

MEMORANDUM

TAB 69

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 18-19, 2021

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.5d.(5), Action Item – **YELLOW REPLACEMENT ITEM**

Prepared By: Tony Tavares,
District 07 - Director

Subject: **ALLOCATION FOR PROJECT WITH COSTS THAT EXCEED THE PROGRAMMED AMOUNT BY MORE THAN 20 PERCENT (PPNO 5081/EA 33100 – VENTURA COUNTY – UNITED STATES HIGHWAY 101) RESOLUTION FP-21-14, RESOLUTION FP-21-14**

ACTION UPDATE: *The book item was replaced to include additional information for the reason of the cost increase for the project.*

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) allocation request for \$6,264,000 for the State Highway Operation and Protection Program (SHOPP) Weigh Stations and Weigh-in-Motion project, on United States Highway (US 101) in Ventura County, to advertise the project?

RECOMMENDATION:

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

BACKGROUND:

This project is located on US 101, in and near Thousand Oaks and Camarillo, from Wendy Drive to Pleasant Valley Road, at the Conejo northbound and southbound Commercial Vehicle Enforcement Facilities (CVEF). This project proposes to rehabilitate the existing Conejo CVEF including replacement and repair of existing concrete pavement slabs within existing northbound and southbound CVEF on US 101. The proposed work will bring the facility up to current standards for the truck travel paths throughout both CVEF stations.

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This project was programmed in 2018 for \$2,006,000 in construction capital and \$850,000 in construction support, for construction in Fiscal Year 2021-22. The updated Engineer's Estimate (EE) includes State furnished materials, mobilization, and contingency for construction capital of \$4,864,000; which is 142.5 percent over the programmed amount. The updated construction support estimate is \$1,400,000, which is 64.7 percent over the programmed amount. Pending the approval of this request, the Department plans to advertise the project contract in September 2021 and begin construction in January 2022. Construction is planned for one season with 180 working days and to be completed by December 2022. This is a 60 day increase to the working days originally anticipated.

During the Plans, Specifications, and Estimate (PS&E) phase, the Materials Unit recommended that the thickness and coverage of the concrete slabs be increased, because the existing ground elevations and the pavement strengths were not sufficient in their current conditions. As a result, the quantities, for the following items have increased:

- Roadway excavation
- Lean Concrete Base
- Class 3 Aggregate Base
- Remove Concrete Pavement/Base
- Individual Slab Replacement
- Jointed Plain Concrete Pavement (JPCP)

This resulted in an increase in the project's construction capital and construction support estimate costs. In addition, these items also have an average unit cost increase of 10 percent due to the current market value as a result of the COVID pandemic.

The project originally included replacement and repair of existing concrete pavement slabs within existing northbound and southbound US 101 at the CVEF. After final plan review by the California Highway Patrol (CHP) and State Fire Marshall, additional requirements were identified and submitted to the Department in March 2021. The additional requirements included indoor and outdoor American with Disability Act (ADA) upgrades to the Conejo CVEF. These upgrades were not included in the Project Initiation Document (PID) and were not known during the Project Approval and Environmental Document phase. The upgrades include sidewalks, automatic access doors and access ways within the facility, ADA push buttons and Closed-Circuit Television (CCTV) camera upgrades. Furthermore, based from the comments received from CHP and the State Fire Marshall, additional structure amenities to the existing building structure need to be adjusted to accommodate ADA accessibility requirements. The Department determined that including the elements identified by CHP and State Fire Marshal in the project's scope would enhance the CVEF for ADA compliance. Incorporating these amenities required the Department to utilize architectural staff in addition to the regular roadway design staff. These elements had a direct effect on construction and support costs. Support cost increases are due primarily to the additional unprogrammed work, an increase to the number of working days, and the need for specialized architectural inspectors.

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The original cost estimate at the PID phase was completed in June 2016 and did not include the CHP and State Fire Marshall requirements. Current market values costs were used for the final EE and differ significantly from the original estimate. The items with significant increases consist of concrete pavement, structural building materials, ADA items and related labor costs.

Also, the increased coverage and thickness of the concrete slabs will increase the longevity of the pavement for 25 years. These changes will enhance the structural integrity of the pavement and provide better improvement to overall accessibility of the CVEF facility. Therefore, including the additional scope at Ready to List was critical to avoid extensive Contract Change Orders during construction.

CONSEQUENCES:

If the additional funds are not approved, the project will not be advanced to the construction phase. The Department has considered re-scoping or reprogramming portions of this project for the added scope and determined that this request for additional funding will allow the Department to meet the purpose and need of this project. If this request is denied, the project will be down scoped to remove the CHP/State Fire Marshall items and the increased coverage of the concrete slabs. This will lead to repackaging the project to stay within the programmed amount and will risk a project delivery failure. In addition, the building accessibility requirements will not be met. Reprogramming this project in a future SHOPP cycle would likely result in higher costs due to escalation.

FINANCIAL RESOLUTION:

Resolved, that \$4,864,000 be allocated for construction from the Budget Act of 2020, Budget Act Item 2660-302-0042, and \$1,400,000, be allocated from construction engineering, to provide funds to advertise the project.

Attachment