

Memorandum

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To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 20, 2014

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

From: NORMA ORTEGA
Chief Financial Officer

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Division Chief
Transportation Programming

Subject: **ALLOCATION FOR SUPPLEMENTAL FUNDS FOR PREVIOUSLY VOTED PROJECT
RESOLUTION FA-14-03**

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) allocate an additional \$2,700,000 for one State Highway Operation and Protection Program (SHOPP) project identified below.

ISSUE:

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

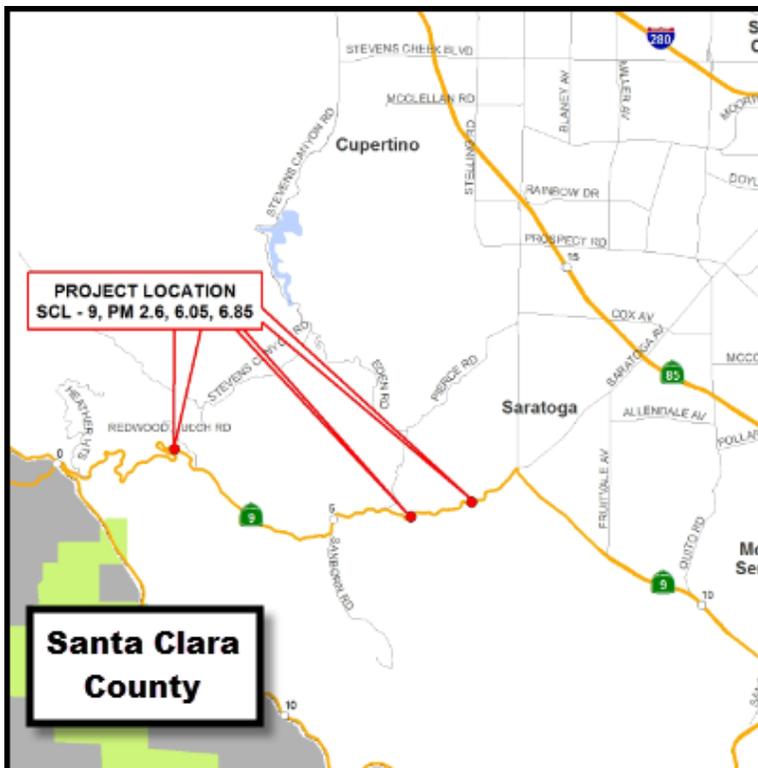
RESOLUTION:

Resolved, that \$2,700,000 be allocated from the Budget Act of 2012, Budget Act Items 2660-302-0042 and 2660-302-0890 to provide additional funds for the project identified below.

<u>Project</u>	<u>Dist-Co-Rte</u>	<u>Original allocated 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>
4	04-SCL-9	\$6,145,000	\$5,550,000	\$5,550,000	\$2,700,000	\$8,250,000	48.6%

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.(2) Supplemental Funds for Previously Voted Projects					Resolution FA-14-03
1 \$2,700,000 Department of Transportation Santa Clara 04-SCI-9 2.5/7.0	Near Saratoga, from 2.5 miles north of Route 35 to 6 th Street. <u>Outcome/Output:</u> Upgrade lanes and shoulders, improve superelevation to improve roadway geometrics, increase sight distance and increase clear recovery zone to reduce the number and severity of cross centerline collisions. Supplemental Funds needed to complete construction. Total Revised Amount: \$8,250,000 (\$8,250,000 construction capital and \$1,200,000 construction support.)	04-0385F SHOPP 2012-13 302-0042 SHA 302-0890 FTF 20.20.201.010 SHOPP 2013-14 302-0042 SHA 302-0890 FTF 040000822 4 2A4304	\$110,000 \$5,440,000	\$54,000 \$2,646,000	\$110,000 \$5,440,000 \$54,000 \$2,646,000

PROJECT LOCATION:



PROJECT DESCRIPTION:

The project is safety improvement project located in Santa Clara County, near Saratoga, from 2.5 miles north of Route 35 to 6th Street at three locations on State Route 9. The project includes providing standard sight distances, widening lanes and shoulders, increasing superelevation, installing metal beam guardrails, and placing warning signs to reduce cross-centerline collisions. The widened shoulders also enhance safety for bicyclists who frequent this scenic route on the way to nearby recreational areas and the coast.

FUNDING STATUS:

The project was programmed in the 2012 State Highway Operations Protection Program (SHOPP) for \$8,746,000 and was voted for \$6,145,000 in July 2013. The project was awarded November 2013, for \$5,550,000. Work started at two locations and is about 20 percent complete.

REASONS FOR COST INCREASE:

An additional \$2,700,000 in supplemental funds is needed to address changes in field conditions and to accelerate the construction completion to two years from three years, to reduce traffic impacts and potential environmental delay.

The current contract is 350 working days, or three construction seasons with environmental restrictions. During the three year construction, work is performed by using one-way traffic control at the three locations, which consists of temporary concrete railing and traffic signal. Schedule acceleration to two years from three years is intended to reduce traffic impacts due to one-way traffic controls and delay due to environmental restrictions.

After the start of construction, a local winery informed the Department of their 60 summer concerts that bring up to 1,000 vehicles per event through the construction area. The additional traffic may extend the queue of the vehicles behind the one-way traffic control to the City of Saratoga downtown area. Reducing the duration of the one-way traffic control from three years to two will minimize public inconvenience, traffic delays and impacts to the city, residents, emergency services and businesses. There is no convenient, feasible alternative or detour for Route 9.

The project is located in heavily wooded areas close to a creek with high levels of restrictions from San Francisco Bay Regional Water Quality Control Board, and is considered a habitat to the California Red Legged Frog and Tiger Salamander. Construction is only allowed between April and October. Nesting birds and the unexpected presence of the San Francisco dusky footed rat nest delayed the start of construction and tree removal for 45 days and may potentially add a fourth construction season. Acceleration to complete construction in two seasons would reduce the risk of further delay due to environmental sensitive areas and permit restrictions.

During the construction of retaining walls at locations 1 and 2, it was discovered that the design top of the wall elevations do not match field ground elevations because of changed field condition involving loose, soft materials and erosion. Removal of dense vegetations on existing steep, rocky slopes exposed unstable soft materials and required additional excavation and adjustments for the retaining walls height and length to conform to original ground.

This request will allow locations 1 and 2 to be completed by November 2014. Work at location 3 will start in April 2015. Although location 3 is expected to encounter similar soil condition and topography as location 1, the risk of change for the retaining wall due to geotechnical condition can not be fully determined until October, after vegetation removal and excavation. It is possible supplemental funds may be necessary to complete location 3.

LESSON LEARNED:

For projects with multiple spot locations along a conventional two-lane highway, the traffic studies should identify and provide measures to minimize accumulative impacts to the public, emergency services, residents, and businesses. During the design phase, an extensive public outreach campaign and additional management review for projects with multiple construction seasons would help resolve potential stakeholders' concerns and implement efficient construction staging to reduce delay. Where there is potential change of field condition due to dense vegetations, more geotechnical borings would be appropriate to confirm design dimensions. In addition, higher than standard contingency should be provided for projects with high risk items, such as geotechnical conditions, environmental constraints, and traffic impacts.

FUNDING OPTIONS:

OPTION A: Approve this request for supplemental funds, as presented above, for \$2,700,000 to allow the completion of location 1 and 2, and reduce construction from three years to two years.

OPTION B: Deny this request and direct the Department to down scope the project. The Department has considered this option and determined that even if the schedule was not accelerated and location 3 deleted, the project cannot be completed with the current budget. Programming another project to complete location 3 would result in greater costs, traffic disruption and delay of safety improvement for the traveling public.

RECOMMENDED OPTION:

The Department recommends that this request for \$2,700,000, as presented in Option A above, be approved to allow the completion of this project.