

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 15-16, 2026

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.5e.(4), Action Item

Prepared By: Doanh Nguyen
District 04 - Director (Acting)

Subject: **SUPPLEMENTAL FUNDS FOR CONSTRUCTION CLOSEOUT PHASE**
PPNO 1491B/EA 4J460 – SONOMA COUNTY – STATE ROUTE 116
RESOLUTION FA-26-12

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) request for an additional \$1,700,000 in Construction Capital for the State Highway Operation and Protection Program (SHOPP) Americans with Disabilities Act Curb Ramps project on State Route (SR) 116, in Sonoma County, to close out 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 116 near Guerneville, from Brookside Lane to River Road, in Sonoma County. The project is upgrading pedestrian facilities to comply with current standards by upgrading curb ramps, sidewalks, driveways, drainage systems, traffic signals, and lighting; and installing curb bulb-outs and hybrid pedestrian signal systems. The project is enhancing pedestrian safety, mobility, and connectivity while providing equitable transportation and accessible infrastructure for the tourist destination of Guerneville.

FUNDING AND PROGRAMMING STATUS:

In March 2018, the project was programmed for \$2,990,000 in Construction Capital and \$850,000 in Construction Support in the SHOPP for allocation in Fiscal Year 2021-22. In October 2018, the project was amended to increase Construction Capital to \$3,425,000 and

Construction Support to \$930,000 to add bulb-outs and pedestrian hybrid beacon signals from an overlapping project to minimize disruption to the community. In October 2020, the project was amended again to increase Construction Capital to \$5,661,000 mainly due to the need for an additional culvert and drainage inlets; and an increase in unit costs for aggregate base, modifying signals and lighting systems, minor concrete, and utility cover adjustment. In June 2022, the project received an 18-month allocation time extension for the Construction phase. In October 2023, the project was allocated for \$6,675,000 in Construction Capital and \$1,096,000 in Construction Support. In April 2024, the project was awarded for \$7,305,600 in Construction Capital, which includes the \$590,000 in local contributions and partial G-12 funds in the amount of \$40,600. In August 2024, construction began with 210 working days. In May 2025, the project received partial G-12 funds in the amount of \$429,000 in Construction Capital. In August 2025, the project received the remaining G-12 funds in the amount of \$400,900 in Construction Capital. The project has not received any G-12 funds for Construction Support. The remaining funds are currently at \$640,000 in Construction Capital and \$95,000 in Construction Support. The project is 100 percent complete, and Construction Contract Acceptance occurred in August 2026. However, additional funding in the amount of \$1,700,000 is required to address invoices submitted by the contractor for contract change order work.

REASON FOR COST INCREASE:

The cost increase is due to addressing differing site conditions, re-staging construction sequencing, and resolving utility conflicts discovered in construction, which total approximately \$2,340,000 and is in agreement with the contractor.

During construction, the project experienced differing site conditions including additional excavation due to grade discontinuities, irregular sidewalk and roadway thicknesses while performing sidewalk and bulb-out work, as well as unidentified tree stumps, building basements, and abandoned railroad infrastructure. This resulted in construction inefficiencies and required additional excavation and backfill quantities to correct the grade to conform to the existing elevation of the entrances to businesses.

The project incurred additional costs for restaging the sidewalk construction sequence to maximize access to the businesses. This required the contractor to shift work between day and nighttime hours to accommodate the business owners' concerns. The contractor was also directed to add accelerating chemicals to the sidewalk concrete and provide heated tents over the concrete that was placed during cold weather conditions to remain on schedule. Working in inclement weather during winter also caused inefficiencies.

Furthermore, at the request of local stakeholders, the start of construction was deferred to August to avoid impacts during the busy summer tourist season. The contractor was also required to remove and reset traffic control elements to accommodate local festivals and parades that were not identified in the contract. Additional traffic control and temporary facilities were required to minimize impacts to pedestrians and businesses. In addition, work was staged in two phases for demolition and concrete placement at blocks with congested business areas,

requiring additional temporary lights and barriers. The construction sequence was also modified to maintain customer parking, resulting in additional inefficiencies. Other additional work included temporary pedestrian facilities, including wheelchair access along the sidewalk and a free-standing audible warning system to help and guide low-vision pedestrians throughout the construction zone.

Lastly, unanticipated conflicts with existing and abandoned utilities were discovered at the proposed locations of signal and lighting pole foundations and electrical conduits as well as at locations of trench excavation for culverts, which resulted in the redesign and modification of drainage systems. These utility conflicts revealed inaccuracies in the plat maps provided by the respective utility companies. In addition, existing electrical conduits for lighting were expected to be much deeper but were found to be shallow in depth and spanning through existing curb and gutter pans. These situations required the redesign of the new electrical facilities and rerouting of the new electrical service conduits. Additional work was also required to maintain existing lighting, install a battery backup system for the pedestrian hybrid beacon, and address delays associated with electrical cabinet procurement.

Overall, the additional capital costs of \$1,700,000 are required to address these changes and maintain the original scope, after utilizing the remaining funds in the amount of \$640,000.

CONSEQUENCES:

If this request for supplemental funds is not approved, the Department will not be able to proceed with the closeout of the project due to the pending invoices. If the close-out is further delayed, it will likely result in claims by the contractor with the risk that the Department would have to pay out the potentially higher cost for arbitration and interest on the invoices submitted by the contractor.

FINANCIAL RESOLUTION:

Resolved, that \$1,700,000 be allocated from the Budget Act of 2025, Budget Act Item 2660-302-0890 and Non-Budget Act Item 2660-802-3290 for Construction Capital, to provide funds to close out the Construction phase for this SHOPP project.

Attachment

2.5 Highway Financial Matters

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

2.5e.(4)**Supplemental Funds for Previously Voted Project****Resolution FA-26-12**

1	Near Guerneville, from Brookside Lane to River Road.	04-1491B			
\$1,700,000		SHOPP/2017-18			
	<u>Outcome/Outputs:</u> Upgrade curb ramps and sidewalk, and	CONST			
Department of	install Accessible Pedestrian Signals (APS) pushbuttons to	802-3290 RMRA		\$195,000	\$195,000
Transportation	make facilities compliant with the Americans with Disabilities	20.20.201.361			
<u>MTC</u>	Act (ADA) standards.				
Sonoma		SHOPP/2022-23			
04-Son-116	Total revised amount \$9,245,500.	CONST			
11.8/R12.2		302-0042 SHA	\$429,300		\$429,300
	Supplemental funds are needed to close-out contract.	302-0890 FTF	\$7,116,200		\$7,116,200
		20.20.201.361			
	CEQA - CE, 06/25/2020; Re-validation 06/30/2023				
	NEPA - CE, 06/25/2020; Re-validation 06/30/2023	SHOPP/2025-26			
		CONST			
		302-0890 FTF		\$1,505,000	\$1,505,000
		20.20.201.361			
		0415000351			
		4			
		4J460			