

MEMORANDUM

TAB 80

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 24-25, 2020

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.5e.(4), Action Item – **REVISED ITEM**

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District 08 – Director

Subject: **SUPPLEMENTAL FUNDS ALLOCATION FOR PREVIOUSLY VOTED PROJECT (PPNO 0256C/EA 38852) – SAN BERNARDINO COUNTY – STATE ROUTE 330) RESOLUTION FA-19-39**

ACTION UPDATE: *Book item was updated to correct the dates on page 2 under Capital Cost Increase*

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) request for an additional \$338,000 in construction capital and construction support cost, for the State Highway Operation and Protection Program (SHOPP), Bridge Rail Replacement/Upgrade project on State Route (SR) 330, in San Bernardino County, to complete the construction contract?

RECOMMENDATION:

The Department recommends that the Commission approve the requested supplemental funds allocation for this SHOPP project.

PROJECT DESCRIPTION:

This project is located on SR 330 near the City of Highland, in San Bernardino County. The project will replace and upgrade the barrier rails at the existing bridges and approach slabs.

FUNDING AND CONTRACT STATUS:

In August 2018, the Commission approved the project funding and allocated \$2,836,000 in construction capital and \$773,000 in construction support. In November 2018, the Department used \$411,000 of the available G-12 Authority of \$484,000 to award the project to the lowest qualified bidder for \$3,247,000 in construction capital; a remaining \$73,000 of the G-12 was

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available for expenditure at the start of construction. Of the total allotted project funds, the remaining project budget includes \$976,000 in construction capital, which include \$51,000 in contingency fund, and an additional amount of \$148,000 in construction support.

Construction began in April 2019 with planned 175 working days, subsequently, an additional 15 working days were granted for a total of 190 working days. It was anticipated the project would be completed in one season without a winter suspension. The project is 70 percent complete, and the contract is currently active. The expected construction completion date is September 2020, and the Contract Acceptance date is January 2021.

The Department is requesting \$288,000 in construction capital and \$50,000 in construction support to complete the construction of this project.

REASON FOR COST INCREASE:

The primary reasons for the increase in construction capital were due to traffic control and project site management, change orders and higher unit prices for roadway pavement and embankment. The primary reason for the increase in construction support cost is due to the additional efforts needed to inspect and administer the remaining project activities.

Capital Cost Increase:

The construction capital cost increase of \$288,000 is due to unit item price increases and change orders to adjust unit quantities.

A major portion of the cost increase is due to project site management and traffic control. The construction site is currently managed with alternating one-way traffic through the bridge with construction activities on a 24/7 day per week basis, and the work zone is controlled by a temporary traffic signal. Work in this area can be done in the winter and is only subject to weather conditions. As such, the project was not planned for a winter suspension and the planned completion date for the project was ~~December 2020 / January 2021~~

December 2019 / January 2020. During pre-construction outreach, the local community expressed preference of temporary one-way lane traffic signal control over a full closure with detours. The Department complied with this request. During construction, the local business community and community leaders were receiving concerns from the travelling public about the traffic queues. In responding to these concerns the Department, working with the local community, decided to ensure unimpeded traffic access in November 2019 for the winter ski season and implemented a winter shut down of construction activities. The increased construction cost is associated with demobilization and remobilization, delineation on approaching City Creek Bridge, and the cost of providing a vehicle pre-emption to the traffic signal system, which all add up to \$113,000.

The remainder of the increase is due to change orders to adjust the contract plans per existing field geometry, and the higher cost and quantity of roadway pavement items. Construction of the East Barrier rail per project plans for the City Creek Bridge impacts an existing retaining wall that supports northbound roadway approach to the bridge. The project plans do not

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address modifying this wall to enable the planned work. Additionally, in order to complete the pavement work as planned, additional quantity for “place asphalt concrete” (HMA-Type A) item, and “cold plane asphalt concrete pavement” item, were needed, resulting in another change order to place additional HMA- Type A. The total cost for these two change orders is \$117,000. The remaining \$58,000 of the \$288,000 is due to higher unit price and quantity adjustment of other minor items.

Support Cost Increase:

The reason for the support cost increase is associated with traffic control and project site management, and change orders. Upon learning about the concerns regarding the traffic queues, the Department provided electrical engineering staff to the construction site to assist the contractor to provide more efficient one-way traffic signal timing to handle highly variable traffic weekday commute patterns and weekend traffic patterns. This additional resource to constantly adjust the signal timing to handle the variable traffic patterns impacted the construction support budget. After more collaboration with the local communities, it was decided that implementing a winter suspension from November 2019 to April 2020 would address the concerns of the traffic queue. However, this unplanned winter suspension impacted the schedule, extending the construction completion date to September 2020, and required more construction support resources. In particular, the need for the adjustment of construction signage, delineation of traffic controls due to the demobilize and remobilize efforts associated with the temporary one-way traffic signal. Finally, a portion of the support cost increase is attributed to the added work associated with the contract change orders for the increased quantity items and the adjustment to the contract plans due to the existing field geometry. These additional funds of \$50,000 will allow the Department to inspect and administer the remaining project activities to complete the project.

CONSEQUENCES:

If this request for supplemental funds is not approved, the remaining work needed to complete the east side railing of the bridge will not be done. The work includes a much-needed safety improvements that will not be constructed as planned. A new project will need to be programmed to complete the work.

FINANCIAL RESOLUTION:

Resolved, that \$288,000 be allocated from the Budget Act of 2019, Budget Act Item 2660-302-3290 and 2660-302-0890 for construction capital, and \$50,000 for construction engineering, to provide funds to complete the construction of the project.

Attachment