from being harmed. Cofferdams will remain in place and functional throughout the in-channel construction periods. Cofferdams will be removed at cessation of in-channel work, and the area will be restored to pre-construction condition. The contractor will submit water diversion plan shop drawings, calculations, and dewatering plan for approval of the engineer before proceeding.

See Attachment C – Temporary Diversion Plan.

BRIDGE REMOVAL

Bridge removal activities will be implemented in compliance with Caltrans Standard Specifications, 2015 edition. A demolition plan depicting the proposed methods of bridge removal accompanied by substantiating calculations signed by an engineer will be submitted for approval before starting the demolition process.

Existing bridge demolition and removal work sequence will be as follows:

1. Remove existing metal beam guard rail and steal posts.
2. Cut existing reinforced concrete slab deck and dispose using pavement removal buckets mounted on hydraulic excavators. Equipment will be staged near the existing bridge abutments.
3. Each member of the existing superstructure, which consists of a three-span timber stringer, will be removed individually using cranes.

4. Existing abutments, wing walls, extended stacked tire retaining wall, and foundations will be demolished and removed by breaking up the concrete into pieces using a backhoe or possibly using excavator mounted breakers.
5. Backfill voids and grade to existing topography in areas where bridge structure was removed. Light compaction equipment will be used for the backfill compaction.
6. Thorough sweeping and hauling out of demolished material or debris in areas upstream and downstream of the bridge.
7. Haul out demolished materials to an approved disposal site.

CULVERT REMOVAL

The existing box culvert on Tollhouse Road north of Burrough Valley Road would also be removed and replaced due to its structural condition and hydraulic deficiencies. The replacement culvert would consist of a two cell 6-foot high (4-foot clear) by 12-foot wide (12-foot clear) precast concrete box culvert structure. The invert of the replacement box culvert will be buried by approximately 2 feet of native creek bed soil so as to provide a natural creek bed through the structure.

See Attachment B – Volume Quantity Map for further details.

SUBSTRUCTURE CONSTRUCTION

Substructure construction consists of installation of CIDH piles (14) and construction of abutments and wingwalls. Wingwall lengths vary from 22 ft – 27 ft with heights varying from 3 ft – 9 ft (see Sheet 49 in attached construction plans). Each pile constructed with abutment 1 and abutment 3 is approximately 26 ft 9 in long, with a 36 in diameter. Each pile constructed with pier 2 is approximately 19 ft long, with a 30 in diameter. See Attachment B – Volume Quantity Map for volumes of substructure elements.

The contractor will perform Substructure construction in the following manner:

1. Excavate existing ground to the bottom of abutment.
2. Drive the piles to specified tip elevations using an impact hammer. The impact hammer may be steam, hydraulic air or diesel. Impact hammer should be able to develop sufficient energy to drive the pile at a penetration rate of not less than 1/8” per blow at the normal driving resistance.
3. Contractor will form, install rebars, vertical dowels or anchors and pour the abutment.
4. Contractor will then form and pour the associated backwall and wingwall. Contractor would use a concrete pump truck, crane and forklift.
5. After the abutments are constructed and cured, the cast-in-place prestressed concrete slab will be poured to form the bridge deck.

Structure	Length	Width	Height
Abutment 1 & 3	42 ft 6 in	5 in	14 ft 5 ½ in

ROCK SLOPE PROTECTION CONSTRUCTION

RSP will be placed along the slopes of each abutment and wingwall. About 4,307 sqft of area will receive the RSP upstream and downstream of the bridge. RSP will be 2.4 ft thick of 300-pound rock laid back at a 1.5:1 or 2:1 slope, total volume of which is approximately 364 cy (see Attachment B – Volume Quantity Map). RSP will be installed in compliance with the California Department of Transportation (Caltrans) Standard Specifications, 2015 edition Division VIII Section 72.

The Contractor will install RSP as follows:

1. Strip areas that will receive RSP of all vegetation and other objectionable materials. Slope will be graded to the elevations shown on the plans.
2. Place Class 8 RSP fabric per the manufacturer's instruction.
3. Excavate for footing trench along toe of slope.
4. Place the rocks in accordance to Caltrans Standards Specification Section 72-2.03C Method B. Rocks will be placed by dumping and spreading in layers by bulldozers or other suitable equipment. Rocks will be placed in such a way that there will be minimum voids. Larger rocks will be placed in the toe course and on the outside surface of the slope protection. Voids will be filled in the footing trench with excavated material.
5. After completion of rock slope protection work, Contractor will clean up RSP debris and haul out off site.

SUPERSTRUCTURE CONSTRUCTION

The bridge superstructure is made up of a cast-in-place prestressed concrete slab bridge supported by two (2) seat-type abutments one (1) pier at the center of the proposed bridge. The proposed bridge will be 114 ft long and 34 ft 11 ½ in wide. For the cast in place concrete bridge deck construction, the contractor will utilize conventional wood framing and plywood construction to form the deck. The contractor may stage small equipment underneath the bridge deck to install falsework, but this will take place when water is not present or a diversion in place. Rebars will be installed and concrete will be poured, then concrete will be placed using concrete pump and concrete paving machine. There will be approximately 264 cy of concrete used for the bridge deck (see Attachment B – Volume Quantity Map). After concrete is placed and cured, the contractor will remove the falsework, clean up the area of debris, and haul off site using dump trucks.

Falsework will be constructed in accordance to Section 48-2 of Caltrans Standard Specifications, 2015 edition. The contractor is responsible for designing and constructing safe and adequate falsework. Contractor will also be required to submit falsework shop drawings and calculations for approval of the engineer before proceeding.

CONCRETE BARRIERS

Length	Width	Height	Material Used	Qty. Materials Used
256 ft	1 ft 7 ¾ in	3 ft	Concrete	34 cy

Concrete bridge railing Caltrans Type 836 will be installed along both sides of the bridge edges and on top of the wingwalls. Concrete will be poured into formworks that have been set.

ONSITE DETOUR

During construction of the proposed project, traffic on Burrough Valley Road would be maintained through the construction of a temporary detour and creek crossing downstream of the existing bridge. The temporary detour and creek crossing would consist of a cofferdam system across the creek channel with pipe culverts to pass the maximum anticipated summertime flow of Dry Creek. There will be approximately 5,501 sf of temporary rock slope protection (300 LB, class IV, method B), which requires approximately 204 cy of material. There will be approximately 3,900 cy of temporary fill (import borrow) used to construct the detour.

The detour would be located south of the southwestern corner of the existing bridge span, adjacent to the existing alignment of Burrough Valley Road, which will connect Tollhouse Road to Burrough Valley Road. Upon completion of the detour, traffic would be shifted onto the detour to convey traffic through the project site for the duration of project activities.

See Attachment D – Temporary Detour Plan.

ROADWAY APPROACH

There will be a total of 998 linear feet of approach roadway work. It is structurally supported by 0.4' of Type B HMA and 0.55' of Class 2 Aggregate Base. HMA dikes and valley gutters will be installed at the roadsides of the approach ways to allow for proper drainage and reduce potential flooding from stormwater.

Length	Cut	Fill	Materials Used
998 ft	2,125 cy	728 cy AB 771 cy HMA	Aggregate Base Hot Mix Asphalt (Type B)

Step-by-Step Process in Accordance with Caltrans Standard Specification section 39-3.02C as follows:

1. Outline the replacement area and cut neat lines with a saw or grind into existing structural sections to a depth pre-determined by Engineer.
2. Remove the full depth of the existing asphalt concrete surfacing where shown and replaced with Hot Mix Asphalt (HMA) afterward. The Engineer determines the exact limits of AC surfacing to be replaced. If you excavate the base beyond specified plane, replace it with HMA.
3. Do not damage remaining materials in place.
4. Place new structural sections to meet the project specification and match finishing grade
5. Do not use a material transfer vehicle for replacing AC surfacing.
6. Before placing HMA, apply a tack coat as specified in section 39-2.01C(3)(f).
7. Place HMA using method compaction as specified in section 39-2.01C(2)(c).

CONSTRUCTION AND STAGING AREA

Construction will be completed in two seasons. The first season will be from December 1, 2021 to April 15, 2022 with approximately 21 workdays. During this period, the County of Fresno Parks and Recreation will remove trees, shrubs, and other low-lying vegetation prior to the start of bridge construction. The second season will be from April 16, 2022 to February 1, 2023 with approximately 150 workdays. Bridge, culvert, and roadway construction will occur during this time.

The staging area will be used to store equipment and materials and to provide parking areas for construction workers and equipment for the duration of construction. This temporary staging area will be restored as close as possible to preconstruction conditions. See attached Project Activity Map for the potential staging location.

B. Proposed Equipment to be Used

Typical construction equipment at the project site will include the following:

Equipment	Purpose
Backhoes	Excavation and drainage work; removal of existing bridge; placement of rock slope protection

Dump Trucks	Fill material delivery/surplus removal; placement of rock slope protection
Water Truck	Dust control; earthwork construction; clearing and grubbing
Excavator	Soil manipulation; removal of existing bridge
Front-end Loader	Dirt or gravel manipulation
Forklift	Materials movement
Roller/Compactor	Earthwork construction; backfill compaction
Grader	Ground leveling
Jackhammers	Bridge demolition
Pavement Saw	Sawcut existing pavements, sawcut in pieces elements to be demolished
Bulldozer	Earthwork construction, clearing and grubbing
Concrete Truck	Placement of concrete
Pile Drivers	Pile installation

11. Project Impacts

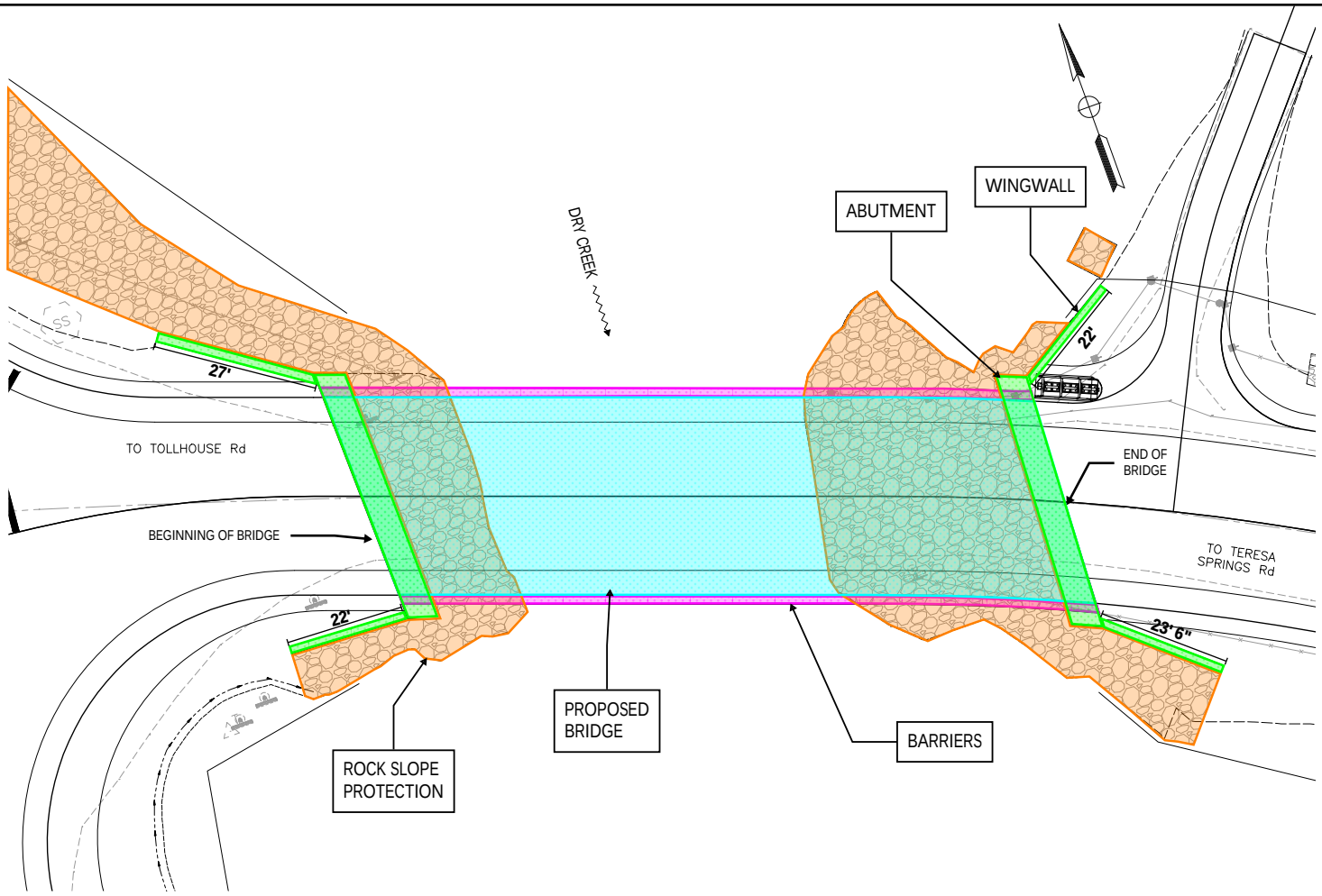
B. Impacts to Vegetation

Vegetation Type	**Temporary Impacts**		**Permanent Impacts**	
	Acres	*Linear Feet*	*Acres*	*Linear Feet*
Stream Channel – Dry Creek	0.09	57	0.008	109
Oak Woodland	0.28	359	0.076	221
Grassland	0.127	119	0.008	44
Total:	0.497	535	0.092	374

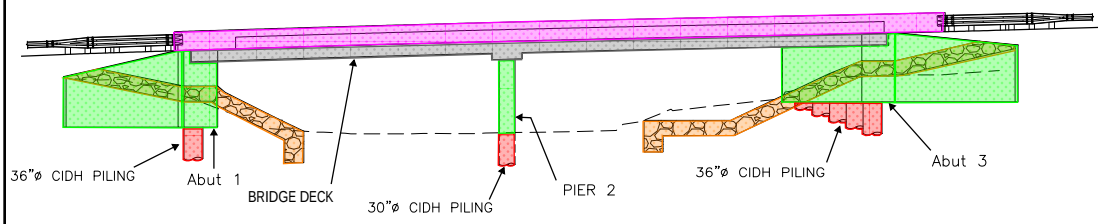
See attached Project Activity Map and Habitat Map.

TREES TO BE REMOVED

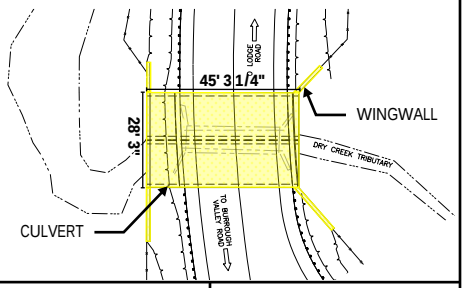
There will be approximately 33 trees that will be removed prior to the start of bridge construction, primarily consisting of blue oak (*Quercus douglasii*) with some fruit and nut trees. Tree removal activities will take place during the first seasonal work period. Fresno County shall submit a final revegetation plan for approval by the Department prior to commencement of the proposed tree removal activities (first seasonal work period).



LONGITUDINAL SECTION DETAILS:



CULVERT DETAILS:



LEGEND

PROPOSED BRIDGE
L = 114 ft
W = 34 ft 11 ½ in

BRIDGE DECK
L = 107 ft 6 in
W = 34 ft 11 ½ in
V = 264 cy concrete

ROCK SLOPE PROTECTION
A = 0.099 ac; or
4,307 sf
V = 364 cy rock

36" CIDH CONCRETE PILING (10)
L = 26 ft 9 in ; total LF = 267.5
V = 70 cy concrete

30" CIDH CONCRETE PILING (4)
L = 19 ft ; total LF = 76
V = 14 cy concrete

ABUTMENT (1 & 3), PIER 2, & WINGWALLS (4)
Total Cut = 220 cy soil
Total Fill = 120 cy soil
231 cy concrete

CONCRETE BARRIERS
L = 256 LF
V = 34 cy concrete

CULVERT DETAILS:

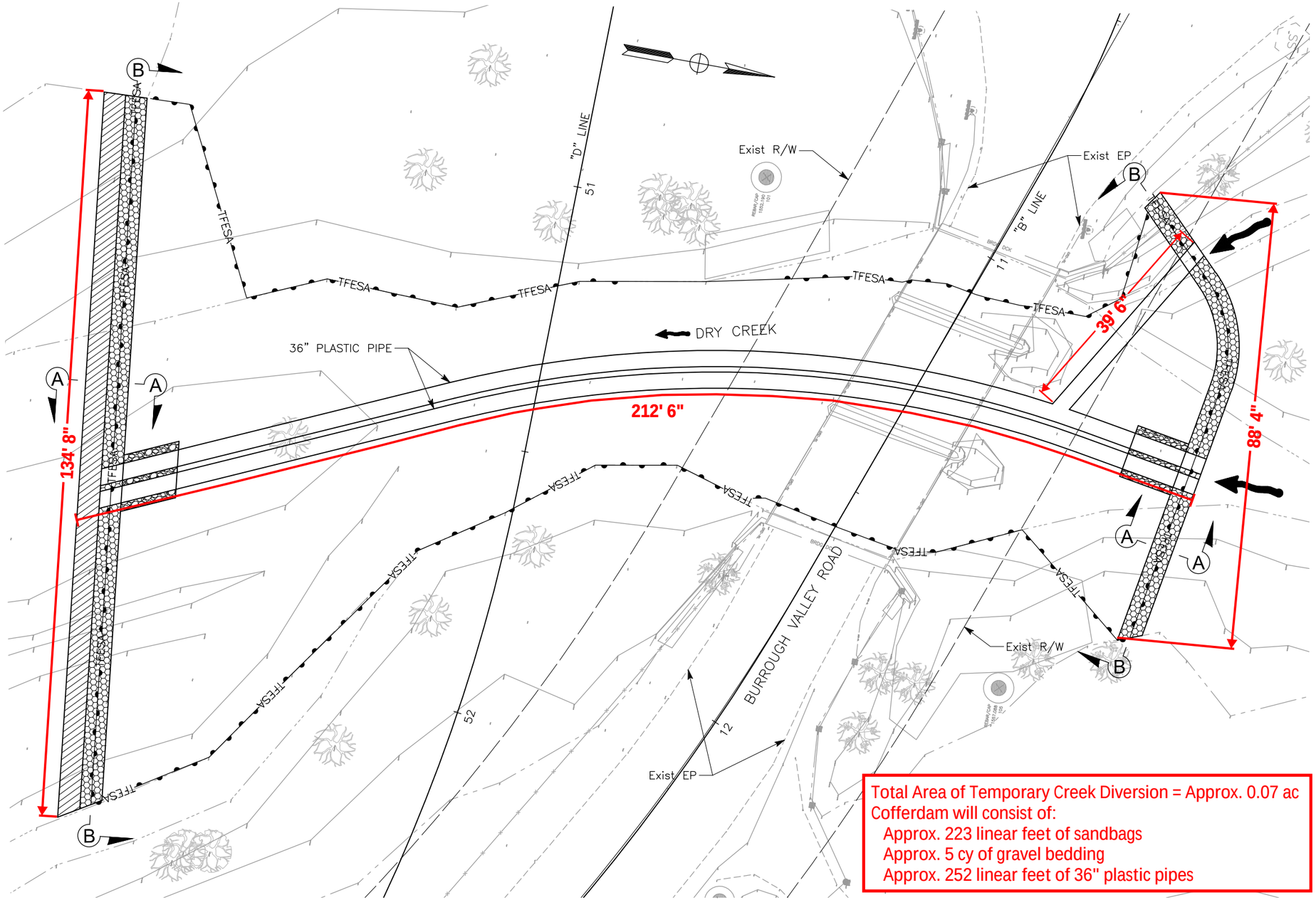
CULVERT & WINGWALL (4)
L = 28 ft 3 in
W = 45 ft 3 ¼ in
Total Cut = 520 cy soil
Total Fill = 86 cy soil
54 cy concrete

DEPARTMENT OF PUBLIC WORKS AND PLANNING

PROJECT

DRY CREEK ON BURROUGH VALLEY RD BRIDGE REPLACEMENT (42C0134)

VOLUME QTY MAP



LEGEND:

- COFFERDAM
- GRAVEL BEDDING
- FILTER MATERIAL WITH FILTER FABRIC UNDERNEATH
- TFESA — TEMPORARY HIGH VISIBILITY FENCE

NOTES:

1. THE INFORMATION ON THIS PLAN IS INTENDED TO BE USED AS A GUIDELINE TO INSTALL TEMPORARY CREEK DIVERSION DEVICES. PREPARE A CREEK DIVERSION PLAN INCLUDING THE CONSTRUCTION SEQUENCE, EQUIPMENT, MEANS AND METHODS REQUIRED FOR ERECTION AND REMOVAL OF THE DIVERSION SYSTEM. A PROFESSIONAL ENGINEER REGISTERED IN THE STATE OF CALIFORNIA MUST PREPARE THE CREEK DIVERSION PLAN AND SUBMIT FOR ACCEPTANCE BY THE ENGINEER AND REGULATORY AGENCIES.
2. THE INTENT OF THE DIVERSION PLAN IS TO DIVERT MINIMAL FLOWS DURING THE DRY WORK SEASON. THE SCHEMATIC PLAN IS NOT DESIGNED FOR STORM WATER FLOWS EXPECTED IN THE WET SEASON. YOU ARE RESPONSIBLE FOR ANY DIVERSION CONTINGENCIES IN THE EVENT OF A STORM.
3. SEE SHEET WPC–8 FOR SECTIONS A–A AND B–B.
4. VERIFY PEAK FLOWS IN DRY CREEK TO ENSURE PIPE SIZES SHOWN ON THIS PLAN IS ADEQUATE.
5. GRAVEL BEDDING SHALL CONSIST OF 1–INCH TO 4–INCHES IN DIAMETER, WASHED AND ROUNDED RIVER ROCK, AND SHALL MEET THE CALTRANS GRAVEL CLEANLINESS SPECIFICATION #85.

Total Area of Temporary Creek Diversion = Approx. 0.07 ac
Cofferdam will consist of:
Approx. 223 linear feet of sandbags
Approx. 5 cy of gravel bedding
Approx. 252 linear feet of 36" plastic pipes

APPROVED FOR TEMPORARY STREAM DIVERSION WORK ONLY

	DATE	RECORD DRAWING		SCALE
DESIGNED: P. BRADBURY	1/05/18	RESIDENT ENGINEER	DATE	0 20′ 40′
DRAWN: S. MORALES	1/05/18			
CHECKED: G. GROSS	1/05/18			

FOR RIGHT OF WAY DATA AND ACCURATE ACCESS DETERMINATION, SEE DOCUMENTS IN THE DEPARTMENT OF PUBLIC WORKS AND PLANNING.

SUPERVISING ENGINEER _____ DATE _____

REGISTERED PROFESSIONAL ENGINEER — No. _____ Exp. _____ — STATE OF CALIFORNIA

PROJECT

DRY CREEK BRIDGE REPLACEMENT ON BURROUGH VALLEY ROAD

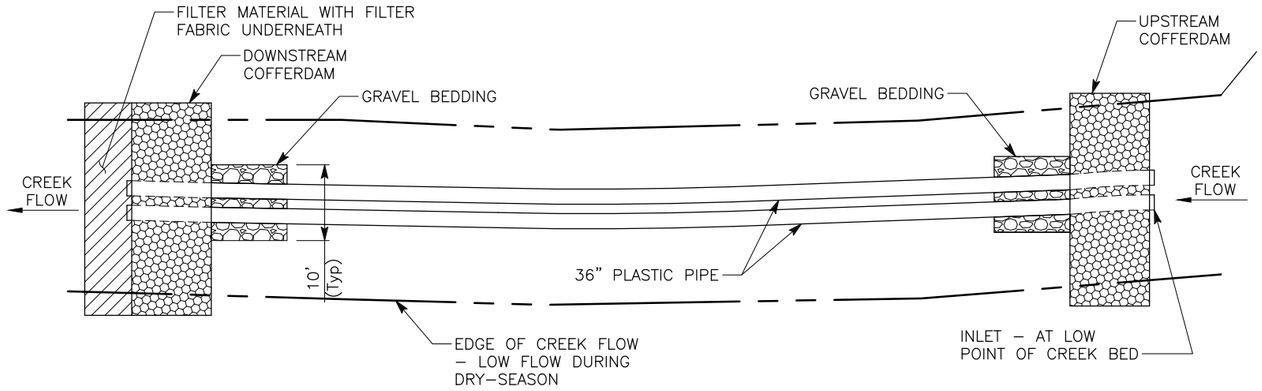
ROAD NO. BRIDGE NO. 42C-0134

THE COUNTY OF FRESNO 1856

DEPARTMENT OF PUBLIC WORKS AND PLANNING

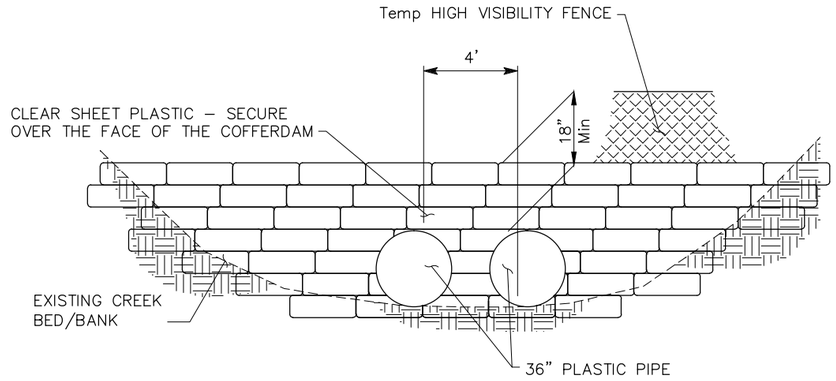
TEMPORARY CREEK DIVERSION
TEMPORARY WATER POLLUTION CONTROL PLAN

DRAWING NO. WPC-7 SHEET NO. 22 TOTAL 60



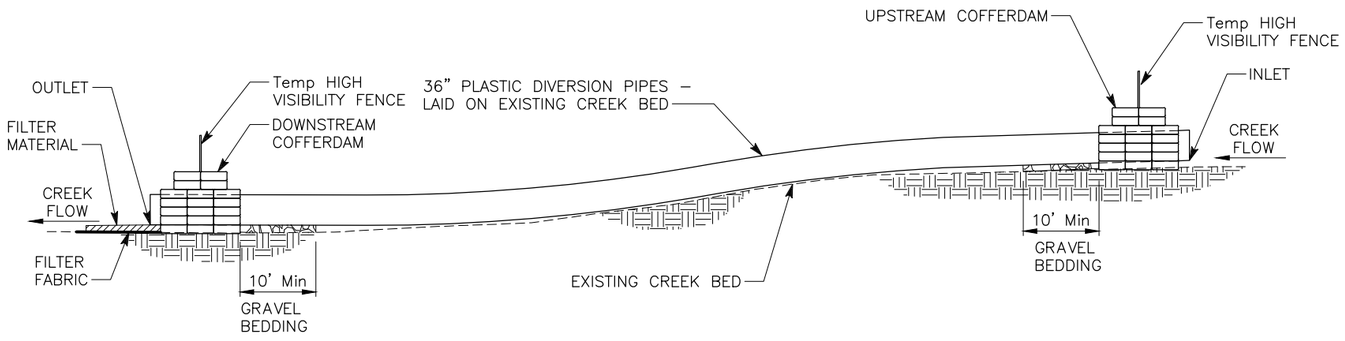
PIPE AND COFFERDAM SCHEMATIC PLAN

NO SCALE



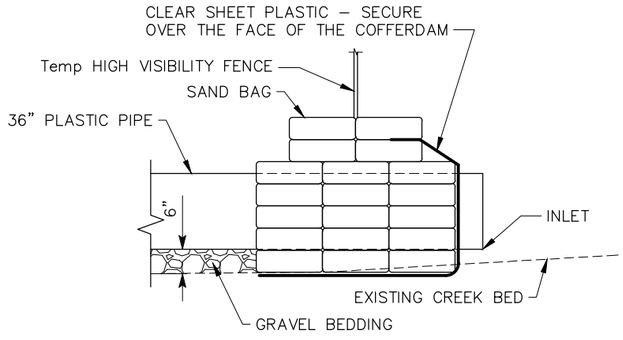
SECTION B-B COFFERDAM DETAIL

NO SCALE



PIPE AND COFFERDAM SCHEMATIC ELEVATION

NO SCALE



SECTION A-A COFFERDAM DETAIL

NO SCALE

	DATE	RECORD DRAWING		SCALE
DESIGNED: P. BRADBURY	1/05/18	RESIDENT ENGINEER	DATE	0 20' 40'
DRAWN: S. MORALES	1/05/18			
CHECKED: G. GROSS	1/05/18			

FOR RIGHT OF WAY DATA AND ACCURATE ACCESS DETERMINATION, SEE DOCUMENTS IN THE DEPARTMENT OF PUBLIC WORKS AND PLANNING.

SUPERVISING ENGINEER — DATE

REGISTERED PROFESSIONAL ENGINEER — STATE OF CALIFORNIA — No. — Exp.

PROJECT

DRY CREEK BRIDGE REPLACEMENT ON BURROUGH VALLEY ROAD

ROAD NO. — BRIDGE NO. 42C-0134

THE COUNTY OF FRESNO 1856

DEPARTMENT OF PUBLIC WORKS AND PLANNING

TEMPORARY WATER POLLUTION CONTROL DETAILS

DRAWING NO. WPCD-1 — SHEET NO. 23 — TOTAL 60

LEGEND

RIGHT–OF–WAY / PROPERTY LINE

CUT

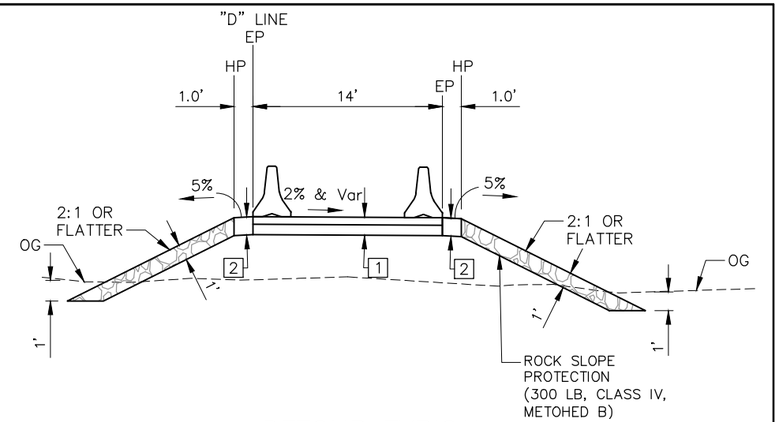
FILL

DIRECTION OF TRAFFIC

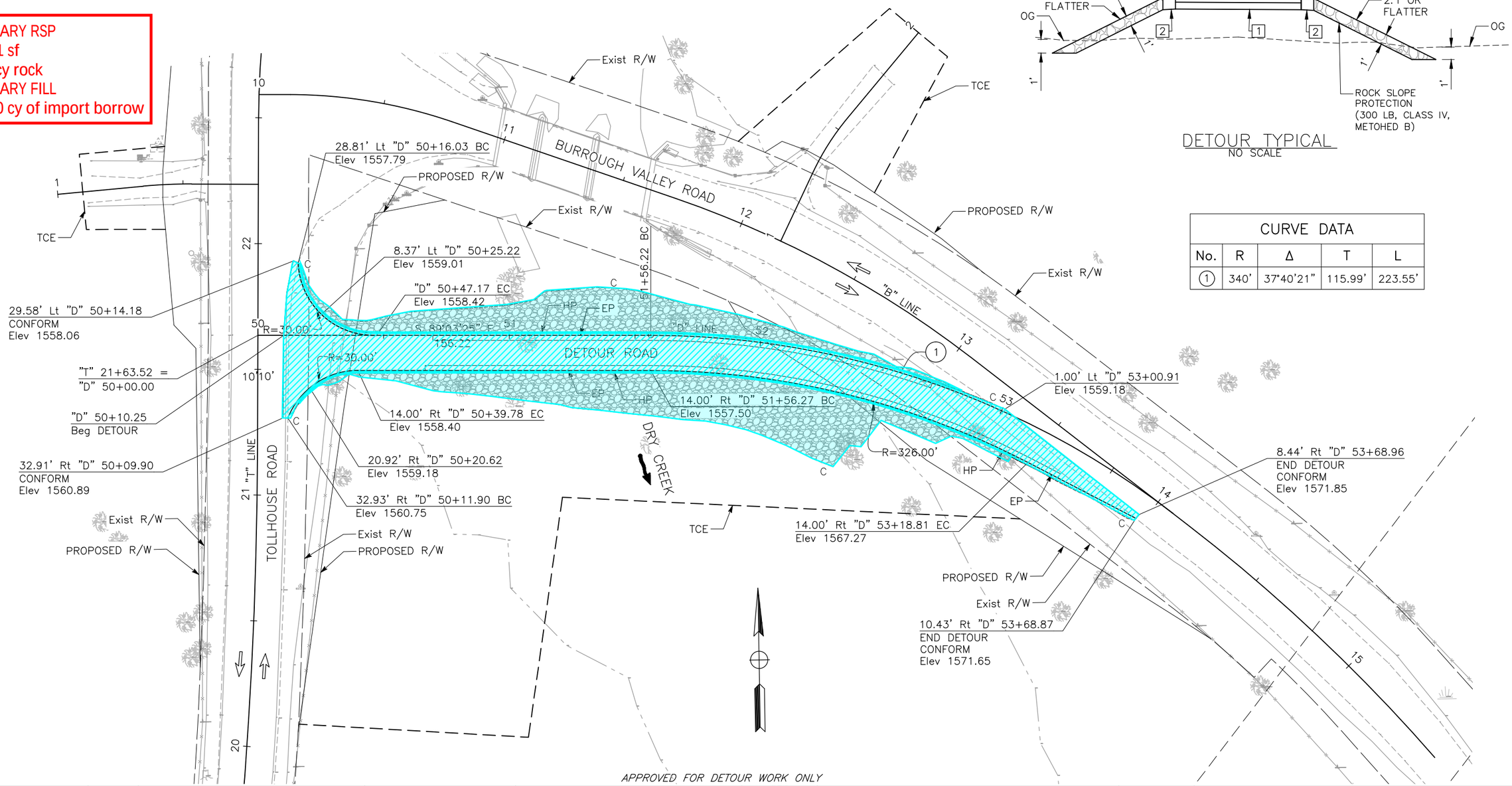
NOTES

1. FOR ACCURATE RIGHT–OF–WAY DATA, CONTACT RIGHT–OF–WAY ENGINEERING AT THE COUNTY OFFICE.
2. ALL STATION/OFFSET CALLOUTS ARE TO THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.

TEMPORARY RSP
A = 5,501 sf
V = 204 cy rock
TEMPORARY FILL
V = 3,900 cy of import borrow



DETOUR TYPICAL
NO SCALE



CURVE DATA				
No.	R	Δ	T	L
(1)	340'	37°40'21"	115.99'	223.55'

APPROVED FOR DETOUR WORK ONLY

	DATE	RECORD DRAWING	
DESIGNED: P. BRADBURY	1/05/18	RESIDENT ENGINEER	DATE
DRAWN: S. MORALES	1/05/18		
CHECKED: G. GROSS	1/05/18		

FOR RIGHT OF WAY DATA AND ACCURATE ACCESS DETERMINATION, SEE DOCUMENTS IN THE DEPARTMENT OF PUBLIC WORKS AND PLANNING.

SCALE
PLAN 0 20' 40' HZ
PROFILE 0 10' 20' VT

SUPERVISING ENGINEER ____ DATE

REGISTERED PROFESSIONAL ENGINEER * STATE OF CALIFORNIA * No. ____ Exp. ____

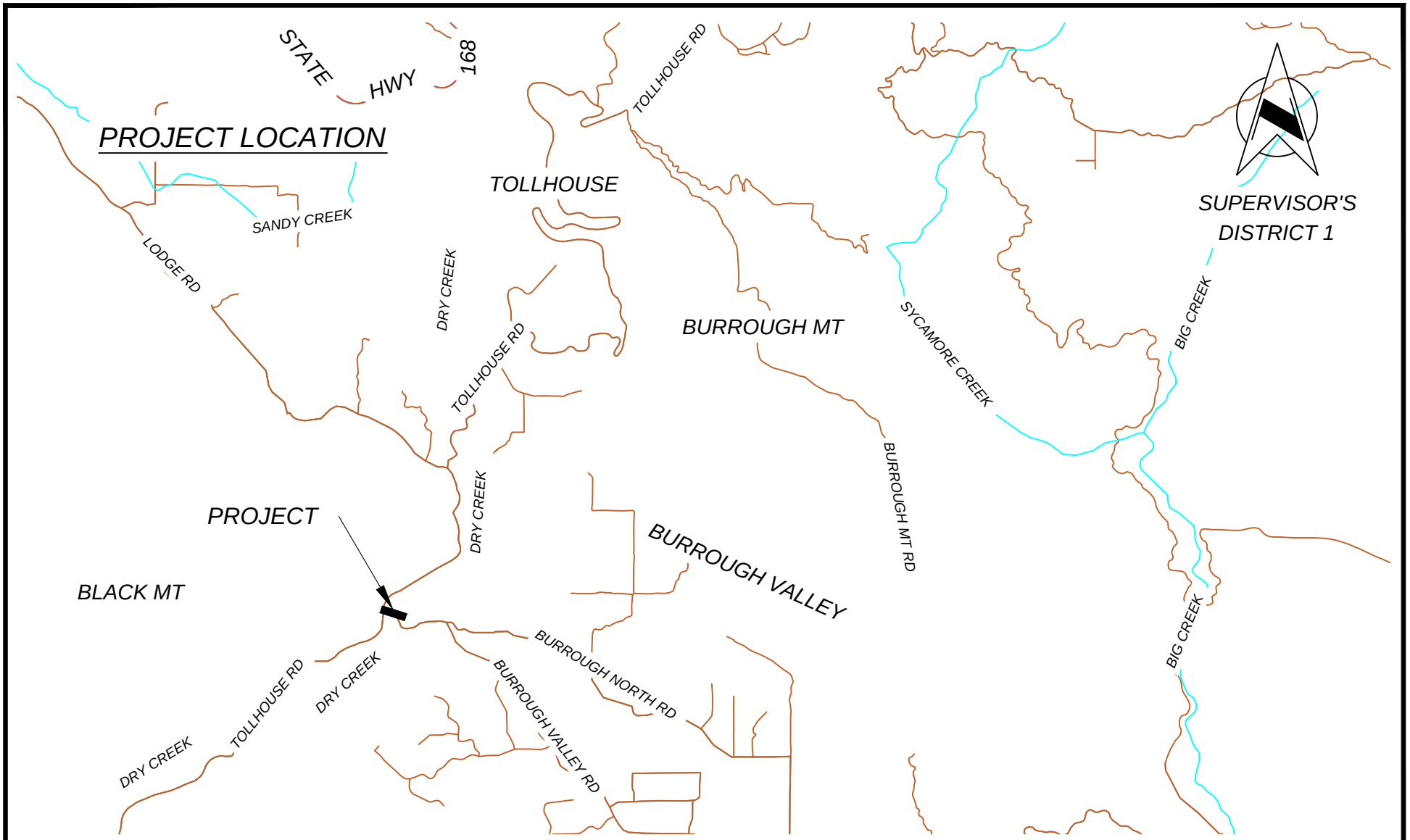
PROJECT
DRY CREEK BRIDGE REPLACEMENT ON BURROUGH VALLEY ROAD
ROAD NO. BRIDGE NO. 42C-0134

THE COUNTY OF FRESNO 1856

DEPARTMENT OF PUBLIC WORKS AND PLANNING

DETOUR PLAN

DRAWING NO. DE-1 SHEET NO. 38 TOTAL 60



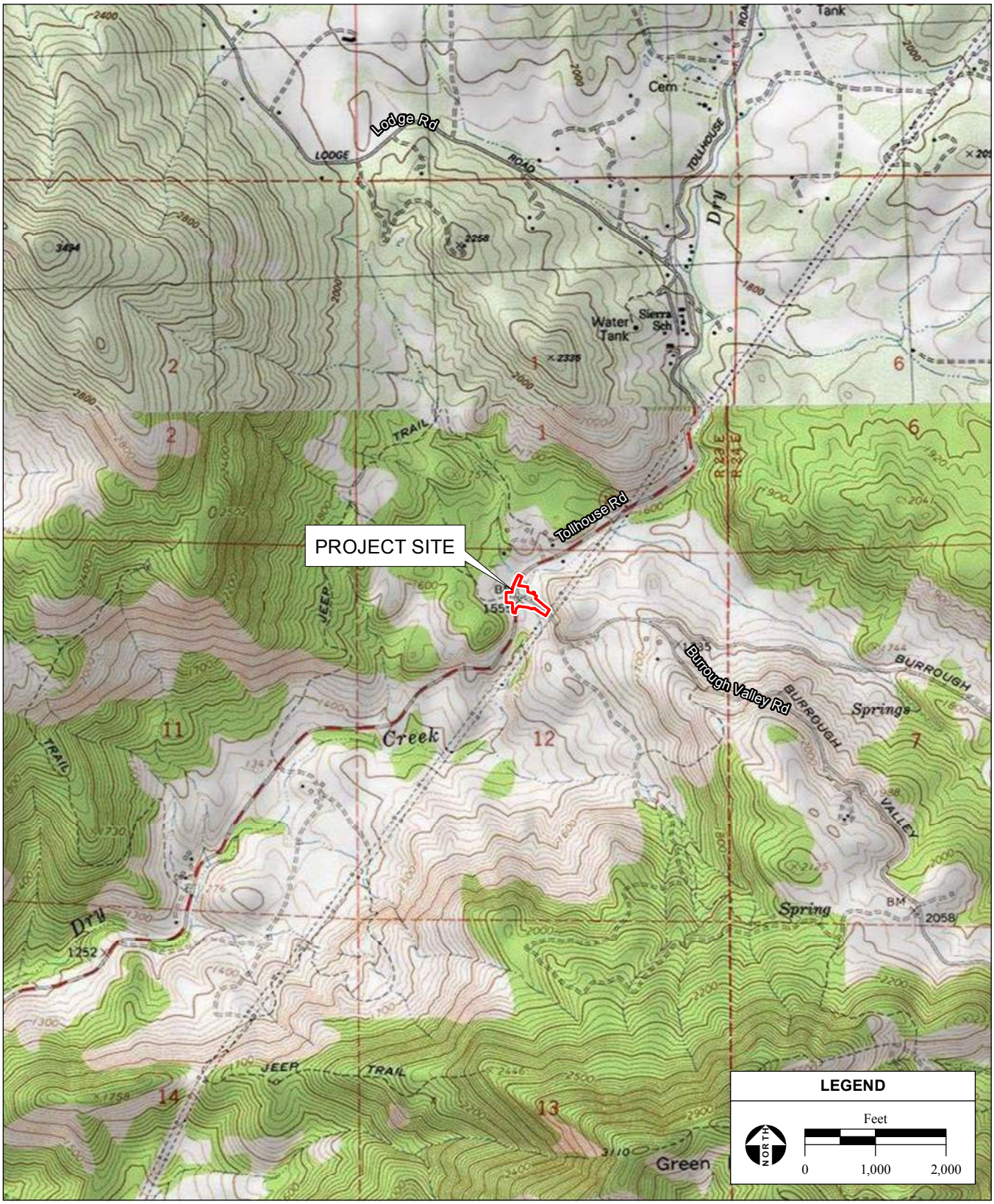
		DATE
DESIGNED	M.Y.S.	01/14
DRAWN	J.M.	01/14

SCALE NONE

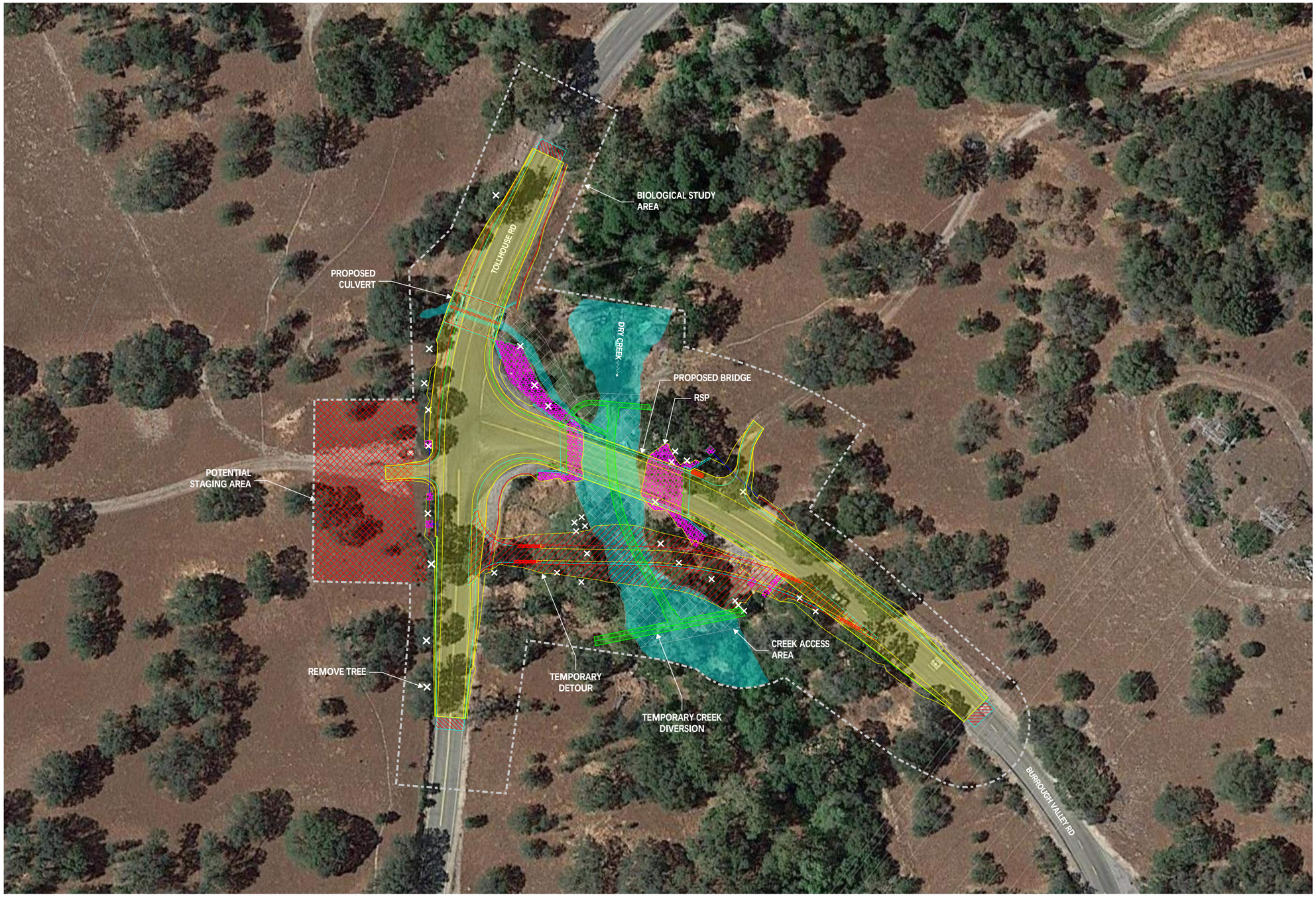
BRIDGE NO. 42C0134 / 11-027

DEPARTMENT OF PUBLIC WORKS AND PLANNING

DRY CREEK BRIDGE
REPLACEMENT ON BURROUGH VALLEY RD



SOURCE: "Humphrey's Station, CA" 7.5 Minute Topographic Quadrangle,
T11S R23E Section 12, Mt. Diablo Baseline & Meridian; AES, 1/19/2017



	DATE	
DESIGNED: HFA	05/06/2021	DESIGN ENGINEER
DRAWN: HFA	05/06/2021	
CHECKED: JCH	05/06/2021	

FOR RIGHT OF WAY DATA AND ACCURATE ACCESS DETERMINATION, SEE DOCUMENTS IN THE DEPARTMENT OF PUBLIC WORKS AND PLANNING.

SCALE

0 50 100 Feet

LEGEND

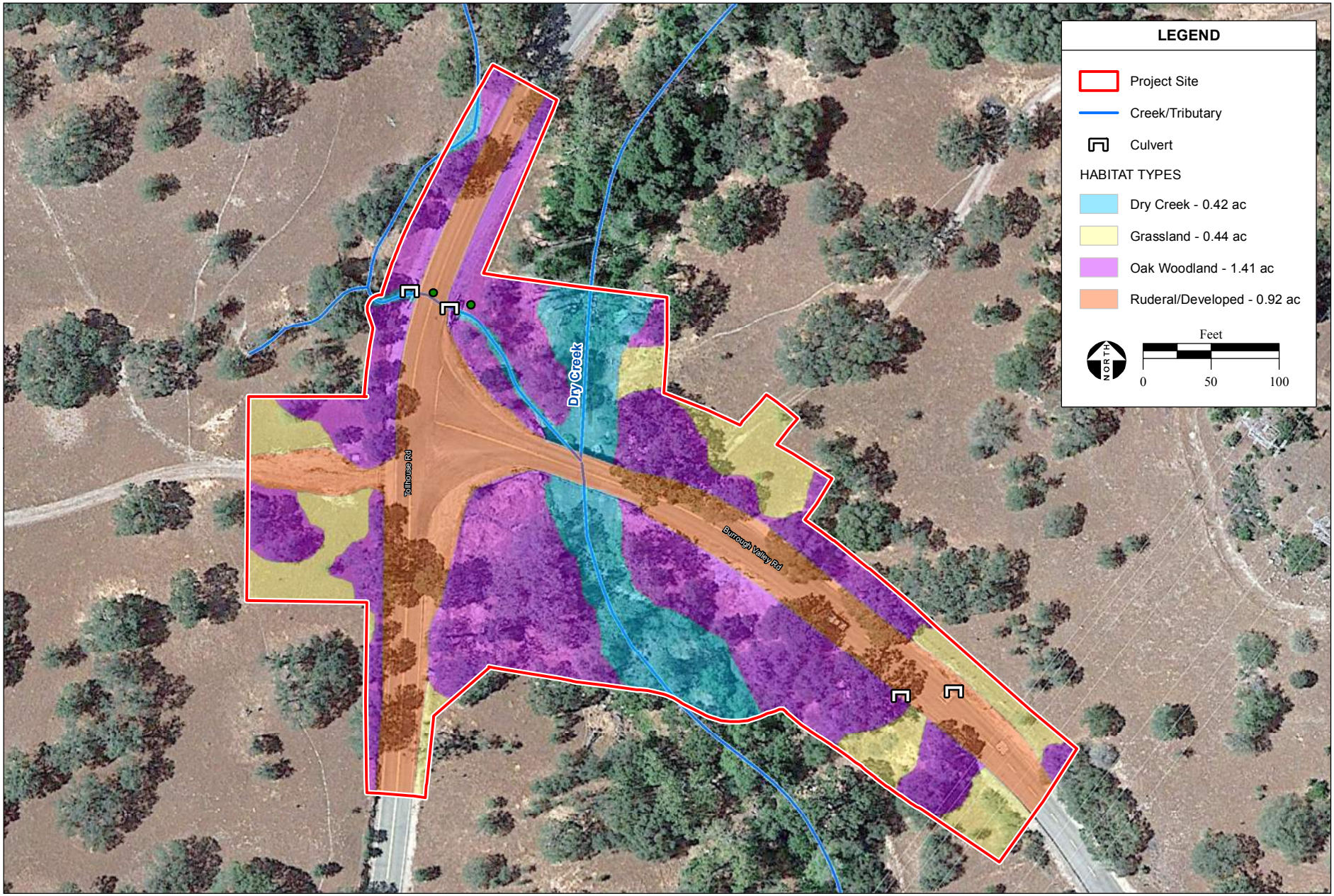
- Biological Study Area
- Rock Slope Protection (RSP)
- Ordinary High Water Mark
- Potential Staging Area - 0.3 ac
- Temporary Detour
- Temporary Creek Diversion
- Roadway Work
- Creek Access Area
- Remove Tree

THE COUNTY OF FRESNO

DEPARTMENT OF PUBLIC WORKS AND PLANNING

PROJECT ACTIVITY MAP
DRY CREEK BRIDGE ON BURROUGH VALLEY Rd

DRAWING NO. 1 SHEET NO. 1 TOTAL 1



SOURCE: DigitalGlobe Aerial Photograph, 5/2014; AES, 5/26/2017

Figure 4
Habitat Types

Site Photos - Dry Creek Bridge

Figure 1 View of the project on Burrough Valley Rd, looking towards Tollhouse Rd facing northwest.

Figure 2 View of the project looking towards Burrough Valley Rd, facing southeast.

Figure 3 View standing on the bridge, looking upstream.

Figure 4 View standing on the south end of Tollhouse Rd, downstream side of the bridge.

Figure 5 View of the existing culvert on Tollhouse Rd.

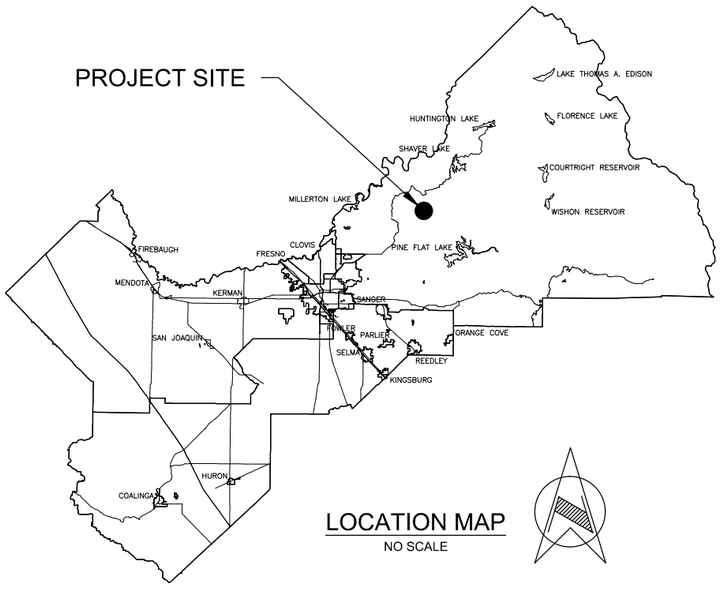
PLANS FOR CONSTRUCTION

DRY CREEK BRIDGE
REPLACEMENT ON BURROUGH VALLEY ROAD

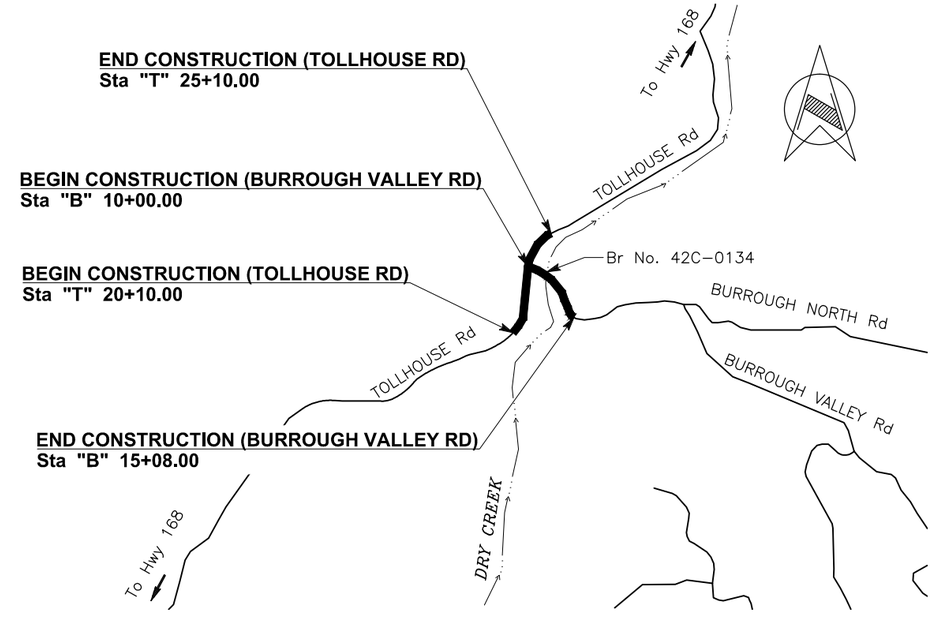
BRIDGE No. 42C-0134
FEDERAL PROJECT No. BRLS 5942(245)

TO BE SUPPLEMENTED BY THE FRESNO COUNTY STANDARD PLANS DATED 2016 AND THE STATE STANDARD PLANS AND SPECIFICATIONS DATED 2015

INDEX OF SHEETS



LOCATION MAP
NO SCALE



VICINITY MAP
NO SCALE

Adopted by the County of Fresno Board of Supervisors

_____, 20__

Deborah A. Poochigian		5th	District
Buddy Mendes	Chairman	4th	District
Brian Pacheco	Vice Chairman	1st	District
Andreas Borgeas		2nd	District
Henry Perea		3rd	District

APPROVED _____

Steven E. White, Director
Department of Public Works and Planning

_____ _____
SUPERVISING ENGINEER DATE

CONTRACTOR'S LICENSING REQUIREMENT					
CLASS A, GENERAL ENGINEERING					
C-12, EARTHWORK AND PAVING					
Drawing No.	Road No.	Bridge No.	Fiscal Yr.	Sheet No.	Total
T-1		42C-0134		1	60

DEPARTMENT OF PUBLIC WORKS AND PLANNING

NOTES:

1. DIMENSIONS OF THE STRUCTURAL SECTIONS ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
2. FOR EXACT LOCATIONS OF PAVEMENT TRANSITIONS, DRIVEWAYS, DITCHES, HMA DIKES, FENCE AND MGS, SEE LAYOUTS.
3. SEE SUPERELEVATION DIAGRAM WHERE CROSS SLOPE VARIES.
4. SUBGRADE TO BE THE SAME AS TYPICAL SURFACE SLOPE UNLESS OTHERWISE NOTED.
5. FOR NARROW INSTALLATION OF MGS, SEE CALTRANS STANDARD PLAN A77N3.

LEGEND:

[1] — 0.40' HMA (TYPE B)
0.55' CLASS 2 AGGREGATE BASE

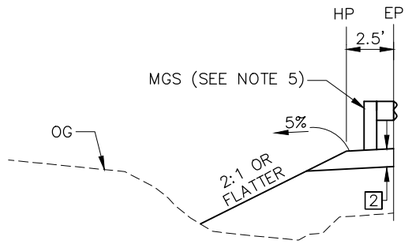
[2] — 0.95' SHOULDER BACKING

TOLLHOUSE ROAD DESIGN DESIGNATION

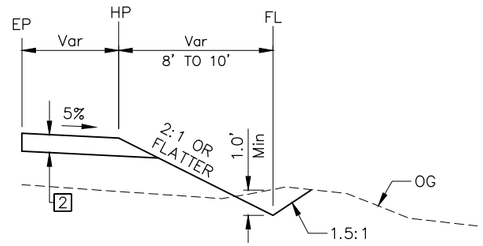
ROAD CLASSIFICATION	MINOR COLLECTOR (RURAL)
ADT	1600 (2006)
DESIGN SPEED	30 MPH
R-VALUE	TBD
TI	TBD
TRUCKS	2%

BURROUGH VALLEY ROAD DESIGN DESIGNATION

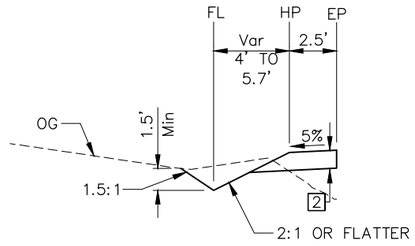
ROAD CLASSIFICATION	MAJOR COLLECTOR (RURAL)
ADT	1100 (2010)
ADT	1320 (2030)
DESIGN SPEED	35 MPH
R-VALUE	TBD
TI	TBD
TRUCKS	9%



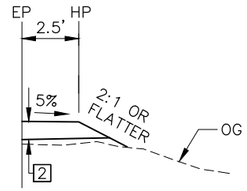
"T" 23+10.00 TO "T" 23+40.27 BEGIN CULVERT



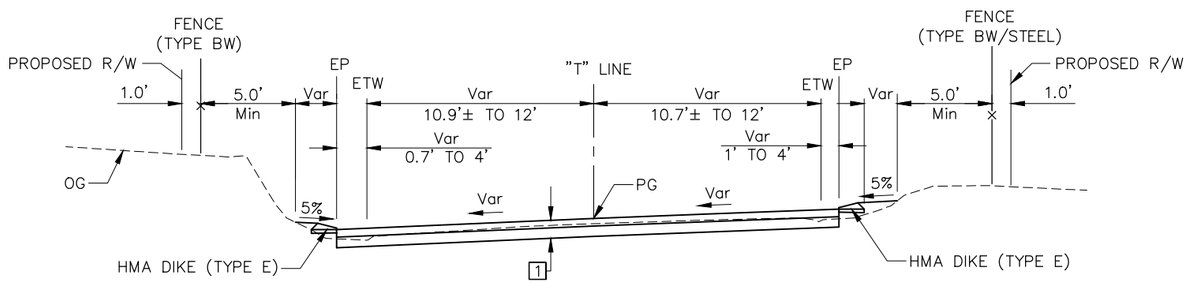
"T" 21+41.36 TO "T" 22+59.26



"T" 21+70.00 TO "T" 23+10.00



"T" 20+61.36 TO "T" 21+41.36



"T" 20+20.00 TO "T" 23+40.27 BEGIN CULVERT

TOLLHOUSE ROAD

	DATE	RECORD DRAWING		SCALE
DESIGNED: P. BRADBURY	1/05/18	RESIDENT ENGINEER	DATE	NO SCALE
DRAWN: S. MORALES	1/05/18			
CHECKED: G. GROSS	1/05/18			

FOR RIGHT OF WAY DATA AND ACCURATE ACCESS DETERMINATION, SEE DOCUMENTS IN THE DEPARTMENT OF PUBLIC WORKS AND PLANNING.

SUPERVISING ENGINEER _____ DATE _____

REGISTERED PROFESSIONAL ENGINEER — No. _____ Exp. _____ — STATE OF CALIFORNIA

PROJECT

DRY CREEK BRIDGE REPLACEMENT ON BURROUGH VALLEY ROAD

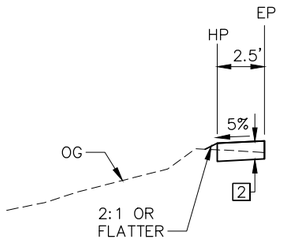
ROAD NO. BRIDGE NO. 42C-0134

THE COUNTY OF FRESNO

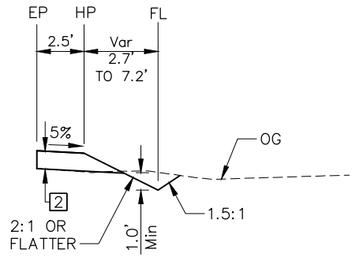
DEPARTMENT OF PUBLIC WORKS AND PLANNING

TYPICAL CROSS SECTIONS

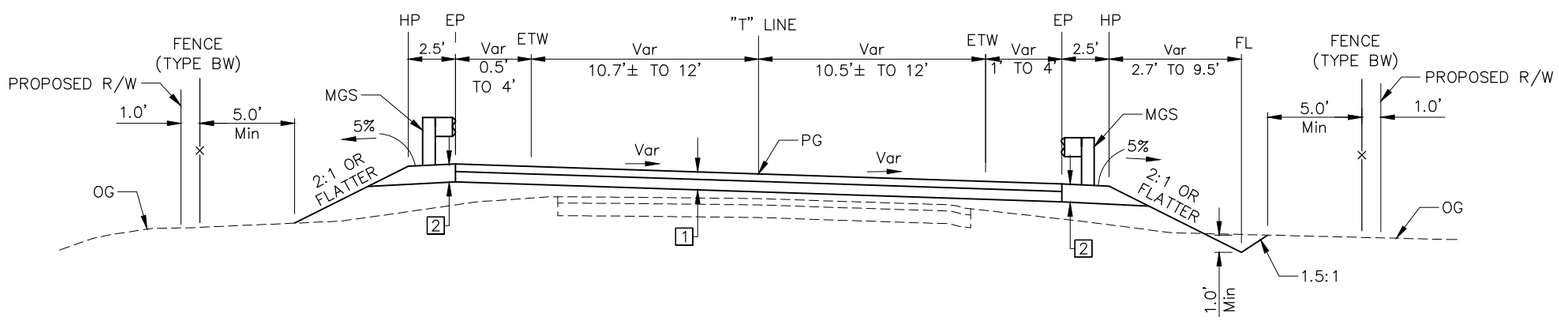
DRAWING NO. X-1 SHEET NO. 2 TOTAL 60



"T" 24+35.80 TO "T" 25+00.00



"T" 24+38.79 TO "T" 25+00.00



"T" 23+68.56 END CULVERT TO "T" 25+00.00

TOLLHOUSE ROAD

	DATE	RECORD DRAWING		SCALE
DESIGNED: P. BRADBURY	1/05/18	RESIDENT ENGINEER	DATE	NO SCALE
DRAWN: S. MORALES	1/05/18			
CHECKED: G. GROSS	1/05/18			
FOR RIGHT OF WAY DATA AND ACCURATE ACCESS DETERMINATION, SEE DOCUMENTS IN THE DEPARTMENT OF PUBLIC WORKS AND PLANNING.				

SUPERVISING ENGINEER _____ DATE _____

REGISTERED PROFESSIONAL ENGINEER — No. _____ Exp. _____ — STATE OF CALIFORNIA

PROJECT

DRY CREEK BRIDGE REPLACEMENT ON BURROUGH VALLEY ROAD

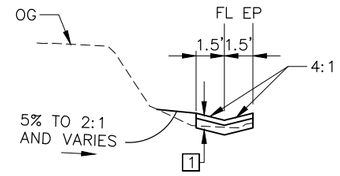
ROAD NO. BRIDGE NO. 42C-0134

THE COUNTY OF FRESNO 1856

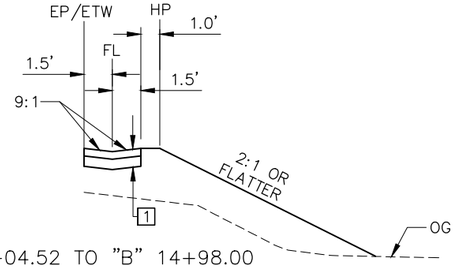
DEPARTMENT OF PUBLIC WORKS AND PLANNING

TYPICAL CROSS SECTIONS

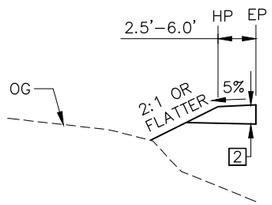
DRAWING NO. X-2 SHEET NO. 3 TOTAL 60



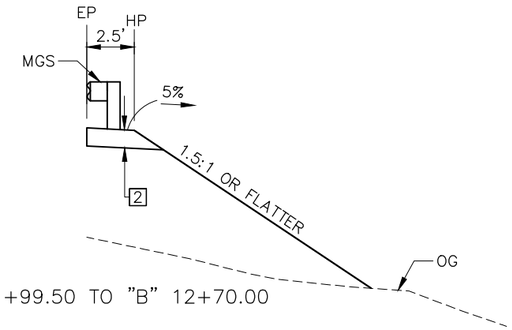
"B" 12+90.00 TO "B" 14+98.00



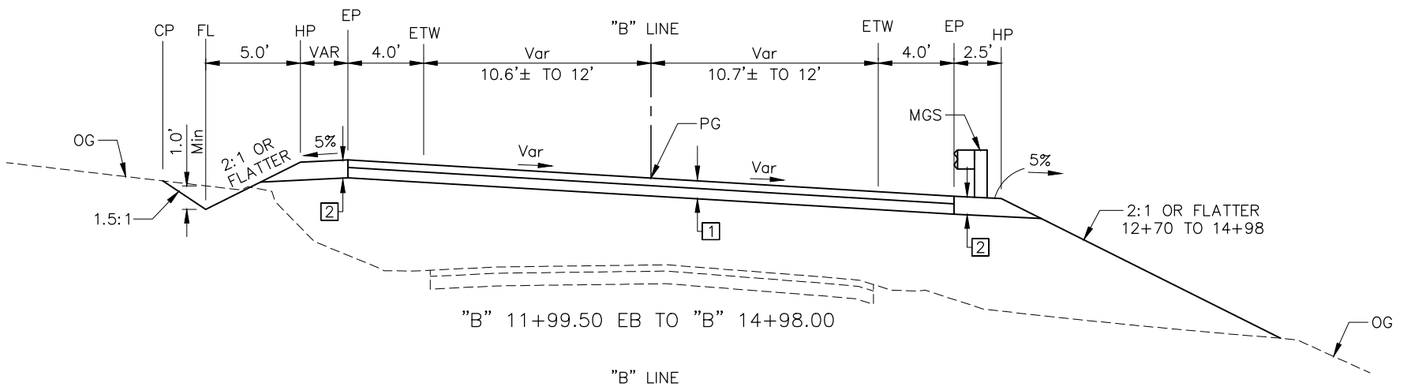
"B" 13+04.52 TO "B" 14+98.00



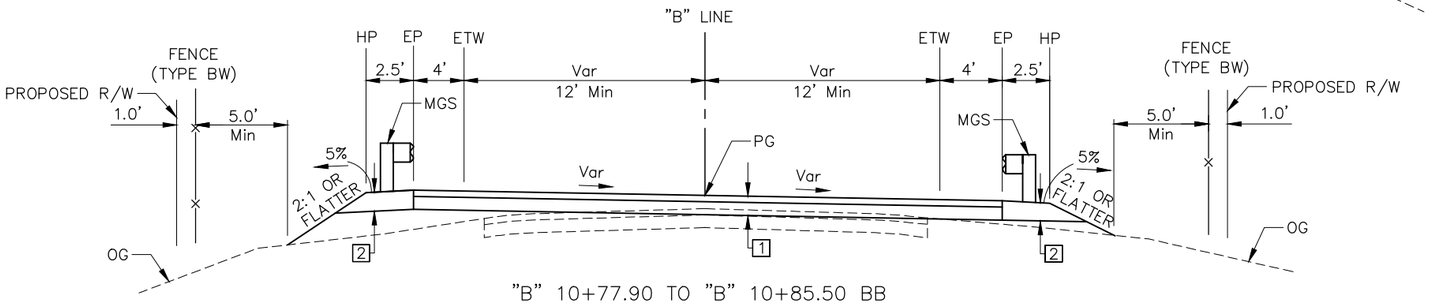
"B" 11+99.50 EB TO "B" 12+35.20



"B" 11+99.50 TO "B" 12+70.00

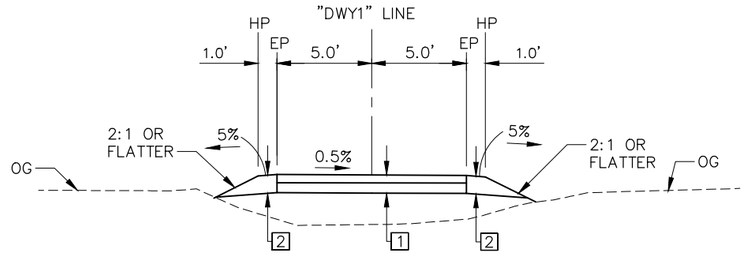


"B" 11+99.50 EB TO "B" 14+98.00



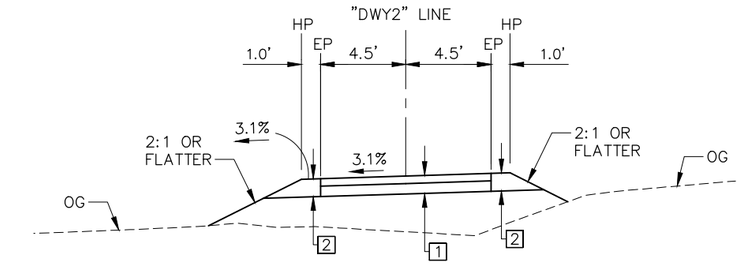
"B" 10+77.90 TO "B" 10+85.50 BB

BURROUGH VALLEY ROAD



"DWY1" 1+19.76 TO "DWY1" 1+49.40

"DWY1" LINE



"DWY2" 1+30.62 TO "DWY2" 1+78.21

"DWY2" LINE

	DATE	RECORD DRAWING		SCALE		PROJECT	DEPARTMENT OF PUBLIC WORKS AND PLANNING
DESIGNED: P. BRADBURY	1/05/18	RESIDENT ENGINEER	DATE	NO SCALE	SUPERVISING ENGINEER / DATE	DRY CREEK BRIDGE REPLACEMENT ON BURROUGH VALLEY ROAD	TYPICAL CROSS SECTIONS
DRAWN: S. MORALES	1/05/18					ROAD NO. / BRIDGE NO. 42C-0134	DRAWING NO. X-3 / SHEET NO. 4 / TOTAL 60
CHECKED: G. GROSS	1/05/18						

FOR RIGHT OF WAY DATA AND ACCURATE ACCESS DETERMINATION, SEE DOCUMENTS IN THE DEPARTMENT OF PUBLIC WORKS AND PLANNING.

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — STATE OF CALIFORNIA

THE COUNTY OF FRESNO

NOTE:

FOR ACCURATE RIGHT–OF–WAY DATA, CONTACT COUNTY OFFICE.

BASIS OF BEARINGS:

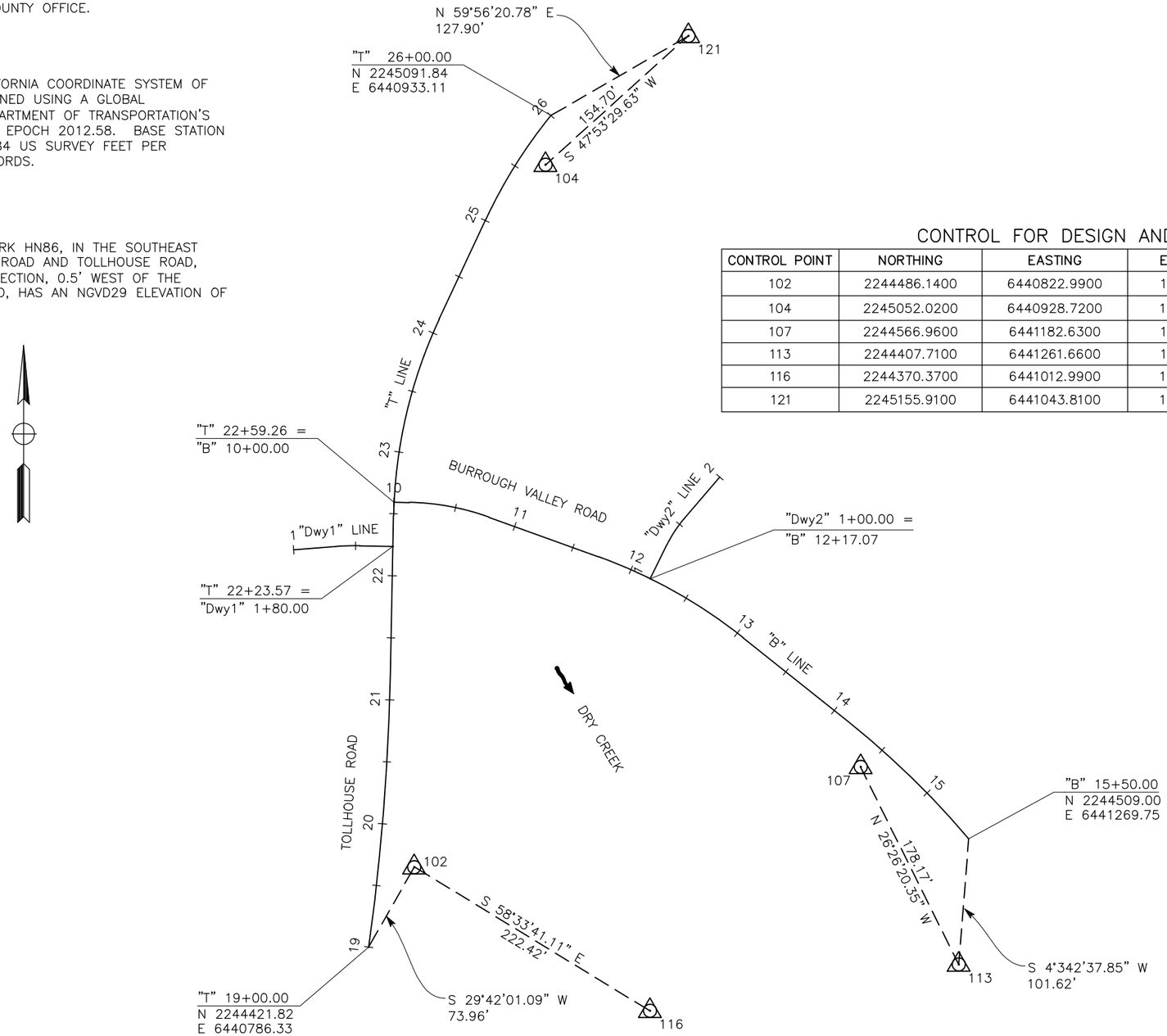
COORDINATES IN THIS PROJECT ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1983 (CCS83), ZONE 4. POSITIONS WERE DETERMINED USING A GLOBAL POSITIONING SYSTEM TIED TO THE CALIFORNIA DEPARTMENT OF TRANSPORTATION'S CENTRAL VALLEY SPATIAL REFERENCE NETWORK AT EPOCH 2012.58. BASE STATION "RAPT" WAS HELD AT N2125482.786, E6430069.984 US SURVEY FEET PER CALIFORNIA DEPARTMENT OF TRANSPORTATION RECORDS.

BASIS OF ELEVATIONS:

FRESNO COUNTY BRASS CAP MONUMENT BENCHMARK HN86, IN THE SOUTHEAST QUADRANT OF THE INTERSECTION OF PITMAN HILL ROAD AND TOLLHOUSE ROAD, 68.5' SOUTHEAST OF THE CENTER OF SAID INTERSECTION, 0.5' WEST OF THE SOUTHWEST CORNER OF A CONCRETE MAILBOX PAD, HAS AN NGVD29 ELEVATION OF 1028.85 FEET PER FRESNO COUNTY RECORDS.

LEGEND:

△ SURVEY CONTROL POINT



CONTROL FOR DESIGN AND CONSTRUCTION

CONTROL POINT	NORTHING	EASTING	ELEVATION	DESCRIPTION
102	2244486.1400	6440822.9900	1552.1900	REBAR/CAP
104	2245052.0200	6440928.7200	1558.9300	REBAR/CAP
107	2244566.9600	6441182.6300	1572.3100	REBAR/CAP
113	2244407.7100	6441261.6600	1575.1200	TEMP PT HUB AND TACK
116	2244370.3700	6441012.9900	1563.5400	TEMP PT NAIL
121	2245155.9100	6441043.8100	1570.5000	TEMP PT NAIL

APPROVED FOR PROJECT CONTROL INFORMATION ONLY

	DATE	RECORD DRAWING		SCALE
DESIGNED: P. BRADBURY	1/05/18	RESIDENT ENGINEER	DATE	0 20' 40'
DRAWN: S. MORALES	1/05/18			
CHECKED: G. GROSS	1/05/18			

FOR RIGHT OF WAY DATA AND ACCURATE ACCESS DETERMINATION, SEE DOCUMENTS IN THE DEPARTMENT OF PUBLIC WORKS AND PLANNING.

SUPERVISING ENGINEER _____ DATE _____

REGISTERED PROFESSIONAL ENGINEER — No. ____ Exp. ____ — STATE OF CALIFORNIA

PROJECT

DRY CREEK BRIDGE REPLACEMENT ON BURROUGH VALLEY ROAD

ROAD NO. BRIDGE NO. 42C-0134

THE COUNTY OF FRESNO

DEPARTMENT OF PUBLIC WORKS AND PLANNING

PROJECT CONTROL

DRAWING NO. PC-1 SHEET NO. 5 TOTAL 60

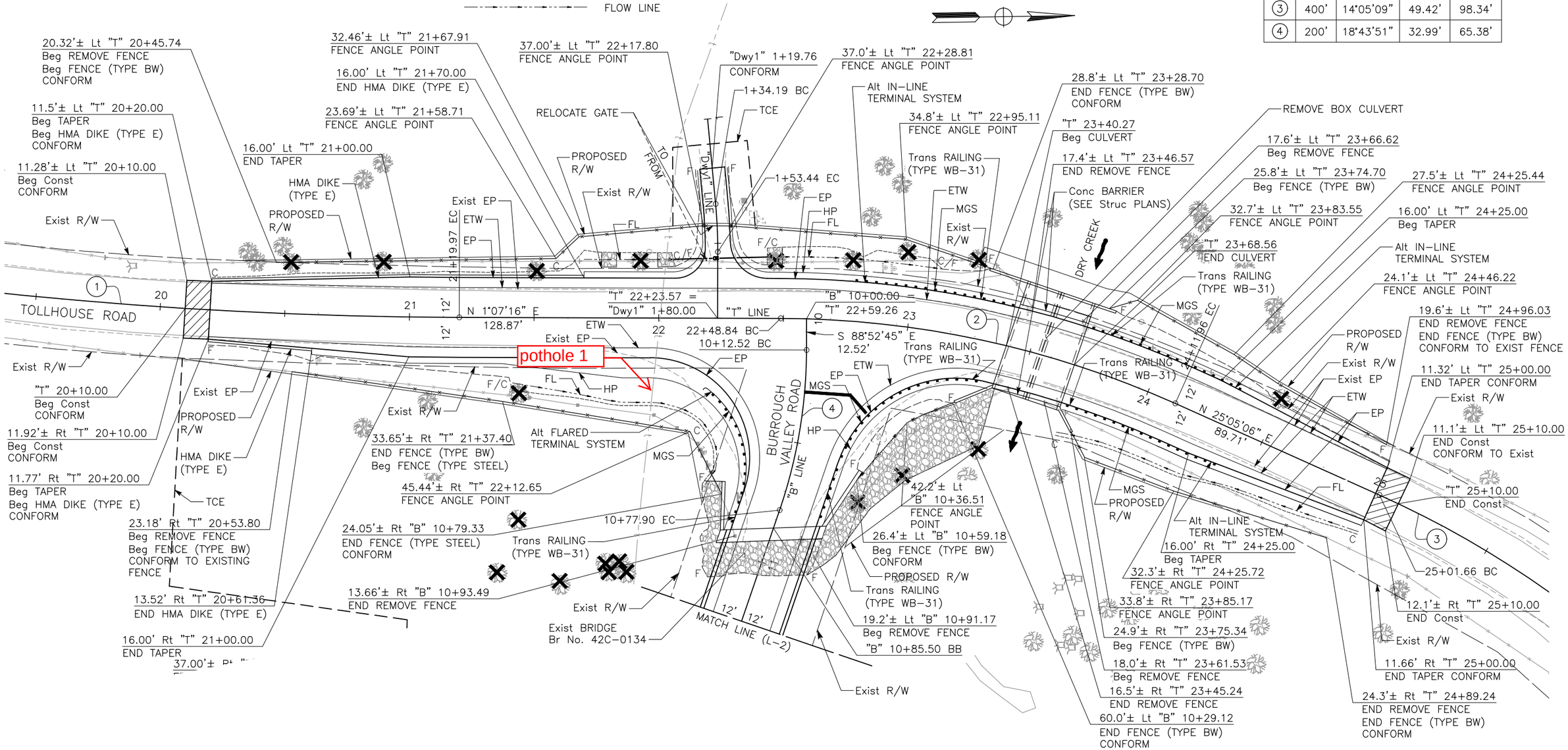
NOTES:

1. FOR ACCURATE RIGHT–OF–WAY DATA, CONTACT COUNTY OFFICE.
2. UTILITIES SHOWN ARE ANGLE POINTPROXIMATE.
3. ALL STATION/OFFSET CALLOUTS ARE TO THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
4. FOR DETAILS NOT SHOWN SEE CONSTRUCTION DETAILS SHEETS.

LEGEND:

- C — CUT
- F — FILL
- PROPOSED RIGHT–OF–WAY (R/W)
- TEMPORARY CONSTRUCTION EASEMENT (TCE)
- PROPERTY LINE (P/L) AND EXISTING R/W
- FLOW LINE
- FENCE (TYPE BW, 5–STRAND, METAL POST)
- HMA PAVEMENT TRANSITION
- ROCK SLOPE PROTECTION / ROCK LINED DITCH
- REMOVE TREE

CURVE DATA				
No.	R	Δ	T	L
①	1850'	6°48'46"	110.12'	219.97'
②	390'	23°57'51"	82.77'	163.12'
③	400'	14°05'09"	49.42'	98.34'
④	200'	18°43'51"	32.99'	65.38'



	DATE	RECORD DRAWING	
DESIGNED: P. BRADBURY	1/05/18	RESIDENT ENGINEER	DATE
DRAWN: S. MORALES	1/05/18		
CHECKED: G. GROSS	1/05/18		

FOR RIGHT OF WAY DATA AND ACCURATE ACCESS DETERMINATION, SEE DOCUMENTS IN THE DEPARTMENT OF PUBLIC WORKS AND PLANNING.

SCALE: 0 20' 40'

SUPERVISING ENGINEER ____ DATE

REGISTERED PROFESSIONAL ENGINEER — No. ____ Exp. ____ — STATE OF CALIFORNIA

PROJECT

DRY CREEK BRIDGE REPLACEMENT ON BURROUGH VALLEY ROAD

ROAD NO. BRIDGE NO. 42C-0134

THE COUNTY OF FRESNO

DEPARTMENT OF PUBLIC WORKS AND PLANNING

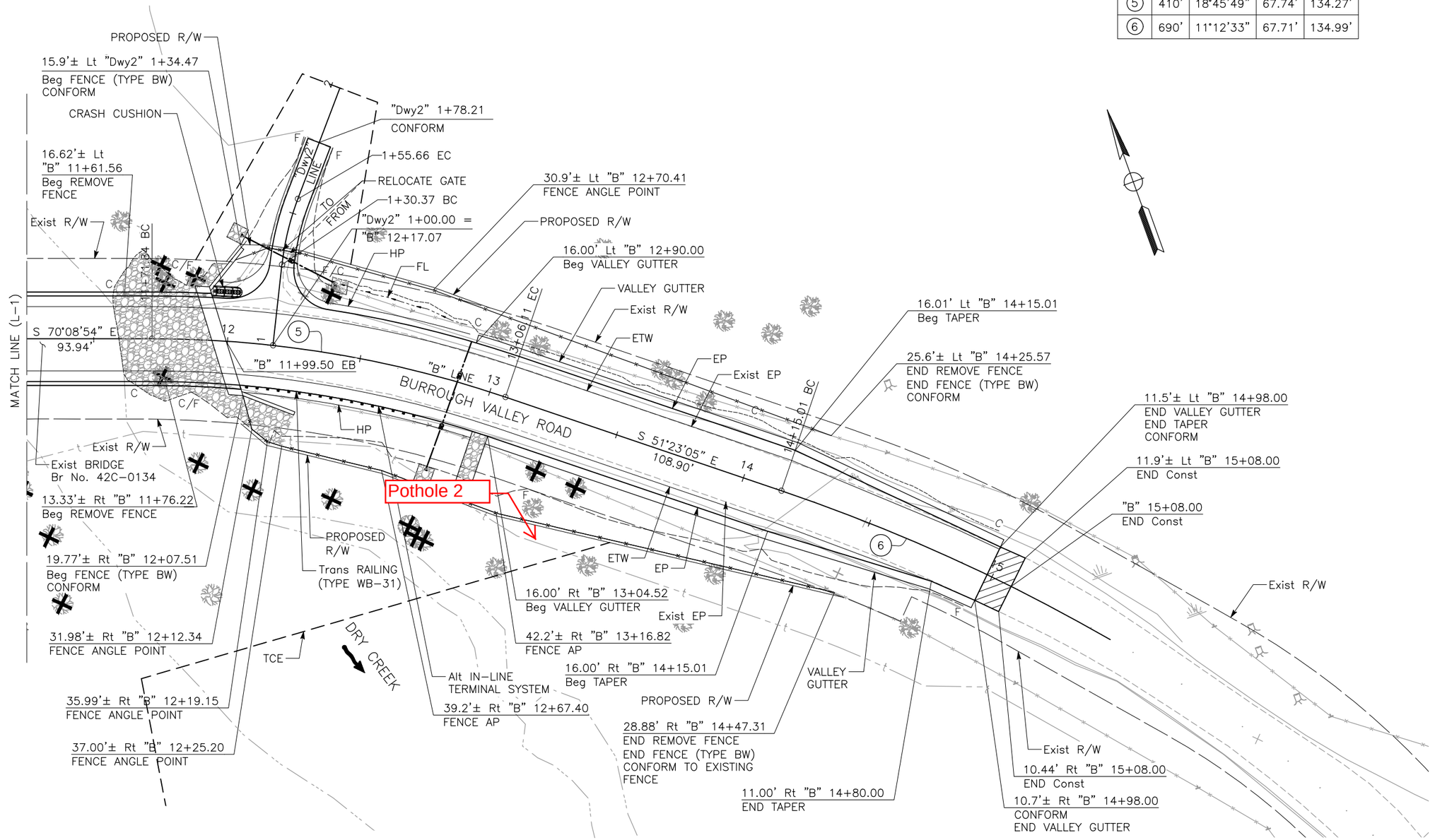
LAYOUT

DRAWING NO. L-1 SHEET NO. 6 TOTAL 60

NOTE:

FOR ACCURATE RIGHT–OF–WAY DATA, CONTACT COUNTY OFFICE.

CURVE DATA				
No.	R	Δ	T	L
⑤	410'	18°45'49"	67.74'	134.27'
⑥	690'	11°12'33"	67.71'	134.99'



	DATE	RECORD DRAWING		SCALE
DESIGNED: P. BRADBURY	1/05/18	RESIDENT ENGINEER	DATE	0 20' 40'
DRAWN: S. MORALES	1/05/18			
CHECKED: G. GROSS	1/05/18			

FOR RIGHT OF WAY DATA AND ACCURATE ACCESS DETERMINATION, SEE DOCUMENTS IN THE DEPARTMENT OF PUBLIC WORKS AND PLANNING.

SUPERVISING ENGINEER — DATE

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — STATE OF CALIFORNIA

PROJECT

DRY CREEK BRIDGE REPLACEMENT ON BURROUGH VALLEY ROAD

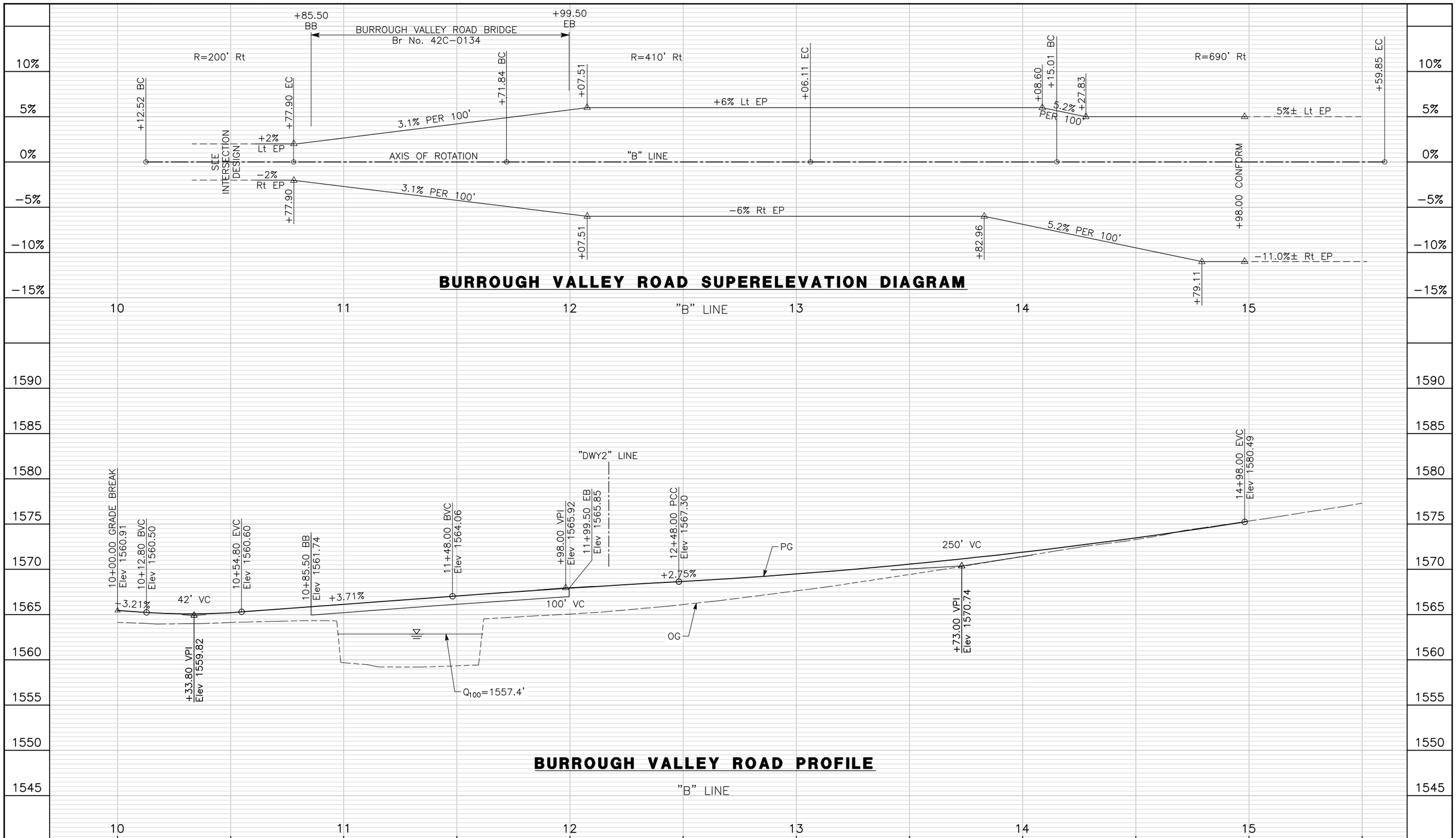
ROAD NO. — BRIDGE NO. 42C-0134

THE COUNTY OF FRESNO 1856

DEPARTMENT OF PUBLIC WORKS AND PLANNING

LAYOUT

DRAWING NO. L-2 — SHEET NO. 7 — TOTAL 60



BURROUGH VALLEY ROAD SUPERELEVATION DIAGRAM

BURROUGH VALLEY ROAD PROFILE

"B" LINE

	DATE	RECORD DRAWING		SCALE
DESIGNED: P. BRADBURY	1/05/18	RESIDENT ENGINEER	DATE	PLAN 0 20′ 40′ HZ
DRAWN: S. MORALES	1/05/18			0 10′ 20′ VT PROFILE
CHECKED: G. GROSS	1/05/18			

FOR RIGHT OF WAY DATA AND ACCURATE ACCESS DETERMINATION, SEE DOCUMENTS IN THE DEPARTMENT OF PUBLIC WORKS AND PLANNING.

SUPERVISING ENGINEER — DATE

REGISTERED PROFESSIONAL ENGINEER — STATE OF CALIFORNIA — No. — Exp.

PROJECT

DRY CREEK BRIDGE REPLACEMENT ON BURROUGH VALLEY ROAD

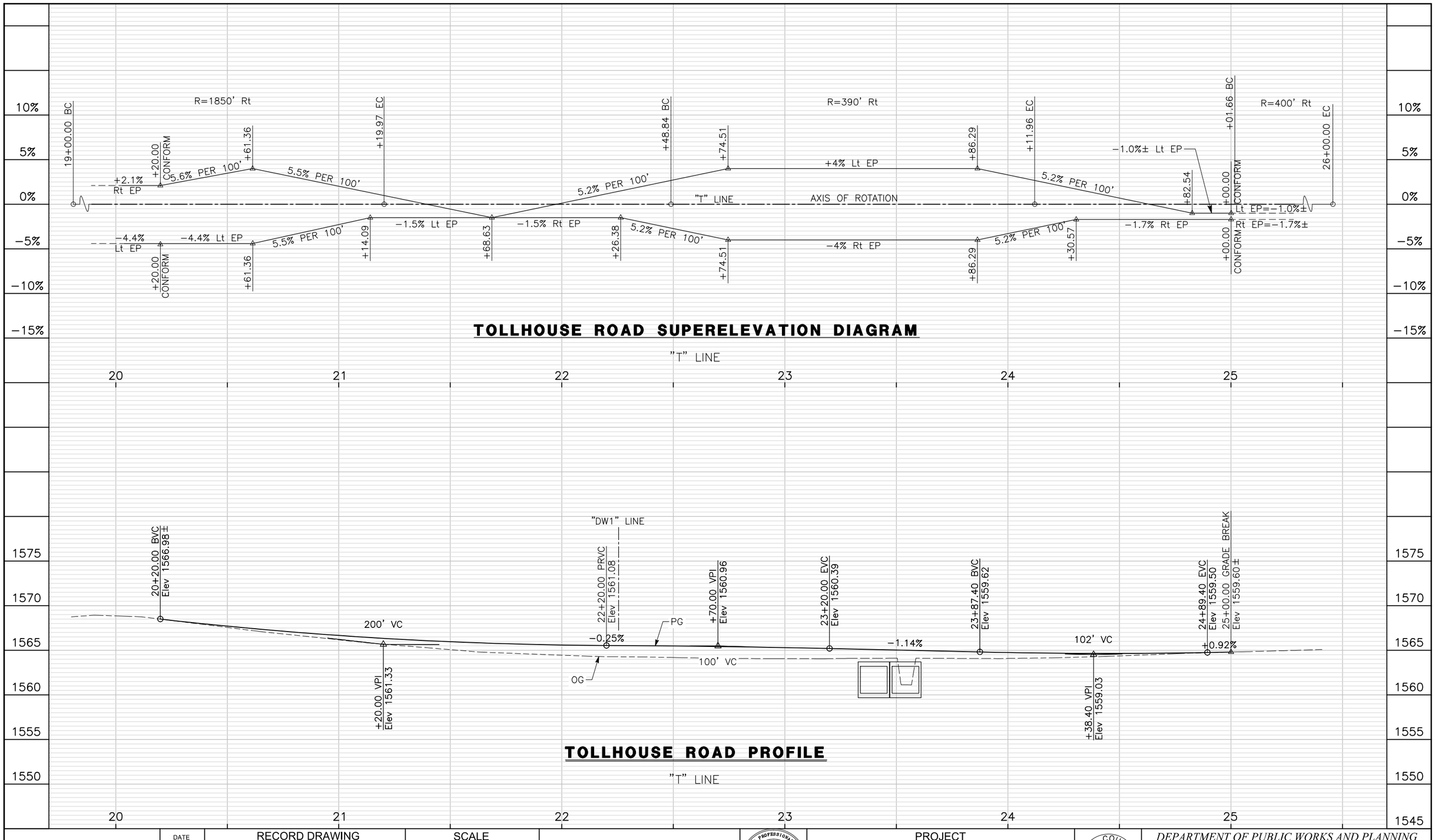
ROAD NO. — BRIDGE NO. 42C-0134

THE COUNTY OF FRESNO

DEPARTMENT OF PUBLIC WORKS AND PLANNING

PROFILE AND SUPERELEVATION DIAGRAM

DRAWING NO. PS-1 — SHEET NO. 8 — TOTAL 60



TOLLHOUSE ROAD SUPERELEVATION DIAGRAM

"T" LINE

TOLLHOUSE ROAD PROFILE

"T" LINE

	DATE	RECORD DRAWING	
DESIGNED: P. BRADBURY	1/05/18	RESIDENT ENGINEER	DATE
DRAWN: S. MORALES	1/05/18		
CHECKED: G. GROSS	1/05/18		

FOR RIGHT OF WAY DATA AND ACCURATE ACCESS DETERMINATION, SEE DOCUMENTS IN THE DEPARTMENT OF PUBLIC WORKS AND PLANNING.

SCALE

PLAN 0 20' 40' HZ

PROFILE 0 10' 20' VT

SUPERVISING ENGINEER DATE

REGISTERED PROFESSIONAL ENGINEER — STATE OF CALIFORNIA — No. Exp.

PROJECT

DRY CREEK BRIDGE REPLACEMENT ON BURROUGH VALLEY ROAD

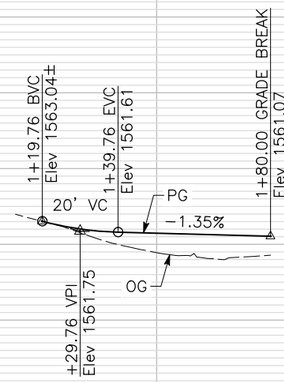
ROAD NO. BRIDGE NO. 42C-0134

THE COUNTY OF FRESNO 1856

DEPARTMENT OF PUBLIC WORKS AND PLANNING

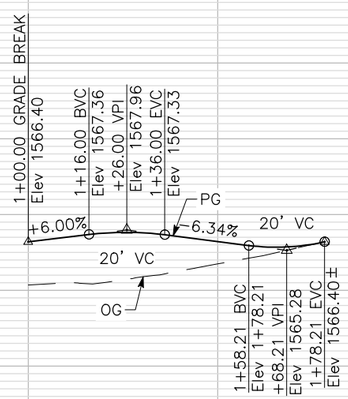
PROFILE AND SUPERELEVATION DIAGRAM

DRAWING NO. PS-2 SHEET NO. 9 TOTAL 60



DRIVEWAY No. 1

"DWY1" LINE



DRIVEWAY No. 2

"DWY2" LINE

	DATE	RECORD DRAWING	
DESIGNED: P. BRADBURY	1/05/18	RESIDENT ENGINEER	DATE
DRAWN: S. MORALES	1/05/18		
CHECKED: G. GROSS	1/05/18		

FOR RIGHT OF WAY DATA AND ACCURATE ACCESS DETERMINATION. SEE DOCUMENTS IN THE DEPARTMENT OF PUBLIC WORKS AND PLANNING.

SCALE

PLAN 0 20′ 40′ HZ

PROFILE 0 10′ 20′ VT

SUPERVISING ENGINEER DATE

REGISTERED PROFESSIONAL ENGINEER — No. Exp. — STATE OF CALIFORNIA

PROJECT

DRY CREEK BRIDGE REPLACEMENT ON BURROUGH VALLEY ROAD

ROAD NO. BRIDGE NO. 42C-0134

THE COUNTY OF FRESNO

DEPARTMENT OF PUBLIC WORKS AND PLANNING

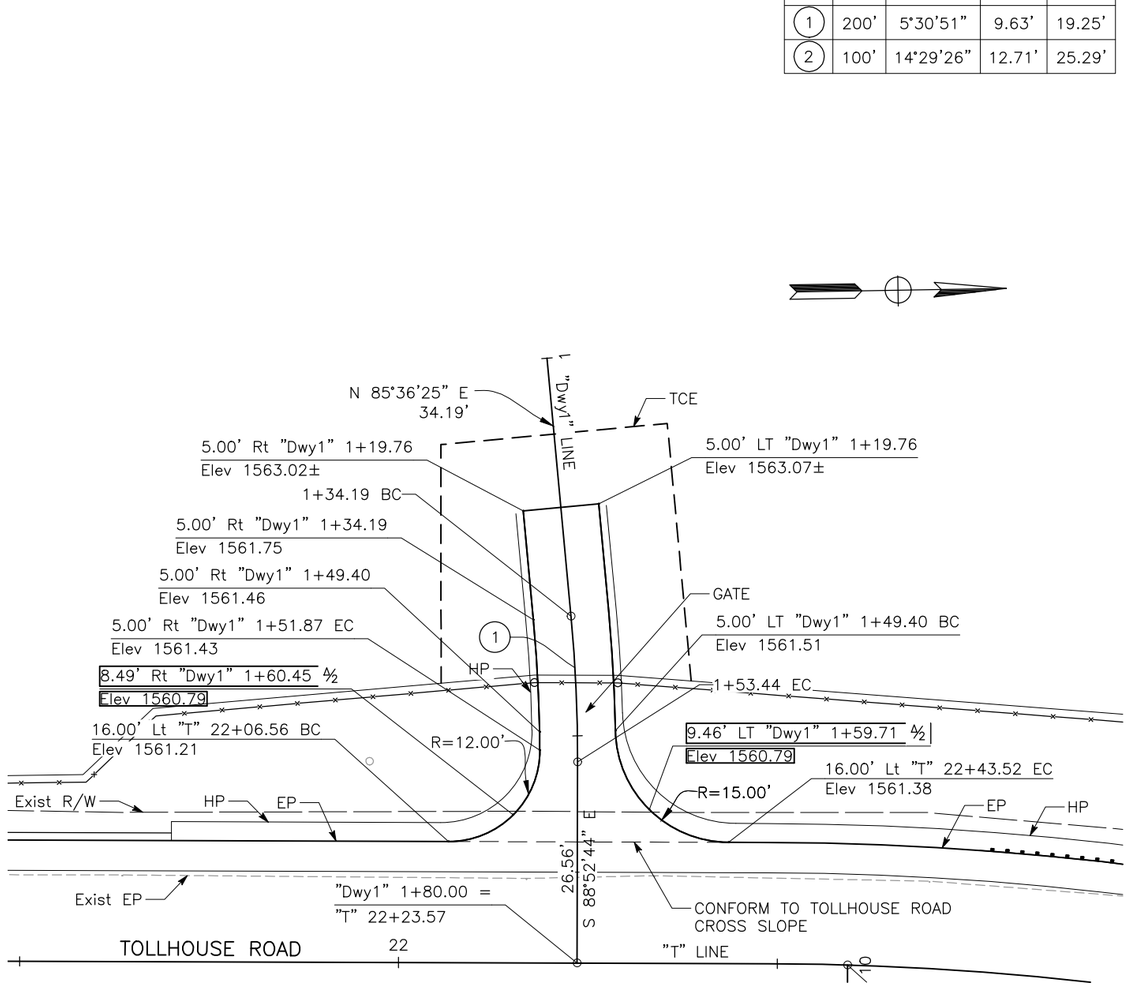
PROFILE

DRAWING NO. P-1 SHEET NO. 10 TOTAL 60

NOTES:

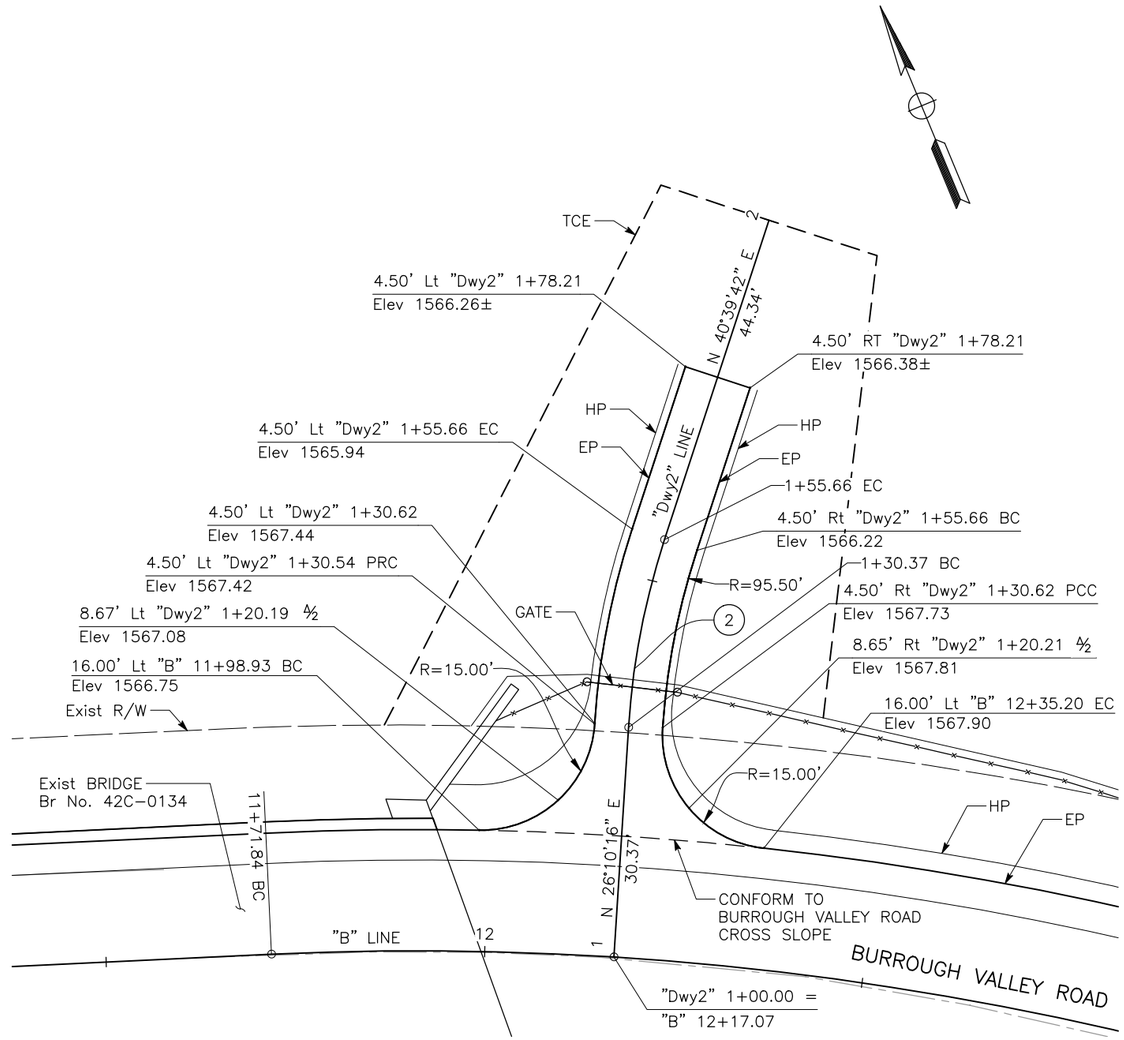
1. ALL STATION/OFFSET CALLOUTS ARE TO THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.

CURVE DATA				
No.	R	Δ	T	L
(1)	200'	5°30'51"	9.63'	19.25'
(2)	100'	14°29'26"	12.71'	25.29'



DRIVEWAY No. 1 DETAIL

SCALE: 1"=10'



DRIVEWAY No. 2 DETAIL

SCALE: 1"=10'

	DATE	RECORD DRAWING		SCALE
DESIGNED: P. BRADBURY	1/05/18	RESIDENT ENGINEER	DATE	NO SCALE
DRAWN: S. MORALES	1/05/18			
CHECKED: G. GROSS	1/05/18			

FOR RIGHT OF WAY DATA AND ACCURATE ACCESS DETERMINATION, SEE DOCUMENTS IN THE DEPARTMENT OF PUBLIC WORKS AND PLANNING.

SUPERVISING ENGINEER — DATE

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — STATE OF CALIFORNIA

PROJECT

DRY CREEK BRIDGE REPLACEMENT ON BURROUGH VALLEY ROAD

ROAD NO. — BRIDGE NO. 42C-0134

THE COUNTY OF FRESNO

DEPARTMENT OF PUBLIC WORKS AND PLANNING

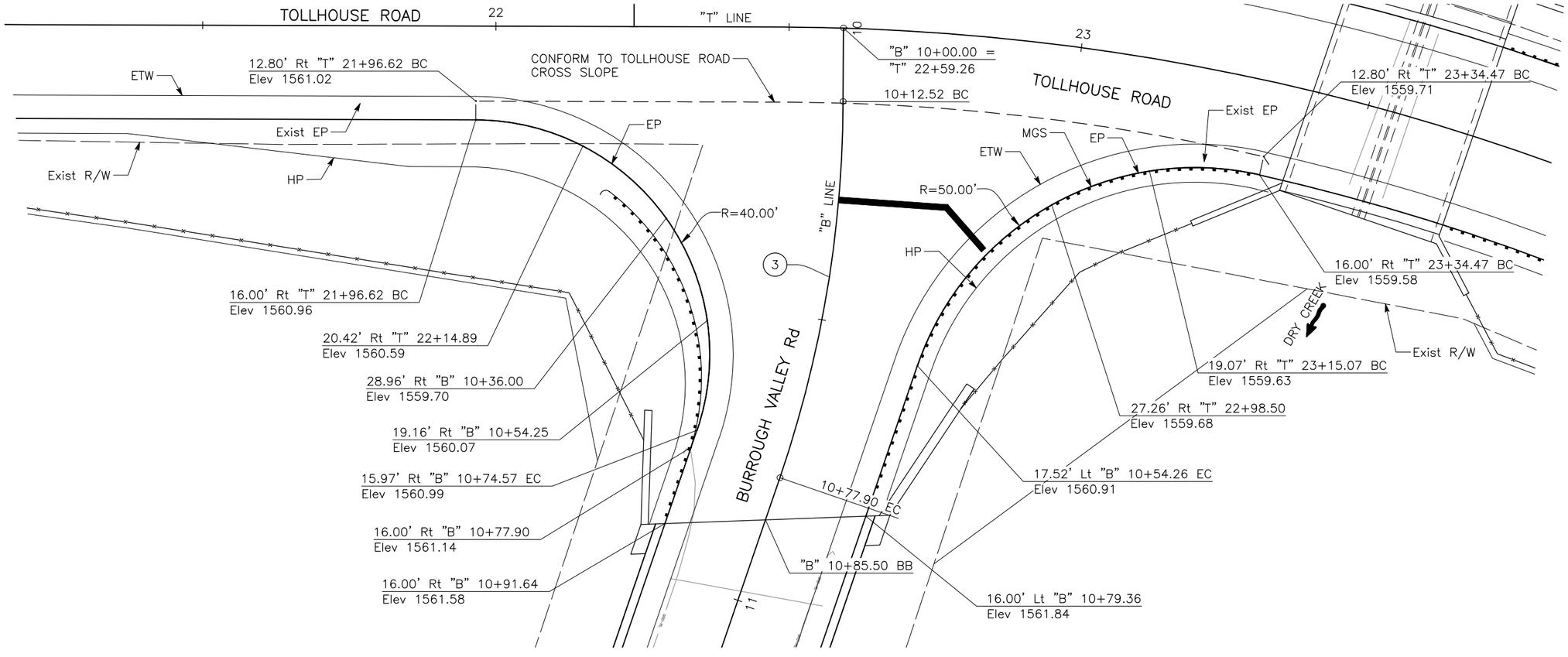
CONSTRUCTION DETAILS

DRAWING NO. C-1 — SHEET NO. 11 — TOTAL 60

NOTES:

1. ALL STATION/OFFSET CALLOUTS ARE TO THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.

CURVE DATA				
No.	R	Δ	T	L
(3)	200'	18°43'51"	32.99'	65.38'



INTERSECTION DETAIL

SCALE: 1"=10'

	DATE	RECORD DRAWING		SCALE		PROJECT		DEPARTMENT OF PUBLIC WORKS AND PLANNING
DESIGNED: P. BRADBURY	1/05/18	RESIDENT ENGINEER	DATE	NO SCALE	SUPERVISING ENGINEER DATE	DRY CREEK BRIDGE REPLACEMENT ON BURROUGH VALLEY ROAD		CONSTRUCTION DETAILS
DRAWN: S. MORALES	1/05/18					ROAD NO.	BRIDGE NO. 42C-0134	DRAWING NO. C-2 SHEET NO. 12 TOTAL 60
CHECKED: G. GROSS	1/05/18							

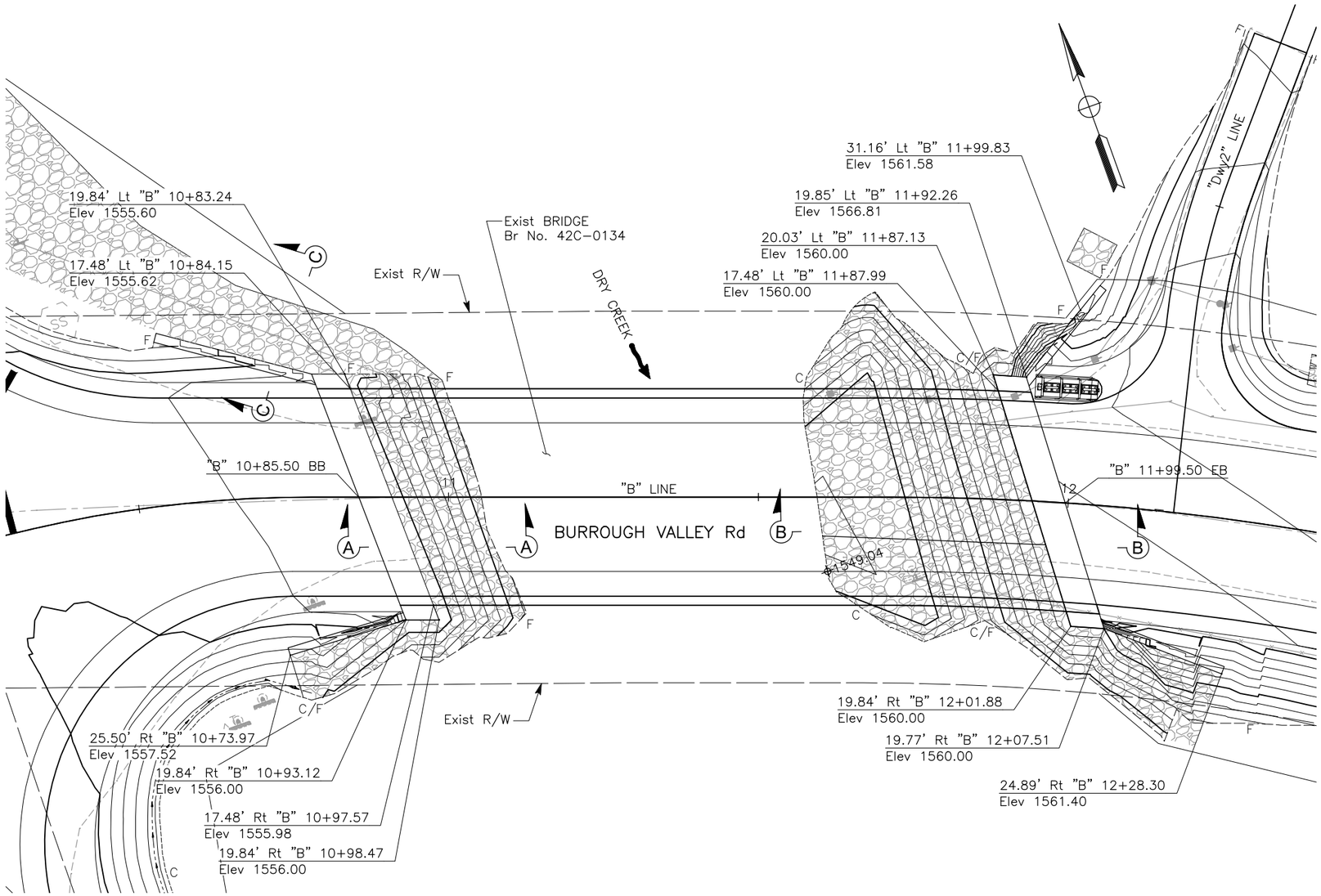
FOR RIGHT OF WAY DATA AND ACCURATE ACCESS DETERMINATION, SEE DOCUMENTS IN THE DEPARTMENT OF PUBLIC WORKS AND PLANNING.

NOTES:

1. FOR ACCURATE RIGHT-OF-WAY DATA, CONTACT COUNTY OFFICE.
2. ALL STATION/OFFSET CALLOUTS ARE TO THE EDGE OF ROCK SLOPE PROTECTION UNLESS OTHERWISE NOTED.

LEGEND:

ROCK SLOPE PROTECTION (300LB, CLASS IV, METHOD B)



ROCK SLOPE PROTECTION DETAIL

SCALE: 1"=10'

	DATE	RECORD DRAWING		SCALE
DESIGNED: P. BRADBURY	1/05/18	RESIDENT ENGINEER	DATE	SCALE AS SHOWN
DRAWN: S. MORALES	1/05/18			
CHECKED: G. GROSS	1/05/18			

FOR RIGHT OF WAY DATA AND ACCURATE ACCESS DETERMINATION, SEE DOCUMENTS IN THE DEPARTMENT OF PUBLIC WORKS AND PLANNING.

SUPERVISING ENGINEER _____ DATE _____

REGISTERED PROFESSIONAL ENGINEER — STATE OF CALIFORNIA — No. _____ Exp. _____

PROJECT

DRY CREEK BRIDGE REPLACEMENT ON BURROUGH VALLEY ROAD

ROAD NO. BRIDGE NO. 42C-0134

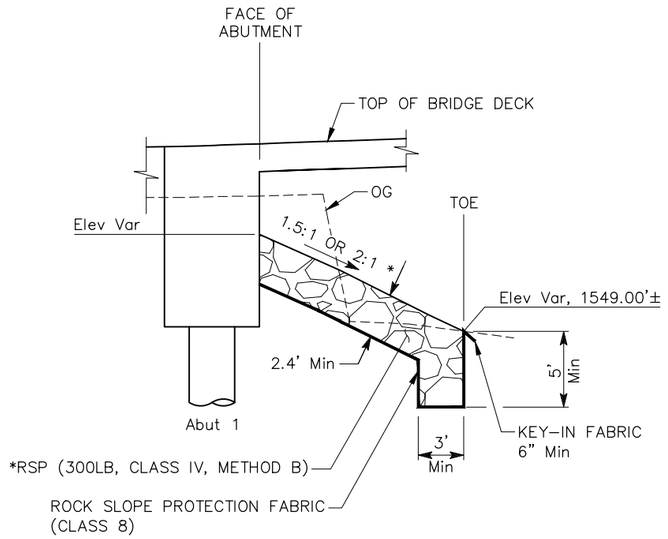
DEPARTMENT OF PUBLIC WORKS AND PLANNING

CONSTRUCTION DETAILS

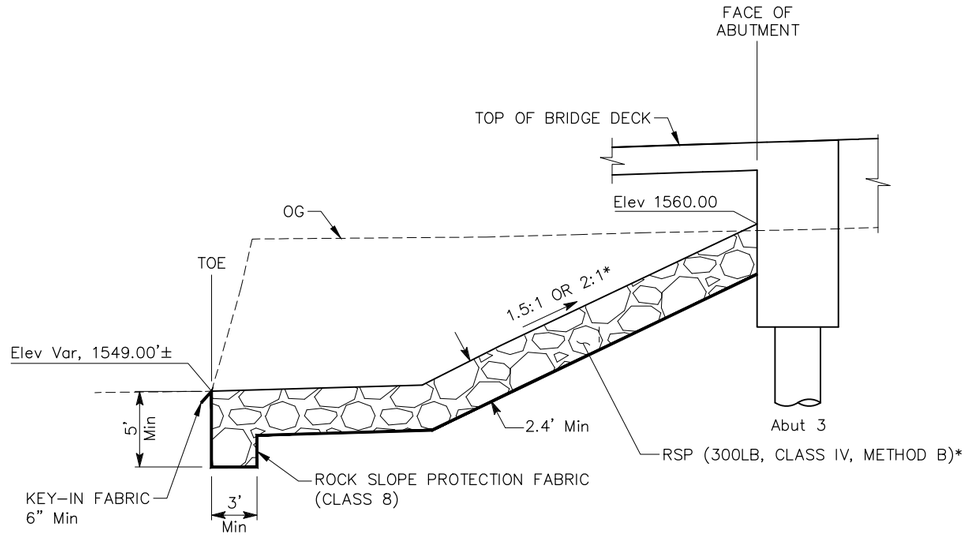
DRAWING NO. C-3 SHEET NO. 13 TOTAL 60

NOTES:

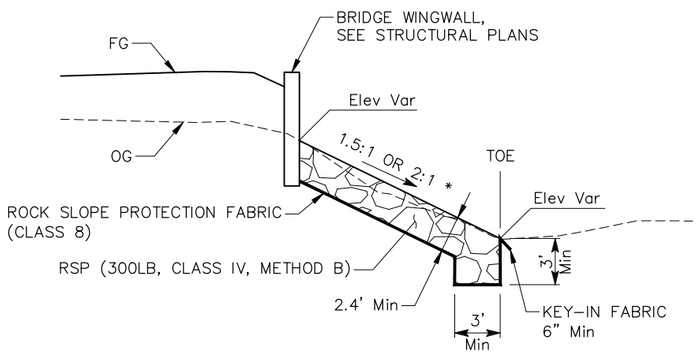
* ROCK SIZING AND GRADING REQUIREMENTS TO BE UPDATED PER HYDRAULIC REPORT.



SECTION A-A



SECTION B-B



SECTION C-C

ROCK SLOPE PROTECTION DETAIL

	DATE	RECORD DRAWING		SCALE
DESIGNED: P. BRADBURY	1/05/18	RESIDENT ENGINEER	DATE	NO SCALE
DRAWN: S. MORALES	1/05/18			
CHECKED: G. GROSS	1/05/18			
FOR RIGHT OF WAY DATA AND ACCURATE ACCESS DETERMINATION, SEE DOCUMENTS IN THE DEPARTMENT OF PUBLIC WORKS AND PLANNING.				

SUPERVISING ENGINEER _____ DATE _____

REGISTERED PROFESSIONAL ENGINEER — No. _____ Exp. _____ — STATE OF CALIFORNIA

PROJECT: DRY CREEK BRIDGE REPLACEMENT ON BURROUGH VALLEY ROAD

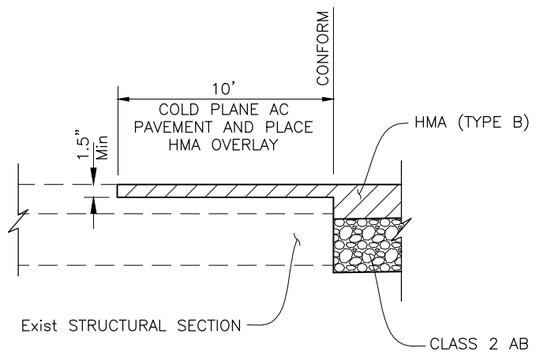
ROAD NO. BRIDGE NO. 42C-0134

THE COUNTY OF FRESNO 1856

DEPARTMENT OF PUBLIC WORKS AND PLANNING

CONSTRUCTION DETAILS

DRAWING NO. C-4 SHEET NO. 14 TOTAL 60



HMA PAVEMENT TRANSITION DETAIL

NO SCALE

	DATE	RECORD DRAWING		SCALE
DESIGNED: P. BRADBURY	1/05/18	RESIDENT ENGINEER	DATE	NO SCALE
DRAWN: S. MORALES	1/05/18			
CHECKED: G. GROSS	1/05/18			

FOR RIGHT OF WAY DATA AND ACCURATE ACCESS DETERMINATION, SEE DOCUMENTS IN THE DEPARTMENT OF PUBLIC WORKS AND PLANNING.

SUPERVISING ENGINEER _____ DATE _____

REGISTERED PROFESSIONAL ENGINEER — No. _____ Exp. _____ — STATE OF CALIFORNIA

PROJECT

DRY CREEK BRIDGE REPLACEMENT ON BURROUGH VALLEY ROAD

ROAD NO. BRIDGE NO. 42C-0134

THE COUNTY OF FRESNO

DEPARTMENT OF PUBLIC WORKS AND PLANNING

CONSTRUCTION DETAILS

DRAWING NO. C-5 SHEET NO. 15 TOTAL 60

LEGEND:

STRUCTURE WORK

ROADWAY WORK

STAGING AREA

NS-3: PAVING AND GRINDING OPERATIONS (n)

NS-15: STRUCTURE DEMOLITION/REMOVAL OVER OR ADJACENT TO WATER (n)

SC-10: TEMPORARY DRAINAGE INLET PROTECTION

WM-8: TEMPORARY CONCRETE WASHOUT

TC-1: TEMPORARY CONSTRUCTION ENTRANCE

TC-1: TEMPORARY CONSTRUCTION ENTRANCE FROM PREVIOUS STAGE

SC-4: TEMPORARY CHECK DAM

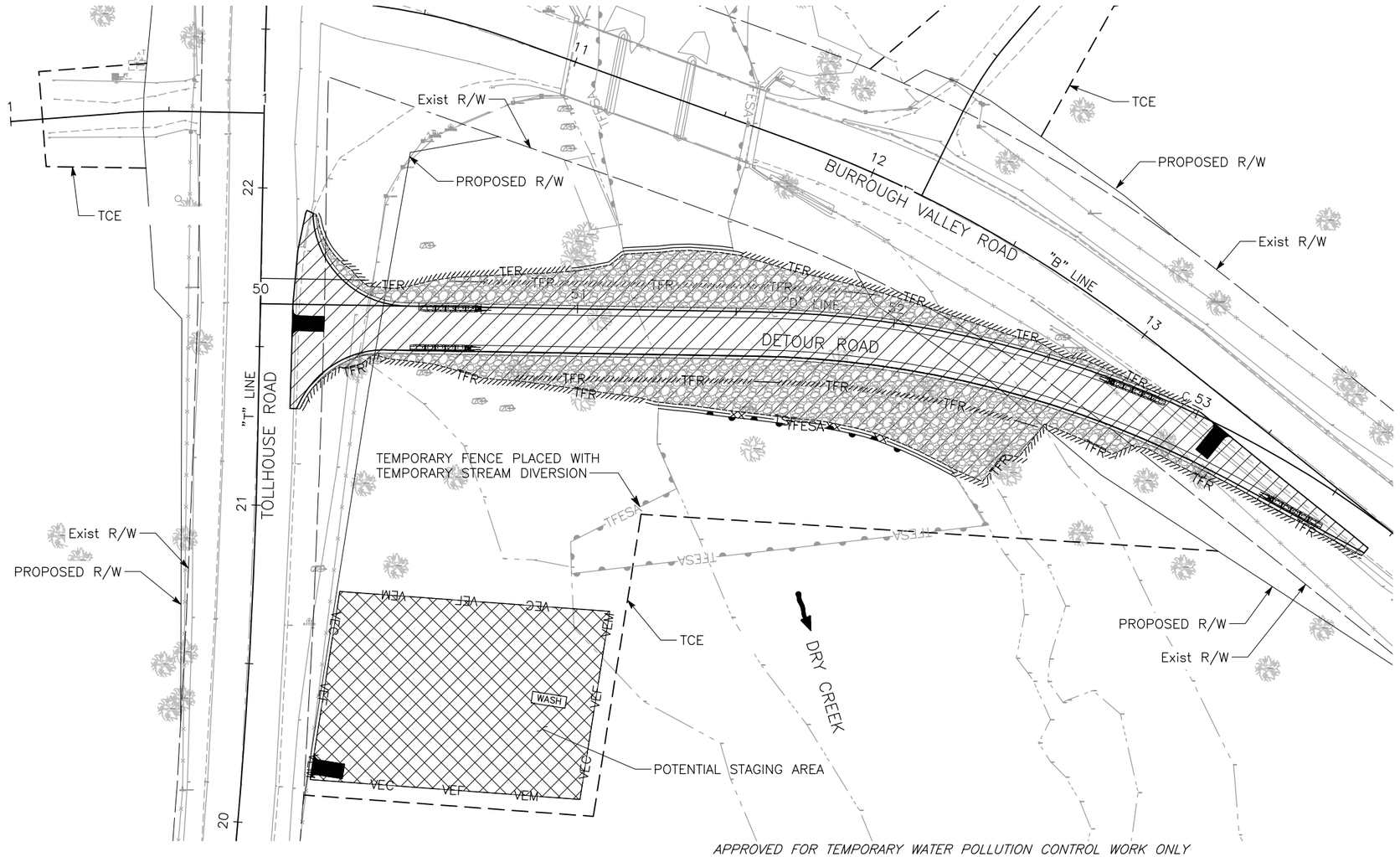
SC-4: TEMPORARY CHECK DAM FROM PREVIOUS STAGE

SC-1: TEMPORARY SILT FENCE
SC-1: TEMPORARY SILT FENCE FROM PREVIOUS STAGE

NS-8: VEHICLE AND EQUIPMENT CLEANING (n)
NS-9: VEHICLE AND EQUIPMENT FUELING (n)
NS-10: VEHICLE AND EQUIPMENT MAINTENANCE (n)

TEMPORARY HIGH VISIBILITY FENCE
TEMPORARY HIGH VISIBILITY FENCE FROM PREVIOUS STAGE

TEMPORARY FIBER ROLL
TEMPORARY FIBER ROLL FROM PREVIOUS STAGE



WATER POLLUTION CONTROL NOTES

1. THE INFORMATION ON THESE PLANS IN INTENDED TO BE USED AS A GUIDELINE FOR THE CONTRACTOR AND SUBCONTRACTORS TO INSTALL WATER POLLUTION CONTROL DEVICES AT GENERAL LOCATIONS THROUGHOUT THE SITE. THESE DRAWINGS ARE TO BE USED IN CONJUNCTION WITH THE NARRATIVE SECTION OF THE STORM WATER POLLUTION PREVENTION PLAN (SWPPP).
2. FIELD CONDITIONS MAY NECESSITATE MODIFICATIONS TO THESE DRAWINGS.
3. INSTALL PERMANENT EROSION CONTROL AS AREAS ARE DETERMINED TO BE SUBSTANTIALLY COMPLETE. SEE EROSION CONTROL PLANS FOR DETAILS.
4. SEE LAYOUTS FOR LOCATION AND LIMITS ON CONSTRUCTION.
5. CONSTRUCT A STABILIZED CONSTRUCTION ENTRANCE/EXIT. CONSTRUCT ADDITIONAL ENTRANCES/EXITS AS NEEDED. LIMIT CONSTRUCTION ACTIVITY TO AND FROM THE PROJECT TO THESE STABILIZED CONSTRUCTION ENTRANCES/EXITS.
6. DESIGNATE A STAGING AREA AT THE PROJECT SITE TO BE APPROVED BY THE ENGINEER. BMPS SELECTED FOR THE CONSTRUCTION SITE WILL ALSO BE IMPLEMENTED IN THE STAGING AREA. SPECIAL ATTENTION TO THE FOLLOWING BMPS WILL BE TAKEN AT THE STAGING AREA: TC-1, WE-1, NS-8, NS-9, NS-10, WM-1, WM-2, WM-3, WM-4, WM-5, WM-6, WM-8, AND WM-9. VEHICLE AND EQUIPMENT CLEANING, FUELING AND MAINTENANCE ARE PROHIBITED WITHIN CONSTRUCTION AREA.
7. LOCATE ANY STOCKPILES A MINIMUM OF 50 FEET AWAY FROM CONCENTRATED FLOWS OF STORM WATER AND DRAINAGE COURSES. ALL STOCKPILES MUST BE BERMED. ADDITIONALLY, COVER STOCKPILES AT ALL TIMES (TO PROTECT THEM FROM THE WIND AND RAIN) WHEN THEY ARE NOT ACTIVELY BEING USED. SPRAY STOCKPILES THAT ARE DESTABILIZED DURING CONSTRUCTION ACTIVITIES WITH WATER AS NEEDED FOR DUST CONTROL.
8. CONSTRUCT OR PLACE AN ABOVE GRADE OR MOBILE CONRETE WASHOUT AT THE STAGING AREA IF CONCRETE TRUCKS OR CONCRETE EQUIPMENT WILL BE WASHED ON-SITE. LOCATE THE WASHOUT A MINIMUM 50 FEET AWAY FROM CONCENTRATED FLOWS OF STORM WATER AND DRAINAGE COURSES. UTILIZE ADDITIONAL WASHOUTS AS NEEDED.
9. UTILIZE A LICENSED SERVICE TO DELIVER AND MAINTAIN PORTABLE RESTROOMS TO THE PROJECT AREA IF NEEDED. LOCATE THE RESTROOMS AWAY FROM DRAINAGE FACILITIES ON LEVEL HARD-PACKED OR PAVED SURFACES.
10. INSTALL TEMPORARY HIGH VISIBILITY FENCE AS DIRECTED BY COUNTY'S CONSULTING ARCHAEOLOGIST AND ENGINEER. ADJUST TEMPORARY HIGH VISIBILITY FENCE FOR CHANNEL GRADING. CONTRACTOR SHALL NOTIFY COUNTY 48 HOURS PRIOR TO TEMPORARY HIGH VISIBILITY FENCE INSTALLATION.

(n) NOT A PAY ITEM, FOR INFORMATION ONLY

APPROVED FOR TEMPORARY WATER POLLUTION CONTROL WORK ONLY

	DATE	RECORD DRAWING	
DESIGNED: P. BRADBURY	1/05/18	RESIDENT ENGINEER	DATE
DRAWN: S. MORALES	1/05/18		
CHECKED: G. GROSS	1/05/18		

FOR RIGHT OF WAY DATA AND ACCURATE ACCESS DETERMINATION, SEE DOCUMENTS IN THE DEPARTMENT OF PUBLIC WORKS AND PLANNING.

SCALE: 0 20′ 40′

SUPERVISING ENGINEER ____ DATE

REGISTERED PROFESSIONAL ENGINEER — No. ____ Exp. ____ — STATE OF CALIFORNIA

PROJECT

DRY CREEK BRIDGE REPLACEMENT ON BURROUGH VALLEY ROAD

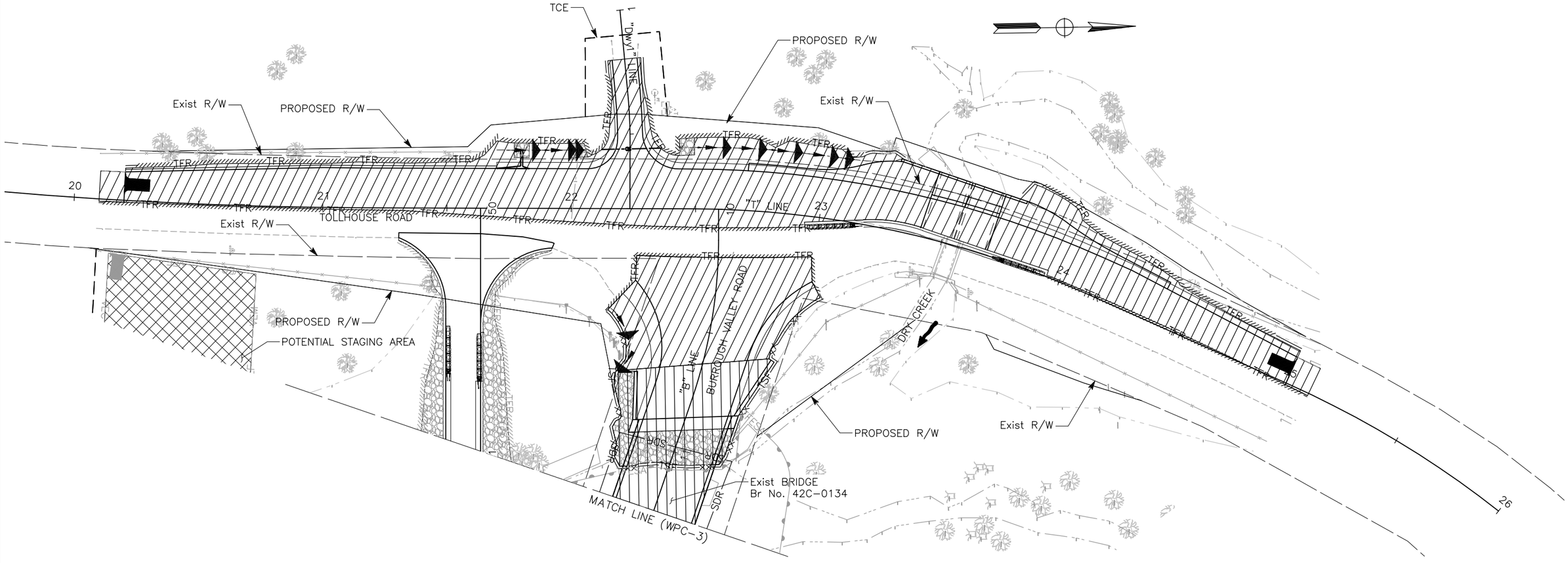
ROAD NO. BRIDGE NO. 42C-0134

THE COUNTY OF FRESNO

DEPARTMENT OF PUBLIC WORKS AND PLANNING

STAGE 1-DETOUR PLAN
TEMPORARY WATER POLLUTION CONTROL PLAN

DRAWING NO. WPC-1 SHEET NO. 16 TOTAL 60



APPROVED FOR TEMPORARY WATER POLLUTION CONTROL WORK ONLY

	DATE	RECORD DRAWING		SCALE
DESIGNED: P. BRADBURY	1/05/18	RESIDENT ENGINEER	DATE	0 20′ 40′
DRAWN: S. MORALES	1/05/18			
CHECKED: G. GROSS	1/05/18			

FOR RIGHT OF WAY DATA AND ACCURATE ACCESS DETERMINATION, SEE DOCUMENTS IN THE DEPARTMENT OF PUBLIC WORKS AND PLANNING.

SUPERVISING ENGINEER _____ DATE _____

REGISTERED PROFESSIONAL ENGINEER — No. _____ Exp. _____ — STATE OF CALIFORNIA

PROJECT

DRY CREEK BRIDGE REPLACEMENT ON BURROUGH VALLEY ROAD

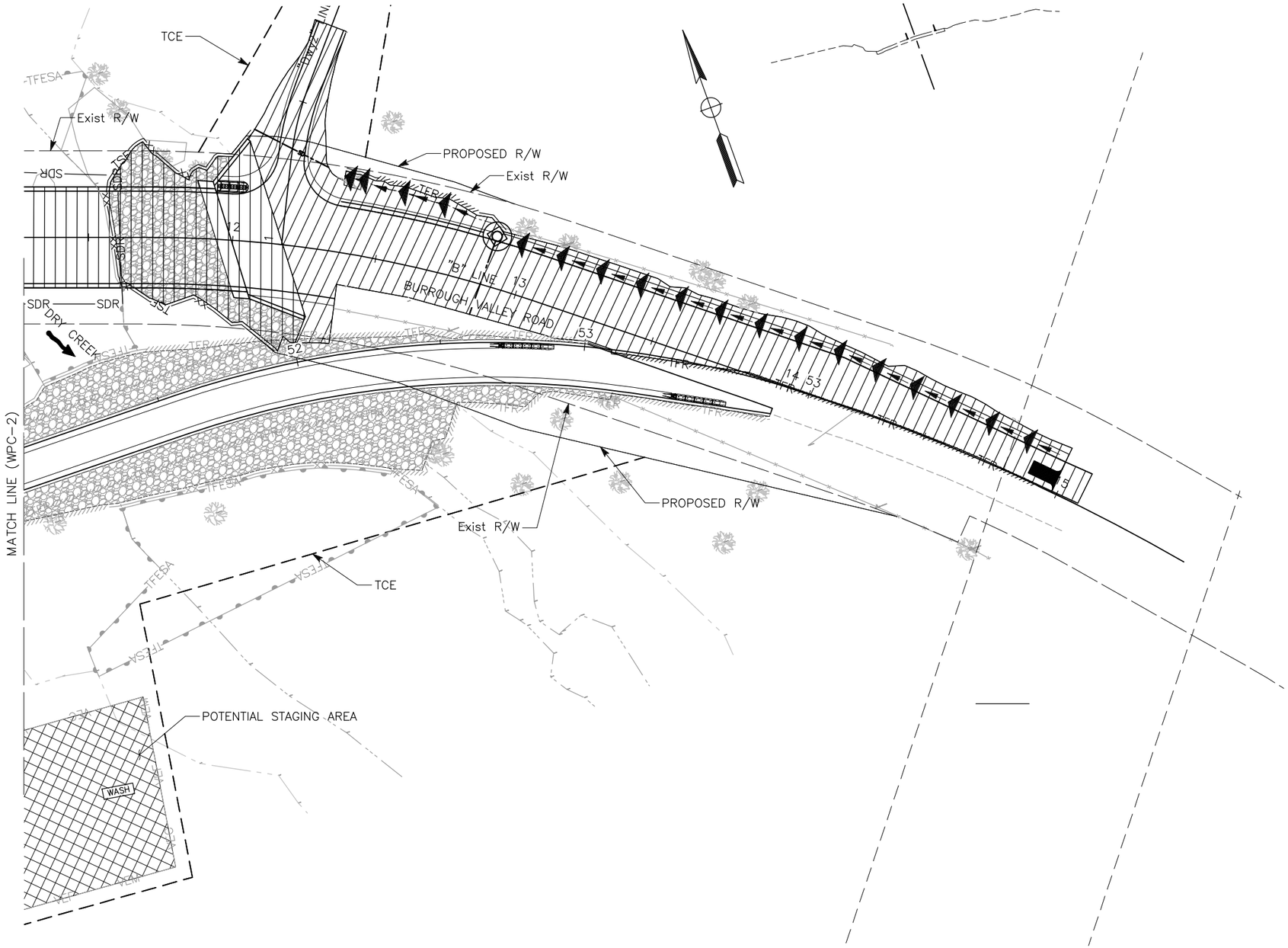
ROAD NO. BRIDGE NO. 42C-0134

THE COUNTY OF FRESNO 1856

DEPARTMENT OF PUBLIC WORKS AND PLANNING

STAGE 2
TEMPORARY WATER POLLUTION CONTROL PLAN

DRAWING NO. WPC-2 SHEET NO. 17 TOTAL 60



APPROVED FOR TEMPORARY WATER POLLUTION CONTROL WORK ONLY

	DATE	RECORD DRAWING		SCALE
DESIGNED: P. BRADBURY	1/05/18	RESIDENT ENGINEER	DATE	0 20′ 40′
DRAWN: S. MORALES	1/05/18			
CHECKED: G. GROSS	1/05/18			

FOR RIGHT OF WAY DATA AND ACCURATE ACCESS DETERMINATION, SEE DOCUMENTS IN THE DEPARTMENT OF PUBLIC WORKS AND PLANNING.

SUPERVISING ENGINEER _____ DATE _____

REGISTERED PROFESSIONAL ENGINEER — STATE OF CALIFORNIA — No. _____ Exp. _____

PROJECT

DRY CREEK BRIDGE REPLACEMENT ON BURROUGH VALLEY ROAD

ROAD NO. BRIDGE NO. 42C-0134

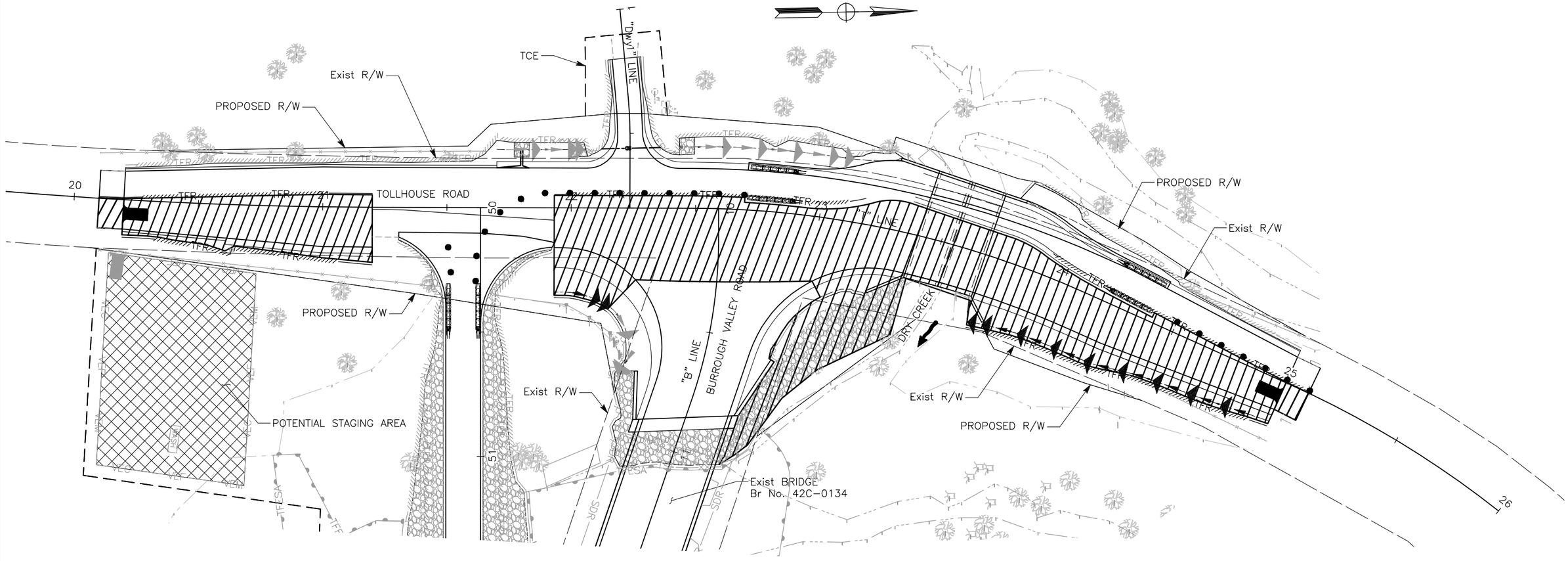
THE COUNTY OF FRESNO 1856

DEPARTMENT OF PUBLIC WORKS AND PLANNING

STAGE 2

TEMPORARY WATER POLLUTION CONTROL PLAN

DRAWING NO. WPC-3 SHEET NO. 18 TOTAL 60



SECTION A–A
NO SCALE

SECTION B–B
NO SCALE

APPROVED FOR TEMPORARY WATER POLLUTION CONTROL WORK ONLY

	DATE	RECORD DRAWING	DATE
DESIGNED: P. BRADBURY	1/05/18	RESIDENT ENGINEER	
DRAWN: S. MORALES	1/05/18		
CHECKED: G. GROSS	1/05/18		

FOR RIGHT OF WAY DATA AND ACCURATE ACCESS DETERMINATION, SEE DOCUMENTS IN THE DEPARTMENT OF PUBLIC WORKS AND PLANNING.

SCALE

0 20′ 40′

SUPERVISING ENGINEER DATE

REGISTERED PROFESSIONAL ENGINEER — No. Exp. — STATE OF CALIFORNIA

PROJECT

DRY CREEK BRIDGE REPLACEMENT ON BURROUGH VALLEY ROAD

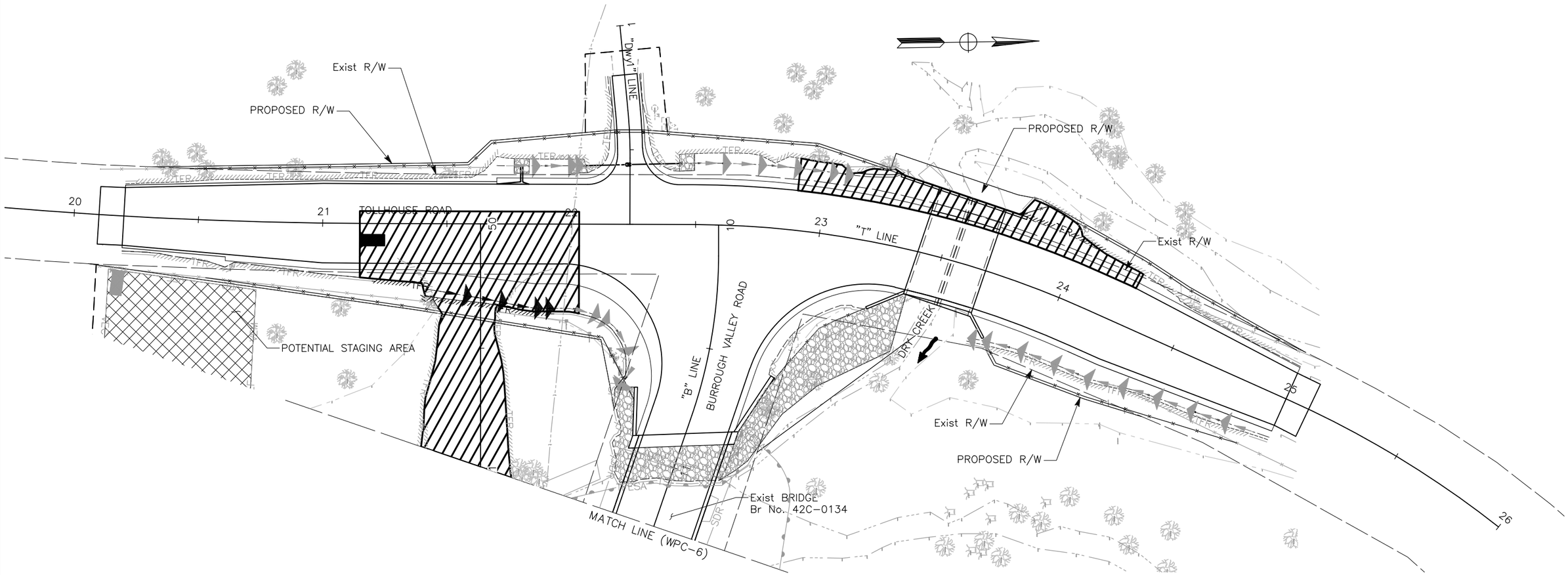
ROAD NO. BRIDGE NO. 42C-0134

THE COUNTY OF FRESNO 1856

DEPARTMENT OF PUBLIC WORKS AND PLANNING

STAGE 3
TEMPORARY WATER POLLUTION CONTROL PLAN

DRAWING NO. WPC-4 SHEET NO. 19 TOTAL 60



APPROVED FOR TEMPORARY WATER POLLUTION CONTROL WORK ONLY

	DATE	RECORD DRAWING		SCALE
DESIGNED: P. BRADBURY	1/05/18	RESIDENT ENGINEER	DATE	0 20′ 40′
DRAWN: S. MORALES	1/05/18			
CHECKED: G. GROSS	1/05/18			

FOR RIGHT OF WAY DATA AND ACCURATE ACCESS DETERMINATION, SEE DOCUMENTS IN THE DEPARTMENT OF PUBLIC WORKS AND PLANNING.

SUPERVISING ENGINEER _____ DATE _____

REGISTERED PROFESSIONAL ENGINEER — No. _____ Exp. _____ — STATE OF CALIFORNIA

PROJECT

DRY CREEK BRIDGE REPLACEMENT ON BURROUGH VALLEY ROAD

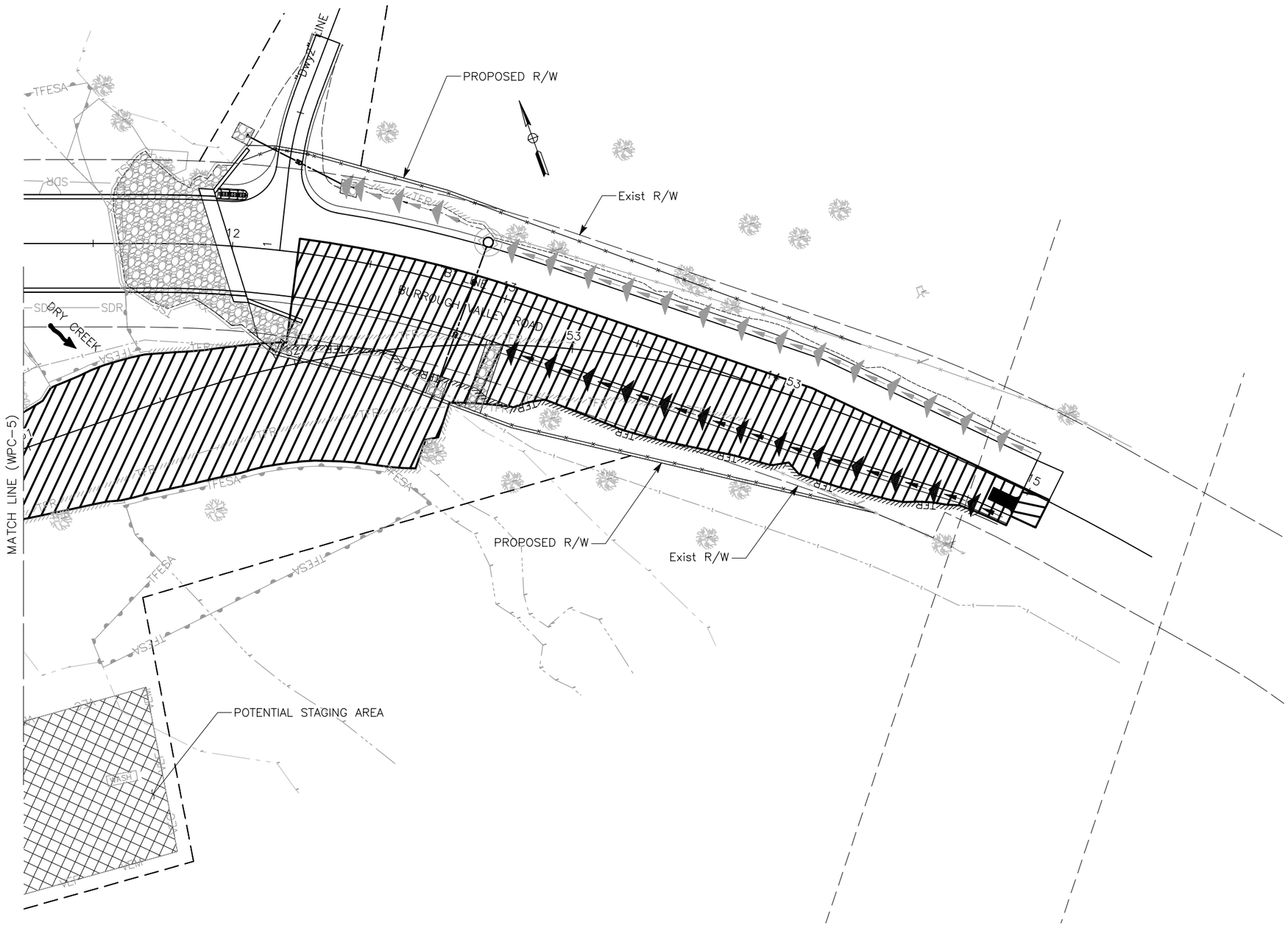
ROAD NO. BRIDGE NO. 42C-0134

THE COUNTY OF FRESNO

DEPARTMENT OF PUBLIC WORKS AND PLANNING

STAGE 4
TEMPORARY WATER POLLUTION CONTROL PLAN

DRAWING NO. WPC-5 SHEET NO. 20 TOTAL 60



APPROVED FOR TEMPORARY WATER POLLUTION CONTROL WORK ONLY

	DATE	RECORD DRAWING		SCALE
DESIGNED: P. BRADBURY	1/05/18	RESIDENT ENGINEER	DATE	0 20′ 40′
DRAWN: S. MORALES	1/05/18			
CHECKED: G. GROSS	1/05/18			

FOR RIGHT OF WAY DATA AND ACCURATE ACCESS DETERMINATION, SEE DOCUMENTS IN THE DEPARTMENT OF PUBLIC WORKS AND PLANNING.

SUPERVISING ENGINEER _____ DATE _____

REGISTERED PROFESSIONAL ENGINEER — STATE OF CALIFORNIA — No. _____ Exp. _____

PROJECT

DRY CREEK BRIDGE REPLACEMENT ON BURROUGH VALLEY ROAD

ROAD NO. BRIDGE NO. 42C-0134

THE COUNTY OF FRESNO

DEPARTMENT OF PUBLIC WORKS AND PLANNING

STAGE 4

TEMPORARY WATER POLLUTION CONTROL PLAN

DRAWING NO. WPC-6 SHEET NO. 21 TOTAL 60

LEGEND:

- COFFERDAM
- GRAVEL BEDDING
- FILTER MATERIAL WITH FILTER FABRIC UNDERNEATH
- TFESA — TEMPORARY HIGH VISIBILITY FENCE

NOTES:

1. THE INFORMATION ON THIS PLAN IS INTENDED TO BE USED AS A GUIDELINE TO INSTALL TEMPORARY CREEK DIVERSION DEVICES. PREPARE A CREEK DIVERSION PLAN INCLUDING THE CONSTRUCTION SEQUENCE, EQUIPMENT, MEANS AND METHODS REQUIRED FOR ERECTION AND REMOVAL OF THE DIVERSION SYSTEM. A PROFESSIONAL ENGINEER REGISTERED IN THE STATE OF CALIFORNIA MUST PREPARE THE CREEK DIVERSION PLAN AND SUBMIT FOR ACCEPTANCE BY THE ENGINEER AND REGULATORY AGENCIES.
2. THE INTENT OF THE DIVERSION PLAN IS TO DIVERT MINIMAL FLOWS DURING THE DRY WORK SEASON. THE SCHEMATIC PLAN IS NOT DESIGNED FOR STORM WATER FLOWS EXPECTED IN THE WET SEASON. YOU ARE RESPONSIBLE FOR ANY DIVERSION CONTINGENCIES IN THE EVENT OF A STORM.
3. SEE SHEET WPC–8 FOR SECTIONS A–A AND B–B.
4. VERIFY PEAK FLOWS IN DRY CREEK TO ENSURE PIPE SIZES SHOWN ON THIS PLAN IS ADEQUATE.
5. GRAVEL BEDDING SHALL CONSIST OF 1–INCH TO 4–INCHES IN DIAMETER, WASHED AND ROUNDED RIVER ROCK, AND SHALL MEET THE CALTRANS GRAVEL CLEANLINESS SPECIFICATION #85.

APPROVED FOR TEMPORARY STREAM DIVERSION WORK ONLY

	DATE	RECORD DRAWING		SCALE
DESIGNED: P. BRADBURY	1/05/18	RESIDENT ENGINEER	DATE	0 20′ 40′
DRAWN: S. MORALES	1/05/18			
CHECKED: G. GROSS	1/05/18			

FOR RIGHT OF WAY DATA AND ACCURATE ACCESS DETERMINATION, SEE DOCUMENTS IN THE DEPARTMENT OF PUBLIC WORKS AND PLANNING.

SUPERVISING ENGINEER _____ DATE _____

REGISTERED PROFESSIONAL ENGINEER — No. _____ Exp. _____ — STATE OF CALIFORNIA

PROJECT

DRY CREEK BRIDGE REPLACEMENT ON BURROUGH VALLEY ROAD

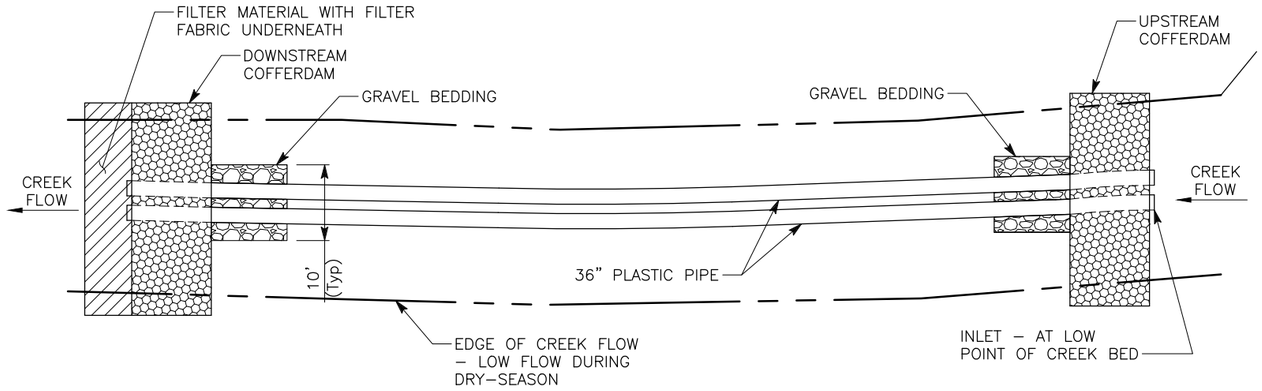
ROAD NO. BRIDGE NO. 42C-0134

THE COUNTY OF FRESNO

DEPARTMENT OF PUBLIC WORKS AND PLANNING

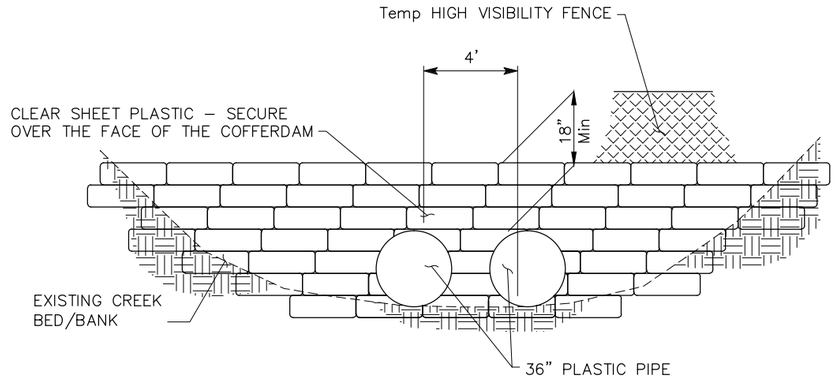
TEMPORARY CREEK DIVERSION
TEMPORARY WATER POLLUTION CONTROL PLAN

DRAWING NO. WPC-7 SHEET NO. 22 TOTAL 60



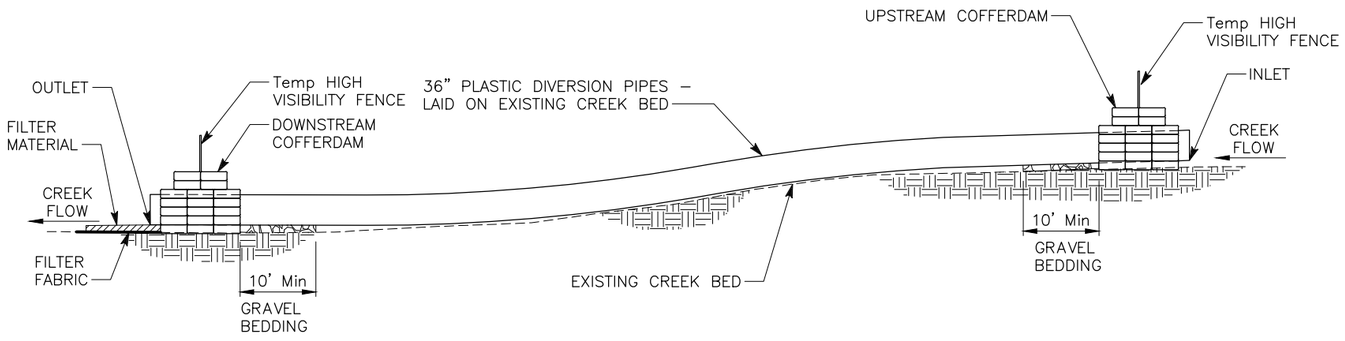
PIPE AND COFFERDAM SCHEMATIC PLAN

NO SCALE



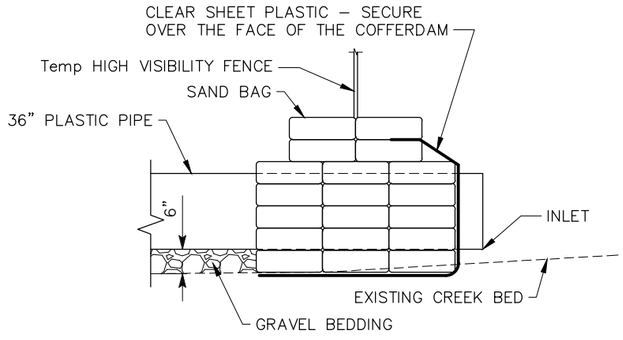
SECTION B-B COFFERDAM DETAIL

NO SCALE



PIPE AND COFFERDAM SCHEMATIC ELEVATION

NO SCALE



SECTION A-A COFFERDAM DETAIL

NO SCALE

	DATE	RECORD DRAWING		SCALE
DESIGNED: P. BRADBURY	1/05/18	RESIDENT ENGINEER	DATE	0 20' 40'
DRAWN: S. MORALES	1/05/18			
CHECKED: G. GROSS	1/05/18			

FOR RIGHT OF WAY DATA AND ACCURATE ACCESS DETERMINATION, SEE DOCUMENTS IN THE DEPARTMENT OF PUBLIC WORKS AND PLANNING.

SUPERVISING ENGINEER — DATE

REGISTERED PROFESSIONAL ENGINEER — STATE OF CALIFORNIA — No. — Exp.

PROJECT

DRY CREEK BRIDGE REPLACEMENT ON BURROUGH VALLEY ROAD

ROAD NO. — BRIDGE NO. 42C-0134

THE COUNTY OF FRESNO 1856

DEPARTMENT OF PUBLIC WORKS AND PLANNING

TEMPORARY WATER POLLUTION CONTROL DETAILS

DRAWING NO. WPCD-1 — SHEET NO. 23 — TOTAL 60

NOTES:

1. FOR ACCURATE RIGHT-OF-WAY DATA, CONTACT COUNTY OFFICE.
2. DEPLOY LINEAR SEDIMENT CONTROLS (FIBER ROLLS) ON DISTURBED SLOPES. APPLY LINEAR SEDIMENT CONTROLS ALONG THE TOE OF THE SLOPE AND AT THE GRADE BREAKS OF THE SLOPE. ADDITIONALLY, USE LINEAR SEDIMENT CONTROLS AS A PERIMETER CONTROL TO CONTAIN SEDIMENT WITHIN THE PROJECT AREA. PLACE FIBER ROLLS 5 FEET ABOVE THE TOE OF SLOPE AND 6.5 FEET BELOW GRADING CONFORM.
3. ROCK SLOPE PROTECTION SHOWN ON EROSION CONTROL PLANS IS FOR REFERENCE ONLY.

LEGEND:

HYDROSEED

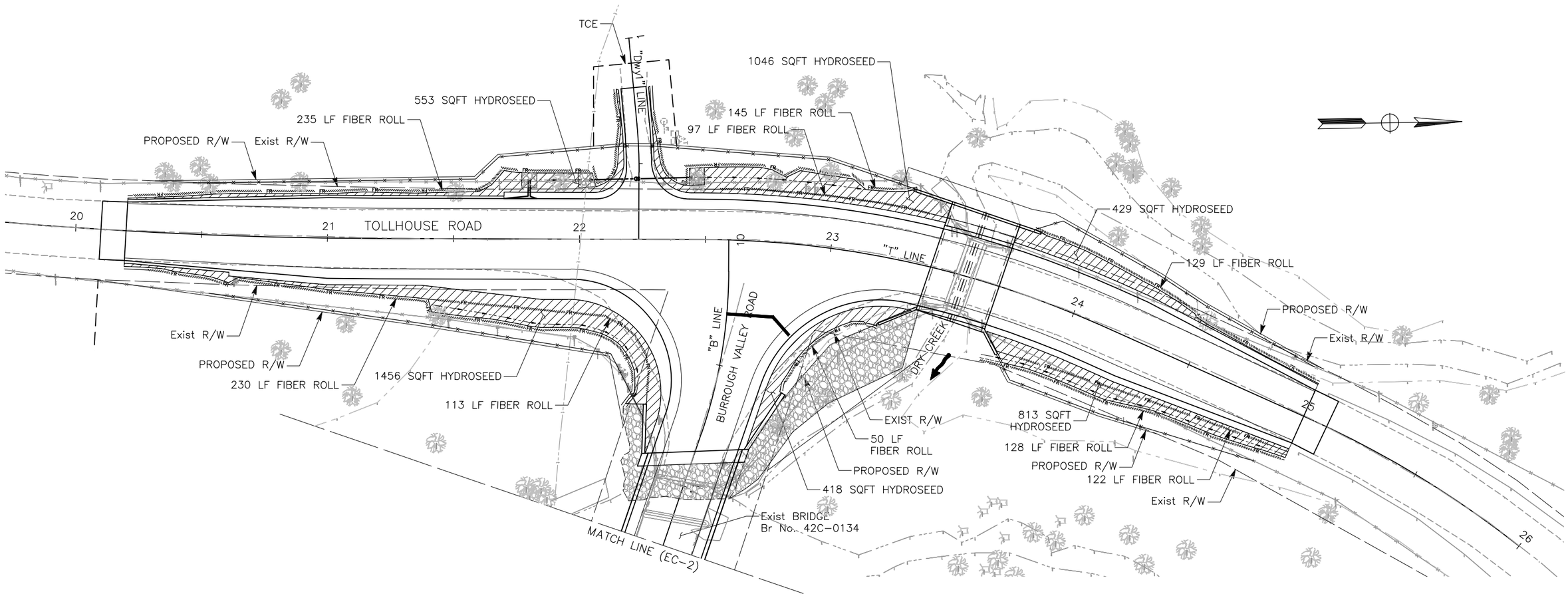
SC-5: FIBER ROLLS

ROCK SLOPE PROTECTION (RSP)

EROSION CONTROL QUANTITIES	
HYDROSEED	FIBER ROLL
SQFT	LF
6813	2286

EROSION CONTROL SEED MIX	
COMMON NAME	PURE LIVE SEED (Lbs/Ac)
Mufwort	2.0
California brome	5.0
Slender wheatgross	2.0
Regreen	10.0
California poppy	2.0
California barley	2.0
BICOLORED LUPINE	4.0
Total	27.0

FIBER ROLL PLACEMENT INTERVALS	
SLOPE	SPACING
4:1 OR FLATTER	20'
2:1 TO 4:1	15'
2:1 OR STEEPER	10'



APPROVED FOR EROSION CONTROL WORK ONLY

	DATE	RECORD DRAWING		SCALE
DESIGNED: P. BRADBURY	1/05/18	RESIDENT ENGINEER	DATE	0 20' 40'
DRAWN: S. MORALES	1/05/18			
CHECKED: G. GROSS	1/05/18			

FOR RIGHT OF WAY DATA AND ACCURATE ACCESS DETERMINATION, SEE DOCUMENTS IN THE DEPARTMENT OF PUBLIC WORKS AND PLANNING.

SUPERVISING ENGINEER _____ DATE _____

REGISTERED PROFESSIONAL ENGINEER — No. ____ Exp. ____ — STATE OF CALIFORNIA

PROJECT

DRY CREEK BRIDGE REPLACEMENT ON BURROUGH VALLEY ROAD

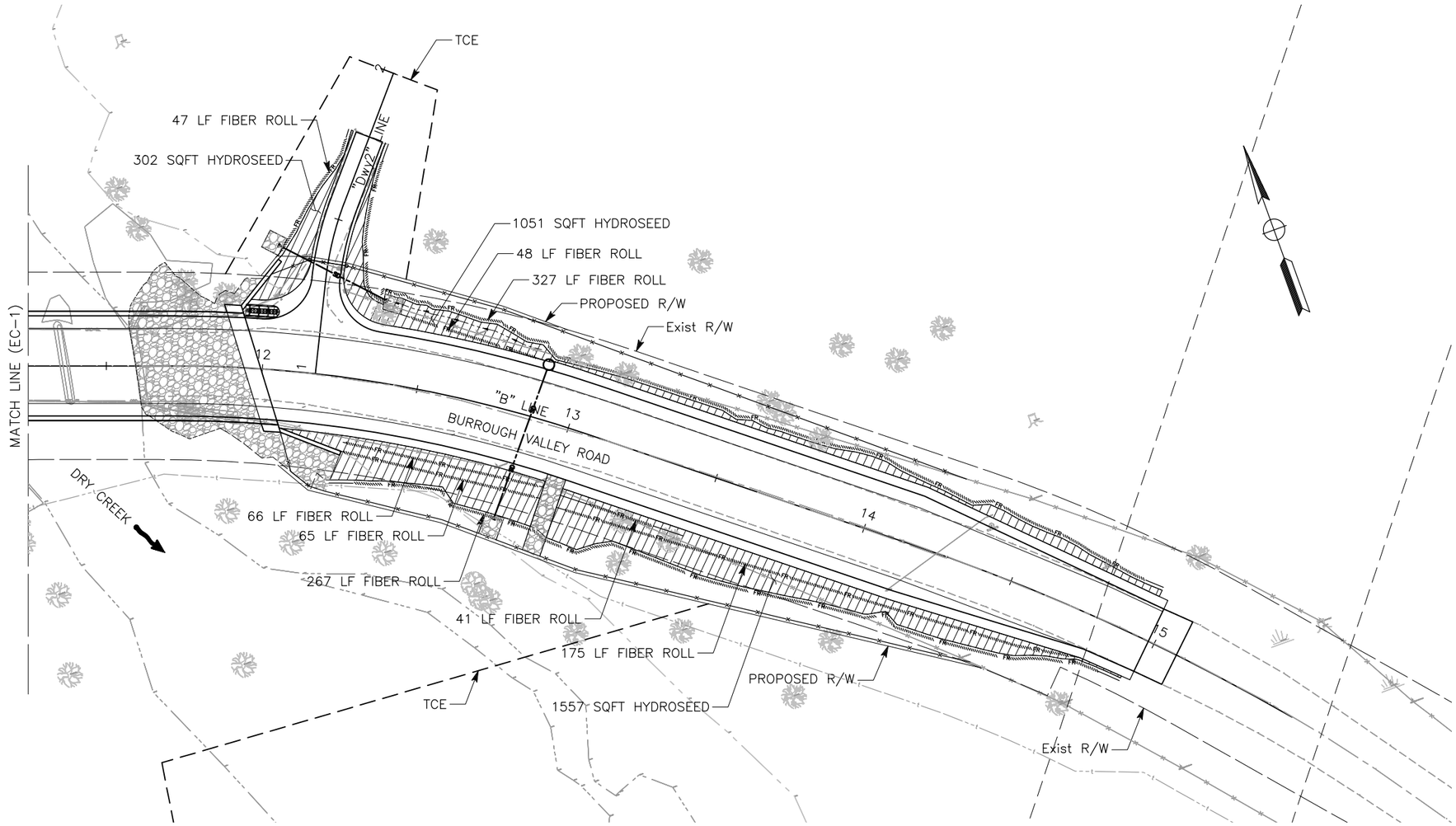
ROAD NO. BRIDGE NO. 42C-0134

THE COUNTY OF FRESNO

DEPARTMENT OF PUBLIC WORKS AND PLANNING

EROSION CONTROL PLAN

DRAWING NO. EC-1 SHEET NO. 24 TOTAL 60



APPROVED FOR EROSION CONTROL WORK ONLY

	DATE	RECORD DRAWING	
DESIGNED: P. BRADBURY	1/05/18	RESIDENT ENGINEER	DATE
DRAWN: S. MORALES	1/05/18		
CHECKED: G. GROSS	1/05/18		

FOR RIGHT OF WAY DATA AND ACCURATE ACCESS DETERMINATION, SEE DOCUMENTS IN THE DEPARTMENT OF PUBLIC WORKS AND PLANNING.

SCALE

0 20′ 40′

SUPERVISING ENGINEER DATE

REGISTERED PROFESSIONAL ENGINEER — No. Exp. — STATE OF CALIFORNIA

PROJECT

DRY CREEK BRIDGE REPLACEMENT ON BURROUGH VALLEY ROAD

ROAD NO. BRIDGE NO. 42C-0134

THE COUNTY OF FRESNO

DEPARTMENT OF PUBLIC WORKS AND PLANNING

EROSION CONTROL PLAN

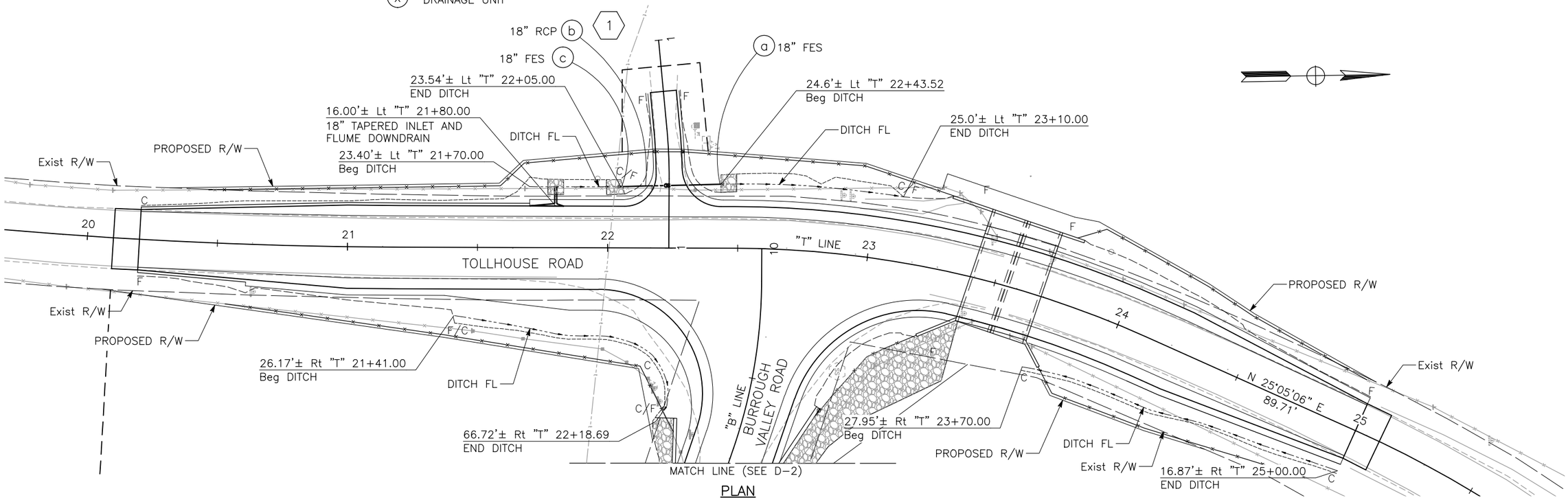
DRAWING NO. EC-2 SHEET NO. 25 TOTAL 60

NOTE:

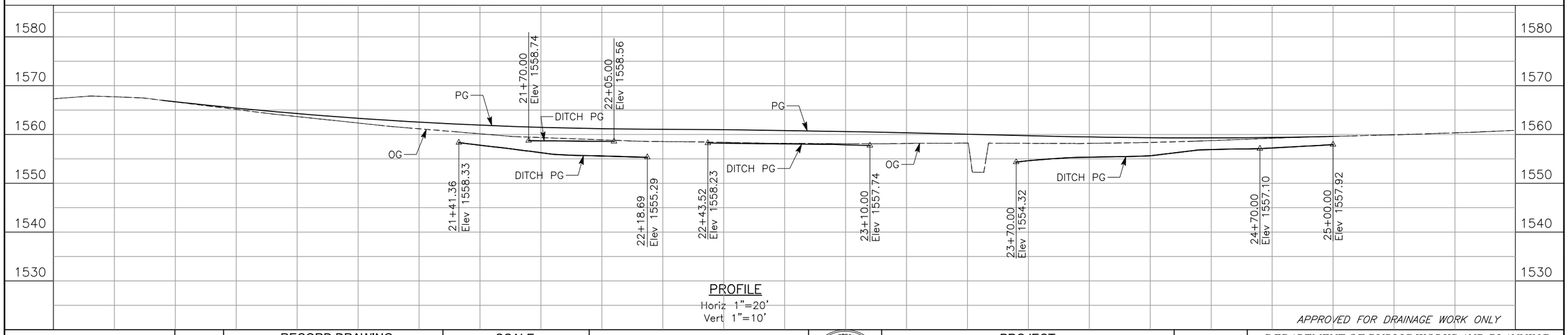
1. FOR ACCURATE RIGHT–OF–WAY DATA, CONTACT COUNTY OFFICE.
2. PLACE FENCE POSTS TO AVOID DRAINAGE PIPE.

LEGEND:

- (X) DRAINAGE SYSTEM No.
- (x) DRAINAGE UNIT
- C CUT LINE
- F FILL LINE



PLAN
SCALE 1"=20'



PROFILE
Horiz 1"=20'
Vert 1"=10'

APPROVED FOR DRAINAGE WORK ONLY

	DATE	RECORD DRAWING		SCALE
DESIGNED: P. BRADBURY	1/05/18	RESIDENT ENGINEER	DATE	SCALE AS SHOWN
DRAWN: S. MORALES	1/05/18			
CHECKED: G. GROSS	1/05/18			

FOR RIGHT OF WAY DATA AND ACCURATE ACCESS DETERMINATION, SEE DOCUMENTS IN THE DEPARTMENT OF PUBLIC WORKS AND PLANNING.

SUPERVISING ENGINEER — DATE

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — STATE OF CALIFORNIA

PROJECT

DRY CREEK BRIDGE REPLACEMENT ON BURROUGH VALLEY ROAD

ROAD NO. — BRIDGE NO. 42C-0134

THE COUNTY OF FRESNO 1856

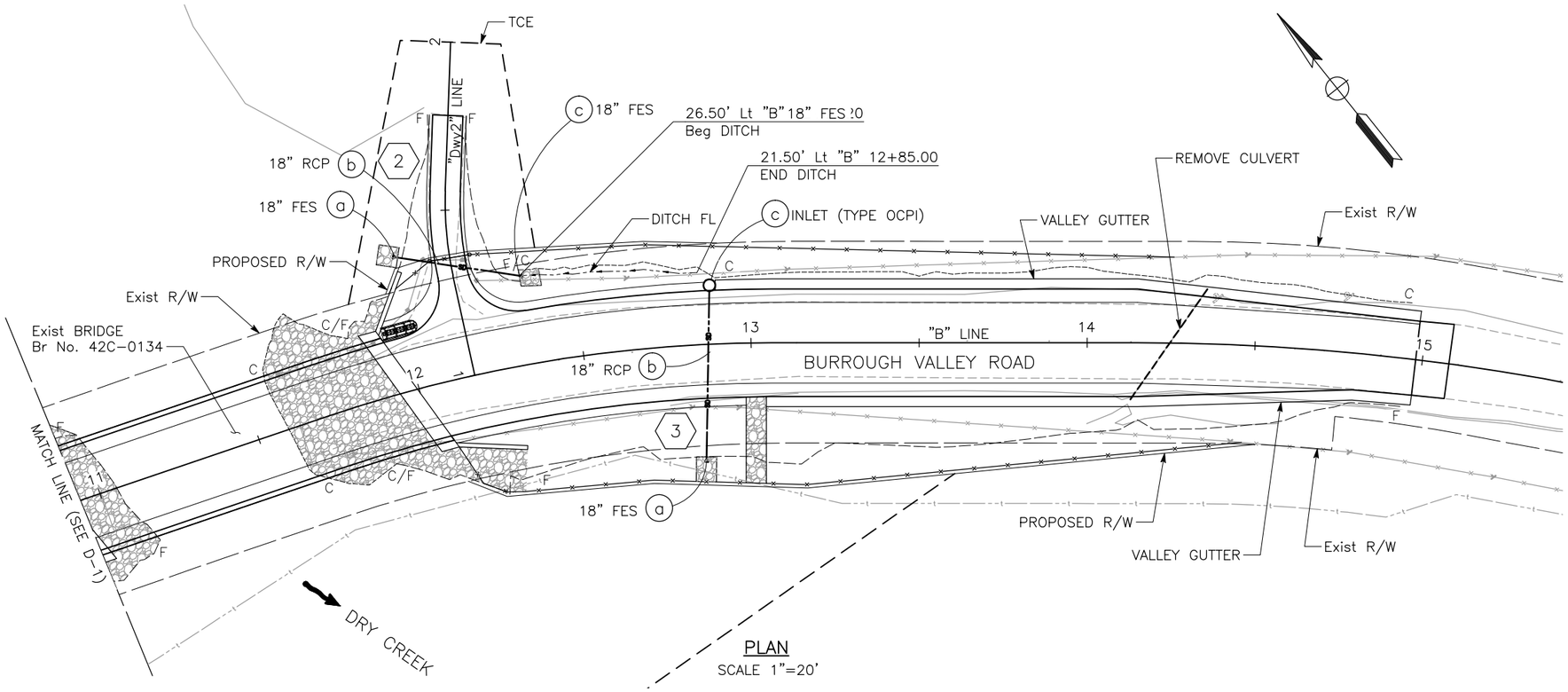
DEPARTMENT OF PUBLIC WORKS AND PLANNING

DRAINAGE PLAN

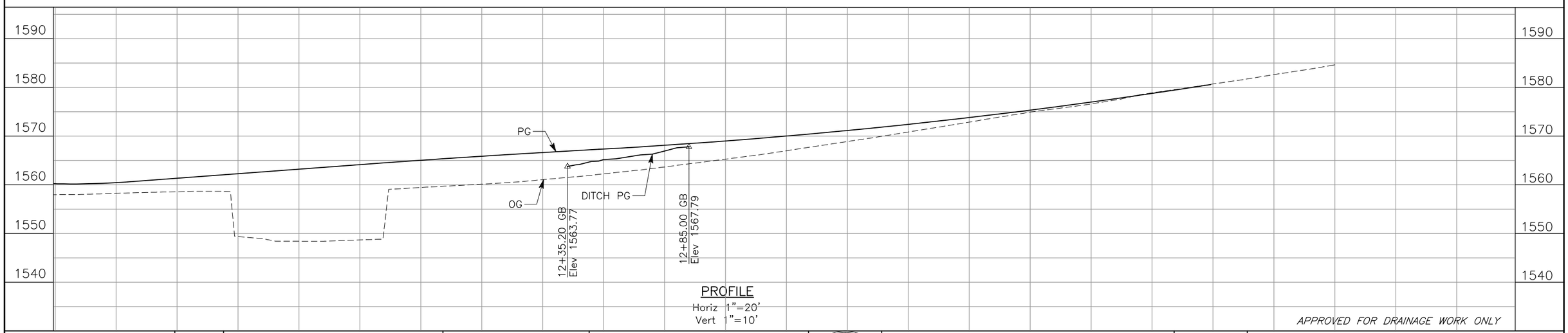
DRAWING NO. D-1 — SHEET NO. 26 — TOTAL 60

NOTE:

1. FOR ACCURATE RIGHT–OF–WAY DATA, CONTACT COUNTY OFFICE.



PLAN
SCALE 1"=20'



PROFILE
Horiz 1"=20'
Vert 1"=10'

APPROVED FOR DRAINAGE WORK ONLY

	DATE	RECORD DRAWING	
DESIGNED: P. BRADBURY	1/05/18	RESIDENT ENGINEER	DATE
DRAWN: S. MORALES	1/05/18		
CHECKED: G. GROSS	1/05/18		

FOR RIGHT OF WAY DATA AND ACCURATE ACCESS DETERMINATION, SEE DOCUMENTS IN THE DEPARTMENT OF PUBLIC WORKS AND PLANNING.

SCALE
0 20' 40'

SUPERVISING ENGINEER DATE

REGISTERED PROFESSIONAL ENGINEER — No. Exp. — STATE OF CALIFORNIA

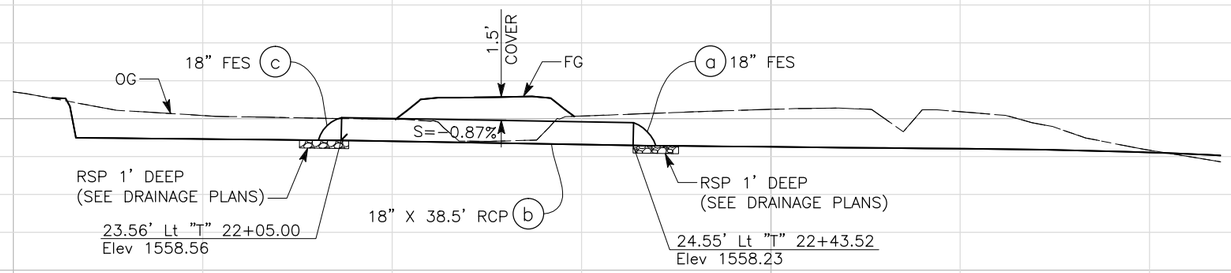
PROJECT
DRY CREEK BRIDGE REPLACEMENT ON BURROUGH VALLEY ROAD
ROAD NO. BRIDGE NO. 42C-0134

THE COUNTY OF FRESNO

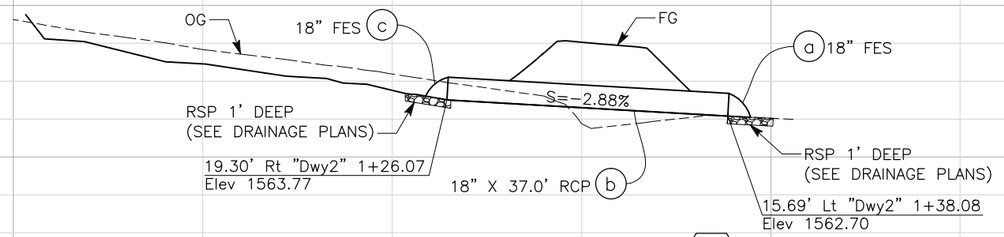
DEPARTMENT OF PUBLIC WORKS AND PLANNING

DRAINAGE PLAN

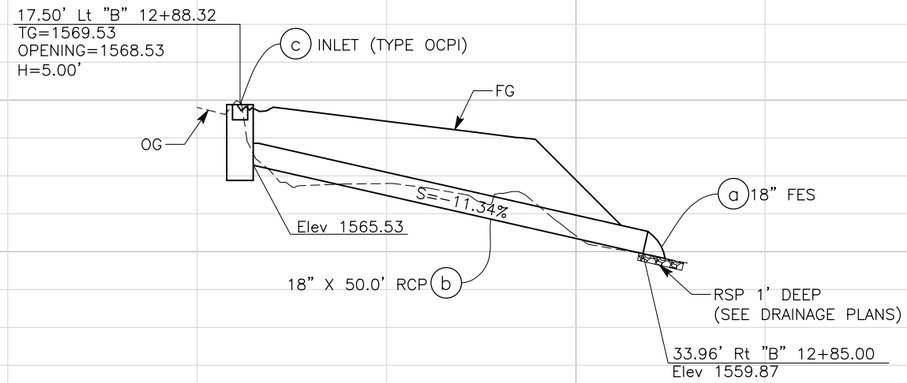
DRAWING NO. D-2 SHEET NO. 27 TOTAL 60



DRAINAGE SYSTEM No. 1



DRAINAGE SYSTEM No. 2



DRAINAGE SYSTEM No. 3

SCALE: Horiz 1"=10'
Vert 1"=5'

	DATE	RECORD DRAWING		SCALE
DESIGNED: P. BRADBURY	1/05/18	RESIDENT ENGINEER	DATE	SCALE AS SHOWN
DRAWN: S. MORALES	1/05/18			
CHECKED: G. GROSS	1/05/18			

FOR RIGHT OF WAY DATA AND ACCURATE ACCESS DETERMINATION, SEE DOCUMENTS IN THE DEPARTMENT OF PUBLIC WORKS AND PLANNING.

SUPERVISING ENGINEER _____ DATE _____

REGISTERED PROFESSIONAL ENGINEER — No. _____ Exp. _____ — STATE OF CALIFORNIA

PROJECT

DRY CREEK BRIDGE REPLACEMENT ON BURROUGH VALLEY ROAD

ROAD NO. BRIDGE NO. 42C-0134

THE COUNTY OF FRESNO

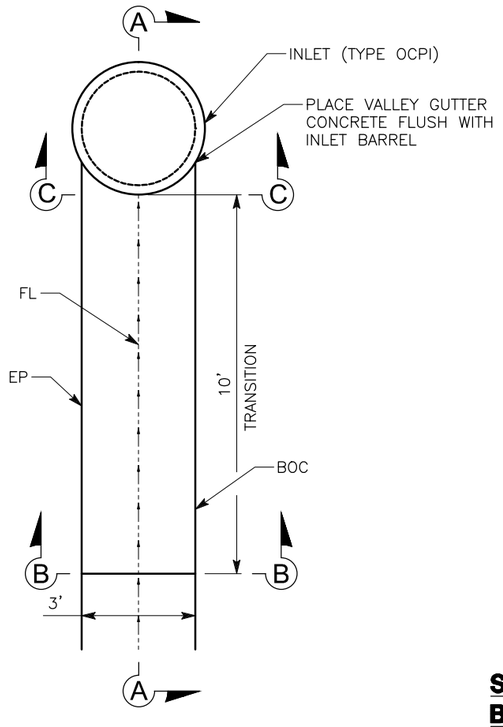
DEPARTMENT OF PUBLIC WORKS AND PLANNING

DRAINAGE PROFILE

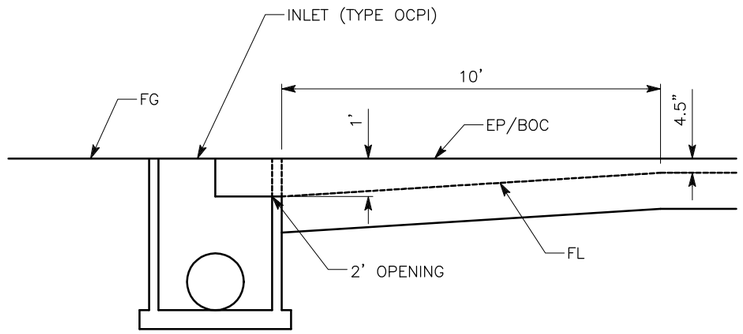
DRAWING NO. DP-1 SHEET NO. 28 TOTAL 60

DRAINAGE NOTES:

1. FOR DETAILS NOT SHOWN FOR INLET (TYPE OCPI) SEE CALTRANS STANDARD PLANS



PLAN
NO SCALE

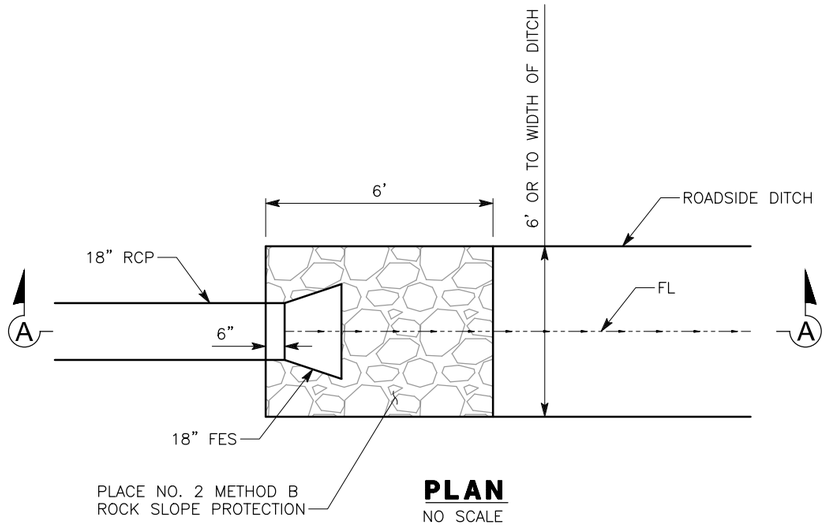


SECTION A-A
NO SCALE

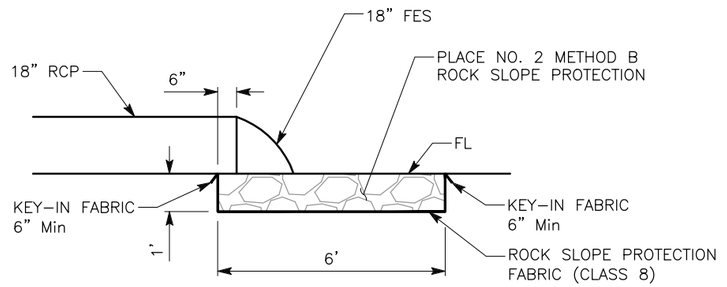
SECTION B-B
NO SCALE

SECTION C-C
NO SCALE

VALLEY GUTTER TO OCPI DETAIL
NO SCALE



PLAN
NO SCALE



SECTION A-A
NO SCALE

CULVERT RSP DETAIL
NO SCALE

	DATE	RECORD DRAWING		SCALE
DESIGNED: P. BRADBURY	1/05/18	RESIDENT ENGINEER	DATE	
DRAWN: S. MORALES	1/05/18			
CHECKED: G. GROSS	1/05/18			
FOR RIGHT OF WAY DATA AND ACCURATE ACCESS DETERMINATION. SEE DOCUMENTS IN THE DEPARTMENT OF PUBLIC WORKS AND PLANNING.				

SUPERVISING ENGINEER _____ DATE _____

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — STATE OF CALIFORNIA

PROJECT
DRY CREEK BRIDGE REPLACEMENT ON BURROUGH VALLEY ROAD

ROAD NO. BRIDGE NO. 42C-0134

THE COUNTY OF FRESNO

DEPARTMENT OF PUBLIC WORKS AND PLANNING

DRAINAGE DETAILS

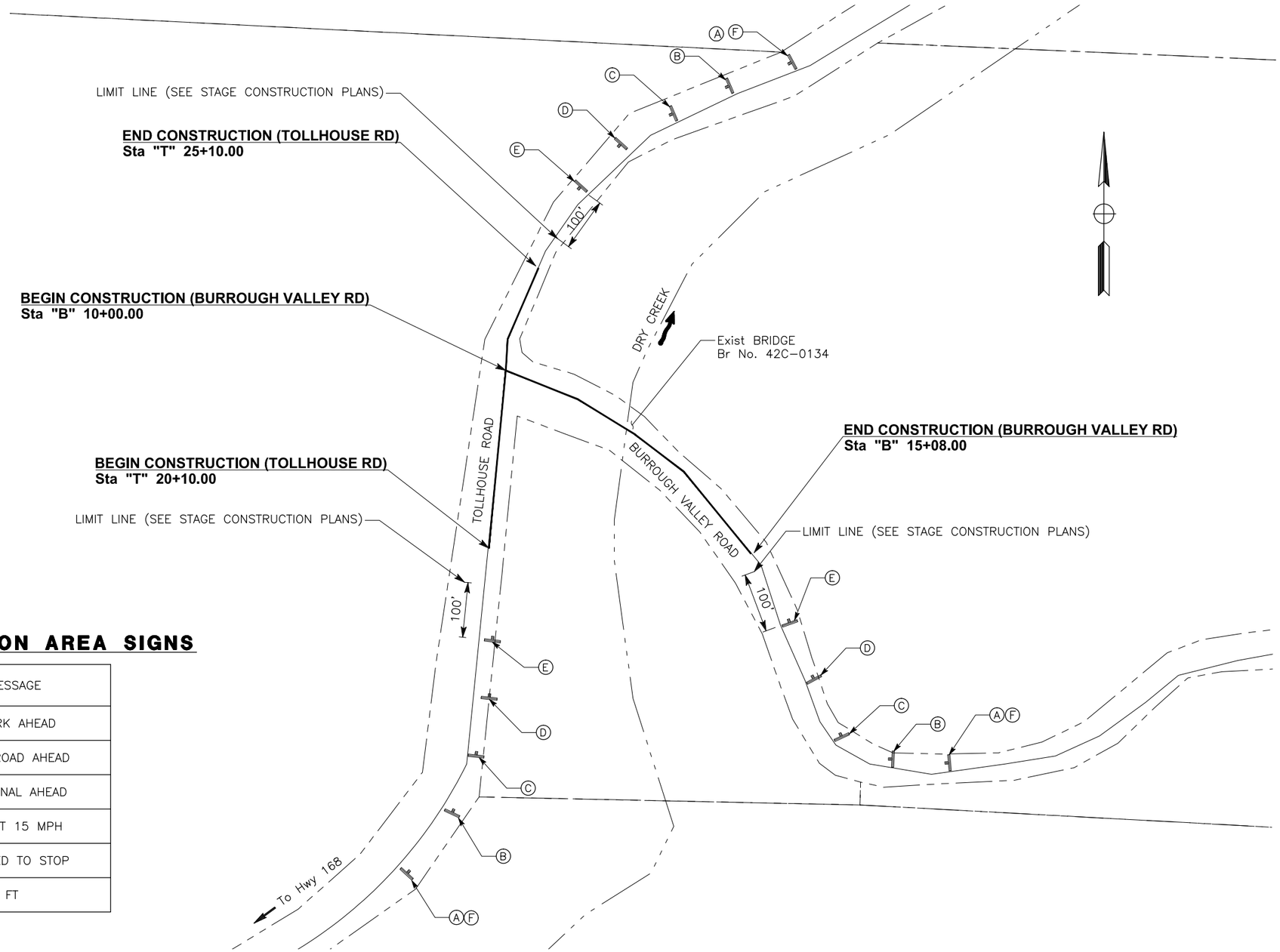
DRAWING NO. DD-1 SHEET NO. 29 TOTAL 60

NOTES:

1. EXACT SIGN LOCATIONS TO BE DETERMINED BY THE ENGINEER.
2. ALL CONSTRUCTION AREA SIGNS AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH THE 2014 CALIFORNIA MUTCD AND THE 2015 CALTRANS STANDARD PLANS.
3. SIGN No. B, E, AND F SHALL BE EQUIPPED WITH FLASHING BEACONS.

LEGEND:

CONSTRUCTION AREA SIGN



STATIONARY MOUNTED CONSTRUCTION AREA SIGNS

SIGN No.	SIGN CODE	PANEL SIZE	No. OF SIGNS	SIGN MESSAGE
(A)	W20-1	30" x 30"	3	ROAD WORK AHEAD
(B)	W20-4	30" x 30"	3	ONE LANE ROAD AHEAD
(C)	W3-3	48" x 24"	3	TRAFFIC SIGNAL AHEAD
(D)	W3-5	36" x 36"	3	SPEED LIMIT 15 MPH
(E)	W3-4	36" x 36"	3	BE PREPARED TO STOP
(F)	C29(CA)	20" x 7"	3	600 FT

APPROVED FOR CONSTRUCTION AREA SIGN WORK ONLY

	DATE	RECORD DRAWING		SCALE
DESIGNED: P. BRADBURY	1/05/18	RESIDENT ENGINEER	DATE	NO SCALE
DRAWN: S. MORALES	1/05/18			
CHECKED: G. GROSS	1/05/18			

FOR RIGHT OF WAY DATA AND ACCURATE ACCESS DETERMINATION, SEE DOCUMENTS IN THE DEPARTMENT OF PUBLIC WORKS AND PLANNING.

SUPERVISING ENGINEER _____ DATE _____

REGISTERED PROFESSIONAL ENGINEER — No. ____ Exp. ____ — STATE OF CALIFORNIA

PROJECT

DRY CREEK BRIDGE REPLACEMENT ON BURROUGH VALLEY ROAD

ROAD NO. BRIDGE NO. 42C-0134

THE COUNTY OF FRESNO 1856

DEPARTMENT OF PUBLIC WORKS AND PLANNING

CONSTRUCTION AREA SIGNS

DRAWING NO. CS-1 SHEET NO. 30 TOTAL 60

LEGEND:

- STRUCTURE WORK
- ROADWAY WORK
- POTENTIAL STAGING AREA
- PORTABLE DELINEATOR (10' O.C.)
- TEMPORARY CRASH CUSHION
- TEMPORARY RAILING (TYPE K)
- DIRECTION OF TRAVEL
- TEMPORARY SIGN – SINGLE POST (n)

NOTE:

1. EXISTING FENCE SHALL BE MAINTAINED TO CONTAIN LIVESTOCK WITHIN PRIVATE PROPERTIES.

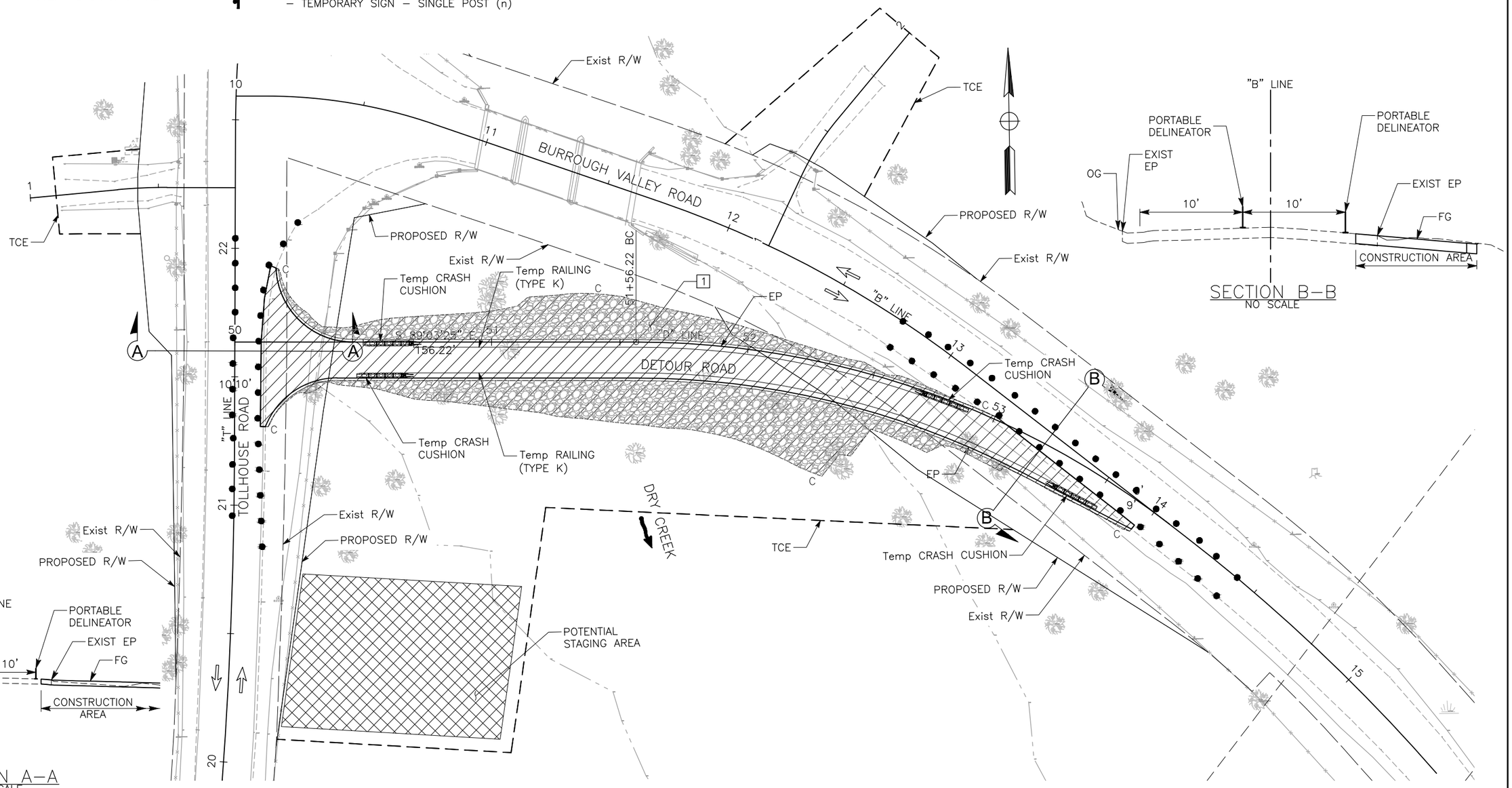
STAGE 1 CONSTRUCTION NOTES:

[1] CONSTRUCT ROADWAY.

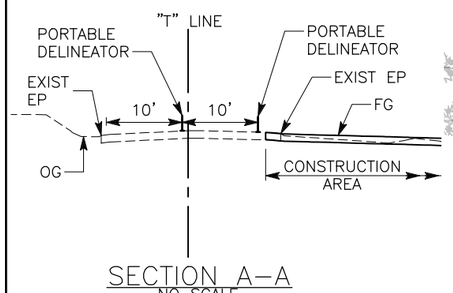
STAGE 1 TRAFFIC HANDLING NOTES:

1. MAINTAIN PRIVATE ACCESS AT ALL TIMES.

(n) NOT A PAY ITEM, FOR INFORMATION ONLY



SECTION B–B
NO SCALE



SECTION A–A
NO SCALE

APPROVED FOR STAGE CONSTRUCTION AND TRAFFIC HANDLING WORK ONLY

	DATE	RECORD DRAWING	
DESIGNED: P. BRADBURY	1/05/18	RESIDENT ENGINEER	DATE
DRAWN: S. MORALES	1/05/18		
CHECKED: G. GROSS	1/05/18		

FOR RIGHT OF WAY DATA AND ACCURATE ACCESS DETERMINATION, SEE DOCUMENTS IN THE DEPARTMENT OF PUBLIC WORKS AND PLANNING.

SCALE

PLAN 0 20' 40' HZ

PROFILE 0 10' 20' VT

SUPERVISING ENGINEER ____ DATE

REGISTERED PROFESSIONAL ENGINEER — No. ____ Exp. ____ — STATE OF CALIFORNIA

PROJECT

DRY CREEK BRIDGE REPLACEMENT ON BURROUGH VALLEY ROAD

ROAD NO. BRIDGE NO. 42C-0134

THE COUNTY OF FRESNO

DEPARTMENT OF PUBLIC WORKS AND PLANNING

STAGE 1-DETOUR

STAGE CONTRUCTION AND TRAFFIC HANDLING PLAN

DRAWING NO. SC-1 SHEET NO. 31 TOTAL 60

LEGEND:

- STRUCTURE WORK
- ROADWAY WORK
- POTENTIAL STAGING AREA
- PORTABLE DELINEATOR (10' O.C.)
- TEMPORARY CRASH CUSHION
- TEMPORARY RAILING (TYPE K)
- DIRECTION OF TRAVEL
- TEMPORARY SIGN – SINGLE POST (n)

STAGE 2 TRAFFIC HANDLING NOTES:

1. PROVIDE TEMPORARY TRAFFIC SIGNAL AND ONE–LANE TRAFFIC CONTROL ON APPROACH ROADWAY PER CALTRANS STANDARD PLAN T13.
2. WHEN FLAGGER IS NOT PRESENT, TEMPORARY TRAFFIC SIGNAL SHALL BE INCORPORATED. KEEP CONSTRUCTION EQUIPMENT IN STAGING AREA DURING NON–WORK HOURS. TEMPORARY TRAFFIC SIGNAL SHALL ALLOW GREEN IN ONE DIRECTION AND RED IN THE OTHER TWO DIRECTIONS UNTIL TRAFFIC CLEARS THE CONSTRUCTION ZONE.
3. MAINTAIN PRIVATE ACCESS AT ALL TIMES.

(n) NOT A PAY ITEM, FOR INFORMATION ONLY

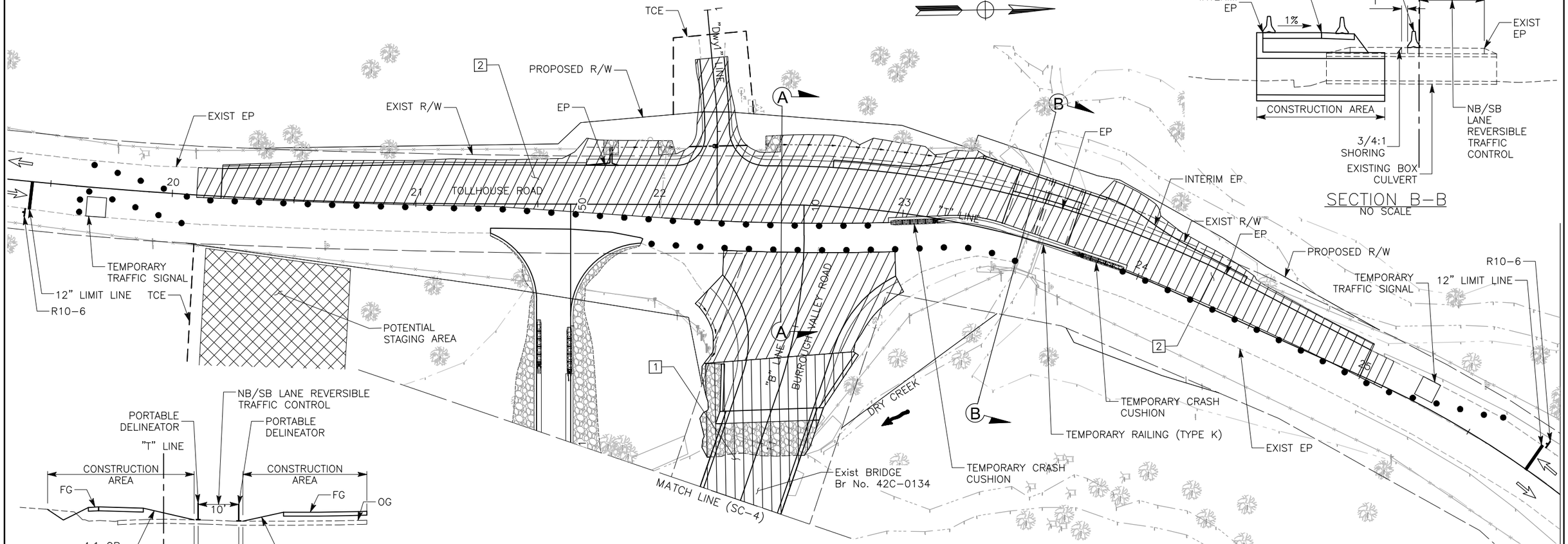
NOTE:

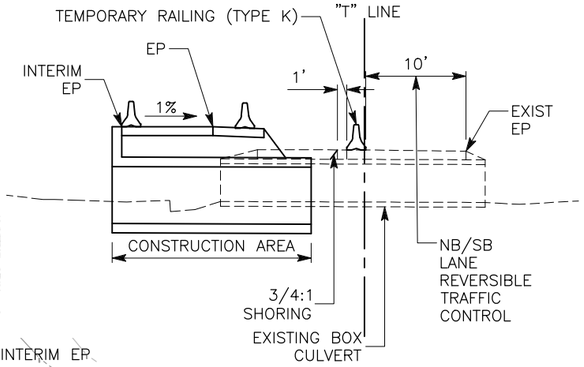
1. EXIST FENCE SHALL BE MAINTAINED TO CONTAIN LIVESTOCK WITHIN PRIVATE PROPERTIES.

STAGE 2 CONSTRUCTION NOTES:

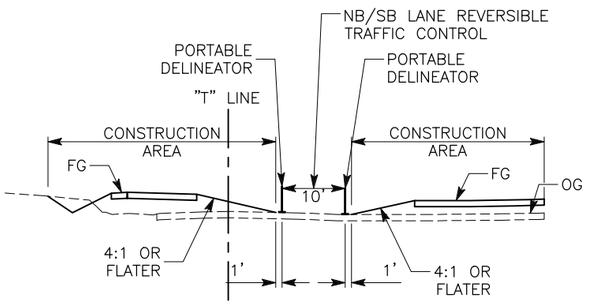
1 REMOVE AND CONSTRUCT BRIDGE.

2 CONSTRUCT ROADWAY.





SECTION B–B
NO SCALE



SECTION A–A
NO SCALE

APPROVED FOR STAGE CONSTRUCTION AND TRAFFIC HANDLING WORK ONLY

	DATE	RECORD DRAWING	
DESIGNED: P. BRADBURY	1/05/18	RESIDENT ENGINEER	DATE
DRAWN: S. MORALES	1/05/18		
CHECKED: G. GROSS	1/05/18		

FOR RIGHT OF WAY DATA AND ACCURATE ACCESS DETERMINATION, SEE DOCUMENTS IN THE DEPARTMENT OF PUBLIC WORKS AND PLANNING.

SCALE: 0 20' 40'

SUPERVISING ENGINEER ____ DATE

REGISTERED PROFESSIONAL ENGINEER — No. ____ Exp. ____ — STATE OF CALIFORNIA

PROJECT

DRY CREEK BRIDGE REPLACEMENT ON BURROUGH VALLEY ROAD

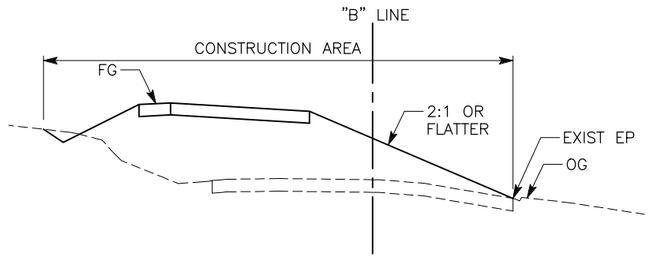
ROAD NO. BRIDGE NO. 42C-0134

THE COUNTY OF FRESNO

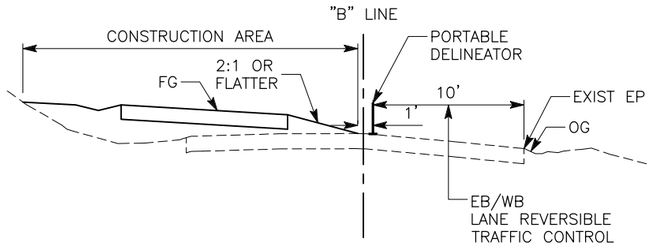
DEPARTMENT OF PUBLIC WORKS AND PLANNING

STAGE 2
STAGE CONTRUCTION AND TRAFFIC HANDLING PLAN

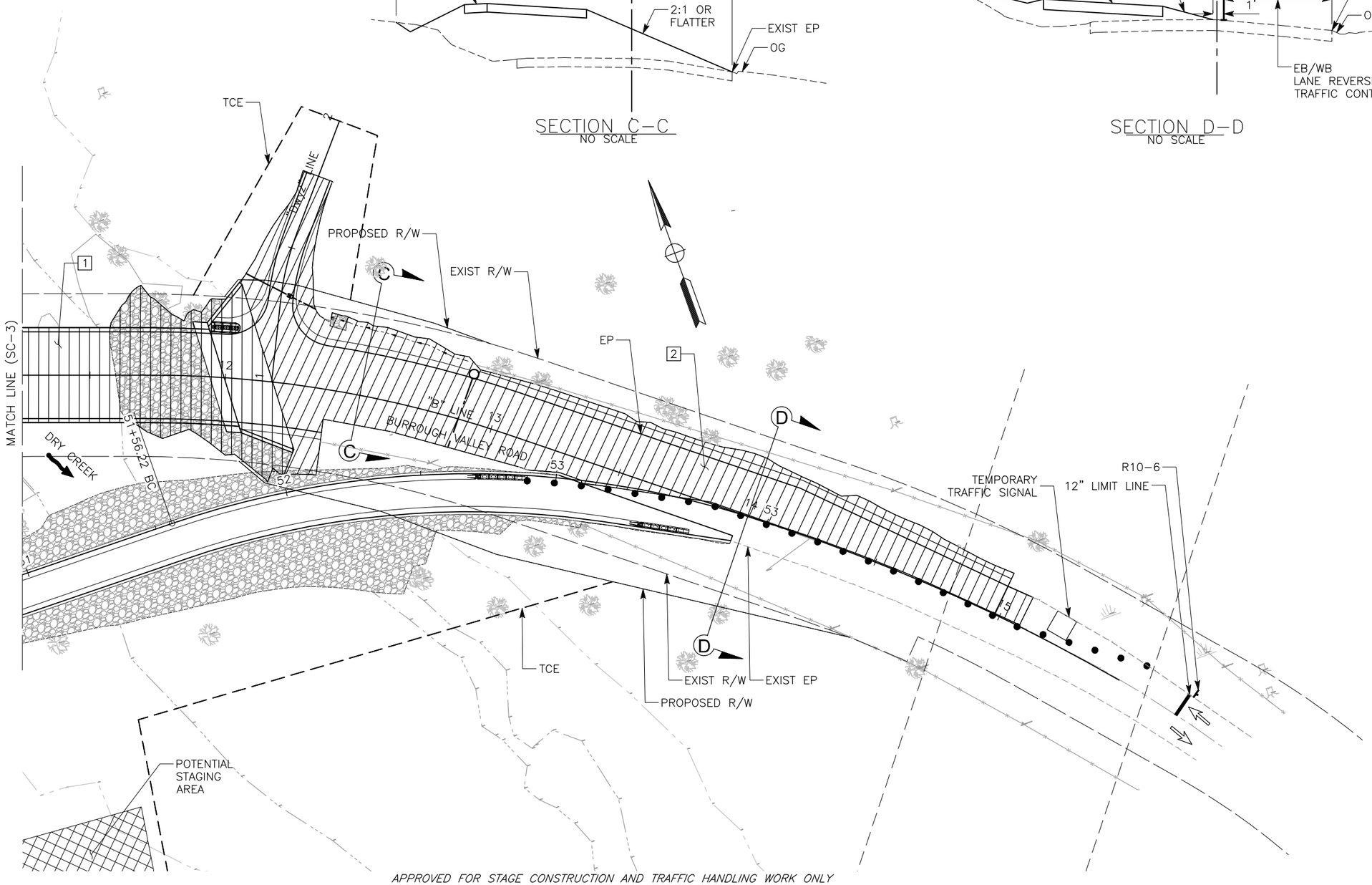
DRAWING NO. SC-2 SHEET NO. 32 TOTAL 60



SECTION C–C
NO SCALE



SECTION D–D
NO SCALE



APPROVED FOR STAGE CONSTRUCTION AND TRAFFIC HANDLING WORK ONLY

	DATE	RECORD DRAWING		SCALE
DESIGNED: P. BRADBURY	1/05/18	RESIDENT ENGINEER	DATE	0 20' 40'
DRAWN: S. MORALES	1/05/18			
CHECKED: G. GROSS	1/05/18			

FOR RIGHT OF WAY DATA AND ACCURATE ACCESS DETERMINATION. SEE DOCUMENTS IN THE DEPARTMENT OF PUBLIC WORKS AND PLANNING.

SUPERVISING ENGINEER — DATE

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — STATE OF CALIFORNIA

PROJECT

DRY CREEK BRIDGE REPLACEMENT ON BURROUGH VALLEY ROAD

ROAD NO. — BRIDGE NO. 42C-0134

THE COUNTY OF FRESNO

DEPARTMENT OF PUBLIC WORKS AND PLANNING

STAGE 2

STAGE CONTRUCTION AND TRAFFIC HANDLING PLAN

DRAWING NO. SC-3 — SHEET NO. 33 — TOTAL 60

LEGEND:

- STRUCTURE WORK
- ROADWAY WORK
- POTENTIAL STAGING AREA
- PORTABLE DELINEATOR (10' O.C.)
- TEMPORARY CRASH CUSHION
- TEMPORARY RAILING (TYPE K)
- DIRECTION OF TRAVEL
- TEMPORARY SIGN – SINGLE POST (n)

STAGE 3 TRAFFIC HANDLING NOTES:

1. PROVIDE TEMPORARY TRAFFIC SIGNAL AND ONE–LANE TRAFFIC CONTROL ON APPROACH ROADWAY PER CALTRANS STANDARD PLAN T13.
2. WHEN FLAGGER IS NOT PRESENT, TEMPORARY TRAFFIC SIGNAL SHALL BE INCORPORATED. KEEP CONSTRUCTION EQUIPMENT IN STAGING AREA DURING NON–WORK HOURS. TEMPORARY TRAFFIC SIGNAL SHALL ALLOW GREEN IN ONE DIRECTION AND RED IN THE OTHER TWO DIRECTIONS UNTIL TRAFFIC CLEARS THE CONSTRUCTION ZONE.
3. MAINTAIN PRIVATE ACCESS AT ALL TIMES.

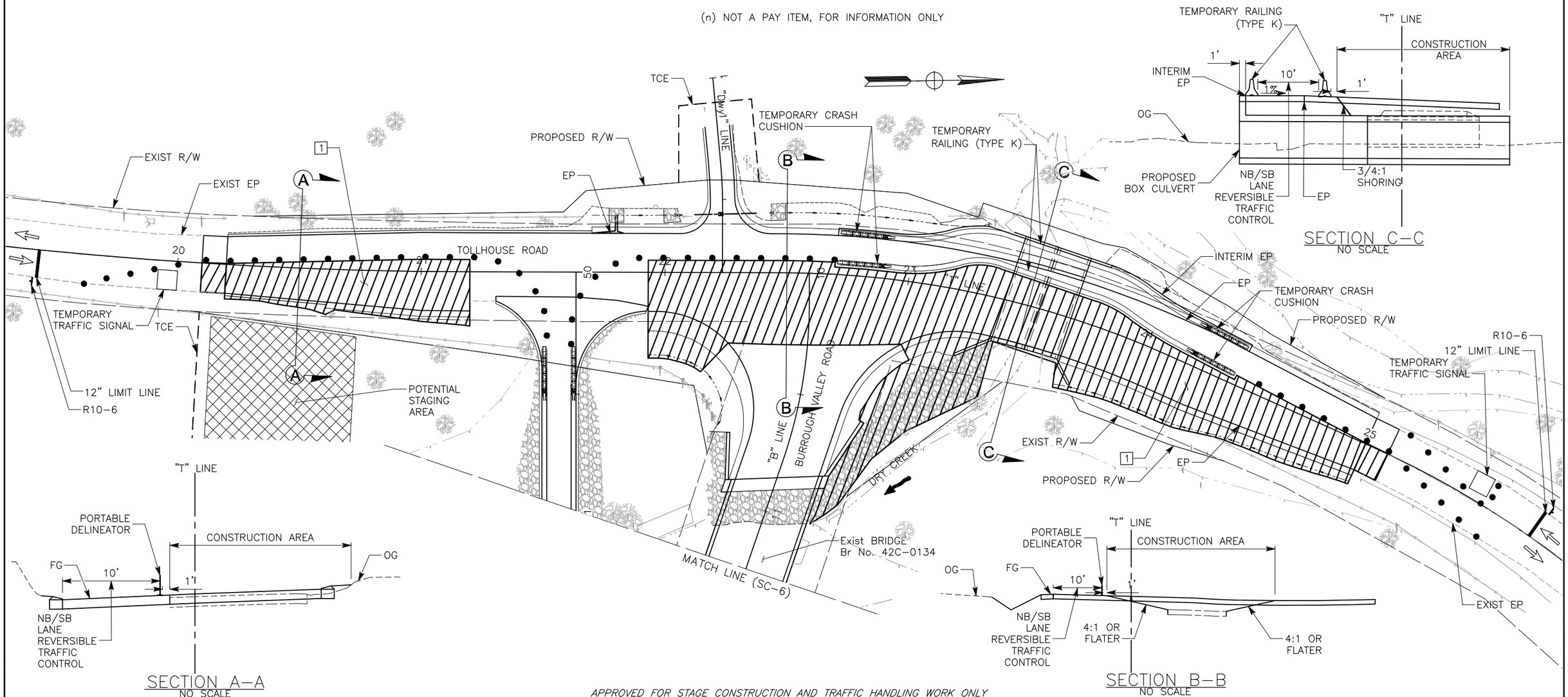
(n) NOT A PAY ITEM, FOR INFORMATION ONLY

NOTE:

1. EXIST FENCE SHALL BE MAINTAINED TO CONTAIN LIVESTOCK WITHIN PRIVATE PROPERTIES.

STAGE 3 CONSTRUCTION NOTES:

[1] CONSTRUCT ROADWAY.



SECTION A–A
NO SCALE

SECTION B–B
NO SCALE

SECTION C–C
NO SCALE

APPROVED FOR STAGE CONSTRUCTION AND TRAFFIC HANDLING WORK ONLY

	DATE	RECORD DRAWING	
DESIGNED: P. BRADBURY	1/05/18	RESIDENT ENGINEER	DATE
DRAWN: S. MORALES	1/05/18		
CHECKED: G. GROSS	1/05/18		

FOR RIGHT OF WAY DATA AND ACCURATE ACCESS DETERMINATION, SEE DOCUMENTS IN THE DEPARTMENT OF PUBLIC WORKS AND PLANNING.

SCALE: 0 20' 40'

SUPERVISING ENGINEER ____ DATE

REGISTERED PROFESSIONAL ENGINEER — No. ____ Exp. ____ — STATE OF CALIFORNIA

PROJECT

DRY CREEK BRIDGE REPLACEMENT ON BURROUGH VALLEY ROAD

ROAD NO. BRIDGE NO. 42C-0134

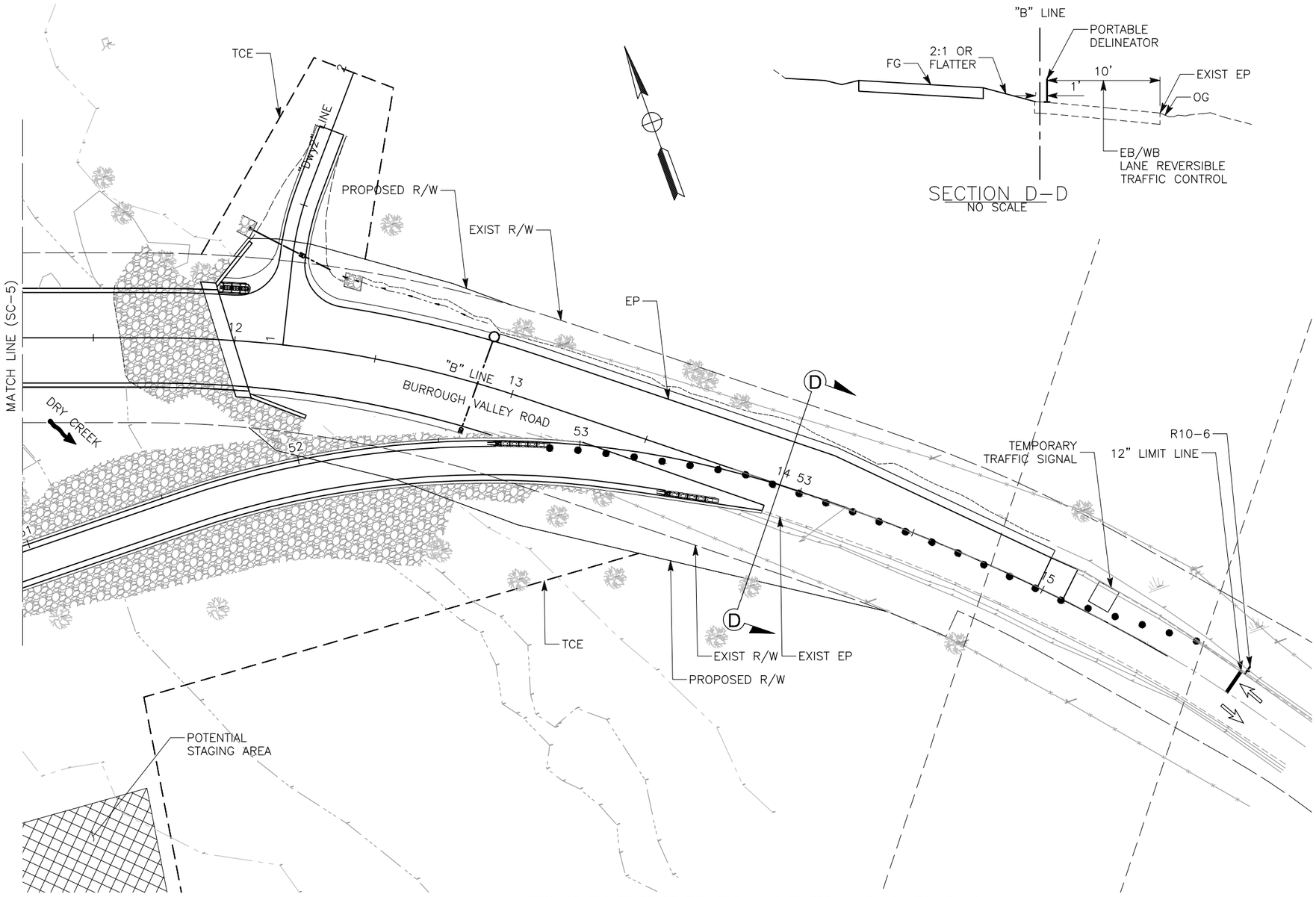
THE COUNTY OF FRESNO

DEPARTMENT OF PUBLIC WORKS AND PLANNING

STAGE 3

STAGE CONTRUCTION AND TRAFFIC HANDLING PLAN

DRAWING NO. SC-4 SHEET NO. 34 TOTAL 60



SECTION D–D
NO SCALE

APPROVED FOR STAGE CONSTRUCTION AND TRAFFIC HANDLING WORK ONLY

	DATE	RECORD DRAWING	
DESIGNED: P. BRADBURY	1/05/18	RESIDENT ENGINEER	DATE
DRAWN: S. MORALES	1/05/18		
CHECKED: G. GROSS	1/05/18		

FOR RIGHT OF WAY DATA AND ACCURATE ACCESS DETERMINATION, SEE DOCUMENTS IN THE DEPARTMENT OF PUBLIC WORKS AND PLANNING.

SCALE: 0 20′ 40′

SUPERVISING ENGINEER — DATE

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — STATE OF CALIFORNIA

PROJECT

DRY CREEK BRIDGE REPLACEMENT ON BURROUGH VALLEY ROAD

ROAD NO. — BRIDGE NO. 42C-0134

THE COUNTY OF FRESNO

DEPARTMENT OF PUBLIC WORKS AND PLANNING

STAGE 3

STAGE CONTRUCTION AND TRAFFIC HANDLING PLAN

DRAWING NO. SC-5 SHEET NO. 35 TOTAL 60

LEGEND:

- STRUCTURE WORK
- ROADWAY WORK
- POTENTIAL STAGING AREA
- PORTABLE DELINEATOR (10' O.C.)
- TEMPORARY CRASH CUSHION
- TEMPORARY RAILING (TYPE K)
- DIRECTION OF TRAVEL
- TEMPORARY SIGN – SINGLE POST (n)

STAGE 4 TRAFFIC HANDLING NOTES:

1. PROVIDE TEMPORARY TRAFFIC SIGNAL AND ONE–LANE TRAFFIC CONTROL ON APPROACH ROADWAY PER CALTRANS STANDARD PLAN T13.
2. WHEN FLAGGER IS NOT PRESENT, TEMPORARY TRAFFIC SIGNAL SHALL BE INCORPORATED. KEEP CONSTRUCTION EQUIPMENT IN STAGING AREA DURING NON–WORK HOURS. TEMPORARY TRAFFIC SIGNAL SHALL ALLOW GREEN IN ONE DIRECTION AND RED IN THE OTHER TWO DIRECTIONS UNTIL TRAFFIC CLEARS THE CONSTRUCTION ZONE.
3. MAINTAIN PRIVATE ACCESS AT ALL TIMES.

(n) NOT A PAY ITEM, FOR INFORMATION ONLY

NOTE:

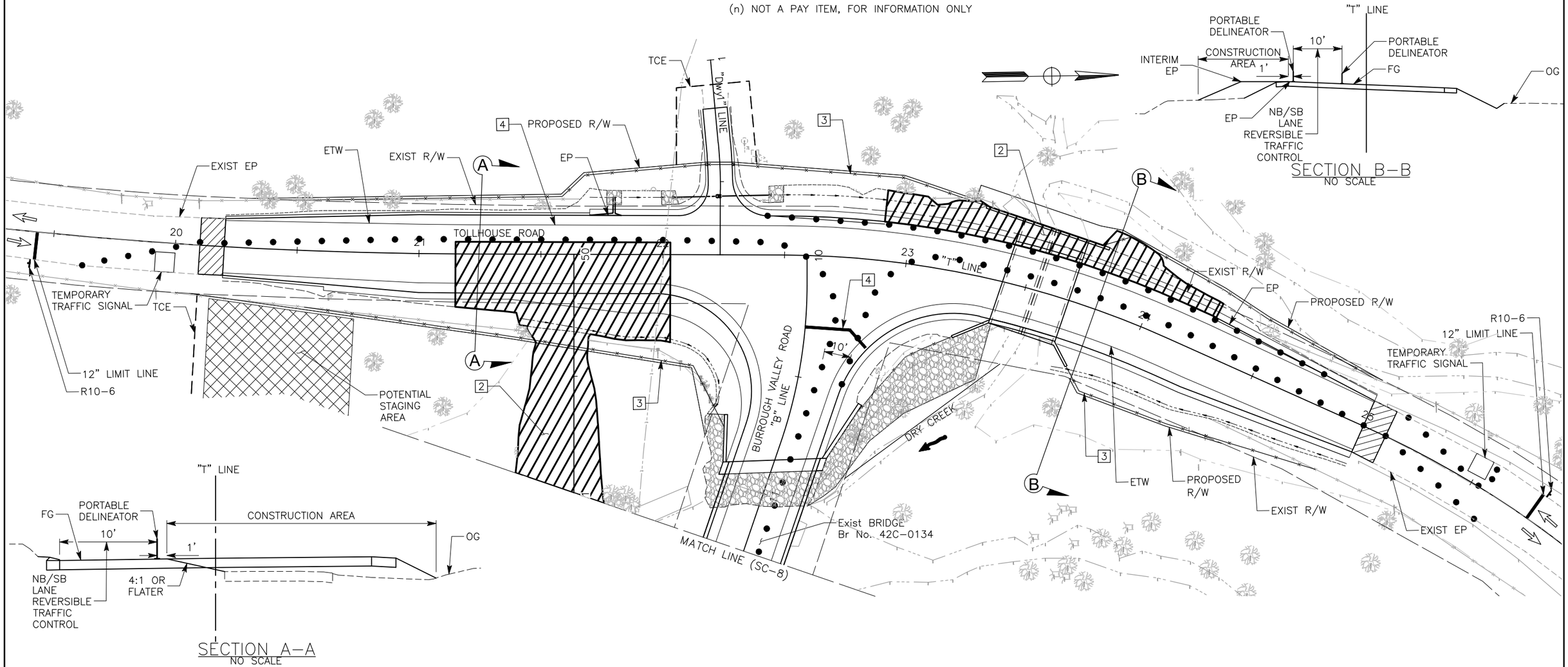
1. EXIST FENCE SHALL BE MAINTAINED TO CONTAIN LIVESTOCK WITHIN PRIVATE PROPERTIES.

STAGE 4 CONSTRUCTION NOTES:

2 REMOVE DETOUR AND CONSTRUCT ROADWAY.

3 CONSTRUCT FENCE.

4 PLACE FINAL TRAFFIC STRIPING.



SECTION B–B
NO SCALE

SECTION A–A
NO SCALE

APPROVED FOR STAGE CONSTRUCTION AND TRAFFIC HANDLING WORK ONLY

	DATE	RECORD DRAWING	
DESIGNED: P. BRADBURY	1/05/18	RESIDENT ENGINEER	DATE
DRAWN: S. MORALES	1/05/18		
CHECKED: G. GROSS	1/05/18		

FOR RIGHT OF WAY DATA AND ACCURATE ACCESS DETERMINATION, SEE DOCUMENTS IN THE DEPARTMENT OF PUBLIC WORKS AND PLANNING.

SCALE: 0 20' 40'

SUPERVISING ENGINEER ____ DATE

REGISTERED PROFESSIONAL ENGINEER — No. ____ Exp. ____ — STATE OF CALIFORNIA

PROJECT

DRY CREEK BRIDGE REPLACEMENT ON BURROUGH VALLEY ROAD

ROAD NO. BRIDGE NO. 42C-0134

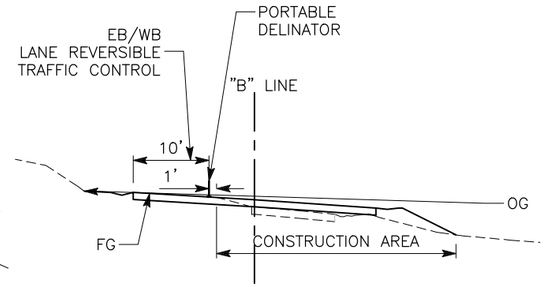
THE COUNTY OF FRESNO 1856

DEPARTMENT OF PUBLIC WORKS AND PLANNING

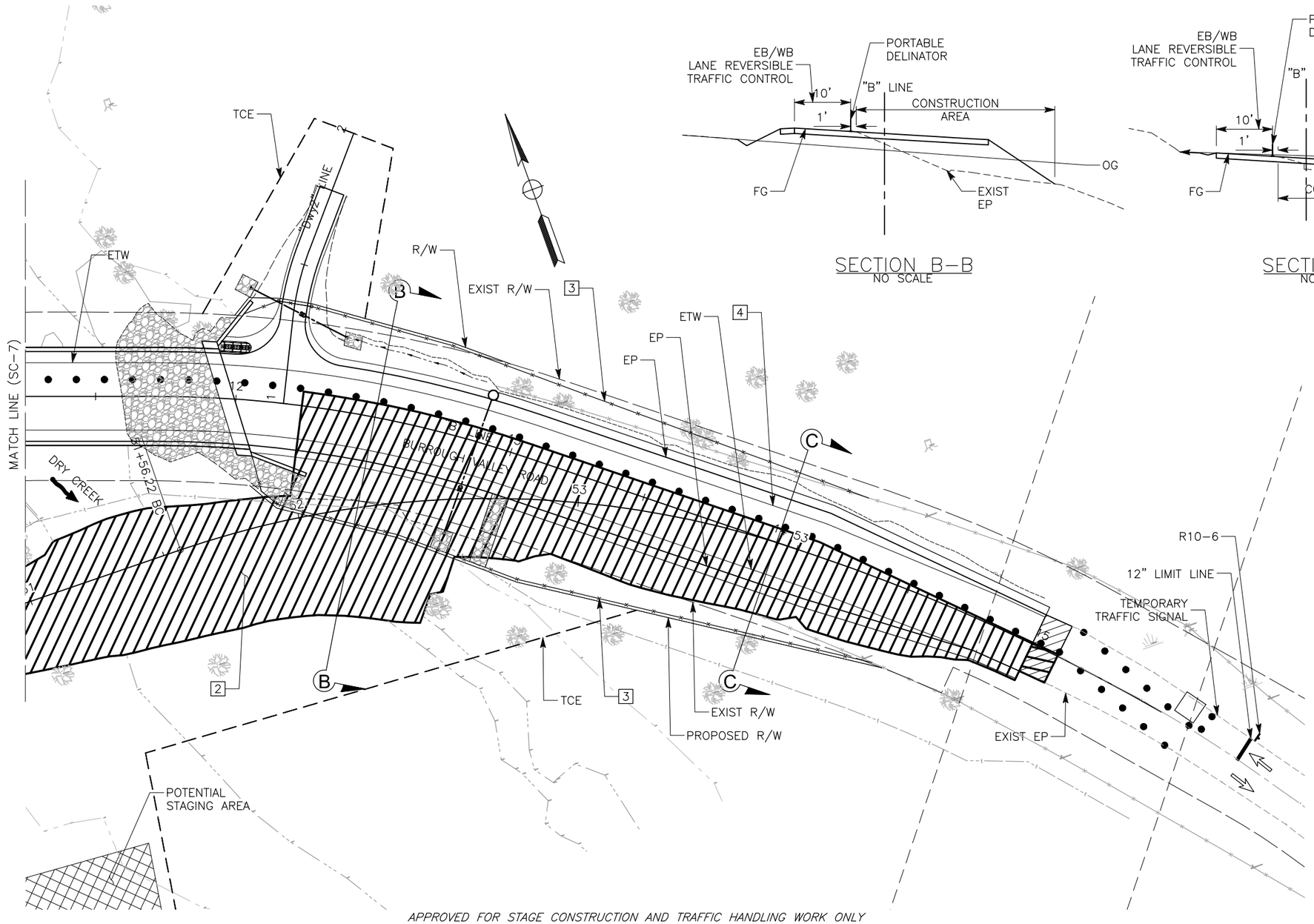
STAGE 4
STAGE CONTRUCTION AND TRAFFIC HANDLING PLAN

DRAWING NO. SC-6 SHEET NO. 36 TOTAL 60

SECTION B–B
NO SCALE



SECTION C–C
NO SCALE



APPROVED FOR STAGE CONSTRUCTION AND TRAFFIC HANDLING WORK ONLY

	DATE	RECORD DRAWING	
DESIGNED: P. BRADBURY	1/05/18	RESIDENT ENGINEER	DATE
DRAWN: S. MORALES	1/05/18		
CHECKED: G. GROSS	1/05/18		

FOR RIGHT OF WAY DATA AND ACCURATE ACCESS DETERMINATION, SEE DOCUMENTS IN THE DEPARTMENT OF PUBLIC WORKS AND PLANNING.

SCALE

0 20' 40'

SUPERVISING ENGINEER DATE

REGISTERED PROFESSIONAL ENGINEER — No. Exp. — STATE OF CALIFORNIA

PROJECT

DRY CREEK BRIDGE REPLACEMENT ON BURROUGH VALLEY ROAD

ROAD NO. BRIDGE NO. 42C-0134

THE COUNTY OF FRESNO 1856

DEPARTMENT OF PUBLIC WORKS AND PLANNING

STAGE 4

STAGE CONTRUCTION AND TRAFFIC HANDLING PLAN

DRAWING NO. SC-7 SHEET NO. 37 TOTAL 60

LEGEND

RIGHT-OF-WAY / PROPERTY LINE

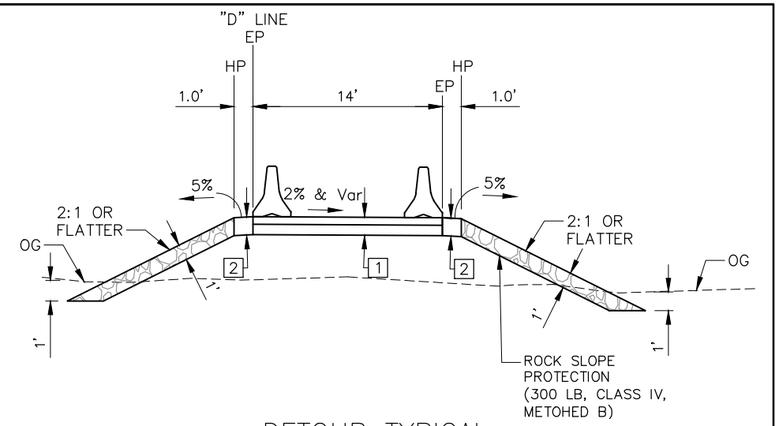
CUT

FILL

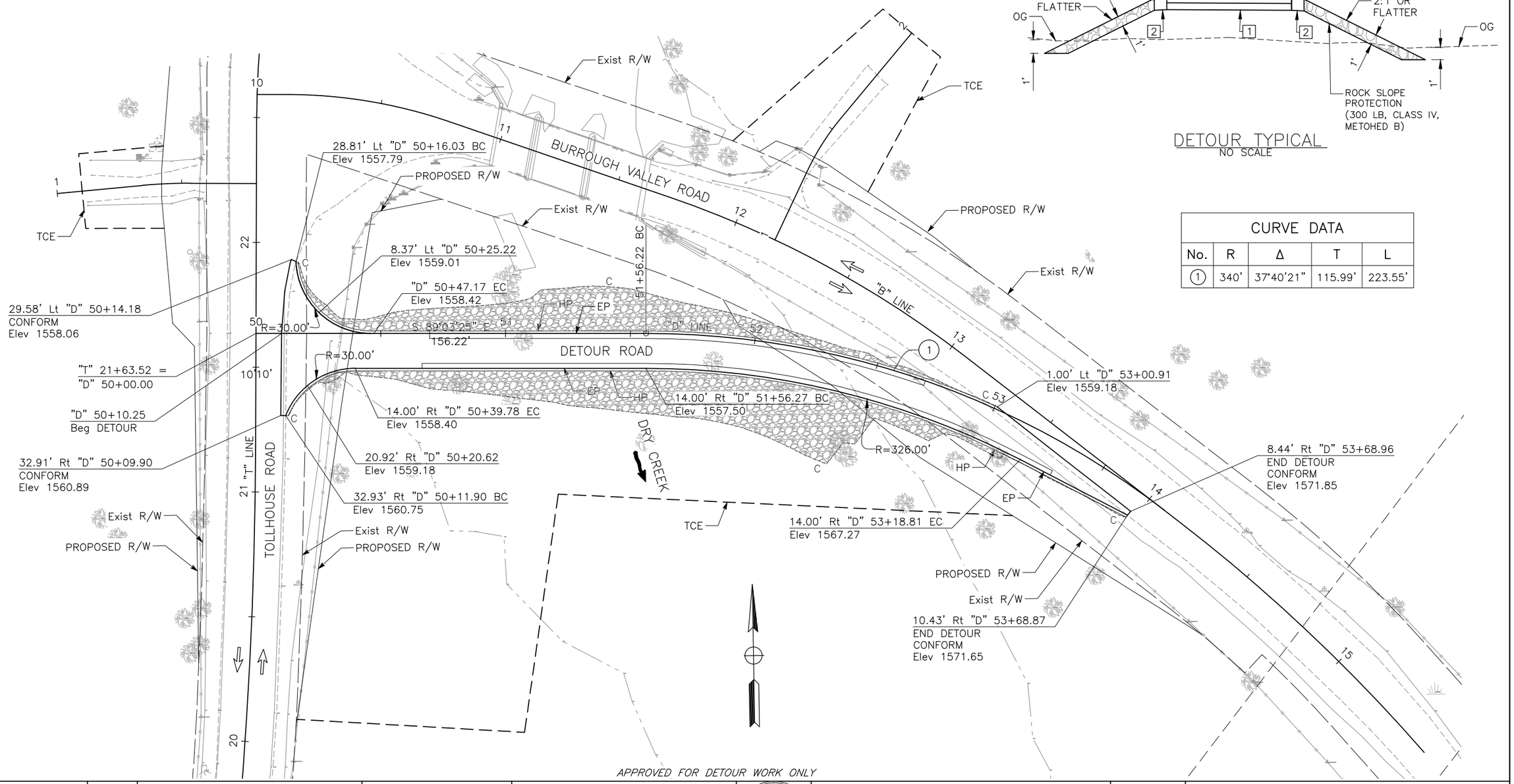
DIRECTION OF TRAFFIC

NOTES

1. FOR ACCURATE RIGHT-OF-WAY DATA, CONTACT RIGHT-OF-WAY ENGINEERING AT THE COUNTY OFFICE.
2. ALL STATION/OFFSET CALLOUTS ARE TO THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.



DETOUR TYPICAL
NO SCALE



CURVE DATA				
No.	R	Δ	T	L
(1)	340'	37°40'21"	115.99'	223.55'

APPROVED FOR DETOUR WORK ONLY

	DATE	RECORD DRAWING	
DESIGNED: P. BRADBURY	1/05/18	RESIDENT ENGINEER	DATE
DRAWN: S. MORALES	1/05/18		
CHECKED: G. GROSS	1/05/18		

FOR RIGHT OF WAY DATA AND ACCURATE ACCESS DETERMINATION, SEE DOCUMENTS IN THE DEPARTMENT OF PUBLIC WORKS AND PLANNING.

SCALE

PLAN 0 20' 40' HZ

PROFILE 0 10' 20' VT

SUPERVISING ENGINEER DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. STATE OF CALIFORNIA

PROJECT

DRY CREEK BRIDGE REPLACEMENT ON BURROUGH VALLEY ROAD

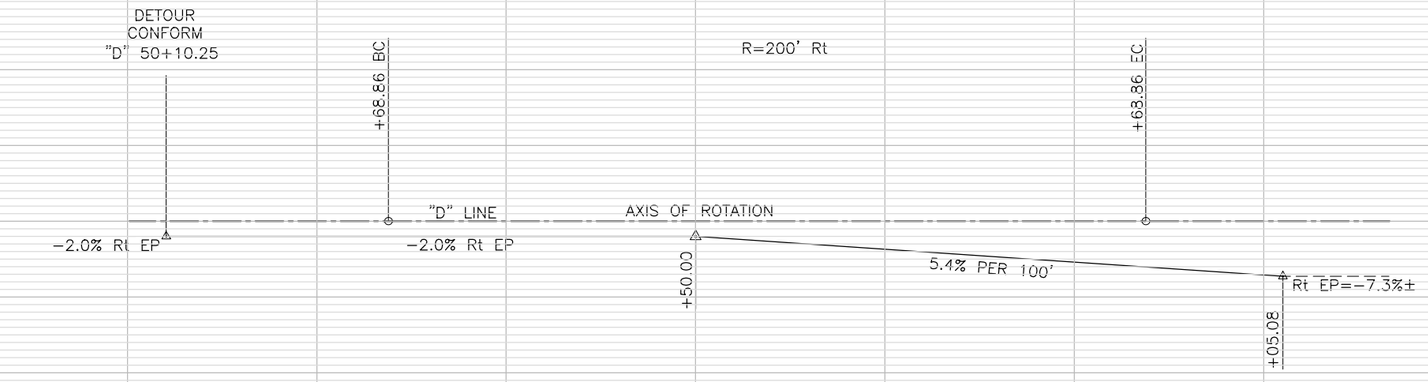
ROAD NO. BRIDGE NO. 42C-0134

THE COUNTY OF FRESNO 1856

DEPARTMENT OF PUBLIC WORKS AND PLANNING

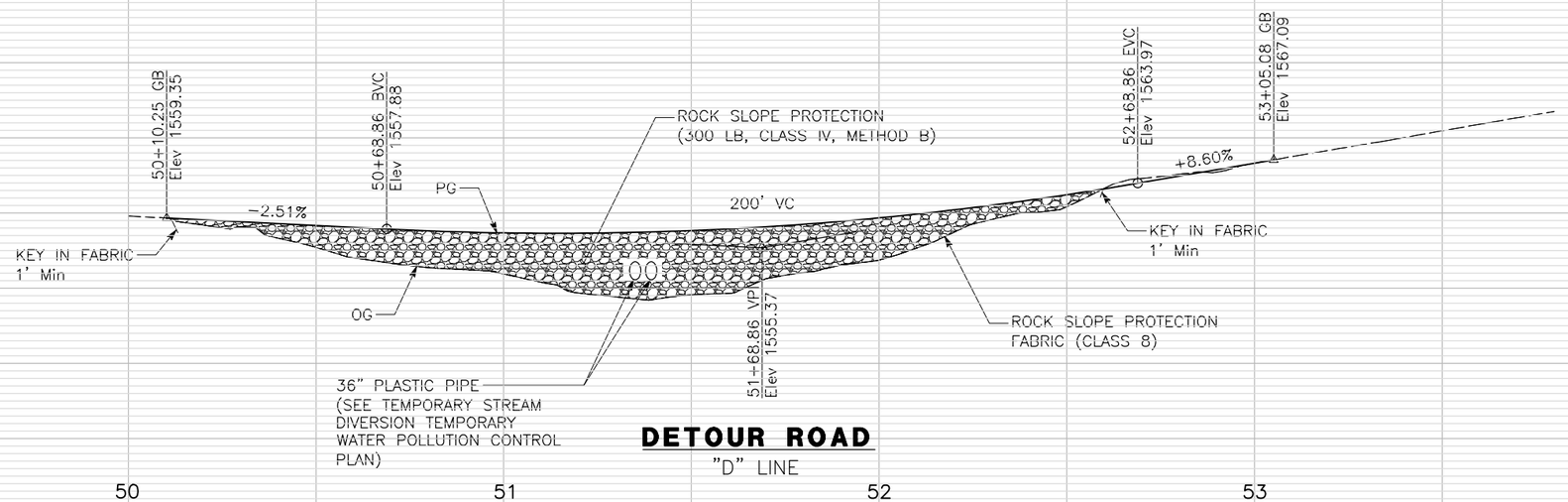
DETOUR PLAN

DRAWING NO. DE-1 SHEET NO. 38 TOTAL 60



DETOUR ROAD SUPERELEVATION DIAGRAM

"D" LINE



DETOUR ROAD

"D" LINE

	DATE	RECORD DRAWING		SCALE
DESIGNED: P. BRADBURY	1/05/18	RESIDENT ENGINEER	DATE	PLAN 0 20' 40' HZ
DRAWN: S. MORALES	1/05/18			0 10' 20' VT PROFILE
CHECKED: G. GROSS	1/05/18			

FOR RIGHT OF WAY DATA AND ACCURATE ACCESS DETERMINATION, SEE DOCUMENTS IN THE DEPARTMENT OF PUBLIC WORKS AND PLANNING.

SUPERVISING ENGINEER — DATE

REGISTERED PROFESSIONAL ENGINEER — STATE OF CALIFORNIA — No. — Exp.

PROJECT

DRY CREEK BRIDGE REPLACEMENT ON BURROUGH VALLEY ROAD

ROAD NO. — BRIDGE NO. 42C-0134

THE COUNTY OF FRESNO

DEPARTMENT OF PUBLIC WORKS AND PLANNING

DETOUR SUPERELEVATION DIAGRAM AND PROFILE

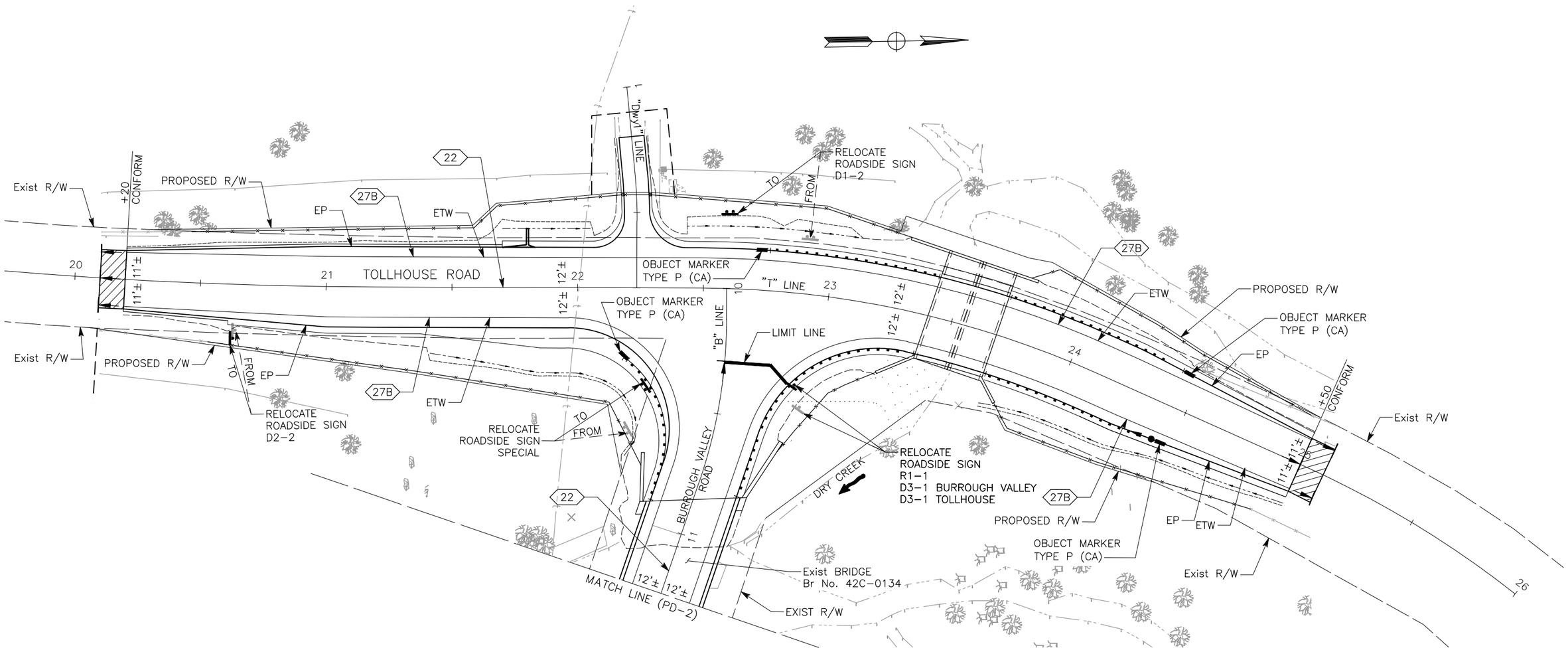
DRAWING NO. DE-2 — SHEET NO. 39 — TOTAL 60

NOTES:

1. FOR ACCURATE RIGHT–OF–WAY DATA, SEE COUNTY OFFICE.
2. FOR ALL PAVEMENT STRIPING DETAILS, REFER TO CALTRANS STANDARD PLANS DATED 2015.
3. FOR ROADSIDE SIGN DETAILS, REFER TO 2014 VERSION OF THE CALIFORNIA MUTCD.
4. ALL TRAFFIC STRIPES SHALL BE THERMOPLASTIC.

LEGEND:

- BEGIN/END OF TRAFFIC STRIPE DETAIL
- # TRAFFIC STRIPE DETAIL NUMBER
- OBJECT MARKER TYPE P (CA)
- ROADSIDE SIGN (ONE POST)
- ROADSIDE SIGN (TWO POST)
- EXIST ROADSIDE SIGN (ONE POST)
- EXIST ROADSIDE SIGN (TWO POST)
- DELINEATOR CLASS 1



APPROVED FOR PAVEMENT DELINEATION AND SIGN WORK ONLY

	DATE	RECORD DRAWING		SCALE
DESIGNED: P. BRADBURY	1/05/18	RESIDENT ENGINEER	DATE	0 20′ 40′
DRAWN: S. MORALES	1/05/18			
CHECKED: G. GROSS	1/05/18			

FOR RIGHT OF WAY DATA AND ACCURATE ACCESS DETERMINATION, SEE DOCUMENTS IN THE DEPARTMENT OF PUBLIC WORKS AND PLANNING.

SUPERVISING ENGINEER — DATE

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — STATE OF CALIFORNIA

PROJECT

DRY CREEK BRIDGE REPLACEMENT ON BURROUGH VALLEY ROAD

ROAD NO. — BRIDGE NO. 42C-0134

THE COUNTY OF FRESNO

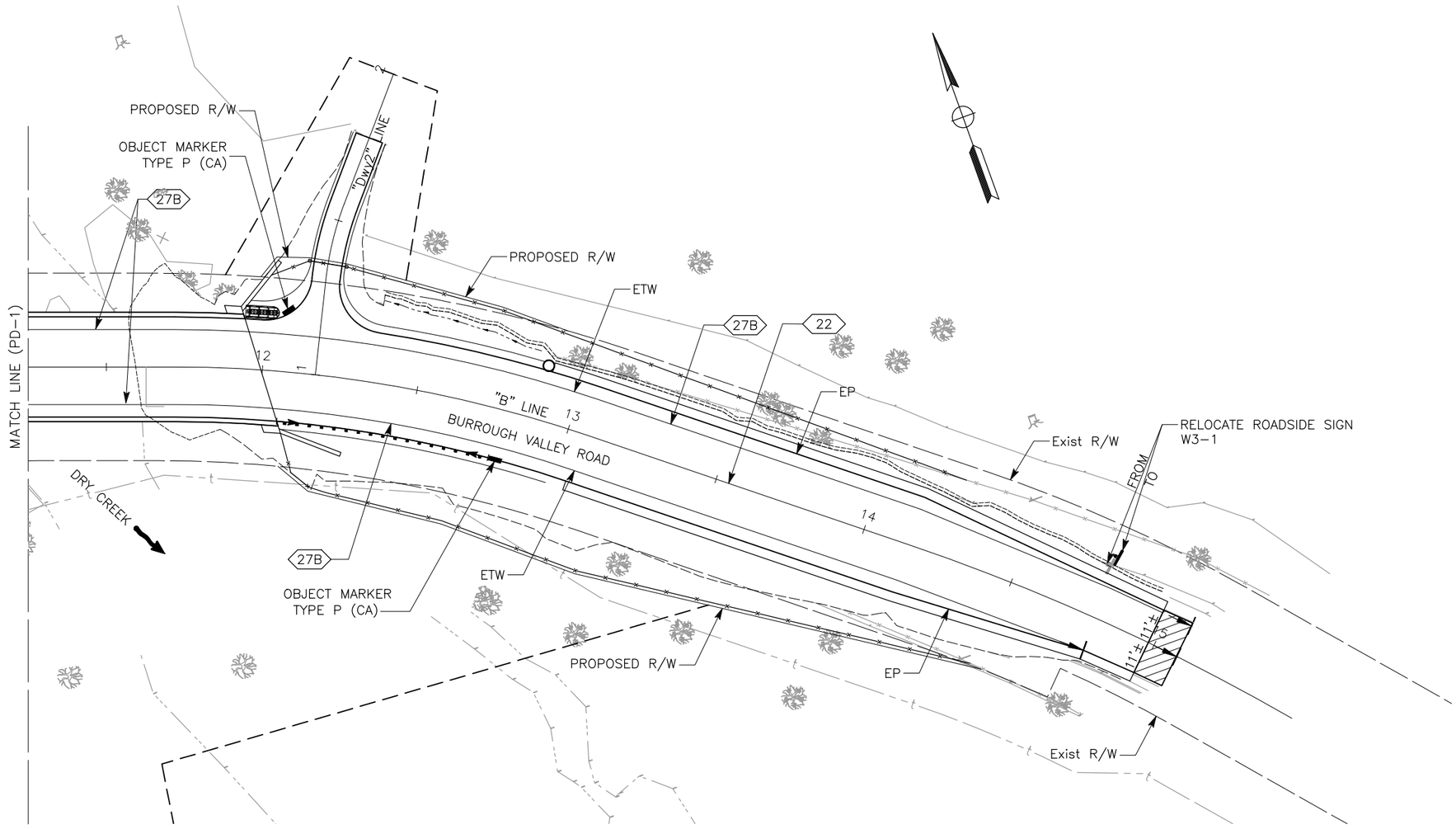
DEPARTMENT OF PUBLIC WORKS AND PLANNING

PAVEMENT DELINEATION AND SIGN PLAN

DRAWING NO. PD-1 — SHEET NO. 40 — TOTAL 60

NOTE:

1. FOR ACCURATE RIGHT–OF–WAY DATA, SEE COUNTY OFFICE.



APPROVED FOR PAVEMENT DELINEATION AND SIGN WORK ONLY

	DATE	RECORD DRAWING		SCALE
DESIGNED: P. BRADBURY	1/05/18	RESIDENT ENGINEER	DATE	0 20′ 40′
DRAWN: S. MORALES	1/05/18			
CHECKED: G. GROSS	1/05/18			

FOR RIGHT OF WAY DATA AND ACCURATE ACCESS DETERMINATION, SEE DOCUMENTS IN THE DEPARTMENT OF PUBLIC WORKS AND PLANNING.

SUPERVISING ENGINEER — DATE

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — STATE OF CALIFORNIA

PROJECT

DRY CREEK BRIDGE REPLACEMENT ON BURROUGH VALLEY ROAD

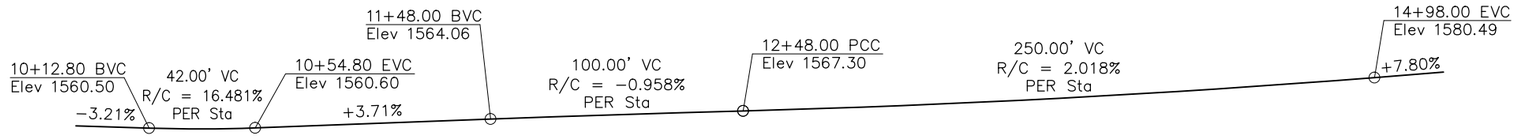
ROAD NO. BRIDGE NO. 42C-0134

THE COUNTY OF FRESNO 1856

DEPARTMENT OF PUBLIC WORKS AND PLANNING

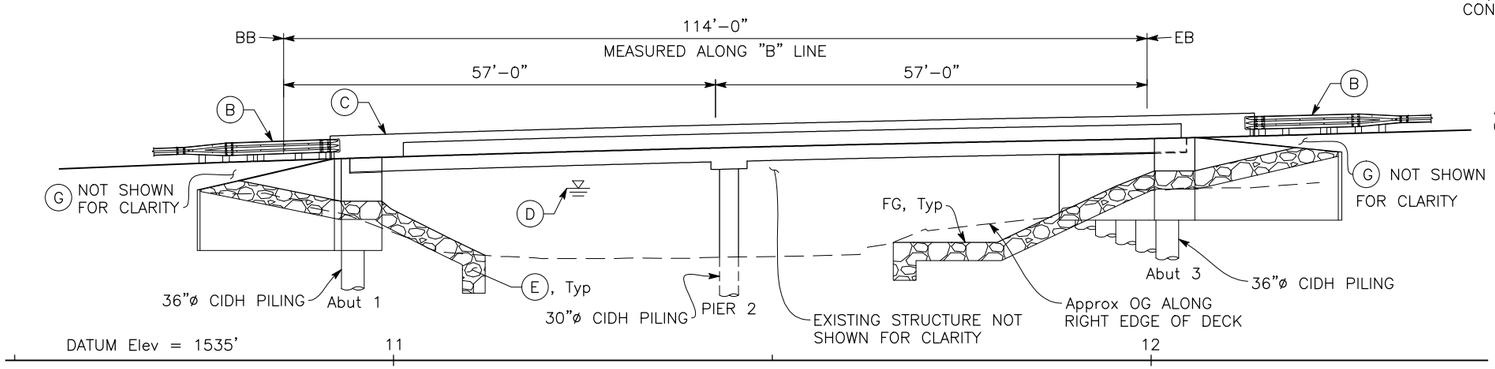
PAVEMENT DELINEATION AND SIGN PLAN

DRAWING NO. PD-2 SHEET NO. 41 TOTAL 60



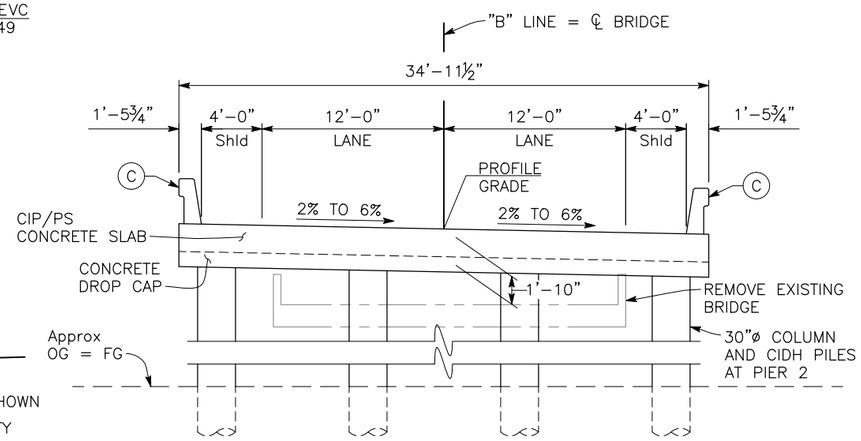
PROFILE GRADE

NO SCALE



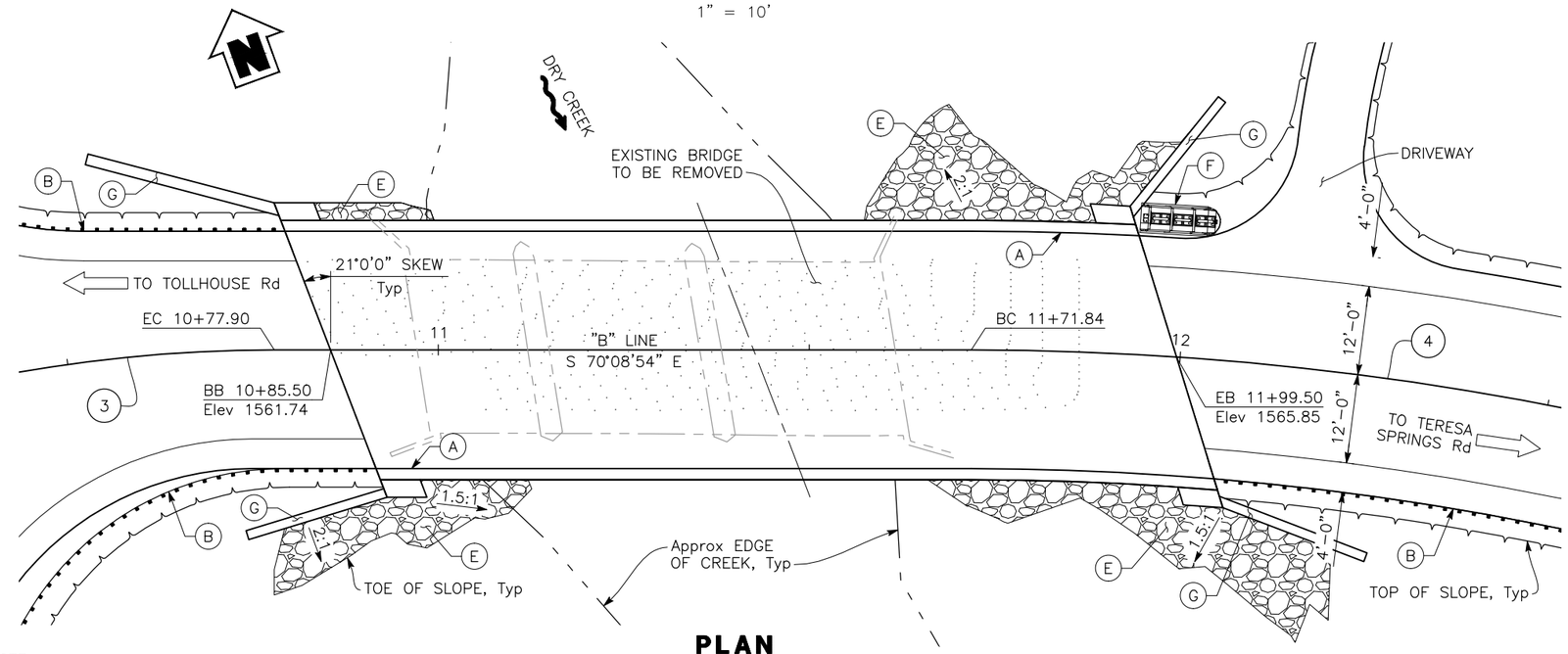
ELEVATION

1" = 10'



TYPICAL SECTION

1" = 5'



PLAN

1" = 10'

NOTE:
THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING AND FABRICATING ANY MATERIAL

LEGEND:

- Indicates Direction of Water Flow
- Indicates Direction of Traffic
- Indicates Existing Structure to be Removed
- Indicates New Structure

NOTES:

(A) Paint Bridge Number 42C-0134, year completed and "Dry Creek Br."

(B) Midwest Guardrail System, see "Roadway Plans"

(C) Concrete Barrier Type 736

(D) 100 yr. WS Elevation = 1557.7'. For hydrologic data, see "Foundation Plan" sheet

(E) For Rock Slope Protection and Grading Details, see "Roadway Plans"

(F) Crash Cushion, see "Construction Details" on "Roadway Plans"

(G) Cable Railing

CURVE DATA

No.	R	Δ	T	L
(3)	200.00'	18°43'51"	32.99'	65.38'
(4)	410.00'	18°45'49"	67.74'	134.27'

	DATE	RECORD DRAWING		SCALE
DESIGNED: REBECCA BAUTISTA		RESIDENT ENGINEER	DATE	AS SHOWN
DRAWN: ALAN HYDE				
CHECKED:				

FOR RIGHT OF WAY DATA AND ACCURATE ACCESS DETERMINATION, SEE DOCUMENTS IN THE DEPARTMENT OF PUBLIC WORKS AND PLANNING.

SUPERVISING ENGINEER — DATE

REGISTERED PROFESSIONAL ENGINEER — No. — EXP. — STATE OF CALIFORNIA

PROJECT

DRY CREEK ON BURROUGH VALLEY ROAD
BRIDGE REPLACEMENT
BRIDGE NO. 42C-0134

ROAD NO. — BRIDGE NO. 42C-0134

THE COUNTY OF FRESNO

DEPARTMENT OF PUBLIC WORKS AND PLANNING

GENERAL PLAN

DRAWING NO. ST-1 — SHEET NO. 42 — TOTAL 60

INDEX TO PLANS

LOAD RESISTANCE FACTOR DESIGN

DESIGN: AASTHO LRFD Bridge Design Specifications, Sixth Edition, 2012 and the California Amendments, preface dated January 2014

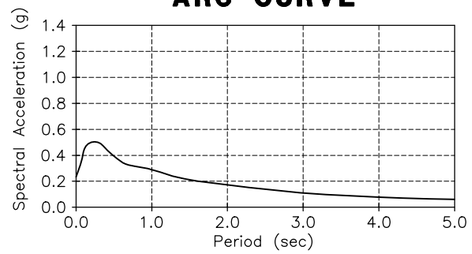
SEISMIC DESIGN: Caltrans Seismic Design Criteria (SDC), Version 1.7, April 2013

DEAD LOAD: Includes 35 psf for future wearing surface and 100 plf for future utilities

LIVE LOADING: HL93, Low Boy, and permit design loading

SEISMIC LOADING: Soil Profile: V_{s30} = 302 m/s
Moment Magnitude = 7.9
Peak Ground Acceleration = 0.23g

ARS CURVE

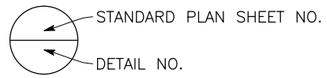


REINFORCED CONCRETE: fy = 60 ksi
f'c = see "CONCRETE STRENGTH AND TYPE LIMITS" on "DECK CONTOURS" sheet.
n = 8

PRESTRESSED CONCRETE: See "PRESTRESSING NOTES" on "TYPICAL SECTION" sheet.

CALTRANS STANDARD PLANS DATED 2015

	No.	Title
	A3A	ABBREVIATIONS (SHEET 1 OF 3)
	A3B	ABBREVIATIONS (SHEET 2 OF 3)
	A3C	ABBREVIATIONS (SHEET 3 OF 3)
	A10A	LEGEND LINES AND SYMBOLS (SHEET 1 OF 5)
RSP	A10B	LEGEND LINES AND SYMBOLS (SHEET 2 OF 5)
	A10C	LEGEND LINES AND SYMBOLS (SHEET 3 OF 5)
	A10D	LEGEND LINES AND SYMBOLS (SHEET 4 OF 5)
	A10E	LEGEND LINES AND SYMBOLS (SHEET 5 OF 5)
	A10F	LEGEND – SOIL (SHEET 1 OF 2)
	A10G	LEGEND – SOIL (SHEET 2 OF 2)
	A10H	LEGEND – ROCK
	A62C	LIMITS OF PAYMENT FOR EXCAVATION AND BACKFILL BRIDGE
	BO–1	BRIDGE DETAILS
	BO–3	BRIDGE DETAILS
	BO–13	BRIDGE DETAILS
	B6–21	JOINT SEALS (MAXIMUM MOVEMENT RATING = 2")
RSP	B8–5	CAST–IN–PLACE POST–TENSIONED GIRDER DETAILS
	B11–47	CABLE RAILING
RSP	B11–56	CONCRETE BARRIER TYPE 736



NOTE:
THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING AND FABRICATING ANY MATERIAL

	DATE	RECORD DRAWING	DATE
DESIGNED: REBECCA BAUTISTA		RESIDENT ENGINEER	
DRAWN: ALAN HYDE			
CHECKED:			

FOR RIGHT OF WAY DATA AND ACCURATE ACCESS DETERMINATION, SEE DOCUMENTS IN THE DEPARTMENT OF PUBLIC WORKS AND PLANNING.

SCALE: AS SHOWN

SUPERVISING ENGINEER _____ DATE _____

REGISTERED PROFESSIONAL ENGINEER — No. ____ Exp. ____ — STATE OF CALIFORNIA

PROJECT
DRY CREEK ON BURROUGH VALLEY ROAD
BRIDGE REPLACEMENT
BRIDGE NO. 42C-0134

ROAD NO. BRIDGE NO. 42C-0134

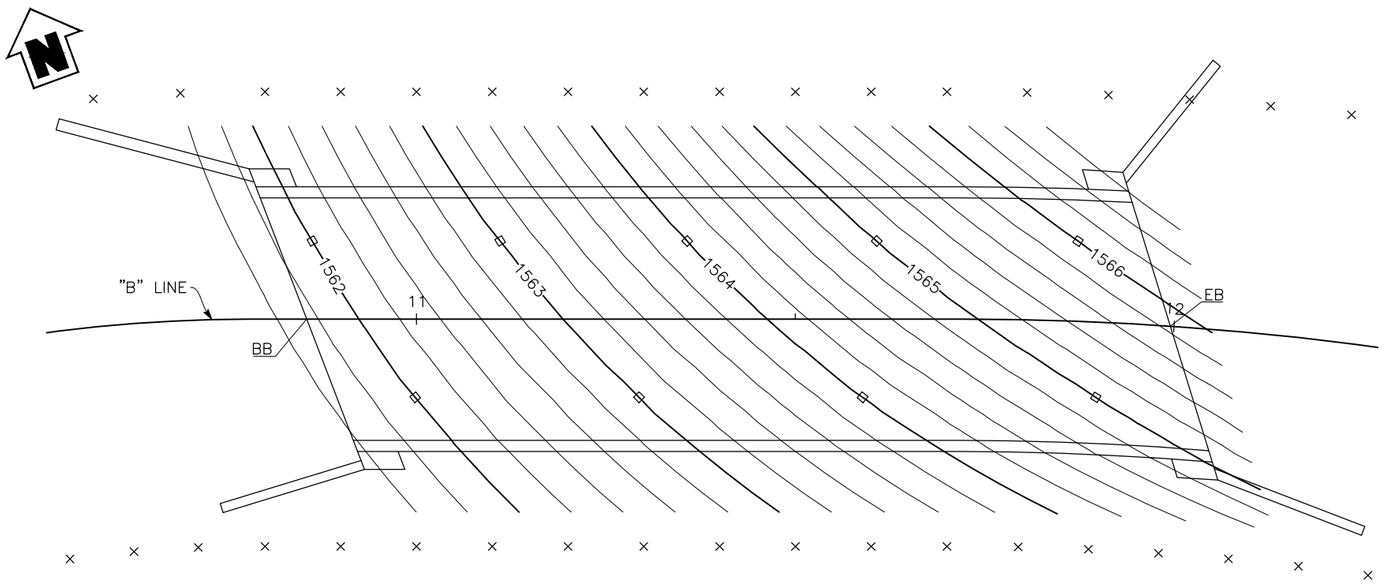
THE COUNTY OF FRESNO 1856

DEPARTMENT OF PUBLIC WORKS AND PLANNING

GENERAL NOTES

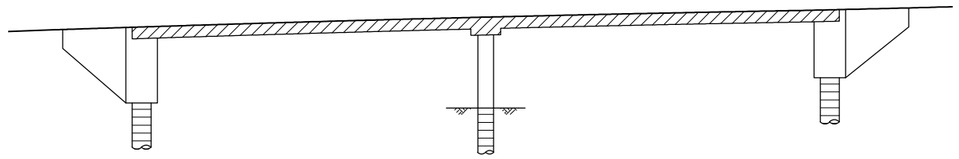
DRAWING NO. ST-2 SHEET NO. 43 TOTAL 60

U:\15027 – Dry Creek (Burrough Valley Road) Bridge Replacement – Fresno Co\400 Project Design Files\430 Bridges & Structures\Plans\BWR–S–GN.dwg Jan 26, 2018 – 4:41pm



DECK CONTOURS

1" = 10'



CONCRETE STRENGTH AND TYPE LIMITS

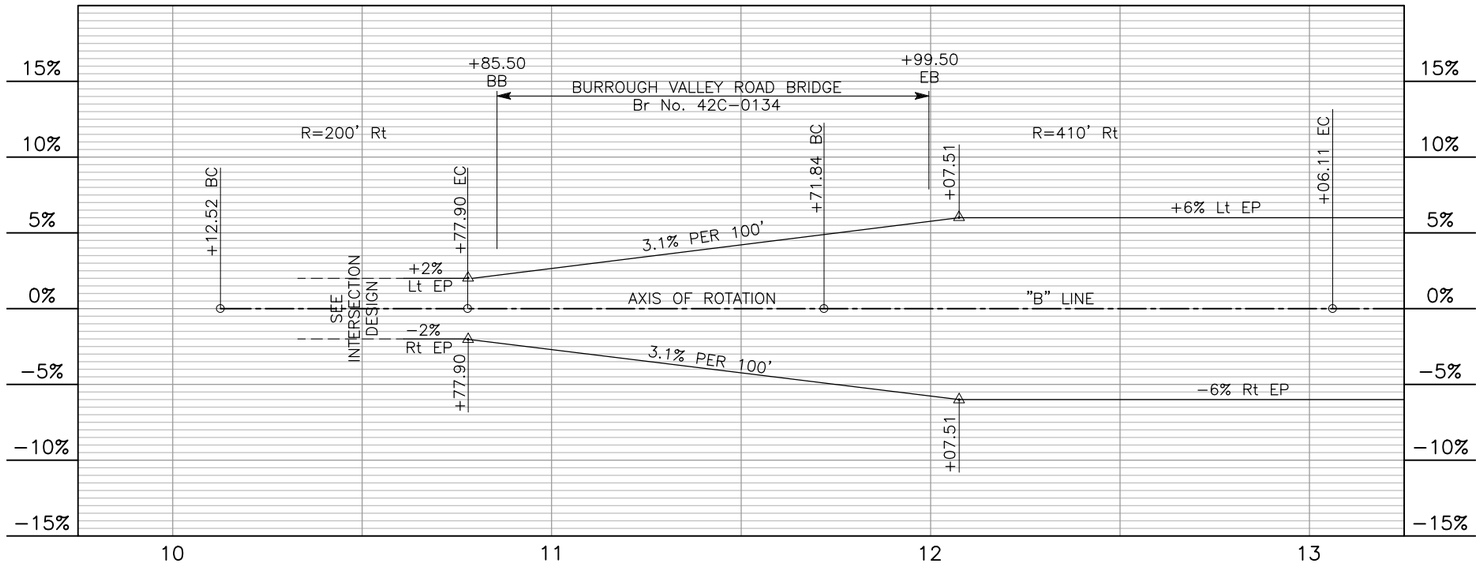
NO SCALE

LEGEND:

- Structural Concrete, Bridge (f'c = 4000 psi @ 28 days)
- Structural Concrete, Bridge (Polyester Fiber) (f'c = 4000 psi @ 28 days)
- CIDH Concrete Piling (f'c = 4000 psi @ 28 days)

NOTES:

1. Contours do not include Camber.
2. 0.2' Contour Interval.
3. × = Indicates 10' increments along "Station" Line.
4. □ = Indicates whole foot contours.



SUPERELEVATION DIAGRAM

1" = 20'

NOTE:
THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING AND FABRICATING ANY MATERIAL

	DATE	RECORD DRAWING		SCALE
DESIGNED: REBECCA BAUTISTA		RESIDENT ENGINEER	DATE	AS SHOWN
DRAWN: ALAN HYDE				
CHECKED:				

FOR RIGHT OF WAY DATA AND ACCURATE ACCESS DETERMINATION, SEE DOCUMENTS IN THE DEPARTMENT OF PUBLIC WORKS AND PLANNING.

SUPERVISING ENGINEER _____ DATE _____

REGISTERED PROFESSIONAL ENGINEER — No. _____ Exp. _____ — STATE OF CALIFORNIA

PROJECT
DRY CREEK ON BURROUGH VALLEY ROAD
BRIDGE REPLACEMENT
BRIDGE NO. 42C-0134

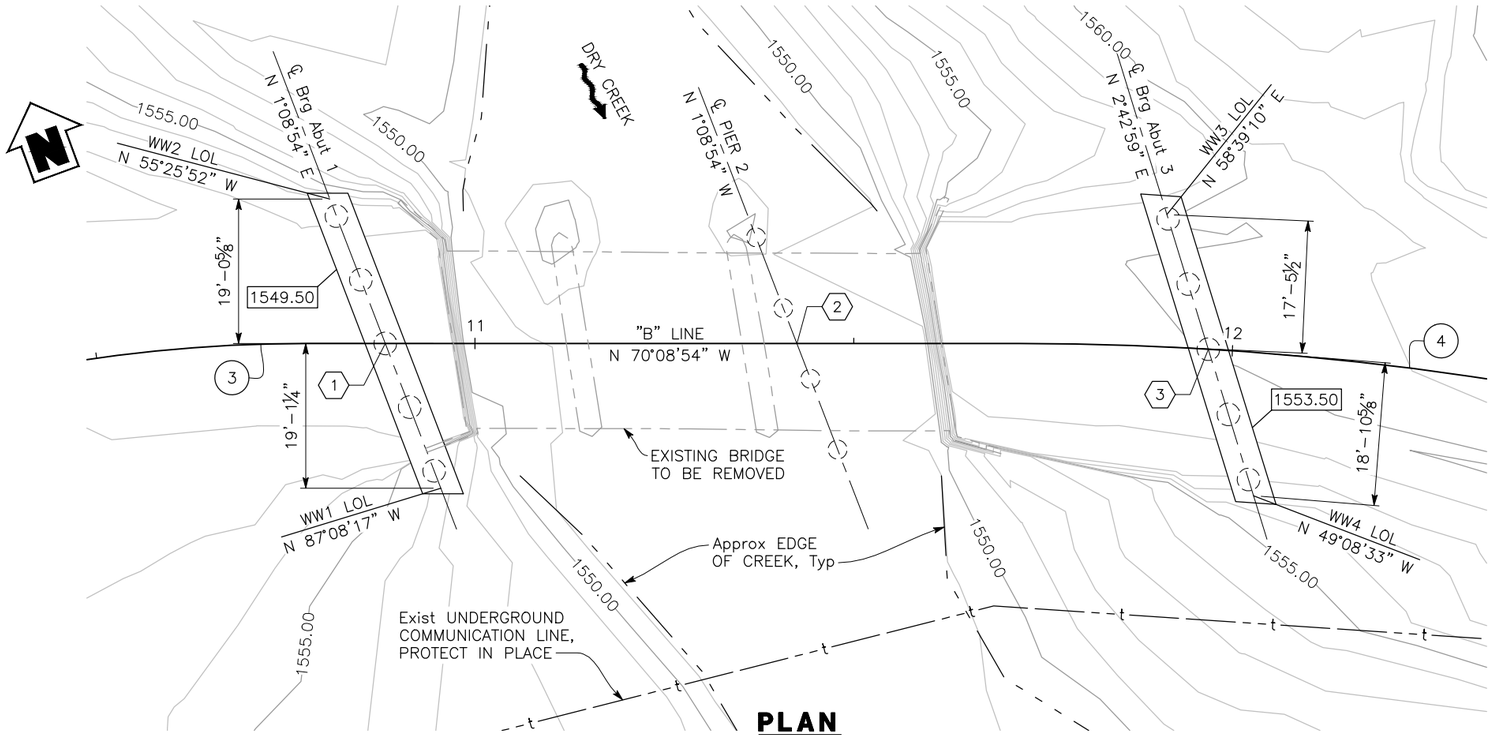
ROAD NO. BRIDGE NO. 42C-0134

THE COUNTY OF FRESNO 1856

DEPARTMENT OF PUBLIC WORKS AND PLANNING

DECK CONTOURS

DRAWING NO. ST-3 SHEET NO. 44 TOTAL 60



PLAN
1" = 10'

	Northing	Easting
(1) ℄ Brg Abut 1 Sta 10+88.18	2244764.65	6440892.74
(2) ℄ PIER 2 Sta 11+42.50	2244746.20	6440943.83
(3) ℄ Brg Abut 3 Sta 11+96.83	2244727.04	6440994.65

LEGEND:

- Indicates Bottom of Footing Elevation
- Indicates Existing Structure to be Removed
- Indicates New Structure
- Indicates 36"ø Cast-In-Drilled-Hole Concrete Piles
- Indicates 30"ø Cast-In-Drilled-Hole Concrete Piles

BENCH MARK:

See "Roadway Plans"

CURVE DATA

No.	R	Δ	T	L
(3)	200.00'	18°43'51"	32.99'	65.38'
(4)	410.00'	18°45'49"	67.74'	134.27'

SCOUR DATA

Support Number	Long Term (Degredation, Contraction and Local) Scour Elevation (Ft)
Abutment 1	1,543.00
Pier 2	1,541.00
Abutment 3	1,543.00

PILE DATA TABLE

LOCATION	PILE TYPE	CUT-OFF ELEVATION	ESTIMATED BEDROCK ELEVATION	NOMINAL RESISTANCE (kips)		DESIGN TIP ELEVATIONS (ft)	SPECIFIED TIP ELEVATIONS (ft)
				COMPRESSION	TENSION		
Abutment 1	36" CIDH	1549.75	1536.00	350	N/A	1533 (a); 1533 (a-1); N/A (b); 1534 (c); 1528 (d)	1528.00
Pier 2	30" CIDH	1547.00	1536.00	965	N/A	1529 (a); 1528 (a-1); N/A (b); 1532 (c); 1528 (d)	1528.00
Abutment 3	36" CIDH	1553.75	1530.00	350	N/A	1527 (a); 1527 (a-1); N/A (b); 1528 (c); 1522 (d)	1522.00

NOTES:
1. Design tip elevations are controlled by: (a) Compression (Service Limit), (a-1) Compression (Strength Limit), (b) Tension, (c) Settlement, and (d) Lateral load.
2. The CIDH specified tip elevation must not be raised, unless authorized by Engineer.
3. Tip elevations are based on estimated bedrock elevations.

HYDROLOGIC SUMMARY

DRAINAGE AREA: 13.5 SQUARE MILES

Frequency (Years)	DESIGN FLOOD	BASE FLOOD
	50	100
Discharge (Cubic feet per second)	4,895	5,856
Water Surface Elevation (Ft) Immediately Upstream of Bridge	1,556.9	1,557.7

NOTE:
THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING AND FABRICATING ANY MATERIAL

	DATE	RECORD DRAWING	DATE
DESIGNED: REBECCA BAUTISTA		RESIDENT ENGINEER	
DRAWN: ALAN HYDE			
CHECKED:			

FOR RIGHT OF WAY DATA AND ACCURATE ACCESS DETERMINATION, SEE DOCUMENTS IN THE DEPARTMENT OF PUBLIC WORKS AND PLANNING.

SCALE: AS SHOWN

SUPERVISING ENGINEER ____ DATE

REGISTERED PROFESSIONAL ENGINEER No. ____ Exp. ____ STATE OF CALIFORNIA

PROJECT
DRY CREEK ON BURROUGH VALLEY ROAD
BRIDGE REPLACEMENT
BRIDGE NO. 42C-0134

ROAD NO. BRIDGE NO. 42C-0134

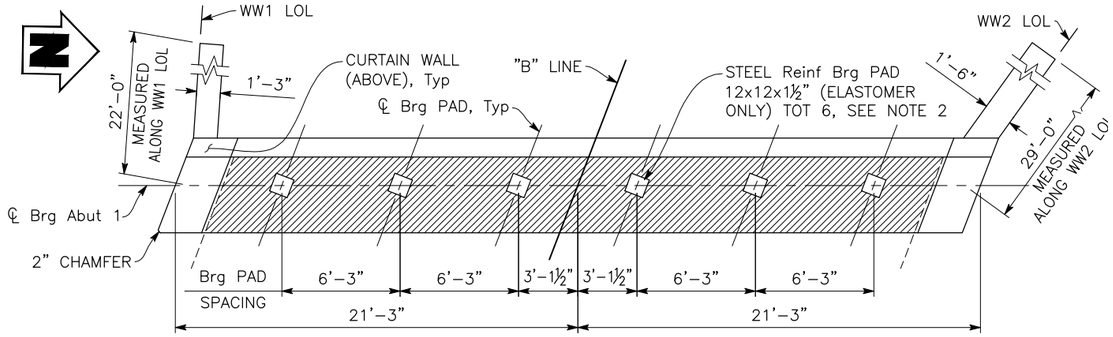
THE COUNTY OF FRESNO 1856

DEPARTMENT OF PUBLIC WORKS AND PLANNING

FOUNDATION PLAN

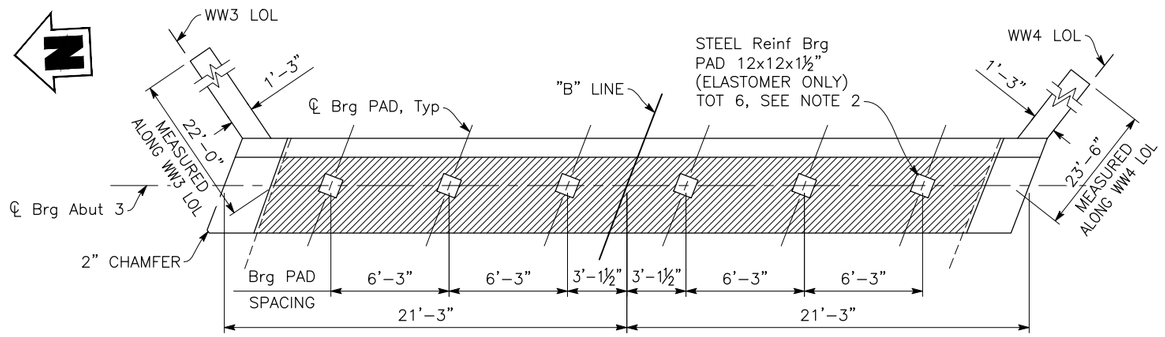
DRAWING NO. ST-4 SHEET NO. 45 TOTAL 60

U:\15027 - Dry Creek (Burrough Valley Road) Bridge Replacement - Fresno Co\400 Project Design Files\430 Bridges & Structures\Plans\BWR-S-FP.dwg Jan 26, 2018 - 4:41pm



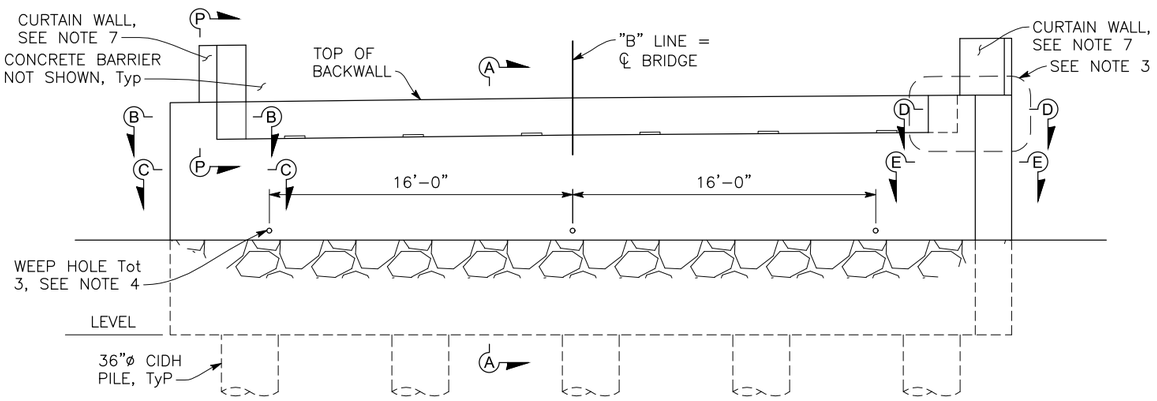
ABUTMENT 1 PLAN

¼" = 1'-0"



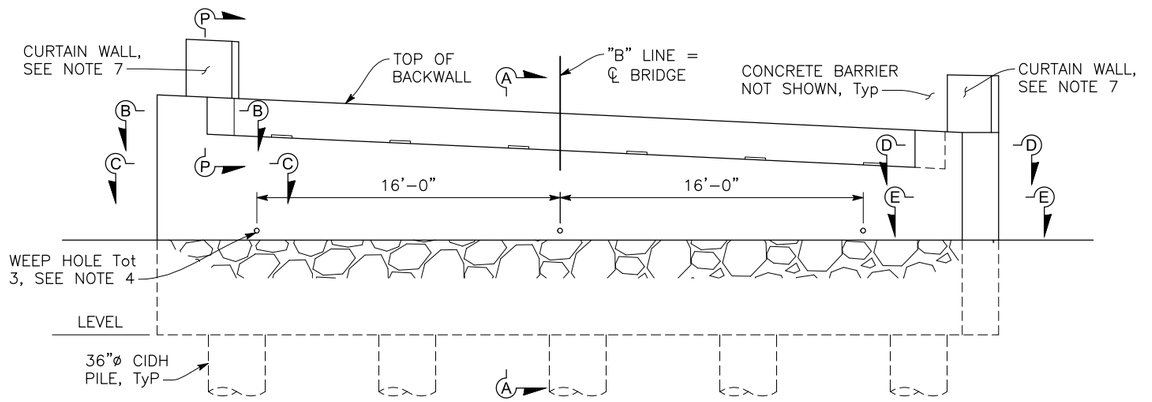
ABUTMENT 3 PLAN

¼" = 1'-0"



ABUTMENT 1 ELEVATION

¼" = 1'-0"



ABUTMENT 3 ELEVATION

¼" = 1'-0"

NOTES

1. For "SECTION B–B", "SECTION C–C", "SECTION D–D", and "SECTION E–E", see "ABUTMENT DETAILS NO. 2" sheet.
2. For "BEARING PAD DETAIL" see "ABUTMENT DETAILS NO. 1" sheet.
3. For "SHEAR KEY DETAIL" see "ABUTMENT DETAILS NO. 2" sheet.
4. For "WEEP HOLE AND GEOCOMPOSITE DRAIN DETAILS" see "ABUTMENT DETAILS NO. 4" sheet.
5. For "DETAIL A" see "ABUTMENT 3 LAYOUT".
6. For "SECTION A–A" and "ABUTMENT PILE LAYOUT" see "ABUTMENT DETAILS NO. 1" sheet.
7. Curtain wall to close gap between Concrete Barrier and cable railing. For "SECTION P–P" see "ABUTMENT DETAILS NO. 2" sheet

NOTE:
THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING AND FABRICATING ANY MATERIAL

	DATE	RECORD DRAWING	DATE
DESIGNED: REBECCA BAUTISTA		RESIDENT ENGINEER	
DRAWN: ALAN HYDE			
CHECKED:			

FOR RIGHT OF WAY DATA AND ACCURATE ACCESS DETERMINATION, SEE DOCUMENTS IN THE DEPARTMENT OF PUBLIC WORKS AND PLANNING.

SCALE: AS SHOWN

SUPERVISING ENGINEER _____ DATE _____

REGISTERED PROFESSIONAL ENGINEER — No. _____ Exp. _____ — STATE OF CALIFORNIA

PROJECT
DRY CREEK ON BURROUGH VALLEY ROAD
BRIDGE REPLACEMENT
BRIDGE NO. 42C-0134
ROAD NO. BRIDGE NO. 42C-0134

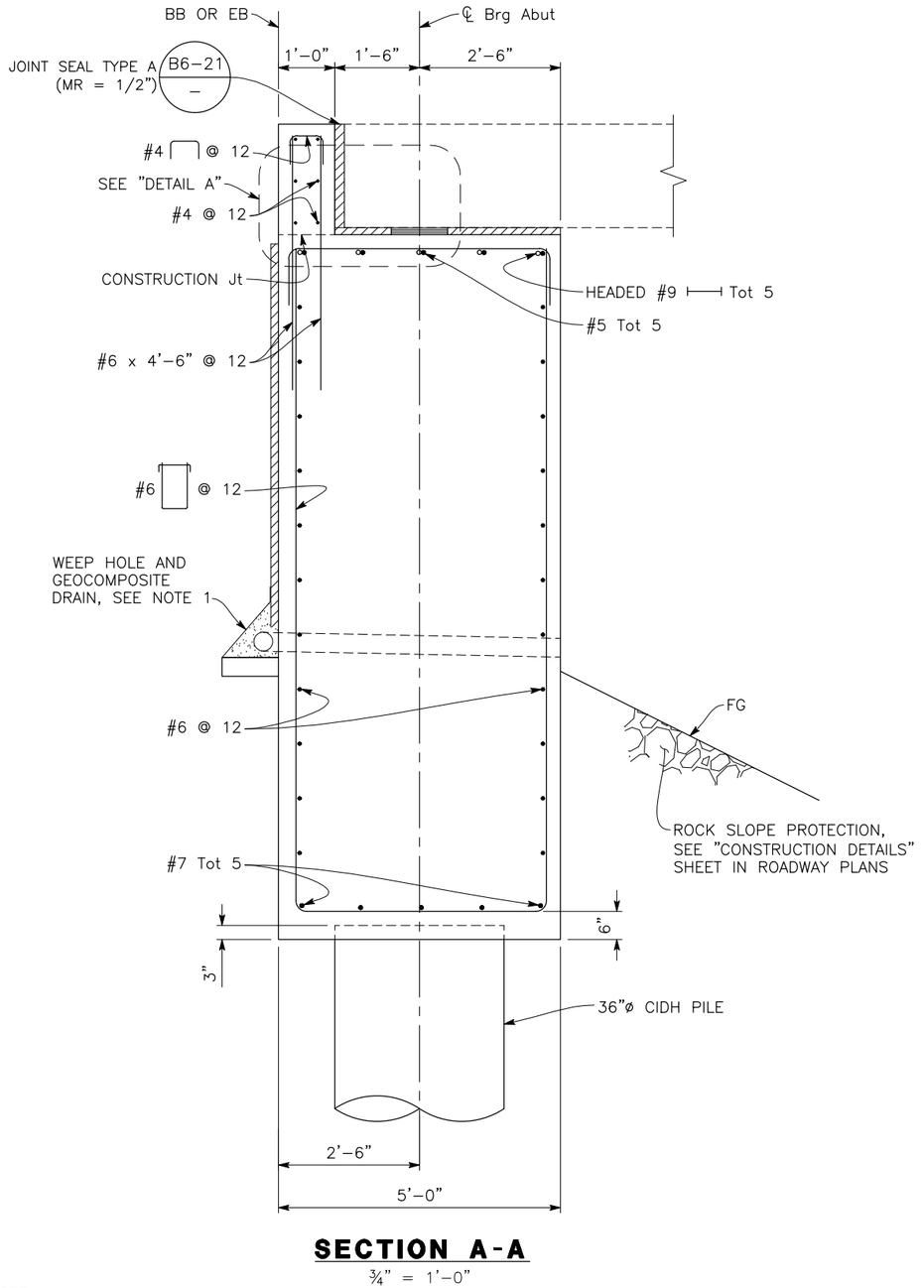
THE COUNTY OF FRESNO 1856

DEPARTMENT OF PUBLIC WORKS AND PLANNING

ABUTMENT LAYOUT

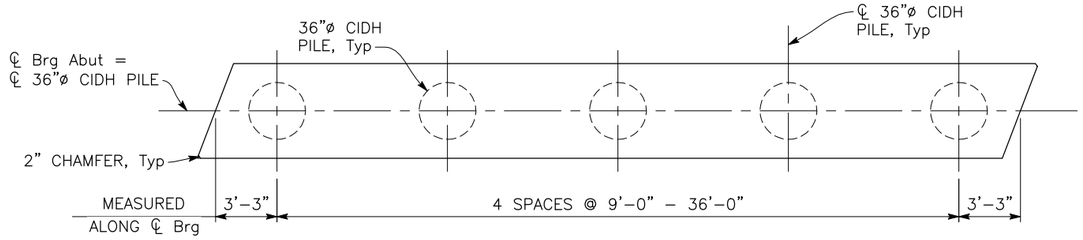
DRAWING NO. ST-5 SHEET NO. 46 TOTAL 60

U:\15027 – Dry Creek (Burrough Valley Road) Bridge Replacement – Fresno Co\400 Project Design Files\430 Bridges & Structures\Plans\BRR-S-AL.dwg Jan 26, 2018 – 4:41pm



SECTION A-A

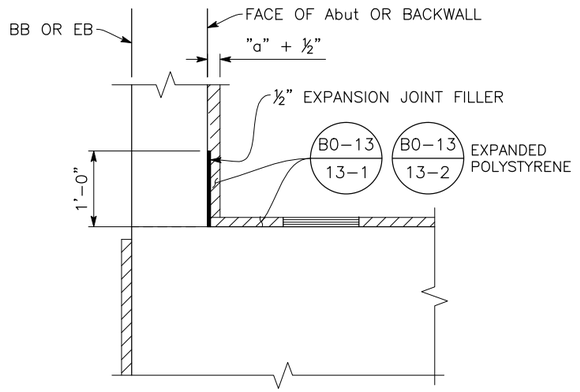
¾" = 1'-0"



ABUTMENT PILE LAYOUT

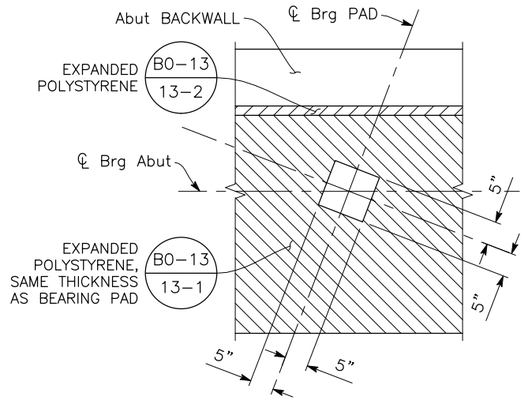
¼" = 1'-0"

ABUTMENT 1 SHOWN, ABUTMENT 2 SIMILAR



DETAIL A

1" = 1'-0"



BEARING PAD DETAIL

¾" = 1'-0"

NOTES

1. For "WEEP HOLE AND GEOCOMPOSITE DRAIN DETAILS", see "ABUTMENT DETAILS NO. 4" sheet.

NOTE:
THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING AND FABRICATING ANY MATERIAL

	DATE	RECORD DRAWING	DATE	SCALE
DESIGNED: REBECCA BAUTISTA		RESIDENT ENGINEER		AS SHOWN
DRAWN: ALAN HYDE				
CHECKED:				

FOR RIGHT OF WAY DATA AND ACCURATE ACCESS DETERMINATION, SEE DOCUMENTS IN THE DEPARTMENT OF PUBLIC WORKS AND PLANNING.

SUPERVISING ENGINEER — DATE

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — STATE OF CALIFORNIA

PROJECT
DRY CREEK ON BURROUGH VALLEY ROAD
BRIDGE REPLACEMENT
BRIDGE NO. 42C-0134

ROAD NO. — BRIDGE NO. 42C-0134

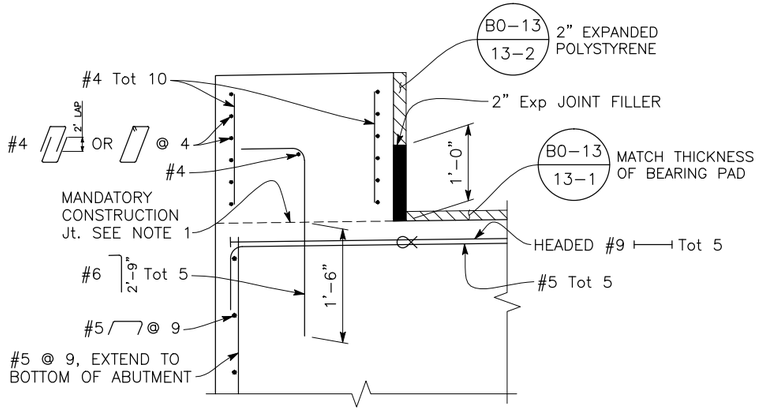
THE COUNTY OF FRESNO 1856

DEPARTMENT OF PUBLIC WORKS AND PLANNING

ABUTMENT DETAILS NO. 1

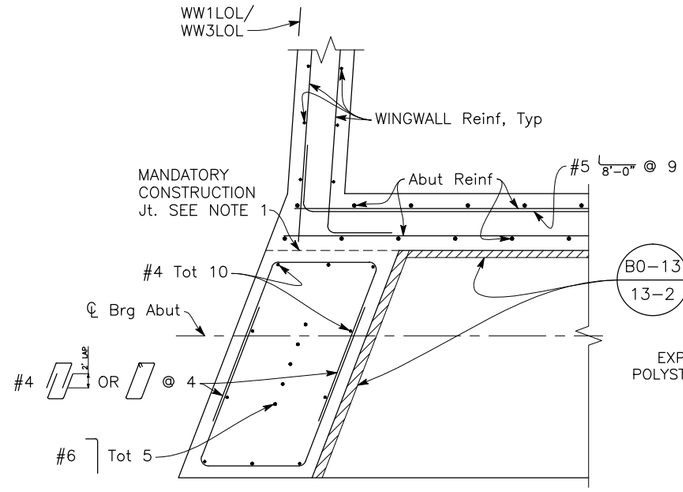
DRAWING NO. ST-6 — SHEET NO. 47 — TOTAL 60

U:\15027 - Dry Creek (Burrough Valley Road) Bridge Replacement - Fresno Co\400 Project Design Files\430 Bridges & Structures\Plans\BWR-S-AL.dwg Jan 26, 2018 - 4:41pm



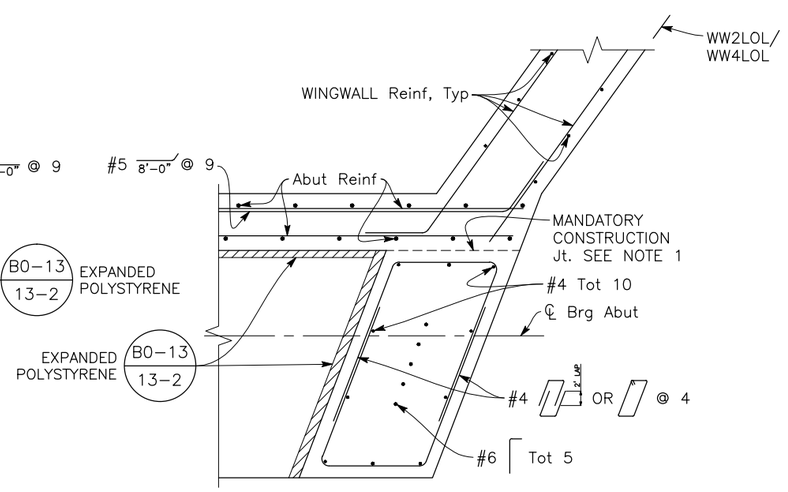
SHEAR KEY DETAIL

1" = 1'–0"



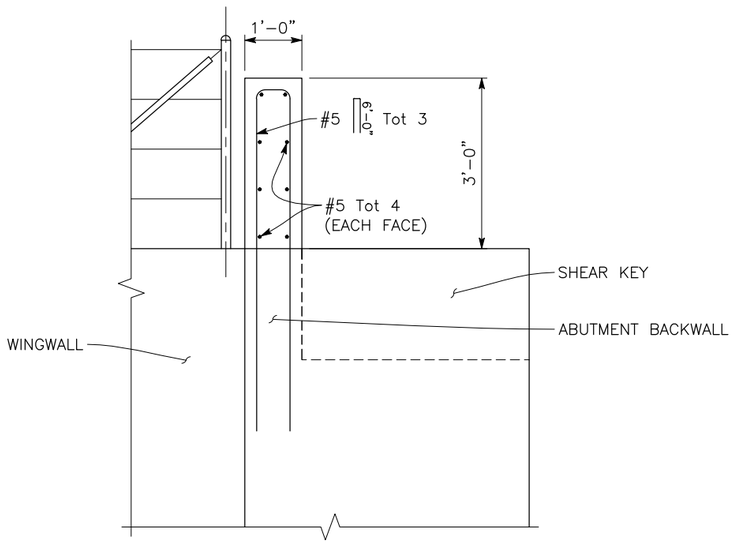
SECTION B-B

¾" = 1'–0"



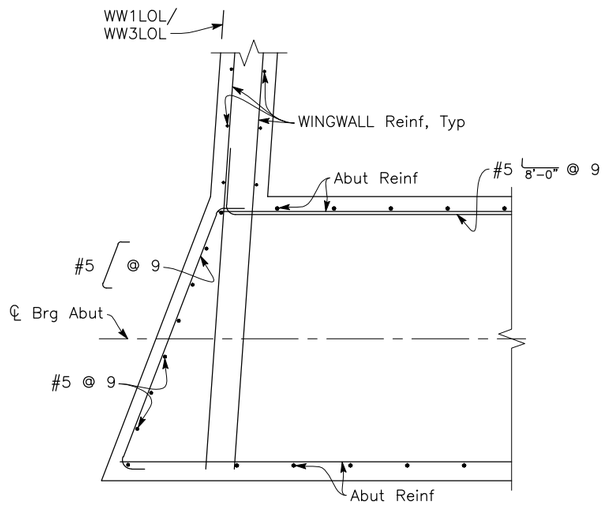
SECTION D-D

¾" = 1'–0"



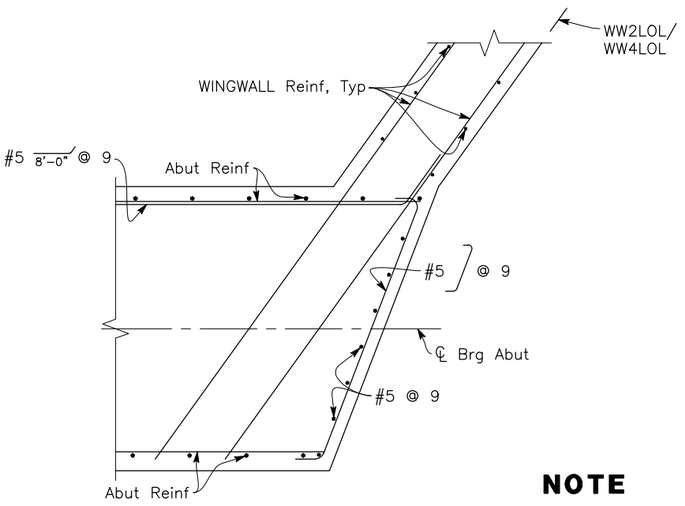
SECTION P-P

¾" = 1'–0"



SECTION C-C

¾" = 1'–0"



SECTION E-E

¾" = 1'–0"

NOTE

1. Joint must be smooth finished and lined with 15 pound construction paper.

NOTE:
THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING AND FABRICATING ANY MATERIAL

	DATE	RECORD DRAWING		SCALE
DESIGNED: REBECCA BAUTISTA		RESIDENT ENGINEER	DATE	AS SHOWN
DRAWN: ALAN HYDE				
CHECKED:				

FOR RIGHT OF WAY DATA AND ACCURATE ACCESS DETERMINATION, SEE DOCUMENTS IN THE DEPARTMENT OF PUBLIC WORKS AND PLANNING.

SUPERVISING ENGINEER _____ DATE _____

REGISTERED PROFESSIONAL ENGINEER No. _____ Exp. _____ STATE OF CALIFORNIA

PROJECT
DRY CREEK ON BURROUGH VALLEY ROAD
BRIDGE REPLACEMENT
BRIDGE NO. 42C-0134

ROAD NO. BRIDGE NO. 42C-0134

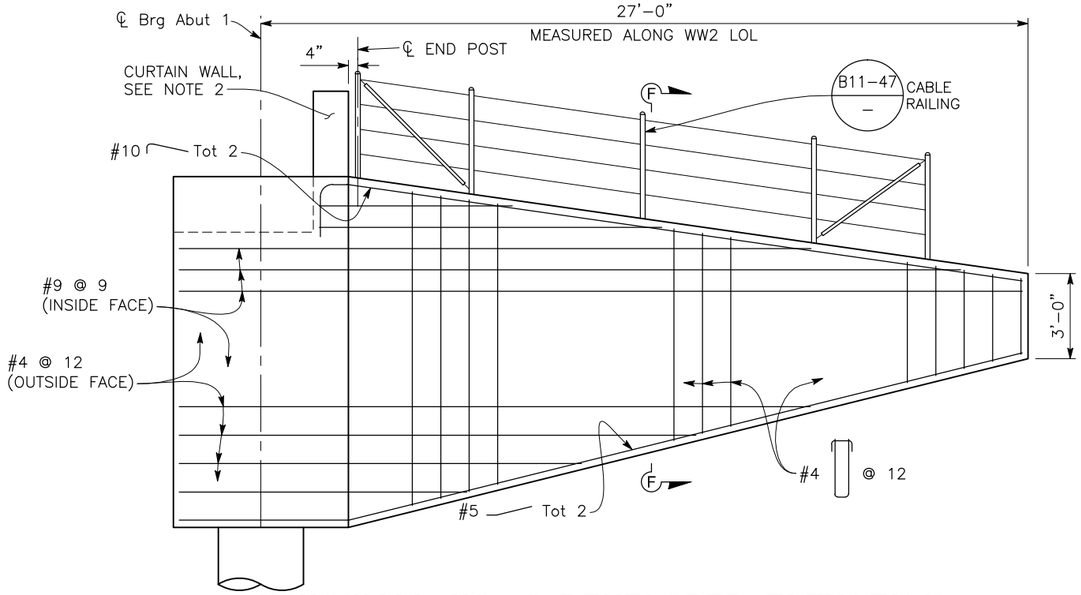
THE COUNTY OF FRESNO 1856

DEPARTMENT OF PUBLIC WORKS AND PLANNING

ABUTMENT DETAILS NO. 2

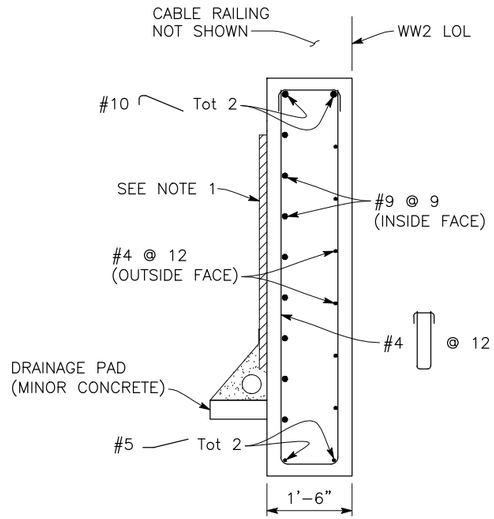
DRAWING NO. ST-7 SHEET NO. 48 TOTAL 60

U:\15027 – Dry Creek (Burrough Valley Road) Bridge Replacement – Fresno Co\400 Project Design Files\430 Bridges & Structures\Plans\BVR–S–AL.dwg Jan 26, 2018 – 4:41pm



WINGWALL NO. 2 DEVELOPED ELEVATION

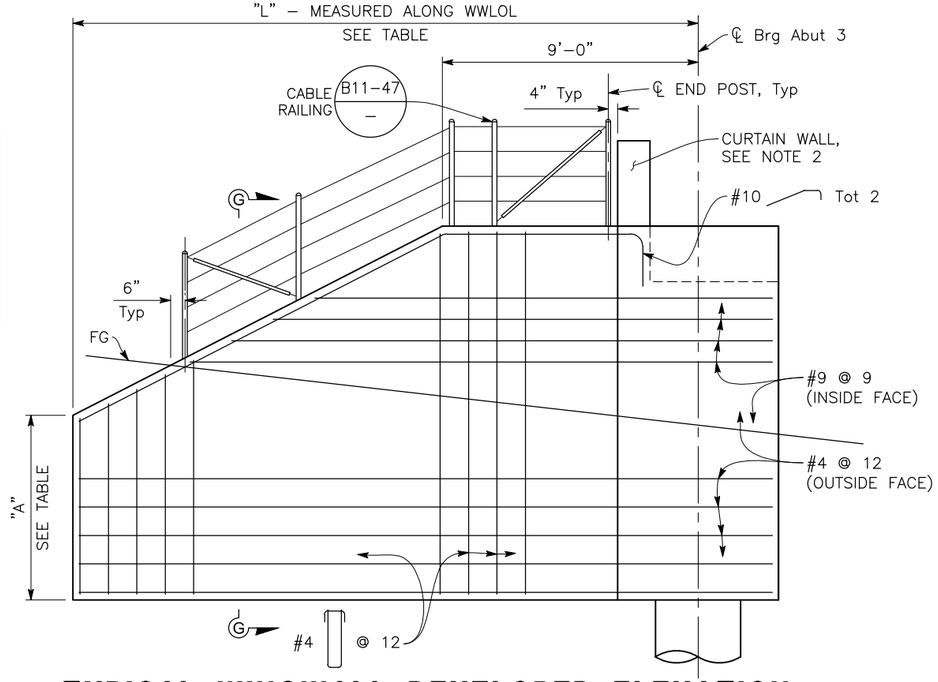
3/8" = 1'–0"



SECTION F-F

3/4" = 1'–0"

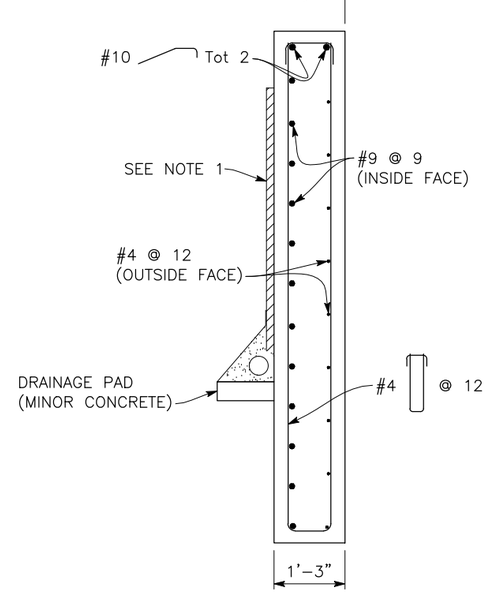
WINGWALL DATA TABLE		
Location	"L"	"A"
WW No. 1	22'–0"	8'–0"
WW No. 3	22'–0"	6'–6"
WW No. 4	23'–6"	9'–0"



TYPICAL WINGWALL DEVELOPED ELEVATION

3/8" = 1'–0"

NOTE:
THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING AND FABRICATING ANY MATERIAL



SECTION G-G

3/4" = 1'–0"

NOTES

1. For "WEEP HOLE AND GEOCOMPOSITE DRAIN DETAILS" see "ABUTMENT DETAILS No. 4" sheet.
2. Curtain wall to close gap between Concrete Barrier and Cable Railing. See "ABUTMENT LAYOUT" sheet.

	DATE	RECORD DRAWING		SCALE		PROJECT	DEPARTMENT OF PUBLIC WORKS AND PLANNING
DESIGNED: REBECCA BAUTISTA		RESIDENT ENGINEER	DATE	AS SHOWN	SUPERVISING ENGINEER DATE	DRY CREEK ON BURROUGH VALLEY ROAD BRIDGE REPLACEMENT BRIDGE NO. 42C-0134	ABUTMENT DETAILS NO. 3
DRAWN: ALAN HYDE							
CHECKED:							

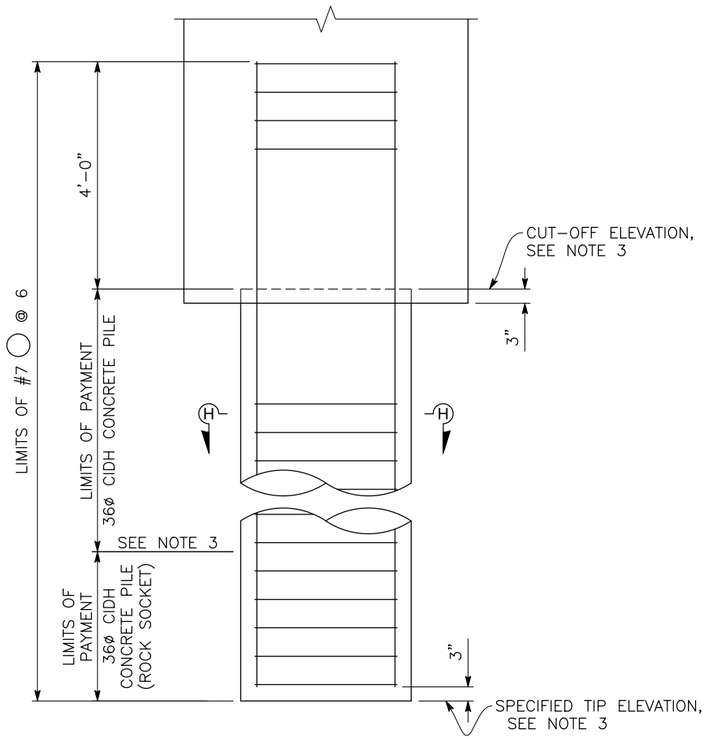
FOR RIGHT OF WAY DATA AND ACCURATE ACCESS DETERMINATION, SEE DOCUMENTS IN THE DEPARTMENT OF PUBLIC WORKS AND PLANNING.

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — STATE OF CALIFORNIA

ROAD NO. BRIDGE NO. 42C-0134

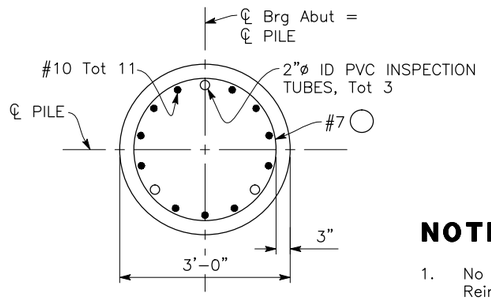
THE COUNTY OF FRESNO 1856

DRAWING NO. ST-8 SHEET NO. 49 TOTAL 60



36"Ø CIDH PILE

¾" = 1'-0"



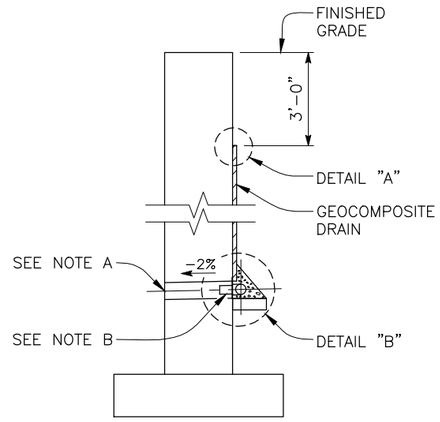
SECTION H-H

¾" = 1'-0"

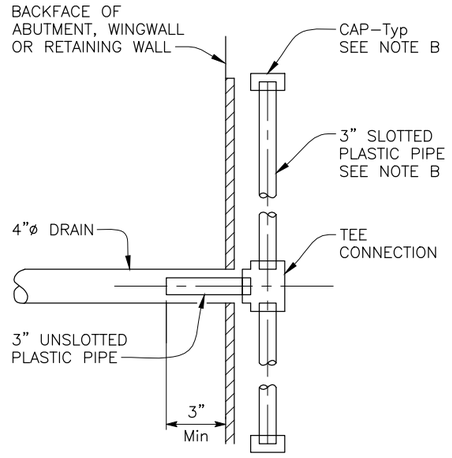
NOTES

1. No splices allowed in main longitudinal CIDH Reinforcment.
2. All hoops must be "ultimate" butt weld spliced.
3. For Pile Data Table, see "FOUNDATION PLAN" sheet.

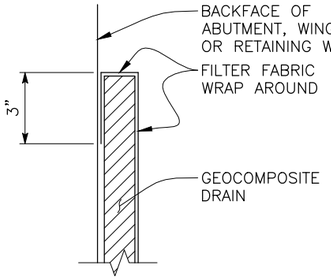
NOTE:
THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING AND FABRICATING ANY MATERIAL



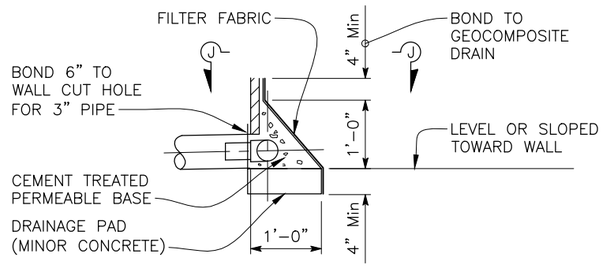
WALL SECTION



SECTION J-J



DETAIL "A"



DETAIL "B"

ALTERNATIVE TO BRIDGE DETAIL B0-3 / 3-1

WEEP HOLE AND GEOCOMPOSITE DRAIN DETAILS

NO SCALE

NOTES:

A. 4"ø Drains at Intermediate Sag Points and at 25'-0" Max Center to Center. Exposed Wall Drains shall be located 3"± above Finished Grade.

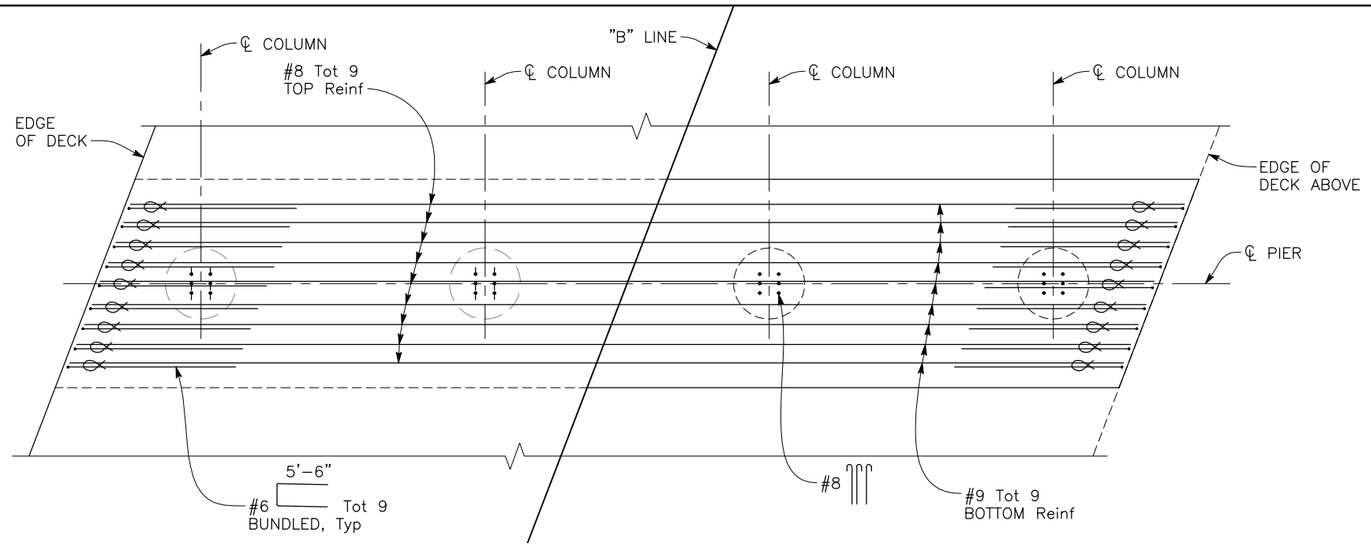
B. Geocomposite Drain, Cement Treated Permeable Base, Drainage Pad, and 3"ø Slotted Plastic Pipe continuous behind Wall. Cap ends of pipe. Provide "Tee" connection at each 4"ø drain.

C. Provide 1'-0" x 4" Drainage Pad when Pipe is not supported by Footing.

	DATE	RECORD DRAWING		SCALE		PROJECT	DEPARTMENT OF PUBLIC WORKS AND PLANNING
DESIGNED: REBECCA BAUTISTA		RESIDENT ENGINEER	DATE	AS SHOWN	SUPERVISING ENGINEER / DATE	DRY CREEK ON BURROUGH VALLEY ROAD BRIDGE REPLACEMENT BRIDGE NO. 42C-0134	ABUTMENT DETAILS NO. 4
DRAWN: ALAN HYDE							
CHECKED:							
FOR RIGHT OF WAY DATA AND ACCURATE ACCESS DETERMINATION, SEE DOCUMENTS IN THE DEPARTMENT OF PUBLIC WORKS AND PLANNING.						ROAD NO. BRIDGE NO. 42C-0134	DRAWING NO. ST-9 SHEET NO. 50 TOTAL 60

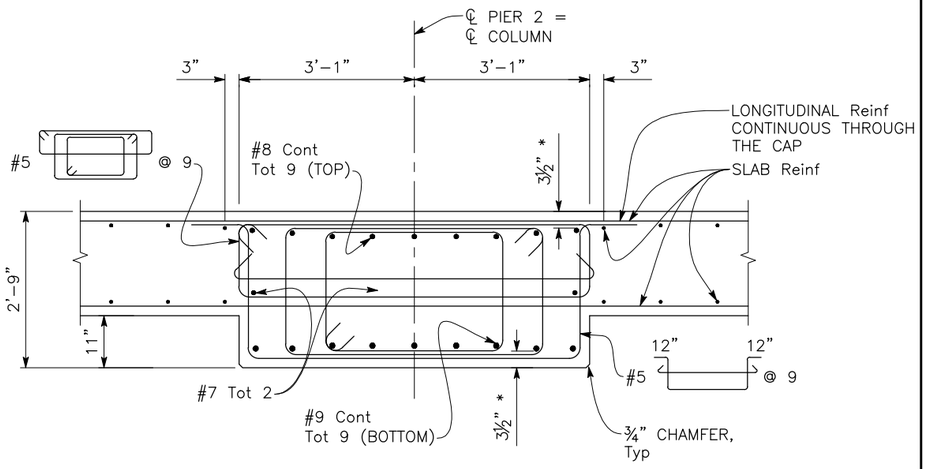
REGISTERED PROFESSIONAL ENGINEER — No. ____ Exp. ____ — STATE OF CALIFORNIA

THE COUNTY OF FRESNO 1856



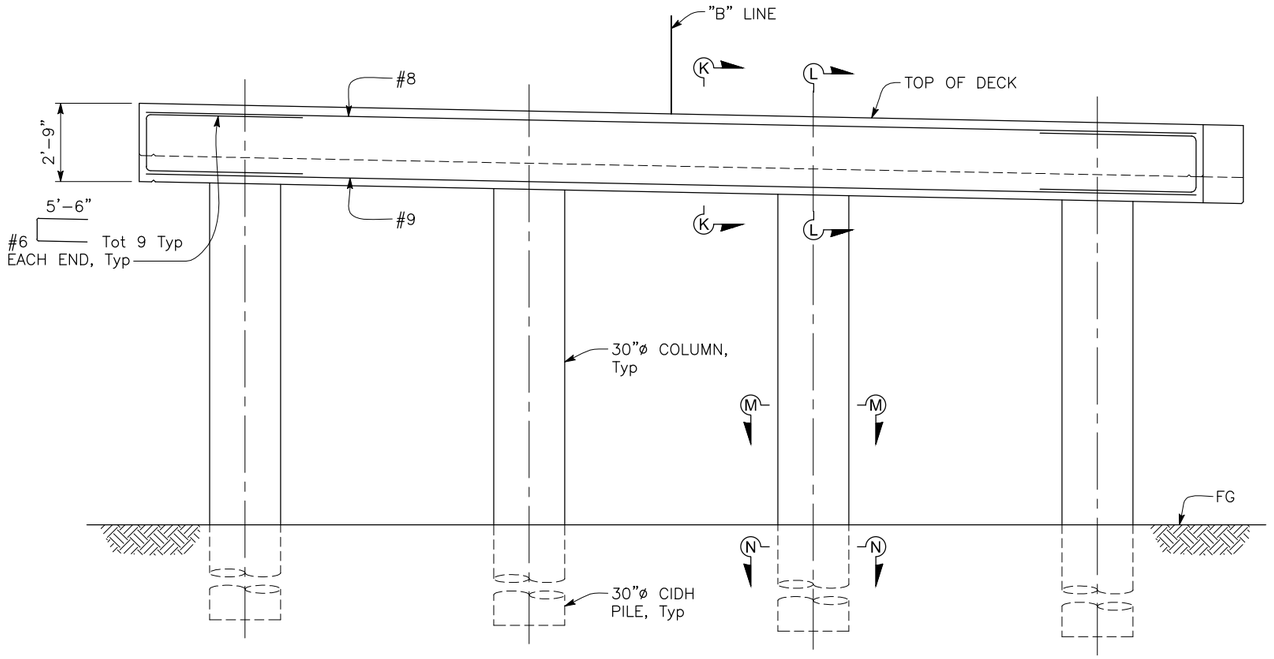
TOP REINFORCEMENT **BOTTOM REINFORCEMENT**

PLAN
⅜" = 1'–0"



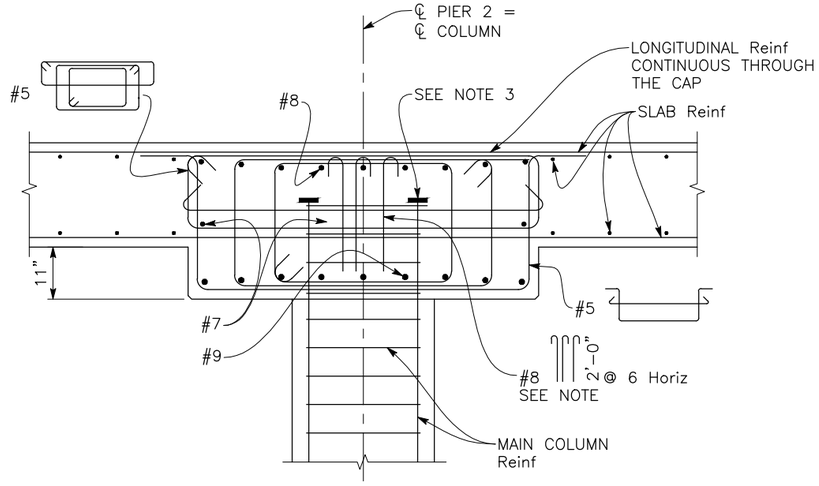
SECTION K-K
¾" = 1'–0"

* Clearance to main cap reinf.



ELEVATION
⅜" = 1'–0"

NOTE:
THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING AND FABRICATING ANY MATERIAL



SECTION L-L
¾" = 1'–0"

NOTES:

1. For Section M–M and N–N, see "PIER DETAILS" sheet.
2. No lap splices allowed in the top and bottom Pier Cap reinforcement. Place parallel to ℄ Pier.
3. Full size T–Headed bars only.

	DATE	RECORD DRAWING		SCALE
DESIGNED: REBECCA BAUTISTA		RESIDENT ENGINEER	DATE	AS SHOWN
DRAWN: EDWARDO CISNEROS				
CHECKED:				

FOR RIGHT OF WAY DATA AND ACCURATE ACCESS DETERMINATION, SEE DOCUMENTS IN THE DEPARTMENT OF PUBLIC WORKS AND PLANNING.

SUPERVISING ENGINEER DATE

REGISTERED PROFESSIONAL ENGINEER — No. Exp. — STATE OF CALIFORNIA

PROJECT
DRY CREEK ON BURROUGH VALLEY ROAD
BRIDGE REPLACEMENT
BRIDGE NO. 42C-0134

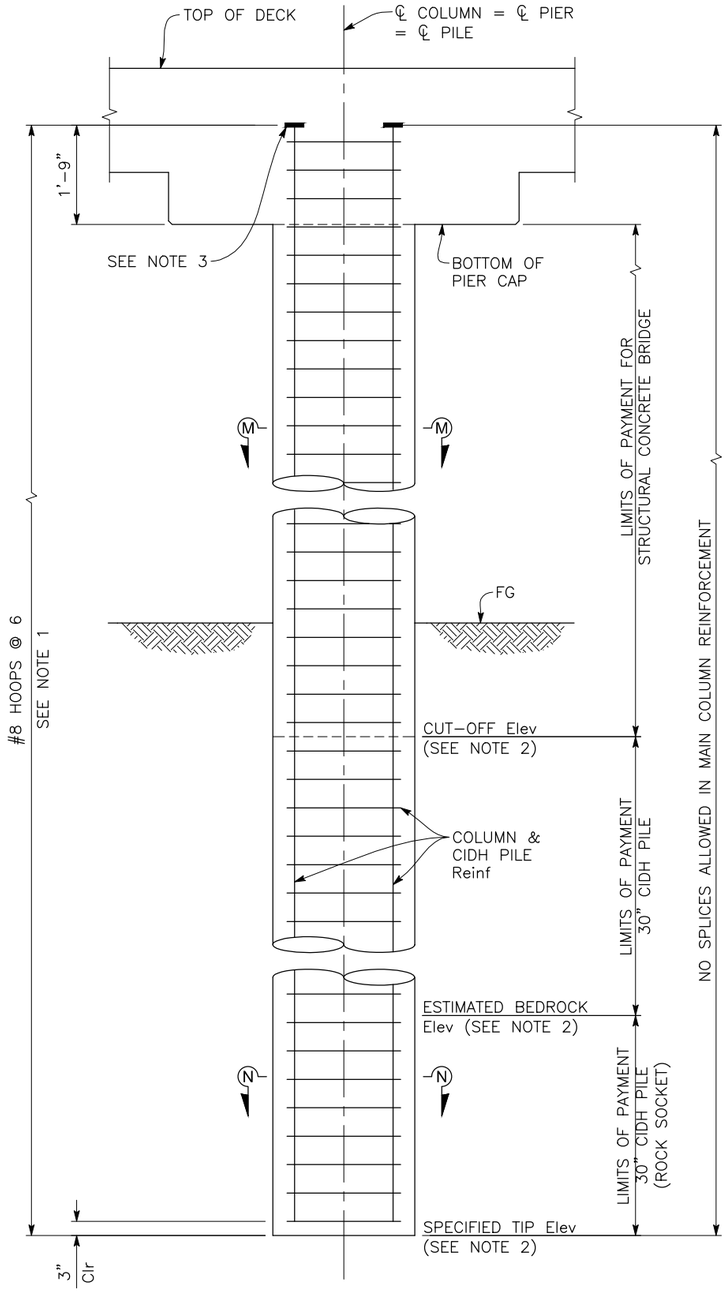
ROAD NO. BRIDGE NO. 42C-0134

THE COUNTY OF FRESNO 1856

DEPARTMENT OF PUBLIC WORKS AND PLANNING

PIER 2 LAYOUT

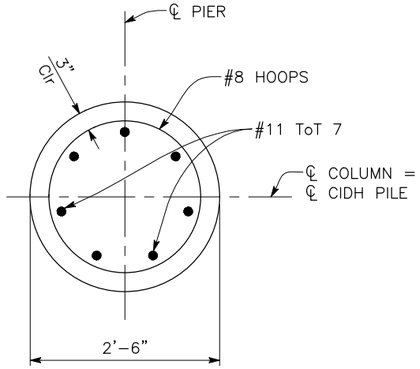
DRAWING NO. ST-9 SHEET NO. 51 TOTAL 60



COLUMN & CIDH PILE ELEVATION

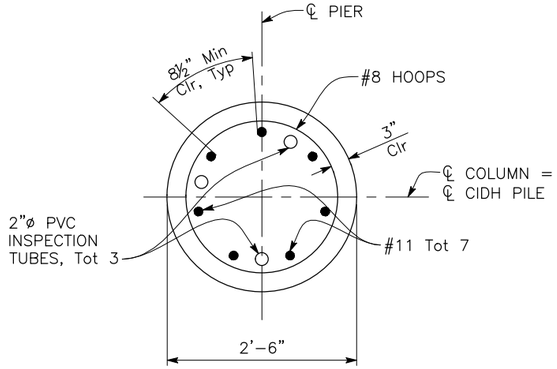
¾" = 1'–0"

NOTE:
THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING AND FABRICATING ANY MATERIAL



SECTION M-M

1" = 1'–0"



SECTION N-N

1" = 1'–0"

NOTES:

1. All hoops shall be "ultimate" butt weld spliced.
2. For Pile Data Table, see "FOUNDATION PLAN" sheet.
3. Full size T–Headed reinforcement only.

	DATE	RECORD DRAWING		SCALE
DESIGNED: REBECCA BAUTISTA		RESIDENT ENGINEER	DATE	AS SHOWN
DRAWN: EDWARDO CISNEROS				
CHECKED:				

FOR RIGHT OF WAY DATA AND ACCURATE ACCESS DETERMINATION, SEE DOCUMENTS IN THE DEPARTMENT OF PUBLIC WORKS AND PLANNING.

SUPERVISING ENGINEER — DATE

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — STATE OF CALIFORNIA

PROJECT
DRY CREEK ON BURROUGH VALLEY ROAD
BRIDGE REPLACEMENT
BRIDGE NO. 42C-0134

ROAD NO. — BRIDGE NO. 42C-0134

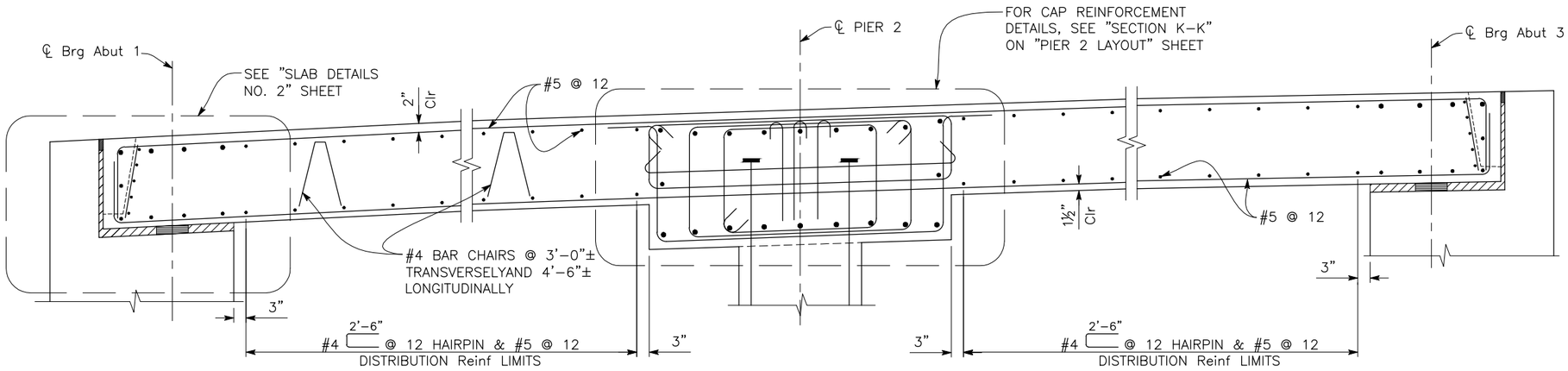
THE COUNTY OF FRESNO 1856

DEPARTMENT OF PUBLIC WORKS AND PLANNING

PIER DETAILS

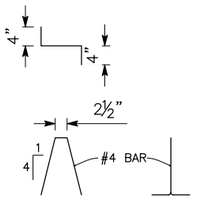
DRAWING NO. ST-10 — SHEET NO. 52 — TOTAL 60

U:\15027 – Dry Creek (Burrough Valley Road) Bridge Replacement – Fresno Co\400 Project Design Files\430 Bridges & Structures\Plans\BVR-S-PI.dwg Jan 26, 2018 – 4:41pm



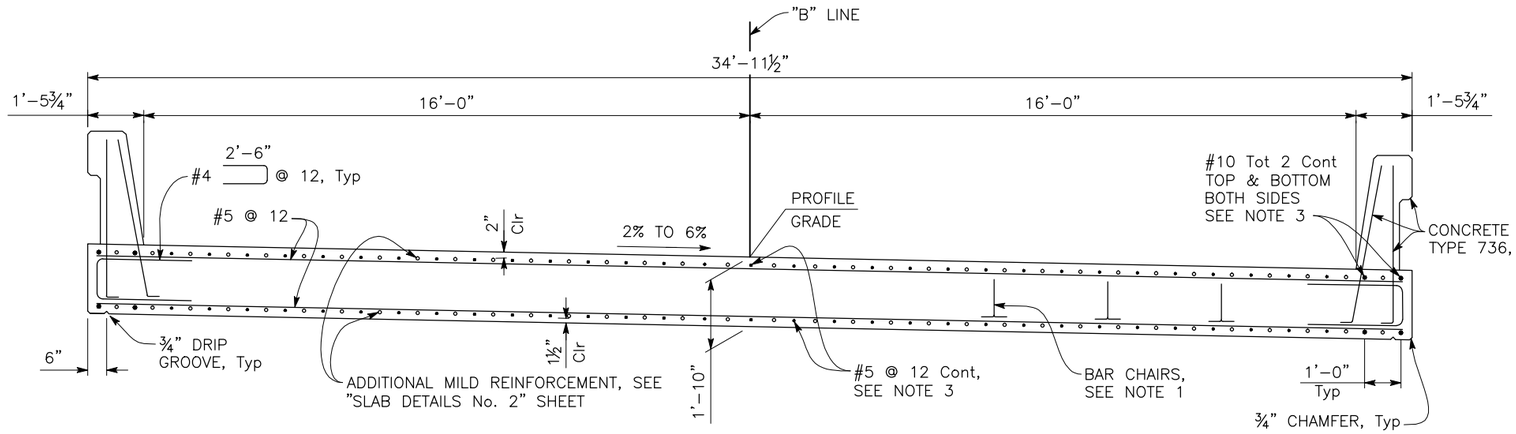
LONGITUDINAL SECTION

½" = 1'–0"



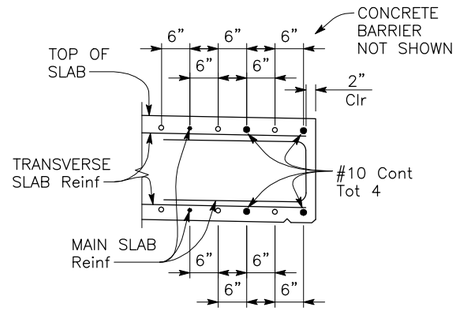
BAR CHAIR DETAIL

¾" = 1'–0"



TYPICAL SECTION

½" = 1'–0"



END OF SLAB DETAIL

¾" = 1'–0"

NOTES:

1. Bar chairs may be used to secure prestress ducts. Bars to be placed between duct anchors parallel to and spaced normal to "B" Line.
2. Stirrups can be adjusted to clear Prestress Anchorage.
3. Continuous reinforcement must be service spliced.

NOTE:
THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING AND FABRICATING ANY MATERIAL

	DATE	RECORD DRAWING		SCALE
DESIGNED: REBECCA BAUTISTA		RESIDENT ENGINEER	DATE	AS SHOWN
DRAWN: EDWARDO CISNEROS				
CHECKED:				

FOR RIGHT OF WAY DATA AND ACCURATE ACCESS DETERMINATION, SEE DOCUMENTS IN THE DEPARTMENT OF PUBLIC WORKS AND PLANNING.

SUPERVISING ENGINEER — DATE

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — STATE OF CALIFORNIA

PROJECT
DRY CREEK ON BURROUGH VALLEY ROAD
BRIDGE REPLACEMENT
BRIDGE NO. 42C-0134

ROAD NO. — BRIDGE NO. 42C-0134

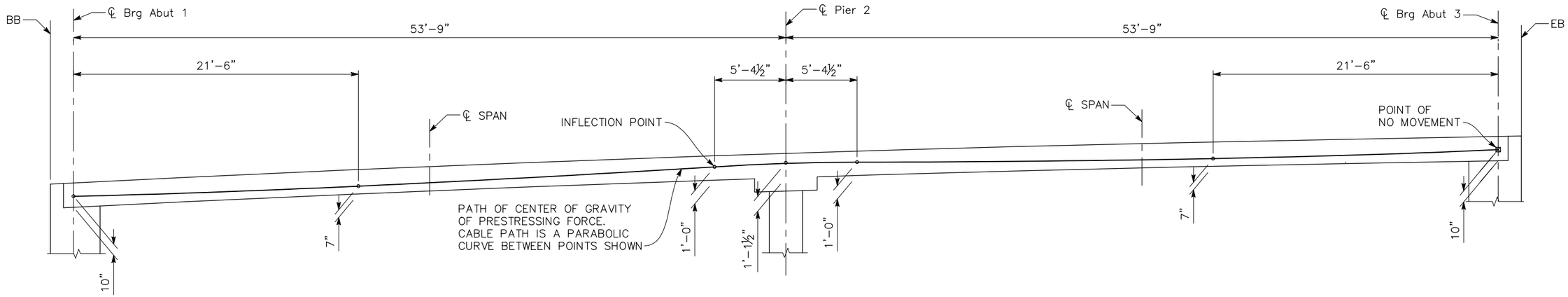
THE COUNTY OF FRESNO 1856

DEPARTMENT OF PUBLIC WORKS AND PLANNING

TYPICAL SECTION

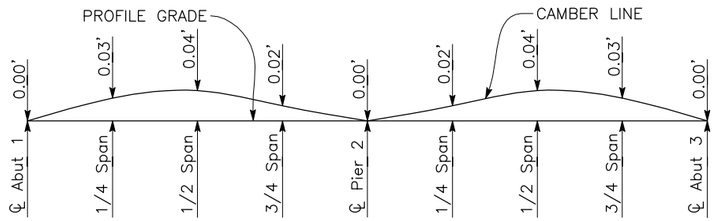
DRAWING NO. ST-11 — SHEET NO. 53 — TOTAL 60

LA\15027 – Dry Creek (Burrough Valley Road) Bridge Replacement – Fresno Co\400 Project Design Files\430 Bridges & Structures\Plans\BWR-S-TS.dwg Jan 26, 2018 – 4:42pm



PRESTRESS - LONGITUDINAL SECTION

¼" = 1'–0"



NOTE:
Camber Diagram does not include allowances for falsework settlement

CAMBER DIAGRAM

NO SCALE

LEGEND:

⊠ – Indicates theoretical point of no movement

PRESTRESSING NOTES:

270 ksi Low Relaxation Strand:

P_{jack} = 8310 kips

Anchor set = 3/8"

Design is based on μ = 0.15 and k = 0.0002/ft
Anchor Set = 3/8"

Prestress Force (P_{jack}) must be uiniformally distributed across the slab.

f'c = 4,000 psi @ 28 days
f'ci = 3,500 psi

Contractor shall submit elongation calculations based on initial stress at ⊠ = 0.9164 times jacking stress

One end stressing shall be performed from Abut 1.

For additional notes and details, see B8–5 / –

NOTE:
THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING AND FABRICATING ANY MATERIAL

	DATE	RECORD DRAWING		SCALE
DESIGNED: REBECCA BAUTISTA		RESIDENT ENGINEER	DATE	AS SHOWN
DRAWN: EDWARDO CISNEROS				
CHECKED:				

FOR RIGHT OF WAY DATA AND ACCURATE ACCESS DETERMINATION, SEE DOCUMENTS IN THE DEPARTMENT OF PUBLIC WORKS AND PLANNING.

SUPERVISING ENGINEER — DATE

REGISTERED PROFESSIONAL ENGINEER No. Exp. STATE OF CALIFORNIA

PROJECT
DRY CREEK ON BURROUGH VALLEY ROAD
BRIDGE REPLACEMENT
BRIDGE NO. 42C-0134

ROAD NO. BRIDGE NO. 42C-0134

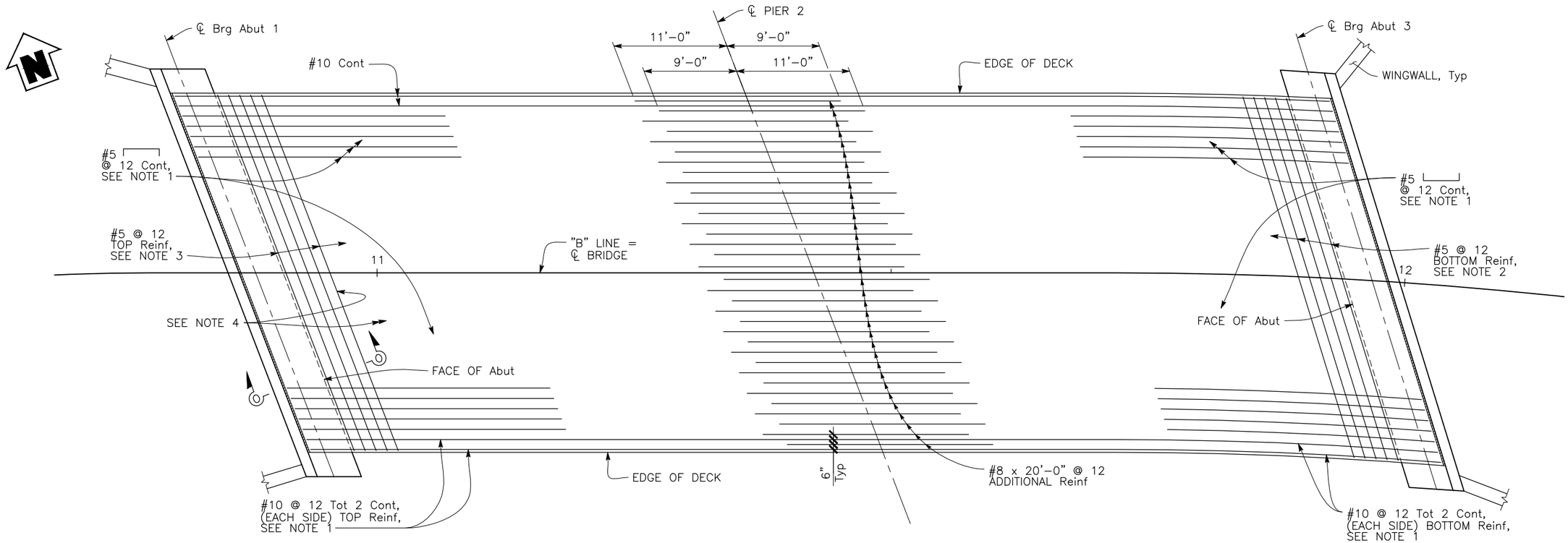
THE COUNTY OF FRESNO

DEPARTMENT OF PUBLIC WORKS AND PLANNING

SLAB DETAILS NO. 1

DRAWING NO. ST-12 SHEET NO. 54 TOTAL 60

U:\15027 – Dry Creek (Burrough Valley Road) Bridge Replacement – Fresno Co\400 Project Design Files\430 Bridges & Structures\Plans\BVR–S–SD.dwg Jan 26, 2018 – 4:42pm



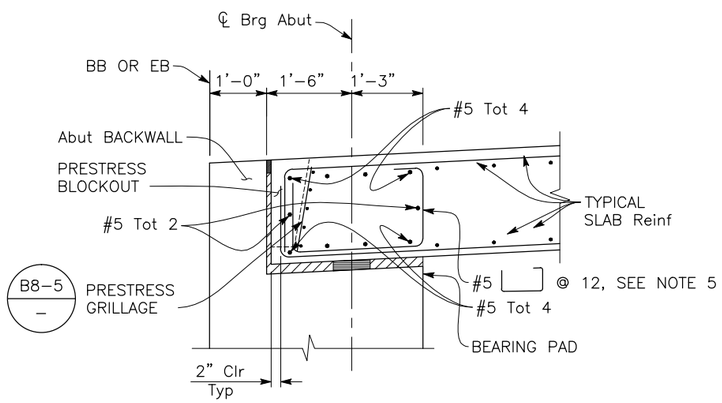
TOP REINFORCEMENT

ADDITIONAL TOP & BOTTOM REINFORCEMENT

BOTTOM REINFORCEMENT

DECK PLAN

NO SCALE



SECTION O-O

¾" = 1'–0"

NOTES:

1. Space normal to and place parallel to ℄ Bridge.
2. Space along ℄ Bridge and place parallel to ℄ Brg Abut.
3. Continuous reinforcement must be service spliced.
4. Reinforcement symmetrical about ℄ of Bridge.
5. Stirrups can be adjusted to clear Prestress Anchorage.

NOTE:
THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING AND FABRICATING ANY MATERIAL

	DATE	RECORD DRAWING		SCALE
DESIGNED: REBECCA BAUTISTA		RESIDENT ENGINEER	DATE	AS SHOWN
DRAWN: EDWARDO CISNEROS				
CHECKED:				

FOR RIGHT OF WAY DATA AND ACCURATE ACCESS DETERMINATION, SEE DOCUMENTS IN THE DEPARTMENT OF PUBLIC WORKS AND PLANNING.

SUPERVISING ENGINEER ____ DATE

REGISTERED PROFESSIONAL ENGINEER — No. ____ Exp. ____ — STATE OF CALIFORNIA

PROJECT
DRY CREEK ON BURROUGH VALLEY ROAD
BRIDGE REPLACEMENT
BRIDGE NO. 42C-0134

ROAD NO. BRIDGE NO. 42C-0134

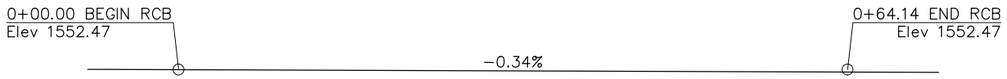
THE COUNTY OF FRESNO 1856

DEPARTMENT OF PUBLIC WORKS AND PLANNING

SLAB DETAILS NO. 2

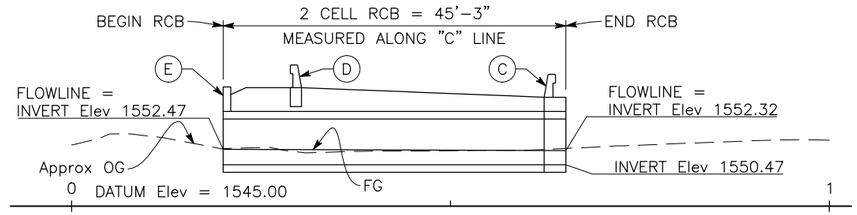
DRAWING NO. ST-13 SHEET NO. 55 TOTAL 60

U:\15027 – Dry Creek (Burrough Valley Road) Bridge Replacement – Fresno Co\400 Project Design Files\430 Bridges & Structures\Plans\BR–S–SD.dwg Jan 26, 2018 – 4:42pm



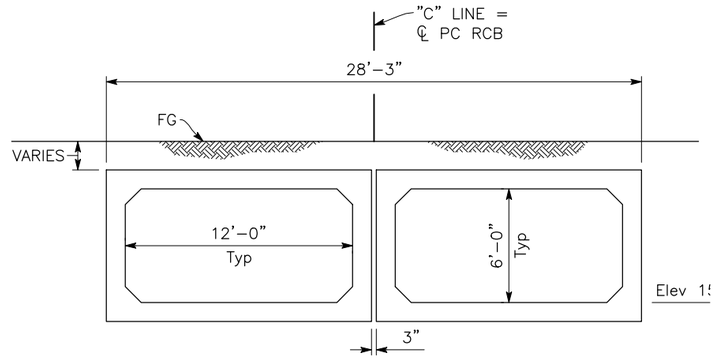
FLOWLINE PROFILE (ALONG "C" LINE)

NO SCALE



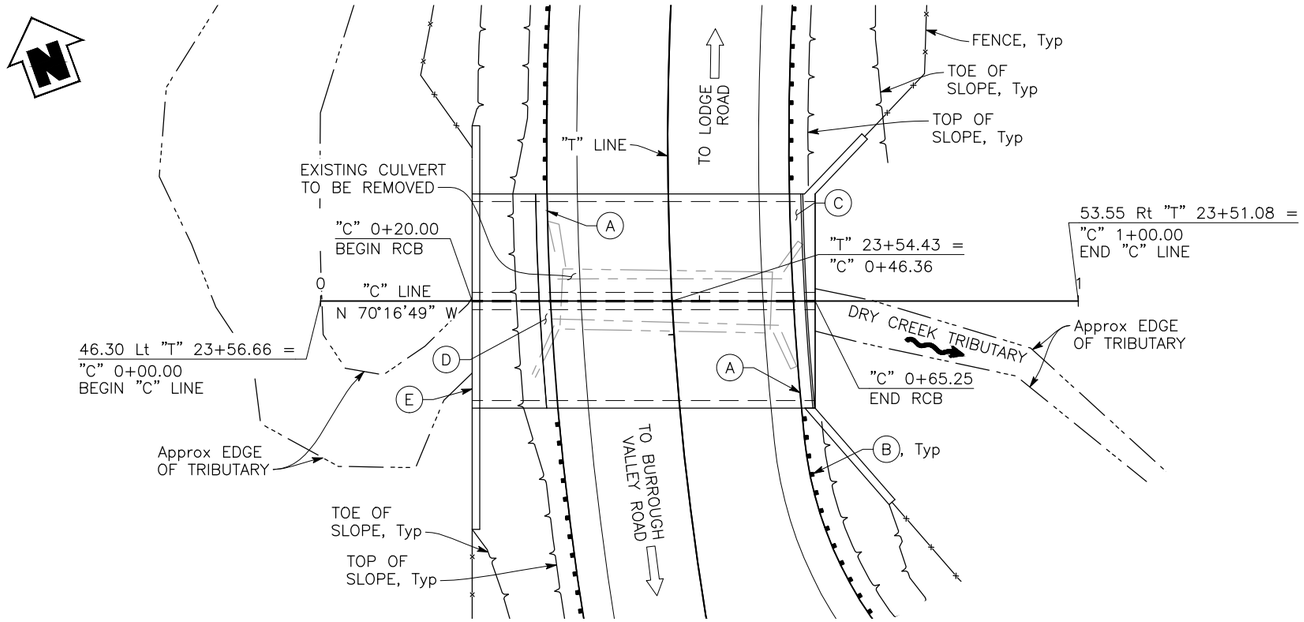
LONGITUDINAL SECTION (ALONG "C" LINE)

1" = 10'



TYPICAL SECTION

¼" = 1'−0"



PLAN

1" = 10'

LEGEND:

- Indicates Direction of Water Flow
- Indicates Direction of Traffic
- Indicates Existing Bridge
- Indicates New Structure

NOTES:

- (A) Paint Bridge Number and Year Completed
- (B) Midwest Guardrail System — RSP B11−56 / −
- (C) Concrete Barrier Type 736 (Mod) — RSP B11−56 / −
- (D) Concrete Barrier Type 736B .....
- (E) Culvert Parapet

NOTE:
THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING AND FABRICATING ANY MATERIAL

	DATE	RECORD DRAWING		SCALE
DESIGNED:		RESIDENT ENGINEER	DATE	AS SHOWN
DRAWN:				
CHECKED:				

FOR RIGHT OF WAY DATA AND ACCURATE ACCESS DETERMINATION, SEE DOCUMENTS IN THE DEPARTMENT OF PUBLIC WORKS AND PLANNING.

SUPERVISING ENGINEER — DATE

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — STATE OF CALIFORNIA

PROJECT
DRY CREEK ON BURROUGH VALLEY ROAD
BRIDGE REPLACEMENT
BRIDGE NO. 42C-0134

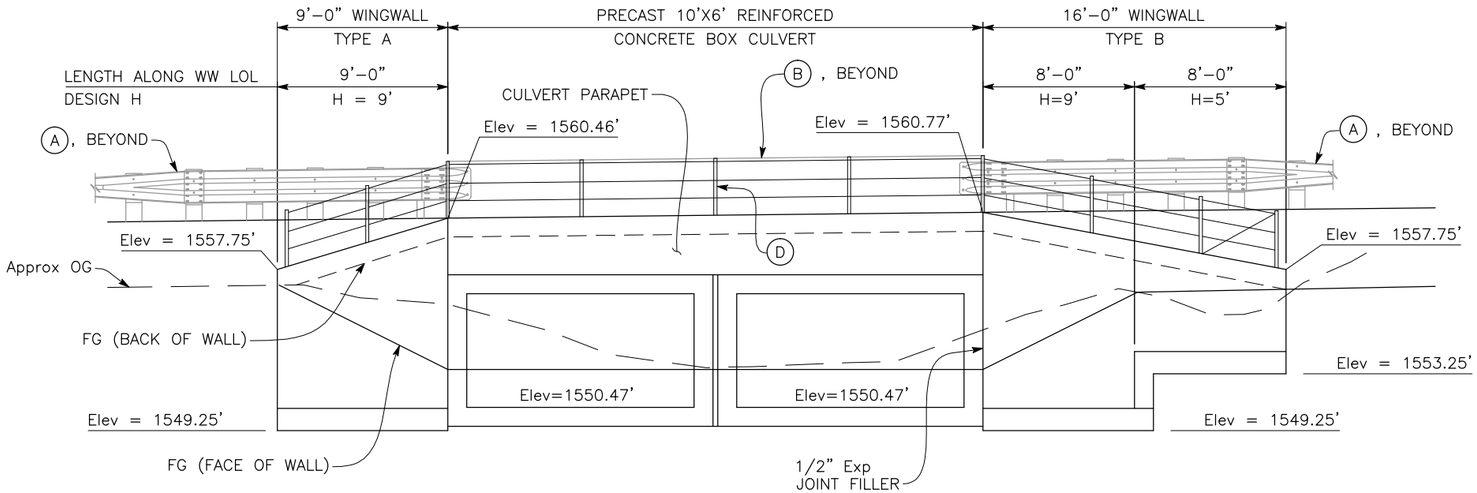
ROAD NO. — BRIDGE NO. 42C-0134

THE COUNTY OF FRESNO

DEPARTMENT OF PUBLIC WORKS AND PLANNING

CULVERT GENERAL PLAN

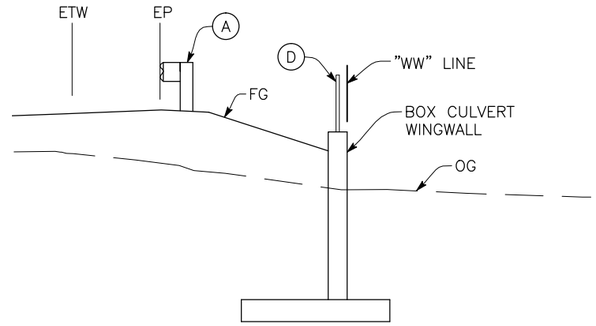
DRAWING NO. ST-15 — SHEET NO. 56 — TOTAL 60



WEST WALL ELEVATION

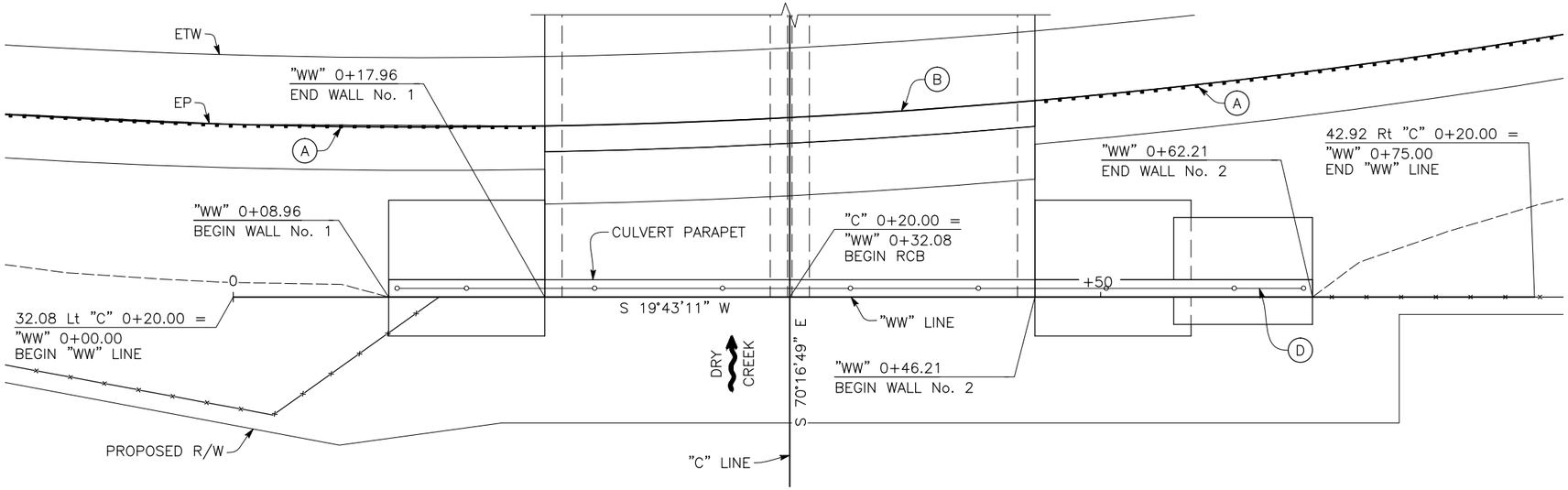
1/4" = 1'–0"

D83A – | D83B – | D84 –



WEST WINGWALL TYPICAL SECTION

1/4" = 1'–0"



WEST WALL PLAN

1/4" = 1'–0"

D83A – | D83B – | D84 –

LEGEND:

Indicates Direction of Water Flow

NOTES:

(A) MGS, See Roadway Plans

(B) Concrete Barrier Type 736B — RSP B11–56 –

(C) Concrete Barrier Type 736 — RSP B11–56 –

(D) Cable Railing — B11–47 –

NOTE:
THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING AND FABRICATING ANY MATERIAL

	DATE	RECORD DRAWING		SCALE
DESIGNED: REBECCA BAUTISTA		RESIDENT ENGINEER	DATE	AS SHOWN
DRAWN: KEITH DRESBACH				
CHECKED:				

FOR RIGHT OF WAY DATA AND ACCURATE ACCESS DETERMINATION, SEE DOCUMENTS IN THE DEPARTMENT OF PUBLIC WORKS AND PLANNING.

SUPERVISING ENGINEER — DATE

REGISTERED PROFESSIONAL ENGINEER — No. — EXP. — STATE OF CALIFORNIA

PROJECT
DRY CREEK ON BURROUGH VALLEY ROAD
BRIDGE REPLACEMENT
BRIDGE NO. 42C-0134

ROAD NO. — BRIDGE NO. 42C-0134

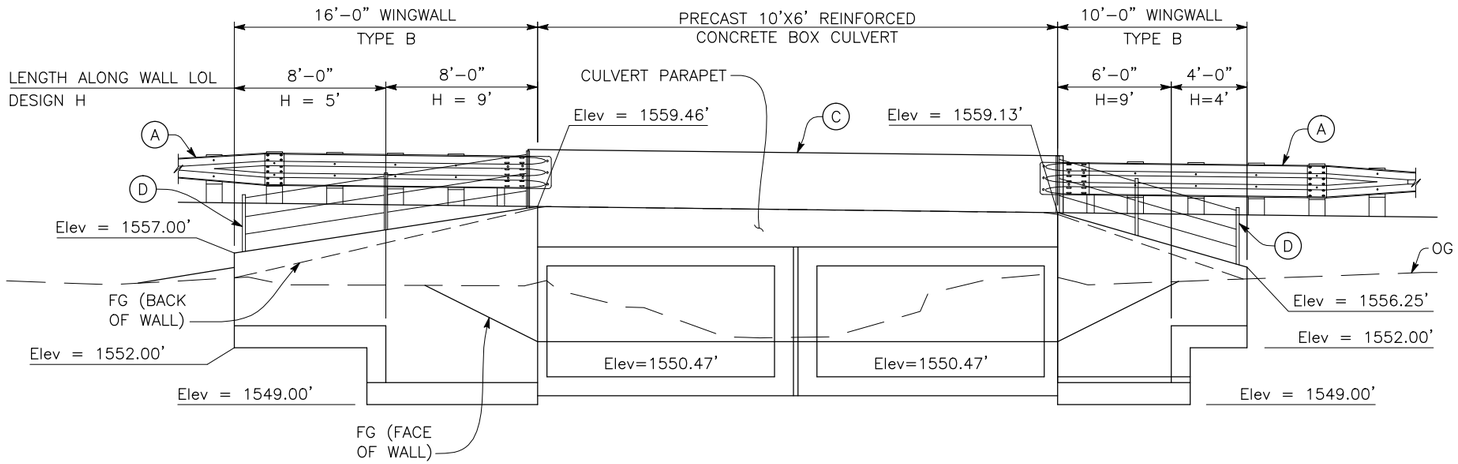
THE COUNTY OF FRESNO

DEPARTMENT OF PUBLIC WORKS AND PLANNING

CULVERT DETAILS NO. 1

DRAWING NO. ST-16 — SHEET NO. 57 — TOTAL 60

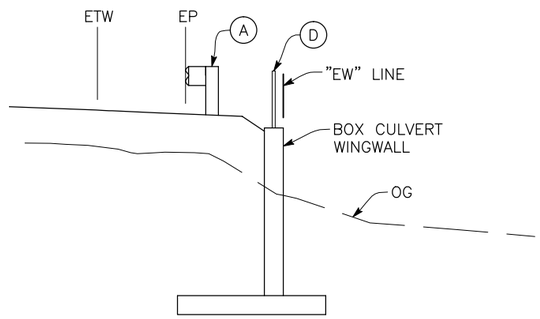
U:\15027 – Dry Creek (Burrough Valley Road) Bridge Replacement – Fresno Co\400 Project Design Files\430 Bridges & Structures\Plans\BVR-S-C011-2.dwg Jan 26, 2018 – 4:46pm



EAST WALL ELEVATION

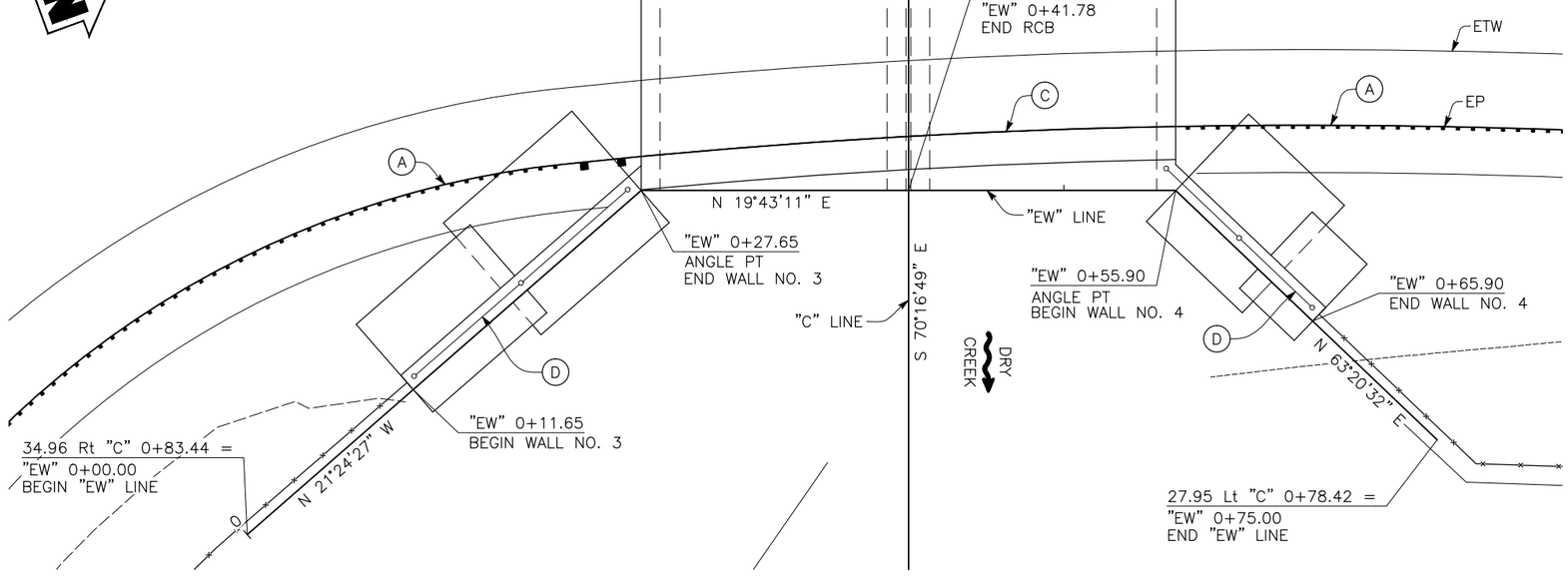
1/4" = 1'–0"

D83A – | D83B – | D84 –



EAST WINGWALL TYPICAL SECTION

1/4" = 1'–0"



EAST WALL PLAN

1/4" = 1'–0"

D83A – | D83B – | D84 –

LEGEND:

Indicates Direction of Water Flow

NOTES:

(A) MGS, See Roadway Plans

(B) Concrete Barrier Type 736B RSP B11–56 –

(C) Concrete Barrier Type 736 RSP B11–56 –

(D) Cable Railing B11–47 –

NOTE:
THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING AND FABRICATING ANY MATERIAL

	DATE	RECORD DRAWING	DATE
DESIGNED: REBECCA BAUTISTA		RESIDENT ENGINEER	
DRAWN: KEITH DRESBACH			
CHECKED:			

FOR RIGHT OF WAY DATA AND ACCURATE ACCESS DETERMINATION, SEE DOCUMENTS IN THE DEPARTMENT OF PUBLIC WORKS AND PLANNING.

SCALE: AS SHOWN

SUPERVISING ENGINEER _____ DATE _____

REGISTERED PROFESSIONAL ENGINEER — No. _____ Exp. _____ — STATE OF CALIFORNIA

PROJECT
DRY CREEK ON BURROUGH VALLEY ROAD
BRIDGE REPLACEMENT
BRIDGE NO. 42C-0134

ROAD NO. BRIDGE NO. 42C-0134

DEPARTMENT OF PUBLIC WORKS AND PLANNING

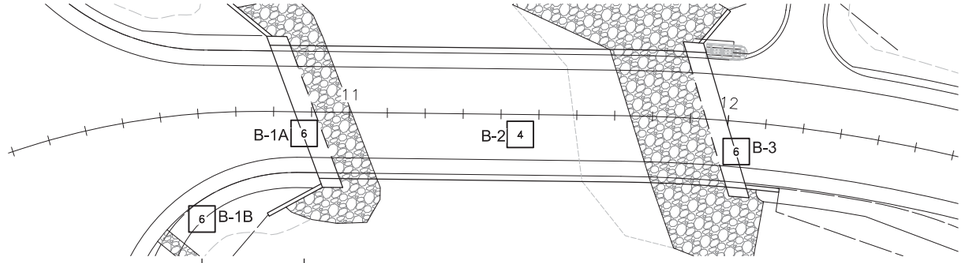
CULVERT DETAILS NO. 2

DRAWING NO. ST-17 SHEET NO. 58 TOTAL 60

U:\15027 – Dry Creek (Burrough Valley Road) Bridge Replacement – Fresno Co\400 Project Design Files\430 Bridges & Structures\Plans\BR–S–CDT1–2.dwg Jan 26, 2018 – 4:46pm

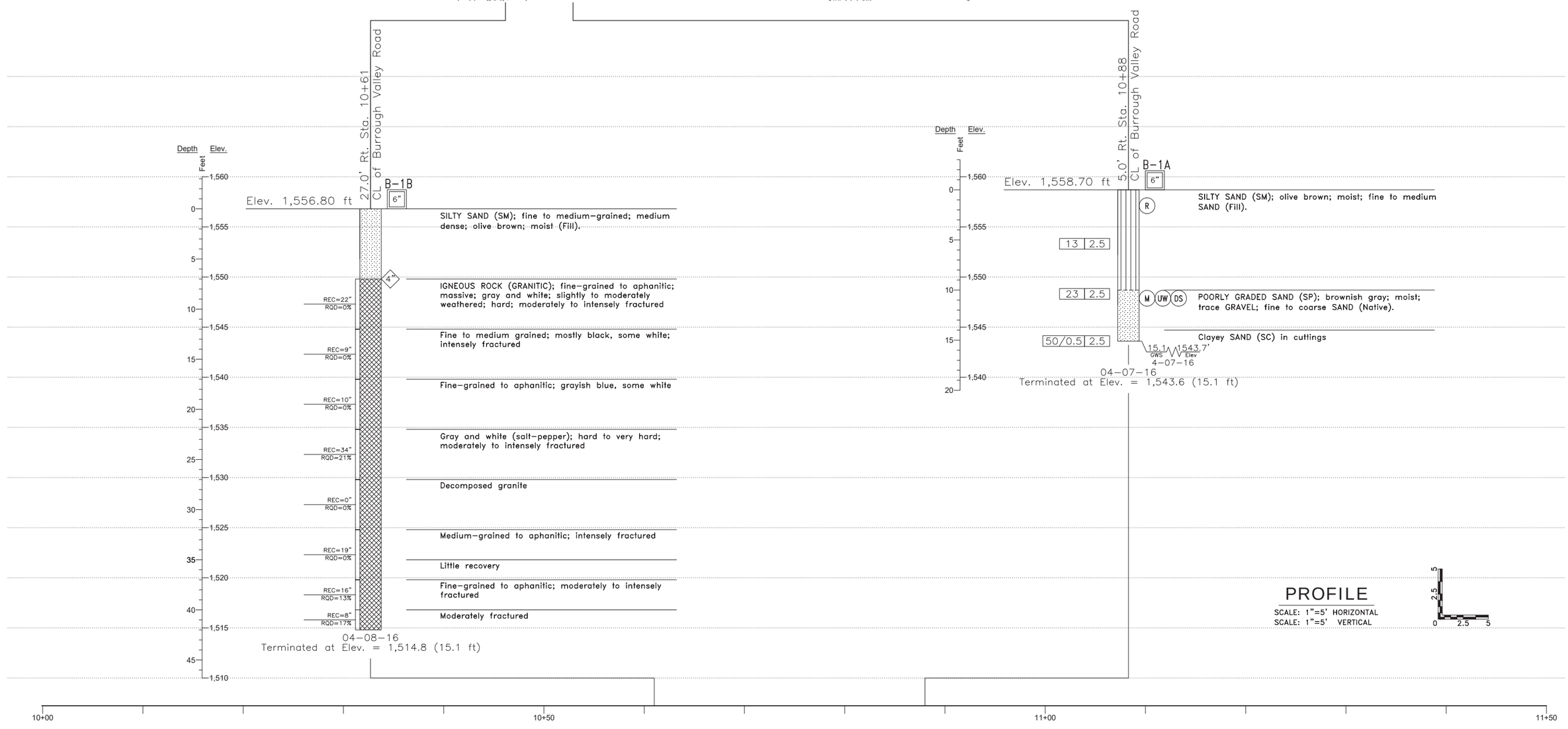
NOTES:

1. 1.5–INCH DIAMETER SAMPLES WERE TAKEN USING A STANDARD PENETRATION TEST (SPT) SPLIT BARREL SAMPLER WITH AN INSIDE DIAMETER (ID) OF 1.5 INCHES AND AN OUTSIDE DIAMETER (OD) OF 2.0 INCHES.
2. 2.5–INCH DIAMETER RING SAMPLES WERE TAKEN USING A CALIFORNIA SPLIT BARREL SAMPLER WITH AN ID OF 2.5 INCHES AND AN OD OF 3.0 INCHES.
3. ALL DRIVE SAMPLES WERE DRIVEN WITH 140 LB HAMMER WITH A FALLING HEIGHT OF 30 INCHES.
4. ELEVATIONS BASED ON TOPOGRAPHIC MAP PROVIDED BY DRAKE HAGLAN & ASSOCIATES.



PLAN

SCALE: 1"=20'



PROFILE

SCALE: 1"=5' HORIZONTAL
SCALE: 1"=5' VERTICAL

	DATE	RECORD DRAWING		SCALE
DESIGNED:		RESIDENT ENGINEER	DATE	AS SHOWN
DRAWN: D. FAHRNEY				
CHECKED: N. DAHLEN				

FOR RIGHT OF WAY DATA AND ACCURATE ACCESS DETERMINATION, SEE DOCUMENTS IN THE DEPARTMENT OF PUBLIC WORKS AND PLANNING.

DAVID L. PEARSON — SUPERVISING ENGINEER — 12/31/17 — DATE

REGISTERED PROFESSIONAL ENGINEER — David L. Pearson — No. 674 — Exp. 12/31/17 — STATE OF CALIFORNIA

PROJECT

DRY CREEK ON BURROUGH VALLEY ROAD
BRIDGE REPLACEMENT
BRIDGE NO. 42C-0134

ROAD NO. — BRIDGE NO. 42C-0134

THE COUNTY OF FRESNO — 1856

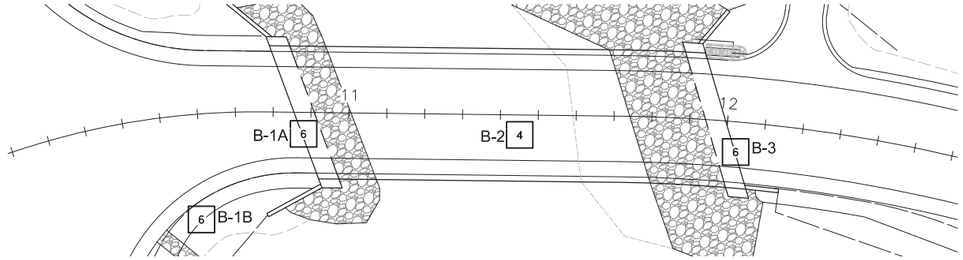
DEPARTMENT OF PUBLIC WORKS AND PLANNING

LOG OF TEST BORINGS NO. 1

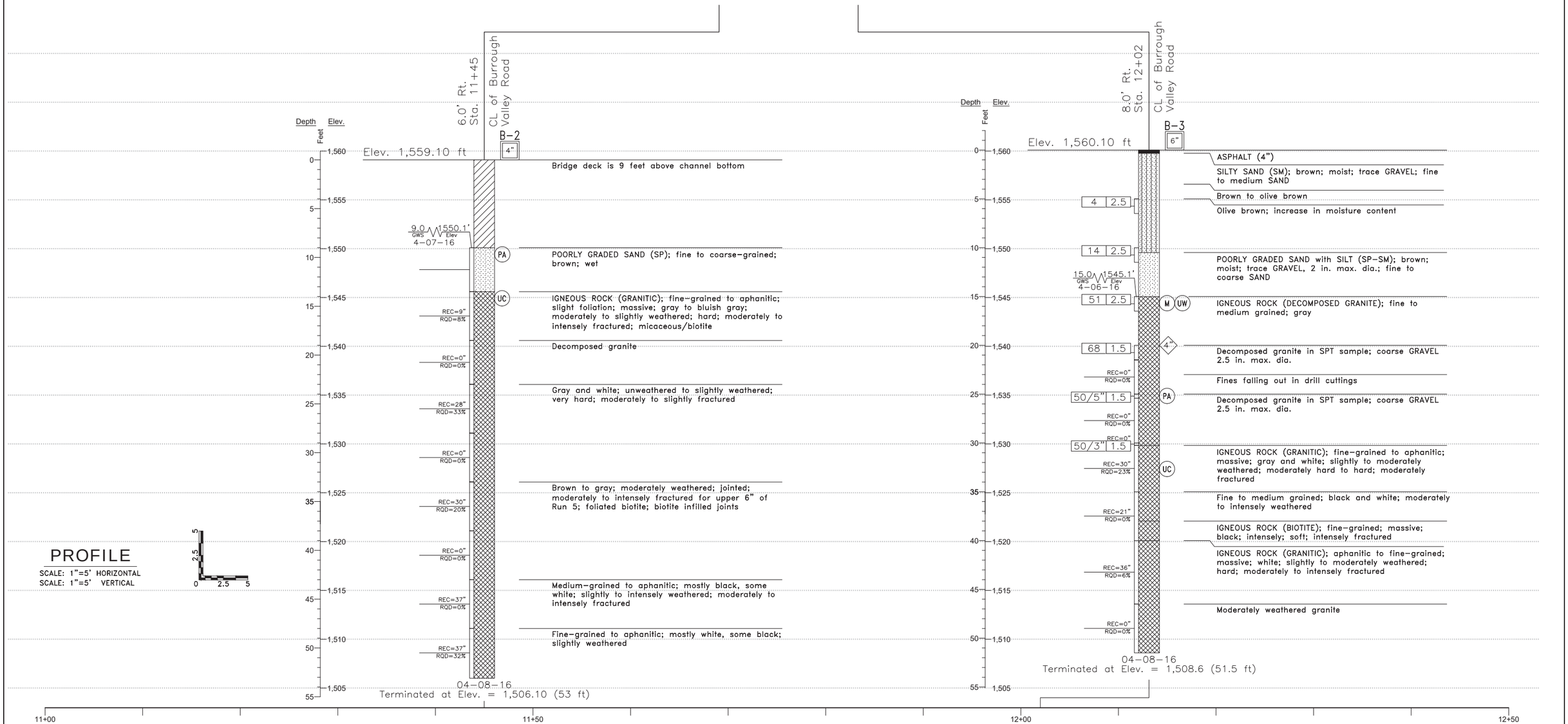
DRAWING NO. ST-18 — SHEET NO. 59 — TOTAL 60

NOTES:

1. 1.5–INCH DIAMETER SAMPLES WERE TAKEN USING A STANDARD PENETRATION TEST (SPT) SPLIT BARREL SAMPLER WITH AN INSIDE DIAMETER (ID) OF 1.5 INCHES AND AN OUTSIDE DIAMETER (OD) OF 2.0 INCHES.
2. 2.5–INCH DIAMETER RING SAMPLES WERE TAKEN USING A CALIFORNIA SPLIT BARREL SAMPLER WITH AN ID OF 2.5 INCHES AND AN OD OF 3.0 INCHES.
3. ALL DRIVE SAMPLES WERE DRIVEN WITH 140 LB HAMMER WITH A FALLING HEIGHT OF 30 INCHES.
4. ELEVATIONS BASED ON TOPOGRAPHIC MAP PROVIDED BY DRAKE HAGLAN & ASSOCIATES.



PLAN
SCALE: 1"=20'



PROFILE
SCALE: 1"=5' HORIZONTAL
SCALE: 1"=5' VERTICAL

	DATE	RECORD DRAWING		SCALE			PROJECT		DEPARTMENT OF PUBLIC WORKS AND PLANNING
DESIGNED:		RESIDENT ENGINEER	DATE	AS SHOWN	DAVID L. PEARSON	12/31/17	DRY CREEK ON BURROUGH VALLEY ROAD BRIDGE REPLACEMENT BRIDGE NO. 42C-0134		LOG OF TEST BORINGS NO. 2
DRAWN: D. FAHRNEY					SUPERVISING ENGINEER	DATE	ROAD NO.	BRIDGE NO. 42C-0134	DRAWING NO. ST-19 SHEET NO. 60 TOTAL 60
CHECKED: N. DAHLEN									

REGISTERED PROFESSIONAL ENGINEER — David L. Pearson — No. 674 — Exp. 12/31/17 — STATE OF CALIFORNIA

THE COUNTY OF FRESNO

FOR RIGHT OF WAY DATA AND ACCURATE ACCESS DETERMINATION, SEE DOCUMENTS IN THE DEPARTMENT OF PUBLIC WORKS AND PLANNING.

Mitigation Monitoring and Reporting Program
Initial Study No. 7589

Mitigation Measures					
Mitigation Measure No.*	**Impact**	**Mitigation Measure Language**	**Implementation Responsibility**	**Monitoring Responsibility**	**Time Span**
1.	Agricultural and Forestry Resources	Prior to construction of the project, land under the Williamson Act Contract to be acquired for permanent right-of-way purposes will be required to be removed from the Williamson Act Contract through the contract removal process (e.g. Cancellation, Non-Renewal or Public Acquisition Notice).	Applicant	Department of Public Works and Planning (PW&P)	Prior to ground-disturbing activities
2.	Biological Resources	Conduct preconstruction surveys for special-status animal species no less than 14 days prior to initiating ground-disturbing activities. A qualified biologist shall conduct preconstruction surveys in accordance with applicable regulations and guidelines for western spadefoot toad, the American badger, the Foothill yellow-legged frog, the western pond turtle, and special-status bats. If no evidence of special-status animal species are observed, no further mitigation is required. If evidence of special-status species is found during the preconstruction survey, the biologist shall contact the County within one day following the survey and contact CDFW for consultation on the identified species. All requirements provided by CDFW at the time of consultation shall be adhered to.	Applicant	Applicant/PW&P	Prior to ground-disturbing activities
3.	Biological Resources	Prior to construction commencement, all construction personnel shall participate in environmental awareness training regarding identification and habitat indicators for special-status animal species within the BSA. If new construction personnel are added, they must receive the mandatory training prior to initiating work. As part of the training, an environmental awareness handout shall be distributed to all personnel that describes and illustrates all special-status animal species with the potential to occur within the BSA. The handout shall also list any applicable permit conditions provided by the regulatory agency.	Applicant	Applicant/PW&P	Prior to ground-disturbing activities
4.	Biological Resources	In consultation with a qualified biologist, construction personnel shall demarcate the outer perimeter of the work area to prevent damage to adjacent habitat and to provide visual orientation to its limits. Marking shall be in place during all periods of construction. Persons employed or otherwise working on the project site shall be instructed about the restrictions that the marking represents.	Applicant	Applicant/PW&P	Prior to ground-disturbing activities

5.	Biological Resources	During the months from late October through early March, the underside of the existing bridge shall be netted with tightly strung netting with less than half-inch mesh and no opening greater than half-inch along any seams, transitions, or connection points with the bridge. Netting shall be checked weekly and repairs made immediately. Demolition and removal of the existing bridge shall only be initiated after the bridge has been confirmed to be bat free.	Applicant	Applicant/PW&P	Prior to construction and ongoing
6.	Biological Resources	A qualified biologist shall conduct a preconstruction survey for active nests should construction commence during the nesting season for birds of prey and migratory birds (between February 15 and September 1). Cavities within trees proposed to be removed shall be surveyed for roosting bats. The preconstruction survey will be conducted within 30 days prior to commencement of construction activities. If surveys show that there is no evidence of nests, then no additional mitigation will be required so long as construction commences within 30 days of the survey. If any active nests are located within the study area, a buffer zone shall be established around the nests. The biologist shall delimit the buffer zone until the end of the breeding season or the young have fledged. Guidance from CDFW will be requested if establishing a 250-foot buffer zone is impractical. Trees anticipated for removal should be removed prior to nesting season. The dates outside of the nesting season include from September 2 to February 14. If trees are anticipated to be removed during the nesting season, a preconstruction survey shall be conducted by a qualified biologist. If the survey shows that there is no evidence of active nests, then the tree shall be removed within ten days following the survey. If active nests are located within trees identified for removal, a 250-foot buffer shall be installed around the tree. Guidance from the CDFW will be requested if the 250-foot buffer is infeasible.	Applicant	Applicant/PW&P	Prior to ground-disturbing activities
7.	Biological Resources	All in-stream construction activities will be performed during the dry season when no water is present in Dry Creek. In the event that it is not possible to complete in-stream work during the dry season, required permits will likely include provisions for dewatering, removal of fill within the stream, and sediment control. All construction activities shall conform to all applicable conditions within the issued permits.	Applicant	Applicant/PW&P	During ground-disturbing activities
8.	Cultural and Tribal Cultural Resources	In the event that cultural resources are unearthed during ground-disturbing activities, all work shall be halted in the area of the find. An Archeologist shall be called to evaluate the findings and make any necessary mitigation recommendations. If human remains are unearthed during	Applicant	Applicant/PW&P	During ground-disturbing activities.

		ground-disturbing activities, no further disturbance is to occur until the Fresno County Sheriff-Coroner has made the necessary findings as to origin and disposition. All normal evidence procedures should be followed by photos, reports, video, etc. If such remains are determined to be Native American, the Sheriff-Coroner must notify the Native American Commission within 24 hours.			
9.	Hazards and Hazardous Materials	An asbestos survey should be performed to determine whether or not the concrete will require special handling and disposal.	Applicant	Applicant/PW&P	Prior to ground-disturbing activities
10.	Hazards and Hazardous Materials	A lead-based paint survey should be performed to determine whether or not the railing paint contains elevated concentrations or lead which would require special handling and disposal.	Applicant	Applicant/PW&P	Prior to ground-disturbing activities
11.	Hazards and Hazardous Materials	Testing and removal requirements for yellow traffic striping and pavement marked materials should be performed in accordance with Caltrans Standard Special Provisions (SPPs) regarding removal of yellow traffic striping and pavement marking with hazardous waste residue.	Applicant	Applicant/PW&P	Prior to ground-disturbing activities
12.	Transportation	During construction activities, the project shall be in conformance with the Traffic Management Plan approved by the County.	Applicant	Applicant/PW&P	Prior to ground-disturbing activities

File original and one copy with: **Fresno County Clerk 2221 Kern Street Fresno, California 93721**	Space Below For County Clerk Only. FILED MAR 2 ? 2021 9:43am FRESNO COUNTY CLERK By [signature] DEPUTY E202110000? CLK-2046.00 E04-73 R00-00		
Agency File No: IS 7589	**LOCAL AGENCY MITIGATED NEGATIVE DECLARATION**	County Clerk File No: E-	
Responsible Agency (Name): Fresno County	Address (Street and P.O. Box): 2220 Tulare St. Sixth Floor	City: Fresno	Zip Code: 93721
Agency Contact Person (Name and Title): Thomas Kobayashi Planner	Area Code: 559	Telephone Number: 600-4224	Extension: N/A
Project Applicant/Sponsor (Name): County of Fresno, Department of Public Works and Planning, Design Division	Project Title: Initial Study Application No. 7589		

Project Description:

The subject application proposes to replace the Dry Creek Bridge on Burrough Valley Road that consists of removal of the existing structure and allow construction of a replacement structure measuring 34 feet, 10 inches wide by 111 feet long and will accommodate two 12-foot wide traffic lanes, two 4-foot wide should and two Type 736 concrete barriers. The elevation of Burrough Valley Road and Tollhouse Road intersection will be raised to accommodate 100-year storm event. An existing box culvert on Tollhouse road north of Burrough Valley Road would also be removed and replaced and consist of a two cell 6-foot high by 12-foot wide precast concrete box culvert structure and will be buried approximately 2 feet in native creek bed soil to provide a natural creek bed through the structure.

Justification for Negative Declaration:

Based upon the Initial Study prepared for Initial Study Application No. 7589, staff has concluded that the project will not have a significant effect on the environment. It has been determined that there would be no impacts to Energy, Mineral Resources, Population and Housing, Public Services, and Recreation.

Potential impacts related to Aesthetics, Air Quality, Geology and Soils, Greenhouse Gas Emissions, Hydrology and Water Quality, Land Use Planning, Noise, Utilities and Service Systems, and Wildfire have been determined to be less than significant. Potential impacts relating to Agricultural and Forestry Resources, Biological Resources, Cultural Resources, Hazards and Hazardous Materials, Transportation, and Tribal Cultural Resources have determined to be less than significant with compliance with listed Mitigation Measures.

FINDING:

The proposed project will not have a significant impact on the environment.

Newspaper and Date of Publication: Fresno Business Journal – January 29, 2021	Review Date Deadline: Board of Supervisors – March 23, 2021	
Date: 3/26/21	Type or Print Signature: David Randall Senior Planner [signature]	Submitted by (Signature): Thomas Kobayashi Planner [signature]

State 15083, 15085

County Clerk File No.:______________

LOCAL AGENCY
MITIGATED NEGATIVE DECLARATION

G:\4360Devs&Pln\PROJSEC\PROJDOCS\Environmental\Initial Studies - Environmental Assessments\7000-7999\IS 7589 Dry Creek Bridge Replacement (Burrough Valley Rd)\IS-CEQA\IS 7589 MND.docx

E 20211000056

County of Fresno

DEPARTMENT OF PUBLIC WORKS AND PLANNING
STEVEN E. WHITE, DIRECTOR

NOTICE OF DETERMINATION

To: ☐ Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

☒ County Clerk, County of Fresno
2221 Kern Street
Fresno, CA 93721

From: Fresno County Department of Public Works and Planning, Development Services and Capital Projects
2220 Tulare Street (corner of Tulare and "M") Suite "A", Fresno, CA 93721

Contact: Planner, Phone Number

Subject: Filing of Notice of Determination in compliance with Section 21152 of the Public Resource Code

Project: Initial Study Application No. 7589

Location: The project site is located on Burrough Valley Road, immediately east of its intersection with Tollhouse Road, in the unincorporated area of Fresno County. (SUP. DIST. 5), County of Fresno.

Sponsor: County of Fresno, Department of Public Works and Planning, Design Division

Description: The subject application proposes to replace the Dry Creek Bridge on Burrough Valley Road that consists of removal of the existing structure and allow construction of a replacement structure measuring 34 feet, 10 inches wide by 111 feet long and will accommodate two 12-foot wide traffic lanes, two 4-foot wide should and two Type 736 concrete barriers. The elevation of Burrough Valley Road and Tollhouse Road intersection will be raised to accommodate 100-year storm event. An existing box culvert on Tollhouse road north of Burrough Valley Road would also be removed and replaced and consist of a two cell 6-foot high by 12-foot wide precast concrete box culvert structure and will be buried approximately 2 feet in native creek bed soil to provide a natural creek bed through the structure.

This is to advise that the County of Fresno (☒ Lead Agency ☐ Responsible Agency) has approved the above described project on March 23, 2021, and has made the following determination:

1. The project [☐ will ☒ will not] have a significant effect on the environment.

2. ☐ An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
   ☒ A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.

E202110000056

3. Mitigation measures [☒ were ☐ were not] made a condition of the approval of the project.

4. A mitigation reporting or monitoring plan [☒ was ☐ was not] adopted for this project.

5. A statement of Overriding Considerations [☐ was ☒ was not] adopted for this project.

6. Findings [☐ were ☒] were not made pursuant to the provisions of CEQA.

This is to certify that the Initial Study with comments and responses and record of project approval is available to the General Public at Fresno County Department of Public Works and Planning, 2220 Tulare Street, Suite A, Corner of Tulare and "M" Streets, Fresno, California.

3/25/21

Thomas Kobayashi, Planner
(559) 600-4224 / TKobayashi@fresnocountyca.gov

Date

G:\4360Devs&Pln\PROJSEC\PROJDOCS\Environmental\Initial Studies - Environmental Assessments\7000-7999\IS 7589 Dry Creek Bridge Replacement (Burrough Valley Rd)\IS-CEQA\IS 7589 NOD.docx

EVALUATION OF ENVIRONMENTAL IMPACTS

APPLICANT: Fresno County Department of Public Works and Planning, Design Division

APPLICATION NOS.: Initial Study Application No. 7589

DESCRIPTION: The subject application proposes to replace the Dry Creek Bridge on Burrough Valley Road that consists of removal of the existing structure and allow construction of a replacement structure measuring 34 feet, 10 inches wide by 111 feet long and will accommodate two 12-foot wide traffic lanes, two 4-foot wide should and two Type 736 concrete barriers. The elevation of Burrough Valley Road and Tollhouse Road intersection will be raised to accommodate 100-year storm event. An existing box culvert on Tollhouse road north of Burrough Valley Road would also be removed and replaced and consist of a two cell 6-foot high by 12-foot wide precast concrete box culvert structure and will be buried approximately 2 feet in native creek bed soil to provide a natural creek bed through the structure.

LOCATION: The project site is located on Burrough Valley Road, immediately east of its intersection with Tollhouse Road, in the unincorporated area of Fresno County. (SUP. DIST. 5).

I. AESTHETICS

Except as provided in Public Resources Code Section 21099, would the project:

A. Have a substantial adverse effect on a scenic vista?

FINDING: NO IMPACT:

No scenic vistas have been identified in the area of the project and therefore this project does not have the potential to cause adverse impacts on such resources. The project is road right-of-way and although the elevation of the road will rise, the change will not significantly block or have an adverse effect on a scenic vista.

B. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway; or

C. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

FINDING: LESS THAN SIGNIFICANT IMPACT:

In the area of the proposed bridge replacement both Tollhouse Road and Burrough Valley Road are considered to be scenic drives. General Plan Goal OS-L is “to conserve, protect, and maintain the scenic quality of land and landscape adjacent to scenic roads in Fresno County.” Protection of these scenic resources focuses on the existing greenspace and or landscaped development that is adjacent to the roadway. Therefore, replacement of the bridge would not cause any adverse impacts, since it serves as part of the circulation system and does not add value to the scenic resource.

Impacts to the area in the vicinity of the bridge replacement may be considered adverse if they would negatively impact the quality of scenic resources at the project site. Per the Natural Environment Study produced for this project, in the subject area, sparse trees grow on both sides of Tollhouse and Burrough Valley Roads (oak woodland) with annual grassland growing in small patches in the northeastern and western portions of the project site.

Approximately 21 trees are proposed to be removed, primarily in the area where the detour road will be constructed. In this area, the view is dominated by the oak trees adjacent to the road, with rolling foothills in the background. Review of aerial photography (Google Earth, 2014) indicates that tree cover is prevalent in this area. During operation, the removal of these 21 trees will allow for the growth of more annual grassland in this area, which is consistent with the overall view-scape. The road in this area may appear more open to the south; however, other trees will be visible, reducing the impact of removal to less than significant.

During construction, areas adjacent to the roadway will be used for staging, which would adversely impact the natural view in this area; however, such impacts are limited only to the construction period and will be limited in duration for drivers passing through the area. Therefore, such impacts are considered to be less than significant.

D. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

FINDING: NO IMPACT:

The existing roadway in this area, including the subject bridge, is not lit at night and no new lighting in proposed. In addition, the materials proposed for the bridge replacement are similar to what is existing, and therefore will not cause adverse light or glare impacts.

II. AGRICULTURAL AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology in Forest Protocols adopted by the California Air Resources Board. Would the project:

A. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use; or

B. Conflict with existing zoning for agricultural use, or a Williamson Act Contract?

FINDING: LESS THAN SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED:

Two of the surrounding parcels are restricted by a Williamson Act Contract. The zoning on these parcels is AE-40 (Exclusive Agricultural, 40-acre minimum parcel size) and appears to be used for grazing land. This project will disturb a small amount of this land and will restrict access to the project site for a short time; however, this will be a temporary impact. Further, based on the large amount of additional grazing land, the temporary loss of less than two acres of land adjacent to a roadway would have no impact on use of this land for grazing purposes and therefore no conflicts with agricultural use.

The developer will be required to non-renew the land which must be dedicated for additional right-of-way. Because the amount of land to be removed from the Contract is less than 1% of the land restricted by contract on the parent parcel, this is considered to be a less than significant impact on conflicts with the Williamson Act Contract. To ensure that land under Williamson Act contract that is utilized for long-term right-of-way is removed the contract, a mitigation measure shall be incorporated to so that prior to construction, land utilized for long-term right-of-way purposes shall be removed from the Williamson Act through the Non-Renewal Process. With removal of land that is to be acquired for permanent right-of-way purposes, the project will not conflict with the identified Williamson Act Contracts.

*** *Mitigation Measures***

1. *Prior to construction of the project, land under Williamson Act Contract to be acquired for permanent right-of-way purposes will be required to be removed from the Williamson Act Contract through the contract removal process (e.g. Cancellation, Non-Renewal or Public Acquisition Notice).*

C. Conflict with existing zoning for forest land, timberland or timberland zoned Timberland Production; or

D. Result in the loss of forest land or conversion of forest land to non-forest use; or

E. Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of farmland to non-agricultural use or conversion of forestland to non-forest use?

FINDING: NO IMPACT:

The project site has been designated by the Department of Agriculture's Important Farmland Map (Department of Conservation, 2016) as primarily Grazing Land with a small portion in the northeastern corner of the work site which is considered to be Farmland of Local Importance. Therefore, the project will not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural purposes. Similarly, due to the lack of such farmland at the project site, the project will not result in pressures for the conversion of important farmland to non-agricultural purposes.

The site is not zoned as forestland or for timberland production and therefore will have no conflicts with such land or zoning.

III. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:

A. Conflict with or obstruct implementation of the applicable Air Quality Plan; or

B. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

FINDING: LESS THAN SIGNIFICANT IMPACT:

The project proposes to replace a bridge that will not result in an increase in lanes and will remain in similar conditions in relation to traffic capacity. A temporary increase in criteria pollutants can occur during demolishing of the existing bridge and construction of the replacement bridge. This increase is considered less than significant as the circumstances that will lead to the increase will be temporary and confined to the removal of the existing bridge and construction of the replacement. As capacity of the replacement bridge is not expected to change, little to no change in criteria pollutants caused from traffic usage will occur. The San Joaquin Valley Air Pollution Control District was included in review of the proposal and did not express concern to indicate that the project will conflict with or obstruct implementation of the applicable Air Quality Plan.

C. Expose sensitive receptors to substantial pollutant concentrations; or

D. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

FINDING: LESS THAN SIGNIFICANT IMPACT:

Aerial imaging of the area and project site indicate that the closest sensitive receptor is approximately 610 feet north of the project site. As stated before, the air pollutants resulting from removal of the existing bridge and subsequent construction of the replacement bridge and associated improvements can potentially result in increased pollutant concentrations. However, increased pollutant concentrations will be temporary and coincide with the described construction activities. Therefore, the temporary nature of construction and distance between the nearest sensitive receptor and the project area will result in a less than significant impact on sensitive receptors and will not adversely affect a substantial amount of people.

IV. BIOLOGICAL RESOURCES

Would the project:

A. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

FINDING: LESS THAN SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED:

Of the species which historically have potential to occur in the area of the project, a site visit determined that suitable habitat was only present for Western spadefoot toad, American badger, spotted bat, and western mastiff bat. For all other special-status plant or animal which could potentially occur on the project site, such visits are precluded due to lack of appropriate habitat.

The western spadefoot toad is a state species of special concern (no federal listing). At the project site, it is possible that the oak woodlands and annual grassland would provide suitable habitat for adults; however, the site lacks temporary or vernal pools which would support reproduction of this species. No western spadefoots were identified at the site during either of the site visits, although the potential still exists for impacts if they travel onto the project site prior to the start of construction. Mitigation Measures will be adopted which require pre-construction surveys for the western spadefoot toad.

The American badger is a state species of special concern (no federal listing) which prefers dry, open habitats where it can forage for small rodents, reptiles, invertebrates, and birds. In order to burrow, the American badger habitat must contain dry, often sandy soil, which may be found in the annual grasslands portion of the project site.

While presence of this species was not observed during either site visit, there have been three reported observations within 10 miles of the project site (California Natural Diversity Database). Mitigation Measures will be adopted requiring pre-construction surveys for American badger prior to the start of construction.

The spotted bat is a state species of special concern (no federal listing) which roosts in caves or crevices and forages in marshes, meadows, riparian zones, shrub-steppe, and open pine forests. The existing bridge may provide roosting habitat for this species and impacts could occur if they are present prior to demolition. Mitigation measures will be adopted through avoidance and minimization efforts to prevent impacts to bats during removal of the existing bridge structure.

The Western Mastiff Bat is a state species of special concern and is found in open semi-arid and arid habitats, which include conifer, deciduous woodland, coastal scrub, grassland, palm oases, chaparral, and desert scrub, and also can be found in urban areas. Roosting takes place in crevices within rock outcrops, high buildings, trees, and tunnels. There are three reported occurrence of this species within to miles of the project site, the closest of which is located approximately 7.2 miles northwest. Roosting habitat for this species may be present within the existing bridge structure. Constructions activities associated with the project could impact his species, but implementation of avoidance and minimization efforts will allow the project to have a less than significant impact on the species during bridge removal.

In addition to the species identified from the prepared Natural Environment Study, the California Department of Fish and Wildlife (CDFW) has identified four additional special status species that can potentially be affected by the project proposal. The CDFW has identified the Foothill Yellow-Legged Frog, the Western Pond Turtle, the Pallid Bat, and the Townsend's Big-Eared Bat.

The Foothill Yellow-Legged Frog is a threatened candidate species under California listing. According to the CDFW, the project area is within their historic range and several occurrence records are reported within the vicinity of the project area. The Foothill Yellow-Legged Frog are found in the vicinity of stream in a variety of habitats. While they are considered primarily stream dwelling, the species has been documented as far as 40 meters from a stream. CDFW recommends that Habitat Assessments and Surveys be conducted to ensure that Foothill Yellow-Legged Frog are properly addressed. Although CDFW has provided concern regarding the Foothill Yellow-Legged Frog (FYLF), the prepared Natural Environment Study (NES) indicates that habitat for the FYLF was not observed in the project area. Therefore, it was determined in the NES that there is no potential for the FYLF to occur in the project area. A mitigation measure shall be implemented to survey the project site prior to construction to verify if the FYLF occurs in the project site.

The Western Pond Turtle (WPT) is not a listed special status species, but CDFW recommends that considerations be made to the WPT as evidence shows that the species has been lost from greater than 99% of its range in the San Joaquin River drainage region. Threats to the species include land use changes and habitat fragmentation associated with development, as well as a decrease in suitable upland

nesting/overwintering habitat. WPT habitat includes aquatic habitat, upland habitat with lose soils and/or leaf litter for nesting. WPT are capable of nesting up to 1,600 feet away from waterbodies. Nesting occurs in spring or early summer and hatching occurs in fall. CDFW recommends avoidance and minimization measures to protection WPT. The NES indicates that the habitat for the WPT was not observed in the project area. Therefore, it was determined that the Western Pond Turtle is not likely to occur in the project area. A mitigation measure shall be implemented to survey the project site prior to construction to verify if the WPT occurs in the project site.

The Pallid Bat is an endangered species under state and federal listing. The Townsend's Big-Eared Bat is not a listed special status species, but CDFW recommends consideration of this species. For bat species, the subject bridge as well as large tree onsite or immediately adjacent to the project area have the potential to support roosting bats. Development of the project has the potential to disrupt bats roosting within these features. To avoid significant impacts to bats, CDFW recommends that pre-construction surveys be conducted and if detected consultation and avoidance be implemented.

*** *Mitigation Measures***

1. *Conduct preconstruction surveys for special-status animal species no less than 14 days prior to initiating ground-disturbing activities. A qualified biologist shall conduct preconstruction surveys in accordance with applicable regulations and guidelines for western spadefoot toad, the American badger, the Foothill yellow-legged frog, the western pond turtle, and special-status bats. If no evidence of special-status animal species are observed, no further mitigation is required. If evidence of special-status species presence is found during the preconstruction survey, the biologist shall contact the County within one day following the survey and contact CDFW for consultation on the identified species. All requirements provided by CDFW at the time of consultation shall be adhered to.*

2. *Prior to construction commencement, all construction personnel shall participate in environmental awareness training regarding identification and habitat indicators for special-status animal species within the BSA. If new construction personnel are added, they must receive the mandatory training prior to initiating work. As part of the training, an environmental awareness handout shall be distributed to all personnel that describes and illustrates all special-status animal species with the potential to occur within the BSA. The handout shall also list any applicable permit conditions provided by the regulatory agency.*

3. *In consultation with a qualified biologist, construction personnel shall demarcate the outer perimeter of the work area to prevent damage to adjacent habitat and to provide visual orientation to its limits. Marking shall be in place during all periods of construction. Persons employed or otherwise working on the project site shall be instructed about the restrictions that the marking represents.*

4. *During the months from late October through early March, the underside of the existing bridge shall be netted with tightly strung netting with less than half-inch*

mesh and no opening greater that half-inch along any seams, transitions, or connection points with the bridge. Netting shall be checked weekly and repairs made immediately. Demolition and removal of the existing bridge shall only be initiated after the bridge has been confirmed to be bat free.

5. *A qualified biologist shall conduct a preconstruction survey for active nests should construction commence during the nesting season for birds of prey and migratory birds (between February 15 and September 1). Cavities within trees proposed to be removed shall be surveyed for roosting bats. The preconstruction survey will be conducted within 30 days prior to commencement of construction activities. If surveys show that there is no evidence of nests, then no additional mitigation will be required so long as construction commences within 30 days of the survey. If any active nests are located within the study area, a buffer zone shall be established around the nests. The biologist shall delimit the buffer zone until the end of the breeding season or the young have fledged. Guidance from CDFW will be requested if establishing a 250-foot buffer zone is impractical. Trees anticipated for removal should be removed prior to nesting season. The dates outside of the nesting season include from September 2 to February 14. If trees are anticipated to be removed during the nesting season, a preconstruction survey shall be conducted by a qualified biologist. If the survey shows that there is no evidence of active nests, then the tree shall be removed within ten days following the survey. If active nests are located within trees identified for removal, a 250-foot buffer shall be installed around the tree. Guidance from the CDFW will be requested if the 250-foot buffer is infeasible.*

B. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service; or

C. Have a substantial adverse effect on state or federally-protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

FINDING: LESS THAN SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED:

The major water system in the area of the project site is the Dry Creek; however, a small unnamed tributary also occurs northwest of Dry Creek. This stream generally flows on the west side of Tollhouse Road until just north of the existing bridge where it passes through a culvert to cross Tollhouse and connect with Dry Creek. Both of these systems are potentially Waters of the U.S. (Delineation of Waters of the U.S., Analytical Environmental Services, 2017). Dry Creek is a tributary of the San Joaquin River and is hydrologically connected to the San Francisco Bay through the same river.

Riparian habitat occurs on the edges of Dry Creek. Due to the intermittent nature of the stream, vegetation may or may not be present during construction.

The applicant is required to adhere to several regulations which require plans to reduce impacts to local water sources, including Waters of the U.S., such as the preparation of a Stormwater Pollution Prevention Plan, and Section 404 permitting. Adherence to these regulations will ensure that no adverse effects occur to Dry Creek and the unnamed tributary.

* ***Mitigation Measures***

1. *All in-stream construction activities will be performed during the dry season when no water is present in Dry Creek. In the event that it is not possible to complete in-stream work during the dry season, required permits will likely include provisions for dewatering, removal of fill within the stream, and sediment control. All construction activities shall conform to all applicable conditions within the issued permits.*

D. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites; or

E. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or

F. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state Habitat Conservation Plan?

FINDING: LESS THAN SIGNIFICANT IMPACT:

The project will be required to receive permits for all work involved with Dry Creek and necessary mitigation associated with protection of special status species. The project will not interfere substantially with the movement of any native resident or migratory fish. Work should be performed during the dry season to avoid impacts to aquatic species. No local policies, Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state Habitat Conservation Plan has been identified that could be in conflict with the project proposal.

V. CULTURAL RESOURCES

Would the project:

A. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5; or

B. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5; or

C. Disturb any human remains, including those interred outside of formal cemeteries?

FINDING: LESS THAN SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED:

An Archeological Survey Report dated May 2017 was prepared for the project by Analytical Environmental Services. Per the report, the existing bridge has been identified as not being eligible for listing in the National Register of Historic Places. A records review indicate that a prehistoric archaeological site (CA-FRE-2116) is located 370 feet northeast of the project area and consists of boulders with bedrock mortar cups spanning both sides of Dry Creek. A cultural resources study was completed on September 7, 2016 and did not identify archaeological resources. Consultation with the Native American Heritage Commission and contact with local Native American communities, and a previous cultural resources survey conducted in 1987 that covers part of the project site failed to identify any cultural resources within the project area.

Under the provisions of Assembly Bill 52 (AB 52), staff notified participating California Native American Tribes of the subject application and given the opportunity to enter into consultation with the County. The Picayune Rancheria of Chuckchansi Indians responded to the consultation notice and consultation between the Tribal Government and County occurred. Cultural documents were made available to the Tribal Government and no additional concerns were received by staff from the reviewing Tribal Government, therefore consultation was concluded with no identification of cultural resources on the project site.

Based on the above information, cultural resources were not identified on the project site. A mitigation measure will be implemented in the unlikely event that cultural resources are discovered during ground disturbing activities to ensure that no negative impacts on the resource occurs after uncovering.

*** *Mitigation Measure(s)***

1. *In the event that cultural resources are unearthed during ground-disturbing activities, all work shall be halted in the area of the find. An Archeologist shall be called to evaluate the findings and make any necessary mitigation recommendations. If human remains are unearthed during ground disturbing activities, no further disturbance is to occur until the Fresno County Sheriff-Coroner has made the necessary findings as to origin and disposition. All normal evidence procedures shall be followed by photos, reports, video, and etc. If such remains are determined to be Native American, the Sheriff-Coroner must notify the Native American Commission within 24 hours.*

VI. ENERGY

Would the project:

A. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation; or

B. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

FINDING: NO IMPACT:

Agency and Department review of the subject proposal did not express concern that the project would conflict with or obstruct a state or local plan for renewable energy or energy efficiency. The main intent of the project is to replace a deficient bridge and replace it with a structure that is compliant with current standards and regulations. Equipment and vehicle usage in relation to removal of the existing bridge and construction of the replacement bridge and other planned improvements will not result in significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources.

VII. GEOLOGY AND SOILS

Would the project:

A. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

1. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

FINDING: NO IMPACT:

Per Figure 9-2 of the Fresno County General Plan Background Report (FCGPBR) and the California Department of Conservation Earthquake Hazards Zone Application, the project site is not located on or near a known earthquake fault.

2. Strong seismic ground shaking?

3. Seismic-related ground failure, including liquefaction?

FINDING: NO IMPACT:

Figure 9-5 of the FCGPBR depicts the probabilistic seismic hazard within Fresno County assuming a 10% probability in 50 years. Per the figure, the subject site is subject to a 0% to 20% of hitting peak horizontal ground acceleration. This indicates that the subject site is not likely to be subject to a strong seismic ground shaking or seismic-related ground failure. Construction of the replacement bridge and other related improvements associated with this application will be subject to the approved seismic design standards for the improvements that will be consistent with the California Building Code.

4. Landslides?

FINDING: NO IMPACT:

Per Figure 9-5 of the FCGPBR, the subject is not located in area as having an increased landslide hazard.

B. Result in substantial soil erosion or loss of topsoil?

FINDING: LESS THAN SIGNIFICANT IMPACT:

A Water Quality Technical Memorandum dated April 2017 (WQTM), prepared by Analytical Environmental Services was produced for the project and analyzed soil conditions for potential erosion. The WQTM identifies the project site as consisting of three soil types, Auberry coarse sand loam with 3 to 9 percent slope, (AuB), Auberry coarse sandy loam with 9-15 percent slope (AuC), and Grangeville soils (Gp). The analysis estimated the susceptibility of soil to erosion by water and determined that the Grangeville soil is in the low range, and the AuB and AuC soils both being in the lower mid-range.

The project proposes to replace an obsolete bridge and construct additional improvements in the existing road right-of-way. The bridge can potentially alter the existing stream bed which can alter water flow. The bridge replacement however will meet current design standards for a rural minor stream and would improve the integrity and functionality of the existing creek. The culvert will be buried approximately two feet of native bed soil to provide a natural creek bed. A temporary creek crossing is also proposed to allow vehicular traffic to cross the creek while construction related to the bridge replacement occurs. Pipe culverts are proposed to pass the maximum anticipated summertime flow of Dry Creek. The replacement bridge is not expected to result in substantial changes in impervious surface.

Therefore, based on the project proposal and analysis of soil erosion potential in the prepared Water Quality Technical Memorandum, the project will not result in substantial soil erosion or loss of topsoil that would have a significant impact.

C. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

FINDING: NO IMPACT:

No geologic unit or soil has been identified in the analysis that would be unstable or become unstable as a result of the project. The project has been designed will be built to California Building Code standards that will provide a safe structure under the existing soil/geologic conditions.

D. Be located on expansive soil as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

FINDING: NO IMPACT:

According to Figure 7-1 of the Fresno County General Plan, the project site is not located in area identified as have soils exhibiting moderately high to high expansion potential.

E. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

FINDING: NO IMPACT:

The subject application does not propose the use of or construction of septic tanks or alternative wastewater disposal systems. As there is no proposal for a septic tank or alternative wastewater disposal system, no soils were identified in the project site as being incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems. If a system were to be proposed, a building permit from the Department of Public Works and Planning would further assess conditions of the site.

F. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

FINDING: NO IMPACT:

No paleontological resource or unique geologic feature was identified on the project site.

VIII. GREENHOUSE GAS EMISSIONS

Would the project:

A. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or

B. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

FINDING: LESS THAN SIGNIFICANT IMPACT:

A Greenhouse Gas (GHG) Emissions Analysis has been prepared for the project by LSA and provides estimated GHG emissions generated from the project construction and operation. Estimates are based off the most current version of the Sacramento Metropolitan Air Quality Management District's Road Construction Emissions Model (RoadMod). Construction emissions generated from the project is approximately 1,194.71 metric tons of CO_2 emissions (CO_2e). Per the project scope, the existing bridge is proposed to be replaced and the elevation of the intersection at Tollhouse Road and Burrough Valley Road is to be increased for flood zone purposes with no

expansion of road capacity proposed, therefore operational GHG emissions are not expected to increase and would return to pre-construction levels.

An analysis of relevant federal, state, and local standards highlight Assembly Bill 32 (AB 32), Senate Bill 32, and the San Joaquin Valley Air Pollution Control District (SJVAPCD), Climate Change Action Plan (CCAP) and the SJVAPCD Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA (Guidance). Under AB 32, the effort aims at reducing GHG emissions to year 1990 levels by the year 2020. Under SB 32, the bill builds on AB 32 and increase to goal to 8% below 1990 by the year 2050. Under the SJVAPCD Guidance, evaluation and thresholds are established to analyze a projects significance with respect to GHG emissions. Project GHG emissions are considered to be less than significant if they can meet of the conditions addressed in the Guidance. These are: the project is exempt from CEQA; the project complies with an approved GHG emission reduction plan or GHG mitigation program; the project implements Best Performance Standards (BPS); or the project demonstrates that specific GHG emissions would be reduced or mitigated by at least 29% compared to Business-as-Usual (BAU), including GHG emission reductions achieved since the 2002-2004 baseline period. The SJVAPCD does not have an adopted threshold of significance for construction-related GHG emissions.

Based on LSA's analysis of the project and relevant federal, state, and local regulations, the project will be consistent with the goals of AB 32 and SB 32 and is consistent with applicable plans and programs designed to reduce GHG emissions. The project would not conflict with the goals and objectives of the SJVAPCD's CCAP. Therefore, the proposed project's incremental contribution to cumulative GHG emissions would not be cumulatively considerable.

IX. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

A. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials; or

B. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

FINDING: LESS THAN SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED:

An Initial Site Assessment (ISA) has been prepared for the project by Analytical Environmental Services. The purpose of this assessment is to identify Recognized Environmental Conditions (RECs) that may affect future uses of the project site. The ISA covers the project site and surrounding known sources of contamination up to approximately one-mile from the project site. The ISA details a site reconnaissance, relevant database listings of hazardous material sites, waste generators, and underground storage tanks and, historical maps and aerial photographs. Based on the site conditions during the reported site reconnaissance on September 7, 2016, no RECs

were identified on or in the immediate vicinity of the site, but did note that the existing bridge has the potential to contain both lead associated with paint and yellow traffic striping and asbestos associated with the bridge's concrete. As the proposed project will require the removal and disposal of the existing structure, the following actions will be implemented to ensure verification of the present of RECs associated with the existing bridge and, proper handling and remediation of the materials should they be verified to contain hazardous materials.

*** *Mitigation Measure(s)***

1. *An asbestos survey should be performed to determine whether or not the concrete will require special handling and disposal.*

2. *A lead-based paint survey should be performed to determine whether or not the railing paint contains elevated concentrations of lead which would require special handling and disposal.*

3. *Testing and removal requirements for yellow traffic striping and pavement marked materials should be performed in accordance with Caltrans Standard Special Provisions (SSPs) regarding removal of yellow traffic striping and pavement marking with hazardous waste residue.*

C. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one quarter-mile of an existing or proposed school?

FINDING: NO IMPACT:

Per the prepared Initial Site Assessment (ISA), the existing bridge could contain hazardous materials, but implementation of mitigation measures will ensure that the site will be surveyed and tested prior to removal to verify if hazardous materials are present, proper handling and remediation will occur. There is no proposed or existing school within a one quarter-mile of the project site, therefore no impact is seen.

F. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

FINDING: NO IMPACT:

The prepared ISA as part of its analysis conducted a database search for sites and listings up to approximately one-mile from the approximate center of the project site. The ISA include a summary table of Agency database that was searched and if in their search parameters, a site is located in close proximity or on the project site. The search concluded that the site and surrounding area did not contain a hazardous material site.

G. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard or excessive noise for people residing or working in the project area?

FINDING: NO IMPACT:

The project site is not located within two miles of a public airport of public use airport. The intent of the project is to replace a functionally obsolete bridge with a bridge that is up to code. Noise associated with the project is temporary in nature and not expected to be excessive for people residing or working in the project area. The project is not expected to result in a safety hazard.

H. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or

I. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

FINDING: NO IMPACT:

Department and agency review of the application did not indicate the project would impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Temporary right-of-way for creek crossing is proposed south of the existing bridge to ensure continuous right-of-way access for residents and emergency vehicles with the alternative being lengthy detours on the surrounding existing public right-of-way. The project is located in an area potentially at risk of wildfires, but the project would not expose people or structures either directly or indirectly to a significant risk of loss, injury or death involving wildfires.

X. HYDROLOGY AND WATER QUALITY

Would the project:

A. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

FINDING: LESS THAN SIGNIFICANT IMPACT:

A prepared Water Quality Technical Memorandum (WQTM) identified applicable federal, state, and local standards that the project would need to abide by. Additionally, the WQTM identified the permits required to carry out the project which includes a Nationwide Permit from the U.S. Army Corps or Engineers, a Water Quality Certification from the Regional Water Quality Control Board, a Streambed Alteration Agreement from the California Department of Fish and Wildlife, and a NPDES Construction Stormwater General Permit from the State Water Resources Control Board. With issuance and finalization of the listed permits and other terms required by regulatory agencies, the project is not expected to violate any water quality standards or waste discharge requirements.

B. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

FINDING: NO IMPACT:

A prepared Delineation of the Waters of the U.S. by Analytical Environmental Services on May 2017 conducted a delineation study for potential waters of the U.S. and provides information regarding local hydrology. The project site is within the Upper Dry watershed, with Dry Creek flowing southward into the San Joaquin Valley. Through channelized irrigation ditches within the valley floor and flows toward the San Joaquin River. The San Joaquin River flows north through the Central Valley and eventually connects to the San Francisco Bay and then into the Pacific Ocean.

It does not appear that the creek provides a substantial amount of groundwater recharge. The project does not substantially increase the amount of impervious surface from existing conditions. Therefore, the project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge.

C. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

1. Result in substantial erosion or siltation on or off site?

FINDING: LESS THAN SIGNIFICANT IMPACT:

A Water Quality Technical Memorandum prepared for the project identifies three types of soils within the project site. Auberry Coarse Sand Loam at 3 to 9 percent slope (AuB), Auberry Coarse Sandy Loam at 9 to 15 percent slope (AuC), and Grangeville soils (Gp). The analysis of the soil types indicates that the Grangeville soils has a low erosion potential while both AuB and AuC are on the low range of moderate potential soil erosion. Per the scope of the project, the replacement bridge is not expected to expand in capacity that would substantially change erosion or siltation potential of the site. Creek bed disturbance from construction activities are expected, but will be constrained and regulated under federal, state and local permitting standards to ensure no negative impacts to the creek will occur.

2. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site?

FINDING: LESS THAN SIGNIFICANT IMPACT:

There is no planned expansion of capacity for the subject project site that would substantially increase the rate or amount of surface runoff which could result in flooding on or off site. Temporary easements related to construction equipment staging and right-of-way access is included during construction activities. During construction activities the change in use will have an effect on surface runoff. Temporary easements

resulting from this project will be improved so that the temporary changes to the project site will have minimal impact to surface runoff. The improvements to temporary easements will include pipe culverts to direct flow through the existing creek in a manner not detrimental to the existing environment and other design standards. Therefore, due to the temporary nature of construction activities that could have an effect on surface runoff and associated design features to reduce any temporary effects, a less than significant impact is seen.

3. Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?

4. Impede or redirect flood flows?

FINDING: LESS THAN SIGNIFICANT IMPACT:

As stated, the project site is within the Upper Dry watershed, with Dry Creek flowing southward into the San Joaquin Valley. Through channelized irrigation ditches within the valley floor and flows toward the San Joaquin River. The San Joaquin River flows north through the Central Valley and eventually connects to the San Francisco Bay and then into the Pacific Ocean.

Construction activities related to removal and replacement of the bridge could potential provide sources of polluted runoff, but regulations and permitting from state and federal agencies will ensure that negative impacts will be avoided to the most possible extent. Work in the stream is expected to occur during the dry season to avoid polluted runoff and to avoid redirection of flood flows. In considering the existing nature of right-of-way in the project site, operation of the site will not provide significant changes compared to existing conditions after construction is completed. The major change is the increase in elevation of the right-of-way to meet current standards for avoidance of flood zones. This is being implemented into the project to avoid flood hazard and bring the project to current code standards.

D. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation; or

E. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

FINDING: NO IMPACT:

Per FEMA FIRM Panel C1100H, the subject site is located within Zone X, and is therefore not within a special flood hazard area. Agency and Department review of the project did not reveal any conflicts or obstructions of implementation of a water quality control plan or sustainable groundwater management plan. It was noted in the Water Quality Technical Memorandum that there are several permits and measures needed to comply with federal and state regulations for water quality and working within the creek bed. Compliance with the regulatory agencies will allow the project to be compliant with

applicable water quality control plans and waterway management, therefore no impact is seen.

XI. LAND USE AND PLANNING

Would the project:

A. Physically divide an established community?

FINDING: NO IMPACT:

The project proposes to replace an existing bridge and make other improvements to the right-of-way. A temporary creek crossing is planned to ensure that traffic flow is uninterrupted during project construction. Therefore, the project will not physically divide an established community.

B. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

FINDING: LESS THAN SIGNIFICANT IMPACT:

Based on the project description, a temporary creek crossing and a temporary construction staging area will be located on parcels that are Williamson Act contracted. As there are specific Fresno County General Plan Policies for the consideration of agricultural land preservation programs the project was reviewed by the Policy Planning Section of the Department of Public Works and Planning for consistency with the provisions of the contracted parcels within the project site. Per their review and the provisions of the Fresno County Williamson Act Guidelines, the proposed use described for easement purposes would not be compatible land uses on Williamson Act restricted property. The project areas proposed for easement purposes would be required to leave the Williamson Act Contract through the Nonrenewal process.

In considering the information provided by the Policy Planning Section, the project description does indicate that right-of-way acquisition may occur. In this case, if right-of-way acquisition does occur on parcels under Williamson Act contract, that land must be non-renewed under the provisions of the Williamson Act. However, land that is being proposed for temporary uses is not believed to be removed from the Williamson Act Contract as the uses will be temporary. Once construction of the project is complete, the land utilized for the construction staging area and that is proposed to be utilized as a temporary creek crossing for traffic and access to Tollhouse Road will be reclaimed to pre-construction conditions and then revert back to the existing use that is compatible with the Williamson Act. The amount of land that would be acquired for right-of-way purposes is small and would not interrupt the existing agricultural use, therefore there is no conflict with the Fresno County General Plan, in terms of agricultural preservation or consideration and terms of an agricultural land preservation program.

XII. MINERAL RESOURCES

Would the project:

A. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state; or

B. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local General Plan, Specific Plan or other land use plan?

FINDING: NO IMPACT:

Per Figure 7-7 and 7-8 of the Fresno County General Plan Background Report the project site may be located near identified mineral resources. However, the project is mainly located within existing right-of-way with ground-disturbance occurring in already disturbed areas. The project will not result in the loss of availability of a known mineral resource or locally-important mineral resource recovery site.

XIII. NOISE

Would the project result in:

A. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies; or

B. Generation of excessive ground-borne vibration or ground-borne noise levels?

FINDING: LESS THAN SIGNIFICANT IMPACT:

The project site is currently County-maintained right-of-way that is subject to traffic related noise levels. A temporary increase in noise levels are expected from project construction, but noise level increases will not be in excess of standards or have an negative impact on sensitive receptors. The nearest sensitive receptor that could potentially by affected by construction noise is approximately 590 feet north of the project site. Consideration shall be given to the Fresno County Noise Ordinance to ensure that the project and noise levels do not exceed established thresholds. In considering these factors, the temporary increase in noise levels related to project development is not expected to have a significant impact.

C. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels; or

FINDING: NO IMPACT:

There are no private airstrips or public airports within two miles of the project site, therefore, the project would not expose people residing or working in the project area to excessive noise levels.

XIV. POPULATION AND HOUSING

Would the project:

A. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?; or

B. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

FINDING: NO IMPACT:

The project is to replace an existing bridge and provide additional improvements to public right-of-way. A substantial amount of work will occur within area dedicated to right-of-way. There is no increase of road capacity planned with this project that could induce substantial unplanned population growth in the area. There are no areas where removal of people or housing will occur, therefore the project will not displace substantial numbers of existing people or housing necessitating the construction of replacement housing elsewhere.

XV. PUBLIC SERVICES

Would the project:

A. Result in substantial adverse physical impacts associated with the provision of new or physically-altered governmental facilities, or the need for new or physically-altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:

1. Fire protection;

2. Police protection;

3. Schools;

4. Parks; or

5. Other public facilities?

FINDING: NO IMPACT:

There were no reviewing agency or department that expressed concern to indicate that the project would result in the need for new or physically-altered governmental facilities that would cause significant environmental impacts. A Traffic Management Plan has been prepared and a temporary creek crossing is proposed to ensure traffic and emergency vehicles can still access service areas without significant impacts on response times.

XVI. RECREATION

Would the project:

A. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; or

B. Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

FINDING: NO IMPACT:

The project does not increase the use of existing neighborhood and regional parks or other recreational facilities. The project does not include or require the construction or expansion of recreational facilities.

XVII. TRANSPORTATION

Would the project:

A. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities; or

B. Be in conflict or be inconsistent with the California Environmental Quality Act (CEQA) Guidelines Section 15064.3, subdivision (b)?

FINDING: NO IMPACT:

The subject project intends to replace a functionally obsolete bridge and replace it with an up-to-code bridge. Additionally, the project will raise the elevation of the intersection and bridge above the flood hazard elevation produced by Dry Creek. A temporary creek crossing will be constructed to ensure traffic is uninterrupted in this area. Review of the project did not indicate that the project would result in a conflict with a program, plan, ordinance or policy addressing the circulation system. The project intends to repair and bring the right-of-way to current standards. There is no increase or capacity for the subject right-of-way associated with the project, therefore no impact on Vehicle Miles Traveled is seen.

C. Substantially increase hazards due to a geometric design feature (*e.g.*, sharp curves or dangerous intersections) or incompatible uses (*e.g.*, farm equipment); or

D. Result in inadequate emergency access?

FINDING: LESS THAN SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED:

A Traffic Management Plan has been prepared to ensure that traffic safely navigate the area during project construction activities. A temporary right-of-way easement for creek crossing is also proposed to ensure continuous right-of-way is available for residents of the area and emergency vehicles that service the area. A Mitigation Measure will be implemented to ensure that the Traffic Management Plan is reviewed and complied with during construction activities.

*** *Mitigation Measure(s)***

1. *During construction activities, the project shall be in conformance with the Traffic Management Plan approved by the County.*

XVIII. TRIBAL CULTURAL RESOURCES

Would the project:

A. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

1. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k); or

2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? (In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.)

FINDING: LESS THAN SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED:

Per Assembly Bill 52 (AB 52) participating California Native American Tribes were notified of the subject application and given the opportunity to enter into consultation with the County and exchange information on potential cultural resources that may occur in the project site. The Picayune Rancheria of the Chuckchansi Indians responded with a consultation request. The County and the Picayune Rancheria Tribal Government entered into consultation and exchanged information on potential resources within the project area. An archeological survey was prepared for the project and given to the Picayune Rancheria for review. No further requests for information or

recommendation of mitigation were received from the tribe after. As no further correspondence was received within thirty days of the routing of the archeological survey, staff concluded consultation with the tribal government. Mitigation Measures will be implemented with this project in the event that cultural resources are unearthed during construction activities.

*** *Mitigation Measure(s)***

1. See Section V. Cultural Resources, Mitigation Measure #1.

XIX. UTILITIES AND SERVICE SYSTEMS

Would the project:

A. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

FINDING: LESS THAN SIGNIFICANT IMPACT:

The project will replace an existing bridge and improve existing right-of-way. Associated improvements from this project include replacement or existing culverts and establishment of temporary culverts to avoid obstructing water flow during project construction. The proper permits for work involved have been identified and will be issued to the project prior to any construction activities being conducted. No other relocation or construction public utilities or services were identified or required as a result of the project. Therefore, a less than significant impact is seen due to the work needed

B. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years; or

C. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

FINDING: NO IMPACT:

Water supply availability is not necessary for operation of the project. There is no wastewater treatment system needed or proposed for the operation of the project.

D. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals; or

E. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

FINDING: LESS THAN SIGNIFICANT IMPACT:

No concerns were expressed to indicate that the project would conflict with federal, state or local management and reduction statutes and regulations related to solid waste. Review of the project scope indicates that the project will result in solid waste, but there were no concerns expressed to indicate that the solid waste produced from the project would be in amounts that would have a significant impact on local infrastructure.

XX. WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

A. Substantially impair an adopted emergency response plan or emergency evacuation plan, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

FINDING: LESS THAN SIGNIFICANT IMPACT:

The scope of the project will remove a bridge and impair traffic flow. The project does propose a temporary right-of-way easement that will allow creek crossing for traffic during removal and construction activities proposed. Review of the project and prepared Traffic Management Plan indicate that the project would not substantially impair an adopted emergency response plan or emergency evacuation plan. The minor change in traffic patterns are temporary and will not cause impairment to traffic or emergency response vehicles.

B. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire; or

C. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment; or

D. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

FINDING: LESS THAN SIGNIFICANT IMPACT:

Per County records, the subject site is located within State Responsibility Areas and classified as a high fire hazard severity zone. The project is to replace an existing bridge and improve the existing right-of-way for compliance with current standards. The project site is located at the intersection of Burrough Valley Road and Tollhouse Road, with the bridge crossing Dry Creek. There is sparse residential development in the area

with the majority of land being undeveloped. They are no project occupants during the operation of the use, therefore no increase risk to project occupants are seen.

The infrastructure is proposed to be replaced and/or improved in the same area of existing paved right-of-way. The project has been reviewed by the Fresno County Fire Protection District (FCFPD) and did not indicate the need for additional infrastructure related to fire protection. Therefore there is little fire risk due to the project proposal.

The project will not increase exposure of people or structures to significant risks of flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes as the scope of the project is contained within already disturbed areas. The project will have a slight beneficial factor in that the replacement bridge and improvements to the right-of-way will bring the area into compliance with current codes and standards.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:

A. Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

FINDING: LESS THAN SIGNIFICANT IMPACT:

The project does propose and include work in a creek bed. There are also reported occurrences of special-status species and habitat for special-status species located in the project area. However, extensive mitigation has been implemented to avoid or minimize any negative impacts to the project area and surrounding area. With the implementation of mitigation, a less than significant impact will occur to the environment and wildlife species that may occur on or near the project area.

B. Have impacts that are individually limited, but cumulatively considerable (“cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

FINDING: LESS THAN SIGNIFICANT IMPACT:

No impacts were identified as having a cumulatively considerable impact. Impacts related to Agricultural and Forestry Resources, Biological Resources, Cultural Resources, Hazards and Hazardous Materials, Transportation, and Tribal Cultural Resources have been determined to have a less than significant impact with implementation of mitigation measures. Therefore, no cumulatively considerable impacts are seen.

C. Have environmental effects which will cause substantial adverse effects on human beings either directly or indirectly?

FINDING: LESS THAN SIGNIFICANT IMPACT:

No environmental effects were identified that could cause a substantial adverse effect on human beings either directly or indirectly. Environmental effects related to Agricultural and Forestry Resources, Biological Resources, Cultural Resources, Hazards and Hazardous Materials, Transportation, and Tribal Cultural Resources have been determined to have a less than significant impact with implementation of mitigation measures.

CONCLUSION/SUMMARY

Based upon the Initial Study prepared for Initial Study Application No. 7589, staff has concluded that the project will not have a significant effect on the environment. It has been determined that there would be no impacts to Energy, Mineral Resources, Population and Housing, Public Services, and Recreation.

Potential impacts related to Aesthetics, Air Quality, Geology and Soils, Greenhouse Gas Emissions, Hydrology and Water Quality, Land Use Planning, Noise, Utilities and Service Systems, and Wildfire have been determined to be less than significant. Potential impacts relating to Agricultural and Forestry Resources, Biological Resources, Cultural Resources, Hazards and Hazardous Materials, Transportation, and Tribal Cultural Resources have determined to be less than significant with compliance with listed Mitigation Measures.

A Mitigated Negative Declaration is recommended and is subject to approval by the decision-making body. The Initial Study is available for review at 2220 Tulare Street, Suite A, street level, located on the southwest corner of Tulare and “M” Street, Fresno, California.

TK
G:\4360Devs&Pln\PROJSEC\PROJDOCS\Environmental\Initial Studies - Environmental Assessments\7000-7999\IS 7589 Dry Creek Bridge Replacement (Burrough Valley Rd)\IS-CEQA\IS 7589 IS wu.docx

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM

06-FRE-County of Fresno			BRLS-5942(245)
Dist.-Co.-Rte. (or Local Agency)	P.M./P.M.	E.A/Project No.	Federal-Aid Project No. (Local Project)/Project No.

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

The County of Fresno proposes to replace the Dry Creek Bridge located on Burrough Valley Road in Fresno County. The proposed project would replace a functionally obsolete, three-span wooden bridge with a bridge that meets the American Association of State Highway Transportation Officials (AASHTO). The proposed project would occur within an approximately 540-foot-wide area along Tollhouse Road, extending from Tollhouse Road to approximately 500 feet down Burrough Valley Road and narrowing down to a width of approximately 300 feet alongside the existing bridge and 100 feet wide near the eastern end of the project site. Construction would occur during the dry season.

CEQA COMPLIANCE *(for State Projects only)*

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

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

CALTRANS CEQA DETERMINATION (Check one)

☒ **Not Applicable – Caltrans is not the CEQA Lead Agency**

☐ **Not Applicable – Caltrans has prepared an Initial Study or Environmental Impact Report under CEQA**

☐ **Exempt by Statute.** (PRC 21080[b]; 14 CCR 15260 et seq.)
Based on an examination of this proposal, supporting information, and the above statements, the project is:

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

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

Print Name: Senior Environmental Planner or Environmental Branch Chief		Print Name: Project Manager	
Signature	Date	Signature	Date

NEPA COMPLIANCE

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

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

CALTRANS NEPA DETERMINATION (Check one)

☒ **23 USC 326:** The State has determined that this project has no significant impacts on the environment as defined by NEPA, and that there are no unusual circumstances as described in 23 CFR 771.117(b). As such, the project is categorically excluded from the requirements to prepare an EA or EIS under the National Environmental Policy Act. The State has been assigned, and hereby certifies that it has carried out the responsibility to make this determination pursuant to Chapter 3 of Title 23, United States Code, Section 326 and a Memorandum of Understanding dated May 31, 2016, executed between the FHWA and the State. The State has determined that the project is a Categorical Exclusion under:

- ☒ **23 CFR 771.117(c): activity (c)(_28_)**
- ☐ **23 CFR 771.117(d): activity (d)(___)**
- ☐ **Activity ___ listed in Appendix A of the MOU between FHWA and the State**

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

Shane Gunn		**Jim Perrault**	
Print Name: Senior Environmental Planner or Environmental Branch Chief		Print Name: Project Manager/DLA Engineer	
Signature	Date: 8/10/17	Signature	Date: 8/10/17

Date of Categorical Exclusion Checklist completion: 8/8/2017

Date of ECR or equivalent : 8/8/2017

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

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM
Continuation Sheet

06-FRE-County of Fresno			BRLS-5942(245)
Dist.-Co.-Rte. (or Local Agency)	P.M./P.M.	E.A/Project No.	Federal-Aid Project No. (Local Project)/Project No.

Continued from page 1:

All avoidance and minimization measures as outlined in the final approved Natural Environment Study (Minimal Impacts) dated May 2017 must be adhered to.

All avoidance and minimization measure as outlined in the final approved Water Quality Technical Memorandum dated April 2017 must be adhered to.

All avoidance and minimization measure as outlined in the final approved Initial Site Assessment dated April 2017 must be adhered to.

State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
Central Region
1234 East Shaw Avenue
Fresno, California 93710
(559) 243-4593
www.wildlife.ca.gov

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director

March 14, 2022

Steven White
County of Fresno
2220 Tulare Street, 6th Floor
Fresno, California 93721

Subject: Incomplete Notification of Lake or Streambed Alteration
EPIMS Notification No. FRE-21935
Dry Creek Bridge Replacement Project on Burrough Valley Road
Dry Creek – Fresno County

Dear Mr. White:

On February 10, 2022, the California Department of Fish and Wildlife (CDFW) received your Notification of Lake or Streambed Alteration (Notification) through the Environmental Permitting Information Management System (EPIMS). On March 14, 2022, CDFW determined that your Notification is incomplete because the information on one or more of the forms below is either missing or insufficient. To complete your Notification, please review the EPIMS Permitting Portal Instructions (PDF) available on the EPIMS internet page to complete the necessary forms and resubmit your application.

- ☐ General Information
- ☒ Project Location and Category
- ☒ Project Description, Term, and Impacts
- ☐ Environmental Review
- ☐ Measures to Protect Fish, Wildlife, and Plant Resources
- ☐ Prior Notification, Orders, and Permits
- ☐ Documents and Maps
- ☒ Fee Schedule
- ☐ Acknowledgement and Signature

Project Location and Category; Project Description, Term, and Impacts: The Notification appears to be for two projects, the bridge replacement, and a culvert replacement. The Notification currently shows only one project, described as the bridge replacement. Please include the second project for the replacement of the box culvert as a second project in EPIMS, including that specific location and associated

information. Please also ensure that all project description and impacts information for the box culvert replacement are included separate from the description and impacts from the project to replace the bridge.

Fee Schedule: The fees that have been submitted are identified for the bridge replacement. Please itemize the costs of the bridge replacement and the culvert replacement projects individually, and provide those costs individually, to determine the fee for each project. The total fee due for the Notification will be the sum of the two fees. Please submit any balance that is due. If fees have been overpaid, CDFW will provide a refund of overpaid fees.

Please note that you may not proceed with your project until your Notification is deemed complete, and you have obtained a Lake or Streambed Alteration Agreement, if required.

If you have questions regarding this letter, please contact Jim Kitch, Environmental Scientist, at (559) 580-3198 or by email at James.Kitch@wildlife.ca.gov.

Sincerely,

DocuSigned by:
Linda Connolly
BDDB84BB1205430...

Linda Connolly
Senior Environmental Scientist Supervisor

Culvert Replacement

Detailed Project Activity

The existing box culvert on Tollhouse Road north of Burrough Valley Road would also be removed and replaced due to its structural condition and hydraulic deficiencies. The replacement culvert would consist of a two cell 6-foot high by 12-foot-wide precast concrete box culvert structure. The invert of the replacement box culvert will be buried by approximately 2 ft of native creek bed soil so as to provide a natural creek bed through the structure.

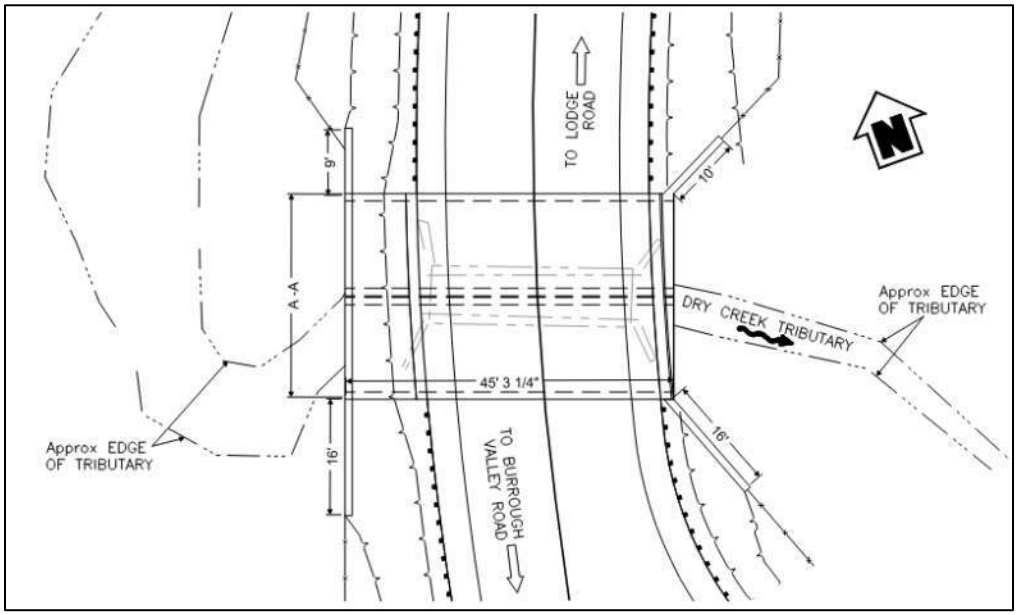


Figure 1 General Plan.

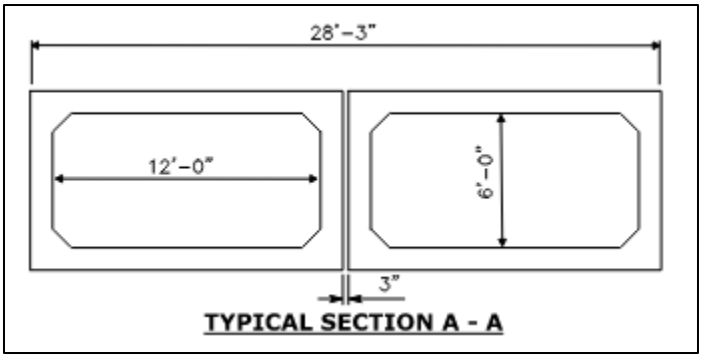


Figure 2 Typical section of the culvert.

CLEARING AND GRUBBING

Clearing and grubbing will occur before performing earthwork in the area. Earthwork activities include, but are not limited to, grading, excavation, slope stabilization, backfill and compaction, etc. The Contractor will clear the creek of vegetation by removing shrubs, dead vines, and bushes. There will be approximately 35 trees total that will be removed for the culvert and bridge replacement. Typical excavator, chainsaw, and other suitable machinery may be used to complete clearing and grubbing. All

excavated materials will be hauled off from the creek area. Clearing and grubbing will comply with section 17-2.03 Caltrans Standard Specifications as follows:

1. Clear all construction areas above the original ground of all vegetation, organic materials, concrete, masonry, and debris.
2. Grub all construction areas to the necessary depth, typically 3 to 6 inches below existing ground, to remove all existing stumps, roots, and other objectionable material.

CULVERT REMOVAL

Culvert removal activities will be implemented in compliance with Caltrans Standard Specifications, 2015 edition. A demolition plan depicting the proposed methods of culvert removal will be approved by the Engineer before starting the demolition process.

Existing bridge demolition and removal work sequence will be as follows:

1. Remove existing wood barrier rails.
2. Cut existing concrete deck and dispose using pavement removal buckets mounted on hydraulic excavators.
3. The existing concrete box culvert and wingwalls will be removed using an excavator and cranes.
4. The structure will be demolished and removed by breaking up the concrete into pieces using a backhoe or possibly using excavator mounted breakers.
5. Backfill voids and grade to existing topography in areas where culvert structure was removed. Light compaction equipment will be used for the backfill compaction.
6. Thorough sweeping and hauling out of demolished material or debris in areas upstream and downstream of the culvert .
7. Haul out demolished materials to an approved disposal site.

CULVERT CONSTRUCTION

Culvert construction consists of installation of the box culvert itself and construction of culvert parapet and wingwalls. The culvert consists of a two cell 6-foot high by 12-foot-wide precast concrete box culvert structure. The invert of the replacement box culvert will be buried by approximately 2 ft of native creek bed soil so as to provide a natural creek bed through the structure. Culvert wingwall lengths vary from 9 ft – 16 ft with heights varying from 4 ft – 9 ft (see attached construction plans). The culvert parapet walls will be constructed directly above the culvert on both the east and west side.

The contractor will perform culvert construction in the following manner:

1. Excavate existing ground to the bottom of the existing structure.
2. Install precast concrete box culvert.
3. Contractor will form, install rebars, and pour concrete for the wingwalls. Contractor would use a concrete pump truck, crane, and forklift.
4. Contractor will then form and pour the associated parapet walls.
5. After the wingwalls and parapets are constructed and cured, the Contractor will clean the area of any debris.
6. The invert of the culvert will be buried by approximately 2 ft of native creek bed soil.

Structure	Length	Width
Precast Concrete Culvert	45 ft 3 ¼ in	28 ft 3 in

Structure Excavation	Structure Backfill	Structure Material
520 cy soil	85 cy soil	53 cy concrete

CONCRETE BARRIERS

Concrete barriers (Caltrans Type 736) will be installed along both sides of the culvert edges and on top of the wingwalls. Concrete will be poured into formworks that have been set.

Length	Width	Height	Material Used	Qty. Materials Used
56 ft 6 in	1 ft 5 ¾ in	3 ft	Concrete	6.5 cy

CABLE RAILING

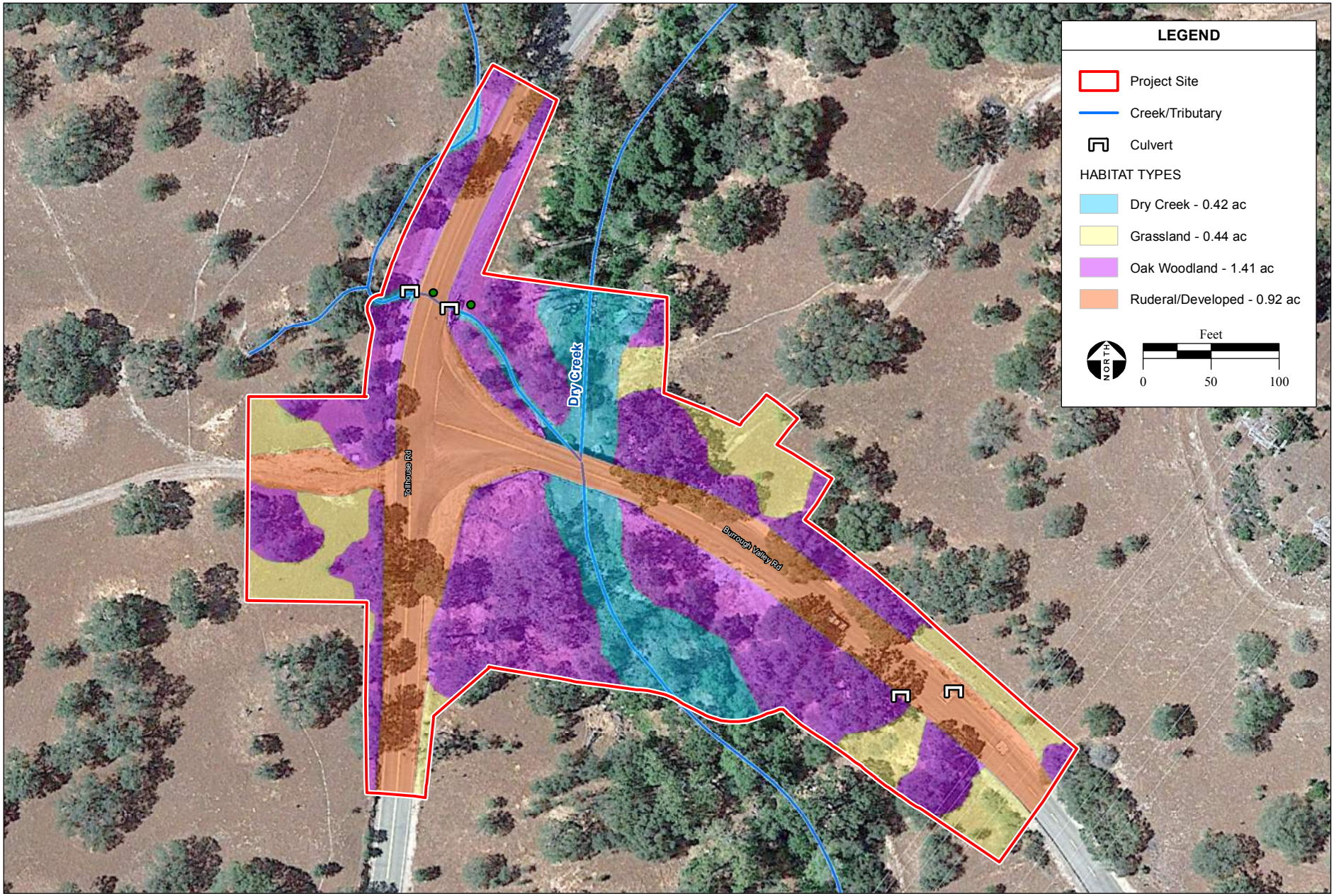
Approximately 129 LF of cable railing will be installed along the east and west wall of the box culvert.

STAGING AREA

The same staging area will be used for the duration of construction of both the bridge and culvert replacement. It will be used to store equipment and materials and to provide parking areas for construction workers and equipment for the duration of construction. This temporary staging area will be restored as close as possible to preconstruction conditions. See attached Project Activity Map for the potential staging location.

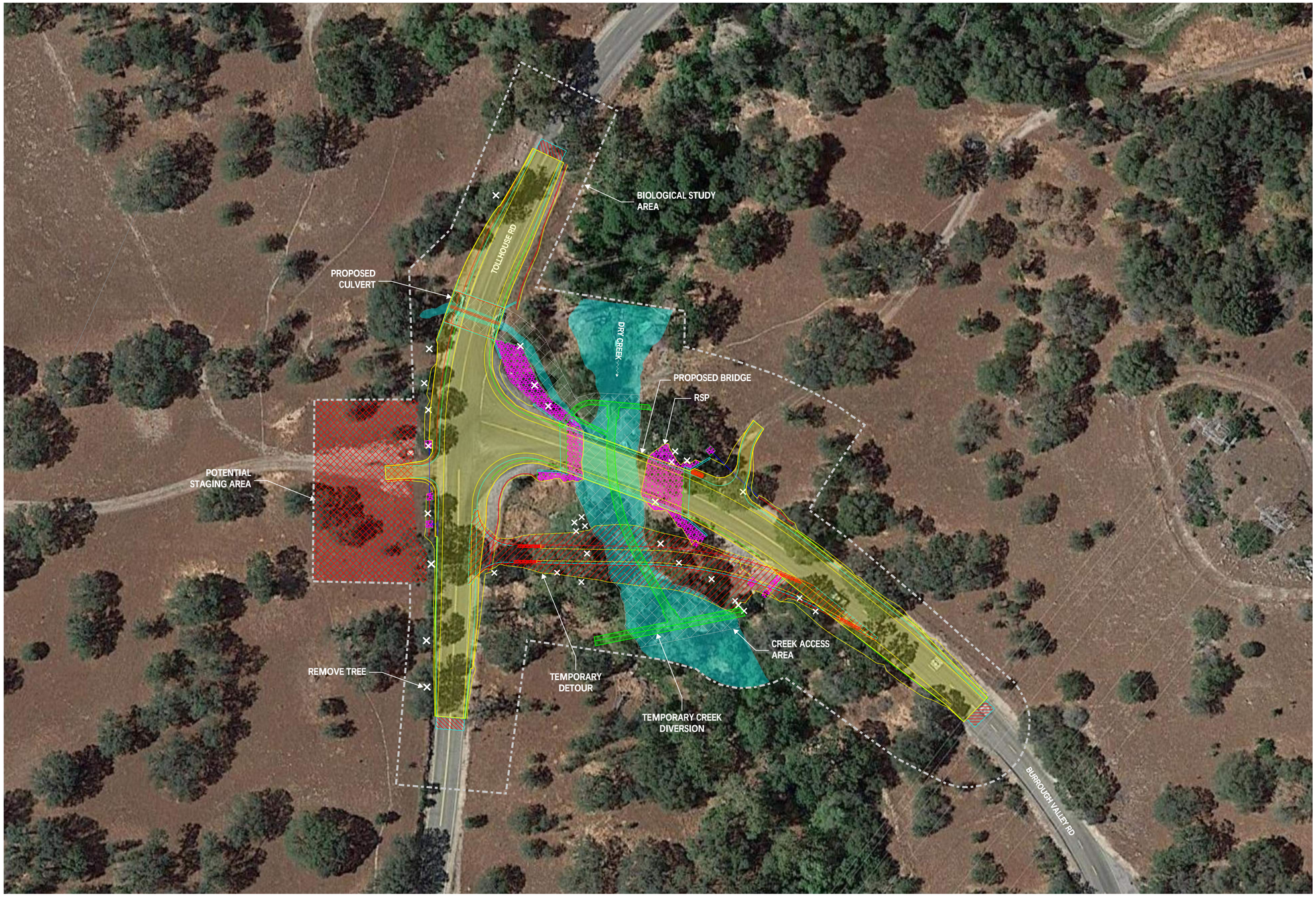
IMPACTS ASSOCIATED WITH CULVERT REPLACEMENT

Vegetation Type	Temporary Impacts		Permanent Impacts	
	Acres	*Linear Feet*	*Acres*	*Linear Feet*
Stream Channel – Dry Creek	0.009	45	0.002	45
Oak Woodland	0.02	70	–	–
Total:	0.029	115	0.002	45



SOURCE: DigitalGlobe Aerial Photograph, 5/2014; AES, 5/26/2017

Figure 4
Habitat Types



	DATE	
DESIGNED: HFA	05/06/2021	DESIGN ENGINEER
DRAWN: HFA	05/06/2021	
CHECKED: JCH	05/06/2021	

FOR RIGHT OF WAY DATA AND ACCURATE ACCESS DETERMINATION, SEE DOCUMENTS IN THE DEPARTMENT OF PUBLIC WORKS AND PLANNING.

SCALE

0 50 100 Feet

LEGEND

- Biological Study Area
- Rock Slope Protection (RSP)
- Ordinary High Water Mark
- Potential Staging Area - 0.3 ac
- Temporary Detour
- Temporary Creek Diversion
- Roadway Work
- Creek Access Area
- Remove Tree

THE COUNTY OF FRESNO

DEPARTMENT OF PUBLIC WORKS AND PLANNING

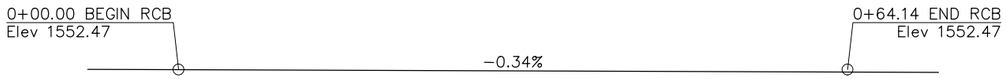
PROJECT ACTIVITY MAP
DRY CREEK BRIDGE ON BURROUGH VALLEY Rd

DRAWING NO. 1 SHEET NO. 1 TOTAL 1

Dry Creek Bridge Replacement Project on Burrough Valley Rd

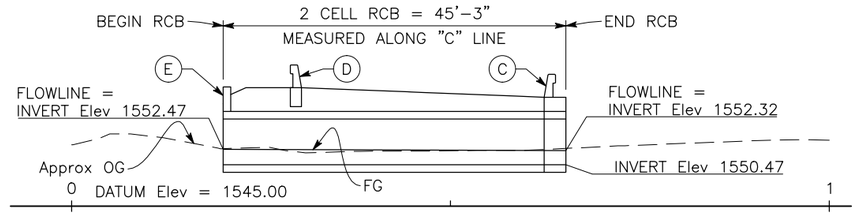
APN's within the Project Area:

- 138-050-66
- 138-490-05



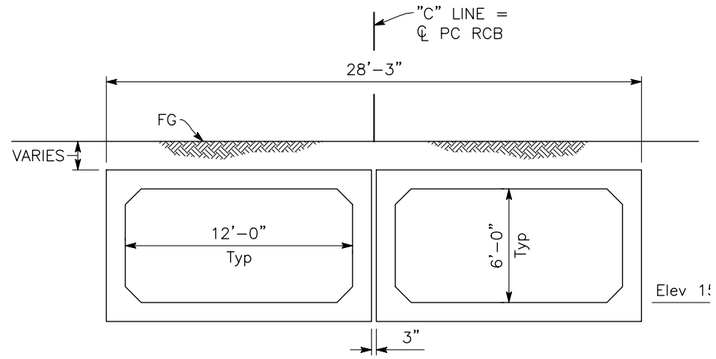
FLOWLINE PROFILE (ALONG "C" LINE)

NO SCALE



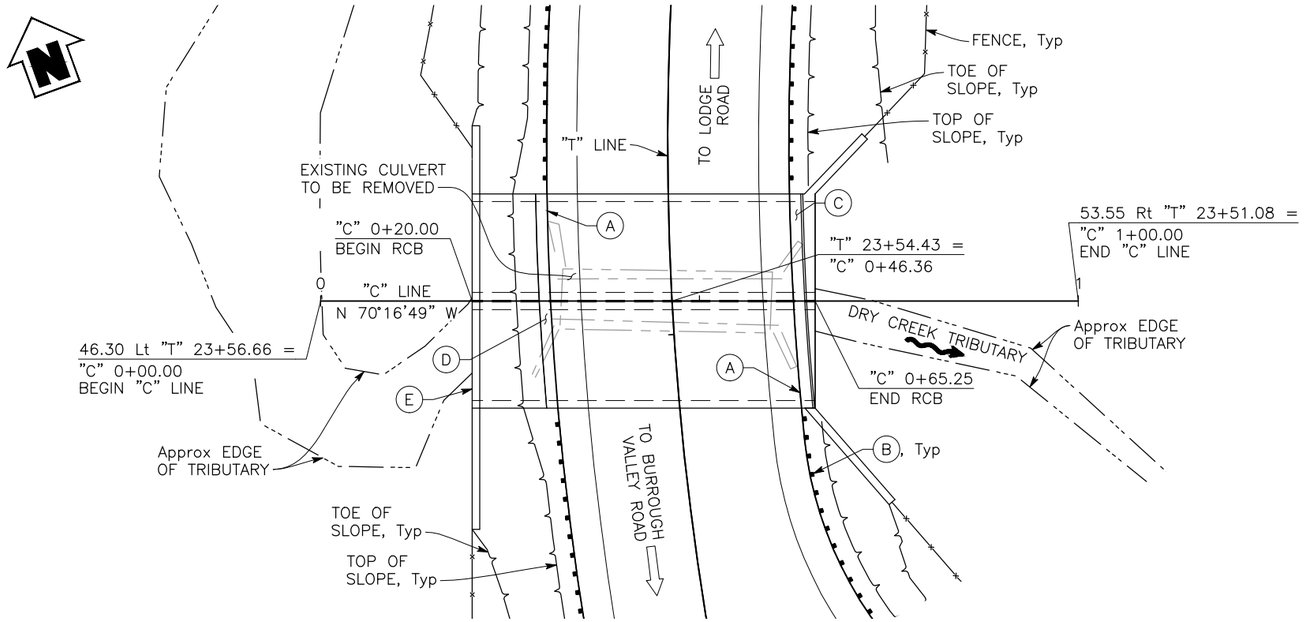
LONGITUDINAL SECTION (ALONG "C" LINE)

1" = 10'



TYPICAL SECTION

¼" = 1'−0"



PLAN

1" = 10'

LEGEND:

- Indicates Direction of Water Flow
- Indicates Direction of Traffic
- Indicates Existing Bridge
- Indicates New Structure

NOTES:

- (A) Paint Bridge Number and Year Completed
- (B) Midwest Guardrail System — RSP B11−56 / −
- (C) Concrete Barrier Type 736 (Mod) — RSP B11−56 / −
- (D) Concrete Barrier Type 736B .....
- (E) Culvert Parapet

NOTE:
THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING AND FABRICATING ANY MATERIAL

	DATE	RECORD DRAWING		SCALE
DESIGNED:		RESIDENT ENGINEER	DATE	AS SHOWN
DRAWN:				
CHECKED:				

FOR RIGHT OF WAY DATA AND ACCURATE ACCESS DETERMINATION, SEE DOCUMENTS IN THE DEPARTMENT OF PUBLIC WORKS AND PLANNING.

SUPERVISING ENGINEER — DATE

REGISTERED PROFESSIONAL ENGINEER — No. — Exp. — STATE OF CALIFORNIA

PROJECT
DRY CREEK ON BURROUGH VALLEY ROAD
BRIDGE REPLACEMENT
BRIDGE NO. 42C-0134

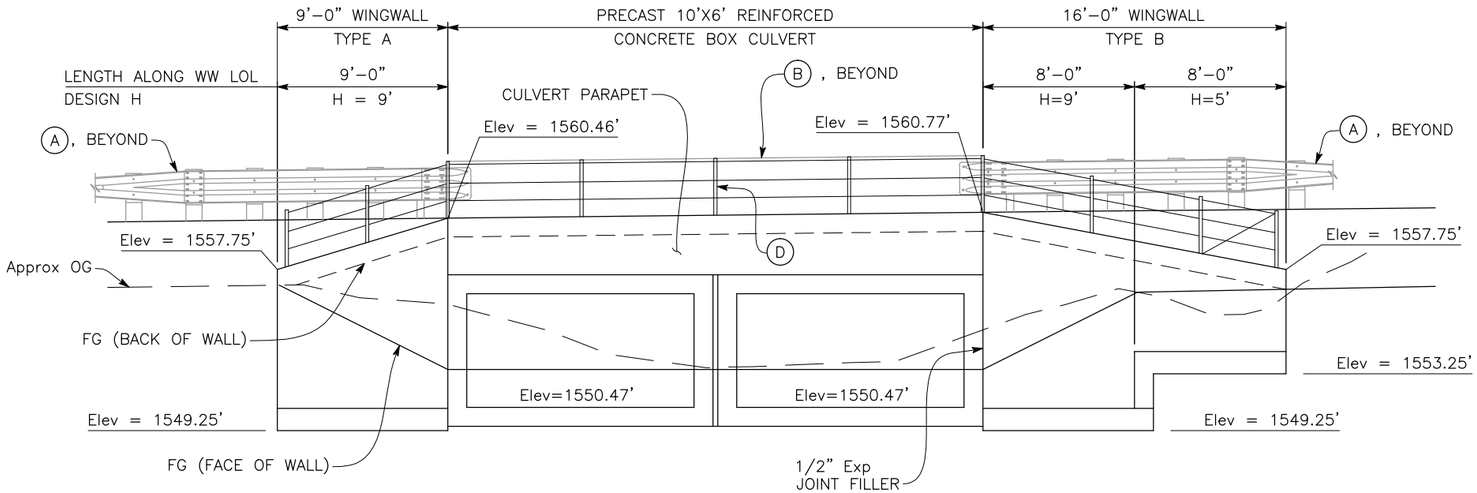
ROAD NO. — BRIDGE NO. 42C-0134

THE COUNTY OF FRESNO

DEPARTMENT OF PUBLIC WORKS AND PLANNING

CULVERT GENERAL PLAN

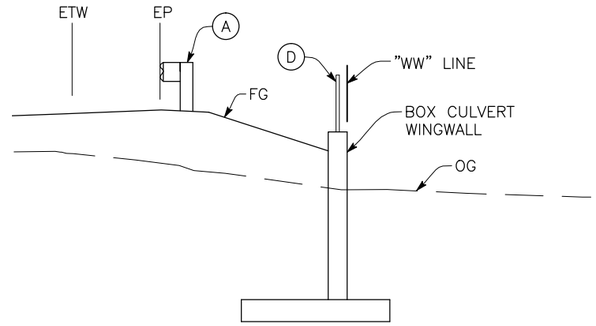
DRAWING NO. ST-15 — SHEET NO. 56 — TOTAL 60



WEST WALL ELEVATION

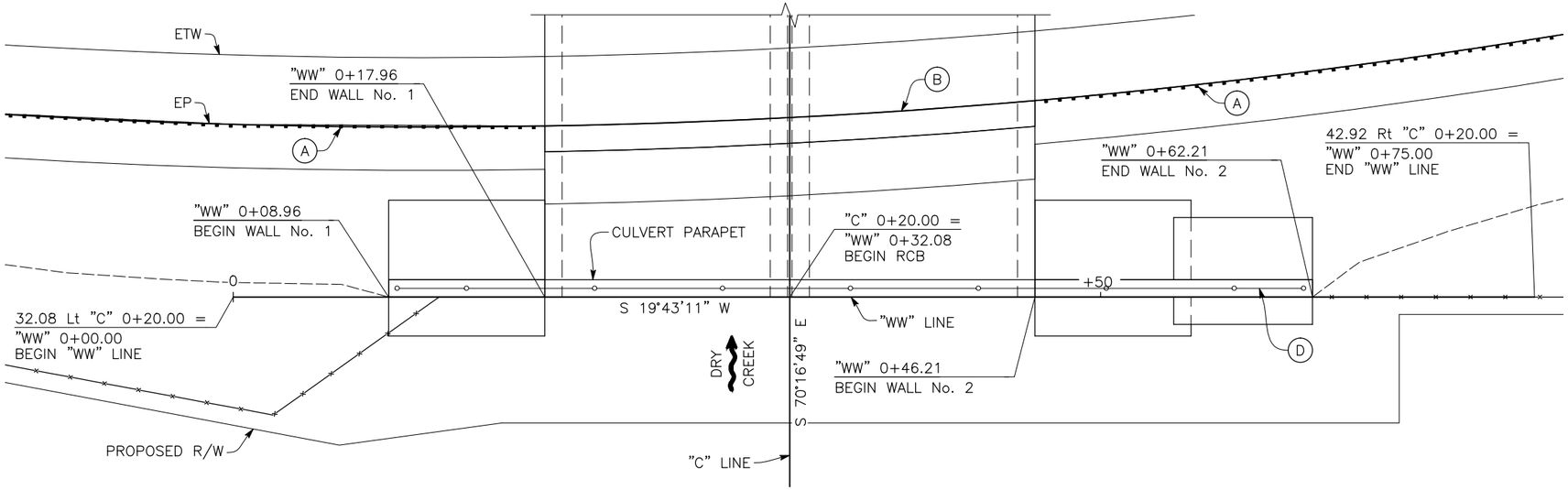
1/4" = 1'–0"

D83A – | D83B – | D84 –



WEST WINGWALL TYPICAL SECTION

1/4" = 1'–0"



WEST WALL PLAN

1/4" = 1'–0"

D83A – | D83B – | D84 –

LEGEND:

Indicates Direction of Water Flow

NOTES:

(A) MGS, See Roadway Plans

(B) Concrete Barrier Type 736B — RSP B11–56 –

(C) Concrete Barrier Type 736 — RSP B11–56 –

(D) Cable Railing — B11–47 –

NOTE:
THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING AND FABRICATING ANY MATERIAL

	DATE	RECORD DRAWING		SCALE
DESIGNED: REBECCA BAUTISTA		RESIDENT ENGINEER	DATE	AS SHOWN
DRAWN: KEITH DRESBACH				
CHECKED:				

FOR RIGHT OF WAY DATA AND ACCURATE ACCESS DETERMINATION, SEE DOCUMENTS IN THE DEPARTMENT OF PUBLIC WORKS AND PLANNING.

SUPERVISING ENGINEER — DATE

REGISTERED PROFESSIONAL ENGINEER — No. — EXP. — STATE OF CALIFORNIA

PROJECT
DRY CREEK ON BURROUGH VALLEY ROAD
BRIDGE REPLACEMENT
BRIDGE NO. 42C-0134

ROAD NO. — BRIDGE NO. 42C-0134

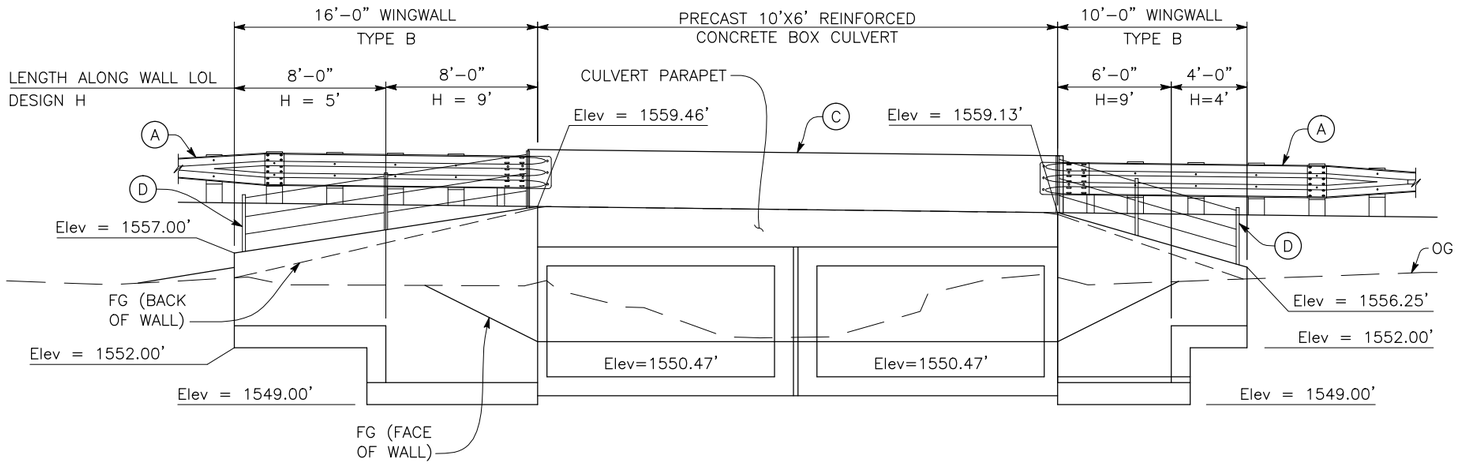
THE COUNTY OF FRESNO

DEPARTMENT OF PUBLIC WORKS AND PLANNING

CULVERT DETAILS NO. 1

DRAWING NO. ST-16 — SHEET NO. 57 — TOTAL 60

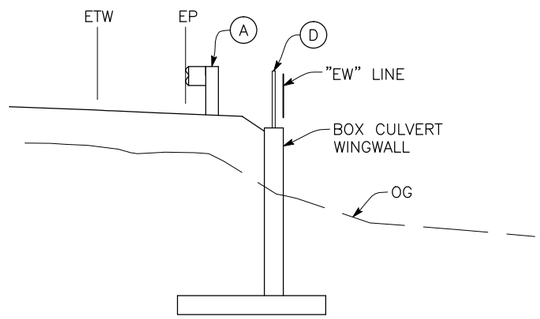
U:\15027 – Dry Creek (Burrough Valley Road) Bridge Replacement – Fresno Co\400 Project Design Files\430 Bridges & Structures\Plans\BVR-S-C011-2.dwg Jan 26, 2018 – 4:46pm



EAST WALL ELEVATION

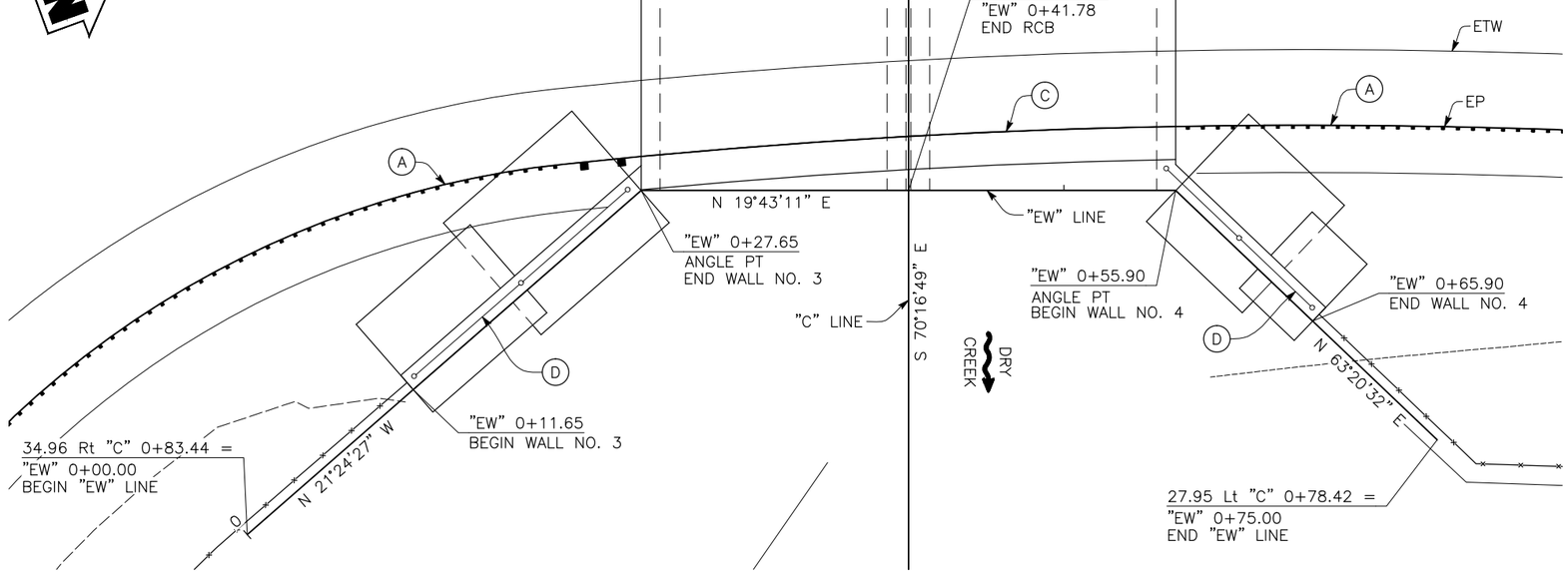
1/4" = 1'–0"

D83A – | D83B – | D84 –



EAST WINGWALL TYPICAL SECTION

1/4" = 1'–0"



EAST WALL PLAN

1/4" = 1'–0"

D83A – | D83B – | D84 –

LEGEND:

Indicates Direction of Water Flow

NOTES:

(A) MGS, See Roadway Plans

(B) Concrete Barrier Type 736B RSP B11–56 –

(C) Concrete Barrier Type 736 RSP B11–56 –

(D) Cable Railing B11–47 –

NOTE:
THE CONTRACTOR SHALL VERIFY ALL CONTROLLING FIELD DIMENSIONS BEFORE ORDERING AND FABRICATING ANY MATERIAL

	DATE	RECORD DRAWING	DATE
DESIGNED: REBECCA BAUTISTA		RESIDENT ENGINEER	
DRAWN: KEITH DRESBACH			
CHECKED:			

FOR RIGHT OF WAY DATA AND ACCURATE ACCESS DETERMINATION, SEE DOCUMENTS IN THE DEPARTMENT OF PUBLIC WORKS AND PLANNING.

SCALE: AS SHOWN

SUPERVISING ENGINEER _____ DATE _____

REGISTERED PROFESSIONAL ENGINEER — No. _____ Exp. _____ — STATE OF CALIFORNIA

PROJECT
DRY CREEK ON BURROUGH VALLEY ROAD
BRIDGE REPLACEMENT
BRIDGE NO. 42C-0134

ROAD NO. BRIDGE NO. 42C-0134

DEPARTMENT OF PUBLIC WORKS AND PLANNING

CULVERT DETAILS NO. 2

DRAWING NO. ST-17 SHEET NO. 58 TOTAL 60

U:\15027 – Dry Creek (Burrough Valley Road) Bridge Replacement – Fresno Co\400 Project Design Files\430 Bridges & Structures\Plans\BR–S–CDT1–2.dwg Jan 26, 2018 – 4:46pm