

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

HIGHWAY FINANCIAL MATTERS
Allocations for Supplemental Funds
Resolution: FA-00-05
CTC Meeting: December 5-6, 2000

Prepared By:
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Agenda Item: 2.5e

Original Signed By

W. J. EVANS, Deputy Director
Finance
November 27, 2000

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

RESOLUTION FA-00-05

RECOMMENDATION

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

FINANCIAL RESOLUTION

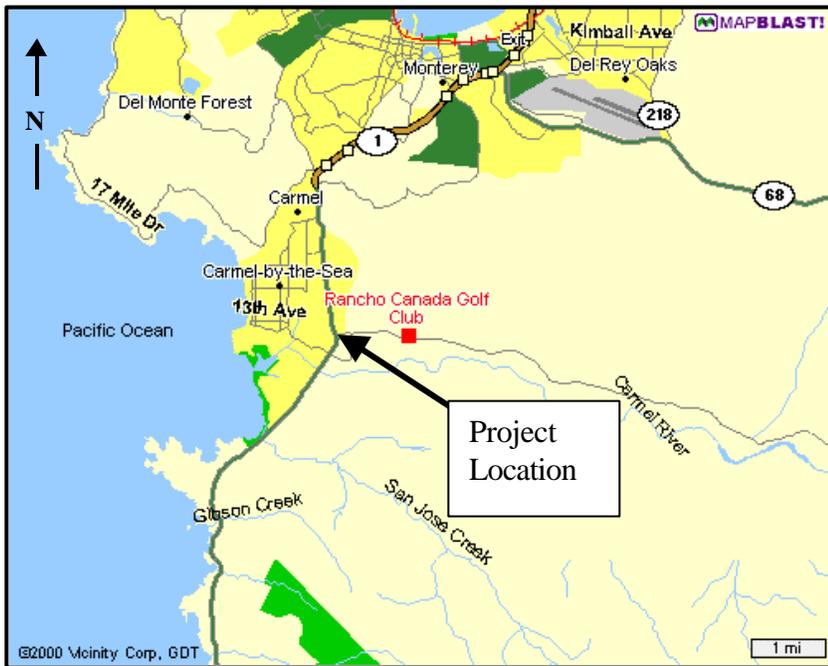
Resolved, that \$1,863,000 be allocated from Budget Act Item 2660-301-0042, Budget Acts of 1995, 1998, 1999, and 2000 to provide additional funds for the projects on the attached sheet.

SUMMARY AND CONCLUSIONS

This resolution allocates \$1,863,000 of additional State and Federal funds for four (4) previously approved projects listed below:

<u>Project</u>	<u>Dist-Co-Rte</u>	<u>Original Vote/G11 Amount</u>	<u>Award Amount</u>	<u>Current Budget Amount</u>	<u>Current Allocation Revision</u>	<u>Revised Budget Amount</u>	<u>Total Increase Vote/Award</u>
1	05-MON-1	\$675,000	-----	\$675,000	\$373,000	\$1,048,000	55% V
2	07-VEN-101	\$9,584,000	\$10,080,000	\$10,530,000	\$450,000	\$10,980,000	15% V
3	10-SJ-88	\$1,329,000	\$1,773,000	\$1,733,000	\$350,000	\$2,123,000	60% V
4	11-SD-8	\$1,933,000	-----	\$1,933,000	\$690,000	\$2,623,000	36% V

Project # Allocation Amount Recipient County Dist-Co-Rte Postmile	Location Project Description Reason for Supplemental Funds	EA PPNO Program Year Item # Prgm Codes Program	State Federal Current Budget Amount	State Federal Additional Allocation	State Federal Revised Total Amount
1 \$373,000 Department of Transportation Monterey 05N-Mon-1 72.9/73.1	Near Carmel at Carmel Valley Road. Construct dual Right-turn lanes. Supplemental funds are needed for award.	0190F (0027C) 2001/02 301-0042 301-0890 20.20.201.310 SHOPP	\$675,000 \$675,000	\$373,000 \$373,000	\$1,048,000 \$1,048,000



PROJECT DESCRIPTION AND LOCATION

The project is one of several operational improvement projects on Route 1 in Monterey County, near Carmel. This project constructs dual right turn lanes at Carmel Valley Road.

FUNDING STATUS

The project was programmed in the 2000 State Highway Operation & Protection Program for \$649,000 for construction in the 2001/02 Fiscal Year and was voted for \$675,000 in August 2000. This request of \$373,000 represents a total increase of 55% over the voted amount for this contract.

BACKGROUND

This project is one of the twelve operational improvements that were originally proposed in the Carmel area to improve traffic congestion along the current alignment of Route 1.

The existing right turn lane does not effectively serve present traffic demands. The project provides congestion relief by constructing a second right-turn lane from westbound Carmel Valley Road to northbound Highway 1.

REASON FOR INCREASE

Four bids were opened in October and the lowest Contractor's bid for this project was substantially higher than the Engineer's estimate. The cost increases were spread across many labor intensive items including Construction Area Signs, Traffic Control System, Modify Signal and Lighting, and Segmental Retaining Wall that resulted in an estimated cost increase of \$206,000.

Due to the heavy volume of construction activity in the area, local quarries are nearing permitted annual mining allocations. The Contractor is planning on hauling imported borrow material to the jobsite from a remote quarry in a neighboring county that has limited access. In just the last couple of months, the price of transporting materials has increased by approximately 10% in the area due primarily to an increase in fuel prices. This has resulted in a cost increase of \$31,000 to the Imported Borrow item.

The Carmel area weather consists primarily of cool moist mornings and evenings and warm dry afternoons. Lime treatment, which enhances the quality of asphalt concrete aggregate to adhere to the pavement in climates subject to moist/dry cycles, was specified to increase the life of the pavement. The use of lime treatment with asphalt concrete and higher oil prices have resulted in a cost increase of \$136,000 for the Asphalt Concrete (Type B) item.

FUNDING OPTIONS

OPTION A: Approve this request as presented above for \$373,000 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 \$373,000, as presented in Option A above, be approved to allow this project to be awarded to the lowest bidder.

contract. The Ventura County Transportation Commission has concurred by letter that the additional funds will come from their unprogrammed share balance.

BACKGROUND

This project was initiated to provide congestion relief at peak traffic hours on Harbor Boulevard and Seaward Avenue. The work entails realigning the northbound on-ramp near the Harbor Boulevard intersection, constructing a new bridge, widening the southbound on-ramp, and increasing the capacity of the left turn pockets on Seaward Boulevard for traffic that enters Route 101.

REASON FOR INCREASE

The southbound on-ramp is being widened to increase capacity entering Route 101. During construction of the widening work for the southbound on-ramp, it was determined that an existing irrigation system needed to be relocated and the existing slope requires additional excavation. This additional work has an estimated cost of \$100,000.

New guidelines were adopted in August 2000 for National Pollutant Discharge Elimination System (NPDES) permits. An additional \$120,000 is needed to comply with the modified Storm Water Pollution Prevention Plan (SWPPP) required by the new NPDES permit guidelines.

A new drainage system replaces open drainage canals with buried reinforced concrete pipe. One of the requirements of the work was to de-water the trench before placing the new drainage pipe because the groundwater table is located slightly above the bottom of the pipe. The water was to be pumped into an existing stormwater inlet, but when the water was tested as part of the SWPPP, the tests indicated that the water contained high levels of chromium, selenium and other elements and the effluent could not be discharged directly into the storm water system without proper treatment. A temporary pipeline and pumping system to transport the effluent to a sewer plant for treatment was constructed. The cost of the unanticipated work was \$80,000 and depleted the contingency funds.

An additional \$150,000 is needed to replenish the contingency funds in the project for the remaining work. The original balance has been exhausted and an additional amount is needed to address any unexpected work that may be required to complete the project.

FUNDING OPTIONS

OPTION A: Approve the Department's request for \$450,000 in supplemental funds needed to proceed with this project.

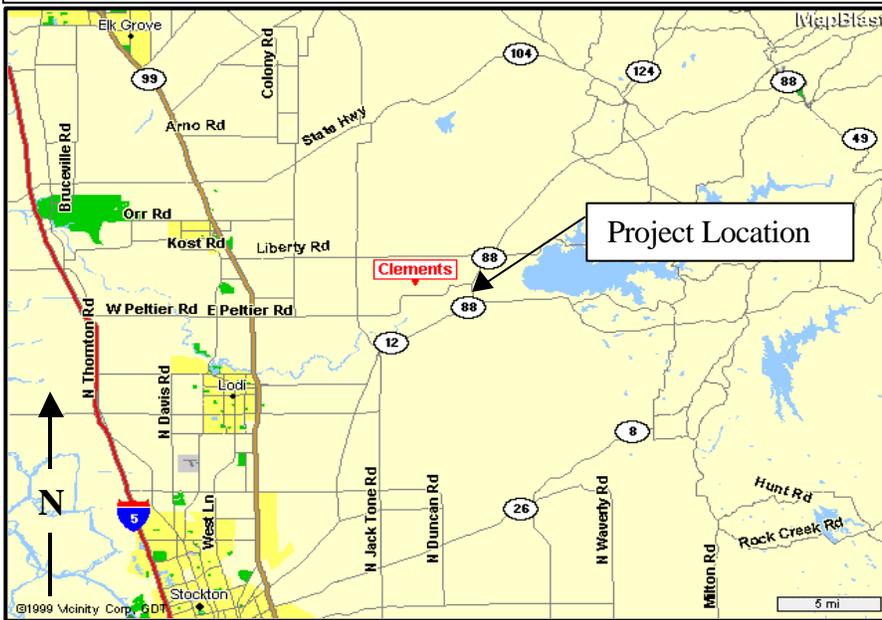
OPTION B: Deny this request and direct the Department to deliver the project within the current allocation.

The Department considered this option. The drainage system had to be completed before the rainy season due to the possibility of flooding and the contaminated water had to be treated as required by the NPDES permit. To complete the southbound on-ramp widening, the irrigation line must be relocated.

RECOMMENDATION

The Department and the Ventura County Transportation Commission recommend OPTION A, as presented above for \$450,000, to allow this project to be completed as originally scoped.

Project #	Allocation Amount	EA	PPNO	State	State	State
Recipient	County	Location	Program Year	Federal	Federal	Federal
County	Dist-Co-Rte	Project Description	Item #	Current	Additional	Revised
Postmile	Reason for Supplemental Funds		Prgm Codes	Budget	Allocation	Total Amount
			Program	Amount		
3						
\$350,000	Near Clements at the Mokelumne River. Widen the bridge, replace bridge rail, and construct bridge approaches.	279421				
Department of Transportation		(7591A)				
San Joaquin		1998/99		\$204,000	\$70,000	\$274,000
10N-SJ-88	Supplemental funds are needed for on-going project.	301-0042		\$1,569,000	\$280,000	\$1,849,000
19.2/20.4		301-0890				
		20.20.201.110		\$1,773,000	\$350,000	\$2,123,000
		SHOPP				



PROJECT DESCRIPTION

The project is in San Joaquin County, near Clements, on Route 88 at the Mokelumne River. The work includes widening the bridge, replacing bridge rail, and constructing bridge approaches.

FUNDING STATUS

The project was programmed in the 1998 State Highway Operation & Protection Program Midcycle revision for \$1,882,000 for construction in the 1998/99 Fiscal Year and voted for \$1,329,000 in June 1999. The cost decrease of \$553,000 between the vote amount and programmed amount was attributed to an over estimate of the asphalt concrete during the preliminary design phase. To award the project, an additional \$444,000 was allocated in November 1999 due to the high costs associated with working in and next to the Mokelumne River. This request of \$350,000 represents a total increase of 60% over the voted amount for this contract.

BACKGROUND

This project was originally part of a larger project that included roadway rehabilitation work from Route 12 to the Amador County line, and an intersection modification at Liberty Road. Because of differing environmental issues that affected the scheduling, the original project was broken into three projects. The other two projects are now complete. The bridge is located immediately downstream of the Camanche Reservoir. The water release rates from the reservoir vary significantly throughout the year depending on flood control and environmental or recreational water demand. The site also poses greater difficulty in accessing the pier locations

in the river to perform foundation and pier construction work.

REASON FOR INCREASE

The bridge foundations were widened as part of the bridge widening. As part of the original construction of the bridge, a concrete seal course was placed to de-water the locations where the foundations were constructed. In order to construct the foundation for the bridge widening, a portion of the concrete seal course was removed. Also, additional weld testing was required for the Cast-In-Steel Shell (CISS) Concrete Piling. This additional work has resulted in a cost increase of approximately \$155,000.

To construct the widened portion of the bridge, a section of the existing structure required removal. A demolition permit issued by the San Joaquin Valley Air Pollution Control District was secured before any removal work commenced. The permit required that all materials that were to be removed from the bridge needed to be tested for asbestos by a licensed sampler so that asbestos was not released into the air during bridge demolition work. An additional \$20,000 is needed for complying with the testing guidelines in order to secure a demolition permit.

Hazardous lead based paint was discovered on the existing bridge railings. An additional \$30,000 is needed to properly dispose of the metal railings that contain lead based paint.

Due to an oversight, the Imported Borrow item volume was incorrectly listed as 1280 cubic meters instead of 4500 cubic meters. An additional \$145,000 is needed to compensate the Contractor for the additional 3,220 cubic meters required.

FUNDING OPTIONS

OPTION A: Approve the Department's request for \$350,000 in supplemental funds needed to proceed with this project.

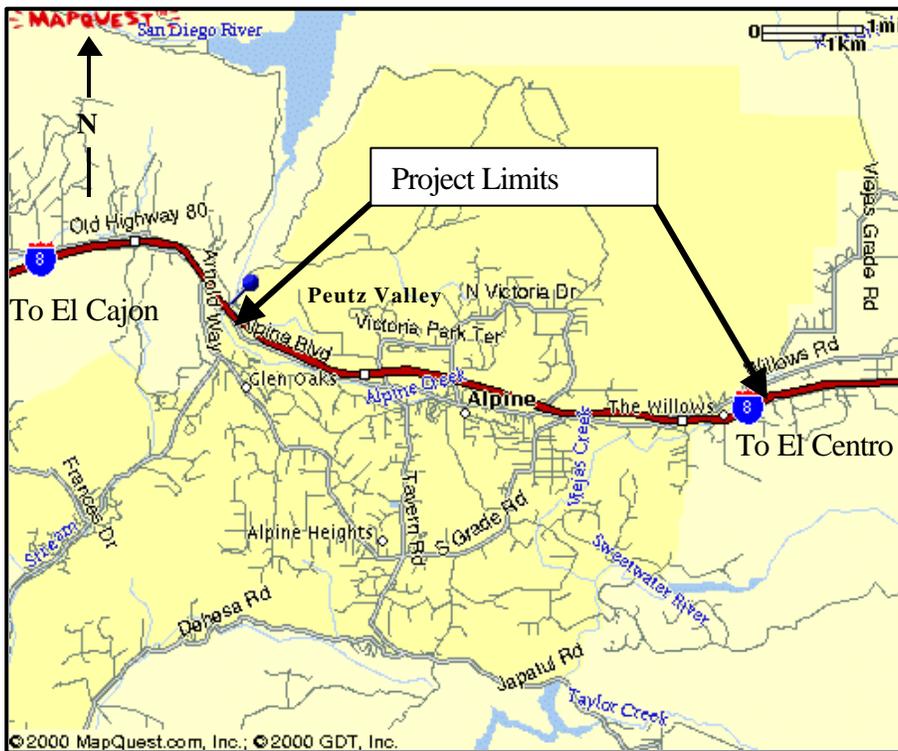
OPTION B: Deny this request and direct the Department to deliver the project within the current allocation.

The Department considered this option. The de-watering efforts were necessary to place the foundations and could not have been done with the existing concrete seal course in place. Imported borrow is needed to construct the bridge approaches. The project cannot be downsized without significantly impacting the scope of work.

RECOMMENDED OPTION

The Department recommends OPTION A, as presented above for \$350,000, to allow this project to be completed as originally scoped.

Project # Allocation Amount Recipient County Dist-Co-Rte Postmile	Location Project Description Reason for Supplemental Funds	EA PPNO Program Year Item # Prgm Codes Program	State Federal Current Budget Amount	State Federal Additional Allocation	State Federal Revised Total Amount
4 \$690,000 Department of Transportation San Diego 11S-SD-8 R26.4/R32.0	Near Alpine west of Peutz Valley Road and east of Viejas Creek Bridge. Widen and Seismic retrofit bridge. Supplemental funds are needed for award.	174321 (0189W) 1999/00 301-0042 301-0890 20.20.201.110 SHOPP	\$163,000 \$1,770,000 \$1,933,000	\$59,000 \$631,000 \$690,000	\$222,000 \$2,401,000 \$2,623,000



PROJECT DESCRIPTION

The project is in San Diego County, near Alpine, from west of Peutz Valley Undercrossing to east of Viejas Creek Bridge. This project widens three bridges, performs seismic retrofit improvements on the eastbound Peutz Valley Road Undercrossing and places a polyester concrete overlay at the eastbound Viejas Creek Bridge.

FUNDING STATUS

The project was programmed in the 1998 State Highway Operation & Protection Program Midcycle Revision for \$2,516,000 for construction in the 1999/00 Fiscal Year and voted for \$1,933,000 in June 2000. This request of \$690,000 represents a total increase of 36% over the voted amount for this contract.

BACKGROUND

The project widens median bridge shoulders on Peutz Valley Road Undercrossing (UC), East Victoria Drive UC and the Viejas Creek Bridge to standard width. The eastbound Peutz Valley Road UC will also be seismically retrofitted. The project is located in the eastern portion of San Diego County. The Peutz Valley Road UC spans a ravine that is nearly 80 feet deep below the bridge deck. There are many environmentally sensitive areas located in the ravine.

REASON FOR INCREASE

Five bids were opened in October 2000 and all of the bids exceeded the Engineer's estimate. After discussing the low bid with the Contractor it was determined that the cost increase could be attributed primarily to the physical constraints in gaining access to the bridge foundations for the Peutz Valley Road UC widening and to the Contractor's crew productivity rates assumed in the Engineer's estimate. The items that had the greatest increase were 1.2 Meter Cast-In-Drilled-Hole Concrete Piling with an increase of \$138,000, 1.8 Meter Cast-In-Drilled-Hole Concrete Piling with an increase of \$80,000 and Structural Concrete (Bridge) with an increase of \$183,000. Other various items contributed to another \$149,000 in additional increases.

To gain access to the bridge foundations at Peutz Valley Road UC, construction equipment will exit from the freeway adjacent to the bridge approaches. Because deployment of the construction equipment will take more time than originally estimated, more traffic control will be required and an additional \$40,000 is needed for Construction Zone Enhanced Enforcement Patrol by the California Highway Patrol.

Given the nature of the work and the remoteness of the project, it is estimated that an additional \$100,000 in contingency funds is needed to address any possible unforeseen work that may arise

FUNDING OPTIONS

OPTION A: Approve this request as presented above for \$690,000 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. Also, due to the environmentally sensitive location of the project, no work is allowed between the spring and early summer. Re-advertising the project would force construction to be delayed until after early summer.

RECOMMENDED OPTION

The Department recommends that this request for \$690,000, as presented in Option A above, be approved to allow this project to be awarded to the lowest bidder.