

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 16-17, 2016

Reference No.: 2.5e.(8)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

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

Subject: **ALLOCATION FOR SUPPLEMENTAL FUNDS FOR PREVIOUSLY VOTED PROJECT
RESOLUTION FA-15-26**

RECOMMENDATION

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) allocate an additional \$58,540,000 in State Highway Operation and Protection Program (SHOPP) funds for the Schuyler Heim Bridge Replacement project (PPNO 0444E) on Route 47 in Los Angeles County.

ISSUE

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

RESOLUTION

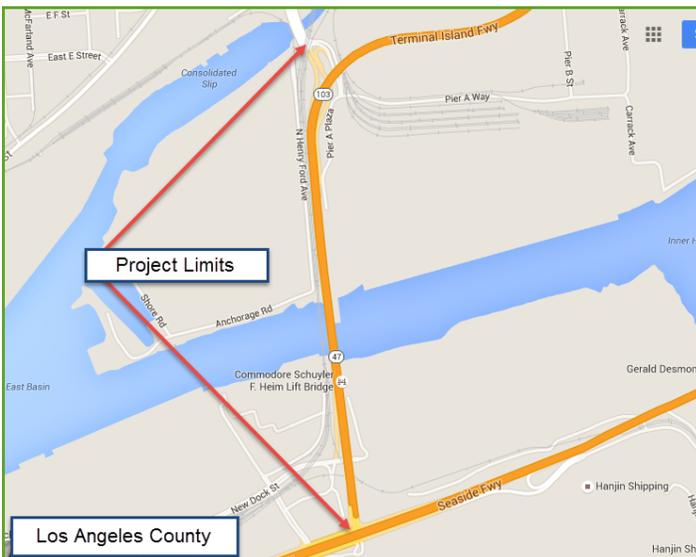
Resolved, that \$58,540,000 be allocated from the Budget Act of 2014, Budget Act Item 2660-302-0042 and 2660-302-0890, to provide funds to complete construction of the following project.

<u>Dist-Co-Rte</u>	<u>Original Allocated Amount</u>	<u>Awarded Amount</u>	<u>Current Allotment</u>	<u>Allocation Adjustment</u>	<u>Revised Allocation</u>	<u>% Increase Above Awarded Amount</u>
07-LA-47	\$230,000,000	\$210,347,000	\$231,581,700	\$58,540,000	\$290,121,700	27.8%

PROJECT DESCRIPTION

This project is located in Los Angeles County, near the cities of Long Beach and Los Angeles, on Route 47 from Ocean Boulevard to the Route 103 Junction and on Route 103 from the Route 47 Junction to Anaheim Street. The project will replace a steel bridge with a cast-in-place pre-stressed concrete box Girder Bridge and ramps.

PROJECT LOCATION



FUNDING STATUS

This project was programmed in the 2010 SHOPP for \$270,000,000 and was allocated by the Commission in August 2010, for \$230,000,000. The project was awarded in June 2011 for \$210,347,000. The current allotment including G-12 adjustment is \$231,581,700.

Construction is anticipated to be completed in June 2019; however, an additional \$58,540,000 is needed in order to complete construction of this project.

REASONS FOR COST INCREASE

This project is being constructed in two main stages. A portion of the new bridge is built next to the existing bridge, the other portion is built after demolition of the existing bridge is complete. The contractor submitted claims related to differing site condition and utility conflicts.

This supplemental funds request is based on the December 2015 update to the the Risk Management and Exposure Report. Using 50 percent confidence level, the potential cost overruns are identified below:

Claims related to Differing Site Condition:

Demolition of existing structure: The existing concrete bridge foundation supporting the large lift span portion of the bridge has been determined to be deeper and larger than what was identified in the contract documents. The existing foundation had settled over 10 feet from what was shown on the plans. In addition, it was discovered during construction that the existing foundation was irregular in shape and wider than expected (extra concrete pour). These unanticipated condition changes require the contractor to adopt means and method for bridge foundation demolition that differ from what was bid on this item.

Construction of the new structure: The contractor has submitted multiple claims regarding construction of the piles for the new bridge. The contractor had difficulty and large cost overruns while constructing the piles for the first stage of construction. The contractor claims this was due to differing site conditions. There is a high likelihood that similar difficulties will be encountered in the second stage of construction.

Claims related to Utility Conflicts: Numerous unknown utilities were encountered during construction which resulted in delays and impact to the project cost and schedule. There were delays in utility relocation of gas, oil and water lines at New Dock Street, and fiber optic and telephone lines. There is also an abandoned high pressure gas line that needs to be removed. There are Southern California Edison power lines that need to be relocated; however, the location of these lines were unknown. These lines were buried under the channel and were only identified during construction. Southern California Edison did not locate these power lines for the Department during design. Other submarine facilities and buried man-made objects discovered during construction needed to be removed.

The complexity of this project, the age of the existing structure, and the issues described above resulted in an overall construction delay of approximately 1.5 years. Cost increases associated with these issues and the escalation cost of labor and materials due to these delays were all identified in the Risk Management and Exposure Report.

DETERMINATION

The Department has determined that this request of \$58,540,000 is needed in order to pay for the claims submitted by the contractor and to complete the construction contract.

Attachment

