State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

TAB 69

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANPORTATION COMMISSION

CTC Meeting: May 21, 2014

PASSED BY
CTC
MAY 21 2014
CALIFORNIA
TRANSPORTATION COMMISSION

Reference No.: 2.5e.(1)
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-13-11**

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission allocate an additional $2,944,000 for the State Highway Operation and Protection Program (SHOPP) project identified below.

ISSUE:

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

RESOLUTION:

Resolved, that $2,944,000 be allocated from the Budget Act of 2013, Budget Act Items 2660-302-0890 and 2660-302-0042, to provide additional funds for the project identified below.

Project	Dist-Co-Rte	Original Allocated Amount	Current Allocation	Allocation Adjustment	Revised Allocation	% Increase Above Current Allocation
1	03-Sac-50	$29,925,000	$28,129,600	$2,944,000	$31,073,600	10.5%

Project # Allocation Amount Recipient County Dist-Co-Rte Postmile	Location Project Description Reason for Supplemental Funds	PPNO Program/Year Budget Year Item # Fund Type Program Codes Project ID EA	State Federal Current Amount by Fund Type	State Federal Additional Amount by Fund Type	State Federal Revised Amount by Fund Type
2.5e.(1). Supplemental Funds for Previously Voted Projects					**Resolution FA-13-11**
1 $2,944,000 Department of Transportation Sacramento 03-Sac-50 1.6	In Sacramento, at Camellia City Viaduct. (Bridge #24-0248 R/L.) Outcome/Output: Rehabilitate 2 bridges to maintain structural integrity, reduce the risk to lives and properties, and to comply with the Bridge Inspection Report recommendation. Supplemental Funds needed to complete the construction contract. Total Revised Amount: $31,073,600	03-6226 SHOPP 2012-13 302-0042 SHA 302-0890 FTF 20.20.201.110 0300000073 4 0F2304	$165,000 $27,964,600	$2,944,000	$165,000 $30,908,600

RECOMMENDATION:

The Department recommends that this request for $2,944,000 be approved to allow the Department to complete the contract.

PROJECT DESCRIPTION:

This project is located in Sacramento County, at Camellia City Viaduct (Bridge No. 24-0248R/L). The Bridge Inspection Report (BIR) identified these structures as structurally deficient. Transverse and longitudinal cracks have significantly increased over the last few years, while the joints and seals continue to deteriorate. To maintain the structural integrity and reduce the risk to lives and properties, this project will rehabilitate the bridge decks; widen shoulders; replace barriers, railings, joint compression seals, lighting and overhead sign structures. This project will enhance the durability of the concrete decks, defer increased in maintenance, and delay significant rehabilitation of the entire structures.

FUNDING STATUS:

The project was programmed in the 2012 SHOPP for $36,600,000 for construction in Fiscal Year (FY) 2012-13. In May 2013, funds were allocated for $29,925,000, advertised, and awarded in September 2013 for $26,041,000. A resolution G-12 allocation adjustment of $2,088,600 was made in April 2014, to execute the contract change order that changes the staging strategy and reimburses the local partners for the traffic congestion and additional transit operations. This request of $2,944,000 represents an increase of 10.5 percent over the current allocation.

REASONS FOR COST INCREASE:

The cost increase is due to a proposal to change construction staging. Originally, the contract plan included two stages of construction outlined below. The first stage of construction would work on the entire eastbound structure, while eastbound traffic shared the westbound structure. The second stage of construction would work on the entire westbound structure, while the westbound traffic shared the eastbound structure.

The Contractor proposed a different staging plan than what was in the bid contract. The Contractor- proposed staging plan is very similar to the one that was examined during the design phase of the project. The analysis of this plan used the production rates for similar work performed statewide to evaluate the number of construction days to accomplish the work. On the basis of this analysis, the plan was rejected in favor of a strategy that closed one side of the bridge at a time and crossed traffic over to the second structure. After contract award, a dialogue with the contractor revealed that their production rates are higher than what was used in the original analysis. Using this new data, the Contractor-proposed staging plan is shown to have fewer impacts to the traffic conditions in the project area than the original staging plan. Upon resolving specific challenges in the details, the Contractor-proposed staging plan was adopted as the best since it reduces the time and impact to the traveling public.

The Contractor-proposed staging plan follows a strategy that emphasizes speed in construction and reduction of traffic impacts, which will impact the traveling public less than the original strategy, and it is accepted by the local partners. This revised staging plan also includes two stages and two phases per stage of work. However, the construction will impact only one direction at a time. The first stage of construction would work on the entire eastbound structure, while the westbound Highway 50 and connectors to Highway 99 and Business 80 will not have any traffic interfering work. The second

stage of construction would work on the westbound structure, while the eastbound Highway 50 and connectors from Highway 99 and Business 80 will not have any traffic interfering work.

Additional funding is needed for the work outlined below:

1. Cost of managing traffic and increased first responder presence in the cities of Sacramento and West Sacramento when traffic is diverted from the highway system to local streets.
2. Cost of six additional incentive days added to the new staging plan.
3. Cost of additional services from local transit partners.
4. Cost Increase Sacramento Regional Transit services to encourage non-vehicle trips in the Sacramento area.

Item Description	Cost
City of Sacramento and City of West Sacramento Cooperative Agreements	$ 845,000
Additional six days incentive	900,000
SACOG (Transit) Cooperative Agreement	454,000
Increase Sacramento Regional Transit services	250,000
Contingency	495,000
Total	$ 2,944,000

FUNDING OPTIONS:

OPTION A: Approve this request for supplemental funds, as presented above, for $2,944,000 to allow this contract to be completed.

OPTION B: Deny this request and direct the Department to deliver the project within the current allocation. The Department has considered this option and determined that the Department will not be able to pay local agencies for additional cost of law enforcement, public safety staff, traffic operational improvements, and transit enhancements. This will negatively impact the project construction and provide no mitigation for the traffic congestion and delays due to the projects construction activities.

RECOMMENDED OPTION:

The Department recommends that this request of $2,944,000, as presented in Option A above, be approved to allow this project to be completed.