

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 24-25, 2020

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.8d.(1), Action Item

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Division of Transportation Programming

Subject: **REQUEST TO EXTEND THE PERIOD OF EXPENDITURES FOR THE STATE ADMINISTERED SHOPP PROJECTS, ON THE STATE HIGHWAY SYSTEM, PER SHOPP GUIDELINES WAIVER 20-44**

ISSUE:

Should the California Transportation Commission (Commission) approve expenditure time extensions for the 16 State Highway Operation and Protection Program (SHOPP) projects phases for the periods indicated, as described in the attachment?

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the Commission approve expenditure time extensions, for the phases and periods indicated, for the 16 SHOPP projects described in the attachment.

BACKGROUND:

In June 2017, the Commission allocated \$96,674,000 in support for the attached 16 SHOPP projects phases. In accordance with the SHOPP Guidelines (Guidelines), the deadline to complete the Project Approval and Environmental Document (PA&ED) and the Plans, Specification, and Estimate (PS&E) phases for projects allocated in June 2017 is June 28, 2020. Because the Department will not meet this deadline, the Department is requesting expenditure time extensions for these phases. The attachment shows the details of each project and the delays that have resulted in these time extension requests.

Current Guidelines stipulate that the agency implementing a project request an expenditure time extension if the project phase will not be completed within 36 months of allocation. The Commission may approve waivers to the timely use of funds deadline one-time only for up to 20 months.

“Provide a safe, sustainable, integrated and efficient transportation system to enhance California’s economy and livability”

In June 2017, the Commission adopted Interim SHOPP Guidelines to reflect the April 2017 passage of Senate Bill 1. The Interim SHOPP Guidelines were the first ever guidelines for this program and included direction regarding the Commission's allocation of the Department's capital outlay support resources. The Department requested a total of 742 PS&E and PA&ED project phases for Commission allocation at the June 2017 Commission meeting.

The Department, in trying to implement this new requirement, did not analyze whether these phases required additional time to complete expenditures above the 36 months currently granted in the Guidelines.

The Guidelines also allow the Department to request additional time at allocation to complete expenditure above the 36 months allowable to lessen or eliminate the need for a maximum 20-month time extension. Unfortunately, four long lead projects whose capital outlay support phases were allocated in June 2017, and are due to expire in June 2020, will need more than 20 months to complete expenditures.

Considering that the June 2017 meeting saw the first ever PA&ED and PS&E allocations, the large number of phases, the Department is requesting an exception to the SHOPP Guidelines to allow for a more than a 20-month time extension. The four projects are included in the attachment.

Attachment

Project Number: 1
County: Mendocino
District: 01
PPNO: 4507
EA: 43480
Route: 1
Program: SHOPP
Phase: PA&ED
Allocation Amount: \$3,988,000
Allocation Date: 06/28/2017
Number of Months Requested: 3 months
Extended Deadline: 09/30/2020

Project Description:

In Fort Bragg at Pudding Creek Bridge No. 10-0158 (PM 62.12). Bridge rail upgrade and widening. Upgrade and replace barrier rails and bridge replacement.

Reason for Delay:

This SHOPP Bridge rail replacement/upgrade project was initially scheduled to complete the Project Approval and Environmental Document (PA&ED) Phase on June 28, 2020. However, The bridge site is situated in multiple jurisdictions requiring separate lengthy consultation with various regulatory agencies and stakeholders based on the temporary and permanent impacts.

The Pudding Creek Bridge is located within the jurisdiction of the City of Fort Bragg and the State Coastal Commission requiring site-specific permit conditions and mitigation requirements. A detailed construction scenario, to determine the number of working days, required lengthy consultation with permitting agencies to narrow work windows, minimize temporary impacts, finalize temporary and permanent relocation of forced sewer main on the bridge and permanent relocation of the waterline from Pudding Creek dam to State Route 1 across Pudding Creek Bridge. Additional time is also required to finalize an agreement with City of Fort Bragg for construction of sidewalks from widened structure to major intersections north and south of bridge based on the City of Fort Bragg's Land Use Policy.

Therefore, the Department is requesting a three-month expenditure time extension to allow the Department sufficient time to process and finalized the PA&ED phase by September 30, 2020.

Project Number: 2
County: Mendocino
District: 01
PPNO: 4491
EA: 40140
Route: 1
Program: SHOPP
Phase: PA&ED
Allocation Amount: \$6,420,000
Allocation Date: 06/28/2017
Number of Months Requested: 34 months
Extended Deadline: 04/30/2023

Project Description:

Near Albion, from 2.2 miles north of Route 128 Junction to 0.2 mile north of Salmon Creek Bridge No. 10-0134. Bridge replacement. (Long Lead Project)

Reason for Delay:

The deadline to complete the Project Approval and Environmental Document (PA&ED) Phase for this SHOPP Bridge Rehabilitation project is June 28, 2020. However, the Department and its consultants have been delayed in their efforts to complete the environmental and design studies, and thus a SHOPP amendment at the May 2020 Commission meeting made the project long lead into the Fiscal Year 2029-30.

The delay in obtaining the permits to access to the project area and in securing the coastal development permit, to perform the geotechnical investigation as part of the PA&ED process, to develop the design studies have now resulted in having to update the early and late season botanical surveys. The target completion date for the late-season botanical surveys is September 2020. A 34-month expenditure time extension is needed to complete the environmental studies, secure the required permits, perform the geotechnical investigations, and develop the design studies.

Therefore, the Department is requesting a 34-month expenditure time extension to allow the Department sufficient time to process and finalized the PA&ED phase by April 30, 2023.

Project Number: 3
County: Mendocino
District: 01
PPNO: 4490
EA: 40110
Route: 1
Program: SHOPP
Phase: PA&ED
Allocation Amount: \$6,147,000
Allocation Date: 06/28/2017
Number of Months Requested: 26 months
Extended Deadline: 08/31/2022

Project Description:

Near Albion, from 3.0 miles north of Route 128 Junction to 0.2 mile north of Albion River Bridge No. 10-0136. Bridge replacement. (Long Lead Project)

Reason for Delay:

The deadline to complete the Project Approval and Environmental Document (PA&ED) Phase for this SHOPP Bridge Rehabilitation project is June 28, 2020. However, the Department and its consultants have been delayed in their efforts to complete the environmental and design studies.

The delay in obtaining the permits to access to the project area and in securing the coastal development permit, to perform the geotechnical investigation as part of the PA&ED process, to develop the design studies have now resulted in having to update the early and late season botanical surveys. The target completion date for the late-season botanical surveys is September 2020. A 26-month expenditure time extension is needed to complete the environmental studies, secure the required permits, perform the geotechnical investigations, and develop the design studies.

Therefore, the Department is requesting a 26-month expenditure time extension toll allow the Department sufficient time to process and finalized the PA&ED phase by August 31, 2022.

Project Number: 4
County: Mendocino
District: 01
PPNO: 4630
EA: 0F710
Route: 1
Program: SHOPP
Phase: PA&ED
Allocation Amount: \$940,000
Allocation Date: 06/28/2017
Number of Months Requested: 7 months
Extended Deadline: 03/31/2021

Project Description:

Near Gualala, from 0.4 mile north of Havens Neck Drive to 0.5 mile south of Iverson Road. Widen shoulders and install edge-line rumble strips and guardrail.

Reason for Delay:

This SHOPP Safety Improvement project was initially scheduled to complete the Project Approval and Environmental Document (PA&ED) Phase on June 28, 2020. However, the scope of the current programmed project for curve improvement now includes a superelevation improvement. The Department required additional time to develop and analyze project alternatives and prepare construction scenarios to determine temporary and permanent impacts. Due to influences on coastal resources from the preferred alternative, the Department has determined that a higher level of environmental document type, than what was anticipated, is needed for the project requiring additional time to complete PA&ED.

Therefore, the Department is requesting a seven-month expenditure time extension to allow the Department sufficient time to process and finalized the PA&ED phase by March 31, 2021.

Project Number: 5
County: Del Norte
District: 01
PPNO: 1112
EA: 0F280
Route: 101
Program: SHOPP
Phase: PA&ED
Allocation Amount: \$50,000,000
Allocation Date: 06/28/2017
Number of Months Requested: 68 months
Extended Deadline: 02/28/2026

Project Description:

In Del Norte County from Wilson Creek Bridge to 3.8 miles north of Wilson Creek Bridge. (also known as Last Chance Grade). Permanent roadway restoration and realignment. (Long Lead project)

Reason for Delay:

The deadline to complete the Project Approval and Environmental Document (PA&ED) Phase for this SHOPP Permanent Restoration project is June 28, 2020. However, the Department and the project partners (Citizen Groups, Elected Officials, Government Agencies, Land managers) are considering alternatives that provide more reliable connections through the region; protect economic, environmental, and cultural resources; and reduce maintenance costs. This project proposes seven alternatives in response to landslides and roadway failures, which have caused damage for decades. Six of the seven alternatives would include realignment of US 101 with the goal of avoiding the unstable portions of Last Chance Grade (LCG). A 68-month expenditure time extension is needed to complete the Ground surveys, Botanical Studies, Geotechnical Studies, Wetland delineations, US Fish and Wildlife Service Biological Assessment and Biological Opinion, National Marine Fisheries Service (NMFS) Biological Assessment and Biological Opinion, and Traffic Studies.

Therefore, the Department is requesting a 68-month expenditure time extension to allow the Department sufficient time to process and finalized the PA&ED phase by February 28, 2026.

Project Number: 6
County: Humboldt
District: 01
PPNO: 2417
EA: 0F200
Route: 101
Program: SHOPP
Phase: PA&ED
Allocation Amount: \$1,600,000
Allocation Date: 06/28/2017
Number of Months Requested: 54 months
Extended Deadline: 10/31/2024

Project Description:

In Eureka, at the Eureka Slough Bridge No. 04-0022L. Seismic retrofit.
(Long Lead Project)

Reason for Delay:

The deadline to complete the Project Approval and Environmental Document (PA&ED) Phase for this SHOPP Bridge Seismic Restoration project is June 28, 2020. However, the existing Southbound Eureka Slough Bridge is over 60 years old, and a seismic retrofit of the structure would only provide an additional 20 years of service with the need for structure replacement soon after. As part of the Department's discussions with the Coastal Commission, it was communicated to the Department that a complete alternative analysis would need to be completed, as part of the permitting process, to ensure the least environmentally damaging alternative was selected for development. This direction from the Coastal Commission requires the Department to include the study of a replacement alternative. Also, since this project was initiated, it was also determined the Northbound Eureka Slough Bridge requires a seismic retrofit. Consequently, a revision to the project schedule is proposed to allow for the study of both a seismic retrofit as well as bridge replacement of the southbound and northbound Eureka Slough Bridges.

Therefore, the Department is requesting a 54-month expenditure time extension to allow the Department sufficient time to process and finalized the PA&ED phase by October 31, 2024.

Project Number: 7
County: Humboldt
District: 01
PPNO: 2415
EA: 0F160
Route: 36
Program: SHOPP
Phase: PA&ED
Allocation Amount: \$910,000
Allocation Date: 06/28/2017
Number of Months Requested: 6 months
Extended Deadline: 12/31/2020

Project Description:

Near Carlotta, from 0.1 mile east of Riverside Park Road to 0.4 mile east of Riverside Park Road. Curve correction.

Reason for Delay:

This SHOPP Safety Improvement project was initially scheduled to complete the Project Approval and Environmental Document (PA&ED) Phase on June 28, 2020. The original project plan was to improve the horizontal and vertical curve radii and widen the highway with two 4-foot wide shoulders. The Project Initiation Document (PID) did not include raising the roadway profile grade. Therefore, the retaining structures were not initially planned in the PID. However, this work would have severed access to an existing private timber road that parallels SR 36 on the north side within the project limits. When discussing the project plans, the timber property owner expressed objections to relocating the existing SR 36 access to a private road leading to his logging operation, and voiced concerns about altering an active logging road with no other feasible connections in the vicinity.

Furthermore, upon completion of engineering surveys and field measurements, it was determined that the SR 36 alignment is closer to the private property road than the noted alignment on the plans, and the slopes are much steeper than originally assumed in the PID. The Department determined that raising the profile of the SR 36 to increase vertical curve length, decrease grade differential, and improve sight distance would be the most acceptable solution. This solution requires only one retaining wall on the south side to support the raised portion of the highway while also preserving the planned 4-foot wide shoulders on both sides of SR 36. Since the structure was not anticipated in the PID, as well as all the redesign work, the time to complete PA&ED was much longer than anticipated.

Therefore, the Department is requesting a six-month expenditure time extension to allow the Department sufficient time to process and finalized the PA&ED phase by December 31, 2020.

Project Number: 8
County: Mendocino
District: 01
PPNO: 4588
EA: 0E110
Route: 1
Program: SHOPP
Phase: PA&ED
Allocation Amount: \$1,363,000
Allocation Date: 06/28/2017
Number of Months Requested: 9 months
Extended Deadline: 03/31/2021

Project Description:

Near Fort Bragg, at Elk Creek Bridge No. 10-0120. Replace bridge.

Reason for Delay:

This SHOPP Safety Improvement project was initially scheduled to complete the Project Approval and Environmental Document (PA&ED) Phase on June 28, 2020. However, a special inspection performed on Elk Creek Bridge, that focused on the hydraulic issues, revealed significant scour occurring on both sides of the channel at Piers No. 2 and 3 and failure of the concrete slope protection at Abutment 4. Therefore, it was decided that the scope of the current programmed project for rail replacement needs to be revised as a bridge replacement project to address the scour concern. As a result of the change in scope to a bridge replacement, extensive environmental and design studies, and consultation with various resource agencies were necessary to determine the temporary and permanent impact and mitigation cost. Additional storm damage at Pier No.3 and the southerly approach roadway, from the 2018 winter storm, required emergency repair work to protect the roadway and bridge; which resulted in a significant change in site conditions and a need for updated terrain modeling and channel cross-sections to update the design and environmental studies.

Therefore, the Department is requesting a nine-month expenditure time extension to allow the Department sufficient time to process and finalized the PA&ED phase by March 31, 2021.

Project Number: 9
County: Mendocino
District: 01
PPNO: 4587
EA: 0E090
Route: 20
Program: SHOPP
Phase: PA&ED
Allocation Amount: \$2,087,000
Allocation Date: 06/28/2017
Number of Months Requested: 6 months
Extended Deadline: 12/31/2020

Project Description:

Near Ukiah, from North Calpella Overcrossing to 0.5 mile east of County Road 144 at Russian River Bridge and Overhead No. 10-0182 and Redwood Valley Undercrossing No. 10-0183. Replace two bridges with a single bridge on a new alignment

Reason for Delay:

This SHOPP Bridge Rehabilitation project was initially scheduled to complete the Project Approval and Environmental Document (PA&ED) Phase on June 28, 2020. However, a 7-month delay in surveys was experienced, due to significant storm damage projects that were critical. As a result, survey data was not delivered until October 2017, which delayed design and subsequent environmental tasks. This was followed by scope revisions related to the bridge alignment to address impacts to the local communities and wetlands, and difficulties in finding mitigation sites within the Russian River Watershed, which required further design work and increased the parcels needing to be condemned.

The final delay to reaching PA&ED is related to the delay in receipt of the Biological Opinion (BO). The National Marine Fisheries Service (NMFS) staff requested a much more detailed level of information for this project, which had not previously been experienced on similar types of projects, delaying the submission of the request for formal consultation. The NMFS is citing difficulties in meeting the project schedule because of delays related to COVID-19 (field review restrictions, basic lack of efficiencies, or illness). NMFS staff is now stating that receipt of this BO could be several months from now.

Therefore, the Department is requesting a six-month expenditure time extension to allow the Department sufficient time to process and finalized the PA&ED phase by December 31, 2020.

Project Number: 10
County: Humboldt
District: 01
PPNO: 2379
EA: 0E010
Route: 36
Program: SHOPP
Phase: PA&ED
Allocation Amount: \$1,005,000
Allocation Date: 06/28/2017
Number of Months Requested: 6 months
Extended Deadline: 12/31/2020

Project Description:

Near Fortuna, from Route 101 to River Bar Road. Shoulder widening.

Reason for Delay:

This SHOPP Safety Enhancement project was initially scheduled to complete the Project Approval and Environmental Document (PA&ED) Phase on June 28, 2020. However, the project was programmed with a scope of work assuming shoulder widening on both the Highway, north, and south sides. In the winter of 2017-2018, a geotechnical investigation determined that the slope on the north side of the Highway is unstable. The Department decided to develop the design by perpetuating the north edge of the pavement, adding the additional roadway width entirely to the south, and realigning the centerline of the Highway, which required moving the crown of the Highway and full reconstruction of the structural section.

Additional environmental resources are impacted by the new design, including wetlands that require mitigation and cultural resources that required further testing. The time requested in this expenditure extension is to complete the environmental work on September 01, 2020, and to finalize all payments to consultants for the unanticipated cultural work that required task order.

Therefore, the Department is requesting a six-month expenditure time extension to allow the Department sufficient time to process and finalized the PA&ED phase by December 31, 2020.

Project Number: 11
County: Humboldt
District: 01
PPNO: 2301B
EA: 0A111
Route: 101
Program: SHOPP
Phase: PA&ED
Allocation Amount: \$5,433,000
Allocation Date: 06/28/2017
Number of Months Requested: 20 months
Extended Deadline: 02/28/2023

Project Description:

In Rio Dell, at Eel River Bridge No. 04-0016R. Seismic retrofit. (Long Lead Project)

Reason for Delay:

The deadline to complete the Project Approval and Environmental Document (PA&ED) Phase for this SHOPP Bridge Seismic Restoration project is June 28, 2020. However, the scope of work in this project was originally part of EA 01-0A110, which included two bridges. A Value Analysis study was completed, which recommended changing the scope of work on this bridge (Eel River Bridge No. 04-0016R) from retrofit only to retrofit and partial replacement. This work increased the estimated construction capital needs, and the project was split into two, one project for each bridge. This project was moved out into future years as a long lead project to Fiscal year 2024-25, where there was available capacity. The PA&ED milestone is now scheduled for December 2022. A 20-month expenditure time extension is needed to complete all environmental studies for the new scope of work, draft the environmental document and project report, circulate the drafts for public comment, consult with permitting agencies, and complete the final environmental document and project report.

Therefore, the Department is requesting a 20-month expenditure time extension to allow the Department sufficient time to process and finalized the PA&ED phase by February 28, 2023.

Project Number: 12
County: Santa Barbara
District: 05
PPNO: 2649
EA: 1H430
Route: 101
Program: SHOPP
Phase: PA&ED
Allocation Amount: \$1,400,000
Allocation Date: 06/28/2017
Number of Months Requested: 7 months
Extended Deadline: 01/31/2021

Project Description:

In Goleta, from Route 127 to 0.3 mile north of San Jose Creek Bridge No. 51-0163L/R. Replace bridges.

Reason for Delay:

This SHOPP Bridge Rehabilitation project was initially scheduled to complete the Project Approval and Environmental Document (PA&ED) Phase on June 28, 2020. However, the Department circulated a Draft Environmental Document (DED) in December 2019 to the public and received comments with a request for a public meeting. The Department revised the DED to address the questions and scheduled a public meeting for mid-April 2020.

Because the COVID-19 Shelter in Place order required the cancellation of all public meetings, the DED is currently recirculating, with a two-week extension, to the review period to maximize the opportunity for public input.

Therefore, the Department is requesting a seven-month expenditure time extension to allow the Department sufficient time to process and finalized the PA&ED phase by January 31, 2021.

Project Number: 13
County: Santa Barbara
District: 05
PPNO: 2448
EA: 1C950
Route: 101
Program: SHOPP
Phase: PA&ED
Allocation Amount: \$2,200,000
Allocation Date: 06/28/2017
Number of Months Requested: 12 months
Extended Deadline: 01/31/2021

Project Description:

Near Goleta, from 0.6 mile south and 0.4 mile north of Refugio Road Undercrossing No. 51-0215L/R and Canada del Refugio No. 51-0030S. Replace two bridges and upgrade bridge railing on one bridge. (Long Lead Project)

Reason for Delay:

The deadline to complete the Project Approval and Environmental Document (PA&ED) Phase for this SHOPP Bridge Rehabilitation project is June 28, 2020. However, this planned completion date was based on the required permits and environmental analysis that recommended a Mitigated Negative Declaration/Categorical Exclusion (MND/CE) in 2015. Since then, the project's significant impact on cultural resources and an existing cultural site would be irreversible and immitigable, requiring the document to be elevated from an MND/CE to EIR/EA (Environmental Impact Report/Environmental Assessment). In addition, it was determined that Canada del Refugio Creek channel lining would need to be modified within the Department's right of way (R/W), and the existing adjacent drainage easement will be improved to remove the barrier to fish passage. A nine-month extension is needed to address the new environmental requirements and plan updates.

Therefore, the Department is requesting a nine-month expenditure time extension to allow the Department sufficient time to process and finalized the PA&ED phase by January 31, 2021.

Project Number: 14
County: Santa Barbara
District: 05
PPNO: 2391
EA: 1C410
Route: 154
Program: SHOPP
Phase: PA&ED
Allocation Amount: \$1,438,000
Allocation Date: 06/28/2017
Number of Months Requested: 12 months
Extended Deadline: 06/30/2021

Project Description:

Near Los Olivos, at Alamo Pintado Pedestrian Bridge No. 51-0076Y. Replace bridge.

Reason for Delay:

This SHOPP Bridge Rehabilitation project was initially scheduled to complete the Project Approval and Environmental Document (PA&ED) Phase on June 28, 2020. However, the scope of this project has changed since it was programmed. It went from a demolition only project to include a bridge replacement alternative. Besides the work to analyze the new structure, Hydraulic studies, additional erosion control, planting and historical mitigation, and studies for the Adverse Effect on historic properties were also required. Also, due to the increased cost, the Department reached out to the local agencies to look at various ways it could partner for cost and support activities. These activities extended the timeline as well.

Therefore, the Department is requesting a 12-month expenditure time extension to allow the Department sufficient time to process and finalized the PA&ED phase by June 30, 2021.

Project Number: 15
County: Santa Barbara
District: 05
PPNO: 2386
EA: 1C360
Route: 217
Program: SHOPP
Phase: PA&ED
Allocation Amount: \$3,887,000
Allocation Date: 06/28/2017
Number of Months Requested: 4 months
Extended Deadline: 10/31/2020

Project Description:

Near Goleta, from 0.1 mile south to 0.4 mile north of San Jose Creek Bridge No. 51-0217.
Replace bridge.

Reason for Delay:

This SHOPP Bridge Rehabilitation project was initially scheduled to complete the Project Approval and Environmental Document (PA&ED) Phase on June 28, 2020. However, a value analysis completed in late July 2019 for the replacement of a retaining wall with a fill slope, altered the project's footprint that required revised environmental mapping. Also, with the passage of AB 434, which requires that posted documents be ADA compliant, added to the PA&ED timeline.

Furthermore, a sister project received comments during public circulation that required us to reevaluate and make changes to this Draft Environmental Document (DED) to prevent similar comments to this project's DED. Namely, the public's concerns that the Department include the City of Goleta's multi-purpose path within the project footprint. The Department met with the City and agreed to cover the multi-path elements within this project in the bridge replacement contract to reduce impacts to the traveling public and realize an overall cost savings. The Department scheduled a joint public meeting with the sister project to occur in mid-April 2020, but the COVID-19 Shelter in Place order required the cancellation of all public meetings. The DED is currently recirculating with a two-week extension to the review period to maximize the opportunity for public input. The time involved in the coordination efforts added time to the PA&ED schedule.

Therefore, the Department is requesting a four-month expenditure time extension to allow the Department sufficient time to process and finalized the PA&ED phase by October 31, 2020.

Project Number: 16
County: Monterey
District: 05
PPNO: 9700
EA: 0F970
Route: 101
Program: SHOPP
Phase: PS&E
Allocation Amount: \$2,150,000
Allocation Date: 06/28/2017
Number of Months Requested: 20 months
Extended Deadline: 03/31/2022

Project Description:

Near Soledad, from Route 146 to Front Street at the North Soledad Overhead No. 44-0091R. Rehabilitate bridge.

Reason for Delay:

This SHOPP Bridge Rehabilitation project was initially scheduled to complete the Plans, Specification, and Estimate (PS&E) Phase on June 28, 2020. However, the bridge structure, which needed its deck replaced, spanned both a mainline track and siding track owned by Union Pacific Railroad (UPRR). The centerline of the siding track is only 10 feet away from one of the bridge bents, and current UPRR standards require a minimum of 25 feet. This caused issues with gaining approval to widen the bridge structure and adding a new bent, so UPRR required a crash wall to be built.

Due to the Department's concern that US 101, also located within the project limits, cannot be reduced to one lane in each direction while the bridge deck is being replaced and led to the preliminary design of a temporary bridge structure. UPRR has indicated that the entire approval process will start from zero if a temporary bridge structure is introduced at this time. With the latest data from Structures Maintenance, the concrete deck for the bridge structure in this project has a maximum of 10 years left. The Department's project team is gearing up to take a fresh look at the entire scope of the project to focus on replacing the bridge deck and railing. The goal of the intense project reevaluation will be to complete a project scope that the Department and UPRR can agree on. This will require compromise in many different areas, including structure widening, obtaining UPRR approval for side rail closure windows each day, resolution of lane closure time frames, structures staging, and others. Once the compromise project scope is established, the Department will then need to work through the approval process with UPRR, which can take several iterations. This new effort will require additional time to complete the PS&E process.

Therefore, the Department is requesting a 20-month expenditure time extension to allow the Department sufficient time to process and finalized the PS&E phase by March 31, 2022.