



Pioneer Bridge Resurfacing Project Fact Sheet

Updated 7-20-17

Background: Caltrans is working to remove and replace the surface of the Pioneer Bridge on U.S. Highway 50 between Sacramento and Yolo Counties, over the Sacramento River.

- Work will be performed on U.S. Highway 50 on the Sacramento River Viaduct (Pioneer Bridge) and the Jefferson Blvd Bridge and will include the ramp connectors to Interstate 5, 5th Street, and Jefferson Blvd.
- The roadway surface and product used to repave the bridge in 2014 have shown signs of premature wear, and Caltrans is in conversations with the supplier and our legal team to determine next steps to recoup taxpayer dollars.
- This time we are using a long-lasting, polyester concrete overlay that we have successfully used in the past.
- The work involves removing the 3/8" multi-layer system used previously and replacing it with a durable, longer-lasting one-inch thick polyester concrete overlay.
- The bridge is safe to travel on; there was no damage to the structure.
- The project has been awarded to Myers & Sons Construction, who had the lowest, qualified bid and a proven history of quality, on-time work with the State.
- Our investigation into the peeling associated with the original contract involving Myers & Sons did not identify any quality issues with the work performed.
- In an effort to safely and efficiently complete this work by Labor Day, up to six 55- hour weekend closures will take place.
- **Schedule:**
 - Work began, July 10. The contractor will begin work on the interior shoulder and the number one lane. The daily schedule is Monday through Friday from 7 p.m. to 6 a.m. Construction is expected to last through September, 2017 in an effort to complete the work by Labor Day.
 - The first of six planned 55-hour weekend closures will begin Friday, July 21 at 10 pm through Monday, July 24 at 5a.m., reopening for the morning commute.



Pioneer Bridge Resurfacing Project FAQs

Updated 7-13-17

QUESTION: What guarantees are in place that the polyester concrete surfacing will perform better than the multi-layer system?

ANSWER: Caltrans has confidence in the product now being used since it has been used on over 1,200 bridges throughout the state with good results. We have an extensive track record of using this product.

QUESTION: Weren't you confident in the multi-layer system used on the original project?

ANSWER: Yes, because Caltrans has had great success with this product on other bridges. We chose the original, multi-layer system to save tax dollars on material and application costs. In the case of the Pioneer Bridge, we used a newer version of this product which didn't properly bond to the surface.

QUESTION: What is the difference between materials being used this time versus the last time?

ANSWER: The multi-layer system, used during the original project, consists of layers of resin and broadcast aggregate with a service life of 7 – 10 years. The polyester concrete is a premixed, aggregate and resin mixture that is placed mechanically to achieve a uniform 1-inch thick layer. It serves the dual purpose of deck rehabilitation and deck protection. The expected service life of this surface is 20 years. We have successfully used this product on over 1,200 bridges statewide.

QUESTION: What was the cost of the original project to resurface the Pioneer Bridge? What will the new project cost?

ANSWER: The original project to resurface the Pioneer Bridge cost approximately \$6.6 million. The new project will cost approximately \$25 million.

QUESTION: Why would you select the same contractor on this project which placed the delaminating product on the previous project?

ANSWER: Of the four qualified contractors who submitted bids, Myers & Sons submitted the lowest, qualified bid and was awarded the contract. Additionally, our investigation into the peeling associated with the original contract indicated that the problem was a material issue, not a contractor issue.

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QUESTION: Is the polyester concrete made by the same manufacturer as the resin based material used in the multi-layer system?

ANSWER: Yes. The supplier is the only distributor on the west coast of polyester concrete. Again, a product we've had great success with in the past.

QUESTION: How long was the old surface going to last?

ANSWER: The original surface would have lasted seven to 10 years, however the material did not bond as expected with the surface.

QUESTION: Why was the polyester concrete selected?

ANSWER: It was selected because the department has had great success with using this product on more than 1,200 bridges with good results.

QUESTION: Has the original multi-layer based system been used in other places? By Caltrans?

ANSWER: Caltrans has successfully used a different version of the multi-layer based system successfully on more than 40 bridges. Our experience with this newer version of this product is very limited.

QUESTION: Why was the original multi-layer based product selected?

ANSWER: The original product was chosen to save costs on material and labor.

QUESTION: Why didn't you just use this approach (polyester concrete) during the first resurfacing attempt?

ANSWER: We wanted to be innovative and use a product that would save costs on material and labor and be more efficient.

QUESTION: How many vehicles travel over the Pioneer Bridge?

ANSWER: The annual average daily traffic on this route is 124,000 vehicles per day with the peak hour volume being 10,000 vehicles. AM peak at that location occurs Eastbound between 6 and 7 AM. PM peak at that location occurs Eastbound between 3 PM and 4 PM.