



Agenda Item No. (3)

To: Building and Operating Committee/Committee of the Whole
Meeting of May 21, 2026

From: John R. Eberle, District Engineer
Denis J. Mulligan, General Manager

Subject: **AUTHORIZE EXECUTION OF AGREEMENT NO. 25R350000 WITH THE CALIFORNIA HIGHWAY PATROL TO PROVIDE TRAFFIC ENFORCEMENT SERVICES DURING CONSTRUCTION OF CONTRACT NO. 2025-B-052, GOLDEN GATE SUSPENSION BRIDGE SEISMIC RETROFIT CONTRACT 1 – NORTH AND SOUTH TOWERS AND NORTH AND SOUTH SIDE SPANS**

Recommendation

The Building and Operating Committee recommends that the Board of Directors authorize the following actions relative to an on-call service agreement, Agreement No. 25R350000, with the California Highway Patrol:

1. Authorize execution of Agreement No. 25R350000, in an amount not to exceed \$3,500,000, for enforcement of the construction zone speed limit and assistance with traffic diversions for night-time lane closures during construction of Contract No. 2025-B-052, *Golden Gate Suspension Bridge Seismic Retrofit Contract 1 – North and South Towers and North and South Side Spans*; and,
2. Authorize establishing a 15% contingency, in the amount of \$525,000, for the services.

Sufficient funds for these services are included in the budget for Project #2520, *Golden Gate Suspension Bridge Towers and Side Spans Seismic Retrofit Construction*.

This matter will be presented to the Board of Directors at its May 22, 2026, meeting for appropriate action.

Summary

Contract No. 2025-B-052, *Golden Gate Suspension Bridge Seismic Retrofit Contract 1 – North and South Towers and North and South Side Spans*, involves construction of the seismic retrofit of the Suspension Bridge's two main towers and two side spans, including the following:

- Retrofit of the main towers' leg base
- Retrofit of the main towers' roadway strut
- Strengthening of the stiffening trusses
- Retrofit of the suspender rope supports
- Floor beam strengthening and modifications
- Cross strut lateral retrofit
- Transverse kicker strengthening
- Replacement of the top lateral bracing
- Retrofit of the bottom lateral bracing
- Removal of the existing floor beam central struts
- Removal of the existing outrigger truss
- Installation of new longitudinal struts
- Replacement of roadway thermal expansion finger joints with isolation deck joints
- Installation of 28 solid state Energy Dissipation Devices (EDD)
- North and South Pylon interface strengthening
- Main tower interface strengthening
- Windlock support retrofit
- Replacement of select roadway deck support pedestals
- Rocker link retrofit
- Installation of new access systems
- Cleaning and painting of structural steel, including lead paint abatement
- South Tower façade repairs and painting the South Tower above the roadway
- Installation of temporary platforms for construction access
- Utility modifications required to accommodate the retrofit

The construction contract time is approximately six years with approximately five of the years requiring night-time lane closures.

The majority of the retrofit work is located under the roadway and there are limited areas underneath the Bridge that the construction contractor may use to access the work locations. Therefore, access must be from the Bridge roadway and sidewalks. In order to utilize the Bridge roadway, the work must be performed at night when selected traffic lanes may be closed during periods when traffic volumes are low.

The California Department of Transportation and Federal Highway Administration recommend utilizing the California Highway Patrol (CHP) Construction Zone Enhanced Enforcement Program (COZEEP) services for work that impacts traffic. The COZEEP program utilizes uniformed peace officers and patrol vehicles to enhance safety in highway construction zones. The CHP services include having uniformed peace officers and vehicles present at the construction roadway site during the performance of work to provide enforcement of reduced speed limits during installation, and removal of lane closures, and during the time work is conducted in lanes closed to traffic, and to provide traffic breaks to facilitate moving equipment and materials to the work areas. These CHP services were successfully utilized on the previous seismic retrofit projects and the Physical Suicide Deterrent and Wind Retrofit Project.

Based on the nightly CHP support services used during the recent Physical Suicide Deterrent and Wind Retrofit project, and the night-time construction duration for the Golden Gate Suspension Bridge Seismic Retrofit Contract 1 – North and South Towers and North and South Side Spans, Golden Gate Bridge, Highway and Transportation District (District) Engineering Department staff have estimated that approximately 21,000 officer hours, 2,900 sergeant hours and 80,000 patrol vehicle miles will be required. The District and the CHP have negotiated and agreed to the terms and conditions for a service agreement in a total amount not to exceed \$3,500,000, based upon these hours, the current CHP wage, and vehicle mileage rate.

When requested by the District, CHP Marin Area will dispatch two (2) CHP officers with vehicles to provide enforcement of reduced speed limits during setup, duration, and take down of traffic lane closures and to provide traffic breaks for movement of equipment. Should the CHP Marin Area be unable to fill these assignments, CHP officers from other areas will be utilized to assist with the lane closures.

Engineering staff recommends that the Building and Operating Committee recommend that the Board of Directors authorize execution of Agreement No. 25R350000 with the CHP, for a not-to-exceed amount of \$3,500,000, for these services. CHP will be compensated monthly based on the agreed hourly rates and mileage costs, and the actual officer hours and vehicle miles utilized. Staff also recommends that a contingency in the amount of \$525,000 be established for any additional or changed scope of services that may develop while work proceeds. Should CHP staffing level requirements or rates change during the term of the agreement, staff will analyze the impacts of the changes and may come back to the Committee to recommend changes to the agreement.

Fiscal Impact

Project #2520, *Golden Gate Suspension Bridge Towers and Side Spans Seismic Retrofit Construction*, is included in the FY 25/26 Bridge Division Capital Budget in the amount of \$1,011,726,000 and is funded with \$395,729,984 in federal Bridge Investment Program (BIP) funds, \$200,000,000 in Caltrans Federal Highway Bridge Program (HBP) funds, and \$415,996,016 in District reserves. The construction budget for Project #2520 includes a line item in the amount of \$4,876,000 for Supplemental Work, which includes the services provided by California Highway Patrol. Sufficient funds are available in the Project #2520 budget to fund the \$3,500,000 cost of these services and the \$525,000 contingency, for a total not to exceed amount of \$4,025,000.

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