

Proposed Contract Method
Emergency Limited Bid

Use this form:

- 1) to request exemption from State Contract Act for projects over \$281,000
- 2) all G-11 Supplementals
- 3) approval for emergency Equipment Rental over \$281,000
- 4) Supplemental Director's Orders
- 5) Day Labor > \$25,000
- 6) out of scope change orders

1. Date and Location of Incident or Problem

District 01	Co-Rte-PM MEN-001-75.5/76.5	Bridge Number NA	Incident Date (MM/DD/YYYY) 03/05/2016
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2. Damage and Mobility

Damage or Incident: Has Occurred	Severity HWEX7 - Road, Other Damage
Cause of Failure SLIDE - Landslide	Traffic Restrictions STAT4 - Road Open Both Directions w/ Restrictions

3. Contract Information

Contractor Name (Required for Force Account) TBD					<input type="checkbox"/> Small Business
					<input checked="" type="checkbox"/> To Be Determined (IB and ELB)
EA (1st 5 Characters) 0G450	EFIS Project Number (10 Characters) 0116000189	Working Days 80	A. Contract Amount \$4,250,000	B. <input checked="" type="checkbox"/> Check to include authority for R/W Capital. \$25,000	Total Request (A + B) \$4,275,000

If a Supplemental, enter dates and amounts of prior Director's Orders:

4. Project Information, Funding and Legal Authority

Project Schedule		Support Costs	Funding	
(Informal Bid)	Advertise Date		PA&ED	Which Request? <input checked="" type="checkbox"/> Use This Request <input type="checkbox"/> See Separate Funds Request <input type="checkbox"/> \$0
	Bid Open Date	PS&E	Location Description In Mendocino County near Westport, from 0.6 to 1.4 miles north of Blue Slide Gulch Bridge.	
(All Contracts)	Award Date 07/29/2016	RW SUP \$25,000	Work Description Reconstruct roadway	
	Begin Work Date 08/01/2016	CON SUP \$1,250,000	Program Code 20.20.201.130 Major Damage (Emer Open)	
	Acceptance Date 11/30/2016	PPNO (See Instructions on PPNO numbers)		
Permits? Concurrent with Construction		Fund Type 100% SHA 042T		
RW? Concurrent with Construction		Proposed Allocation: <input checked="" type="checkbox"/> G-11 or Other Delegation <input type="checkbox"/> CTC Vote <input type="checkbox"/> Maintenance (HM)		
District Staff		Federal Funding: <input checked="" type="checkbox"/> ER <input type="checkbox"/> FEMA <input type="checkbox"/> None		
Major Damage Coordinator Sherry Constancio		Classification: <input checked="" type="checkbox"/> EO <input type="checkbox"/> PR		Abatement required? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Construction Senior Cindy Graham		Performance Indicator 1 Locations		Is or Will Be In FTIP? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO

Legal Authority (Select one): PCC 10122(a) Failure or Threat of Failure of Transportation Facility

ADA Notice

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Director's Order Request - Funds Request

MTC-0130 REV (11/2014)

District	EA
01	0G450

5. Justification

NEW PROJECTS: Discuss 1) the damage or problem 2) proposed solution 3) scope of work, listing the major items of work and 4) Summarize Cost 5) explain why normal contract procedures are not satisfactory 6) Schedule Constraints. SUPPLEMENTALS: Discuss for each that apply, 1) how the scope, cost or severity of the problem have changed 2) scope of work of additional work, listing major items of new work 3) summary of current financial status of the project and 4) explain why performing the additional work by normal contract procedures is not appropriate.

This Director's Order (DO) is requested for an Emergency Limited Bid contract to reconstruct the roadway at the Westport Landslide complex on Route 1 in Mendocino County from PM 75.5-76.5.

The Westport Landslide complex is an area of Route 1 with an underlying unstable geology. The location of the alignment crosses the slide below the mid-section, along a bluff with a steep eroding slope to the ocean about 250 feet below. Progression of the landslide has been continuous and inconsistent, resulting in highly curvaceous highway in both the vertical and horizontal alignment. Its history of instability is demonstrated by the initiation of 131-Permanent Restoration Project 0B480 through a DAF approved by FHWA in July 2011. During a time extension review in 2015, the roadway retreat strategy was determined to be infeasible and further geotechnical studies would be required. FHWA and Caltrans mutually agreed to de-obligate 0B480 with the acknowledgment that the location remained unstable and a new project would be initiated if and when damage occurred under a future emergency.

Due to a period of heavy rainfall beginning in early March 2016, sudden movement of the slide created substantial settlement of the roadway and severe cracks at various locations within the traveled way. Field maintenance responded by attempting to fill severe depressions with gravel, shoulder closures and placing warning signs. Daily inspection, traffic control and continual maintenance of the site has been conducted, while possible repair strategies were being considered. Throughout the period of wet weather, the roadway continued to experience further deformation (up to 3 feet at the northern boundary of the landslide scarp), leaving sections of the roadway unpaved and a drastically compromised vertical alignment. This DO is urgently needed as a result of continued deterioration of the roadway including loss of pavement surface, discontinuities in horizontal and vertical alignments and loss of site distance and clear recovery areas. Work to maintain an adequate and safe alignment for through-traffic is beyond Caltrans' Maintenance capabilities and cannot wait for facilitation via any other available contract delivery mechanism.

In response to the series of severe rainstorms beginning March 5th, on April 19th Governor Edmund G. Brown Jr. issued a Proclamation declaring a State of Emergency in California for 11 counties, including Mendocino County. Caltrans staff have met with FHWA resulting in conceptual approval of a DAF to move forward with Emergency Opening and Permanent Restoration projects at this location.

This Emergency Opening project will address poor roadway conditions and provide time for a more permanent repair strategy to be identified. Due to the highly complex nature of this slide, stabilization is not considered an option. Recognizing that there will be continued movement, the Emergency Opening project will construct a structural section that will be maintainable until the Permanent Restoration project is delivered. It includes a combination of thick pavement at the scarp edges and the transitional areas of known accelerated shifts within the roadway to allow for maintenance to grind and pave as needed. It also includes raising the vertical profile to correct the sight distance and traversability in the immediate term, but also provide an allowance for roadway sinks to be more effectively managed until the roadway can effectively be restored.

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Given the limited area remaining for future adjustment of the alignment, as well as limitations on other critical site constraints, additional advancement of the slide complex increases the risk of a substantial roadway failure along with a significant closure. This section of Route 1 is a vital link for the north coast and local communities. The continual impacts have been a source of concern and complaints from the local community, including recent inquiries from the Westport Municipal Advisory Council to the District Director. Final scope pending further geotechnical investigation, the District intends to initiate a 131-Permanent Restoration project to restore the roadway through partial retreat and identification and management of shallow, nested failure planes within the WSL complex. Meanwhile, maintaining the existing alignment is of critical importance until such time that a future project to more permanently restore the roadway can be delivered.

The Emergency Opening scope of work includes:


- Provide Traffic Control;
- Reconstruct the Roadway and Improve Vertical Alignment;
- Repair Roadway Shoulders;
- Repair or Reconfigure Drainage;
- Relocate Utilities as necessary;
- Install Geotechnical Monitoring System;
- Provide Erosion Control as necessary.

Given the deteriorated condition of the roadway, it is in the State's best interest to ensure that repairs begin immediately. Normal bidding procedures for this project and have been considered but rejected due to the need to expedite the repairs and keep the roadway open to traffic.

This Director's Order is requested using the Emergency Limited Bid contract method since the delivery time associated with conventional contract methods are not acceptable, considering the risk to the traveling public. This project is needed to prevent or mitigate the loss or impairment of life, health, property, and essential services.

6. District Director Signature

DISTRICT DIRECTOR SIGNATURE

 For Charlie Fielder

DATE

7/22/16

Director's Order Request - Funds Request

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7. Headquarters Approval

You are requested to authorize performance by emergency contract procedures:

- Pursuant to your authority under Section 10122(a) of the Public Contract Code
- Pursuant to your authority under Section 10122(c) of the Public Contract Code
- Pursuant to your authority under Section 10122(d) of the Public Contract Code
- Pursuant to your authority under Section 10255 of the Public Contract Code
- Pursuant to the Director's Order Guidelines for Supplemental Directors Orders

MALCOLM DOUGHERTY
DIRECTOR

or

Date

DELEGATE

Check if verbal approval given. Date of verbal ____ / ____ / ____ BY _____

CONCURRENCE

Major Damage Engineer

Allocation Method G-11 HM
 Vote _____

Legal Division

APPROVAL RECOMMENDED

Chief, Division of Maintenance

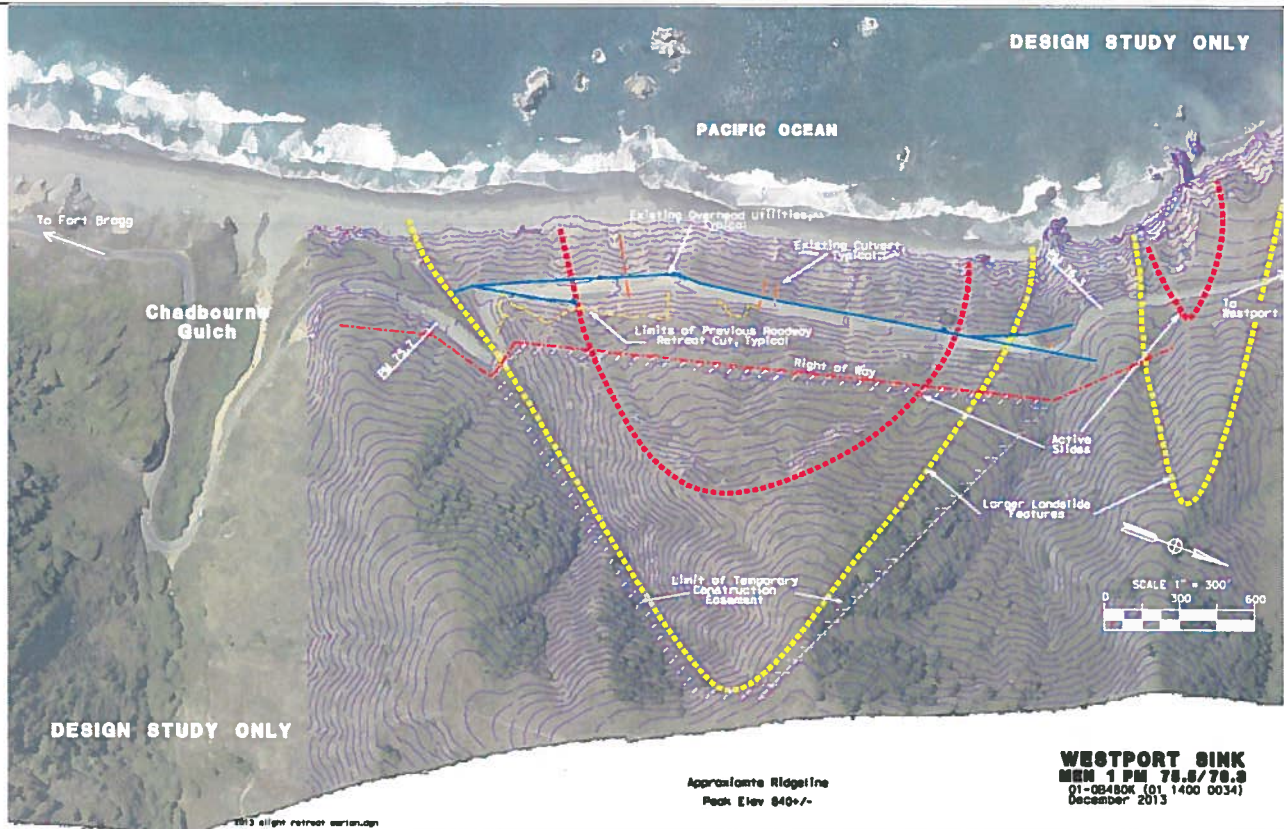
Director's Order Request - Funds Request

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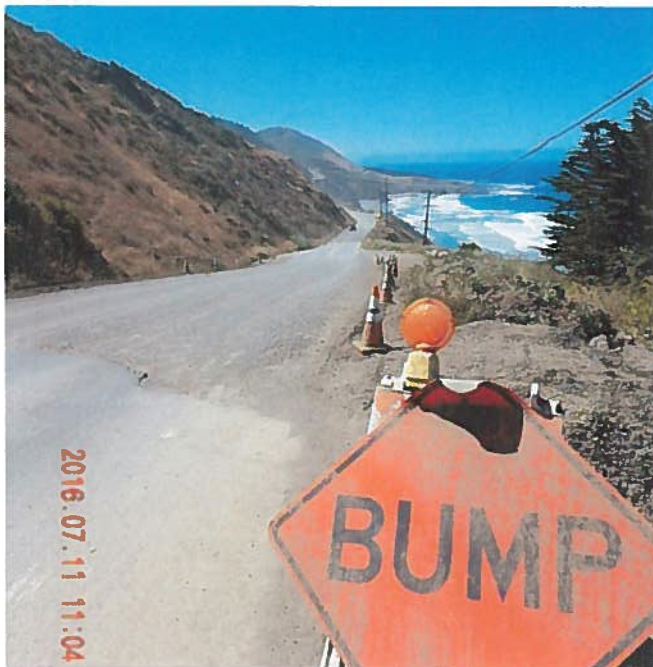
District
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8. Photo Page



Landslide features and conceptual limits of partial retreat alternative (2013 Preliminary Study Report)



North edge of scarp looking towards the south

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8. Photo Page



Significant cracking and settlement in the roadway throughout the damaged section of roadway



Southern section of the roadway (note encircled areas show historic and recent settlement of shoulder)