

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 14-15, 2025

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.5e.(1), Action Item

Prepared By: Matthew Brady
District 01 – Director

Subject: **SUPPLEMENTAL FUNDS FOR CONSTRUCTION COMPLETION PHASE
PPNO 4692/EA 0A131 – MENDOCINO COUNTY – STATE ROUTE 162
RESOLUTION FA-25-07**

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) request for an additional \$4,455,000 in Construction Capital and \$3,900,000 in Construction Support for the State Highway Operation and Protection Program (SHOPP) Bridge Seismic Restoration project on State Route (SR) 162, in Mendocino County, to complete the construction contract?

RECOMMENDATION:

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

PROJECT DESCRIPTION:

This project is located on SR 162, near Longvale, from 8.0 to 8.4 miles east of United States Highway 101, at the Eel River Bridge (No. 10-0236), in Mendocino County. The project will replace the bridge.

FUNDING AND PROGRAMMING STATUS:

In March 2018, the project was programmed initially to rehabilitate the bridge for \$6,383,000 in Construction Capital and \$4,179,000 in Construction Support in the SHOPP for allocation in Fiscal Year 2021-22. In June 2021, the project was amended to increase Construction Capital to \$8,150,000 for the preferred alternative of bridge replacement along a new alignment which resulted in additional work. In June 2022, the project was amended again to update the postmile limits, decrease Construction Capital to \$7,972,000 and Construction Support to

\$3,979,000 to split out the environmental mitigation work into a child project (PPNO 4692M/EA 0A132). In addition, the project received a 20-month allocation time extension for the Construction phase. In December 2022, the project was allocated for \$16,920,000 in Construction Capital and \$4,158,000 in Construction Support, with an additional 34 months to complete construction. In June 2023, the project received G-12 funds in the amount of \$1,887,700 and was awarded to the third bidder for \$18,807,700 in Construction Capital. In July 2023, construction began with 410 working days; however, with standard delayed start and environmental permit restriction, construction activities began in June 2024. The project has not received any G-12 funds for Construction Support. The remaining funds are currently at \$15,867,000 in Construction Capital and \$2,096,000 in Construction Support. The project is 15 percent complete with 400 working days remaining. The planned Construction Contract Acceptance is scheduled for September 2028.

REASON FOR COST INCREASE:

The project realized capital and support cost increases due to the discovery of an unanticipated archeological site which suspended the project and resulted in additional erosion control work and site investigations, incorporation of mitigation features, and adjustments to cost for the remaining work.

Capital Cost Increase:

The project proposes to replace the bridge over the Eel River. Shortly after construction activities began, in July of 2024, the project encountered a late discovery of cultural significance. The project was placed in suspension in July 2024 while coordination with the local tribal community, Round Valley Indian Tribes (RVIT), could be initiated, and to allow adequate time to properly investigate and analyze the late discovery. An archaeological consultant was contracted to assist in the late discovery. As a result, the Department issued an initial contract change order to address the late discovery. In May 2025, after extensive coordination and analysis, it was determined that the project could be constructed per plan with some mitigating features that were approved with RVIT.

Construction work stoppages and suspensions have resulted in rework as well as changes to the order of work resulting in unanticipated costs and resource needs. The extended suspension period resulted in material cost escalation for the remaining work to complete the project. The escalation of remaining work is associated with unanticipated delays, suspensions, rework, and changes to the planned schedule.

Furthermore, additional funds are needed to address erosion stabilization work not part of the original contract that were exacerbated by the unplanned suspension. The winter of 2024 had higher flows than typical and required additional work for erosion control. The project was suspended in a critical point in construction leaving areas unfinished which resulted in increased erosion. Additional stabilization efforts were necessary during investigations and for the ongoing maintenance of the site. There were some erosion issues due to the partially cut slope, despite stabilization attempts.

The impacts to the project due to suspension, escalation, site maintenance and protective measures amounts to an increase of \$4,455,000 in capital costs.

Support Cost Increase:

Additional resources are needed to compensate for resources already expended due to unanticipated shutdowns, and additional work required to complete the project. In July 2024, the project was suspended while coordination occurred with the local tribal community, RVIT, and additional site investigations with a consultant to evaluate the late discovery. In May 2025, after extensive coordination and analysis, it was determined that the project could be constructed per plan with some mitigating features that were approved by the RVIT. Between July 2024 and May 2025, resources were expended for the delays associated with the late discovery that were not anticipated. Environmental staff worked with resource agencies and field staff, coordinated with RVIT and other stakeholders, as well as completed field work in a remote project location. To mitigate the adverse effects of the construction impacts on the late discovery, laborious and extensive analysis of spoil material was hand screened and pile shafts were hand dug by technical specialist. Additional testing was completed across the construction site to minimize additional impacts.

Site inspection was conducted regularly to assure permit compliance due to the many environmental permits and the temporary suspension that extended through the winter season. Roadway and structures construction staff were needed to complete work during the investigation period. Work associated with the erosion during the untimely and unanticipated shut down required analysis and redesign by geotechnical staff. Additional land surveys were required that were not anticipated. Furthermore, resources are needed due to the unanticipated closure, which required inspection of additional erosion control work to stabilize the site and ongoing maintenance. Temporary traffic and safety measures also had to be inspected both before and during the project suspension while they were in place. Going forward, additional resources are needed for the increase of coordination by staff with the project development team, the contractor, community stakeholders, and resource agencies. Archeological monitors are required in the field where they were not originally anticipated, and additional mitigation requirements will be implemented during construction to address the adverse effect. The mitigation plan that has been developed requires additional staff time to implement, due to directing the contractors work, impacting the schedule, and the contractor's means and methods. It is anticipated that project permits will need to be extended due to the delays.

Therefore, the project requires an additional \$3,900,000 in support costs to complete construction of the remaining work.

CONSEQUENCES:

If this request for supplemental funds is not approved, the Department will not be able to complete the construction to address the seismic deficiencies of the bridge via replacement. If the construction contract is further delayed, it will likely result in claims by the contractor and additional disruption to traffic to the community of Covelo at the end SR 162. To complete

construction at a later time, another project will have to be programmed in a future SHOPP cycle at a higher project cost, resulting in the delay of numerous other projects.

FINANCIAL RESOLUTION:

Resolved, that \$4,455,000 be allocated from the Budget Act of 2024, Budget Act Items 2660-302-3290 and 2660-302-0890 for Construction Capital and \$3,900,000 for Construction Support, to provide funds to complete the Construction phase for this SHOPP project.

Attachment

2.5 Highway Financial Matters

Project #	Project Title	PPNO	State	State	State
Allocation Amount	Location	Program	Federal	Federal	Federal
Recipient	Project Description	Funding Year	Current Amount	Additional	Revised
RTPA/CTC	Project Support Expenditures	Item #	by Fund Type	Amount by	Amount by
County		Fund Type		Fund Type	Fund Type
Dist-Co-Rte		Program Codes			
Postmile		Project ID			
		Adv Phase			
		EA			

2.5e.(1) Supplemental Funds for Previously Voted Project Resolution FA-25-07

1	Near Longvale, from 8.0 miles to 8.4 miles east of Route 101 at Eel River Bridge No. 10-0236.	01-4692 SHOPP CON ENG			
\$8,355,000					
Department of Transportation	<u>Outcome/Outputs:</u> Replace bridge to address seismic deficiencies.	505-3290 RMRA	\$477,000	\$447,000	\$924,000
MCOG		001-0890 FTF	\$3,681,000	\$3,453,000	\$7,134,000
Mendocino	Total revised amount \$31,320,700.	20.10.201.113			
01-Men-162	Supplemental funds are needed to complete construction.	SHOPP/2021-22 CONST			
8.0/8.4		302-3290 RMRA	\$2,590,100		\$2,590,100
	CEQA - MND, 12/11/2020; Re-validation 06/23/2022	302-0890 FTF	\$16,217,600		\$16,217,600
	NEPA - CE, 12/11/2020; Re-validation 06/23/2022	20.20.201.113			
	Future consideration of funding approved under Resolution E-21-01; January 2021.	SHOPP/2024-25 CONST			
		302-3290 RMRA		\$511,000	\$511,000
		302-0890 FTF		\$3,944,000	\$3,944,000
		20.20.201.113			
		0117000223			
		3,4			
		0A131			