I Street Bridge Replacement - Contractor Outreach Webinar - AI Generated Summary

NOTE - *This AI summary was prepared by the Google account of a non-City attendee. The City has not reviewed this summary for veracity and makes no representations about the accuracy of the information included in it.*

Key Takeaways

- Project Timeline: Construction starts early 2026; bids open on February 18; contract awarded by March 31, 2026.
- Bridge Features: New bridge design includes three 12-foot lanes, cantilevered walkways, and a 308-foot movable span.
- Materials Used: Total of 17 million pounds of steel required; includes structural and counterweight steel.
- Environmental Impact: Existing viaducts remain for two years due to wildlife nesting, limiting demolition activities.
- Contractor Engagement: Early outreach to contractors helps prepare for bids; no DBE goal due to federal changes.
- Ongoing Communication: Regular updates and clarifications will be shared on the project website leading up to bidding.

Phil Vulliet

- Post webinar presentation PDF and relevant documents on project website promptly after the meeting (30:45)
- Post Q&A summary to project website after synthesizing all questions and responses from webinar and subsequent inquiries (40:10)
- Confirm and post official guidance on Dec 1 - Apr 30 seasonal work restriction applicability to dewatered cofferdams after regulatory consultation (42:10)
- Coordinate scheduling a follow-up meeting with contracts manager Jose Ledesma and Zach Saviglia post-webinar for further contractor engagement (46:50)

Zach Siviglia

- Finalize and release engineer’s cost estimate alongside bid advertisement documents (33:40)

- Follow up on and provide detailed float-in clearance information for movable span installation as requested, then disseminate to contractors (34:50)
- Collect and review contractor feedback regarding benefit of city-furnished permanent steel casings procurement and report back accordingly (36:50)

Jose Ledesma

- Engage with contractors post-meeting to discuss contract and bid-related questions (46:50)

City Project Team / Engineering Services Division

- Upload recording, PDFs, and formal Q&A materials to project webpage and Planet Bids site (30:50)

Project Overview and Schedule

The I Street Bridge Replacement Project is a major infrastructure effort with a firm schedule targeting construction start in early 2026 (02:10).

- The project will build a new bridge connecting C Street and West Sacramento to Rail Yards Boulevard without removing the existing bridge, which will continue servicing rail traffic (06:47).
    - The existing bridge's viaduct structures will remain in place due to environmental constraints delaying their demolition for at least two years after bridge completion (07:27).
    - The City plans to advertise the construction bid the week of December 15, open bids on February 18, and award the contract by the March 31, 2026, council meeting, with a notice to proceed on April 13, 2026 (29:56).
    - The expected construction duration is approximately 1,100 working days, excluding viaduct demolition (30:37).
- Right-of-way acquisition is fully complete, enabling immediate project mobilization upon contract award (27:52).
    - Temporary laydown areas are available in West Sacramento with access restrictions on Second Street.
    - On the Sacramento side, contractor staging can occur within right-of-way due to street closures, and additional staging areas may be available through

Downtown Rail Yards Venture, whose contact information has been provided (28:28).

- The project has secured key permits: 408 and 404 permits from the Army Corps of Engineers, 1602 and 2081 incidental take permits from California Department of Fish and Wildlife, the State Lands Commission lease, and the 401 water quality certification from the Central Valley Regional Water Quality Control Board (24:28).
    - The U.S. Coast Guard bridge permit is pending final approval of related permits (24:51).

Bridge Design and Materials

The new bridge design focuses on functionality, aesthetics, and complex structural requirements (09:53).

- The bridge features three 12-foot lanes with a two-way lift turn lane, 12-foot cantilevered walkways, and six-foot buffered bike lanes, totaling about 119 feet in width (10:09).
    - The main movable span is a 308-foot network tied arch lift span with a navigation opening of 278 feet and a lift height of 53 feet; the towers will be 157 feet tall (10:33).
    - Structural steel quantities are substantial, with about 5.1 million pounds of structural steel, 6.5 million pounds of counterweight steel, and 5.2 million pounds of rebar, totaling approximately 17 million pounds of steel (10:49).
- All bridge connections are designed as hidden to meet aesthetic goals, with accessible inspection points incorporated (17:34).
    - The towers taper in concrete geometry by design, meeting the selection committee's aesthetic expectations (15:30).
    - The arch ribs taper along their length, with FRP covers concealing bolted connections, contributing to an iconic appearance (18:23).
- Foundation design has shifted to all 12-foot diameter CIDH piles, with permanent steel casings possibly supplied by the city to accelerate schedule and reduce procurement delays (13:13, 16:18).
    - Temporary casings will be required at all pile locations except abutments within the levees (13:39).

    - The city seeks contractor feedback on the benefit of supplying these casings in advance to optimize project start (16:52).

Construction Management and Staging

The construction staging is organized to minimize traffic disruption and streamline the build process (20:19).

- Jaboom Street closure will enable a single main construction phase, with traffic detoured through downtown Sacramento and the existing I Street Bridge remaining open (20:23).
    - Tie-in work is planned for later phases, maintaining bike trail access through realignments during construction (21:20).
- Suggested staging includes constructing all 12-foot CIDH piles first, followed by cofferdam installation around piers 3 and 4, then tower construction (21:41).
    - Contractors retain discretion over means and methods, with the project only suggesting this sequence (22:06).
    - Movable span assembly and lift-in sequence are detailed but open for contractor alternatives (22:39).
    - The towers' unusual 90-degree rotation requires a specialized float-in and lift procedure for the movable span, accounted for in the design and plans (23:20).
- Laydown and staging areas are limited but supplemented by city right-of-way and potential private Rail Yards property access, with contractors responsible for negotiating non-city staging sites (28:50).

Environmental and Regulatory Constraints

Environmental protections heavily influence project scope and timing, particularly around wildlife and waterway work (24:04).

- Demolition of the existing approach viaducts is delayed for two seasons due to Purple Martin bird nesting restrictions, requiring retention of habitat until two years post new bridge completion (25:24).
    - Bat nests along the viaducts impose additional work window restrictions, with the new bridge providing bat habitat to mitigate impacts (26:20).

    - Pile driving in the river requires a bubble curtain and is limited in strike counts per day to protect aquatic species (27:13).
    - Work windows from December 1 to April 30 restrict certain in-water activities; dewatered cofferdams may be exempt but require confirmation from regulatory agencies (41:44).
- Multiple permits impose seasonal and flood-related restrictions, including a 72-hour notice requirement from the Central Valley Flood Protection Board to pause work during peak storm events, which may affect trestle mat removal and other flood-sensitive activities (42:59).

Procurement, Compliance, and Contractor Engagement

The project emphasizes early contractor involvement and compliance with federal and local requirements to maintain schedule and quality (04:03).

- The city is conducting early outreach to contractors to solicit feedback and help bidders prepare for the large, complex project ahead of official advertisement (04:14).
    - Draft construction documents including plans, bid items, and technical specs are available online, with final versions expected within weeks before bidding (05:01).
    - The city plans to post the presentation PDF and Q&A responses on the project website for transparency and equal information access (31:01).
- There is no Disadvantaged Business Enterprise (DBE) goal for this project due to recent federal rule changes, removing previous DBE participation requirements (11:26).
- Buy America requirements apply fully to steel and electrical components, with no anticipated waivers; exceptions for minor items apply but are limited (35:06).
- The city is prepared to procure permanent steel casings early to speed construction start, pending contractor feedback on schedule impact and means and methods concerns (36:06).
    - Contractors expressed interest in early casing procurement if it accelerates project timelines (37:21).
    - The city will monitor contractor input via the formal bidding Q&A on Planet Bids to finalize procurement strategy (38:37).

- Contractors are responsible for managing utility coordination, as extensive utilities including pipelines, water, sewer, and gas lines are present and must be protected or documented if encountered during construction (19:02).

Communication and Next Steps

The project team commits to ongoing communication and issue resolution as bidding approaches (31:58).

- Final engineering estimates and clarifications will be released with bid advertisement next week, ensuring bidders have accurate cost expectations (33:12).
- Questions on technical details, such as movable span clearance during float-in, will be answered post-meeting to maintain information accuracy (33:40).
- The city encourages contractors to monitor the project website regularly for updated documents, Q&A, and clarifications throughout the bidding process (42:45).
- The project team, including contracts manager Jose Ledesma and project engineers, will remain available for follow-up discussions post-webinar (46:12).
- Alternative bid items will be included in the final bid package, allowing flexibility on some elements pending coordination outcomes (45:06).