

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 15-16, 2026

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 0100V/EA 43640 – DEL NORTE COUNTY –
UNITED STATES HIGHWAY 101
RESOLUTION FA-26-08**

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) request for an additional \$1,200,000 in Construction Support for the State Highway Operation and Protection Program (SHOPP) Bridge Rehabilitation and Replacement project on United States Highway (US) 101, in Del Norte 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 US 101 near the City of Crescent City, at the Smith River (Dr. Ernest M. Fine Memorial) Bridge (No. 01-0020), in Del Norte County. The project is replacing the existing bridge to meet current seismic and design standards, and improve safety and accessibility for pedestrians and bicyclists.

FUNDING AND PROGRAMMING STATUS:

In April 2008, the project was programmed for \$47,180,000 in Construction Capital and \$6,213,000 in Construction Support in the SHOPP for allocation in Fiscal Year 2011-12. In February 2010, the project was amended to move out allocation of the Construction and Right of Way (RW) Capital phases to 2013-14 and increased Construction Capital to \$52,016,000. In

July 2012, the project was amended again to move out allocation of the Construction and RW Capital phases to 2014-15. In July 2014, the project was further amended to move out allocation of the Construction and RW Capital phases to 2016-17, decrease Construction Capital to \$50,488,000, and increase Construction Support to \$8,400,000. In June 2016, the project was amended a fourth time to move out allocation of the Construction and RW Capital phases to 2018-19. In August 2016, the project was amended a fifth time to increase Construction Support to \$12,250,000. In March 2018, the project was amended a sixth time to move out allocation of the Construction and RW Capital phases to 2020-21. In May 2020, the project was amended once again to increase Construction Capital to \$72,506,000 due to the change to construct a new superstructure and foundation on the existing alignment and to use a temporary bridge for traffic during construction. In June 2021, the project was amended one final time to decrease Construction Capital to \$71,476,000 and Construction Support to \$11,231,000 to split out two child projects for mitigation. The project was also allocated for \$64,677,000 in Construction Capital and \$13,355,000 in Construction Support with an additional 18 months to complete construction. In December 2021, the project received a 10-month award time extension. In June 2022, the project received \$21,889,000 in supplemental funds and was awarded in July 2022 for \$86,565,090 in Construction Capital and G-12 funds were no longer available. In October 2022, construction began with 860 working days. In May 2025, the project received supplemental funds in the amount of \$5,750,000 in Construction Support and G-12 funds were no longer available. The remaining funds are currently at \$15,726,000 in Construction Capital and \$445,000 in Construction Support. The project is 90 percent complete with 60 working days remaining. The planned Construction Contract Acceptance is December 2027. A concurrent project development expenditure time extension amendment for the RW Support phase is on this month's Commission agenda.

REASON FOR COST INCREASE:

The project realized Construction Support cost increases beyond what was anticipated at the time of the initial supplemental funds request due to continuing efforts for differing site conditions during pile construction, protection measures for a mussel population, addressing potential claims, and additional inspectors and overtime. In addition, cost increases have been realized for delays to temporary bridge removal work and responses to notices of violation and an enforcement letter from the resource agencies.

In May 2025, the project received supplemental funds to address the issues mentioned above. The project had received several potential claim records from the contractor relating to differing site conditions during bridge foundation piles construction. The existing bridge foundations that were planned to be left in place were found to be exposed due to scour and it was determined to require concrete removal work. Since then, the existing foundations were found to be exposed more than anticipated due to continual scouring which had resulted in additional concrete removal work. This work exceeded the expectations from the initial supplemental request.

Prior to construction, environmental protection measures were required for the population of the Western pearlshell mussels that exists under the bridge within the project area. The extent of the monitoring and mitigation required a more substantial amount of resources than what was initially anticipated prior to the start of construction. The mussel monitoring was approximately 10 percent of Construction Support expenditures and was covered with the initial supplemental request. However, the need for the Department's environmental staff to coordinate with the permitting agencies has increased beyond what was anticipated during construction. This led to an increase in support costs.

The contract has 860 working days with strict environmental constraints and in-water work windows. There was a construction season lost due to deep anomalies in the pile foundations that required corrective actions and mitigation. In an attempt for the project to stay on schedule, the contractor implemented an accelerated schedule by utilizing a 24-hours a day and 7-days a week operation which resulted in the need for additional inspectors and overtime for inspection and contract administration. This change in schedule was covered during the initial supplemental funds request. However, additional resources are needed as the project was unable to be completed during the third in-water work season as anticipated. Even with the additional efforts and the accelerated schedule, there was still temporary bridge removal work remaining that could not be completed until the in-water work season of 2026.

In addition, in January and March 2026, the project received notices of violation from the North Coast Regional Water Quality Control Board (NCRWQCB), that required unplanned resources to provide a response to the board in order to achieve compliance at the construction site. Furthermore, in June 2026, the project received an enforcement letter from the California Coastal Commission (CCC) which also required unplanned resources to respond and address their concerns. The notices of violation from the NCRWQCB have been resolved such that no further enforcement is expected on this project and had the positive outcome of improving communication with the resource agency. The Department is working towards a similar outcome, with the goal of improving flexibility in permit terms, with the CCC.

The additional support resources required to address the continuing efforts for differing site conditions, environmental protection measures, potential claims, and additional inspection work; in addition to the resources that were required to complete work in another in-water work season and address the concerns from the resource agencies, have resulted in an increase of \$1,200,000 in support costs.

CONSEQUENCES:

If this request for supplemental funds is not approved, the Department will not be able to complete construction and comply with the environmental permit requirements at this location on US 101. If the construction contract is further delayed, it will likely result in claims by the contractor. To address the completion of the project and permit requirements, another project will have to be programmed in a future SHOPP cycle at a possible higher project cost.

FINANCIAL RESOLUTION:

Resolved, that \$1,200,000 be allocated for Construction Support, to provide funds to complete the Construction phase for this SHOPP project.

Attachment

2.5 Highway Financial Matters

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

2.5e.(1)**Supplemental Funds for Previously Voted Project****Resolution FA-26-08**

1	Near Crescent City from 0.3 mile south to 0.4 mile north of	01-0100V			
\$1,200,000	Smith River (Dr. Ernest M Fine Memorial) Bridge No. 01-0020.	SHOPP			
		CON ENG			
Department of	<u>Outcome/Outputs:</u> Replace bridge.	505-3290 RMRA	\$2,192,000	\$138,000	\$2,330,000
Transportation		001-0890 FTF	\$16,913,000	\$1,062,000	\$17,975,000
<u>DNLTC</u>	Total revised amount \$20,305,000.	20.10.201.110			
Del Norte		0100000193			
01-DN-101	Supplemental funds are needed to complete construction.	3			
35.8/36.5		43640			
	CEQA - ND, 01/03/2020; Re-validation 04/29/2021				
	NEPA - FONSI, 03/19/2020; Re-validation 04/29/2021				
	Future consideration of funding approved under				
	Resolution E-20-21; March 2020.				
	Addendum to the previously approved future consideration of				
	funding approved under Resolution E-25-34A; May 2025.				
	As part of the initial allocation, the Department requested to				
	extend the completion of CONST and CON ENG an additional				
	18 months beyond the 36-month deadline.				