

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 17-18, 2024

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.5d.(8), Action Item

Prepared By: Grace Magsayo
District 10 - Director (Acting)

Subject: **ALLOCATION FOR PROJECT WITH COSTS THAT EXCEED THE
PROGRAMMED AMOUNT BY MORE THAN 20 PERCENT
PPNO 3429/EA 1H700 – CALAVERAS COUNTY – STATE ROUTE 49
RESOLUTION FP-24-23**

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) allocation request for \$9,359,000 for Construction of the State Highway Operation and Protection Program (SHOPP) Americans with Disabilities Act Curb Ramps project on State Route (SR) 49, in Calaveras County, to advertise the project?

RECOMMENDATION:

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

PROJECT DESCRIPTION:

This project is located on SR 49 in the City of Angels Camp (City), from north of Brunner Hill Road to Pine Street, in Calaveras County. The project will upgrade pedestrian facilities and construct complete streets elements consisting of sidewalk and bicycle lanes.

FUNDING AND PROGRAMMING STATUS:

In May 2020, this project was programmed in the SHOPP for \$3,268,000 in Construction Capital and \$1,120,000 in Construction Support for allocation in Fiscal Year 2023-24. In October 2020, the project was amended to incorporate complete streets elements and increased Construction Capital to \$4,454,000. In January 2022, the project was amended again to increase Construction Capital to \$5,204,000 for a retaining wall to incorporate some of the complete streets elements. In June 2024, the project requested an allocation time

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extension for the Construction phase. However, the request was deferred to the August 2024 meeting and was approved for four months.

In June 2024, the Engineer's Estimate (EE) reflected the need of \$7,959,000 in Construction Capital (52.9 percent over the programmed amount) and \$1,400,000 in Construction Support (25.0 percent over the programmed amount). The Department plans to advertise the project in November 2024, award the contract in December 2024, and delay the start of construction to April 2025 due to Winter suspension. Construction is planned for two construction seasons with a duration of 200 working days.

REASON FOR COST INCREASE:

The Construction Capital estimate is greater than the programmed amount due to the redesign of the landscape buffers prior to 60 percent Plans, Specifications, and Estimate.

Constructability Review recommendations resulted in increases to roadway excavation, hot mix asphalt, and handrailing quantities. The addition of concrete removal, California Highway Patrol enforcement within the construction zone, and updating the unit prices to current market conditions also increased the EE. The Construction Support estimate is greater than the programmed amount due to the increase in the number of working days for the project and the issuance of a task order for inspection work.

Capital Cost Increase:

The project proposes to construct complete streets elements along a 2-mile segment of SR 49. The initial earthwork quantities were developed using less detailed topographic information. As a result, the earthwork quantities in the initial EE were lower than the final EE. During design and after receiving project surveys, the roadway modeling resulted in significant changes to the earthwork quantities. The project also includes landscaping adjacent to the curb and gutter. The initial landscape design utilized a low impact development approach where roadway runoff is stored within a bio-swale adjacent to the roadway where runoff flows into the bio-swale through curb cuts. After the City reviewed the plans, there were concerns about the frequency of maintenance due to sediment and trash collecting within the landscaped area. The landscaped area and sidewalks will be relinquished to the City post construction. The design was revised to incorporate a traditional landscaped area behind curb and gutter which increased the cost of landscaping, irrigation, and drainage. In addition, the initial estimate did not include items for concrete removal and enhanced traffic control. Furthermore, during the 95 percent constructability review, the project development team recommended increasing the width of the asphalt concrete pavement removal adjacent to the construction of the new curb and gutter to allow sufficient room for better compaction results when conforming the hot mix asphalt to the curb and gutter. The project included handrailing at specific locations, however, the quantity increased due to safety concerns of some of the drop-offs along the curbing.

During the development of the final EE, adjustments were made to the landscaping, irrigation, drainage, and traffic signal unit bid prices. The mobilization cost increased proportionately to all of these cost increases.

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With the addition of the above items, and adjustments to specific bid items, it has led to an increase in the amount of \$2,755,000 in the capital costs.

Support Cost Increase:

The support cost increased due to the increase in the number of working days and shortage in current construction staffing. The number of working days increased by 40 days (from 160 to 200) due to increased drainage and irrigation work after the bio-swale landscape buffers were redesigned. In addition, a task order will be utilized for inspection work that will be done by a consultant, who have higher hourly rates than Department staff, to account for the shortage in the Department's construction staff.

CONSEQUENCES:

If this allocation request is not approved, it is likely that the Department will not be able to incorporate all of the complete streets elements to improve bicycle and pedestrian safety. Funds for the project will be lost and the project will have to be reprogrammed, which will result in delays and could result in higher costs due to escalation.

FINANCIAL RESOLUTION:

Resolved, that \$7,959,000 be allocated from the Budget Act of 2024, Budget Act Items 2660-302-0042 and 2660-302-0890 for Construction Capital, and \$1,400,000 for Construction Support, to provide funds to advertise this SHOPP project.

Attachment

2.5 Highway Financial Matters

Project No.	Location	PPNO	Budget Year	Amount by
Allocation Amount	Project Description	Program/Year	Item # Fund Type	Fund Type
County		Phase		
Dist-Co-Rte		Prgm'd Amount		
Postmile		Project ID		
		Adv Phase	Program Code	
		EA		
2.5d.(8)	Allocation of Project with Cost that Exceed 20 Percent of the Programmed Amount			Resolution FP-24-23
1	In and near Angels Camp, on Main Street from Pine Street to Brunner Hill	10-3429	001-0042 SHA	\$161,000
\$9,359,000	Road. <u>Outcome/Outputs:</u> Upgrade facilities to Americans with Disabilities	SHOPP/23-24	001-0890 FTF	<u>\$1,239,000</u>
	Act (ADA) standards, construct new sidewalk and class 2 bike lanes as	CON ENG	20.10.201.361	\$1,400,000
Calaveras	complete streets elements.	\$1,120,000		
		CONST		
10-Cal-49	Preliminary	\$5,204,000	2024-25	
7.4/9.5	<u>Engineering</u>	1018000277	302-0042 SHA	\$913,000
	PA&ED	3,4	302-0890 FTF	<u>\$7,046,000</u>
	PS&E	1H700	20.20.201.361	\$7,959,000
	R/W Sup			
	Budget			
	Expended			
	\$1,417,000			
	\$1,198,589			
	\$2,070,000			
	\$1,927,792			
	\$2,158,000			
	\$1,328,134			
<u>Performance Measure:</u>				
Planned: 26.0, Actual: 26.0 Curb ramp(s)				
CEQA - CE, 10/18/2021; Re-validation 9/27/2023				
NEPA - CE, 10/18/2021; Re-validation 9/27/2023				
As part of this allocation request, the Department is requesting to extend the completion of CONST and CON ENG an additional 30 months beyond the 36 month deadline.				
Four month allocation time extension for CONST and CON ENG approved under Waiver 24-125; August 2024.				
Performance Measure: Curb ramp(s)				
	Unit	Good	Fair	Poor
Existing Condition	Each	0.0	0.0	16.0
Post Condition	Each	26.0	0.0	0.0