

# Memorandum

**To:** CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

**CTC Meeting:** June 25, 2015

**Reference No.:** 3.10  
Information Item

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Chief Financial Officer

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**Subject:** **FY 2014-15 THIRD QUARTER PROJECT DELIVERY REPORT**

Attached is the California Department of Transportation's Fiscal Year 2014-15 Third Quarter Project Delivery Report.

Attachment



# **Third Quarter Fiscal Year 2014-15 Project Delivery Report**

**Quarterly Report to the  
California Transportation  
Commission**



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## Executive Summary

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## Report

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The project delivery report is prepared quarterly approximately 45 days after the end of the quarter in November, February, May, and November.

# Executive Summary

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## Purpose of Report

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This report provides project delivery information on transportation projects for which the California Department of Transportation (Caltrans) was fully responsible for the development and construction management. The report is intended to cover reporting requirements required by California statutes and California Transportation Commission resolutions. This report fulfills Caltrans' project delivery reporting requirements.

## Project Milestones and Accomplishments

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Caltrans is highlighting projects that achieved a major milestone or significant accomplishment in the past quarter. Project milestones and accomplishments from prior quarters are provided in the appendix for the end-of-year annual report.

### Project Approved, Environmental Document Completed (major projects):

- *Santa Barbara State Route 101 South Coast High Occupancy Vehicle Lanes project approved. \$330 million project completed environmental document and project approval.*

### Open to Traffic:

- *Prunedale Improvement Project ribbon cutting was October 27, 2014. This project has constructed major operational and safety improvements including interchanges to address the safety and congestion issues on State Route 101 within the Prunedale Corridor.*
- *Fresno / Madera - 99 San Joaquin River 6-Lane project ribbon cutting is scheduled on May 29, 2015. The Route 99 Corridor program funded this project to add one lane in the median in each direction and to replace the San Joaquin River bridges. This project has reduced congestion, contributed to more efficient travel of goods, and improved safety.*

### *Corridor Mobility Improvement Account Program bond projects completed in the past quarter:*

- *Santa Maria Bridge Widening*
- *I-5 North Coast Corridor HOV Lanes*

### *State Route 99 Corridor Program bond projects completed in the past quarter:*

- *Chico Auxiliary Lanes.*
- *Manteca Widening – Widen and add auxiliary lanes.*

### Innovation:

- *First High Tension Cable Barrier installed on US 101 in Monterey county, in the San Luis Obispo District.*

## Performance Measures

### Our Commitment to Delivery

Delivery of capital programs is one of the most essential functions that Caltrans does to preserve, protect, and enhance system performance of the state highway system. Operational improvement projects help the existing highway system function more efficiently. System preservation projects (such as bridge rehabilitation and pavement rehabilitation) help the highway system last longer and decrease maintenance costs. Safety projects reduce traffic accident fatalities and serious injuries. System expansion projects add capacity by adding lanes or constructing new highways to reduce congestion.

Measuring and reporting performance on project milestones shows how well we are meeting our commitments to deliver projects as committed in our primary work programs: the State Transportation Improvement Program and the State Highway Operations and Protection Program and for local projects where we are providing project services.

| Measure   | Year-To-Date thru 3rd Quarter |           |         | Annual Commitment |         | Year-End Projection |         | Goal    | Status  |
|---|-------------------------------|-----------|---------|-------------------|---------|---------------------|---------|---------|---|
|   | Delivered                     | Plan      | Percent | Plan              | Percent | Forecast            | Percent | Percent |   |
| Projects Ready for Construction   | 152                           | 197       | 77      | 343               | 44      | 337                 | 98      | 100     | <input checked="" type="checkbox"/> 6 very high risk projects |
| Capital Value Ready for Allocation (millions)   | \$572.4                       | \$1,323.0 | 43      | \$2,633.1         | 22      | \$2,581.2           | 98      | 100     | <input checked="" type="checkbox"/> 6 very high risk projects |
| Projects Approved   | 171                           | 211       | 81      | 258               | 66      | 237                 | 92      | 90      | ✓ On target to meet goal                                      |
| Draft Environmental Documents Completed   | 51                            | 61        | 84      | 74                | 69      | 68                  | 92      | 80      | ✓ On target to meet goal                                      |
| Projects Certified  | 214                           | 223       | 96      | 335               | 64      | 328                 | 98      | 100     | <input checked="" type="checkbox"/> 6 very high risk projects |
| Allocation Funds Committed  | \$104.9                       | NA        | NA      | \$163.0           | 64      | \$163.0             | 100     | 100     | ✓ On target to meet goal                                      |
| Contracts Accepted  | 129                           | 141       | 91      | 174               | 74      | 161                 | 93      | 95      | △ high risk to meeting goal                                   |
| State Transportation Improvement Program Costs  | 36                            | NA        | 95      | NA                | 95      | NA                  | 95      | < 100   | ✓ On target to meet goal                                      |
| State Highway Operations and Protection Program Costs   | 132                           | NA        | 93      | NA                | 93      | NA                  | 93      | < 100   | ✓ On target to meet goal                                      |
| ✓ It is expected that Caltrans will meet the delivery goal.<br>△ There is high risk on enough projects that Caltrans may not meet the delivery goal.<br><input checked="" type="checkbox"/> It is likely that Caltrans will not meet the delivery goal. |                               |           |         |                   |         |                     |         |         |   |

## Project Watch List

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Caltrans identifies projects deemed "at risk" for budget or schedule on a watch list. Projects are continuously monitored to ensure issues affecting the budget, scope, or schedule are brought to the attention of managers and transportation stakeholders to resolve or minimize issues.

The project watch list will change from one quarter to another (projects dropped or added) as supplemental funds are approved, budget risks are mitigated, and schedule risks are resolved. Since the report is prepared quarterly, in order to keep projects on track to award, there may be supplemental funds request or costs requiring additional funds prior to award presented to the Commission for approval on new projects between reports.

### Budget Risk (Supplemental Funds)

In managing construction capital budgets, Caltrans balances risk in project budgeting with the need to ensure that an appropriate mix of projects are brought forward in sufficient quantities to use our annual federal obligation authority. Complete and reasonable estimates are necessary to avoid undesired consequences, including loss of federal or local funds. Before presenting budget change requests to the Commission, Caltrans robustly examines each request to validate costs and evaluate options. In the past five years, 97 percent of construction projects were completed within the Commission's capital allocation and Caltrans delegated funding authority.

Caltrans currently has 608 projects valued at \$11.0 billion under construction. We have identified risks below on 29, or 4.7 percent of the projects in construction.

Caltrans is categorizing risks and the potential for supplemental funds as follows:

| Status                       | Projects | Construction Capital | Construction Support | Risk   | Approved Budget                     | Notes   |
|------------------------------|----------|----------------------|----------------------|--|-------------------------------------|---|
| Completed or Nearly Complete | 12       | 11                   |                      | \$ 25-30 million   | Construction Capital \$ 246 million | If supplemental funds are needed, this will occur in the next six months.           |
|                              |          |                      | 1                    | \$ 3-5 million   | Construction Support \$ 27 million  | If supplemental funds are needed, this will occur in 6 months to 2 years (or more). |
| Construction in Progress     | 17       | 13                   | 3                    | \$ 90-100 million  | Construction Capital \$ 841 million | If supplemental funds are needed, this will occur in 6 months to 2 years (or more). |
|                              |          | 3                    |                      | Doyle Drive, Gerald Desmond Bridge, and Willits Bypass are special cases and carry unique risks. |                                     |   |
| TOTALS                       | 29       | 27                   | 4                    |  |                                     |   |

Risks are categorized as: VH Very High H High M Moderate L Low

Category trends are defined as: ↑ Higher = Same ↓ Lower than last report  
A Project added D Project to be dropped

Notes: ★ STIP - State Transportation Improvement Program, SHOPP State Highway Operations and Protection Program, CMAQ - Congestion Management and Air Quality Program  
 ◇ Costs are in millions. Capital costs include right of way and construction.

### Construction Projects Completed or Nearly Complete

| Cty  | Rte | Description                    | Program★    | Capital \$◇ | Support \$◇ | Risk   | Component            |
|--|-----|--------------------------------|-------------|-------------|-------------|--|----------------------|
| Ed   | 50  | Water Quality Improvements     | STIP, SHOPP | \$33.4      | \$18.1      | <span style="background-color: purple; color: white;">VH</span> <span style="color: green;">↑</span>                         | Construction Capital |
| <i>Proposed for the June meeting is a request for supplemental funds to close-out the construction contract. Issues include claims for utility relocations, unforeseen utility conflicts, and design changes. Caltrans has evaluated claims and negotiated with contractor to minimize potential supplemental amount.</i>  |     |                                |             |             |             |  |                      |
| Mer  | 99  | Bridge Enhancement             | STIP TEA    | \$0.9       | \$0.6       | <span style="background-color: purple; color: white;">VH</span> <span style="background-color: gray; color: black;">A</span> | Construction Support |
| <i>Proposed for the August meeting will be a request for supplemental funds to close out the construction contract. The support cost overrun was caused by major increase in working days from an original planned 45 days to 123 actual days. The increased working days were due to weather constraints, specification for anti-graffiti coating, and under estimation of roadway excavation.</i>  |     |                                |             |             |             |  |                      |
| Sol  | 80  | Relocate Cordelia Truck Scales | Bond, SHOPP | \$31.8      | \$29.1      | <span style="background-color: red; color: white;">H</span> <span style="color: red;">↓</span>                               | Construction Capital |
| <i>Supplemental funds may be needed to settle a remaining claim to address cracked jointed concrete pavement that may go to arbitration. Caltrans is evaluating claims and is negotiating with contractor to minimize potential supplemental amount. Additional funds may be needed to complete construction, settle claims and to closeout construction contract. (a) On the March agenda is a supplemental funds request for change orders and potential claims that have been resolved, for modifications to the fire protection supply line, unsuitable materials, additional settlement of the embankment, highway patrol infrastructure design changes, revisions to utility connections, and waterproofing (funds approved at March meeting).</i> |     |                                |             |             |             |  |                      |
| Ala  | 880 | Replace High Street Bridge     | SHOPP       | \$84.8      | \$32.4      | <span style="background-color: red; color: white;">H</span> =  | Construction Capital |
| <i>Potential claims include claims for rebar escalation, item adjustment, contaminated soil disposal. Caltrans is evaluating claims and is negotiating with contractor to minimize potential supplemental amount.</i>  |     |                                |             |             |             |  |                      |
| LA   | 10  | Metal Beam Guardrail           | SHOPP       | \$2.7       | \$3.3       | <span style="background-color: red; color: white;">H</span> =  | Construction Capital |
| <i>Additional funds may be needed to close-out construction contract. Issues include quantities (to meet field conditions), right of way delay, and costs to remove a fixed object. During construction, contractor encountered existing underground electrical systems and buried man-made objects that conflicted with contract work. Crash cushions hit and damaged during construction need to be replaced. Work is safety related, not recommended to eliminate safety elements.</i>  |     |                                |             |             |             |  |                      |
| LA   | 405 | Widen Highway                  | SHOPP       | \$22.3      | \$13.5      | <span style="background-color: red; color: white;">H</span> =  | Construction Capital |
| <i>Additional funds may be needed to close-out construction contract and pay interest on claims with merit. Project is completed. Caltrans is evaluating claims and is negotiating with contractor to minimize potential supplemental amount.</i>  |     |                                |             |             |             |  |                      |
| Tuo  | 108 | Sonora Bypass                  | Bond, STIP  | \$27.0      | \$14.4      | <span style="background-color: red; color: white;">H</span> =  | Construction Capital |
| <i>Storm water fine exceeds remaining budget. Responsibility for payment of fine to be resolved. Potential for additional funds is dependent on whether state or contractor is determined to be responsible for payment.</i>   |     |                                |             |             |             |  |                      |
| Ora  | 39  | Curb Ramps                     | SHOPP       | \$2.4       | \$1.9       | <span style="background-color: red; color: white;">H</span> <span style="background-color: gray; color: black;">A</span>     | Construction Capital |
| <i>Additional funds may be needed to close-out the construction contract due to notices of potential claims for delays due to additional construction surveys needed and to fund change orders. The contract is complete.</i>  |     |                                |             |             |             |  |                      |
| Ora  | 39  | Sidewalk, Culvert              | Minor       | \$1.1       | Minor       | <span style="background-color: red; color: white;">H</span> =  | Construction Capital |
| <i>Additional funds may be needed to close-out the construction contract due to notices of potential claims for unsuitable material or additional import borrow. The contract was completed and accepted. Three claims were determined to have no merit, and change orders for three others were presented to the contractor which he has not agreed to.</i>   |     |                                |             |             |             |  |                      |

| Cty   | Rte | Description                 | Program★   | Capital \$◇ | Support \$◇ | Risk | Component            |
|---|-----|-----------------------------|------------|-------------|-------------|------|----------------------|
| But   | 99  | Chico Auxiliary Lanes       | STIP, Bond | \$28.0      | \$9.9       | M A  | Construction Capital |
| <i>Additional funds may be needed to close-out the construction contract due to notices of potential claims the department is currently evaluating. The contract is complete.</i>   |     |                             |            |             |             |      |                      |
| SM  | 1   | Pond Repair                 | STIP       | \$1.3       | \$1.3       | M =  | Construction Capital |
| <i>Additional funds may be needed to resolve environmental requirements. There is an environmental obligation for mitigation requirements. The district is evaluating options to meet project obligation within available funding options.</i>  |     |                             |            |             |             |      |                      |
| SBd   | 62  | Colorado Bridge Replacement | SHOPP      | \$29.9      | \$10.5      | M ↓  | Construction Capital |
| <i>Additional funds may be needed to close-out construction contract. Currently, project has a forecasted positive balance. Contractor has requested additional compensation beyond the State's forecast. Caltrans is evaluating claims and is negotiating with contractor to minimize potential supplemental amount. All roadwork has been completed and project is in plant establishment period.</i> |     |                             |            |             |             |      |                      |

### Construction Projects In Progress

| Cty  | Rte | Description                   | Program★           | Capital \$◇ | Support \$◇  | Risk       | Component                                    |
|--|-----|-------------------------------|--------------------|-------------|--------------|------------|--|
| Sac  | 80  | Sac I-80 Across The Top       | STIP, SHOPP, Bond  | \$105.8     | \$27.2       | H =        | Construction Capital                         |
| <i>Potential for additional funds rising from need to replace cracked pavement in newly constructed lanes. Issues claimed include mix design changes, cost escalation, time related overhead, interest, material and labor costs. Caltrans is evaluating claims and is negotiating with contractor to minimize potential supplemental amount.</i>  |     |                               |                    |             |              |            |  |
| SF   | 101 | Doyle Drive                   | STIP               | \$852.0     |              | H =        | Construction Capital                         |
| <i>Commissioners on the project delivery council were briefed on the project on March 18, 2015. The project team continues to work through substantial completion (anticipated Sep. 2015). <del>Proposed for the May meeting is a request for additional funds for differing site conditions and proposed settlement of certain contract disputes.</del> (funds approved at May meeting)</i>           |     |                               |                    |             |              |            |  |
| Son  | 12  | Laguna De Santa Rosa Bridge   | SHOPP              | \$11.2      | \$6.8        | H =        | Construction Capital                         |
| <i>Additional funds may be needed due to delay in the gas and electric utility relocation which caused an additional construction season. Contractor had planned to start work in the creek in August 2014, but was unable to do so.</i>   |     |                               |                    |             |              |            |  |
| Tul  | 99  | Goshen to Kingsburg 6 Lane    | Bond               | \$78.8      | \$22.6       | H =<br>H = | Construction Capital<br>Construction Support |
| <i>Potential for additional funds to settle claims. Caltrans is evaluating claims and is negotiating with contractor to minimize potential supplemental amount. Support costs have increased because the project has been extended from three years to four years.</i>   |     |                               |                    |             |              |            |  |
| Tul  | 99  | Tulare to Goshen North 6-Lane | Bond, STIP         | \$38.7      | \$10.8       | H A<br>H A | Construction Capital<br>Construction Support |
| <i>Potential for additional funds to settle claims. Capital and support costs have been increased due to discovering unexpected utility conflicts.</i>   |     |                               |                    |             |              |            |  |
| LA   | 710 | Gerald Desmond Bridge         | Local, Bond, SHOPP | \$1,156.0   | Design Build | H A        | Construction Capital                         |
| <i>Project is being implemented by the Port of Long Beach as a design build project. The project contingency budget has been reduced to a small balance after settlement of all the time related claims. It is anticipate that additional funds may be necessary to complete project for a number of known future expenditures, as well as potential risks identified in the Risk Management Plan.</i> |     |                               |                    |             |              |            |  |
| LA   | 710 | Long-life pavement            | SHOPP              | \$119.3     | \$31.2       | H =        | Construction Capital                         |
| <i>Potential need for additional funds to settle outstanding claims. Working to identify potential conflicts in upcoming stages and phases of the work.</i>  |     |                               |                    |             |              |            |  |
| LA   | 1   | Repair failed slope           | SHOPP              | \$7.3       | \$3.5        | H =        | Construction Capital                         |
| <i>As a result of inverse law suit from adjacent property owner, additional funds is required for the lawsuit settlement, and to redesign and construct a taller wall. Since project has been under suspension for an extended period of time, Contractor would be requesting a contract price adjustment, requiring additional funding.</i>   |     |                               |                    |             |              |            |  |
| SBd  | 138 | Widening (Phase 1A)           | STIP               | \$52.0      | \$30.3       | H A        | Construction Support                         |
| <i>Construction support may increase due to the need for full time environmental monitoring during construction, and support cost escalation.</i>  |     |                               |                    |             |              |            |  |

| Cty   | Rte | Description   | Program★ | Capital \$◇ | Support \$◇ | Risk | Component                                      |
|---|-----|---|----------|-------------|-------------|------|--|
| SI  | 12  | Bouldin Island Rehabilitation                         | SHOPP    | \$35.9      | \$9.7       | H ↑  | Construction Capital                           |
| <p><i>There is a potential for additional funds due to discrepancies in bid items and larger than anticipated settlement of fill material. Evaluating new alignments to avoid areas where failure of the subsurface soils has occurred. Value engineering change proposals have been proposed to save money. Temporary drainage and irrigation pipelines have been eliminated to reduce costs due to the dry weather. Recently, there has been an embankment failure at one location on constructed improvements, which will necessitate additional costs to correct.</i></p>   |     |   |          |             |             |      |  |
| Sha   | 5   | Bridge Replacement                                    | SHOPP    | \$125.0     | \$43.0      | M =  | Construction Capital                           |
| <p><i>Additional funds may be needed to settle 27 outstanding claims due to differing site conditions on foundations. Dispute resolution hearings for all but three of the claims have been held. Working through results and disputes with legal. Caltrans believes claims have no merit.</i></p>  |     |   |          |             |             |      |  |
| Men   | 101 | Willits Bypass  | STIP     | \$209.1     | \$99.7      | M =  | Construction Capital                           |
| <p><i>Additional funds for construction capital were approved Dec. 10, 2014, based on a 50 percent confidence level of risks. Significant risks remain to complete the construction project. A Risk Management Plan has been implemented. The Project Delivery Team continues to monitor all identified risks and update the risk management plan on a regular basis to complete the project within the funds approved in December, 2014. Risks are being mitigated by accelerating work at the Southern Interchange and Floodway Viaduct, and by redesigning the Northern Interchange to avoid impacts to wetlands and to avoid a potential one year delay.</i></p>  |     |   |          |             |             |      |  |
| SCI   | 9   | Realignment   | SHOPP    | \$5.7       | \$4.9       | M =  | Construction Capital                           |
| <p><i>Additional funds may be needed as a result of differing site condition at location 3. The cost impact of this change is to be determined.</i></p>   |     |   |          |             |             |      |  |
| LA  | 10  | Flyover Connector                                     | SHOPP    | \$67.5      | \$12.7      | M =  | Construction Capital                           |
| <p><i>Project contingency budget (over \$4 million) was used to pay for the relocation of transmission towers and lines. Two transmission towers were in direct conflict with the flyover connector (carrying high power electric lines crossing the freeway) and they were replaced by eight power poles. The strategy to purchase the poles and build their foundations by utilizing design-build contractor (through contract change orders) helped expedite the project and eliminated a major risk. Caltrans may need additional funds to pay for contractor's claims in order to close out the project.</i></p>   |     |   |          |             |             |      |  |
| LA  | 47  | Schuyler Heim Bridge                                  | SHOPP    | \$247.3     | \$32.6      | M =  | Construction Capital                           |
| <p><i>Potential for additional funds due to differing site conditions in foundations, right of way delay issues with port, and to settle potential claims. To minimize potential claims, Caltrans is: (a) Going through contract dispute resolution process for each potential claim. (b) Evaluating Value Engineering Cost Proposals and other cost and time saving opportunities. (c) Reaching out to federal highways for expertise in foundation and geotechnical design. In addition to the construction support cost for Caltrans staff, Caltrans has an agreement with Alameda Corridor Transportation Authority to fund support cost for their staff and consultants. It is anticipated that there will be additional support effort needed to reimburse their effort for the remainder of the project.</i></p>                 |     |   |          |             |             |      |  |
| SBd   | 15  | Point of Entry, Truck Enforcement                     | SHOPP    | \$41.6      | \$24.1      | M ↓  | Construction Capital                           |
| <p><i>Potential for additional funds due to time-related overhead delays by fire marshal site reviews, well drilling, and painting issues. Cost reductions have been implemented by eliminating non-essential landscape features, reducing Highway Patrol requested changes, office funding, and by modifying pavement mix designs. Cost have been managed by denying request for building upgrades, reduced delay claims by accelerating external agency permit approvals, establishing early coordination with contractor on potential cost increases, and negotiated re-painting to reduce costs. The remaining balance of Caltrans delegated funding authority (G-12) was approved to settle claims made to date. However, there is a low risk of potential future claims that may require the need for supplemental funds.</i></p> |     |   |          |             |             |      |  |
| SCr   | 9   | Pollution Control                                     | SHOPP    | \$1.9       | \$3.0       | L =  | Construction Capital                           |
| <p><i>Potential for additional funds due to differing site conditions.</i></p>  |     |   |          |             |             |      |  |
| Son   | 101 | College Avenue Widening                               | STIP     | \$6.5       | \$2.4       | D    | Construction Capital<br>D Construction Support |
| <p><i>Project is on the May meeting agenda. Additional funds are needed to complete construction due to grade differential, design changes to drainage items, aggregate base quantities, hot mix asphalt concrete leveling and associated delays- (funds approved at the May meeting)</i></p>   |     |   |          |             |             |      |  |
| LA  | 101 | Structure Rehabilitation –<br>Upgrade Bridge Railings | SHOPP    | \$3.2       | \$2.1       | D    | Construction Capital                           |
| <p><i>Additional funds may be needed to replenish construction capital and support funds to complete construction due to CCO's to address different site conditions. Budget risks have been mitigated through securing Office of Traffic Safety funds.</i></p>  |     |   |          |             |             |      |  |

**Right of Way Adjustments to be made at Completion of Construction**

Senate Bill 853 (2014) requires Caltrans to report STIP right of way expenditures at time of construction contract acceptance. If the right of way expenditures exceed 120 percent of the programmed amount, a debit will be made against county or Interregional Improvement Program shares for the subsequent STIP programming cycle. Caltrans estimates right of way risks as follows:

| Right of Way Risks  | Risk               | Approved Budget (STIP portion) | Notes  |
|---|--------------------|--------------------------------|--|
| Right of Way costs for projects in construction that exceed 120 percent of programmed budget. | \$ 60 - 65 million | Right of Way \$ 107 million    | Adjustments (debits) to right of way costs, if needed will occur after construction is complete. |

| Cty  | Rte | Description           | Program*    | Capital \$◇ | Support \$◇ | Risk | Component            |
|--|-----|-----------------------|-------------|-------------|-------------|------|----------------------|
| Mad  | 99  | Avenue 12 Interchange | Bond, STIP  | \$69.4      | \$14.8      | VH ↑ | Right of Way Capital |
| <p><i>Right of way costs have exceeded 120 percent of the programmed amount due to pending final judgments for eminent domain actions. There will be a county share debit adjustment of right of way at completion of construction.</i></p>  |     |                       |             |             |             |      |                      |
| LA   | 5   | Carmenita Interchange | STIP, Local | \$340.2     | \$54.9      | VH A | Right of Way         |
| <p><i>Current STIP right of way expenditures exceed the STIP programmed budget by more than 120 percent. Expenditures incurred to acquire parcels have exceeded the estimated costs. The project financial plan is being updated to move local funds around to balance the plan as much as possible, and to cover the increased right of way costs. At completion of construction, the final estimated right of way costs will be updated, and there may be a subsequent debit made (dependent on local money added) against county shares in the subsequent STIP programming cycle.</i></p> |     |                       |             |             |             |      |                      |
| SBd  | 138 | Widening (Phase 1A)   | STIP        | \$52.0      | \$30.3      | H A  | Right of Way         |
| <p><i>Right of way costs are forecasted to exceed 120 percent of the programmed amount due to litigation and pending final judgments for eminent domain actions. Depending on final judgments, there may be a county share debit adjustment of right of way at completion of construction.</i></p>   |     |                       |             |             |             |      |                      |
| Sta  | 219 | Widen to four lanes   | STIP, Bond  | \$32.8      | \$9.9       | H =  | Right of Way         |
| <p><i>Right of way costs are forecasted to exceed 120 percent of the programmed amount due to litigation and pending final judgments for eminent domain actions. Depending on final judgments, there may be a county share debit adjustment of right of way at completion of construction.</i></p>   |     |                       |             |             |             |      |                      |
| Men  | 101 | Willits Bypass        | STIP        | \$209.1     | \$99.7      | H =  | Right of Way         |
| <p><i>Current right of way costs committed for the subsequent mitigation projects are forecasted to exceed 120 percent of the programmed right of way budget. There may be a county share debit adjustment of right of way at completion of construction.</i></p>  |     |                       |             |             |             |      |                      |

**Preconstruction Projects**

Caltrans estimates construction capital risks for preconstruction projects as follows:

| Preconstruction Projects Construction Capital Risk  | Risk            | Approved Budget                     | Notes   |
|---|-----------------|-------------------------------------|---|
| Projects being re-advertised - 3  | \$20-25 million | Construction Capital \$ 34 million  | Results dependent on bid results, likely within next six months.                      |
| Project estimates for allocation that exceed 120 percent of construction capital budget - 6 | \$40-45 million | Construction Capital \$ 139 million | If additional funds are needed, it will most likely occur within the next six months. |

## Projects Being Re-Advertised

| Cty   | Rte | Description                                    | Program★ | Capital \$◇ | Support \$◇ | Risk | Component            |
|---|-----|--|----------|-------------|-------------|------|----------------------|
| Men   | 101 | Willits Mitigation Riparian                    | STIP     | \$43.0      | \$3.0       | H    | Construction Capital |
| <i>Initial bids were rejected. Original contract has been split into smaller biddable and buildable contracts so they can be re-advertised and awarded. Caltrans continues negotiations with the Army Corps to determine extent of mitigation requirements to be implemented with the remaining contracts. Current estimates for remaining contracts indicate a potential need for additional funds to satisfy mitigation requirements.</i> |     |  |          |             |             |      |                      |
| ED  | 89  | Storm water Improvements                       | SHOPP    | \$9.4       | \$6.6       | H    | Construction Capital |
| <i>Initial bids were high and subsequently rejected. Contract being repackaged and re-advertised. Changes to construction staging and contract specifications were made in an effort to reduce bid costs. Contract advertisement date is May 11, 2015 with a bid opening of June 30, 2015. Potential remains for supplemental funds being needed when bids are opened for the second time.</i>  |     |  |          |             |             |      |                      |
| Ala   | 260 | Guardrail Replacement and Building Restoration | SHOPP    | \$7.6       | \$3.1       | M    | Construction Capital |
| <i>Initial bids were high and subsequently rejected. Additional funds to re-advertise were secured through an Office of Traffic Safety Grant. Moderate risk remains pending bid opening and award.</i>  |     |  |          |             |             |      |                      |
| Fre   | 168 | Enhance Vista Point                            | STIP     | \$1.5       | \$1.6       | D    | Construction Capital |
| <i>Initial bids rejected. Project was repackaged, items removed and re-advertised. Bids were opened on March 17. Preliminary bid results indicate project may be awarded within budget. Awarded within budget on May 15, 2015.</i>  |     |  |          |             |             |      |                      |
| SM  | 101 | Bridge Replacement                             | SHOPP    | \$9.7       | \$7.1       | D    | Construction Capital |
| <i>Caltrans repackaged the contract plans and the project has been re-advertised. Awarded within budget on April 28, 2015.</i>  |     |  |          |             |             |      |                      |
| LA  | 1   | Repair Drainage                                | SHOPP    | \$6.7       | \$1.9       | D    | Construction Capital |
| <i>Additional funds to award were approved in Dec. 2014. Bid results (informal contract) would have required additional funds to award. Project scope and budget is being re-evaluated. Project is being repackaged and re-delivered with more engineering details in an effort to reduce potential bid results.</i>  |     |  |          |             |             |      |                      |

## Project Estimates for Allocation That Exceed 120 Percent of Construction Capital Budget

| Cty   | Rte | Description                  | Program★    | Capital \$◇ | Support \$◇ | Risk | Component            |
|---|-----|------------------------------|-------------|-------------|-------------|------|----------------------|
| LA  | 10  | High Occupancy Vehicle Lanes | Local, CMAQ | \$180.9     | \$53.9      | VH   | Construction Capital |
| <i>Project was delivered on April 17, 2015 and is requesting an allocation at the August meeting. The final project cost estimate is greater than 120 percent of the programmed amount. The sponsor of the high occupancy vehicle lanes (LA Metro) has committed additional funding to cover the cost increase related to the high occupancy vehicle lanes. Additional funding in construction capital is being requested for allocation from the SHOPP for pavement preservation work.</i> |     |                              |             |             |             |      |                      |
| Tuo   | 120 | Bridge Rehabilitation        | SHOPP       | \$13.7      | \$5.8       | VH   | Construction Capital |
| <i>Additional funds to award is needed to advertise due to unique construction, environmental and tourists constraints which increased the estimate. Approval will be requested when the funds request is submitted for allocation.</i>   |     |                              |             |             |             |      |                      |
| DN  | 199 | Construct Buttress           | SHOPP       | \$1.3       | \$0.9       | H    | Construction Capital |
| <i>Increase in cost estimate due to geotechnical engineering recommendation of using a higher cost soldier pile wall instead of the lower cost bio-engineered buttress assumed when the project was originally programmed.</i>  |     |                              |             |             |             |      |                      |
| SLO   | 46  | Convert to 4 Lane Expressway | STIP        | \$58.0      | \$16.5      | H    | Construction Support |
| <i>Additional funds may be needed for Construction Support due to: (a) 13 percent increase in contract working days based on constructability review (b) Increased support due to updated cost rates.</i>   |     |                              |             |             |             |      |                      |
| Ala   | 880 | Median Barrier               | SHOPP       | \$35.7      | \$12.5      | M    | Construction Capital |
| <i>Additional funds may be needed to advertise project. Potential increase in estimate due to constructability issues. Caltrans is still evaluating the estimate and alternatives.</i>  |     |                              |             |             |             |      |                      |
| Pla   | 193 | Curve Improvement and        | SHOPP       | \$12.5      | \$4.9       | L    | Construction Capital |
| <i>Current estimate for allocation at the May meeting is within 120% of the programmed budget. Low risk remains pending bid opening and award.</i>  |     |                              |             |             |             |      |                      |
| Hum   | 299 | Cedar Creek Curve            | SHOPP       | \$1.4       | \$1.1       | D    | Construction Capital |
| <i>Project is on the May meeting agenda. Additional funds to advertise will be needed for increased costs, due to additional excavation of the hillside for roadway and shoulder widening. The excavation will require blasting and additional costs for stage construction traffic handling and two construction seasons. Funds approved at the May meeting.</i>   |     |                              |             |             |             |      |                      |

**Schedule Risk (Allocation Extension)**

In managing delivery, Caltrans is taking intelligent and reasonable risks to deliver projects. In the past nine years, Caltrans has delivered 2,389 out of 2,408 projects committed, or 99.2 percent.

**Contract For Delivery Projects with Significant Risk to Miss Delivery in Fiscal Year**

Caltrans currently has 343 projects valued at \$2.6 billion in the Contract for Delivery. We have identified 18, or 5 percent of committed projects at risk in the delivery contract. Caltrans is forecasting 6 projects (2 percent) valued at \$51.9 million (2 percent) of committed projects as not likely being delivered.

Risks are categorized as: VH Very High H High M Moderate L Low

Category trends are defined as: ↑ Higher = Same ↓ Lower than last report  
A Project added D Project to be dropped

Notes: ★ STIP - State Transportation Improvement Program, SHOPP State Highway Operations and Protection Program, CMAQ - Congestion Management and Air Quality Program  
 ◇ Costs are in millions. Capital costs include right of way and construction.

Project issues listed typically identify current pending issues to meet delivery in the current year. Previous issues in different program areas may have contributed to the overall delivery risk for the projects listed below.

**High to Very High Risk Delivery**

| Cty | Rte | Description                    | Program★ | Capital \$◇ | Support \$◇ | Risk   | Component  |
|-----|-----|--------------------------------|----------|-------------|-------------|--|--|
| Plu | 147 | Replace Bridge                 | SHOPP    | \$8.3       | \$4.8       | <span style="background-color: purple; color: white; padding: 2px;">VH</span> <span style="font-size: 1.2em;">↑</span> | Fiscal Year Delivery<br>Caltrans prepared a Categorical Exemption for the project. The California Department of Fish and Wildlife (CDFW) felt a Mitigated Negative Declaration was needed. Several months of meetings and field visits between staff and management of both Caltrans and CDFW ensued before arriving at a resolution. District is now moving forward with the preparation of an Initial Study/Negative Declaration, which will begin circulation shortly. Consequently, this will not allow for the project to be delivered this year as planned.  |
| Ala | 680 | Freeway Performance Initiative | Local    | \$17.7      | \$9.5       | <span style="background-color: purple; color: white; padding: 2px;">VH</span> <span style="font-size: 1.2em;">=</span> | Fiscal Year Delivery   |
| Ala | 880 | Freeway Performance Initiative | Local    | \$11.0      | \$5.5       | <span style="background-color: purple; color: white; padding: 2px;">VH</span> <span style="font-size: 1.2em;">=</span> | Fiscal Year Delivery   |
| Mrn | 101 | Freeway Performance Initiative | Local    | \$8.6       | \$7.2       | <span style="background-color: purple; color: white; padding: 2px;">VH</span> <span style="font-size: 1.2em;">=</span> | Fiscal Year Delivery<br>These three projects were funded with local funds. Projects were put on hold in September when cost changes were identified. In April 2015, a funding plan was agreed upon to fully fund these projects to be delivered next year in FY 2015-16.   |
| CC  | 4   | Landscaping Replanting         | Local    |             |             | <span style="background-color: purple; color: white; padding: 2px;">VH</span> <span style="font-size: 1.2em;">A</span> | Fiscal Year Delivery<br>Drought restriction issue. Water purveyor unwilling to supply water source. Local sponsor is not willing to execute the construction cooperative agreement due to the Governor's drought order. Recycled water unavailable   |
| Son | Var | Landscaping                    | STIP     | \$2.5       | \$0.5       | <span style="background-color: purple; color: white; padding: 2px;">VH</span> <span style="font-size: 1.2em;">A</span> | Fiscal Year Delivery<br>Drought restriction issue. Water purveyor unwilling to supply water source. Recycled water unavailable   |
| LA  | 710 | Long-life Pavement, Widen      | SHOPP    | \$149.7     | \$28.8      | <span style="background-color: red; color: white; padding: 2px;">H</span> <span style="font-size: 1.2em;">=</span>     | Fiscal Year Delivery<br>Project delivery is still on track pending the finalization of the Construction and Maintenance agreements with Union Pacific Railroad and BNSF. Construction schedule is being staged to allow the railroad companies adequate time for the Railroads to relocate the service utilities. BNSF railroad construction and maintenance agreement language agreed upon, now with attorneys for review and approval. UPRR railroad construction and maintenance agreement language finalized, still negotiating real estate compensation. An agreement has been reached with the City of Commerce and should be finalized next week. |

| Cty   | Rte | Description                 | Program★ | Capital \$◇ | Support \$◇ | Risk | Component              |
|---|-----|-----------------------------|----------|-------------|-------------|------|------------------------|
| LA  | 103 | Paint Bridge                | SHOPP    | \$4.8       | \$2.4       | H    | = Fiscal Year Delivery |
| <i>R/W cert is pending with 9 temporary construction easements from the Port of Long Beach. There is a concern with the Port since one area has a tenant. Caltrans is to discuss with tenants to make sure they satisfied with the work proposal. Right of Way Deputy is involved in negotiations with Port and is in process of setting up a meeting with Port's tenants to resolve their concerns, so the Port can sign the agreements.</i> |     |                             |          |             |             |      |                        |
| SBd   | 138 | Realign Roadway             | SHOPP    | \$32.4      | \$8.4       | H    | = Fiscal Year Delivery |
| <i>Permit risks. Working with Army Corps and US Fish &amp; Wildlife to secure permits and mitigation bank.</i>  |     |                             |          |             |             |      |                        |
| Ora   | Var | Traffic Management Security | SHOPP    | \$3.0       | \$1.7       | H    | = Fiscal Year Delivery |
| <i>Intelligent transportation system project challenges due to procurement and approvals. Features of the project that are determined to be technology in nature will follow a technology procurement process rather than the typical construction contract advertisement process. Projects are being split into technology and construction contracts. Staff is working with information technology to secure approval for procurement.</i>  |     |                             |          |             |             |      |                        |
| SON   | 116 | Construct Retaining Wall    | SHOPP    | \$3.9       | \$2.8       | D    | Fiscal Year Delivery   |
| <i>Permitting agency requires higher level environmental document which requires additional time for analysis and circulation for public comments. Risks have been mitigated.</i>   |     |                             |          |             |             |      |                        |

### Moderate to Low Risk Delivery

| Cty  | Rte | Description  | Program★    | Capital \$◇ | Support \$◇ | Risk | Component              |
|--|-----|--|-------------|-------------|-------------|------|------------------------|
| PLA  | 80  | Widening Eastbound Roadway                                 | SHOPP       | \$38.0      | \$11.4      | M    | A Fiscal Year Delivery |
| <i>Resolution of utility conflicts still in progress. Project Delivery Team is in constant contact with utility companies to resolve conflicts.</i>  |     |  |             |             |             |      |                        |
| LA   | 5   | Widen Freeway  | Local, CMAQ | \$545.8     | \$69.4      | M    | = Fiscal Year Delivery |
| <i>Permits, right of way work around, railroad agreement, and utilities. Establishing work around dates for construction staging (right of way certification "3W" will be used to deliver project). Caltrans is working with Chevron to relocate oil lines. Caltrans is working with Army Corps, Los Angeles County Flood Control, and Regional Water Quality Board to secure permits. Working with Union Pacific Railroad to secure construction and maintenance agreement.</i> |     |  |             |             |             |      |                        |
| Ora  | Var | Arterial Field Infrastructure<br>Traffic Management System | SHOPP       | \$2.1       | \$0.9       | M    | ↓ Fiscal Year Delivery |
| Ora  | Var | Advanced Traffic<br>Management System                      | SHOPP       | \$1.7       | \$0.9       | M    | ↓ Fiscal Year Delivery |
| <i>Intelligent transportation system project challenges due to procurement and approvals. Features of the project that are determined to be technology in nature will follow a technology procurement process rather than the typical construction contract advertisement process. Projects are being split into technology and construction contracts. Staff is working with information technology to secure approval of the design.</i>                                       |     |  |             |             |             |      |                        |
| Riv  | 371 | Left-turn Lane   | SHOPP       | \$0.6       | \$0.9       | M    | ↑ Fiscal Year Delivery |
| <i>Utility relocation and financial impacts with a small company utility owner. Working with utility company to explore options. Another utility line was discovered during potholing, and the ownership of the utility needs to be determined.</i>  |     |  |             |             |             |      |                        |
| Fre  | 180 | Kings Canyon Expressway Seg 3                              | STIP        | \$73.6      | \$17.4      | L    | ↓ Fiscal Year Delivery |
| <i>Securing of permits in progress and nearly complete. On agenda for securing Flood Protection Permit. Time remaining to certify right of way (type "3w") is on the critical path. Right of way certification is being submitted and needs approval by federal highways.</i>  |     |  |             |             |             |      |                        |
| SBd  | 247 | Construct Paved Shoulder                                   | SHOPP       | \$19.5      | \$9.7       | L    | ↓ Fiscal Year Delivery |
| <i>Condemnation (3 parcels with approved resolutions of necessity). Target date of June 1, 2015 for right of way certification with work around due to date of orders of possession.</i>   |     |  |             |             |             |      |                        |
| Tuo  | 120 | Replace Bridge Deck, Retrofit                              | SHOPP       | \$13.7      | \$5.8       | L    | = Fiscal Year Delivery |
| <i>Getting cooperative agreement approval from local agency for Stage construction, use of local road detour, and compensation for local road repair. Caltrans is devoting resources to work through risks and address concerns.</i>   |     |  |             |             |             |      |                        |
| Hum  | 299 | Cedar Creek Curve  | SHOPP       | \$1.4       | \$1.1       | D    | Fiscal Year Delivery   |
| <i>Delivery risk is for obtaining the Water Quality Board permit. Project is currently prioritized behind five other projects. Caltrans has been in contact with the Water Board, and have agreed to provide bio-swale mitigation as required. Project has been delivered.</i>   |     |  |             |             |             |      |                        |

| Cty   | Rte | Description                  | Program★    | Capital \$◇ | Support \$◇ | Risk | Component            |
|---|-----|------------------------------|-------------|-------------|-------------|------|----------------------|
| LA  | 39  | Replace Bridge               | SHOPP       | \$6.3       | \$3.4       | M D  | Fiscal Year Delivery |
| <i>Right of way includes United States Forest Service land. To secure use permit, Forest Service needs to approve an environmental document. Approach and actions are under discussion, but may require time to complete. District Director met with Forest Service. Additional permits needed may be on hold until Forest Service acts. Risks have been mitigated.</i> |     |                              |             |             |             |      |                      |
| LA  | 10  | High Occupancy Vehicle Lanes | Local, CMAQ | \$180.9     | \$53.9      | D    | Fiscal Year Delivery |
| <i>Possession and use agreement with Cal Poly Pomona parcel. Utility line needs to be relocated. Elevating Cal Poly parcel to District Director for resolution. Evaluating options for relocation of Southern California Edison utility line. Project has been delivered.</i>   |     |                              |             |             |             |      |                      |
| LA  | 405 | Paint Structure              | SHOPP       | \$8.1       | \$3.1       | D    | Fiscal Year Delivery |
| <i>High cost for flagging contract needs exemption approvals. Caltrans seeking exemption approvals for high cost railroad flagging contracts. Project has been delivered.</i>   |     |                              |             |             |             |      |                      |

# Delivery

## Summary

### Our Contract to Deliver

Each year since fiscal year 2005–06, the Caltrans Director has signed a Contract for Delivery with each of our 12 District Directors committing to deliver projects on schedule for construction. The Contract for Delivery includes a list of major state highway projects for which Caltrans will complete project plans, specifications and estimates and secure rights-of-way and permits in that fiscal year. This allows us to advertise and award construction contracts and begin construction.

*In fiscal year 2014–15, we committed in the Contract for Delivery to deliver 343 projects, valued at \$2.6 billion. Through the end of the third quarter, we delivered 152, or 44 percent of the annual commitment, with an estimated value of \$572 million.*

### Program Delivery

Program delivery includes the contract for delivery and additional projects not in the contract for delivery. Additional projects include: Program amendments, projects advanced from a future program year, Minor, Major Maintenance, and Emergency projects.

*Through the end of the third quarter, fiscal year 2014-15, Caltrans:*

- *delivered 12, or 75 percent of planned State Transportation Improvement Program construction contracts with an estimated value of \$46 million, or 47 percent of committed funding.*
- *delivered 153, or 46 percent of planned State Highway Operations and Protection Program construction contracts with an estimated value of \$502 million, or 23 percent of committed funding.*
- *delivered 95 additional emergency response, minor program and major maintenance program projects with an estimated value of \$125 million.*

*The sum of all projects delivered from all program funding sources is 272 projects, valued at \$776 million.*

## Measure: Projects Delivered – 3rd Quarter Fiscal Year 2014-15

### Fiscal Year 2014-15 Contract for Delivery

|                    | Year-to-Date thru 3rd Quarter |      |         | Annual Commitment |         | Year-End Projection |         | Goal    |
|--------------------|-------------------------------|------|---------|-------------------|---------|---------------------|---------|---------|
|                    | Delivered                     | Plan | Percent | Plan              | Percent | Forecast            | Percent | Percent |
| Projects Delivered | 152                           | 197  | 77      | 343               | 44      | 337                 | 98      | 100     |

### Projects Delivered - Five-Year Trend

|                    | Year-to-Date thru 3rd Quarter |       |       |       |       | Annual Commitment thru 3rd Quarter |       |       |       |       |
|--------------------|-------------------------------|-------|-------|-------|-------|------------------------------------|-------|-------|-------|-------|
|                    | 10-11                         | 11-12 | 12-13 | 13-14 | 14-15 | 10-11                              | 11-12 | 12-13 | 13-14 | 14-15 |
| Projects Delivered | 98%                           | 92%   | 81%   | 87%   | 77%   | 70%                                | 60%   | 54%   | 47%   | 44%   |

*Five-Year Trend Analysis:* The five-year trends for projects delivered is comparable to recent years.

**Measure: Capital Value Delivered – 3rd Quarter Fiscal Year 2014-15****Fiscal Year 2014-15 Contract for Delivery**

|   | Year-to-Date thru 3rd Quarter |                  |           | Annual Commitment |           | Year-End Projection |           | Goal       |
|---|-------------------------------|------------------|-----------|-------------------|-----------|---------------------|-----------|------------|
|   | Delivered                     | Plan             | Percent   | Plan              | Percent   | Forecast            | Percent   | Percent    |
| <b>Capital Value Delivered (millions)</b> | <b>\$572.4</b>                | <b>\$1,323.0</b> | <b>43</b> | <b>\$2,633.1</b>  | <b>22</b> | <b>\$2,581.2</b>    | <b>98</b> | <b>100</b> |

**Construction Capital Value – Delivered Five-Year Trend**

|                                | Year-to-Date thru 3 <sup>rd</sup> Quarter |       |       |       |       | Annual Commitment thru 3 <sup>rd</sup> Quarter |       |       |       |       |
|--------------------------------|---|-------|-------|-------|-------|--|-------|-------|-------|-------|
|                                | 10-11                                     | 11-12 | 12-13 | 13-14 | 14-15 | 10-11  | 11-12 | 12-13 | 13-14 | 14-15 |
| <b>Capital Value Delivered</b> | 89%                                       | 69%   | 70%   | 71%   | 43%   | 44%  | 44%   | 41%   | 36%   | 22%   |

*Five-Year Trend Analysis:* The five-year trends for capital value delivered are lower than past years. This can be attributed to four projects with high capital values not being delivered in the quarters planned. These four projects are forecast to be delivered within the year.

**Program Delivery**

The table below identifies capital funding programs used to fund projects being reported as delivered.

*Costs are in millions.*

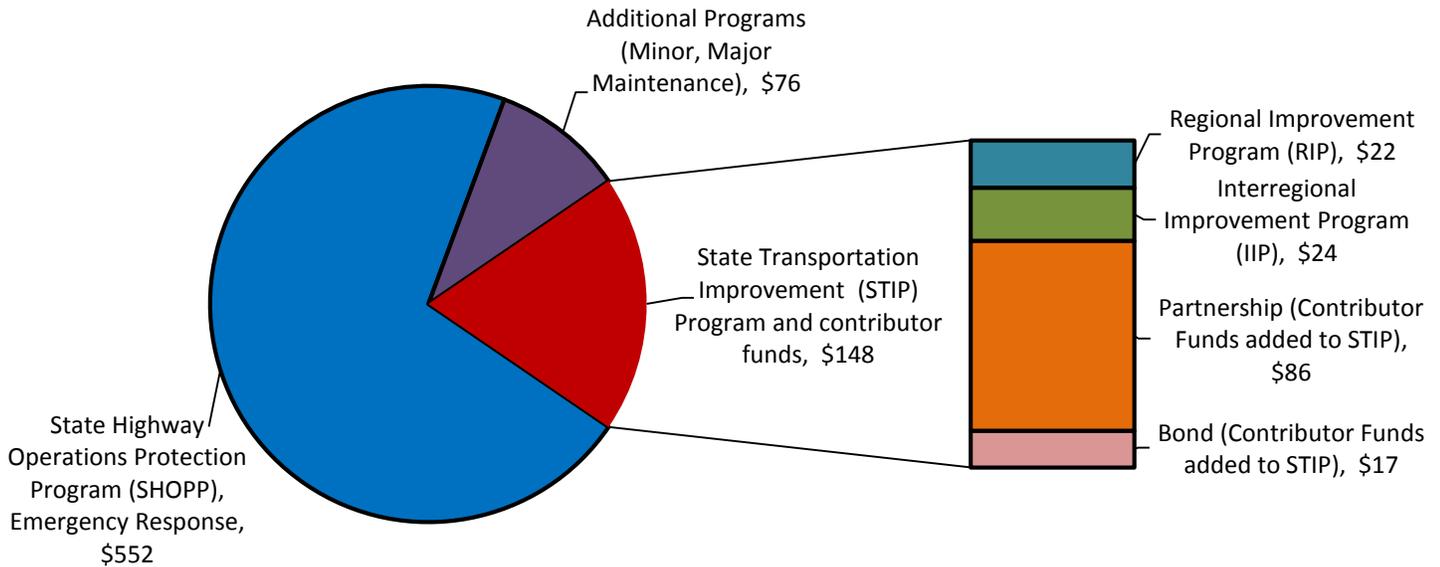
|   | Capital Value Committed | Capital Value Delivered | Capital Value Delivered | Projects Committed | Projects Delivered | Projects Delivered |
|---|-------------------------|-------------------------|-------------------------|--------------------|--------------------|--------------------|
| State Transportation Improvement Program                        | \$ 83.6                 | \$ 32.0                 |                         | 10                 | 6                  |                    |
| State Transportation Improvement Program Rail                   | \$ 13.0                 | \$ 13.0                 |                         | 5                  | 5                  |                    |
| Amended State Transportation Improvement Program                | \$ 0.5                  | \$ 0.5                  |                         | 1                  | 1                  |                    |
| Advanced State Transportation Improvement Program               |                         | \$ 0.0                  |                         |                    | 0                  |                    |
| <b>Subtotal State Transportation Improvement Program</b>        | <b>\$ 97.1</b>          | <b>\$ 45.5</b>          | <b>47 %</b>             | <b>16</b>          | <b>12</b>          | <b>75 %</b>        |
| State Highway Operations and Protection Program                 | \$ 2,123.9              | \$ 444.9                |                         | 317                | 136                |                    |
| Amended State Highway Operations and Protection Program         | \$ 57.5                 | \$ 57.5                 |                         | 17                 | 17                 |                    |
| Advanced State Highway Operations and Protection Program        |                         | \$ 0.0                  |                         |                    | 0                  |                    |
| <b>Subtotal State Highway Operations and Protection Program</b> | <b>\$ 2,169.3</b>       | <b>\$ 502.4</b>         | <b>23 %</b>             | <b>334</b>         | <b>153</b>         | <b>46 %</b>        |
| Partnership (Local and regional funding contributions)          | \$ 408.9                | \$ 75.1                 |                         | 18                 | 10                 |                    |
| Amended Partnership Program                                     | \$ 10.9                 | \$ 10.9                 |                         | 1                  | 1                  |                    |
| Proposition 1B Bond   | \$ 16.5                 | \$ 16.5                 |                         | 1                  | 1                  |                    |
| Minor Program Funds in Contract for Delivery                    | \$ 0.2                  | \$ 0.2                  |                         | 0                  | 0                  |                    |
| Emergency Response – Emergency Openings                         |                         | \$ 49.5                 |                         |                    | 45                 |                    |
| Minor Program   |                         | \$ 6.0                  |                         |                    | 11                 |                    |
| Major Maintenance Program                                       |                         | \$ 69.9                 |                         |                    | 39                 |                    |
| <b>Total Delivery All Program Funding Sources</b>               |                         | <b>\$ 776.0</b>         |                         |                    | <b>272</b>         |                    |

Contract for Delivery support costs (152 projects delivered): Budget \$ 137.3 million, Expended \$ 116.5 million.

## Project Delivery Outcomes

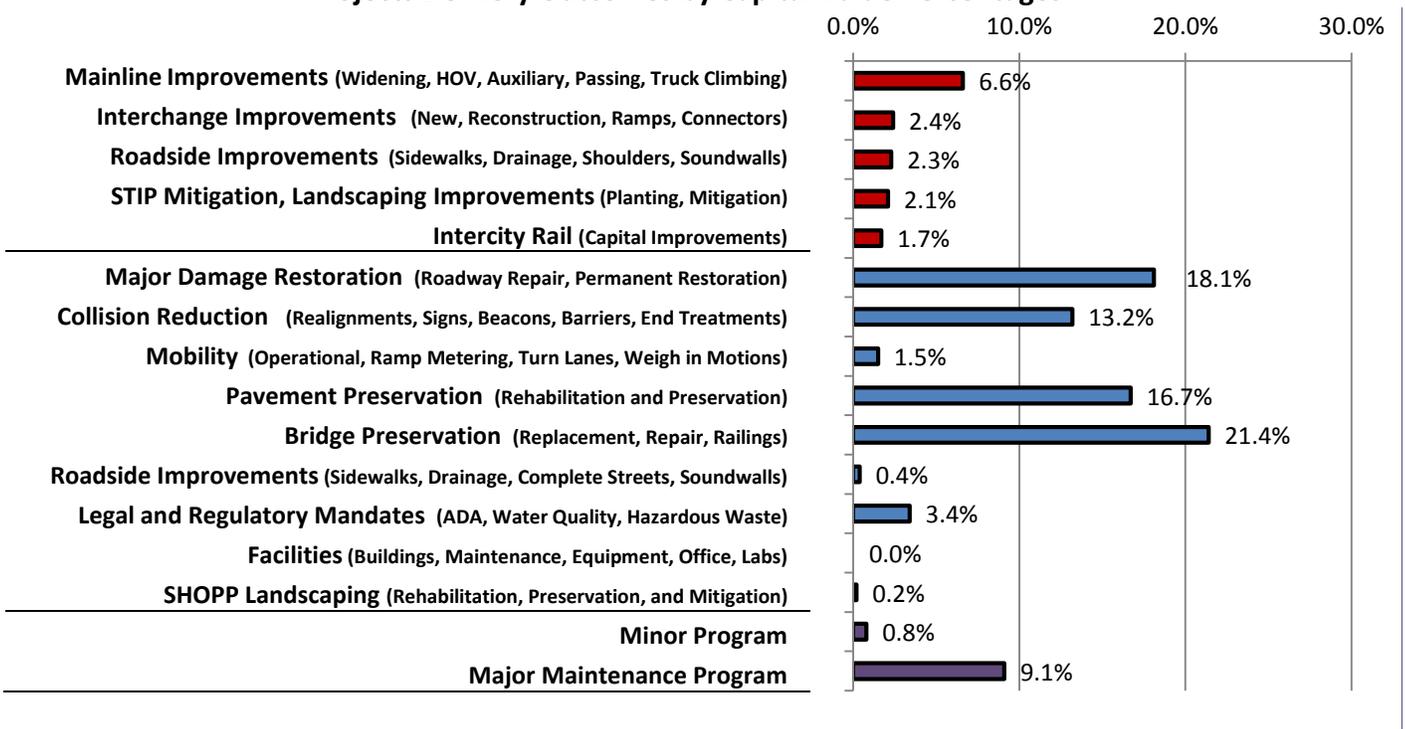
The chart below provides a distribution of transportation program dollars on projects that have been delivered to date in fiscal year 2014-15.

### Value of Projects Delivered – Construction Capital (millions)



The bar chart below shows the distribution of construction capital value percentages by project improvement categories for projects delivered to date in fiscal year 2014-15.

### Projects Delivery Outcomes by Capital Value Percentages



State Transportation Improvement Program ■ State Highway Operations and Protection Program ■ Additional Programs ■

Projects: 272

Capital Value: \$776 Million

# Project Approval, Environmental Documents

## Summary

Caltrans achieves several major project milestones throughout the year. This is important because most major projects take several years to complete. If a project misses an interim milestone, the project most likely will not be completed on schedule.

### Project Approval

Project approval is also commonly referred to as "PA&ED," which is an abbreviation for the Project Approval and Environmental Document project milestone. Project approval is achieved when the project report has been signed. The project report includes the selection of the preferred project alternative and includes the project's environmental document.

*In fiscal year 2014-15, we committed to deliver 258 project approvals and environmental documents. Through the end of the third quarter, fiscal year 2014-15, Caltrans has approved a total of 171, or 66 percent of the annual commitment.*

### Draft Environmental Documents Completed

The project team conducts environmental studies to analyze the effect of various project alternatives. The result of the studies is an environmental document. The type of environmental document depends on the significance of the impacts.

*In fiscal year 2014-15, we committed to deliver 74 draft environmental documents. Through the end of the third quarter, fiscal year 2014-15, Caltrans has completed a total of 51, or 69 percent of the annual commitment.*

## Measure: Projects Approved, Environmental Documents – 3rd Quarter Fiscal Year 2014-15

### Fiscal Year 2014-15 Projects Approved

|                                    | Year-to-Date thru 3rd Quarter |            |           | Annual Commitment |           | Year-End Projection |           | Goal      |
|------------------------------------|-------------------------------|------------|-----------|-------------------|-----------|---------------------|-----------|-----------|
|                                    | Approved                      | Plan       | Percent   | Plan              | Percent   | Forecast            | Percent   | Percent   |
| <b>Number of Projects Approved</b> | <b>171</b>                    | <b>211</b> | <b>81</b> | <b>258</b>        | <b>66</b> | <b>237</b>          | <b>92</b> | <b>90</b> |

### Projects Approved - Five-Year Trend

|                          | Year-to-Date thru 3rd Quarter |       |       |       |       | Annual Commitment thru 3rd Quarter |       |       |       |       |
|--------------------------|-------------------------------|-------|-------|-------|-------|------------------------------------|-------|-------|-------|-------|
|                          | 10-11                         | 11-12 | 12-13 | 13-14 | 14-15 | 10-11                              | 11-12 | 12-13 | 13-14 | 14-15 |
| <b>Projects Approved</b> | 89%                           | 87%   | 74%   | 82%   | 81%   | 73%                                | 77%   | 60%   | 68%   | 66%   |

*Five-Year Trend Analysis:* The number of project approvals and environmental documents to date is comparable to past years. 21 project approvals are forecast outside of the current year. Caltrans, however, remains on track to meet the goal for 90 percent of committed project approvals by the end of the year.

**Measure: Draft Environmental Documents Completed – 3rd Quarter  
Fiscal Year 2014-15**

**Fiscal Year 2014-15 Draft Environmental Documents**

|  | Year-to-Date thru 3rd Quarter |      |         | Annual Commitment |         | Year-End Projection |         | Goal    |
|--|-------------------------------|------|---------|-------------------|---------|---------------------|---------|---------|
|  | Completed                     | Plan | Percent | Plan              | Percent | Forecast            | Percent | Percent |
| <b>Number of Draft Environmental Documents Completed</b> | 51                            | 61   | 84      | 74                | 69      | 68                  | 92      | 80      |

**Environmental Documents Completed - Five-Year Trend**

|  | Year-to-Date thru 3rd Quarter |       |       |       |       | Annual Commitment thru 3rd Quarter |       |       |       |       |
|--|-------------------------------|-------|-------|-------|-------|------------------------------------|-------|-------|-------|-------|
|  | 10-11                         | 11-12 | 12-13 | 13-14 | 14-15 | 10-11                              | 11-12 | 12-13 | 13-14 | 14-15 |
| <b>Draft Environmental Documents Completed</b> | 59%                           | 59%   | 66%   | 73%   | x%    | 54%                                | 45%   | 49%   | 61%   | yy%   |

*Five-Year Trend Analysis:* The number of draft environmental documents completed to date is comparable to past years. 6 draft environmental documents are forecast outside of the current year. Caltrans, however, remains on track to meet a goal of 80 percent completed by the end of the year.

# Right of Way

## Summary

### Project Certifications

Right of way certification is achieved when all needed properties have been obtained, either by easement or acquisition, and all railroad and utility constraints are cleared.

*In fiscal year 2014-15, we committed to certify right of way for 335 projects. Through the end of the third quarter, fiscal year 2014-15, Caltrans has certified a total of 214, or 64 percent of the annual commitment.*

### Allocation Funds Committed

The Division of Right of Way prepares an annual right of way capital plan and receives an annual allocation approved by the California Transportation Commission. Caltrans reports quarterly how funds have been committed against the plan and prepares a report for the Commission after the year has closed.

*For fiscal year 2014-15, the Right of Way Capital Plan outlines funding needed to keep programmed projects on track for delivery as planned. Caltrans requested and received an allocation of \$163.0 million. Through the end of the third quarter, fiscal year 2014-15, Caltrans has committed \$105 million, or 64 percent of the annual right of way allocation approved by the Commission.*

## Measure: Projects Certified – 3rd Quarter Fiscal Year 2014-15

### Fiscal Year 2014-15 Project Certifications

|                                     | Year-to-Date thru 3rd Quarter |            |           | Annual Commitment |           | Year-End Projection |           | Goal       |
|-------------------------------------|-------------------------------|------------|-----------|-------------------|-----------|---------------------|-----------|------------|
|                                     | Certified                     | Plan       | Percent   | Plan              | Percent   | Forecast            | Percent   | Percent    |
| <b>Number of Projects Certified</b> | <b>214</b>                    | <b>223</b> | <b>96</b> | <b>335</b>        | <b>64</b> | <b>329</b>          | <b>98</b> | <b>100</b> |

### Projects Certified - Five-Year Trend

|                           | Year-to-Date thru 3rd Quarter |       |       |       |       | Annual Commitment thru 3rd Quarter |       |       |       |       |
|---------------------------|-------------------------------|-------|-------|-------|-------|------------------------------------|-------|-------|-------|-------|
|                           | 10-11                         | 11-12 | 12-13 | 13-14 | 14-15 | 10-11                              | 11-12 | 12-13 | 13-14 | 14-15 |
| <b>Projects Certified</b> | 109%                          | 100%  | 93%   | 102%  | 96%   | 77%                                | 73%   | 66%   | 64%   | 64%   |

*Five-Year Trend Analysis:* The number of projects certified to date is comparable to recent years. A few projects are very high risk and will likely not be delivered.

**Measure: Allocation Funds Committed – 3rd Quarter Fiscal Year 2014-15****Fiscal Year 2014-15 Right of Way Allocation**

|  | Annual Commitment |                 |           | Year-End Projection |            | Goal       |
|--|-------------------|-----------------|-----------|---------------------|------------|------------|
|  | Committed         | Plan            | Percent   | Forecast            | Percent    | Percent    |
| <b>Allocation Funds Committed</b> (millions) | <b>\$ 104.9</b>   | <b>\$ 163.0</b> | <b>64</b> | <b>\$ 163.0</b>     | <b>100</b> | <b>100</b> |

**Allocation Funds Committed - Five-Year Trend**

|                                   | Annual Commitment thru 3rd Quarter |       |       |       |       |
|-----------------------------------|------------------------------------|-------|-------|-------|-------|
|                                   | 10-11                              | 11-12 | 12-13 | 13-14 | 14-15 |
| <b>Allocation Funds Committed</b> | 55%                                | 70%   | 48%   | 74%   | 64%   |

*Five-Year Trend Analysis:* Funds committed to date are comparable to recent years. Caltrans anticipates that we will stay within the annual allocation.

**Right of Way Capital Plan**

The table below shows different categories of planned right of way capital expenditures. The table shows the allocation and the actual funds committed by category.

| Category  | Allocation<br>(millions) | Committed<br>(millions) | Percent<br>Committed |
|---|--------------------------|-------------------------|----------------------|
| <b>Capital Projects</b>                         |                          |                         |                      |
| State Transportation Improvement Program        | \$ 94.6                  | \$ 57.9                 | 61                   |
| State Highway Operations and Protection Program | \$ 34.8                  | \$ 34.1                 | 98                   |
| <b>Subtotal</b>                                 | <b>\$ 129.4</b>          | <b>\$ 92.0</b>          | <b>71</b>            |
| <b>Specific Categories</b>                      |                          |                         |                      |
| Post-certification                              | \$ 25.1                  | \$ 7.8                  | 31                   |
| Permit Fees                                     | \$ 1.0                   | \$ 1.1                  | 110                  |
| Damage to Property (Inverse)                    | \$ 7.5                   | \$ 4.0                  | 53                   |
| <b>Subtotal</b>                                 | <b>\$ 33.6</b>           | <b>\$ 12.9</b>          | <b>38</b>            |
| <b>TOTAL</b>                                    | <b>\$ 163.0</b>          | <b>\$ 104.9</b>         | <b>64</b>            |

# Construction

## Summary

### Contracts Accepted

Construction entails building improvements as shown on the contract plans. Caltrans oversees the contractors work and administers the contract by authorizing payments to the contractor for completed work. The contract is complete when the contract has been accepted by the state resident engineer.

- In fiscal year 2014-15, we committed to accept 174 construction contracts. Through the end of the third quarter, fiscal year 2014-15, Caltrans has accepted 129, or 74 percent of the annual commitment.
- At the end of the third quarter, fiscal year 2014-15, Caltrans had 608 projects valued at \$11.0 billion under construction.

## Measure: Planned Contracts Accepted – 3rd Quarter Fiscal Year 2014-15

### Fiscal Year 2014-15 Contracts Accepted

|   | Year-to-Date thru 3rd Quarter |            |           | Annual Commitment |           | Year-End Projection |           | Goal      |
|---|-------------------------------|------------|-----------|-------------------|-----------|---------------------|-----------|-----------|
|   | Accepted                      | Plan       | Percent   | Plan              | Percent   | Forecast            | Percent   | Percent   |
| <b>Number of Planned Contracts Accepted</b> | <b>129</b>                    | <b>141</b> | <b>91</b> | <b>174</b>        | <b>74</b> | <b>161</b>          | <b>93</b> | <b>95</b> |

### Contracts Accepted - Five-Year Trend

|                                   | Year-to-Date thru 3rd Quarter |       |       |       |       | Annual Commitment thru 3rd Quarter |       |       |       |       |
|-----------------------------------|-------------------------------|-------|-------|-------|-------|------------------------------------|-------|-------|-------|-------|
|                                   | 10-11                         | 11-12 | 12-13 | 13-14 | 14-15 | 10-11                              | 11-12 | 12-13 | 13-14 | 14-15 |
| <b>Planned Contracts Accepted</b> | 93%                           | 87%   | 80%   | 90%   | 91%   | 64%                                | 69%   | 64%   | 75%   | 74%   |

*Five-Year Trend Analysis:* The number of contracts accepted to date is comparable to recent years. 13 contract completions are forecast outside of the year. The year-end projection is forecast below the 95 percent goal. Given that delivery percentages in the five-year trend is comparable or higher than past years, the performance goal is likely an ambitious goal.

## Construction Program Quarterly Status Notes

*Contractor Payments:* To date, in fiscal year 2014-15, \$2,198 million has been paid to contractors.

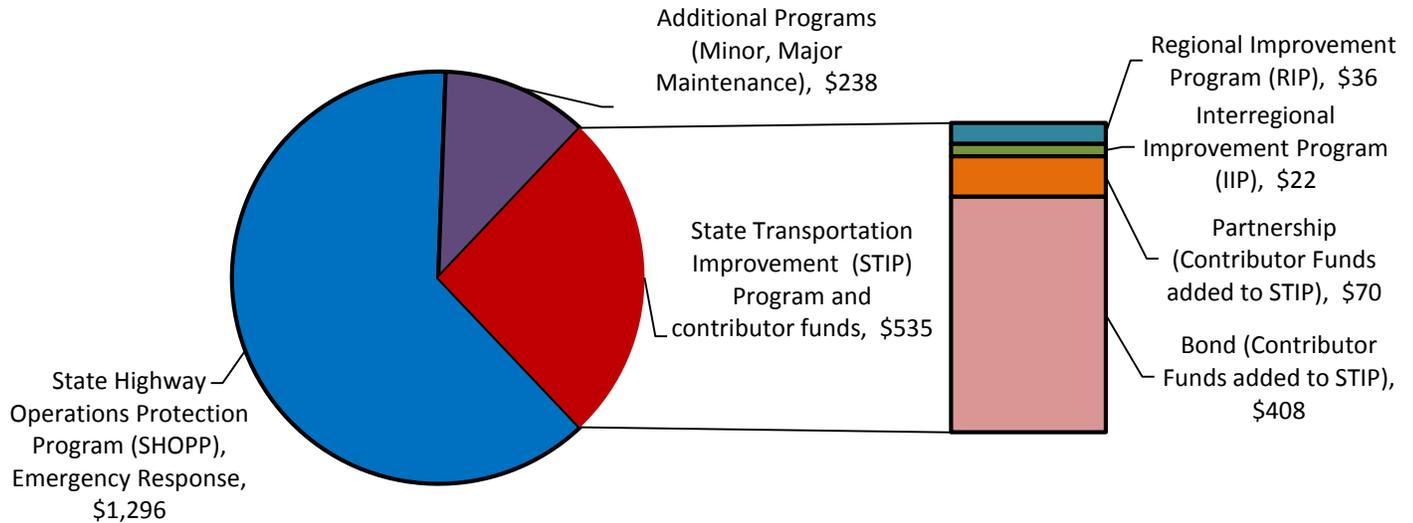
*Construction Starts and Completions:* 111 construction contracts valued at \$799 million were started (including minor A, minor B, emergency repairs, and major maintenance projects that are not programmed), and 97 construction contracts valued at \$1.1 billion were completed during the past quarter.

*Claims and Arbitration:* Caltrans has 61 construction contracts in post-contract acceptance with notice of potential claims in the amount of \$44 million. During the third quarter, we received three new arbitration cases and resolved and paid three cases. At the end of the third quarter, we have 17 unresolved arbitration cases valued at \$38 million.

## Constructed Outcomes

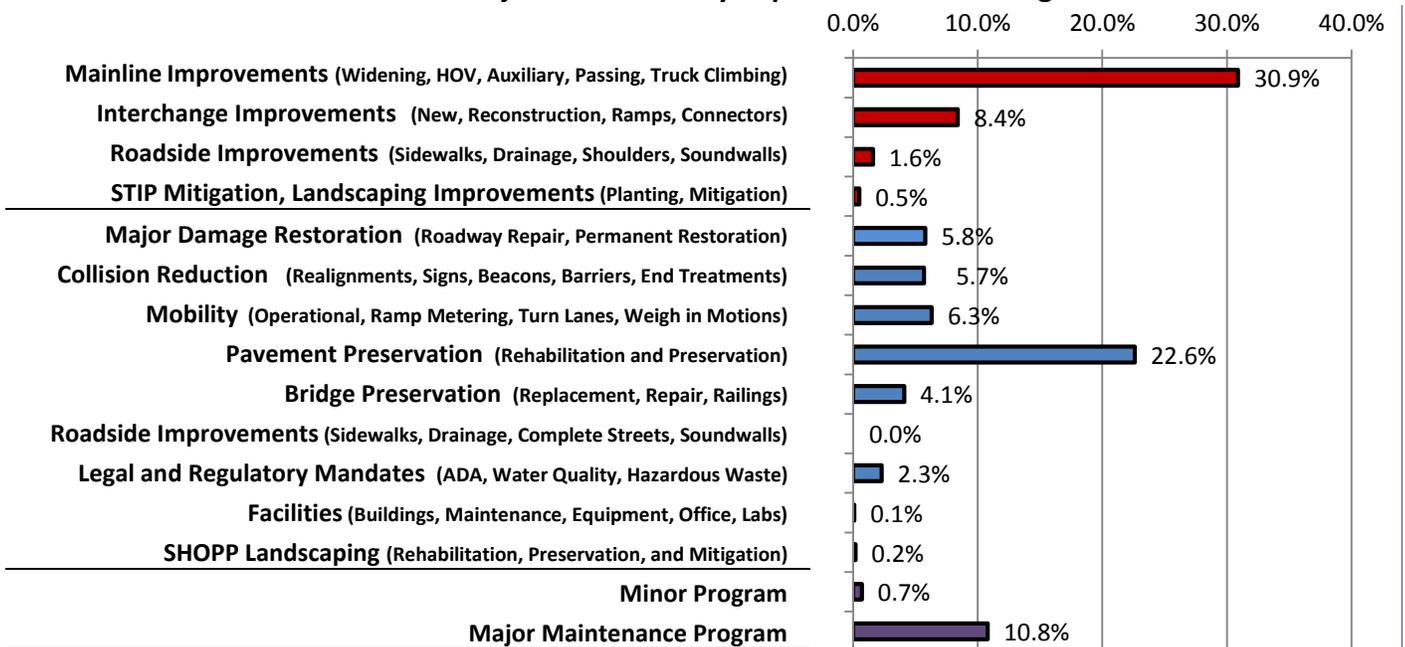
The chart below provides a distribution of transportation program dollars on projects that construction contracts have been accepted to date in fiscal year 2014-15. The contracts include planned projects as well as additional projects for emergency repairs, program amendments, major maintenance program contracts, and minor program contracts.

### Value of Planned and Additional Contracts Accepted - Construction Capital (millions)



The bar chart below shows the distribution of construction capital value percentages by project improvement categories on contracts accepted to date in fiscal year 2014-15.

### Constructed Project Outcomes by Capital Value Percentages



State Transportation Improvement Program ■ State Highway Operations and Protection Program ■ Additional Programs ■

Projects: 359

Capital Value: \$2,069 Million

# Closeout Costs

## Summary

### Program Costs

Pursuant to State Transportation Improvement Program guidelines and statutory requirements, Caltrans is reporting project closeout after project completion by comparing actual costs to final approved budgets. In consultation with Commission staff, project closeout reporting reflects projects where the construction contract was accepted two quarters ago, to capture costs after the preliminary final estimate payment to the contractor has been prepared by the state resident engineer.

- *Through the end of the third quarter, fiscal year 2014-15, Caltrans is reporting closeout of 36 State Transportation Improvement Program projects. The final approved budget for these projects was \$575 million. The actual cost to complete these projects was \$548 million, or 95 percent of the final approved budget.*
- *Through the end of the third quarter, fiscal year 2014-15, Caltrans is reporting closeout of 132 State Highway Operations and Protection Program projects. The final approved budget for these projects was \$1,131 million. The actual cost to complete these projects was \$1,047 million, or 93 percent of the final approved budget.*

## Measure: Program Costs – 3rd Quarter Fiscal Year 2014-15

### Fiscal Year 2014-15 Program Costs

| Actual Cost Percent of Final Approved Budget |  |   |
|--|--|---|
|  | State Transportation Improvement Program | State Highway Operations and Protection Program |
| Program Costs                                | 95                                       | 93  |

### Program Costs - Five-Year Trend

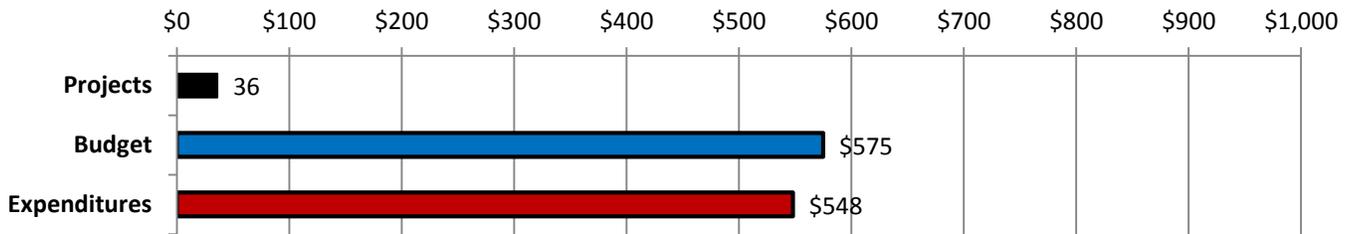
| Program Cost | State Transportation Improvement Program |       |       |       |       | State Highway Operations and Protection Program |       |       |       |       |
|--------------|--|-------|-------|-------|-------|---|-------|-------|-------|-------|
|              | Year-to-Date thru 3rd Quarter            |       |       |       |       | Year-to-Date thru 3rd Quarter                   |       |       |       |       |
|              | 10-11                                    | 11-12 | 12-13 | 13-14 | 14-15 | 10-11   | 11-12 | 12-13 | 13-14 | 14-15 |
|              | 93%                                      | 97%   | 87%   | 92%   | 95%   | 70%   | 69%   | 74%   | 80%   | 93%   |

*Five Year Trend Analysis:* Total program actual costs remain under the approved program's budgets.

**Program Budget versus Program Expenditures (all components)**

The tables below provides program closeout cost information for completed construction projects. Information provided is a requirement of Senate Bill 486 (2014). The approved capital and support budgets and expenditures is provided for each project at construction contract acceptance (list of projects included in the appendix).

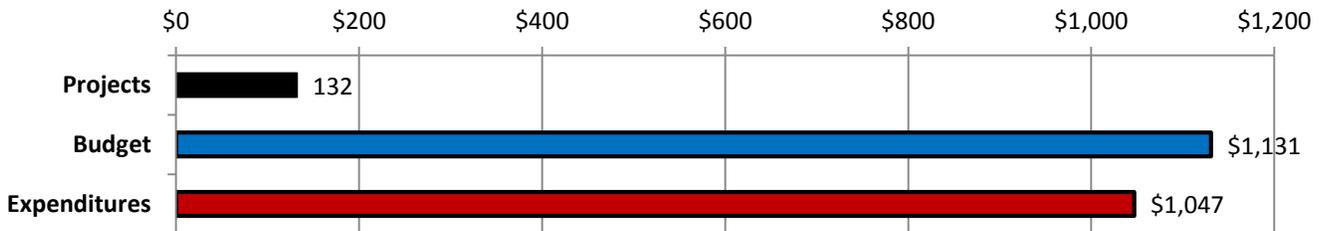
**State Transportation Improvement Program<sup>1</sup> Closeout – Program Costs (millions)**



There were a total of 36 State Transportation Improvement Program projects that were completed to date in fiscal year 2014-15. The budget for these projects was \$575 million. The actual cost of the projects completed was \$548 million, which is 95 percent of the approved budget.

<sup>1</sup> State Transportation Improvement Program includes projects with one or more components funded from the State Transportation Improvement Program funds, and all contributor funds on all project components. A list of State Transportation Improvement Program closeout projects is included in the appendix, "(B) Caltrans Fiscal Year 2014-15 State Transportation Improvement Program Project Closeout".

**State Highway Operations and Protection Program Closeout – Program Costs (millions)**



There were a total of 132 State Highway Operations and Protection Program projects that were completed to date in fiscal year 2014-15. The budget for these projects was \$1,131 million. The actual cost of the projects completed was \$1,047 million which is 93 percent of the approved budget.

A list of State Highway Operations and Protection Program closeout projects is included in the appendix, "(C) Caltrans Fiscal Year 2014-15 State Highway Operations and Protection Program Project Closeout".

## Commission Allocation, Final Approved Costs, and Expended Costs for Allocated Construction Components

The tables below provides a comparison between the Commission's original allocation, final approved costs and expended costs for construction for projects that had allocated support and capital components that completed construction in fiscal year 2014-2015. This provides an indication of how adjustments subsequently made after the initial vote (Commission approved supplemental funds or Caltrans delegated funding authority) compare to the original allocated amounts for each program. Information provided is a requirement of Senate Bill 1102 (2012).

### State Transportation Improvement Program Closeout – Construction Costs

| <b>Construction Capital (\$1,000's)</b> |                               |                      |                   |
|---|-------------------------------|----------------------|-------------------|
| Program                                 | Commission Initial Allocation | Final Approved Costs | Expended Costs    |
| STIP <sup>1</sup>                       | \$ 99,663                     | \$ 83,246            | \$ 77,792         |
| CMIA <sup>1</sup> Bond                  | \$ 234,871                    | \$ 141,186           | \$ 132,772        |
| SR99 <sup>1</sup> Bond                  | \$ 52,150                     | \$ 45,183            | \$ 40,624         |
| TCIF <sup>1</sup> Bond                  | \$ 1,890                      | \$ 983               | \$ 924            |
| TLSP <sup>1</sup> Bond                  | \$ 8,000                      | \$ 4,545             | \$ 4,428          |
| ARRA <sup>1</sup>                       | \$ 1,332                      | \$ 982               | \$ 901            |
| SHOPP <sup>1</sup> Contribution         | \$ 26,206                     | \$ 21,062            | \$ 19,704         |
| <b>Total</b>                            | <b>\$ 424,112</b>             | <b>\$ 297,187</b>    | <b>\$ 277,145</b> |

| <b>Construction Support (\$1,000's)</b> |                               |                      |                  |
|---|-------------------------------|----------------------|------------------|
| Program                                 | Commission Initial Allocation | Final Approved Costs | Expended Costs   |
| STIP <sup>1</sup>                       | \$ 870                        | \$ 870               | \$ 966           |
| CMIA <sup>1</sup> Bond                  | \$ 35,837                     | \$ 35,837            | \$ 31,316        |
| SR99 <sup>1</sup> Bond                  | \$ 8,000                      | \$ 8,000             | \$ 7,066         |
| TCIF <sup>1</sup> Bond                  | \$ 170                        | \$ 170               | \$ 163           |
| TLSP <sup>1</sup> Bond                  | \$ 1,000                      | \$ 1,000             | \$ 773           |
| ARRA <sup>1</sup>                       | \$ 167                        | \$ 167               | \$ 239           |
| <b>Total</b>                            | <b>\$ 46,044</b>              | <b>\$ 46,044</b>     | <b>\$ 40,523</b> |

### State Highway Operations and Protection Program Closeout – Construction Costs

| <b>Construction Capital (\$1,000's)</b> |                               |                      |                |
|---|-------------------------------|----------------------|----------------|
| Program                                 | Commission Initial Allocation | Final Approved Costs | Expended Costs |
| SHOPP <sup>1</sup>                      | \$ 946,917                    | \$ 832,518           | \$ 747,885     |

Notes: <sup>1</sup> STIP - State Transportation Improvement Program; CMIA - Corridor Mobility Improvement Program; SR99 – State Route 99 Corridor Program; TCIF - Trade Corridors Improvement Fund; TLSP – Traffic Light Synchronization Program; ARRA – America Recovery and Reinvestment Act; SHOPP State Highway Operations and Protection Program.

## Appendix

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- (A) Project Milestones, Accomplishments Reported in  
Prior Quarters
- (B) Caltrans Fiscal Year 2014-15 State Transportation  
Improvement Program Project Closeout
- (C) Caltrans Fiscal Year 2014-15 State Highway Operations  
and Protection Program Project Closeout

## (A) Project Milestones, Accomplishments Reported in Prior Quarters

The project delivery report is prepared quarterly for the California Transportation Commission. Project milestones and accomplishments reported in the report are for the current quarter. The fourth quarter, End-Of-Year project delivery report is also submitted to the Governor's Office and Legislature as Caltrans Annual Project Delivery report. Therefore, project milestones and accomplishments reported in earlier quarters are provided here to provide information from all quarters of the fiscal year as part of the annual report.

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### 2nd Quarter Project Milestones and Accomplishments

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Caltrans is highlighting projects that achieved a major milestone or significant accomplishment in the past quarter. Project milestones and accomplishments from prior quarters are provided in the appendix for the end-of-year annual report.

#### Promoting Goods Movement:

*Ker-99 South Bakersfield widening was completed September, 2014. This State Route 99 bond program funded project added one lane in each direction south of Bakersfield. This project has reduced congestion and contributed to more efficient travel of goods.*

#### Open to Traffic:

*Fre-180 Kings Canyon Expressway-Segment 2 ribbon cutting was November 14, 2014. This 2.7-mile segment replaced the existing highway with a new four-lane expressway to improve traffic flow within this rural area, extending State Route 180. Route serves as a gateway to Kings Canyon and Sequoia National Parks.*

*Fre-180 Braided Ramps project was completed on December 22, 2014. This is the third design-build project built by Caltrans. The main features of the project are two newly constructed grade-separation ramps connections between two interchanges. This project has significantly reduced congestion and enhanced safety.*

*SJ-5 French Camp Road interchange project ribbon-cutting ceremony was in October, 2014. Project valued at \$53 million was completed in partnership with San Joaquin Council of Governments and the City of Stockton.*

*Corridor Mobility Improvement Account Program bond projects completed in the past quarter:*

- *Mrn Son-101 Sonoma Narrows segment 5. Northbound High Occupancy Vehicle lanes added. Third corridor project completed to date.*
- *Pla-65 Lincoln Bypass Extension. Construction of two southbound lanes.*
- *SBd-10 Westbound mixed flow lanes added.*
- *SBd-215 High Occupancy Vehicle lanes and mixed flow lanes added.*
- *SLO 46 Whitley (segment 1) conversion of two lane highway to four lane expressway.*

## (A) Project Milestones, Accomplishments Reported in Prior Quarters

### 1st Quarter Project Milestones and Accomplishments

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#### Promoting Goods Movement:

*Sha-99-Capstone project on Highway 299 awarded. This project is the last of six projects with a combined construction value of \$64 million to improve the alignment of Buckhorn Grade, allowing large trucks to travel from Redding to the coast on highway 299, improving goods movement.*

#### Project Approved, Environmental Document Completed:

*Ora-5-Freeway widening project approved. \$357 million project completed environmental document and project approval. Project is being designed as three segments for construction.*

#### Open to Traffic:

*But-99-Chico Auxiliary Lanes ribbon cutting Sep. 4, 2014. \$27 million partnership project with good community, local agency, and Caltrans interaction.*

*Mer-99-Freeway conversion ribbon cutting Dec. 5, 2014. \$78 million project for expressway to freeway conversion in Merced County between Buchanon Hollow Rd. to Child Ave. and new Arboleda interchange.*

*Ora-High Occupancy Vehicle Connectors opened. \$217 million project for four freeway to freeway connectors opened to traffic in Dec. 2014. (Routes 22, 405, 605.)*

*Ora-57-Freeway widening opened. \$68 million project for freeway widening of Route 57 was completed in Nov. 2014.*

#### Innovation:

*Mpa-140-Ferguson Slide project awarded for removal of material blocking highway. This is the first "Construction Manager / General Contractor" contract awarded.*

**(B) Caltrans Fiscal Year 2014-15 State Transportation  
Improvement Program<sup>1</sup> Project Closeout**

| Project Description  | Support (\$1,000's)                  |                      | Capital (\$1,000's)                  |                      | Program (\$1,000's)                  |                      |
|--|--------------------------------------|----------------------|--------------------------------------|----------------------|--------------------------------------|----------------------|
|  | Approved Support Budget <sup>2</sup> | Actual Support Costs | Approved Capital Budget <sup>2</sup> | Actual Capital Costs | Approved Project Budget <sup>2</sup> | Actual Project Costs |
| <sup>1</sup> State Transportation Improvement Program includes projects with one or more components funded from State Transportation Improvement Program funds and all contributor funds on all project components.<br><sup>2</sup> Budget information includes only budget information that expenditures are reflected in State data systems. Excludes local budgets with local expenditures. |                                      |                      |                                      |                      |                                      |                      |
| <b>1st Quarter</b>   |                                      |                      |                                      |                      |                                      |                      |
| SHA 044 Landscape  | \$ 144                               | \$ 446               | \$ 672                               | \$ 634               | \$ 816                               | \$ 1,080             |
| YOL 005 Tree Planting  | \$ 158                               | \$ 176               | \$ 499                               | \$ 498               | \$ 657                               | \$ 674               |
| SM 101 Plant Establishment   | \$ 33                                | \$ 65                | \$ 195                               | \$ 114               | \$ 228                               | \$ 179               |
| MON 001 Salinas IC   | \$ 11,373                            | \$ 12,496            | \$ 20,318                            | \$ 19,667            | \$ 31,691                            | \$ 32,163            |
| SLO 046 Replace Bridge   | \$ 2,485                             | \$ 2,290             | \$ 4,185                             | \$ 4,115             | \$ 6,670                             | \$ 6,405             |
| LA 138 Rte 138 Widening  | \$ 12,205                            | \$ 9,691             | \$ 18,939                            | \$ 14,939            | \$ 31,144                            | \$ 24,630            |
| LA 101 Widen Ramps   | \$ 3,683                             | \$ 4,252             | \$ 5,478                             | \$ 5,165             | \$ 9,161                             | \$ 9,417             |
| TUO 108 Sonora Bypass  | \$ 14,440                            | \$ 15,827            | \$ 38,952                            | \$ 38,909            | \$ 53,392                            | \$ 54,736            |
| <b>2nd Quarter</b>   |                                      |                      |                                      |                      |                                      |                      |
| Nev 49 La Barr Meadows Widening  | \$ 11,072                            | \$ 11,660            | \$ 18,947                            | \$ 16,551            | \$ 30,019                            | \$ 28,211            |
| Ala 92 Freeway Performanc Initiative   | \$ 3,022                             | \$ 2,888             | \$ 6,195                             | \$ 5,597             | \$ 9,217                             | \$ 8,485             |
| SCI 880 I-880 Widening ( SR 237/US 101)  | \$ 9,810                             | \$ 6,106             | \$ 38,225                            | \$ 31,786            | \$ 48,035                            | \$ 37,892            |
| Ker 99 99 Corridor Bridge Enhancement  | \$ 514                               | \$ 638               | \$ 1,138                             | \$ 1,057             | \$ 1,652                             | \$ 1,695             |
| LA 5 I-5 Western I/C Modification  | \$ 9,322                             | \$ 8,974             | \$ 24,711                            | \$ 24,729            | \$ 34,033                            | \$ 33,703            |
| SBd 18 Beautification and Modernization  | \$ 1,020                             | \$ 1,332             | \$ 1,240                             | \$ 1,187             | \$ 2,260                             | \$ 2,519             |
| Riv 91 Landscape Enhancement   | \$ 758                               | \$ 715               | \$ 836                               | \$ 670               | \$ 1,594                             | \$ 1,385             |
| SJ 205 Tree Planting   | \$ 827                               | \$ 683               | \$ 806                               | \$ 765               | \$ 1,633                             | \$ 1,448             |
| SD 5 At Grade Improvements   | \$ 2,309                             | \$ 2,275             | \$ 2,025                             | \$ 1,957             | \$ 4,334                             | \$ 4,232             |
| SD 805 805 Managed Lns (Palomar/54)  | \$ 21,154                            | \$ 15,868            | \$ 34,278                            | \$ 32,933            | \$ 55,432                            | \$ 48,801            |
| Ora 5 Camino Capistrano Interchange  | \$ 6,045                             | \$ 6,589             | \$ 11,192                            | \$ 10,434            | \$ 17,237                            | \$ 17,023            |
| Ora 57 NB Widen (Yorba Linda/Lambert)  | \$ 10,191                            | \$ 9,526             | \$ 32,670                            | \$ 32,345            | \$ 42,861                            | \$ 41,871            |
| Ora 405 Widen Ramp for Deceleration  | \$ 1,320                             | \$ 1,352             | \$ 1,910                             | \$ 1,748             | \$ 3,230                             | \$ 3,100             |
| <b>3rd Quarter</b>   |                                      |                      |                                      |                      |                                      |                      |
| Mod 139 Install CCTV And RWIS  | \$ 407                               | \$ 423               | \$ 316                               | \$ 297               | \$ 723                               | \$ 720               |
| Sut 099 Construct 99/113 Interchange   | \$ 3,900                             | \$ 3,990             | \$ 14,333                            | \$ 12,449            | \$ 18,233                            | \$ 16,439            |
| Ed 050 Highway Planting  | \$ 398                               | \$ 309               | \$ 367                               | \$ 283               | \$ 765                               | \$ 592               |
| Ala 580 Install Ramp Metering And TOS  | \$ 4,416                             | \$ 4,723             | \$ 7,256                             | \$ 5,790             | \$ 11,672                            | \$ 10,513            |
| SCI 101 Replacement Highway Planting   | \$ 786                               | \$ 660               | \$ 523                               | \$ 342               | \$ 1,309                             | \$ 1,002             |
| SM 082 Install Traffic Operation System  | \$ 1,540                             | \$ 1,197             | \$ 6,785                             | \$ 6,572             | \$ 8,325                             | \$ 7,769             |
| Ker 099 Widen Freeway 6 To 8 Lanes   | \$ 6,500                             | \$ 6,170             | \$ 22,872                            | \$ 20,827            | \$ 29,372                            | \$ 26,997            |
| Ker 099 Widen Freeway 6 To 8 Lanes   | \$ 2,900                             | \$ 2,279             | \$ 8,528                             | \$ 7,379             | \$ 11,428                            | \$ 9,658             |
| SBd 215 Add Hov Lanes (Local Constr)   | \$ 10,906                            | \$ 10,943            | \$ 49,704                            | \$ 52,288            | \$ 60,610                            | \$ 63,231            |
| SBd 071 Highway Planting And Irrigation  | \$ 982                               | \$ 815               | \$ 664                               | \$ 556               | \$ 1,646                             | \$ 1,371             |

**(B) Caltrans Fiscal Year 2014-15 State Transportation  
Improvement Program<sup>1</sup> Project Closeout**

| Project Description  | Support (\$1,000's)                  |                      | Capital (\$1,000's)                  |                      | Program (\$1,000's)                  |                      |
|--|--------------------------------------|----------------------|--------------------------------------|----------------------|--------------------------------------|----------------------|
|  | Approved Support Budget <sup>2</sup> | Actual Support Costs | Approved Capital Budget <sup>2</sup> | Actual Capital Costs | Approved Project Budget <sup>2</sup> | Actual Project Costs |
| <sup>1</sup> State Transportation Improvement Program includes projects with one or more components funded from State Transportation Improvement Program funds and all contributor funds on all project components.<br><sup>2</sup> Budget information includes only budget information that expenditures are reflected in State data systems. Excludes local budgets with local expenditures. |                                      |                      |                                      |                      |                                      |                      |
| Mer 099 Paint Bridge And Slope Paving  | \$ 622                               | \$ 825               | \$ 1,026                             | \$ 885               | \$ 1,648                             | \$ 1,710             |
| Mer 099 Highway Planting And Irrigation  | \$ 718                               | \$ 805               | \$ 360                               | \$ 301               | \$ 1,078                             | \$ 1,106             |
| Mer 140 Replace Bridge, Widen Roadway  | \$ 10,756                            | \$ 14,189            | \$ 30,474                            | \$ 30,732            | \$ 41,230                            | \$ 44,921            |
| Ora 005 Remove And Prune Trees   | \$ 528                               | \$ 591               | \$ 982                               | \$ 901               | \$ 1,510                             | \$ 1,492             |
| Ora 142 Native Planting Enhancement  | \$ 75                                | \$ 158               | \$ 450                               | \$ 319               | \$ 525                               | \$ 477               |
|  | \$ 167,319                           | \$ 161,926           | \$ 408,051                           | \$ 385,721           | \$ 575,370                           | \$ 547,647           |

(C) Caltrans Fiscal Year 2014-15 State Highway Operations  
and Protection Program Project Closeout

| Project Description               | Support (\$1,000's)     |                      | Capital (\$1,000's)     |                      | Program (\$1,000's)     |                      |
|-----------------------------------|-------------------------|----------------------|-------------------------|----------------------|-------------------------|----------------------|
|                                   | Approved Support Budget | Actual Support Costs | Approved Capital Budget | Actual Capital Costs | Approved Project Budget | Actual Project Costs |
| <b>1st Quarter</b>                |                         |                      |                         |                      |                         |                      |
| HUM 255 Rehab Bridge              | \$ 625                  | \$ 292               | \$ 2,005                | \$ 1,781             | \$ 2,630                | \$ 2,074             |
| HUM 096 Repair Slipout            | \$ 800                  | \$ 1,071             | \$ 5,110                | \$ 5,099             | \$ 5,910                | \$ 6,171             |
| LAK 020 Damage Fires              | \$ 150                  | \$ 133               | \$ 1,210                | \$ 528               | \$ 1,360                | \$ 662               |
| HUM 036 Repair Culvert            | \$ 150                  | \$ 96                | \$ 410                  | \$ 199               | \$ 560                  | \$ 296               |
| MEN 001 Bridge, Fish Weir         | \$ 2,791                | \$ 3,746             | \$ 4,720                | \$ 4,630             | \$ 7,511                | \$ 8,375             |
| LAK 053 Widen Roadway             | \$ 5,534                | \$ 7,285             | \$ 14,370               | \$ 13,226            | \$ 19,904               | \$ 20,511            |
| PLU 089 Bridge Slab               | \$ 2,191                | \$ 2,325             | \$ 3,071                | \$ 2,829             | \$ 5,262                | \$ 5,154             |
| SAC 012 Rehab Pavement            | \$ 1,550                | \$ 1,310             | \$ 4,491                | \$ 4,000             | \$ 6,041                | \$ 5,309             |
| SCL 082 Signals Ramps             | \$ 640                  | \$ 846               | \$ 704                  | \$ 694               | \$ 1,344                | \$ 1,540             |
| ALA 084 Erosion Control           | \$ 170                  | \$ 117               | \$ 201                  | \$ 146               | \$ 371                  | \$ 263               |
| SON 012 Traffic Signal            | \$ 3,027                | \$ 4,405             | \$ 3,987                | \$ 4,413             | \$ 7,014                | \$ 8,818             |
| ALA 880 Roadway Rehab             | \$ 4,860                | \$ 6,637             | \$ 16,225               | \$ 14,733            | \$ 21,085               | \$ 21,370            |
| SCL 009 Shoulder Widen            | \$ 1,302                | \$ 969               | \$ 1,052                | \$ 638               | \$ 2,354                | \$ 1,607             |
| ALA 080 Bikeway                   | \$ 2,095                | \$ 2,773             | \$ 2,477                | \$ 2,044             | \$ 4,572                | \$ 4,816             |
| SM 101 Ramp Metering              | \$ 2,903                | \$ 5,126             | \$ 11,505               | \$ 10,568            | \$ 14,408               | \$ 15,694            |
| ALA 880 Copper Wires              | \$ 300                  | \$ 360               | \$ 1,000                | \$ 911               | \$ 1,300                | \$ 1,271             |
| ALA 680 Repair Pavement           | \$ 875                  | \$ 161               | \$ 3,500                | \$ 2,574             | \$ 4,375                | \$ 2,735             |
| SCL 880 Eletrical Systems         | \$ 400                  | \$ 366               | \$ 1,500                | \$ 1,500             | \$ 1,900                | \$ 1,866             |
| NAP 029 Slope And Culverts        | \$ 2,831                | \$ 3,268             | \$ 3,070                | \$ 2,589             | \$ 5,901                | \$ 5,857             |
| SON 001 Culvert,Rock Slope        | \$ 440                  | \$ 483               | \$ 425                  | \$ 301               | \$ 865                  | \$ 785               |
| MON 001 Bridge Rock Shed          | \$ 10,854               | \$ 11,095            | \$ 34,234               | \$ 33,312            | \$ 45,088               | \$ 44,406            |
| MON 001 Soldier Pile              | \$ 1,363                | \$ 493               | \$ 5,505                | \$ 5,439             | \$ 6,868                | \$ 5,932             |
| KER 058 Replace Bridge            | \$ 1,125                | \$ 1,571             | \$ 1,871                | \$ 1,610             | \$ 2,996                | \$ 3,181             |
| KER 099 Replace Pavement          | \$ 5,104                | \$ 6,321             | \$ 91,789               | \$ 80,562            | \$ 96,893               | \$ 86,883            |
| KIN 041 Rehab Roadway             | \$ 6,916                | \$ 7,081             | \$ 11,627               | \$ 9,856             | \$ 18,543               | \$ 16,936            |
| LA 005 Median Barrier             | \$ 2,668                | \$ 4,283             | \$ 5,349                | \$ 5,297             | \$ 8,017                | \$ 9,580             |
| LA 005 Restore Roadway            | \$ 5,300                | \$ 5,886             | \$ 11,520               | \$ 10,540            | \$ 16,820               | \$ 16,426            |
| LA 210 Flume Liner                | \$ 495                  | \$ 545               | \$ 586                  | \$ 532               | \$ 1,081                | \$ 1,078             |
| LA 001 Bridge Preservation        | \$ 1,425                | \$ 1,442             | \$ 3,016                | \$ 2,728             | \$ 4,441                | \$ 4,170             |
| LA 605 Bridge Decks               | \$ 680                  | \$ 960               | \$ 2,428                | \$ 2,297             | \$ 3,108                | \$ 3,257             |
| RIV 074 Widen Intersection        | \$ 1,145                | \$ 1,723             | \$ 1,316                | \$ 1,006             | \$ 2,461                | \$ 2,729             |
| RIV 086 Median Cross Over         | \$ 210                  | \$ 290               | \$ 591                  | \$ 536               | \$ 801                  | \$ 825               |
| SBD 040 Bridge Abutment           | \$ 165                  | \$ 51                | \$ 500                  | \$ -                 | \$ 665                  | \$ 51                |
| AMA 012 Ada Curb Ramps            | \$ 1,411                | \$ 861               | \$ 195                  | \$ 172               | \$ 1,606                | \$ 1,033             |
| SD 075 Paint Bridge               | \$ 644                  | \$ 1,389             | \$ 2,835                | \$ 2,470             | \$ 3,479                | \$ 3,859             |
| <b>2nd Quarter</b>                |                         |                      |                         |                      |                         |                      |
| HUM 169 Repair Slipout            | \$ 320                  | \$ 76                | \$ 614                  | \$ 618               | \$ 934                  | \$ 694               |
| HUM 299 Storm Damage Repair Slide | \$ 1,080                | \$ 421               | \$ 3,100                | \$ 2,994             | \$ 4,180                | \$ 3,416             |

**(C) Caltrans Fiscal Year 2014-15 State Highway Operations  
and Protection Program Project Closeout**

| Project Description                        | Support (\$1,000's)     |                      | Capital (\$1,000's)     |                      | Program (\$1,000's)     |                      |
|--|-------------------------|----------------------|-------------------------|----------------------|-------------------------|----------------------|
|  | Approved Support Budget | Actual Support Costs | Approved Capital Budget | Actual Capital Costs | Approved Project Budget | Actual Project Costs |
| DN 101 Repair Slipout                      | \$ 130                  | \$ 97                | \$ 320                  | \$ 311               | \$ 450                  | \$ 408               |
| HUM 000 Metal Guard Railing                | \$ 838                  | \$ 937               | \$ 2,619                | \$ 1,891             | \$ 3,457                | \$ 2,829             |
| HUM 299 Repair Slide Drainage              | \$ 3,318                | \$ 3,795             | \$ 5,733                | \$ 5,295             | \$ 9,051                | \$ 9,090             |
| ED 050 Cold Plane Hma Overlay              | \$ 3,690                | \$ 4,068             | \$ 3,839                | \$ 3,252             | \$ 7,529                | \$ 7,320             |
| BUT 070 Retrofit Members, Bridge           | \$ 3,600                | \$ 3,310             | \$ 7,101                | \$ 6,369             | \$ 10,701               | \$ 9,678             |
| ED 193 Improve Superelevation              | \$ 855                  | \$ 761               | \$ 662                  | \$ 305               | \$ 1,517                | \$ 1,066             |
| PLA 080 Reconstruct Roadway                | \$ 27,282               | \$ 21,540            | \$ 105,161              | \$ 95,990            | \$ 132,443              | \$ 117,529           |
| BUT 070 Pavement Rehabilitation            | \$ 1,825                | \$ 1,245             | \$ 7,526                | \$ 6,406             | \$ 9,351                | \$ 7,651             |
| SOL 080 Widen Bridge, Drainage             | \$ 2,698                | \$ 3,886             | \$ 1,815                | \$ 1,465             | \$ 4,513                | \$ 5,351             |
| CC 580 Bridge Deck Replacement             | \$ 6,200                | \$ 8,771             | \$ 19,279               | \$ 16,393            | \$ 25,479               | \$ 25,164            |
| SON 037 Reconstruct Finger Joint           | \$ 120                  | \$ 173               | \$ 350                  | \$ 346               | \$ 470                  | \$ 519               |
| ALA 880 Repair Damaged Electrical Systems  | \$ 400                  | \$ 289               | \$ 1,500                | \$ 1,466             | \$ 1,900                | \$ 1,755             |
| SM 084 Construct Tieback Wall              | \$ 736                  | \$ 1,399             | \$ 1,561                | \$ 1,383             | \$ 2,297                | \$ 2,782             |
| SLO 101 Highway Rehabilitation             | \$ 10,300               | \$ 12,824            | \$ 40,085               | \$ 37,321            | \$ 50,385               | \$ 50,145            |
| MON 101 Install Median Barrier             | \$ 2,118                | \$ 2,525             | \$ 7,138                | \$ 7,079             | \$ 9,256                | \$ 9,603             |
| SB 246 Left-Turn Channelization            | \$ 576                  | \$ 650               | \$ 825                  | \$ 741               | \$ 1,401                | \$ 1,391             |
| SCR 017 Stabilize Roadway Drainage         | \$ 140                  | \$ 451               | \$ 370                  | \$ 133               | \$ 510                  | \$ 584               |
| MON 001 Clear Roadway Of Slide             | \$ 248                  | \$ 378               | \$ 1,500                | \$ 1,268             | \$ 1,748                | \$ 1,646             |
| FRE 033 Retrofit Bridges With Composite    | \$ 1,399                | \$ 3,011             | \$ 3,854                | \$ 3,277             | \$ 5,253                | \$ 6,287             |
| MAD 099 Pavement Rehabilitation            | \$ 3,869                | \$ 4,626             | \$ 33,020               | \$ 29,024            | \$ 36,889               | \$ 33,650            |
| TUL 137 Install Guardrail, Extend Culverts | \$ 2,082                | \$ 1,920             | \$ 1,196                | \$ 997               | \$ 3,278                | \$ 2,917             |
| KER 005 Replace Ac Panels With Pcc         | \$ 735                  | \$ 571               | \$ 1,601                | \$ 1,340             | \$ 2,336                | \$ 1,911             |
| LA 110 Construct Auxiliary Lanes           | \$ 20,066               | \$ 19,182            | \$ 31,287               | \$ 26,567            | \$ 51,353               | \$ 45,749            |
| LA 014 Slab Replacement Grinding Hma       | \$ 5,520                | \$ 4,431             | \$ 34,526               | \$ 30,963            | \$ 40,046               | \$ 35,393            |
| LA 014 Plane Place Hma Replace Slabs       | \$ 3,120                | \$ 2,409             | \$ 9,803                | \$ 8,805             | \$ 12,923               | \$ 11,213            |
| LA 005 Updgrade Mbgr Crash Cushions        | \$ 1,630                | \$ 1,205             | \$ 1,349                | \$ 1,198             | \$ 2,979                | \$ 2,403             |
| LA 005 Install And Upgrade Signal          | \$ 373                  | \$ 785               | \$ 516                  | \$ 493               | \$ 889                  | \$ 1,278             |
| LA 091 Highway Planting And Irrigation     | \$ 918                  | \$ 577               | \$ 1,387                | \$ 1,276             | \$ 2,305                | \$ 1,853             |
| LA 710 Construct Rock Blanket,Inlets       | \$ 736                  | \$ 1,107             | \$ 724                  | \$ 553               | \$ 1,460                | \$ 1,660             |
| LA 010 Reconst Slope Retain Wall           | \$ 563                  | \$ 675               | \$ 279                  | \$ 249               | \$ 842                  | \$ 923               |
| VEN 118 Replace Failed Modular Expansion   | \$ 348                  | \$ 291               | \$ 995                  | \$ 934               | \$ 1,343                | \$ 1,224             |
| LA 001 Construct Curb Ramps Sidewalk       | \$ 624                  | \$ 521               | \$ 595                  | \$ 172               | \$ 1,219                | \$ 693               |
| VEN 001 Repr Fire Damagepost-Fire Rock     | \$ 370                  | \$ 572               | \$ 4,720                | \$ 3,965             | \$ 5,090                | \$ 4,537             |
| VEN 033 Remove Large Rocks                 | \$ 150                  | \$ 104               | \$ 750                  | \$ 2                 | \$ 900                  | \$ 106               |
| RIV 074 Install Traffic Signals            | \$ 652                  | \$ 865               | \$ 353                  | \$ 272               | \$ 1,005                | \$ 1,136             |
| RIV 074 Install Metal Beam Guardrail       | \$ 953                  | \$ 836               | \$ 568                  | \$ 528               | \$ 1,521                | \$ 1,364             |
| SBD 015 Install Traffic Signals Curb Ramps | \$ 676                  | \$ 738               | \$ 311                  | \$ 259               | \$ 987                  | \$ 997               |
| SBD 040 Bridge Siesmic Retrofit            | \$ 1,094                | \$ 646               | \$ 259                  | \$ 172               | \$ 1,353                | \$ 818               |

(C) Caltrans Fiscal Year 2014-15 State Highway Operations  
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| Project Description                                 | Support (\$1,000's)     |                      | Capital (\$1,000's)     |                      | Program (\$1,000's)     |                      |
|---|-------------------------|----------------------|-------------------------|----------------------|-------------------------|----------------------|
|   | Approved Support Budget | Actual Support Costs | Approved Capital Budget | Actual Capital Costs | Approved Project Budget | Actual Project Costs |
| RIV 010 Construct Concrete Barrier                  | \$ 1,222                | \$ 1,215             | \$ 3,076                | \$ 2,772             | \$ 4,298                | \$ 3,987             |
| SBD 040 Place Rock Slope Protection                 | \$ 807                  | \$ 633               | \$ 414                  | \$ 323               | \$ 1,221                | \$ 956               |
| SJ 005 Install Traffic Monitoring Stations          | \$ 1,899                | \$ 2,264             | \$ 2,514                | \$ 2,037             | \$ 4,413                | \$ 4,301             |
| STA 099 Rehabilitate Concrete Pavement              | \$ 4,571                | \$ 5,118             | \$ 85,564               | \$ 82,428            | \$ 90,135               | \$ 87,546            |
| AMA 088 Roadway Rehabilitation                      | \$ 7,615                | \$ 11,134            | \$ 18,056               | \$ 14,196            | \$ 25,671               | \$ 25,330            |
| SD 052 Pavement Rehabilitation                      | \$ 3,231                | \$ 3,726             | \$ 16,659               | \$ 13,217            | \$ 19,890               | \$ 16,943            |
| SD 056 Install Cctv, Ramp Metering                  | \$ 3,102                | \$ 3,345             | \$ 6,139                | \$ 5,357             | \$ 9,241                | \$ 8,702             |
| SD 005 Culvert Rehabilitation                       | \$ 2,783                | \$ 2,152             | \$ 2,630                | \$ 1,620             | \$ 5,413                | \$ 3,771             |
| IMP 098 Pavement Rehabilitation                     | \$ 2,160                | \$ 1,310             | \$ 3,781                | \$ 3,527             | \$ 5,941                | \$ 4,836             |
| SD 094 Reconstruct MBGR                             | \$ 584                  | \$ 491               | \$ 742                  | \$ 732               | \$ 1,326                | \$ 1,224             |
| SD 008 Concrete Barrier And Mbgr                    | \$ 1,087                | \$ 1,300             | \$ 2,552                | \$ 2,444             | \$ 3,639                | \$ 3,743             |
| ORA 091 Replace Concrete Pavement                   | \$ 9,536                | \$ 6,847             | \$ 19,876               | \$ 17,324            | \$ 29,412               | \$ 24,171            |
| ORA 057 Construct Concrete Barrier                  | \$ 138                  | \$ 74                | \$ 513                  | \$ 513               | \$ 651                  | \$ 587               |
| ORA 005 Modify Traffic Signals Left Tn Ln           | \$ 775                  | \$ 758               | \$ 477                  | \$ 425               | \$ 1,252                | \$ 1,183             |
| <b>3rd Quarter</b>                                  |                         |                      |                         |                      |                         |                      |
| Hum 101 Install Median Barrier                      | \$ 706                  | \$ 703               | \$ 1,195                | \$ 1,007             | \$ 1,901                | \$ 1,709             |
| Men 101 Install High Friction Surface Treat         | \$ 670                  | \$ 264               | \$ 837                  | \$ 600               | \$ 1,507                | \$ 864               |
| Hum 101 Seismic Retrofit                            | \$ 3,557                | \$ 2,240             | \$ 2,337                | \$ 2,115             | \$ 5,894                | \$ 4,355             |
| Tri 299 Rail Upgrade, Widen                         | \$ 1,173                | \$ 1,044             | \$ 1,114                | \$ 1,009             | \$ 2,287                | \$ 2,053             |
| Tri 299 Repair Slides.                              | \$ 286                  | \$ 335               | \$ 263                  | \$ 222               | \$ 549                  | \$ 557               |
| Sha 005 Improve Roadway Drainage.                   | \$ 664                  | \$ 614               | \$ 1,717                | \$ 810               | \$ 2,381                | \$ 1,424             |
| ED 050 Hma Concrete Sufacing And Drainage           | \$ 6,549                | \$ 6,979             | \$ 5,602                | \$ 4,747             | \$ 12,151               | \$ 11,726            |
| ED 049 Left Turn Channelization                     | \$ 760                  | \$ 1,097             | \$ 1,163                | \$ 1,052             | \$ 1,923                | \$ 2,149             |
| Col 020 Hma Overlay                                 | \$ 755                  | \$ 608               | \$ 1,672                | \$ 198               | \$ 2,427                | \$ 806               |
| Pla 049 Install Metal Beam Guard Rail At Various Lc | \$ 590                  | \$ 1,120             | \$ 1,501                | \$ 1,432             | \$ 2,091                | \$ 2,552             |
| Var VAR Replace Toilets, Urinals, Faucets, And Show | \$ 210                  | \$ 64                | \$ 400                  | \$ 94                | \$ 610                  | \$ 158               |
| Ala 880 Remove Existing Median Double Metal Bea     | \$ 1,015                | \$ 2,092             | \$ 3,941                | \$ 3,356             | \$ 4,956                | \$ 5,448             |
| SM 035 Construct Soldier Beam Retaining Wall        | \$ 812                  | \$ 1,141             | \$ 746                  | \$ 588               | \$ 1,558                | \$ 1,729             |
| Mrn 001 Replace Culvert And Install Rock Slope Prot | \$ 1,730                | \$ 1,405             | \$ 659                  | \$ 279               | \$ 2,389                | \$ 1,684             |
| SCI 017 Construct Headwall And Soil Wall, Drainage  | \$ 575                  | \$ 1,792             | \$ 539                  | \$ 428               | \$ 1,114                | \$ 2,220             |
| Son 001 Install 1-Way Traffic Signalization System  | \$ 125                  | \$ 144               | \$ 500                  | \$ 413               | \$ 625                  | \$ 557               |
| SF 001 Repair Damaged TOS                           | \$ 750                  | \$ 799               | \$ 3,000                | \$ 628               | \$ 3,750                | \$ 1,427             |
| CC 024 Install Downdrain, Grading And Replace Fa    | \$ 750                  | \$ 1,411             | \$ 624                  | \$ 497               | \$ 1,374                | \$ 1,909             |
| SB 154 Construct Rural Roundabout                   | \$ 2,153                | \$ 2,027             | \$ 3,978                | \$ 3,718             | \$ 6,131                | \$ 5,745             |
| SB 101 Construct Median Barrier And Rumble Strip    | \$ 1,310                | \$ 673               | \$ 1,039                | \$ 912               | \$ 2,349                | \$ 1,585             |
| SB 101 Place High Friction Surface Treatment At Sp  | \$ 309                  | \$ 147               | \$ 358                  | \$ 291               | \$ 667                  | \$ 439               |
| SB 101 Restore Highway Planting                     | \$ 1,562                | \$ 1,203             | \$ 1,915                | \$ 1,741             | \$ 3,477                | \$ 2,943             |
| Mad 099 Construct Median Barrier                    | \$ 864                  | \$ 1,024             | \$ 2,114                | \$ 1,657             | \$ 2,978                | \$ 2,681             |

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and Protection Program Project Closeout**

| Project Description                                | Support (\$1,000's)     |                      | Capital (\$1,000's)     |                      | Program (\$1,000's)     |                      |
|--|-------------------------|----------------------|-------------------------|----------------------|-------------------------|----------------------|
|  | Approved Support Budget | Actual Support Costs | Approved Capital Budget | Actual Capital Costs | Approved Project Budget | Actual Project Costs |
| LA 010 Const Maintenance Vehicle Pullouts Aadd     | \$ 750                  | \$ 508               | \$ 1,217                | \$ 1,131             | \$ 1,967                | \$ 1,639             |
| Ven 150 Construct Rock Weir System                 | \$ 1,635                | \$ 2,557             | \$ 4,922                | \$ 4,496             | \$ 6,557                | \$ 7,053             |
| LA 210 Install Traffic Signal,Ada Ramps            | \$ 348                  | \$ 446               | \$ 345                  | \$ 305               | \$ 693                  | \$ 751               |
| LA 002 Repair Fire Damaged Bridge/Connectr *Dir    | \$ 6,300                | \$ 1,282             | \$ 6,847                | \$ 4,320             | \$ 13,147               | \$ 5,602             |
| LA 1 Remove Replace Failed Bridge Deck             | \$ 120                  | \$ 192               | \$ 600                  | \$ 288               | \$ 720                  | \$ 481               |
| SBd 018 Left Turn In Both Directions, Widen Should | \$ 1,451                | \$ 2,316             | \$ 1,157                | \$ 733               | \$ 2,608                | \$ 3,049             |
| SBd 040 Hma Overlay And Mbgr                       | \$ 3,370                | \$ 3,089             | \$ 20,723               | \$ 18,502            | \$ 24,093               | \$ 21,591            |
| Riv 010 Build A New Admistrative Bldg Install A Ne | \$ 1,612                | \$ 2,648             | \$ 2,376                | \$ 2,298             | \$ 3,988                | \$ 4,946             |
| SBd 038 Add Left Turn Pockets                      | \$ 1,132                | \$ 1,304             | \$ 925                  | \$ 607               | \$ 2,057                | \$ 1,911             |
| Riv 015 Replace Existing Guardrail With Concrete B | \$ 1,248                | \$ 1,101             | \$ 2,285                | \$ 2,015             | \$ 3,533                | \$ 3,116             |
| SBd 002 Modify Levee And Place Rip Rap             | \$ 405                  | \$ 404               | \$ 247                  | \$ 199               | \$ 652                  | \$ 603               |
| SBd 062 Remove Debris, Repair Damaged Shoulder     | \$ 150                  | \$ 103               | \$ 1,250                | \$ 281               | \$ 1,400                | \$ 384               |
| Riv 010 Repair Damaged Pavement, Remove Debris     | \$ 95                   | \$ 73                | \$ 400                  | \$ 400               | \$ 495                  | \$ 473               |
| Iny 395 Cold In-Place Recycle Capm                 | \$ 780                  | \$ 787               | \$ 5,617                | \$ 4,705             | \$ 6,397                | \$ 5,492             |
| Mno 395 Cold Inplace Pavement, Hma Overlay         | \$ 441                  | \$ 415               | \$ 2,492                | \$ 2,342             | \$ 2,933                | \$ 2,757             |
| Mer 005 Remodel Weigh Station And Ramps            | \$ 1,279                | \$ 2,091             | \$ 1,084                | \$ 952               | \$ 2,363                | \$ 3,043             |
| Sta 004 Shoulder Widening With Rumble Strips       | \$ 977                  | \$ 761               | \$ 381                  | \$ 336               | \$ 1,358                | \$ 1,097             |
| SJ 026 Curve Realignmentreplace Bridge             | \$ 2,429                | \$ 2,133             | \$ 3,341                | \$ 2,595             | \$ 5,770                | \$ 4,727             |
| SD 005 Clean And Treat Bridge Deck With Methacr    | \$ 777                  | \$ 1,357             | \$ 2,371                | \$ 2,213             | \$ 3,148                | \$ 3,569             |
| Ora 022 Existing Systems To Reduce                 | \$ 185                  | \$ 170               | \$ 617                  | \$ 561               | \$ 802                  | \$ 730               |
|  | \$ 278,360              | \$ 291,459           | \$ 852,987              | \$ 755,810           | \$ 1,131,347            | \$ 1,047,269         |