

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 14-15, 2019

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.5d.(2), Action Item

Prepared By: Tony Tavares,
District 04 – Director

Subject: **ALLOCATION FOR PROJECT WITH COSTS THAT EXCEED THE PROGRAMMED AMOUNT BY MORE THAN 20 PERCENT (PPNO 0587D/EA 3G620 – SAN FRANCISCO COUNTY – UNITED STATES HIGHWAY 101) RESOLUTION FP-19-04**

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) allocation request for \$45,909,000 for the State Highway Operation and Protection Program (SHOPP) Bridge Rehabilitation project (PPNO 0587D) on United States Highway 101 (US-101), in San Francisco County?

RECOMMENDATION:

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

PROJECT DESCRIPTION:

This project will reconstruct approximately 800 feet (65,412 square feet) of deteriorating, structurally deficient concrete bridge deck that carries six lanes of traffic. The existing deck was built in 1950 and has severe cracking, spalling, localized failures and corrosion of the reinforcement. This section of US-101 is at a major junction with Interstate 280 and within the San Jose/San Francisco Bay Area's strategic interregional corridor that links local and interregional markets and recreational destinations, supports emergency response and disaster recovery route activities, and provides access to vital medical and social services. An extensive Transportation Management Plan (TMP) for both regional and local streets is necessary to mitigate impacts to the 240,500 daily vehicle traffic.

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The construction duration is estimated at 95 working days.

The project is consistent with the performance measures, goals and objectives in the Commission-adopted Transportation Asset Management Plan (TAMP). This rehabilitation project will extend the service life of the existing bridge, enhance safety and reduce maintenance and risk of closures to repair.

FUNDING AND PROGRAMMING STATUS:

The project was programmed in the 2018 SHOPP for \$32,400,000 in Construction Capital and \$3,250,000 in Construction Support for delivery in Fiscal Year 2018-19. The Department completed the Plans, Specifications and Estimate (PS&E) for this project and updated the Engineer's Estimate in June 2019. The updated Construction Capital cost is \$42,659,000, which includes state furnished materials, mobilization and 10 percent contingency. Therefore, the Department is requesting an allocation that exceeds the programmed funds by more than 20 percent.

REASON(S) FOR COST INCREASE:

The reasons for the increase in Construction Capital are mainly due to additional measures to accelerate construction, to reduce traffic impacts to the travelling public and surrounding communities, as the result of detouring mainline traffic onto ramps and local streets. The Department only had conceptual local street TMP and regional travel delay impacts identified until detailed TMP discussions were held with local agencies this year regarding the severity of impacts and means of reducing traffic demand. To demolish and reconstruct each direction of the deck, northbound mainline traffic will be detoured off the freeway for 18 days to accommodate shifting of southbound traffic. The increase consists of approximately \$6,000,000 in contract incentives (over the original \$2,000,000 budget), approximately \$1,500,000 for supplemental transit services as part of the public outreach efforts to encourage mode shift and reduce traffic demands during closures, approximately \$300,000 field deployment of local traffic control officers, and approximately \$2,200,000 for local street modifications to add temporary capacity, other infrastructure replacements, and higher contingency for risks related to traffic, schedule and site conditions.

The Department worked closely with the local agencies during the design of the project to analyze the local, regional traffic impacts, due to the freeway detour, and jointly develop an extensive TMP; which includes adding capacity to local streets, converting a one-way street to a temporary two-way street, and deploying local traffic control officers. The Department is implementing a Transportation Demand Management (TDM) effort to reduce travel demand on the corridor during construction, shift travel to off-peak hours, and encourage the use of alternative routes and transportation modes.

The acceleration of the construction schedule is through financial incentives to the contractor; \$1,000,000 for each day of accelerated delivery up to 8 days maximum. The incentives are based on daily traffic delay computations and are intended to minimize the inconvenience to the public. A \$1,300,000 per day disincentive will be assessed to the contractor beyond the

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allowable contract days to restore US-101 traffic. In addition, supplemental transit services will be added that includes additional routes or increased frequency and more temporary parking to attract new users and provide more capacity to the public transit system. The extensive use of traffic control officers will also facilitate safe, efficient traffic operations and effective incident response during detours. The 10 percent contingency will provide for the significant risks associated with the project's location, size, technical complexity, high traffic volumes, construction detours and accelerated schedule.

There is no increase in the original programmed construction support amount of \$3,250,000.

CONSEQUENCES:

The Department has determined that if this allocation request is not approved, the Department would not be able to advertise this SHOPP Bridge Rehabilitation project. Implementation of the proposed deck rehabilitation would be delayed into a future programming cycle at higher costs due to further deck deterioration, escalation, and redesign. The Department would have to retract preliminary Transportation Demand Management outreach efforts to our many stakeholders on the project.

FINANCIAL RESOLUTION:

Resolved, that \$42,659,000 be allocated from the Budget Act of 2019, Budget Act Items 2660-302-3290 and 2660-302-0890 for construction and \$3,250,000 for construction engineering to provide funds to advertise the project.

Attachment

2.5 Highway Financial Matters

Project No.	Allocation Amount	County	Dist-Co-Rte	Postmile	Location	Project Description	Project Support Expenditures	PPNO Program/Year Phase	Prgm'd Amount	Project ID	Adv Phase	Budget Year	Item # Fund Type	Program Code	Amount by Fund Type
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2.5d.(2) Allocations for Projects with Cost Increase Greater than 20 Percent

Resolution FP-19-04

1	\$45,909,000	San Francisco	04-SF-101	2.0	In the City and County of San Francisco, at Alemany Circle Undercrossing No. 34-0033. <u>Outcome/Output:</u> Rehabilitate bridge by reconstructing the cracked and deteriorated concrete deck.			04-0587D	SHOPP/18-19	0412000141	4	2019-20	505-3290 RMRA	001-0890 FTF	\$373,000
								CON ENG			3G620		20.10.201.110		<u>\$2,877,000</u>
								\$3,250,000							\$3,250,000
								CONST							
					Preliminary			\$32,400,000					302-3290 RMRA		\$4,893,000
					<u>Engineering</u>			0412000141					302-0890 FTF		<u>\$37,766,000</u>
					PA&ED	Budget	Expended						20.20.201.110		\$42,659,000
						\$4,000,000	\$3,889,210								
					PS&E	\$3,540,000	\$2,955,960								
					R/W Sup	\$20,000	\$9,935								

(CEQA - CE, 11/2/2017; Re-validation 6/24/2019)
 (NEPA - CE, 11/2/2017; Re-validation 6/24/2019)

(SB 1 Baseline Agreement approved under Resolution SHOPP-P-1819-04B; October 2018.)

(Two month time extension for CONST and CON ENG approved under Waiver 19-29; June 2019.)

Performance Measure: Bridges (1 bridge(s))					
	Unit	Good	Fair	Poor	Quantity
Existing Condition	Square feet	0.0	0.0	65,412.0	65,412.0
Post Condition	Square feet	65,412.0	0.0	0.0	65,412.0