

## MEMORANDUM

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 16-17, 2025

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.5e.(6), Action Item

Prepared By: David Ambuehl  
District 04 – Director (Acting)

Subject: **SUPPLEMENTAL FUNDS FOR CONSTRUCTION COMPLETION PHASE  
PPNO 1497F/EA 0K160 – ALAMEDA AND CONTRA COSTA COUNTIES –  
INTERSTATE 80  
RESOLUTION FA-25-19**

### **ISSUE:**

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) request for an additional \$768,000 in Construction Support for the State Highway Operation and Protection Program (SHOPP) Safety Improvements project on Interstate 80 (I-80), in Alameda and Contra Costa counties, 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 project is located on I-80 in various cities, from the Alameda County line to west of the Solano County line, and in the City of Albany, from west of the Contra Costa County line to east of Cleveland Avenue, in Alameda and Contra Costa counties. The project will provide safety improvements by replacing 11 miles of median concrete barrier, install 355 new lights, upgrade guardrail and drainage, and overlay 21 lane miles of the pavement.

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

In November 2017, the project was programmed for \$52,621,000 in Construction Capital and \$7,327,000 in Construction Support in the SHOPP for allocation in Fiscal Year 2021-22. In January 2021, the project was amended to increase Construction Capital to \$69,791,000 due to

installation of 77 additional lights, changes to the concrete barrier work, and drain relocations. In June 2022, the project received a 2-month allocation time extension for the Construction phase. In August 2022, the project was allocated for \$77,614,000 in Construction Capital and \$7,327,000 in Construction Support. In February 2023, the project was awarded for \$60,479,900 in Construction Capital. In May 2023, construction began with 350 working days. In June 2025, the project received G-12 funds in the amount of \$6,247,900 in Construction Capital. In September 2025, the project received G-12 funds in the amount of \$932,700 in Construction Support. The remaining funds are currently at \$13,763,000 in Construction Capital and \$990,000 in Construction Support. The project is 80 percent complete with 55 working days remaining. The planned Construction Contract Acceptance is scheduled for January 2026.

**REASON FOR COST INCREASE:**

The support cost increase is due to various contract change orders (CCOs) that extended the construction duration by approximately nine months, the higher use of consultants, and additional survey efforts.

The main CCOs that contributed to the delay were for revisions to the steel rebar reinforcing details for the cast-in-drilled-hole (CIDH) cages, median barrier alignment adjustment, various electrical changes, and CIDH pile extensions.

The 30-inch CIDH piles for median safety lighting required additional vertical rebars to meet current standards. Eight piles had to be reconstructed with the revised rebar design. All rebar cages that were furnished but not yet installed were reworked and all other cages yet to be fabricated were furnished with the additional vertical rebar. The change resulted in additional working days for inspection.

The median barrier alignment for the length of the project had to be modified up to 12-18 inches in various locations to match existing site condition. The lidar survey during the design phase turned out to be insufficient and required additional field surveys to modify the alignment for the new median barrier. The project experienced an 8-week delay until the alignment was corrected. Additional surveying and redesign efforts for the median barrier extended the contract duration, while the contractor performed noncritical work during the delay.

Various design changes in electrical items also added time to the schedule. The median barrier demolition took longer than expected to preserve existing electrical boxes for Traffic Operation System facilities which were to be incorporated into the new barrier. Protection of all electrical boxes were not fully identified in the plans. Electrical conduit for new light poles in the median conflicted with and required rerouting around existing structure foundations, and existing electrical conduits not shown on the plans had to be repaired due to damage. Per Department policy regarding wire theft, all electrical boxes along the shoulder were buried to prevent wire theft. Finally, existing traffic count loops and wire and crack sealing had to be replaced after the grind and overlay of the entire roadway.

Several locations along various ramps had steeper embankment slopes and required 91 of 355 CIDH pile foundations for light poles to be extended. Limited field investigations during the pandemic did not identify the steeper slopes which required more time to redesign during construction.

To mitigate the approximately 9-month (180 working days) delay due to the CCOs, multiple crews worked during nighttime hours under lane closures and also during daytime hours. Approximately 65 weather days also contributed to extending the contract time for storm water prevention measures.

Due to the workload and unavailability of Department staff, consultants were utilized to fill the roles of the Resident Engineer and Office Engineer and augment Construction and Structures Construction field staff. Consultants also augmented staffing for materials sampling and testing, and biological and water quality monitoring. Consultant usage led to higher than anticipated support costs. Approximately 35 percent of the construction support is being performed by consultants.

Department Surveys staff provided the staking for the new median barrier, drainage systems, and light pole foundations. The surveying efforts were higher than anticipated due to the need to establish control points prior to staking the new features and replace damaged control points due to traffic shifts. Some additional cost was due to additional staking due to the median barrier alignment corrections.

As a result of all the delays, and additional \$1,700,000 in support resources are required to complete construction of the remaining activities which includes the lighting foundations and systems, final striping, erosion control activities, and closeout. To keep construction activities moving forward, the project used G-12 delegation in the amount of \$932,700. Therefore, the remaining balance of \$768,000 will be covered by this request.

**CONSEQUENCES:**

If this request for supplemental funds is not approved, the Department will not be able to complete the remaining work to address critical safety deficiencies of the existing roadway and roadside elements. Additional delays will risk claims by the contractor and higher capital costs to close out. To complete construction at a later time, another project will have to be programmed in the SHOPP at higher cost and delaying safety benefits on a high traffic volume freight corridor.

**FINANCIAL RESOLUTION:**

Resolved, that \$768,000 be allocated for Construction Support, to provide funds to complete the Construction phase for this SHOPP project.

Attachment

**2.5 Highway Financial Matters**

Project #	Project Title	PPNO	State	State	State
Allocation Amount	Location	Program	Federal	Federal	Federal
Recipient	Project Description	Funding Year	Additional	Revised	Revised
RTPA/CTC	Project Support Expenditures	Item #	Amount by	Amount by	Amount by
County		Fund Type	Fund Type	Fund Type	Fund Type
Dist-Co-Rte		Program Codes	Current Amount	Current Amount	Current Amount
Postmile		Project ID	by Fund Type	by Fund Type	by Fund Type
		Adv Phase			
		EA			

**Supplemental Funds for Previously Voted Project**

**Resolution FA-25-19**

2.5e.(6)					
1	In various cities, from Alameda County line to 0.6 mile west of Solano County line; also in Alameda County in Albany, from 0.4 mile west to the Contra Costa County line (PM R7.6/8.0).	04-1497F			
\$768,000		SHOPP			
		CON ENG			
Department of Transportation	<u>Outcome/Outputs:</u> Install lighting, remove existing and construct new median concrete barrier, upgrade guardrail and drainage, and overlay pavement to improve safety. This project will reduce the number and severity of collisions.	001-0890 FTF	\$8,259,700	\$768,000	\$9,027,700
MTC		20.10.201.010			
Contra Costa		0416000044			
04-CC-80		3			
0.0 /13.5		0K160			
	Total revised amount \$9,027,700.				
	Supplemental funds are needed to complete construction.				
	CEQA - CE, 10/21/2020; Re-validation 08/01/2022				
	NEPA - CE, 10/21/2020; Re-validation 08/01/2022				