



MEMO

To: NCRA Board of Directors

From: Executive Director Stogner

Date: February 14, 2018

Subject: **Agenda Item E.4 Discussion and Possible Action Regarding Revisions to Woodman Creek Fish Restoration Project**

Staff has reviewed the request from CalTrout to modify the Woodman Creek Fish Passage Project. In February 2015, the NCRA Board unanimously approved Resolution 2015-01, allowing CalTrout to move forward with the development of final engineering designs, construction plans, and proceed to implementation of the Woodman Creek Fish Barrier Removal Project.

During the design phase of this project, staff worked closely with CalTrout and its consultants. The final plans completed last year were approved by staff, and based on the approval they moved forward with securing funding and obtaining contractor bids. On February 4, NCRA received a letter from CalTrout requesting design modifications in order to reduce construction costs. The letter identifies three modifications for NCRA's consideration.

Staff has carefully considered these changes and in general is in agreement with them.

1. **Engineered Footings for Future Railroad Bridge.** The original plan was designed for relatively short bridge spans for rail traffic. It is more likely that a trail bridge, if any, would be constructed at this site in the future, allowing for longer spans and would minimize the need for foundations within the cut slopes. In recognition of this, staff concurs with this proposed change. It was agreed that staff would work with CalTrout during construction to explore the appropriate options.
2. **Treatment of Rails and Ties along Railroad Alignment.** Staff recommends a modification to this request. It is recommended that the rail, to the extent possible, be properly removed and stored per the previously approved plans. It is understood that there may be a few areas where it may not be economically feasible to remove the rails where the track is buried under several feet of material due to slides along the proposed project haul road. Staff recognizes that the rails are a valuable resource that in the future could be economically removed from the right of way and either recycled as scrap or sold as relay rail. Hauling the rail out using this project's route would be very costly and not feasible. However, hauling the rails out as part of a future trail project for example would

likely be very feasible, and the value of this asset would be substantially recovered. It is estimated the value in the future could be \$50,000 as scrap and \$200,000 as relay rail.

3. **Placement of Fill Material along Railroad Alignment.** Staff fully supports this significant project cost savings. This plan would eliminate costly hauling of about 14,000 cubic yards to offsite storage areas. There is no perceived negative impact to the right-of-way, and the material will be readily available for future construction activity.

Therefore, we recommend that the Board accept the CalTrout modifications, with the exception that the rail, to the extent possible, be properly removed and stored per the previously approved plans.

Staff Recommendation:

Approve the suggested modifications to the work scope approved by the NCRA Board in February 2015 for the Woodman Creek Fish Restoration Project. These recommended modifications have been reviewed and approved by NCRA's project engineer.