

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 19-20, 2026

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.5e.(5), Action Item

Prepared By: Gloria Roberts
District 07 – Director

Subject: **SUPPLEMENTAL FUNDS FOR CONSTRUCTION COMPLETION PHASE
PPNO 4846/EA 31350 – LOS ANGELES AND VENTURA COUNTIES –
STATE ROUTE 1
RESOLUTION FA-25-43**

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) request for an additional \$3,335,000 in Construction Capital and \$2,750,000 in Construction Support for the State Highway Operation and Protection Program (SHOPP) Drainage System Restoration project on State Route (SR) 1, in Los Angeles and Ventura 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 SR 1, in the cities of Los Angeles and Malibu, from south of Temescal Canyon Road to the Ventura County line and from the Los Angeles County line to north of Tonga Street, in Los Angeles and Ventura counties. The project is rehabilitating culverts and constructing a bridge at Solstice Creek (for fish passage).

FUNDING AND PROGRAMMING STATUS:

In April 2016, this project was programmed for \$4,384,000 in Construction Capital and \$685,000 in Construction Support in the SHOPP for allocation in Fiscal Year 2018-19. In June 2017, the project was amended to increase Construction Support to \$1,535,000. In January 2018, the project was amended again to move out allocation to 2020-21 and increase

Construction Capital to \$7,900,000 and Construction Support to \$2,750,000. In June 2019, the project was further amended to increase Construction Capital to \$16,217,000 and Construction Support to \$6,200,000 due to the design change of a culvert to a bridge. In May 2020, the project was amended a fourth time to increase Construction Capital to \$20,900,000 and decreased Construction Support to \$5,000,000 due to a change in the construction method for the bridge location. In June 2021, the project received an allocation time extension for 20 months for the Construction phase. In January 2023, the project was allocated for \$28,006,000 in Construction Capital and \$6,850,000 in Construction Support with an additional 38 months to complete construction. In July 2023, the project received \$1,931,600 in partial G-12 funds and was awarded for \$29,937,600 in Construction Capital. In October 2023, construction began with 430 working days. The project has not received any G-12 funds for Construction Support. The project is 65 percent complete with no working days remaining. The remaining funds are currently \$10,045,000 in Construction Capital and \$938,000 in Construction Support. The planned Construction Contract Acceptance is scheduled for June 2030.

REASON FOR COST INCREASE:

The project realized capital cost increases due to pending and anticipated contract change orders (CCOs) to address various issues, time-related damage claims, and bid item overrun as a result of differing site conditions. The project also realized support cost increases due to coordination and contract administration efforts that were required for the CCOs to maintain compliance with environmental, safety, and constructability requirements.

Capital Cost Increase:

Existing street lighting and electrical systems were impacted during construction. To ensure public convenience and safety, existing and temporary electrical systems are being maintained in full operation throughout the progress of the work. Additionally, the existing signal pole must be removed and subsequently reinstalled upon completion of the bridge.

Existing drainage pipes, which were filled with debris, required cleaning and replacement of damaged sections prior to installation of the liner. Removal and replacement of the existing pipe were made difficult due to the presence of existing utilities that were not shown on the plans or identified by the Underground Service Alert. As a result, the new drainage pipe must be realigned to avoid these utilities and to maintain proper function.

The project limits contain an existing underground water line that would be impacted by construction. The contract plans indicate that the existing water line services one property. However, field investigation revealed that the existing line also serves a second property located on the opposite side of the bridge. To maintain service to both properties, a temporary water line must be provided for the second property while the permanent water line is installed. Additionally, to accommodate this adjustment, the planned sewer line must be relocated. The connection point of the existing and new water lines, as shown in the plans, does not match the field conditions, and large concrete blocks were discovered at the connection point, further

complicating construction.

The contract did not include a payment method for the removal of existing trees or standard specifications and the special provisions for implementing nesting preservation measures during tree removal. An existing tree, along with other miscellaneous improvements, required removal due to conflicts with the cast-in-drilled-hole (CIDH) piling for an abutment. This conflict was discovered during construction. As a result, the tree removal and nesting preservation measures were required to comply with environmental requirements.

The contract documents did not specify a set duration for Southern California Gas (SCG) to perform the gas line relocation. The work area was not sufficient for both the contractor and SCG to work simultaneously. As a result, the contractor was required to demobilize and then re-mobilize to accommodate the gas line relocation, impacting construction operations and the schedule.

A CCO was required to maintain and replace damaged signs, and to enhance public safety around the construction zone. Due to the planned elimination of the left turn movement at one intersection location, the stage construction and traffic handling plans for this location were revised to maintain public convenience. Additionally, the roadway design required installation of an additional curb ramp near the southwest side of the bridge, and rehabilitating the existing deteriorated pavement to improve ride quality and pavement condition.

During construction of the CIDH pile cages, design revisions were required to address a constructability issue with the planned pile hooks, which were interfering with the top of the pile cage. Additionally, the clearance between the rebars was less than the required minimum cover which required modification to meet design and construction standards. In addition, during drilling of the CIDH pile, the cultural monitors identified human bone fragments within the pile spoils. As a result, the project was suspended pending further investigation and clarification from the Department's Headquarters. A CCO was necessary due to the addition of required non-standard special provisions to the contract, which clarify that the contractor must comply with the State Historic Preservation Office (SHPO) regulations that govern excavation activities. Following the lifting of the suspension, the contractor is now required to stockpile pile spoils for inspection by the project archaeologist, assist them with the investigation as needed, stop work when directed, and provide assistance as required to allow for the investigation and proper treatment or disposition of any human remains encountered.

The plans prohibit the contractor from placing vehicles or equipment beyond the toe of the slope. However, the construction of two wing walls cannot be performed without encroaching beyond the limits shown on the plans. In addition, the installation of one of the wing walls requires modification due to the proximity of the pile to the adjacent private property garage.

The contract plans require the use of channelizers during two construction stages and at project completion. However, channelizers installed along the roadway were repeatedly struck and displaced by motorists shortly after installation, resulting in ongoing safety concerns and generating complaints from the public. To address these safety issues, a CCO was issued to replace the specified channelizers with the QWICK KURB channelizing system. This alternative

provides improved durability and reliability in the affected areas. The change was necessary to enhance traffic safety, reduce repeated damage and maintenance, and respond to public safety concerns.

The project received a permit violation notice from the California Department of Fish and Wildlife (CDFW) due to the placement of temporary concrete barriers on the embankment slope outside the allowable work window specified by the permit. The Solstice Creek boundary was not clearly defined in the permit, which contributed to the violation. As a result, the critical path activity was paused while the issue was resolved, causing a delay to the overall project schedule.

The contract did not account for additional excavation and pavement repairs encountered during construction. This resulted in an overrun of specific bid items for the actual work that was performed.

While the project's schedule was impacted by the CCOs described above, costs for time-related delays were associated with project schedule impacts. Cost for additional time-related overhead has been granted to the contractor. The Department is evaluating the time impact analysis submitted by the contractor. It is anticipated that the contractor will be granted additional time due to these impacts and the cost for time-related damage.

Therefore, the project will need a total of approximately \$4,830,000 to address the pending and anticipated CCOs, time-related damage claims, and bid item overrun. After utilizing the remaining contingency funds in the amount of \$1,495,000, additional capital costs in the amount of \$3,335,000 will be required to address the remaining CCOs and complete construction of the project.

Support Cost Increase:

The support cost increase is primarily due to the need for an additional 360 working days to complete the CCO work. Utility-related issues, differing site conditions, and delays by utility companies have required additional inspection, coordination, and oversight, particularly affecting the construction of CIDH piles, abutment pile caps, and wing walls. Conflicts with a temporary water line, which was not shown on plans, caused delays in utility relocation and subsequent construction activities. In addition, the redesign in the field along with limited construction windows extended the construction schedule into the next season.

Violation of a CDFW permit condition by installing temporary concrete barriers early led to a month-long project suspension. Amendments to the CDFW permit and the Water Board's temporary construction easement were required due to changes in construction approaches, resulting in increased coordination and administrative efforts. Traffic handling plans required multiple revisions due to unplanned removal of a raised median and channelizers, and the heightened emphasis on public safety along this segment of the roadway.

Redesign of CIDH piles addressed constructability issues and ensured adequate rebar length and spacing. The project also encountered archaeological remains during excavation of the piles, necessitating compliance with the Native American Heritage Commission and SHPO

guidelines, and ongoing site monitoring including an on-call osteologist.

These unforeseen conditions required additional coordination and contract administration efforts, resulting in an increase of \$2,750,000 in support costs to complete the project.

CONSEQUENCES:

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

FINANCIAL RESOLUTION:

Resolved, that \$3,335,000 be allocated from the Budget Act of 2024, Budget Act Items 2660-302-3290 and 2660-302-0890 for Construction Capital, and \$2,750,000 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.(5)	Supplemental Funds for Previously Voted Project			Resolution FA-25-43	
1	In the cities of Los Angeles and Malibu, from 0.4 mile south of Temescal Canyon Road to Ventura County line; also in Ventura County, from Los Angeles County line to 0.1 mile north of Tonga Street (PM 0.0/0.9).	07-4846 SHOPP CON ENG			
\$6,085,000		505-3290 RMRA	\$786,000	\$315,000	\$1,101,000
Department of Transportation	<u>Outcome/Outputs:</u> Rehabilitate culverts and construct Solstice Creek Bridge for fish passage.	001-0890 FTF	\$6,064,000	\$2,435,000	\$8,499,000
LACMTA		20.10.201.151			
Los Angeles	Total revised amount \$42,872,600.	SHOPP/2021-22			
07-LA-1		CONST			
37.7/62.9	Supplemental funds are needed to complete construction.	302-3290 RMRA	\$3,691,600		\$3,691,600
		302-0890 FTF	\$26,246,000		\$26,246,000
	CEQA - ND, 03/19/2022; Re-validation 12/01/2022	20.20.201.151			
	NEPA - FONSI, 03/19/2019; Re-validation 12/01/2022	SHOPP/2024-25			
	Future consideration of funding approved under Resolution E-19-39; May 2019.	CONST			
		302-3290 RMRA		\$383,000	\$383,000
	Addendum to the previously approved future consideration of funding approved under Resolution E-23-10; January 2023.	302-0890 FTF		\$2,952,000	\$2,952,000
	As part of the initial allocation, the Department requested to extend the completion of CONST and CON ENG an additional 38 months beyond the 36-month deadline.	20.20.201.151			
		0715000090			
		3,4			
		31350			