

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 12-13, 2020

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.5e.(4), Action Item

Prepared By: Diana Gomez
District 06– Director

Subject: **SUPPLEMENTAL FUNDS ALLOCATION FOR PREVIOUSLY VOTED PROJECT (PPNO 6521/EA 0H200) – TULARE COUNTY – STATE ROUTE 201 AND 216) RESOLUTION FA-20-04**

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) request for an additional \$2,915,000 in construction capital and \$1,380,000 in support cost, for the State Highway Operation and Protection Program (SHOPP) Bridge Rail Replacement project on State Route (SR) 201 and 216 in Tulare County, to complete the construction contract?

RECOMMENDATION:

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

PROJECT DESCRIPTION:

This is a 2018 SHOPP programmed, Bridge Rail Replacement project, located on SR 201 and 216 in and near the Cities of Cutler and Woodlake, in the County of Tulare.

The project will upgrade the existing bridge barriers and widen the existing non-standard roadway shoulders at 3 locations; Sand Creek Bridge (SC) on Route 201, Kaweah River Bridge (KR) on SR 216, and Friant-Kern Canal Bridge (FKC) on SR 201.

FUNDING AND CONTRACT STATUS:

The project contract was awarded to the lowest qualified bidder in November 2018 for \$11,134,000 in construction capital. The remaining construction capital budget of \$4,631,000 includes \$6,000 in contingency fund and \$33,000 in G-12 authority.

The allocated construction support fund amount was \$2,800,000. The remaining construction support budget of \$1,058,000 includes \$480,000 in G-12 authority.

Construction began January 2019 and the planned construction duration was 400 working days. Currently, 51 percent of the planned construction work has been completed, and 41 percent of planned working days have been exhausted, with 236 working days remaining. Construction work at SC Bridge is 75 percent complete, and Construction work at KR Bridge is 50 percent complete. On the other hand, Construction work at FKC Bridge has yet begun.

The construction contract is currently active and the planned project completion date is July 2021, with the final contract acceptance date is scheduled for October 2021.

The Department is requesting supplemental funds in the amount of \$2,915,000 in construction capital, and \$1,380,000 in construction support to complete the project construction.

REASON FOR COST INCREASE:

The main reason for the project cost increase is due to the differing site conditions and unknown buried objects encountered by the contractor at the KR Bridge location. This resulted in extensive excavation work to remove these objects and required redesign and depth adjustments of some of the foundation piles. The remaining funds available for capital and support budget will be adequate to complete the KR Bridge only, and the Department will not have adequate funds to construct the FKC bridge at the start of the upcoming winter construction season. This request is being submitted now to ensure that all the funds needed to construct the FKC Bridge are available before the start of construction this coming winter.

Capital Cost Increase

A major portion of the construction cost increase is due to the following contract COs agreed upon by the Contractor and the Department:

- Kaweah River Bridge – The cost of this CO is \$198,400 due to change in quantities of Hot Mix Asphalt Type A and Earthwork.
- Kaweah River Bridge – The cost of this CO is \$1,205,812 due to differing subsurface site conditions and unknown buried objects not captured in the geotechnical investigation or log of test of boring.

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- Kaweah River Bridge – The cost of this CO is \$189,825 due extending the 30-inch permanent steel casing and rebar cages to bedrock. The extra work of cutting and welding additional 30-inch permanent steel casing necessary to reach bedrock was not anticipated. The reason for this change was the field discovery that the elevation of the bedrock at piers 5 and 6 and abutment 7 were lower than anticipated by design. Therefore, it was necessary to extend the 30-inch permanent steel casing to bedrock to avoid any caving and potential of anomalies.
- Kaweah River Bridge – The cost of this CO is \$301,000 for removing the 30-inch steel casing and rebar damaged due to encountered large boulders.
- Friant Kern Canal Bridge – The cost of this CO is \$128,000 due to delay in the start of construction by permitting agency due to high water flows.

The remainder of the capital cost increase, \$185,500, is due to increase in Class 2 Aggregate Base, additional flagging days while installing temporary signal, Right of Way delays, bridge approach slab and barrier, preserving and relocating Native American bedrock and mortar rocks, and adjusting the bridge deck elevation. Therefore, the Department is requesting additional fund in the amount of \$2,915,000 for construction capital.

Support Cost Increase:

The Construction Support budget was based on a 400 working day schedule. In order to comply with the various regulatory permits on this project, there are periods of time when no critical path work was scheduled during permit windows. Due to inefficiencies during permitted work windows, the Contractor requested and was granted a “variance” from the permitting agencies to be allowed to perform work when no critical path work was originally scheduled. The “variance” allowed the Contractor to work an additional 150 days, required construction support to perform inspections resulting in an increase of construction support costs. Since the work was deemed non-critical path work, the additional 150 days do not count as part of the 400 “contractual” working days, nonetheless, the current construction support cost is based on resources needed to perform necessary work, and it is calculated for the 550 “actual” working days.

Therefore, the Department is requesting additional funds in the amount of \$1,380,000 for construction support.

CONSEQUENCES:

If this request for supplemental fund allocation request is not approved, there will not be enough money to widen the FKC bridge as scheduled this winter. The timing of the in-channel work is critical as the FKC is only dewatered every three years, with a very short window of 4-6 weeks for work to be completed in the canal before it starts to be refilled. Repackaging this bridge to be constructed in Three potentially even Six years would prove to be substantially more costly.

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Additionally, the existing FKC bridge is narrow by current standards with only 12-foot lanes and virtually zero shoulders making it difficult for pedestrians and bicyclists to cross the bridge. It also has substandard wooden bridge rails absent of approach treatments which would do little in preventing an errant vehicle from entering the canal.

FINANCIAL RESOLUTION:

Resolved, that \$2,915,000 be allocated from the Budget Act of 2020, Budget Act Items 2660-302-3290 and 2660-302-0890 for construction capital, and \$1,380,000 for construction engineering, to provide funds to complete the construction of 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.(4) Supplemental Funds for Previously Voted Project										Resolution FA-20-04			
\$4,295,000		Department of Transportation	TCAG	Tulare	06-Tul-201	0.0	Near Kingsburg, on Route 201 at Sand Creek Bridge No. 46-0137 and Friant-Kern Canal Bridge No. 46-0065; also on Route 216, at Kaweah River Bridge No.46-0091.	Outcome/Output: Bridge rail replacement.		06-6521 505-3290 RMRA 001-0890 FTF 20.10.201.112	\$1,400,000 \$1,400,000		\$1,400,000 \$1,400,000
							Supplemental funds are needed to Complete Construction.			505-3290 RMRA 001-0890 FTF 20.10.201.112		\$690,000 \$690,000	\$690,000 \$690,000
							Total revised amount \$19,433,600			SHOPP/2018-19 302-3290 RMRA 302-0890 FTF 20.20.201.112	\$6,199,900 \$6,138,700		\$6,199,900 \$6,138,700
										SHOPP/2020-21 302-3290 RMRA 302-0890 FTF 20.20.201.112 0612000157 4 0H200		\$1,458,000 \$1,457,000	\$1,458,000 \$1,457,000