

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: August 14-15, 2025

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.5d.(19), Action Item

Prepared By: Gloria Roberts
District 07 - Director

Subject: **ALLOCATION FOR PROJECT WITH COSTS THAT EXCEED THE PROGRAMMED AMOUNT BY MORE THAN 20 PERCENT PPNO 5616/EA 36060 – LOS ANGELES COUNTY – UNITED STATES HIGHWAY 101 AND INTERSTATE 210 RESOLUTION FP-25-19**

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) allocation request for \$15,928,000 for Construction of the State Highway Operation and Protection Program (SHOPP) Bridge Rehabilitation and Replacement project on United States Highway (US) 101 and Interstate 210 (I-210), 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 US 101 and I-210 in the City of Los Angeles, at the Argyle-Franklin Undercrossing Bridge (No. 53-0680), Gower Street Off-Ramp Bridge (No. 53-0865K), and Big Tujunga Wash Bridge (No. 53-2249), in Los Angeles County. The project will rehabilitate the bridges by resurfacing the bridge decks, reconstructing approach and departure slabs, and seismically retrofitting the hinges.

FUNDING AND PROGRAMMING STATUS:

In March 2022, this project was programmed in the SHOPP for \$20,452,000 in Construction Capital and \$4,951,000 in Construction Support for allocation in Fiscal Year 2024-25. In

March 2024, the project was amended to decrease Construction Capital to \$6,718,000 and Construction Support to \$1,219,000 due to the removal of column seismic retrofit and rock blanket slope paving work. In June 2025, the project received a 2-month allocation time extension for the Construction phase.

In June 2025, the Engineer's Estimate reflected the need of \$12,887,000 in Construction Capital (91.8 percent over the programmed amount) and \$3,041,000 in Construction Support (149.5 percent over the programmed amount). The Department plans to advertise the project in October 2025 and begin construction in February 2026. Construction is planned for two construction seasons with a duration of 170 working days.

REASON FOR COST INCREASE:

The Construction Capital estimate is greater than the programmed amount due to refinements of the structure quantities and related roadway work, and higher unit prices based on current market conditions. The Construction Support estimate is greater than the programmed amount due to additional work, refinements to the workplan, and an increase in the number of working days for the project.

Capital Cost Increase:

The project proposes to rehabilitate three bridges by resurfacing the bridge deck, reconstructing approach and departure slabs, and seismically retrofitting the hinges. During the design phase, the project's construction cost estimate was updated to include final quantities and recent unit prices for all items. However, the unit prices for approach and departure slabs, removal of unsound concrete, and placement of the polyester concrete overlay increased significantly. In May 2024, the quantity for deck spall repair was increased based on field investigations as there was an acceleration to the rate of deterioration. In December 2024, Structures staff requested that the limits of the polyester concrete overlay extend through the Gower Street Off-Ramp bridge to ensure continuity with the Argyle-Franklin Undercrossing bridge as the bridges are structurally connected. In addition, bridge joint seal replacement work was incorporated into the project due to their deteriorating condition. As a result, this required additional traffic control.

The refinements that were made to the design based on the updated quantities and unit prices to reflect current market conditions, amounts to an increase of \$6,169,000 in capital costs.

Support Cost Increase:

The support cost increase is due to the addition of 50 working days (from 120 to 170) as a result of additional work on the bridges requiring inspection for bridge joint seal replacement extended polyester overlay limits, as well as refinements to the construction workplan. In addition, the support cost increased to account for structure inspection work which was inadvertently omitted in the previous workplan. To help prevent this occurrence on future projects, the Department will engage Structures Design earlier in project development. Furthermore, the additional bridge and roadway work has resulted in an increase to staging and traffic handling.

The additional work and refinements to the workplan amount to an increase of \$1,822,000 in support costs.

CONSEQUENCES:

If this allocation request is not approved, the Department will not be able to advertise the contract to address the critical deficiencies of the existing bridges. To address all the deficiencies, 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 \$12,887,000 be allocated from the Budget Act of 2024, Budget Act Item 2660-302-3290 for Construction Capital, and \$3,041,000 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	Budget Year	Item # Fund Type	Program Code	Amount by Fund Type
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2.5d.(19) Allocation of Project with Construction Cost that Exceeds 20 Percent of the Programmed Amount Resolution FP-25-19

1	\$15,928,000	Los Angeles	07-LA-101	7.1	In the city of Los Angeles, at the Argyle-Franklin Undercrossing Bridge No. 53-0680; also at Gower Street Off-Ramp Bridge No. 53-0865k; also on Route 210 at the Big Tujunga Wash Bridge No. 53-2249 (PM R9.9). <u>Outcome/Outputs:</u> Rehabilitate bridges by resurfacing bridge decks, reconstructing approach and departure slabs, and seismically retrofitting hinges.		07-5616	SHOPP/24-25	505-3290 RMRA	20.10.201.110			\$3,041,000
							CON ENG		\$1,219,000	2024-25			
							CONST		\$6,718,000	302-3290 RMRA			\$12,887,000
							0719000275			20.20.201.110			
							3,4						
							36060						

Preliminary Engineering	Budget	Expended
PA&ED	\$946,000	\$504,335
PS&E	\$2,615,000	\$2,110,573
R/W Sup	\$235,200	\$224,470

Performance Measure:
Planned: 2.0, Actual: 3.0 Bridge(s)

CEQA - CE, 03/07/2023; Re-validation 05/20/2025
NEPA - CE, 03/07/2023; Re-validation 05/20/2025

Two month allocation time extension for CONST and CON ENG approved under Waiver 25-95; June 2025.

Performance Measure: Bridge(s)					
	Unit	Good	Fair	Poor	Quantity
Existing Condition	Square feet	8,030.0	0.0	278,419.0	286,449.0
Post Condition	Square feet	286,449.0	0.0	0.0	286,449.0