

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 27, 2015

Reference No.: 2.5e.(5)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce De Terra, Acting Chief
Division of Transportation
Programming

Subject: **ALLOCATION OF SUPPLEMENTAL FUNDS FOR A PREVIOUSLY VOTED PROJECT
RESOLUTION FA-15-05**

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) allocate an additional \$147,000 in Interregional Improvement Program funds for the Merced County 99 Corridor Bridge Enhancement project (PPNO 0196) in Merced County.

ISSUE:

Additional funds are needed for construction engineering in order to close-out the project.

RESOLUTION:

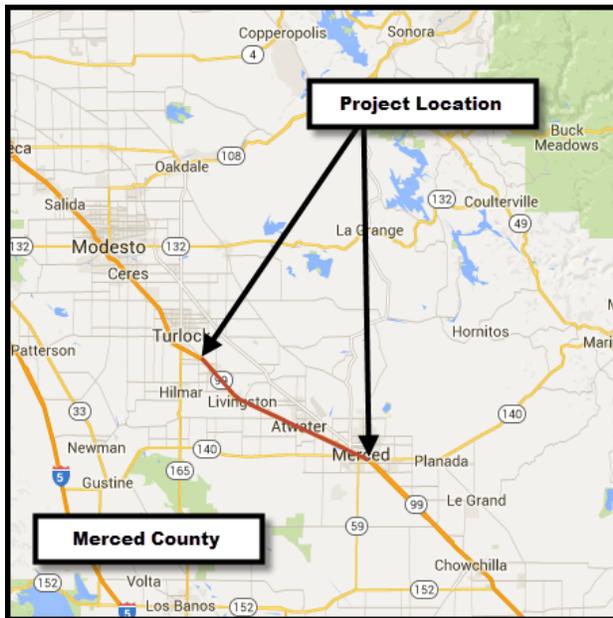
Resolved, that \$147,000 be allocated for construction engineering to close-out the project identified below.

| Dist-Co- Route | Funds | Component | Original Allocation | Allocation Adjustment | Revised Allocation | % Increase Above Original Allocation |
|-------------------|-------|-----------|------------------------|--------------------------|-----------------------|---|
| 10-Mer-99 | IIP | CON ENG | \$260,000 | \$147,000 | \$407,000 | 57% |

PROJECT DESCRIPTION:

Aesthetic enhancements for nine overcrossing structures along the SR 99 Corridor in Merced County within the cities of Merced, Atwater, Livingston, and Delhi, at various locations from Childs Avenue to Griffith Road.

LOCATION:



FUNDING STATUS:

At its March 2013 meeting, the Commission allocated \$260,000 of Interregional Improvement Program (IIP) funds for construction engineering and \$900,000 of IIP funds for construction capital.

An additional \$147,000 for construction engineering is needed to close-out the project and is an increase of 57 percent above the allocated amount. This funding shortfall is proposed to be funded with IIP funds.

REASONS FOR COST INCREASE:

The project is complete and all expenditures are final. However, the increase in construction engineering is a direct result of the increase in the number of contract working days which could not have been avoided. The construction capital stayed within the allocated amount.

The contract was originally planned for 45 working days. The contractor began work on January 13, 2014. Several factors including weather constraints, specification for anti-graffiti coating, and under estimate of roadway excavation contributed to an increase in working days, from 45 days to 123 days. In addition, support costs were not anticipated for lane closure restrictions, District Maintenance's requests during Construction, and contractual issues related to sub-contractor substitutions.

Bridge painting was the controlling operation, which is weather and temperature sensitive work. Due to issues related to weather and temperature, the resident engineer granted the contractor additional working days for "weather too cold to paint" weather days. In addition, the specifications required an anti-graffiti coating to be applied 28 calendar days after completion of slope paving; those days were not calculated into the original working days schedule. Lane closure restrictions required the work on this project be divided into two shifts - day shift for slope paving work and night shift for painting; this required the use of a structures representative inspector for the day work and night work. There were additional delays due to issues with railroad flagging and right of entry. Working days were also increased due to rain delay, lane closure conflicts with landscape maintenance work, rework of slope paving and roadway excavation. The quantity of roadway excavation significantly increased requiring additional days for the operation over the original estimate.

The project manager was monitoring the support expenditures closely due to the increase of working days. The structures representative inspection was done by consulting services but, due to the delay in invoicing, it was not realized until after the expenditures were incurred that the project had exceeded the threshold requiring supplemental funds for construction engineering. The increase in construction engineering was required to administer the construction contract and was unavoidable.

DETERMINATION:

The Department has determined that this request of \$147,000, is warranted to close out the project.

Attachment

2.5 Highway Financial Matters

| Project # | Allocation Amount | Recipient | County | Dist-Co-Rte | Postmile | Project Title | Location | Project Description | Project Support Expenditures | PPNO Program Funding Year Item # Fund Type Program Codes Project ID Adv Phase EA | State Federal Current Amount by Fund Type | State Federal Additional Amount by Fund Type | State Federal Revised Amount by Fund Type |
|--|-------------------|-----------|--------|-------------|----------|---|----------|---------------------|------------------------------|--|--|--|---|
| 2.5e.(5) Supplemental Funds for Previously Voted Projects | | | | | | | | | | Resolution FA-15-05 | | | |
| 1 | \$147,000 | | | | | In the cities of Merced, Atwater, Livingston and Delhi at various locations from Childs Avenue to Griffith Road. Install bridge enhancements. | | | | 10-0196 IIP/ 001-0042 SHA | \$260,000 | | \$260,000 |
| Department of Transportation MCAG Merced 10-MER-99 13.1/R36.7 | | | | | | Supplemental funds are needed to Close-out Contract. | | | | IIP/2012-13 301-0042 SHA | \$12,500 | | \$12,500 |
| | | | | | | Total revised amount \$1,432,500 (CEQA - CE, 2/11/2011.) (NEPA - CE, 2/11/2011.) | | | | 301-0890 FTF 20.20.025.700 | \$1,013,000 | | \$1,013,000 |
| | | | | | | <u>Outcome/Output:</u> Applying colored bands, slope paving and chain link railing on the thirteen overcrossing structures. | | | | IIP/ 001-0042 SHA | | \$3,000 | \$3,000 |
| | | | | | | | | | | 001-0890 FTF | \$144,000 | | \$144,000 |
| | | | | | | | | | | 1000020386 0S950 | | | |