

# Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 11-12, 2009

Reference No.: 2.5e.  
Action Item

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Subject: **ALLOCATION FOR SUPPLEMENTAL FUNDS FOR PREVIOUSLY VOTED PROJECTS  
RESOLUTION FA-08-13**

## **RECOMMENDATION:**

The Department of Transportation (Department) recommends that the California Transportation Commission (Commission) allocate an additional \$4,100,000 for one State Transportation Improvement Program (STIP) project identified below.

## **ISSUE:**

Additional funds are needed for one previously voted project in order to complete construction.

## **RESOLUTION:**

Resolved, that \$4,100,000 be allocated from the Non Budget Act Item 2660-801-3093 to provide additional funds for the project identified below.

<u>Project</u>	<u>Dist-Co-Rte</u>	<u>Original Allocation Amount</u>	<u>Original Award Amount</u>	<u>Current Allocation</u>	<u>Allocation Adjustment</u>	<u>Revised Allocation</u>	<u>% Increase Above Current Allocation *</u>
1	04-Mrn-101	\$12,778,000	\$12,778,000	\$14,095,000	\$4,100,000	\$18,195,000	29.1%

\* Percent increase above current allocation represents state funds only. Contributions from other sources include \$38,952,000.



**PROJECT DESCRIPTION:**

This project is located on Route 101 in Marin County in San Rafael, from the Central San Rafael Viaduct to the North San Pedro Undercrossing. The project adds northbound and southbound HOV lanes, relocates the Sonoma-Marín Area Rail Transit (SMART) railroad tracks, constructs noise walls with sound-absorptive materials, and constructs a new multi-use bike/pedestrian path.

**FUNDING STATUS:**

This STIP project was voted in February 2007 and awarded in July 2007 for \$12,778,000. A cooperative agreement is in place with the Transportation Authority of Marin (TAM) for a \$38,952,000 contribution in construction funding. A supplemental G-12 amount of \$1,317,000 was approved in October 2008, bringing the total project cost to \$53,047,000. Construction began in August 2007 and is approximately 70 percent complete. An additional \$4,100,000 in supplemental funds is needed to complete the on-going construction contract and results in an overall increase of 29.1 percent over the current allocation. Construction is scheduled to be completed by the end of September 2009.

**REASONS FOR COST INCREASE:**

The reasons for the cost increase are mainly design modifications due to differing site conditions, constructability issues, and design issues. The project was ready to list in 2004, but did not proceed to construction due to unavailability of STIP funds. During the funding delay, a local sales tax passed funding the addition of a bike/pedestrian multi-use path and soundwalls with sound absorptive walls. The 1.5-mile path paralleled a portion of the roadway and required several retaining walls, an overcrossing, a tunnel, and relocation of soundwalls. A decision was made to include the bike/pedestrian multi-use path and incorporate sound-absorptive walls in the STIP project to take advantage of construction efficiencies and minimize throw-away work.

There were several differing site conditions encountered on the project. Differing site conditions included 1) hard rock not evident in the log of test borings for foundations, 2) unexpected buried man-made objects such as abandoned utilities and old roadways, 3) utilities unknown or shown in different locations on plans, 4) non-standard pavement sections, 5) deteriorated existing pavement due to the delay of the project since 2004, 6) drainage issues during stage construction, and 7) additional hazardous materials.

The mainline digouts and base repair were required before the overlay of the roadway. These locations were not apparent during design and bidding phases. The shoulder structural section was thinner than indicated on the plans and needed to be replaced prior to widening and overlay. There was solid rock in some foundation areas that was not shown on the log of test borings. As a result, there were additional costs to excavate this material and modify foundations.

The magnitude of the hazardous waste issues in the field were higher than anticipated based on the information available during project design. Several of the locations required further testing and removal of contaminated material during construction. As a result, there were additional costs for investigation and handling hazardous waste materials.

The constructability issues encountered on the project involved utility conflicts with structure foundations, construction of several layers of structures in congested locations (new railroad bridge, freeway bridge widening, new pedestrian bridge, and various retaining walls and soundwalls),

intersection of existing and new retaining walls, and railroad requirements. Route 101 is a historic roadway that has many abandoned and unknown utilities, and utilities which were not in the location shown on the plans. Many utilities were in conflict with the retaining wall foundations. This required redesign or relocation to address the utility conflicts.

During construction it was determined that the retaining wall foundation design did not adequately take into account the surcharge loading associated with the SMART railroad line. Modification of the retaining wall foundation was necessary to account for this additional loading and resulted in delays and additional cost for larger foundations.

The changes have resulted in cost increases for additional contract work and time, contractor overhead and inefficiencies, redesign, right of way delay for utility relocation, constructability resolution, and the replenishment of the project contingency. This request for supplemental funds results in an overall increase of 29.1 percent over the current allocation. Construction is scheduled to be completed by the end of September 2009.

**FUNDING OPTIONS:**

**OPTION A:** Approve this request for supplemental funds, as presented above, for \$4,100,000 to allow this project to complete construction.

**OPTION B:** Deny this request, direct the Department to revise the project to remain within the allocated amount and remove elements from the scope of work. The Department has considered this option and determined that reducing the scope of work on this project and executing another project to complete the deleted work later would result in greater costs and more disruption on the traveling public, and violate executed agreement with the railroads (SMART).

**RECOMMENDED OPTION:**

The Department recommends that this request of \$4,100,000, as presented in Option A above, be approved to allow this project to complete construction.