SAN DIEGO STATE UNIVERSITY

Fenton Parkway Bridge Mikel Ciafre, Roman Gonzalez, Erika Kenion, Jacobo Velasco, Nicholle Noelle Willis, Ross Wong

About Us



Nicholle Noelle Willis **Civil Engineer**



Erika Kenion **Civil Engineer**



Mikel Ciafre **PM/Civil Engineer**



Jacobo Velasco **Geotechnical Engineer**



Roman Gonzalez **Environmental Engineer**



Ross Wong **Civil Engineer**



River with Fenton Pkwy & Northside Dr.

Project Objectives

- To propose a design for Fenton Street Bridge
- Structural
- Bridge Design
- Calculations
- Site Civil
- Street Improvement Plans
- Traffic Signal Plans
- Grading Design
- Cost Estimate
- Street Design
- Geotechnical Study
- Stormwater
- Drainage Study
- SWQMP
- BMPs
- Erosion Control Post Construction
- Design Impact
- Public, Health, Safety, & Welfare
- Global Factors
- Social Factors
- Environmental Factors
- Economic Factors
- ISI Envision
- USGBC LEED



Existing Conditions

Proposed Conditions

Structural Type of Bridge so used a through-arch bridge

Traffic

- **Intersection Dimensions**
- Fenton Parkway -Three Legged Intersection

- Parkway Traffic Signal Design
- Fenton Parkway and Rail Crossing Gate
- an A Level of Service

Roadway Design

- alignment

Geotechnical

- Recommendations
- Deep Pile Foundation - Socketed Caisson (Drilled Pile)
- 2 piles per pier

Stormwater **Recommended Treatment** - Bioretention Basin

Stormwater

SCALE

xisting Conditions
- Land Use: Recreational
- Vegetation: Riparian
- Watershed Identification: Lo
iego 907.1
- Discharge Location: Pacific
cean Beach Area
- Tributary Area: 1.21 acres
ollutants of Concern
Indicator Bacteria
- Sediments
- Nutrients
- Heavy Metals

- Trash & Debris



Design and Approach

- Based upon the length and abutment placement - Could not have an abutment in the river environment,

-Necessary Street Widening on Eastern Side of

-Two 11' Southbound Lanes on Fenton Parkway -Two 11' Northbound Lanes on Fenton Parkway -6' Wide Bicycle Lanes on Both Sides of Fenton

-Fully Actuated 3 Phase Traffic Signal with Priority on

-Traffic Signal will be Synchronized with MTS Trolley -Designed to meet Forecasted Traffic Demand with

- demolition, street widening, and horizontal/vertical

- will follow Caltrans specifications - road profile with asphalt depths and drainage grade

Findings

Geotechnical

- CPT (Cone Penetration Test) - 7 layers total (silty sand, clay, gravelly sand and bedrock) ower San - Water table is located at 0.2m - Soil is susceptible to liquefaction Ocean, - No significant seismic motion was found