

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 8, 2013

Reference No.: 2.5d.(2)  
Action Item

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Subject: **ALLOCATION FOR PROJECT THAT EXCEEDS THE PROGRAMMED AMOUNT BY MORE THAN 20 PERCENT**  
**RESOLUTION FP-13-23**

## **RECOMMENDATION:**

The California Department of Transportation (Department) recommends that the California Transportation Commission allocate \$16,584,000 for one State Highway Operation and Protection Program (SHOPP) project identified below.

## **ISSUE:**

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

## **RESOLUTION:**

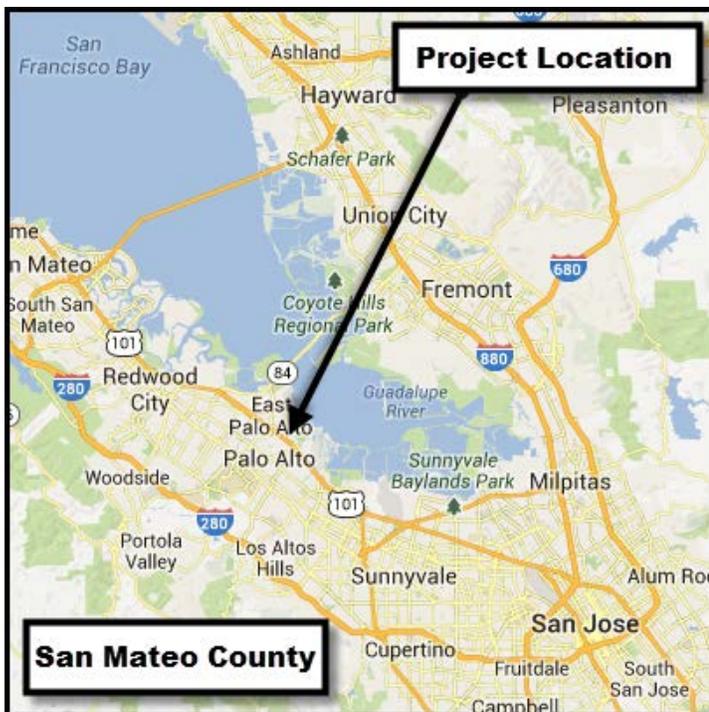
Resolved, that \$16,584,000 be allocated from the Budget Act of 2012, Budget Act Items 2660-302-0042 and 2660-302-0890, to provide funds for the project identified below.

<u>Project</u>	<u>Dist-Co-Rte</u>	<u>Original Programmed Amount</u>	<u>Current Programmed Amount</u>	<u>Program Adjustment</u>	<u>Revised Programmed Amount</u>	<u>% Increase Above Current Programmed Amount</u>
1	04-SM-101	\$9,320,000	\$9,320,000	\$7,264,000	\$16,584,000	77.9%

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>2.5d.(2) Allocations for Projects with Cost that Exceed 120 Percent of the Programmed Amount</b>			<b>Resolution FP-13-23</b>	
1 \$16,584,000 San Mateo 04-SM-101 0.0/0.6	In Palo Alto and East Palo Alto, from 0.1 mile north of the Embarcadero Road Overcrossing to 0.3 mile south of the University Avenue Overcrossing. <u>Outcome/Output</u> : Replace the San Francisquito Creek Bridge (No.36-0013L/R) to maintain structural integrity, reduce the risk to lives and properties, and to meet the current seismic strengthening standards.	04-0685P SHOPP/13-14 \$9,320,000 0400000678 4 235624	2012-13 302-0042 SHA 302-0890 FTF 20.20.201.110	\$332,000 \$16,252,000

**RECOMMENDATION:**

The Department recommends that this request for \$16,584,000 be approved to allow this project to be advertised.



**PROJECT DESCRIPTION:**

This project is located in San Mateo and Santa Clara Counties in Palo Alto and East Palo Alto, from 0.1 mile north of the Embarcadero Road Overcrossing to 0.3 mile south of the University Avenue Overcrossing. The project will replace the existing bridges over the San Francisquito Creek and replace two sound walls.

Structures Maintenance has determined that the portion of the bridge, built in 1931, needs to be replaced due to its deteriorated condition. Since the remainder of the structure is already over 50 years old, it has been determined that the complete bridge, including both frontage roads, should be replaced. The new bridge will be 12 feet wider than the existing to satisfy the lane and shoulder requirements of the auxiliary lanes that were recently constructed. The bridge will also be 43 feet longer than the existing in anticipation of projects by the San Francisquito Creek Joint Powers Authority to widen the creek for flood control purposes.

**FUNDING STATUS:**

This project is currently programmed in the 2012 SHOPP for \$9,320,000. This request for \$16,584,000 is an increase of 77.9 percent above the programmed amount.

**REASONS FOR COST INCREASE:**

Both Roadway and Structures cost estimates have increased significantly since the original program estimate and the more recent estimate.

- The San Francisquito Creek Bridge is located within the limits of a Proposition 1B Corridor Management Improvement Account (CMIA) funded auxiliary lanes project. It was originally planned for the projects to be combined under one construction contract. Once it was determined that the timeframe needed to clear the bridge work environmentally, along with the need to acquire right of way, could not meet the strict CMIA funding timelines, the projects continued separately. Asphalt concrete overlay to cover pavement scarring from lane shifting is now needed on both projects since the time lag between the two projects is close to two years. This added \$680,000 to the cost of the project.
- The existing 8-foot diameter storm drain owned and operated by the city of Palo Alto (City) was initially to be relocated by the City. Due to the revised bridge alignment to avoid costly right of way impacts and more defined construction staging, it now has to be relocated twice, first by the City prior to bridge construction and second during freeway closures for bridge construction. The City is bearing the cost of the first relocation, and the State will bear the cost of the final relocation. This added \$220,000 to the cost of the project.

- The traffic control system to provide one-way traffic control on one of the frontage roads requires more coordination with a commercial driveway that was originally proposed to be closed to traffic. Due to the need to reduce Right of Way impacts to the property, the traffic control system was redesigned to handle traffic using this driveway. In addition, the multiple shifting of traffic lanes due to the construction staging requires the Traffic Operation System loops to be shifted accordingly. This added \$740,000 to the cost of the project.
- Permitting agencies have required stricter control of work within the creek. Water sampling and monitoring, as well as revisions to the temporary creek diversion system, are a result of the additional permit requirements. This added \$580,000 to the cost of the project.
- Overall increases in unit prices on asphalt, concrete and steel have occurred due to changes in the economy from 2010 to 2013. This added \$1,940,000 to the cost of the project.
- Revised retaining wall locations and designs resulting from the realignment of the bridge structure to avoid costly right of way condemnation, schedule delay and cost impacts. This added \$270,000 to the cost of the project.
- Additional items as a result of detailed design (such as epoxy coated rebar versus bar reinforcing steel, sound wall spread footing foundation versus pile foundation, sign structure relocation) added \$1,625,000 to the cost of the project.
- Increases in time-related overhead, mobilization and contingency due to the increased cost in contract items added \$1,209,000 to the project.

The project experienced many changes during the design period. The major factors include: the project being combined with the CMIA Auxiliary Lane project; coordination with the San Francisquito Creek Joint Powers Authority's Flood Control Project; and the various property owners in this urban area. A risk management plan was developed early in the project to identify the risks as best as possible.

- When the CMIA Auxiliary Lane project and San Francisquito Creek bridge were planned to be combined, the fallback was to separate the project if the schedules did not match. However, the cost impacts of separating the projects were not fully quantified in the risk management plan to reveal a cost impact due to the AC overlay. In the future, a more thorough risk management plan will be completed on similar projects.
- Detailed design revealed costs that were not identified in the original estimate for programming. The contingencies in the program estimate were not sufficient to cover these additional costs. In the future, more frequent reviews and updates of project estimates will aid in earlier identification of these costs.
- Recent permit requirements from regulatory agencies have increased project costs. These should be considered in future programming estimates.

**FUNDING OPTIONS:**

**OPTION A:** Approve this request as presented above for \$16,584,000 to allow this project to be advertised.

**OPTION B:** Deny this request and direct the Department to reprogram in 2014 SHOPP. The Department has considered this option and determined that reprogramming this project in 2014 SHOPP would result in greater costs and further deterioration of the bridge.

**RECOMMENDED OPTION:**

The Department recommends that this request for \$16,584,000, as presented in Option A above, be approved to allow this project to be advertised.