

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 4-5, 2025

From: STEVEN KECK, Chief Financial Officer

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

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District 07 – Director

Subject: **SUPPLEMENTAL FUNDS FOR CONSTRUCTION COMPLETION PHASE
PPNO 5414/EA 35130 – LOS ANGELES COUNTY – STATE ROUTE 2
RESOLUTION FA-25-29**

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) request for an additional \$2,190,000 in Construction Capital and \$1,600,000 in Construction Support for the State Highway Operation and Protection Program (SHOPP) Bridge Seismic Restoration project on State Route (SR) 2, in Los Angeles County, 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 in the city of Los Angeles, at the eastbound SR 2, northbound Interstate 5 (I-5) and westbound SR 2, southbound I-5 ramps Tunnel (No. 53-0577). The project will seismically retrofit an existing tunnel and upgrade guardrail.

FUNDING AND PROGRAMMING STATUS:

In May 2020, this project was programmed for \$5,430,000 in Construction Capital and \$2,440,000 in Construction Support in the SHOPP for allocation in Fiscal Year 2022-23. In December 2021, the project was amended to increase Construction Capital to \$6,550,000 due to inclusion of bridge knee joints as part of the seismic retrofit, and decreased Construction Support to \$2,000,000 due to a revised workplan that showed less resources would be needed. In March 2022, the project was amended again to increase Construction Capital to \$8,194,000

due to three bents and a link beam that were not included in the original estimate. In June 2023, the project received a 2-month allocation time extension for the Construction phase. In August 2023, the project was allocated for \$10,273,000 in Construction Capital and \$2,300,000 in Construction Support. In January 2024, the project was awarded for \$8,611,500 in Construction Capital. In May 2024, construction began with 275 working days. The project has not received G-12 funds for the Construction phase. The remaining funds are currently \$6,400,000 in Construction Capital and \$689,000 in Construction Support. The project is 30 percent complete with no working days remaining. The planned Construction Contract Acceptance is scheduled for October 2027.

REASON FOR COST INCREASE:

The project realized capital cost increases due to contract change orders (CCOs) to address unforeseen site conditions and delays. The project realized support cost increases due to additional working days required for inspection and contract administration of the CCOs.

Capital Cost Increase:

One major component of this project involved retrofitting bridge bents and strengthening knee joints using steel casings, which required a highly specialized repair method that had not previously been implemented in California. This innovative method increased quality control and quality assurance demands, requiring close coordination amongst multiple functional units to address differing field conditions (the dimensions shown in the as-built plans were different from field measurements). Due to the complex geometry of the casings involving multi-axis connections, tubular steel sections, and non-standard welds, the development and review of shop drawings required additional time for a coordinated review process between the Department and the contractor.

In addition, the installation of the guardrail as proposed in the contract plans required additional modifications of the shoulder area, drainage systems, and lengthening of the guardrail to comply with the current safety standards. The redesign of all roadway elements to ensure that the guardrail can be installed to meet the safety standards required additional time and effort. Additional traffic handling was needed for lane closures and restriping to construct curbs and shoulders, adjacent to guardrail.

Due to the CCO work, which was impacted by limited closure windows, work behind temporary concrete barriers, work and noise restrictions, and safety of the traveling public, additional traffic control was required to complete the work. The retrofit of columns inside the tunnel required 55-hour closures.

Other unforeseen items that have contributed to the capital cost increases were the emergency work to restore temporary and permanent lighting for the tunnel as a result of wire theft and vandalism. In addition, concrete barrier and drainage redesign were required due to conflicts with the existing drainage pipe, not shown on the contract plans. Other significant issues involved rerouting unidentified utility conduits during excavation operations. Also, due to a significant amount of existing steel reinforcement located in the zone of the proposed catcher

block locations, concrete scanning for rebar mapping was necessary.

Due to the additional time required to coordinate the development, review, and approval of the shop drawings for the structural work and the redesign of the guardrail, shoulders, drainage system, and traffic handling plans, the project will require an additional construction season for approximately 265 working days. As a result, additional time-related overhead will be required. Furthermore, due to the delay of almost one year on the project, the contractor is requesting compensation for inflation on material and labor cost for the remaining work. The increased costs for material include prolonged usage of temporary concrete barriers, and additional storm water prevention and jobsite management.

Overall, the additional capital costs required to complete the pending CCO work and the remaining risks amount to \$2,522,000 with the remaining contingency of \$332,000, resulting in a supplemental of \$2,190,000 to complete the construction of the project.

Support Cost Increase:

The support cost increase is due to the additional CCO work stated above which includes redesign and review efforts, and inspection and contract administration of the work. In addition, the construction duration has increased by 265 working days due to the delays associated with the design changes to match field conditions. The additional inspection and administrative work for the CCOs and number of working days, amounts to an increase of \$1,600,000 in support costs.

CONSEQUENCES:

If this request for supplemental funds is not approved, the Department will not be able to complete the remaining work to address critical seismic deficiencies of the existing tunnel. If the construction contract is further delayed, it will likely result in claims by the contractor. To complete construction at a later time, another project will have to be programmed in a future SHOPP cycle at a possible higher project cost.

FINANCIAL RESOLUTION:

Resolved, that \$2,190,000 be allocated from the Budget Act of 2024, Budget Act Items 2660-302-3290 and 2660-302-0890 for Construction Capital, and \$1,600,000 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	Additional	Additional
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			

2.5e.(8) Supplemental Funds for Previously Voted Project Resolution FA-25-29

1	In the city of Los Angeles, at E2-N5 Ramp and W2-S5 Ramp Tunnel No. 53-0577.	07-5414 SHOPP CON ENG			
\$3,790,000					
Department of Transportation	<u>Outcome/Outputs:</u> Seismic retrofit existing tunnel and upgrade guardrail.	505-3290 RMRA	\$264,000	\$184,000	\$448,000
LACMTA		001-0890 FTF	\$2,036,000	\$1,416,000	\$3,452,000
Los Angeles	Total revised amount \$14,701,500.	20.10.201.113			
07-LA-2	Supplemental funds are needed to complete construction.	SHOPP/2022-23 CONST			
15.0 /15.3		302-3290 RMRA	\$1,121,300		\$1,121,300
	CEQA - CE, 08/18/2021; Re-validation 06/06/2023	302-0890 FTF	\$7,490,200		\$7,490,200
	NEPA - CE, 08/18/2021; Re-validation 06/06/2023	20.20.201.113			
		SHOPP/2024-25 CONST			
		302-3290 RMRA		\$251,000	\$251,000
		302-0890 FTF		\$1,939,000	\$1,939,000
		20.20.201.113			
		0718000189			
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		35130			