

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 28-29, 2012

Reference No.: 2.5e.(3)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

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Transportation Programming

Subject: **ALLOCATION FOR SUPPLEMENTAL FUNDS FOR PREVIOUSLY VOTED PROJECT
RESOLUTION FA-11-21**

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission allocate an additional \$2,350,000 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:

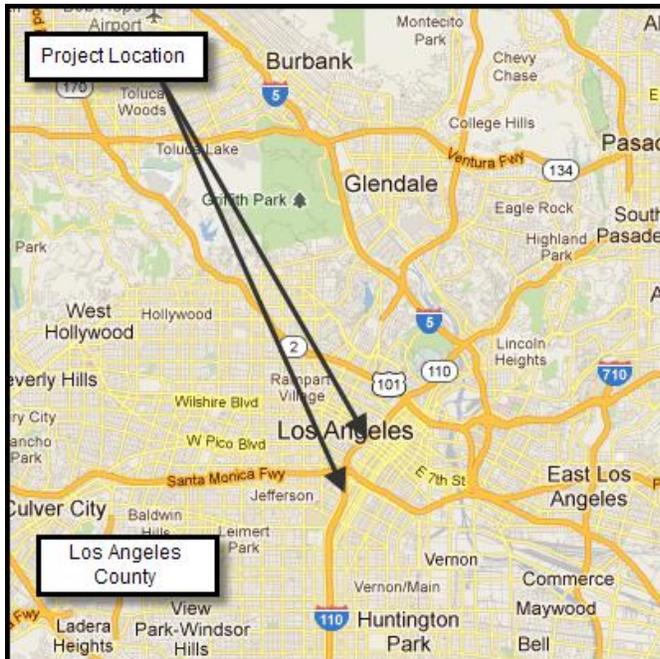
Resolved, that \$2,350,000 be allocated from the Budget Act of 2011, Budget Act Item 2660-302-0042 and 2660-302-0890 to provide additional funds to allow the following project to be awarded.

<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-110	\$29,000,000	\$23,080,000	\$2,350,000	\$25,430,000	10.2%

Project # Allocation Amount Recipient County Dist-Co-Rte Postmile	Location Project Description Reason for Supplemental Funds	PPNO Program Funding Year Item # Fund Type Program Codes Project ID Adv Phase EA	State Federal Current Amount by Fund Type	State Federal Additional Amount by Fund Type	State Federal Revised Amount by Fund Type
2.5e.(3) Supplemental Funds for Previously Voted Projects					Resolution FA-11-21
1 \$2,350,000 Department of Transportation Los Angeles 07-LA-110 21.2/22.8	In the city of Los Angeles, from South of Washington Boulevard to North of Wilshire Boulevard. Outcome/Outputs: Close slip-ramp, widen distributor roadways, widen and lengthen auxilliary lane, relocate gore area, and widen ramps to reduce weaving movement and improve operations and safety. Supplemental funds needed to complete construction. Total Revised Amount: \$25,430,000	07-3343 SHOPP 2008-09 302-0042 SHA 302-0890 FTF 20.20.201.310 0700000414 4 2411U1 SHOPP 2011-12 302-0042 SHA 302-0890 FTF 20.20.201.310	\$2,650,900 \$20,429,100	\$270,000 \$2,080,000	\$2,650,900 \$20,429,100 \$270,000 \$2,080,000

RECOMMENDATION:

The Department recommends that this request for \$2,350,000 be approved to allow the Department to complete construction.



PROJECT DESCRIPTION:

The project is located in the City of Los Angeles, from South of Washington Boulevard to North of Wilshire Boulevard. This portion of Route 110, constructed in the 1950's, is the primary access route to the Downtown Los Angeles Central Business District and serves as an important regional "through" route. The congested urban route setting has limited rights-of-way and construction access.

The freeway interchanges bracketing this project are the busiest (Route 10/110 on the south) and the eighth busiest (Route 101/110 on the north) in California. Additional traffic from nearby cultural and sporting event centers such as Staples Center, Nokia Theater/LA Live Complex, LA Convention Center, Walt Disney Concert Hall and Dodger Stadium contribute to the congestion. Delays and congestion are caused by both high traffic volumes and extensive weaving movements. The project improves congestion, operations, and safety by constructing the following:

Southbound Direction:

- Close an existing slip-ramp between the mainline and distributor roadway system;
- Widen the existing parallel connector/distributor roadway system;
- Extend an existing auxiliary lane and widen lanes and shoulders to make standard.

Northbound Direction:

- Pave between a portion of the mainline and parallel distributor roadway to create a new lane and relocate the diverge/gore area further downstream;
- Widen an existing on-ramp for standard shoulders;
- Widen and reconstruct an existing off-ramp.

FUNDING STATUS:

This project was voted in June 2009 for \$29,000,000 and awarded for \$21,770,000 in November 2009. The award amount includes \$790,000 in private property owner contributions. The current allotment is \$23,080,000; which includes a \$2,100,000 G-12 allocation adjustment in March 2011. An additional \$2,350,000 in supplemental funds is needed to complete construction. This results in an overall increase of 10.2 percent over the current allocation. The project is approximately 80 percent complete with an anticipated July 2013 completion date.

Several Notice of Potential Claims (NOPC's) have been filed by the contractor, but the final amount of the claims has not been determined. All claims will go through the Dispute Resolution Board (DRB) process; however, if rulings by the DRB are not in favor of the Department, additional supplemental funds might be required to close out the contract.

REASONS FOR COST INCREASE:

An additional \$2,350,000 is needed to complete the construction contract. None of the issues associated with these cost increases are part of the work paid by the private property owner contribution.

This request for additional supplemental funds is to pay for identified contract change orders (CCO's). The additional cost incurred for the CCO's are mainly due to lack of well documented as-built drawings, and discovering differing site conditions in the field than what was depicted in the available as-built documents.

The requested additional funds breakdown as follows:

1. Conflict with Existing Facilities	\$ 430,000
2. New Storm Water General Permit Requirements	\$ 350,000
3. Conflict with Gross Solid Removal Device	\$ 350,000
4. Additional Approach and Departure Slabs at Bridge Structures	\$ 280,000
5. Retaining Walls Extension	\$ 240,000
6. Maintain Traffic Safety	\$ 200,000
7. Replenish Contingency Fund	<u>\$ 500,000</u>
	\$ 2,350,000

- 1. Conflict with Existing Facilities:** As-built drawings for the existing structures did not thoroughly document sub-surface foundation dimensions. Additional work and modification were required to resolve conflicts between new structures and existing foundations. In addition, a section of existing traffic barrier, which was no longer required for traffic safety, was removed. Combined these changes added an additional \$430,000 to the cost of this project.
- 2. New Storm Water General Permit Requirements:** The State Water Resources Control Board adopted a new National Pollutant Discharge Elimination System Construction General Permit for storm water discharges associated with construction and land disturbances. This permit went into effect after the start of construction. This introduced an additional cost of \$350,000 into the project to meet the new requirements.
- 3. Conflict with Gross Solid Removal Device (GSRD):** During construction a GSRD was identified in conflict with bridge widening construction. This GSRD was constructed under an earlier contract mandated by storm water permit and after survey and design reviews were completed. As part of lessons-learned, the District has now implemented a system to monitor construction of new GSRDs and inventory them using a GIS database to facilitate better information sharing for all future projects. Removal of the GSRD, construction of a drainage junction structure, and reconnecting to the existing storm drain system added an additional \$350,000 to the cost of this project.

- 4. Additional Approach and Departure Slabs at Bridge Structures:** The limits of the approach slabs shown on the plans did not match the lane width in the field resulting in the increase of quantities. Furthermore, additional cost occurred for an off-ramp structure approach slab due to added necessary details and traffic staging requirement changes. The total additional cost for incomplete approach and departure slabs and added traffic handling costs is \$280,000.
- 5. Retaining Wall Extension:** During construction, the existing field conditions required the extension of both ends of a retaining wall. On the south end, it was necessary to switch from a planned concrete barrier detail to a retaining wall, as available survey data did not match field conditions. The proposed concrete barrier as planned is unable to support more than three feet of fill and hence extension of the retaining wall was necessary. On the north end, it was assumed an existing wall could remain; however, during construction it was discovered the existing wall was unsupported and could not retain fill to the required depth and new wall is required. These changes added an additional cost of \$240,000 to this project.
- 6. Maintain Traffic Safety:** The project is located adjacent to numerous high profile special event venues that require extra traffic control. Although the Department took into consideration the complexity of traffic requirements in the specifications related to scheduled high profile events, delays to construction due to additional unanticipated time for event traffic was required and resulted in additional cost for traffic control. This is an additional cost of \$200,000 to the project.
- 7. Replenish Contingency Fund:** Currently, the remaining balance available in the contingency fund for the project is inadequate to complete the project. An additional \$500,000 is required to replenish the contingency balance to address unforeseen future project issues.

FUNDING OPTIONS:

OPTION A: Approve this request as presented above for \$2,350,000 to allow this project to complete construction.

OPTION B: Deny this request and direct the Department to revise the scope to stay within the allocated budget amount. The Department 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 to the traveling public.

RECOMMENDED OPTION:

The Department recommends that this request of \$2,350,000, as presented in Option A above, be approved to complete construction of the project.