

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 14-15, 2025

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.5e.(3), Action Item

Prepared By: Sergio Aceves
District 03 – Director

Subject: **SUPPLEMENTAL FUNDS FOR CONSTRUCTION COMPLETION PHASE
PPNO 2633/EA 3F060 – GLENN COUNTY – STATE ROUTE 162
RESOLUTION FA-25-08**

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) request for an additional \$2,200,000 in Construction Support for the State Highway Operation and Protection Program (SHOPP) Bridge Seismic Restoration project on State Route (SR) 162, in Glenn 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 Butte City, from SR 45 to east of McDougall Street, in Glenn County. The project will replace the Sacramento River Bridge (No. 11-0017) and viaduct approach and reconstruct the east side of the roadway to conform with the structure.

FUNDING AND PROGRAMMING STATUS:

In November 2017, the project was programmed for \$34,000,000 in Construction Capital and \$4,000,000 in Construction Support in the SHOPP for allocation in Fiscal Year 2021-22. In May 2018, the project was amended to correct the programming of the remaining phases. In June 2019, the project was amended again to move up the allocation of the Construction and Right of Way Capital phases to 2020-21, modify the scope to replace both the steel truss and concrete viaduct, and increased Construction Capital to \$85,000,000 and Construction Support

to \$10,000,000 due to a modification in scope and number of working days. In June 2021, the project received a 12-month allocation time extension for the Construction phase. In August 2021, the project was allocated for \$88,488,000 in Construction Capital and \$10,000,000 in Construction Support, with an additional 12 months to complete construction. In January 2022, the project was awarded for \$80,972,100 in Construction Capital. In February 2022, construction began with 430 working days. In September 2022, the project received G-12 funds in the amount of \$7,846,000 for Construction Capital. The project has not received any G-12 funds for Construction Support. The remaining funds are currently at \$13,035,000 in Construction Capital and \$453,000 in Construction Support. The project is 85 percent complete with 160 working days remaining. The planned Construction Contract Acceptance is scheduled for December 2026.

REASON FOR COST INCREASE:

The project realized cost increases due to differing site conditions relating to pile installation work, tracking of debris removal, monitoring the movement of the existing bridge, changes to traffic handling, and additional mitigation and monitoring efforts.

During the pile installation work at each of the 32 pier locations, the piles had to be extended due to lower soil strengths than what was anticipated from the geotechnical investigation. This required extensive support resources for several Design and Engineering Services staff which included Structures Construction, Structures Design, Geotechnical Services, and Foundation Testing and Instrumentation. This effort resulted in an additional need of approximately \$752,000 in support resources.

As a result of multiple years of storm and flood-related damage to the temporary trestle, construction had to operate on a 24-hour basis to remove debris and hazards from the river. This work had to be tracked as it was extra work at force account. Damage from storms and flooding required additional resources to inspect the repair work on the trestle and make the area safe for construction operations. This effort resulted in an additional need of approximately \$646,000 in support resources. In addition, the flooding caused scouring at the existing bridge piers compromising its integrity. As a result, the existing bridge began to move, and since contractor work continued, the roadway and structures inspectors had to monitor the contractor and the movement to ensure the safety of both the public and construction staff. This required two daily surveys during high-water levels. To mitigate the loss of use of the existing bridge, the traveling public was routed onto the new bridge in an emergency configuration under continuous traffic control. As the new bridge was not ready for live traffic, rapid-set concrete was utilized to speed up the process, and steel plates were placed over the unfinished hinge joints to allow traffic onto the new bridge. The railing, curb, and deck work were expedited, and the contractor was authorized to work overtime to finish it, along with inspection staff. As such, the engineer directed the contractor to establish 24-hour traffic control over the new structure until live traffic could be allowed on it. These efforts resulted in an additional need of approximately \$461,000 in support resources.

In November 2024, the heavy rains and flooding triggered sections of the river's west bank to collapse, resulting in the loss of plantings, reduction of mitigation acreage, and increased support resources for monitoring, including additional mitigation efforts through task orders. Re-vegetation efforts have required significant resources than anticipated and necessitate additional planning, coordination with resource agencies, and replanting to maintain compliance with the permit conditions established for this project. Additional environmental staff resources were needed due to actions requested by the California Department of Fish and Wildlife and United States Fish and Wildlife Services to amend the Biological Opinion and to apply for an incidental take permit for the California Endangered Species Act-listed species residing within the project work area. These efforts resulted in an additional need of approximately \$341,000 in support resources.

Therefore, the project requires an additional \$2,200,000 in support resources to complete construction of the remaining work and close out the project.

CONSEQUENCES:

If this request for supplemental funds is not approved, the Department will not be able to complete the construction to meet the need and purpose of the project to replace the existing bridge, and without jeopardizing the project's acceptance and environmental mitigation commitments with regulatory agencies. Insufficient funds will result in a shortage of support staff who are critical for inspection, contract administration, monitoring, and completing the close-out of the project. If the construction contract is further delayed, it will likely result in claims by the contractor and additional disruption to traffic. To complete construction at a later time, another project will have to be programmed in a future SHOPP cycle at a possible higher project cost.

FINANCIAL RESOLUTION:

Resolved, that \$2,200,000 be allocated 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.(3) Supplemental Funds for Previously Voted Project Resolution FA-25-08

1	Near Butte City, from Route 45 to 0.4 mile east of McDougall Street.	03-2633			
\$2,200,000		SHOPP			
		CON ENG			
Department of Transportation	<u>Outcome/Outputs:</u> Replace Sacramento River Bridge No. 11 -0017 and viaduct approach, and reconstruct east side roadway to conform with new structure.	505-3290 RMRA	\$1,147,000	\$252,000	\$1,399,000
GCTC		001-0890 FTF	\$8,853,000	\$1,948,000	\$10,801,000
Glenn		20.10.201.113			
03-Gle-162	Total revised amount \$12,200,000.	0312000052			
76.3/78.6		3			
	Supplemental funds are needed to complete construction.	3F060			
	CEQA - MND, 05/01/2019; Re-validation 06/28/2021				
	NEPA - CE, 05/01/2019; Re-validation 06/28/2021				
	Future consideration of funding approved under Resolution E-19-49; June 2019.				