

## MEMORANDUM

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: January 30-31, 2025

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.5d.(3), Action Item

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District 07 - Director

Subject: ALLOCATION FOR PROJECT WITH COSTS THAT EXCEED THE  
PROGRAMMED AMOUNT BY MORE THAN 20 PERCENT  
PPNO 5364/EA 34610 – LOS ANGELES COUNTY – STATE ROUTE 1  
RESOLUTION FP-24-49

### **ISSUE:**

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) allocation request for \$17,527,000 for Construction of the State Highway Operation and Protection Program (SHOPP) Bridge Seismic Restoration project on State Route (SR) 1, in Los Angeles 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 1 in the City of Long Beach, at the Los Angeles River Bridge (No. 53-0341) and De Forest Avenue Undercrossing (No. 53-1047), in Los Angeles County. The project will seismically retrofit the bridges and upgrade bridge rails, lighting, and pedestrian facilities.

### **FUNDING AND PROGRAMMING STATUS:**

In May 2020, this project was programmed in the SHOPP for \$19,877,000 in Construction Capital and \$6,538,000 in Construction Support for allocation in Fiscal Year 2022-23. In June 2022, the project was amended to decrease Construction Capital to \$8,800,000 and Construction Support to \$3,500,000 due to a change in the seismic retrofit strategy that will be

a less extensive design and have fewer months to construct. In October 2022, the project was amended to fully program the previously unfunded Construction phase. In June 2023, the project received a 19-month allocation time extension for the Construction phase.

In November 2024, the Engineer's Estimate reflected the need of \$13,427,000 in Construction Capital (52.6 percent over the programmed amount) and \$4,100,000 in Construction Support (17.1 percent over the programmed amount). The Department plans to advertise the project in March 2025, and begin construction in August 2025. Construction is planned for two construction seasons with a duration of 500 working days.

### **REASON FOR COST INCREASE:**

The Construction Capital estimate is greater than the programmed amount due to access constraint by the 408 permit, additional impacted work, work items that were underestimated, revision of the temporary barrier item, and market price fluctuation. The Construction Support estimate is greater than programmed due to the increase in working days and escalation as a result of a delay to construction.

### **Capital Cost Increase:**

The main scope of this project is to seismically retrofit the bridges. At the Los Angeles River Bridge location, the retrofit work at two abutments will require access to the Los Angeles river which is within the Los Angeles County Flood Control District (LACFCD) and United States Army Corps of Engineers (USACE) jurisdiction. There are several levee walls on both sides of the bridge abutment, making it very challenging to access them with construction equipment to perform the retrofit work. The original retrofit strategy was to remove a segment of the walls to allow a temporary access to the abutments. This strategy did not lead to successfully obtaining an approval of the 408 permit. The construction contract now has a requirement that the contractor will need scaffolding and to work from a suspended work-platform system. With this restriction, the contractor will need to load small equipment from the bridge to the abutments and remove excess material and equipment using a crane. As a result, the increase in the capital cost is partly due to the limited construction access within the project area to perform the retrofit work and restrictions posed by the LACFCD and USACE to satisfy their permit requirements.

In addition, design refinements resulted in impacts to intelligent transportation systems/fiber optic lines, requiring temporary lighting system, diaphragm bolster, drill and bond dowels, and additional sidewalks to address a grievance location. The type of temporary barrier system was revised to align with the current safety standards. Adjustments were also made to the unit prices to reflect the current market.

The refinements that were made to the design due to the access constraint, additional impacted work, work items that were underestimated, revised temporary barrier, and market price fluctuation amount to an increase of \$4,627,000 in capital costs.

**Support Cost Increase:**

The support cost increase is due to the addition of 73 working days (from 427 to 500) as a result of new items of work determined during design. In addition, there was an increase to the support cost since the project was delayed by 19 months in construction. This has led to an increase of \$600,000 in support costs.

**CONSEQUENCES:**

If this allocation request is not approved, the Department will not be able to advertise the contract to address the deficiencies of the existing bridges and pedestrian facilities. To address all of the deficiencies of the existing bridges and pedestrian facilities, 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 \$13,427,000 be allocated from the Budget Act of 2023, Budget Act Items 2660-302-3290 and 2660-302-0890 for Construction Capital, and \$4,100,000 for Construction Support, to provide funds to advertise this SHOPP project.

Attachment

## 2.5 Highway Financial Matters

Project No. Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
<b>2.5d.(3)</b>	<b>Allocation of Project with Construction Cost that Exceeds 20 Percent of the Programmed Amount</b>		<b>Resolution FP-24-49</b>	
1 \$17,527,000  Los Angeles 07-LA-1 7.0/7.4	In Long Beach, at Los Angeles River Bridge No. 53-0341 and De Forest Avenue Undercrossing No. 53-1047. <u>Outcome/Outputs</u> : Seismic retrofit, upgrade bridge rails and lighting, and upgrade facilities to Americans with Disabilities Act (ADA) standards.  Preliminary <u>Engineering</u> PA&ED PS&E R/W Sup	07-5364 SHOPP/22-23 CON ENG \$3,500,000 CONST \$8,800,000 0718000071 3,4 34610	505-3290 RMRA 001-0890 FTF 20.10.201.113  2023-24 302-3290 RMRA 302-0890 FTF 20.20.201.113	\$470,000 <u>\$3,630,000</u> \$4,100,000   \$1,540,000 <u>\$11,887,000</u> \$13,427,000
<u>Performance Measure:</u> Planned: 2.0, Actual: 2.0 Bridge(s)				
CEQA - CE, 4/19/2022; Re-validation 12/8/2024 NEPA - CE, 4/19/2022; Re-validation 12/8/2024				
As part of this allocation request, the Department is requesting to extend the completion of CONST and CON ENG an additional 7 months beyond the 36 month deadline.				
Nineteen month allocation time extension for CONST and CON ENG approved under Waiver 23-72; June 2023.				
Performance Measure: Bridge(s)				
	<u>Unit</u>	<u>Good</u>	<u>Fair</u>	<u>Poor</u>
Existing Condition	Square feet	0.0	0.0	58,373.0
Post Condition	Square feet	49,417.0	0.0	0.0
				<u>Quantity</u>
				58,373.0
				49,417.0