

State of California  
Business, Transportation and Housing Agency  
Department of Transportation

HIGHWAY FINANCIAL MATTERS  
Allocations for Supplemental Funds  
Resolution: FA-00-03  
CTC Meeting: September 28-29, 2000

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Agenda Item: 2.5e

*Original Signed by* \_\_\_\_\_  
W. J. EVANS, Deputy Director  
Finance  
September 1, 2000

**ALLOCATION FOR ADDITIONAL FUNDS  
FOR PREVIOUSLY APPROVED PROJECT**

**RESOLUTION FA-00-03**

**RECOMMENDATION**

The Department recommends the California Transportation Commission approve the following Resolution.

**FINANCIAL RESOLUTION**

Resolved, that \$8,092,000 be allocated from Budget Act Item 2660-301-0042, Budget Acts of 1995, 1998, 1999, and 2000 to provide additional funds for the projects on the attached sheet.

**SUMMARY AND CONCLUSIONS**

This resolution allocates \$8,092,000 of additional State and Federal funds for five (5) previously approved projects listed below:

| <u>Project</u> | <u>Dist-Co-Rte</u> | <u>Original<br/>Vote/G11<br/>Amount</u> | <u>Award<br/>Amount</u> | <u>Current<br/>Budget<br/>Amount</u> | <u>Current<br/>Allocation<br/>Revision</u> | <u>Revised<br/>Budget<br/>Amount</u> | <u>Total<br/>Increase<br/>Vote/Award</u> |
|----------------|--------------------|---|-------------------------|--------------------------------------|--|--------------------------------------|--|
| 1              | 02-Sis-5           | \$17,743,000                            | —                       | \$17,743,000                         | \$4,142,000                                | \$21,885,000                         | 23% V                                    |
| 2              | 03-But-32          | \$192,000                               | \$192,000               | \$329,600                            | \$50,000                                   | \$379,600                            | 98% V                                    |
| 3              | 05-SB-246          | \$3,600,000                             | \$2,647,000             | \$3,411,000                          | \$775,000                                  | \$4,186,000                          | 58% A                                    |
| 4              | 07-LA-1            | \$4,400,000                             | \$4,763,000             | \$5,040,000                          | \$1,900,000                                | \$6,940,000                          | 58% V                                    |
| 5              | 10-SJ-5            | \$11,900,000                            | \$14,415,000            | \$14,415,000                         | \$1,225,000                                | \$15,640,000                         | 31% V                                    |

| Project #<br>Allocation Amount<br>Recipient<br>County<br>Dist-Co-Rte<br>Postmile          | Location<br>Project Description<br>Reason for Supplemental Funds  | EA<br>PPNO<br>Budget Year<br>Item #<br>Prgm Codes<br>Program                   | State<br>Federal<br>Current<br>Budget<br>Amount | State<br>Federal<br>Additional<br>Allocation | State<br>Federal<br>Revised<br>Total Amount |
|---|---|--|---|--|---|
| 1<br>\$4,142,000<br>Department of<br>Transportation<br>Siskiyou<br>02N-Sis-5<br>2.7/R11.3 | Near Dunsmuir and Mount Shasta from<br>the Sacramento River Bridge to north of<br>Lassen Lane.<br>Reconstruct and rehabilitate roadway.<br>Supplemental funds are needed to<br>award the project. | 335111<br>(7076A)<br>1999/00<br>301-0042<br>301-0890<br>20.20.201.120<br>SHOPP | \$2,390,000<br>\$15,353,000<br>\$17,743,000     | \$350,000<br>\$3,792,000<br>\$4,142,000      | \$2,740,000<br>\$19,145,000<br>\$21,885,000 |



**PROJECT DESCRIPTION AND LOCATION**

This project is in Siskiyou County, near Dunsmuir and Mount Shasta, from the Sacramento River Bridge to north of Lassen Lane. This project will reconstruct a failed portion of roadway and rehabilitate the remaining roadway.

**FUNDING STATUS**

This project was programmed in the 1998 SHOPP Midcycle Revision for \$17,443,000 for construction in the 1999/00 Fiscal Year. In June 2000 this project was voted for \$17,743,000. This request for \$4,142,000 to award the contract will result in an overall increase of approximately 23% over the original allocation.

**BACKGROUND**

The pavement section on the mainline is in an advanced state of deterioration. This project will reconstruct and rehabilitate the roadway using Asphalt Concrete (AC) for the southbound lanes and portions of the northbound lanes. Portland Cement Concrete (PCC) will be used for the remainder of the northbound lanes in areas particularly subject to stress from the heavy truck traffic on the steep (six percent) uphill grades.

**REASON FOR INCREASE**

The lowest Contractor's bid for this project was substantially higher than the Engineer's Estimate. Analysis of the bids indicate that the increase in cost is predominantly concentrated in the pavement items with the Asphalt Concrete item being bid approximately \$1,517,000 higher than the Engineer's Estimate; the Concrete Pavement item was approximately \$1,400,000 higher; and the Cement Treated Base item was over by about \$800,000. There were three bids on the project. The remote location of the project was cited as part of the reason for the higher than normal unit costs for the three items. Mobilizing a concrete plant to meet the required high production rates was identified as another reason for the increase in the Concrete Pavement item and the Cement Treated Base item. The Contractor also stated that the Asphalt Concrete item increase was based on the recent increase in oil prices.

Using a supplemental vote to award this project will eliminate the Department's ability to adjust funding using the Resolution G-12 process. This request includes an additional \$425,000 for Supplemental Work to give the Resident Engineer some flexibility to respond to unexpected site conditions, make Paving Asphalt Price Index adjustments, and fund Quality Control/Quality Assurance bonuses if they are earned.

#### FUNDING OPTIONS

OPTION A: Approve this request as presented above for \$ 4,142,000 to allow this project to be awarded and expedited.

OPTION B: Deny this request and direct the Department to reject all the bids and re-advertise the contract.

Analysis of the current bids indicate that re-advertising the project will not produce bids lower than the current amount.

#### RECOMMENDED OPTION

The Department recommends that this request for \$4,142,000, as presented in Option A above, be approved to allow this project to be awarded to the lowest bidder.

| Project #<br>Allocation Amount<br>Recipient<br>County<br>Dist-Co-Rte<br>Postmile | Location<br>Project Description<br>Reason for Supplemental Funds   | EA<br>PPNO<br>Budget Year<br>Item #<br>Prgm Codes<br>Program        | State<br>Federal<br>Current<br>Budget<br>Amount | State<br>Federal<br>Additional<br>Allocation | State<br>Federal<br>Revised<br>Total Amount |
|--|--|---|---|--|---|
| 2<br>\$50,000<br>Department of<br>Transportation<br>Butte<br>03N-But-32<br>9.0   | In Chico at 9 <sup>th</sup> Street.<br>Install two PUC Standard No. 9A warning<br>devices with circuits and surfacing.<br>Supplemental funds are needed for<br>on-going project. | 439801<br>1996/97<br>301-0042<br>301-0890<br>20.20.201.310<br>SHOPP | \$32,960<br>\$296,640<br>\$329,600              | \$6,000<br>\$44,000<br>\$50,000              | \$38,960<br>\$340,640<br>\$379,600          |



**PROJECT DESCRIPTION AND LOCATION**

This project is in Butte County, in Chico, at 9<sup>th</sup> Street. The work involves removing and replacing the existing train warning devices and installing new concrete surfacing across the tracks.

**FUNDING STATUS**

This project was programmed in the 1996 SHOPP for \$192,000 for construction in the 1996/97 Fiscal Year. In October 1997 the project was voted for \$192,000. A Department delegated Resolution G-12 allocation for \$101,300 was made in August 1998. An additional Department delegated Resolution G-12 allocation for \$36,300 was made in March 1999. This project is part of the California Public Utility Commission (CPUC) 130 Program, which is a federally mandated program where at-grade crossings are nominated to the CPUC for inclusion on a list of crossings eligible for funding that pays for safety improvements at at-grade crossings. This request for \$50,000 results in a total increase of approximately 98% over the award amount for this contract.

### BACKGROUND

This project installs two CPUC train warning devices with circuits and constructs a concrete surface crossing between two sets of railroad tracks. A service contract was executed with the Union Pacific Railroad (UPRR) for the removal and replacement of warning devices and concrete surfacing at the crossing. A condition of the service contract was that the Department would reimburse UPRR for the traffic detour in order for the concrete surfacing to be placed.

### REASON FOR INCREASE

The Department planned to provide a road closure and detour when the Railroad installed surfacing at the crossing utilizing a Contractor for a roadway rehabilitation project in the vicinity of the grade crossing. When the Railroad was able to do the work, however, the Contractor had already completed the rehabilitation work that it was required to do at the site and could not wait for the Railroad to mobilize its crews to do the surfacing work. As a result, the Railroad hired its own Contractor to do the traffic control for the project. The earlier increases were needed when the Railroad revised its estimates to complete the work. This request is to reimburse UPRR for traffic control that was originally to be provided for by the Department.

### FUNDING OPTIONS

OPTION A: Approve this request as presented above for \$50,000 to reimburse the Railroad for work which has been performed.

OPTION B: Deny this request and direct the Department to contest the Railroad's billing.

The Department considered this option. Denial of this request will force UPRR to pursue legal action.

### RECOMMENDED OPTION

The Department recommends that this request for \$50,000, as represented in Option A above, be approved to allow this contract to be closed.

| Project #                    | EA  | PPNO          | Budget Act | State       | State      | State       |
|------------------------------|---|---------------|------------|-------------|------------|-------------|
| Allocation Amount            |   |               | Item #     | Federal     | Federal    | Federal     |
| Recipient                    | Location  | Program       | Codes      | Current     | Additional | Revised     |
| County                       | Project Description   | Program       | Codes      | Budget      | Allocation | Total       |
| Dist-Co-Rte                  | Reason for Supplemental Funds   | Program       | Program    | Amount      | Amount     | Amount      |
| Postmile                     |   |               |            |             |            |             |
| 3                            |   |               |            |             |            |             |
| \$775,000                    | In Buellton from 0.3 kilometer west to 0.4 kilometer east of Santa Rosa Creek Bridge. | 478501 (4785) | 1998/99    |             |            |             |
| Department of Transportation | Replace existing bridge.  | 301-0042      |            | \$683,500   | \$155,000  | \$838,500   |
| Santa Barbara                | Supplemental funds are needed for on-going project.                                   | 301-0890      |            | \$2,727,500 | \$620,000  | \$3,347,500 |
| 05S-SB-246                   |   | 20.20.201.110 |            |             |            |             |
| 19.9/20.5 KP                 |   | SHOPP         |            | \$3,411,000 | \$775,000  | \$4,186,000 |



**PROJECT DESCRIPTION**

This project is in Santa Barbara County near Buellton on Route 246. Work involves replacement of the existing bridge over Santa Rosa Creek.

**FUNDING STATUS**

This project was programmed in the 1998 SHOPP for \$3,600,000 and voted in May 1999 for \$3,600,000. The project was awarded in June 1999 for \$2,647,000. The Department used its authority under Resolution G-12 to allocate \$464,000 of additional funds in November 1999 to fund accelerated construction of the permanent structure after the failure of a temporary bridge which was constructed as a detour. In February 2000 the Commission allocated an additional \$300,000 to accelerate construction of the permanent structure, mitigate impacts to Santa Rosa Creek from construction activities, provide additional traffic control and restore

the contingency balance. This request for \$775,000 for claims resolution is a total increase of approximately 58% over the award amount for this contract.

### BACKGROUND

This project replaces the existing Santa Rosa Creek Bridge that was jeopardized by scour and channel erosion. A temporary structure was built across Santa Rosa Creek as a detour to eliminate construction in multiple stages. The Acrow temporary bridge was designed and erected by the Contractor. The temporary bridge failed on October 21, 1999. After the failure, Route 246 traffic was detoured onto Route 1 and Route 135. In order to re-open Route 246 to traffic, it was necessary to construct a low-profile stream crossing through Santa Rosa Creek. In the process of obtaining required permits and agreements, the Department made a commitment to mitigate impacts to Santa Rosa Creek once the temporary detour was removed. In order to open the completed permanent structure to traffic as early as possible, the permanent bridge work was accelerated.

### REASON FOR INCREASE

After completion of the work, numerous claims were submitted for the additional cost related to the collapse of the Acrow temporary bridge. This request constitutes funding for settlement of all claims on the project and recognizes partial payment of damages sustained by the Contractor due to the temporary bridge collapse. Relevant issues taken into consideration by the Department in determining that full settlement of all Contractor claims is appropriate at this time include emergency activities directed by the Department after failure of the temporary bridge and the Department's involvement in specifying the use of and subsequent review and approval of the Acrow temporary bridge.

### FUNDING OPTIONS

OPTION A: Approve this request as presented above for \$775,000 to allow the full settlement of all claims on the contract.

OPTION B: Deny this request in which case the Contractor would need to pursue legal action to recover any costs for which they may be entitled. Delaying payment may cause additional interest to accrue and increase the final costs.

### RECOMMENDED OPTION

The Department recommends that this request for \$ 775,000, as presented in Option A above, be approved to allow this contract to be closed.

| Project #<br>Allocation Amount<br>Recipient<br>County                                       | Location<br>Project Description<br>Reason for Supplemental Funds   | EA<br>PPNO<br>Budget Year<br>Item #<br>Prgm Codes<br>Program                    | State<br>Federal<br>Current<br>Budget<br>Amount | State<br>Federal<br>Additional<br>Allocation | State<br>Federal<br>Revised<br>Total Amount |
|---|--|---|---|--|---|
| 4<br>\$1,900,000<br>Department of<br>Transportation<br>Los Angeles<br>07S-LA-1<br>23.4/25.2 | In Manhattan Beach and El Segundo<br>south of Marine Avenue to north of El<br>Segundo Boulevard.<br>Widen roadway.<br>Supplemental funds are needed for<br>on-going project. | 102914<br>(0023G)<br>1997/98<br>301-0042<br>301-0890<br>20.20.101.913<br>GF-RIP | \$578,000<br>\$4,462,000<br>\$5,040,000         | \$218,000<br>\$1,682,000<br>\$1,900,000      | \$796,000<br>\$6,144,000<br>\$6,940,000     |



**PROJECT LOCATION & DESCRIPTION**

The project is located in Los Angeles County, in the Cities of El Segundo and Manhattan Beach. This project will improve drainage, resurface the existing pavement, and widen the Pacific Coast Highway (Route 1) from 0.1 mile south of Marine Avenue to 0.3 mile north of El Segundo Boulevard. In addition, the project also includes construction of a waterline for the City of El Segundo.

This project is approximately 52% complete.

**FUNDING STATUS**

This project was programmed in the 1996 STIP for \$4,400,000 for construction and was voted on June 3 1998 for \$4,400,000. The City of El Segundo contributed \$816,000 to the project, with \$313,000 designated for the installation of its waterline. The City of Manhattan Beach contributed \$177,000 to the project. The contract was awarded in June 1999 for \$5,756,000. Additional funds of \$363,000 were allocated in June

1999, using the Department's Resolution G-12 authority, to award the project. An additional \$277,000 was allocated by the Department in July 2000 to fund Contract Change Orders. This request for \$1,900,000 in supplemental funds for Contract Change Order (CCO) work will result in an overall increase of approximately 58% over the original allocation. The City of El Segundo has agreed to reimburse the cost increase associated with the water line installation work once the project is completed. Los Angeles County Metropolitan Transportation Authority (LACMTA) has agreed to fund the requested cost increase from its Unprogrammed Share Balances.

### BACKGROUND

Sepulveda Boulevard is a major north/south access route to Los Angeles International Airport. It is a crucial part of the highway network that serves the aerospace, electronics and defense industries in the South Bay Area. The project widens the roadway from six to eight lanes to remove a bottleneck that exists on Route 1, between the cities of Manhattan Beach and El Segundo. Construction of a waterline for the City of El Segundo was added to the project by cooperative agreement to minimize conflicts between the two projects and cause less disruption to the travelling public.

### REASON FOR INCREASE

Modifications to the drainage work due to the conflicts caused by previously unknown underground utilities resulted in an approximate increase of \$650,000. Redesign of the City of El Segundo's waterline to accommodate the existing utility lines that were not identified by the City resulted in an increase of approximately \$170,000. Inclusion of construction staging to alleviate traffic congestion through the project area resulted in additional work in the amount of about \$900,000. Design revisions to the sidewalks to comply with the provisions of the Americans with Disabilities Act (ADA), and changes to pavement cross slopes to improve drainage and match existing conditions resulted in cost increases of around \$180,000.

This funds request will allow the project to be completed as planned, but the Contractor has filed several Notices of Potential Claim that have not been resolved at this time. Additional supplemental funds may be needed in the future if the Department determines any of the potential claims submitted by the Contractor are valid.

### FUNDING OPTIONS

OPTION A: Approve this request as presented above for \$1,900,000 to allow this project to be completed as originally scoped.

OPTION B: Deny this request, terminate the on going contract and pursue the remaining work under a new contract.

The Department considered this option. Terminating the contract will delay the project significantly and may result in even higher increased costs. Initiating a new contract would result in changing the existing traffic configuration more than once due to the revisions required for staging the construction. Timely completion of this project under the current contract will provide the least disruption to the travelling public.

### RECOMMENDATION

The Department recommends OPTION A, as presented above for \$1,900,000, to allow this project to be completed as originally scoped.





### BACKGROUND

This project rehabilitates a portion of Interstate 5 that is used as a main thoroughfare for truck traffic between northern California and southern California and is a major commute route between the San Francisco Bay Area and the Central Valley.

### REASON FOR INCREASE

As a result of the increased number of vehicles utilizing this portion of Interstate 5 and the traffic delays associated with construction, revisions to the contract have been made to mitigate traffic delays. These revisions have impacted critical operations by requiring night work rather than day work and have delayed the completion of the project. This has resulted in a cost increase of \$550,000.

Design modifications were required for the bridge deck re-surfacing. The surfaces will be coated to improve traction for vehicles, but an alternative design was required to allow application within the revised traffic control restrictions. The cost associated with this change is estimated at \$675,000.

### FUNDING OPTIONS

**OPTION A:** Approve the Department's request for \$1,225,000 in supplemental funds needed to proceed with this project.

**OPTION B:** Deny this request and direct the Department to deliver the project within the current allocation.

The Department considered this option. In order to deliver this project within the current allocation, the new friction surfaces to improve traction on bridge decks would have to be eliminated. Bridge deck re-surfacing is needed to meet current roadway safety standards and, if eliminated, would expose the Department to potential litigation.

### RECOMMENDED OPTION

The Department recommends **OPTION A**, as presented above for \$1,225,000, to allow this project to be completed as originally planned.