

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 18-19, 2016

Reference No.: 2.5d.(1)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce De Terra, Chief
Division of
Transportation Programming

Subject: **ALLOCATION FOR PROJECT WITH COSTS THAT EXCEED THE PROGRAMMED
AMOUNT BY MORE THAN 20 PERCENT
RESOLUTION FP-15-46**

RECOMMENDATION

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate \$19,880,000 for one State Highway Operation and Protection Program (SHOPP) project identified below.

ISSUE

Additional funds are needed for one programmed project in order to advertise the construction contract.

RESOLUTION

Resolved, that \$19,880,000 be allocated from the Budget Act of 2015, Budget Act Items 2660-302-0042 and 2660-302-0890, to provide funds to advertise the following project.

	Programmed	Program	Allocation	% Increase
<u>Dist-Co-Rte</u>	<u>Amount</u>	<u>Adjustment</u>	<u>Request</u>	Above Programmed
				<u>Amount</u>
01-Men-101	\$13,762,000	\$6,118,000	\$19,880,000	44.5%

PROJECT DESCRIPTION

This project is located in Mendocino County. The project will reconstruct the roadway/shoulder and construct a retaining wall at two locations, from 0.7 mile north of Comminsky Station Road to 0.8 mile south of Pieta Creek Bridge.



FUNDING STATUS

This project is currently programmed in the 2014 SHOPP for \$13,762,000. This allocation request for \$19,880,000 is an increase of 44.5 percent above the programmed amount.

REASON FOR INCREASE

The roadway at this location experienced landslides at two locations during the heavy rainfalls in spring of 2011. The project scope is to construct a retaining wall to stabilize the slope and the roadway at each location. The original structural design of these walls was based on a preliminary geotechnical report.

During the continuing structure design and geotechnical study process, additional load factors were identified that changed the initial wall design. The final foundation report, approved in April 2015, increased the depth of the piles as well as the number of piles required for each wall. Furthermore, based on the final foundation report, a greater number and longer length ground anchors are needed at both locations.

The final estimate for this project, based on the design recommendation and latest cost adjustments for both structural and roadway items, is \$19,880,000.

LESSONS LEARNED

A couple of decades ago, executing all the work related to producing a Final Foundation Report took a few months. Due to a number of regulatory and design specification changes, the time allotted in the design phase is no longer sufficient to complete the acquisition of drilling permits, perform drilling and laboratory work, and draft the Final Foundation Report without impacting or delaying the delivery of the project. In an effort to keep projects on schedule, it has become common practice to deliver geotechnical design in parallel to the design of the overall project. As a result, unchecked geotechnical information is forwarded to project teams in piece-meal fashion and assumptions are frequently employed in an effort to cover potential uncertainties that may arise.

Since August 2015, the Department has committed to make sure that geotechnical deliverables are completed prior to the design phase. More specifically, all planning of geotechnical exploration, permit applications, subsurface exploration, testing and lab work as well as the delivery of a complete, checked foundation report will all take place well ahead of any final design work. This will reduce the need to make design assumptions based on preliminary information and lessen the need for redesign or an increase in funding. This project was not implemented in this manner due to the timing of the design and the new process change.

It should be noted that there are five other projects designed prior to August 2015 from the Spring 2011 storms that have been developed under the legacy process in District 1. The Department, at some point in the future, may need to come back with a similar request for these projects.

DETERMINATION

The Department has determined that reducing the scope will not accomplish the need of the project and recommends that this request for \$19,880,000 be approved to allow this project to be advertised.

Attachment

2.5 Highway Financial Matters

Project #	Allocation Amount	County	Dist-Co-Rte	Postmile	PPNO Program/Year Prgm'd Amount	Project ID	Adv Phase	EA	Budget Year Item #	Fund Type Program Code	Amount by Fund Type
2.5d.(1) Allocation for Project with Costs That Exceed the Programmed Amount by More Than 20 Percent					Resolution FP-15-46						
1	\$19,880,000	Mendocino	01-Men-101	3.7/5.3	Near Hopland, from 0.7 mile north of Commisky Station Road to 0.8 mile south of Pieta Creek Bridge.	01-4550	SHOPP/15-16		2015-16	302-0042	\$2,467,000
					<u>Outcome/Output:</u> Construct retaining wall with repairs to roadway and shoulder in two locations to stabilize landslide storm damage.	\$13,762,000	0112000133	4		SHA 302-0890 FTF 20.20.201.131	\$17,413,000
					Preliminary			0B500			
					<u>Engineering</u>	<u>Programmed</u>	<u>Expended</u>				
					PA&ED	\$620,000	\$521,922				
					PS&E	\$2,285,000	\$2,212,136				
					R/W Supp	\$128,000	\$79,505				
					(Construction Support: \$1,210,000)						
					(GEQA - CE, 4/3/2015.)						
					(NEPA - CE, 4/3/2015.)						