

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 15-16, 2026

From: STEVEN KECK, Chief Financial Officer

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

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District 03 – Director

Subject: **SUPPLEMENTAL FUNDS FOR CONSTRUCTION COMPLETION PHASE
PPNO 4305/EA 3H560 – NEVADA AND PLACER COUNTIES – STATE ROUTE 20
AND INTERSTATE 80
RESOLUTION FA-26-09**

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) request for an additional \$2,800,000 in Construction Support for the State Highway Operation and Protection Program (SHOPP) Bridge Formula Program project on State Route (SR) 20 and Interstate 80 (I-80), in Nevada and Placer counties, 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 20 and I-80 near Cisco Grove, from west of the Lake Valley Road Overcrossing to east of the Yuba Pass Separation and Overhead Bridge (No. 17-0023L/R), in Nevada and Placer counties. The project is replacing and widening the bridges, constructing retaining walls, rehabilitating drainage systems, and installing a Roadway Weather Information System.

FUNDING AND PROGRAMMING STATUS:

In May 2020, the project was programmed for \$84,500,000 in Construction Capital and \$8,500,000 in Construction Support in the SHOPP for allocation in Fiscal Year 2022-23. In June 2023, the project received an 18-month allocation time extension for the Construction

phase. In December 2023, the project was allocated for \$99,875,000 in Construction Capital and \$8,500,000 in Construction Support. In May 2024, the project was awarded for \$94,421,200 in Construction Capital. In July 2024, construction began with 515 working days. In August 2026, the project received G-12 funds in the amount of \$9,642,100 in Construction Capital. The project has not received any G-12 funds for Construction Support. The remaining funds are currently at \$9,642,000 in Construction Capital and \$2,037,000 in Construction Support. The project is 65 percent complete with 125 working days remaining. The planned Construction Contract Acceptance is December 2027.

REASON FOR COST INCREASE:

The project realized cost increases due to differing site conditions, major bridge reconstruction challenges of the eastbound structure, gaps in the traffic handling and railroad constraints and flagging, all causing delays that pushed the project into inclement weather windows. This pressure on the Construction Support budget will impact the project going forward, specifically for the westbound bridge replacement that is currently ongoing.

During the winter of 2024-25, substantial shallow hard rock was discovered at the Bent 4 footing of both the eastbound and westbound bridges, which had not been identified in the Geotechnical report. Removing this material and footing redesign required extended winter work and additional resources for testing, the procurement of extra equipment, and additional inspectors to provide adequate coverage due to the prolonged excavation period. This activity did not contribute to additional working days, as this was not the controlling operation in the project schedule.

Railroad coordination proved to be more complicated than anticipated. The Union Pacific Railroad (UPRR) corridor includes 2 passenger trains and 15 freight trains daily but lacks fixed schedules. Since UPRR did not provide a schedule, the contractor did not realize or anticipate the worst-case effect of the flagging to the construction operations. Therefore, the lack of fixed schedules and unpredictability of train movements necessitated round-the-clock railroad flagging. The sporadic nature of the trains moving through the area reduced productivity and prolonged demolition and replacement activities.

The Department anticipated completing the planned work each construction season by the October 15 deadline to minimize support needs. In an effort to avoid safety concerns during winter weather and traffic routing on I-80, the project team planned to demolish and replace the eastbound I-80 bridge during the 2025 construction season. The subsequent items resulted in the contractor expanding operations to 24 hours a day, 7 days a week, aiming to meet the October 15 deadline. Despite these efforts, the bridge replacement and traffic switch were not completed until December 15, pushing work deeper into winter and increasing support needs.

Additional impacts resulted from unplanned contract change order (CCO) work associated with the eastbound I-80 traffic crossovers and bridge approach/departure area. This included the need for additional material (import borrow), extra concrete removal, and installation of rock slope protection buttresses to stabilize embankment slopes. These CCOs required increased

administrative work, engineering, surveys, and inspection efforts associated with the additional working days.

The westbound bridge, which is being replaced in the 2026 construction season, is 1.4 times larger than the eastbound bridge. This requires more staff, inspection hours, and administrative support than in previous seasons. The Department did account for the size of the westbound bridge and the greater complexity, but the eastbound bridge reconstruction work utilized some of those resources. In addition, during construction, the staging of crossovers of eastbound and westbound traffic could not be built per design due to an elevation difference. After extensive evaluation, the Department determined that the best course of action was to require a 95-mile detour with message boards, California Highway Patrol coordination, and multiple closures from May to October. Those closures create significant support resources for planning, public coordination, and traffic operations oversight.

The existing Construction Support funding is nearly exhausted, and additional funding is required to complete the project. Due to recent developments, including the issuance of task orders to address shortages in Department inspectors and resident engineers, the project team has already expended, and will require, additional support resources that were not included in the original estimates. The current budget is insufficient, as the cost estimate assumed Department staff would perform these tasks. However, the increased reliance on consultants, which are billed at a higher rate than Department personnel, has resulted in greater expenditures than initially programmed.

An additional \$2,800,000 is necessary for technical support, construction inspection, and contract administration to complete and close out the project.

CONSEQUENCES:

If this request for supplemental funds is not approved, the Department will not be able to complete construction to meet the purpose and need of the project and sufficiently pay for task orders and staffing that would be required for proper inspection, construction contract administration, and close-out. If the construction contract is further delayed, it will likely result in claims by the contractor.

FINANCIAL RESOLUTION:

Resolved, that \$2,800,000 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.(3)**Supplemental Funds for Previously Voted Project****Resolution FA-26-09**

1	Near Whitmore, from 0.7 mile west to 0.8 mile east of Yuba	03-4305			
\$2,800,000	Pass Separation and Overhead No. 17-0023L/R (PM	SHOPP			
	R58.7L/R/PM R60.2); also in Placer County, from PM R58.5L/R	CON ENG			
Department of	to PM R58.7L/R; also in Nevada County on Route 20 at PM	505-3290 RMRA	\$717,000	\$322,000	\$1,039,000
Transportation	45.7.	001-0890 FTF	\$7,783,000	\$2,478,000	\$10,261,000
<u>NCTC</u>	<u>Outcome/Outputs:</u> Replace and widen bridges, construct	20.10.201.116			
Nevada	retaining walls in the median, rehabilitate drainage systems,	0318000014			
03-Nev-80	and install Roadway Weather Information Systems (RWIS).	3			
R58.7/R60.2		3H560			
	Total revised amount \$11,300,000.				
	Supplemental funds are needed to complete construction.				
	CEQA - MND, 05/31/2022; Re-validation 10/16/2023				
	NEPA - CE, 05/31/2022; Re-validation 10/16/2023				
	Future consideration of funding approved under				
	Resolution E-22-41; June 2022.				