State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

MEMORANDUM TAB 69

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 18-19, 2022

From: ANGEL PYLE, Chief Financial Officer (Acting)

Reference Number: 2.5e.(7), Action Item ***YELLOW REPLACEMENT ITEM***

Prepared By: Diana Gomez
District 06 – Director

Subject: **SUPPLEMENTAL FUNDS FOR CONSTRUCTION CLOSEOUT PHASE PPNO 6679/EA 0Q910 – TULARE COUNTY – STATE ROUTE 99 RESOLUTION FA-21-50**

ACTION UPDATE: Reduced requested amount and provided additional cost increase information

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) request for an additional $244,000 in Construction Support for the State Highway Operation and Protection Program (SHOPP) Bridge Rehabilitation project on State Route (SR) 99, in Tulare County, to close out construction?

RECOMMENDATION:

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

PROJECT DESCRIPTION:

This project is located on SR 99, in Tipton, at the Avenue 152 Overcrossing (No. 46-0191), in Tulare County. The project will replace the bridge.

FUNDING AND PROGRAMMING STATUS:

In March 2016, the project was programmed for $1,354,000 in Construction Support with allocation in Fiscal Year 2020-21. In June 2019, the project was amended when the scope of the original structure type and construction staging sequence was modified which also increased the cost of Construction Capital. In June 2020, the project was allocated for $1,360,000 in Construction Support. The project was awarded in September 2020 and construction began in December 2020 with 180 working days. In October 2021, the project

received G-12 funds in the amount of $336,000 for Construction Support. Currently, the project is 98 percent complete, with 9 working days remaining. The Construction Contract Acceptance (CCA) was scheduled for April 2022 and will be adjusted accordingly. The anticipated CCA is June 2022.

REASON FOR COST INCREASE:

The project realized cost increases because the support needed to construct the project was underestimated for the working days provided for in the contact, consultant inspection services were required, and multiple value engineering change proposals were evaluated.

During the Plans Specification and Estimate phase, approximately one year before the project was delivered, the Department determined the original structure type and construction staging sequence needed to be revised. The structure type was changed from precast open girders to precast box girders. This design change eliminated a nonstandard geometric condition for vertical clearance. Associated with this scope change was the addition of a traffic detour plan. At the time of these revisions, the programmed support resources were thought to be sufficient. However, after construction commenced, the Department realized the construction support estimate was short 60 working days. It was discovered that the original construction support estimate was based upon 120 working days and the structures replacement and improvement needs report at project initiation that suggested the appropriate rehabilitation strategy for the bridge was to replace the bridge deck of the structure. Therefore, the bridge replacement scope and the required support effort associated with the girder and detour changes, were not correctly accounted for in the programmed support resources.

Due to an increase in construction workload at the time the project was awarded, consultants were utilized to augment construction support. This resulted in a slight increase to support expenditures. The project expended additional support costs to evaluate a construction sequencing value engineering change proposal by the contractor. The proposal included three cost saving options: reducing the detour from two lanes to one and using a less robust structural section, elimination of the detour and using the existing on and off-ramps with two new shoofly ramps, and elimination of the detour and using local roads. Although there were savings to the capital cost from the accepted proposal, it resulted in additional support resources that were not fully recoverable.

It is estimated that $580,000 in Construction Support is needed for the following items:

- Future consultant task order invoices for construction inspection work
- Complete the remaining construction contract administration work
- Department effort to close out the project

With $336,000 of allocated G-12 in the budget, the additional supplemental funds requested is $244,000. An amount of $174,000 is anticipated to be required for construction administration and $70,000 will be needed for close out activities.

CONSEQUENCES:

If this allocation request for supplemental funds is not approved, the project completion and close out will be delayed. The Department's liability may be at risk of paying claims that the contractor would submit.

FINANCIAL RESOLUTION:

Resolved, that $244,000 be allocated for Construction Support to provide funds to close out the construction phase for this SHOPP project.

Attachment

2.5 Highway Financial Matters

Project # / Allocation Amount / Recipient / RTPA/CTC / 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.(7)	**Supplemental Funds for Previously Voted Project**				**Resolution FA-21-50**
$244,000 Department of Transportation TCAG Tulare 06-Tul-99 19.4/	In Tipton, at Avenue 152 Overcrossing No. 46-0191. Outcome/Output: Replace bridge. Supplemental funds are needed to Close-out Contract. Total revised amount $1,940,000 **Change to the Allocation, Additional and Revised amounts made via the Yellow Replacement Book Item and Attachment distributed at the May 2022 CTC meeting.**	06-6679 505-3290 RMRA 001-0890 FTF 20.10.201.110 0614000005 3 0Q910	$194,539.20 $1,501,460.80	$28,000 $216,000	$222,539.20 $1,717,460.80