

# Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 15-16, 2006

Reference No.: 2.8c.  
Action Item

From: CINDY McKIM  
Chief Financial Officer

Prepared by: Terry Abbott  
Division Chief  
Local Assistance

Ref: **REQUEST TO EXTEND THE PERIOD OF PROJECT COMPLETION PER  
RESOLUTION G-03-19, STATE TRANSPORTATION IMPROVEMENT PROGRAM  
GUIDELINES  
WAIVER-06-11**

## **ISSUE:**

The California Transportation Commission (Commission) allocated \$6,520,000 of construction funds for two projects. The implementing agencies awarded the construction contracts, but do not anticipate completing the projects by the completion deadlines. The attachment shows the details of the projects and the delays that have resulted in the extension requests. The responsible agencies request extensions, and the planning agencies concur.

## **RECOMMENDATION:**

The Department of Transportation's recommendations are shown on the attachment.

## **BACKGROUND:**

Resolution G-03-19, State Transportation Improvement Program (STIP) Guidelines, adopted by the Commission on December 11, 2003, stipulates that funds allocated for the construction phase of local grant projects are available for contract award for a period of 12 months from the date of allocation. The Guidelines further stipulate that the Commission may approve a waiver to the contract award deadline one time only for up to 20 months in accordance with Section 14529.8 of the Government Code.

Attachment

Time Extension/Waiver – Project Completion Deadline  
 Local Streets and Roads Projects

| Project #  | Applicant<br>County   | Extension Amount<br>By Component (\$ in thousands)<br>E&P (Environmental & Permits)<br>PS&E (Plans, Specifications and Estimates)<br>R/W (Right of Way)<br>CON (Construction)<br>TOTAL | Allocation Date<br>Resolution Number<br>Number of Months Requested<br>Extended Deadline<br>CT Recommendation |
|--|---|--|--|
|  | <b>Reason for Project Delay:</b>  |  |  |
| 1  | City and County of San Francisco<br><br>San Francisco<br>PPNO: 4-2023<br>4 <sup>th</sup> Street Bridge<br>Rehabilitation/Seismic Retrofit | \$0<br>\$0<br>\$0<br>\$6,300,000<br><b>\$6,300,000</b>   | 08/22/2002 & 11/07/2002<br>FP-02-16 & FP-02-43<br>20 months<br>11/10/2007<br>Support                         |
| <p>The City and County of San Francisco are requesting a 20-month time extension for the 4<sup>th</sup> Street Bridge Rehabilitation and Seismic Retrofit project due to delays caused by the following events: the late delivery of the direct current (DC) contractor, which is an integral component of the computerized safety interlock system that controls the signals for the light rail vehicles, traffic, and boats during bridge openings; the need to advertise a separate contract for the Auxiliary Water Supply System (AWSS) piping replacement; and additional time needed to resolve five construction claims.</p> <p>A major factor contributing to the delay in completing the bridge construction contract with Mitchell Engineering/Obayashi Corporation, Joint Venture (contractor) is the late delivery of the DC contractor. In August of 2005, the contractor placed the order for the DC contractor with Siemens and was given a three-month delivery time. However, due a change in ownership of the company's manufacturing division, a subsequent four-month closure of the factory, and an additional month for manufacturing; the delivery of the DC contractor was delayed by five months. In addition to the five-month delay, the contractor will need another two months for the installation and final testing of interlocks of the DC contractor.</p> <p>The contractor feels the City should pay the delay costs, since the delay was not within the company's control. The City feels that the contractor should have ordered the DC contractor much earlier than it did, and the delay is the contractor's responsibility. Resolution of this and four other construction claims may take up to two years.</p> <p>Another factor contributing to the time extension request is the need to advertise a separate contract for AWSS fire water piping replacement. The bridge contract relied on as-built drawings for the location of the AWSS buried pipe. Unfortunately, the as-built drawings were not accurate. The pipe was actually under the bridge rather than next to it, and had sunken to a depth such that it would be impractical for divers to relocate it. For this reason, and to avoid additional delays to critical path elements of the bridge construction contract, the pipe was cut and abandoned in place. The bridge contractor was already several months late and needed unimpeded access to Mission Creek channel for contract work. The AWSS pipe is best laid between the fender piles after they were driven in January 2006. Rather than extend the bridge contract further, the City and County of San Francisco plan to advertise for this work separately in March 2006, with an anticipated start date of May 2006 and a completion date of September 2006. This work can be done after the bridge is open. Light rail vehicle testing will begin immediately after the bridge opening.</p> <p>A 20-month time extension is being requested to complete closeout of the construction phase of this project necessary for the operation and safe utilization of the Third Street Light Rail Transit System, which is scheduled to begin revenue service at the end of 2006. Costs attributed to these delays are expected to be covered by Proposition 42 funding.</p> |   |  |  |

Time Extension/Waiver – Project Completion Deadline  
 Local Streets and Roads Projects

| Project #   | Applicant<br>County      | Extension Amount<br>By Component (\$ in thousands) | Allocation Date<br>Resolution Number |
|---|--------------------------|--|--------------------------------------|
|   |                          |  |                                      |
| 2   | U.S. Forest Service      | \$0  | 06/07/01                             |
|   | El Dorado                | \$0  | FP-00-90                             |
|   | PPNO: 3-453914L          | \$220,000  | 12 months                            |
|   | Pedestrian and Bike Path | <b>\$220,000</b>                                   | 06/30/06<br>Support                  |
| <p>The U.S. Forest Service is requesting a 12-month extension to the Pedestrian and Bike Path Project due to an unavoidable delay experienced during construction of the bridge across Sayles Canyon. The bridge and bridge abutment were scheduled for construction and installation in September and October of 2004, using U.S. Forest Service staff. However, due to a large wild land fire along the Highway 50 corridor near the town of Kyburz, approximately ten miles west of the bridge site, the crews were unavailable, and access to the site was limited due to road closures. The fire was extinguished in October 2004 by early rains and snow, which made the bridge site inaccessible for the remainder of the year. The bridge abutments were constructed and the bridge installed in September and October 2005; however, there is still some finalization work needed, such as completing the railings and trail approaches to the bridge. The remaining work will be completed in Spring 2006, as the site is currently under snow.</p> |                          |  |                                      |