State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 20-21, 2026

From: STEVEN KECK, Chief Financial Officer

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

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District 02 - Director

Subject: **ALLOCATION FOR PROJECT WITH COSTS THAT EXCEED THE PROGRAMMED AMOUNT BY MORE THAN 20 PERCENT PPNO 3928/EA 1K460 – MODOC COUNTY – STATE ROUTE 299 RESOLUTION FP-26-01**

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) allocation request for $10,088,000 for Construction of the State Highway Operation and Protection Program (SHOPP) Bridge Formula Program project on State Route (SR) 299, in Modoc County, to advertise the project?

RECOMMENDATION:

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

PROJECT DESCRIPTION:

This project is located on SR 299 near Canby, at the Pit River Bridge (No. 03-0005), in Modoc County. The project proposes to rehabilitate the bridge deck by replacing the concrete overlay, unsound concrete, and joint seals, and upgrade bridge railing.

FUNDING AND PROGRAMMING STATUS:

In October 2024, this project was programmed in the SHOPP for $4,070,000 in Construction Capital and $790,000 in Construction Support for allocation in Fiscal Year 2025-26. In March 2026, the project was rebalanced to move out the allocation of the Construction phase to 2026-27 and decrease Construction Capital to $3,200,000. In June 2026, the project was amended to update the scope and description due to a change in the rehab strategy from deck-on-deck to partial replacement of unsound concrete and spot repairs because additional

deck weight will trigger a seismic retrofit, and increase Construction Capital to $5,900,000 and Construction Support to $1,450,000 due to the need for suspending a special scaffolding falsework system under the bridge to mitigate for debris falling into the river and to accommodate an increase from 55 to 120 working days.

In June 2026, after the amendment, the Engineer's Estimate (EE) reflected the need of $7,655,000 in Construction Capital (29.7 percent over the programmed amount) and $2,433,000 in Construction Support (67.8 percent over the programmed amount). The Department is also requesting to extend the period of construction by an additional 12 months (for a total of 48 months). The Department plans to advertise the project in September 2026 and begin construction in December 2026. Construction is planned for 2 seasons with a duration of 220 working days.

REASON FOR COST INCREASE:

The Construction Capital and Support estimates are greater than the programmed amount due a change to the construction methodology as a result of the bridge's condition and proposed staging, and to accommodate the United States Fish and Wildlife Service's (USFWS) eagle nesting constraint.

Capital Cost Increase:

This project underwent several scope and construction schedule changes due to deteriorating bridge deck conditions, and structural design and environmental constraints. The scope was initially proposed as a deck-on-deck rehabilitation. Then it was changed to a partial full depth deck replacement to extend deck life until a future full bridge replacement project can be delivered. This change was necessary because once the top-deck thickness needed for rehabilitation was determined, it exceeded 20 percent of the existing bridge superstructure mass, thus requiring a comprehensive seismic evaluation, analysis, and design as per the Department's structural technical policy.

In March 2026, after the rebalancing efforts, the draft Structure's Plans, Specifications, and Estimate (PS&E) was revised to include extensive scaffolding that was not originally anticipated. This increased the capital cost estimate which was amended in June 2026. Following this amendment, the Department's Structures Maintenance & Investigation group requested a review of the proposed scaffolding and staging, as the bridge had to support its own weight during deck replacement construction activities and the strength of the deck would potentially be compromised if all of the proposed work for each side of the bridge was performed in a single stage. The draft Structure's PS&E was revised again to address bridge strength concerns. To address the issue of structural integrity during the partial deck replacement operations, each stage of work was proposed to be performed in a series of phases. This led to the EE changing soon after the project was amended.

The EE was updated to reflect the anticipated increase in bids due to the inefficiencies from the construction of each stage in phases. The impacts were captured in the following bid items that include structural concrete, rebars and dowels, rapid set concrete, remove unsound

concrete, bridge removal, and road work related items. The adjustments to these bid items amount to an increase of $1,755,000 in capital costs.

Support Cost Increase:

The support cost increase is due to an effort to construct the project within two seasons and accommodate the USFWS's eagle nesting constraint, which will require an increase of 100 working days (from 120 to 220 days). The original scope was designed for 55 working days. In March 2026, the estimated working days increased to 120 due to the inclusion of extensive scaffolding to perform the revised scope of work. There was a known nesting bald eagle near the bridge which restricted construction activities. Therefore, the work was proposed to be completed in two stages to keep one lane of traffic open during construction. In addition, to address the issue of structural integrity, each stage of work was proposed to be performed in a series of phases. This increased the working days estimate to 280, which would have stretched the work out over three to four construction seasons.

To complete all work within 2 seasons (1 season per side), the Department proposes to utilize 7-day work-weeks, and perform work in 2 shifts per day. This has resulted in increasing the support cost, but ultimately reducing the working days to 220. This refinement to the workplan amounts to an increase of $983,000 in support costs.

CONSEQUENCES:

If this allocation request is not approved, the Department will not be able to advertise the contract to address the critical deficiencies of the existing bridge. To address all of the deficiencies, the project will have to be reprogrammed in a future SHOPP cycle, which will result in delays and could result in higher costs due to escalation.

FINANCIAL RESOLUTION:

Resolved, that $7,655,000 be allocated from the Budget Act of 2025, Budget Act Item 2660-302-3290 for Construction Capital, and $2,433,000 for Construction Support, to provide funds to advertise this SHOPP project.

Attachment

2.5 Highway Financial Matters

Project No. / Allocation Amount / County / Dist-Co-Rte / Postmile	Location / Project Description	PPNO / Program/Year / Phase / Prgm'd Amount / Project ID / Adv Phase / EA	Budget Year / Item # Fund Type / Program Code	Amount by Fund Type
2.5d.(1)	**Allocation of Project with Construction Cost that Exceeds 20 Percent of the Programmed Amount**			**Resolution FP-26-01**
1 $10,088,000 Modoc 02-Mod-299 17.95	Near Canby, at Pit River Bridge No. 03-0005. Rehabilitate bridge deck by removing and replacing polyester concrete overlay, replacing unsound concrete, replacing joint seals, and upgrade bridge rails. Preliminary Engineering: PA&ED $580,000 / $538,386; PS&E $640,000 / $640,000; R/W Sup $160,000 / $57,453 Performance Measure: Planned: 1.0, Actual: 1.0 Bridge(s) CEQA - CE, 09/22/2025; Re-validation 06/16/2026 NEPA - CE, 09/22/2025; Re-validation 06/16/2026 As part of this allocation request, the Department is requesting to extend the completion of CONST and CON ENG an additional 12 months beyond the 36 month deadline.	02-3928 SHOPP/26-27 CON ENG $1,450,000 2025-26 CONST $5,900,000 0224000112 3,4 1K460	505-3290 RMRA 20.10.201.116 302-3290 RMRA 20.20.201.116	$2,433,000 $7,655,000

Performance Measure: Bridge(s)

	Unit	Good	Fair	Poor	Quantity
Existing Condition	Square feet	0.0	0.0	10,581.0	10,581.0
Post Condition	Square feet	10,581.0	0.0	0.0	10,581.0