

# Memorandum

TAB 73

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: September 26-27, 2012

PASSED BY

Reference No.: 2.5e.(4)  
Action Item

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Chief Financial Officer



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Subject: ALLOCATION FOR SUPPLEMENTAL FUNDS FOR PREVIOUSLY VOTED PROJECT  
RESOLUTION FA-12-12

## RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission allocate an additional \$650,000 for one State Highway Operation and Protection Program (SHOPP) project identified below.

## ISSUE:

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

## RESOLUTION:

Resolved, that \$650,000 be allocated from the Budget Act of 2012, Budget Act Items 2660-302-0042 and 2660-302-0890 to provide additional funds to allow the following project to complete construction.

<u>Project</u>	<u>Dist-Co-Rte</u>	<u>Original Allocated Amount</u>	<u>Current Allocation</u>	<u>Allocation Adjustment</u>	<u>Revised Allocation</u>	<u>% Increase Above Current Allocation</u>
1	07-LA-5	\$1,405,000	\$1,745,500	\$650,000	\$2,395,500	37.2%

**PROJECT DESCRIPTION:**

This project is located on Route 5 in Downey and Commerce from Route 605 to Washington Boulevard. The project upgrades the existing median barriers to redirect errant vehicles with less damage, thus improving roadway safety, reducing maintenance repairs, and reducing exposure of maintenance crews. The existing median thrie beam metal barrier, raised median concrete curb, and older median Type 50 concrete barrier are removed where present and replaced with a new Type 60 concrete barrier for the entire 4.8-mile length of the project. In addition, the median area drainage is modified, re-paved where required, and the median bridge decks resurfaced.

**FUNDING STATUS:**

This project was voted in June 2011, for \$1,405,000 and leveraged an additional \$9,600,000 in federal grant funds from the Office of Traffic Safety (OTS). The project was awarded with \$1,674,000 in SHOPP funds on December 23, 2011. The current allotment is \$1,745,500; which includes a \$71,500 delegated G-12 allocation adjustment on August 16, 2012 to rebuild the project contingency funds. An additional \$650,000 in supplemental funds is needed to complete construction. This results in an overall increase of 37.2 percent over the current SHOPP allocation. The project is approximately 60 percent complete with anticipated construction completion in October 2012.

**REASONS FOR COST INCREASE:**

An additional \$650,000 is needed to complete the construction contract. This request for supplemental funds is for unforeseen conditions for both bridge and electrical related work.

There are two identified contract change orders (CCO's) related to bridge items. The first is a differing site condition discovered during removal of the existing median curb on the bridge deck. The as-built plans used for the design of the project showed an earth-filled curb; however, it was discovered during project construction that the raised curb was instead solid reinforced concrete. Concrete removal had to be performed with hand tools to prevent damage to the deck and at a higher cost. The second CCO is a result of bridge deck refinishing at the median locations. It was learned during construction that the top layer of bridge deck reinforcement is closer to the surface than the standard two-inch clearance shown in the as-built plans. To protect the reinforcement steel from corrosion and the concrete cover from failure, the bridge decks are to be refinished by placing a partial polyester concrete overlay in the median area.

The project plans call for eliminating the existing median electrical pull boxes and connecting existing transverse conduits together that currently pass independently under both the northbound and southbound traffic lanes. These transverse conduits are to house new power wires and traffic loop detector wiring for both the ramp metering and Route 5 traffic monitoring systems. However, when the median pull boxes were removed, it was learned that the existing transverse crossing conduits are rusty and unsuitable for use. In addition, the conduits do not align with each other with 10 to 15 feet between termini. Nor are the existing conduits the same size, which makes connecting them impractical. Therefore, new crossings are needed at additional cost to the project.