

## MEMORANDUM

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 25, 2020

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.5e.(5), Action Item

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District 10 – Director

Subject: **SUPPLEMENTAL FUNDS ALLOCATION FOR PREVIOUSLY VOTED PROJECT (PPNO 0321/EA 0L020) – SAN JOAQUIN COUNTY – STATE ROUTE 99) RESOLUTION FA-19-33**

### **ISSUE:**

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) request for an additional \$3,867,000 in Capital and Support cost, for the State Highway Operation and Protection Program (SHOPP), Safety Improvement project (PPNO 0321) on State Route (SR) 99, in San Joaquin County, to complete the construction contract?

### **RECOMMENDATION:**

The Department recommends that the Commission approve the requested supplement funds allocation for this SHOPP project.

### **PROJECT DESCRIPTION:**

This ongoing construction contract project will remove and replace a portion of the 1,220 foot long SR 99 Stanislaus River Bridge, in the City of Ripon in San Joaquin County. The project will be removing the 117 year old, 206 foot long, two-lane wide, two concrete arch-span segment; which now is a part of southbound lanes in the southwest corner of the larger structure. The current full bridge was constructed in various segments, as SR 99 was expanded over the decades, around these two original arch-spans. This project will replace the arch-spans due to structural deficiencies and life span. There are three piers that support this 117 year old structure segment, which is located in the river channel and therefore require in-water work to complete the substructure foundation replacement. The project area is also within the spawning migration corridor for the federally threatened California Central Valley

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Steelhead and the contract risk included the in-water work; which by permit mandates that work is only permissible for four months each year between June 15 and October 15. Finally, access to the project site is also constrained by both a Union Pacific Railroad (UPRR) trestle and a buried Kinder Morgan high pressure jet fuel pipeline, located downstream and adjacent to the project. The project has a temporary construction easement which encroaches on both of these facilities, and the contract requires that these external agencies approve operations and coordination of all work affecting those facilities.

**FUNDING AND CONTRACT STATUS:**

Originally the project was programmed in the 2014 SHOPP for \$14,653,000. In August 2018, the Commission allocated \$8,507,000 in construction capital and \$3,552,000 in construction support. In November 2018, the project was awarded to the lowest bidder for \$9,062,000 in construction capital using G-12 delegated authority. Construction began in February 2019, and there are 160 days of the planned 275 working days remaining for the contract. The planned construction completion date is now estimated to be in June 2021 and the final contract acceptance date is planned as July 2, 2021. Currently, the project work is suspended, with work to resume upon receiving of supplemental funding; if funding is approved, the in-water work is scheduled to resume in June 2020. However, the current project budget will need additional funding to complete construction. The funds expended to date have been used to compensate contractors for changes needed as described below. Therefore, the Department is requesting \$3,552,000 in construction capital and \$315,000 in construction support to complete construction.

**REASON FOR COST INCREASE:**

The additional funds needed to address on site changes and added work that was not included in the original contract plans to comply with conditions for permits is as follows:

- To complete the in-water work during a limited time window and constrained work limits near the UPRR tracks,
- To mitigate the effects of unexpected Goodwin Dam water release for high river flow levels on trestle placement and river traffic closure impacts,
- To modify bat and bird protection due to high river levels, median concrete repair, and adjusted traffic handling plans,
- To maintain the job site during work suspension periods,
- To provide the demobilization of equipment and materials by the contractor for the suspension.

### **Construction Capital**

The winter of 2019 was an extremely wet year in California, receiving over 200 percent of the average snowpack per the Department of Water Resources (DWR). This resulted in water levels in the Stanislaus River fluctuating significantly during the beginning stages of the construction project; providing shorter windows to complete the preparation work necessary to work adjacent to the UPRR railroad. This affected the UPRR approval process, causing the remaining in-water work to be delayed about 6 weeks until July 22, 2019, limiting time to complete the in-water work during the permit window in 2019.

Also, shortly after the in-water work was ready to begin, it was found that the Army Corps of Engineers (ACOE) Nationwide 404 Permit (Permit) requirement for river traffic, due to the Goodwin Dam's continued release of high river flows, was determined to be outside the scope in the contract documents. The Permit and the United States Coast Guard (USCG) verbally defined that there is to be minimal impact to river navigation, or there needs to be an approved written river closure plan. At the time the project was developed, water flow was minimal and decreasing annually due to the drought. It did not appear to the project team that water flow levels would have significant impact on river navigation during construction, except during a two week demolition window, so no formal closure plan was developed. As a result, the contractor had set up to build a temporary trestle over the river for access and demolition activities. Unfortunately, in 2019, high river flows from the release of water from Goodwin Dam would result in limited vertical clearance for river navigation if the trestle was put into place. As a result, a change was developed to provide for these various restrictions. However, the additional delay related to the UPRR reviews, USCG public notice coordination, and extended high flow days provided insufficient time to complete the in-water work by the permit restriction of October 15<sup>th</sup> and the Department suspended the contract for the winter.

At that time, prestaging construction had begun to perform the original work; the concrete median barrier had been removed, and southbound traffic was shifted to the median with Temporary K-rail placed to facilitate the staged shift. This resulted in significant traffic congestion on SR 99 during construction. During a suspension the winter months would add challenges in that fog can cause significant traffic congestion. To avoid SR 99 lane shifts congestion and impacting 132,000 vehicles per day during the suspension, the contractor was asked to remove shift lane lines, all equipment from the construction site and move freeway traffic out of the stage construction constraints during the winter. It was decided that the lanes would be realigned to the pre-construction conditions rather than stay unnecessarily in the staged traffic configuration for many months with reduced lane widths and no shoulders for the winter. As a result, the SR 99 southbound traffic from the median shift was returned to the original existing lanes. Temporary K-rail was placed to provide a median barrier, roadway striping and median drainage facilities were restored, and the contractor demobilized the construction equipment to reduce costs.

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Due to the impacts, the additional \$3,552,000 requested in construction capital will allow the Department to complete the remaining items of work related to replacing the bridge arch-spans segment and three supporting piers.

**Construction Support**

The project will also require an increase in construction support. The supplemental capital outlay support increase is in part due to additional negotiations with the USCG regarding the river closure, preparations for the winter suspension, continued negotiations with the contractor to minimize costs and schedule impacts, and adding a second season to the project to accommodate the in-water work as described. The additional \$315,000 will ensure the planned contract work is completed per plans and specifications, and in compliance with the appropriate safety and environmental requirements.

**CONSEQUENCES:**

If this project is not successful in obtaining supplemental funds, the Department will have to terminate the project as no project scope can be eliminated from the project. The bridge segment being replaced has been identified by Travel and Leisure Magazine as one of the most deficient bridges nationwide. The Department believes that due to the time needed to program a new project, it would be imprudent to de-program the project at this point.

**FINANCIAL RESOLUTION:**

Resolved, that \$3,552,000 be allocated from the Budget Act of 2019, Budget Act Items 2660-302-0890 and 2660-302-3290 for construction and \$315,000 for construction engineering to provide funds to complete the construction contract of the project.

Attachment

2.5 Highway Financial Matters

Project #	Allocation Amount	Recipient	County	Dist-Co-Rte	Postmile	Project Title	Location	Project Description	Project Support Expenditures	PPNO Program Funding Year Item # Fund Type Program Codes Project ID Adv Phase EA	State Federal Current Amount by Fund Type	State Federal Additional Amount by Fund Type	State Federal Revised Amount by Fund Type
<b>2.5e.(5) Supplemental Funds for Previously Voted Project</b>										<b>Resolution FA-19-33</b>			
\$3,867,000		In Ripon, at the Stanislaus River Bridge No. 29-0013L; also in Stanislaus County (PM R24.3/R24.750).								10-0321 505-3290 RMRA 001-0890	\$1,750,000 \$1,750,000		\$1,750,000 \$1,750,000
Department of Transportation SJCOG San Joaquin 10-SJ-99 0.0		Supplemental funds are needed to Complete Construction.								FTF 20.10.201.110			
		Total revised amount \$15,874,000								505-3290 RMRA 001-0890 FTF 20.10.201.110		\$158,000 \$157,000	\$158,000 \$157,000
										SHOPP/2018-19 302-3290 RMRA 302-0890 FTF 20.20.201.110	\$4,254,000 \$4,253,000		\$4,254,000 \$4,253,000
										SHOPP/2019-20 302-3290 RMRA 302-0890 FTF 20.20.201.110 1013000053 4 0L020	\$1,776,000 \$1,776,000		\$1,776,000 \$1,776,000