

Memorandum TAB 78

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 5-6, 2018

Reference No.: 2.5e.(10) - **REVISED**
Action Item

From: STEVEN KECK
Chief Financial Officer

Prepared by: Janice Benton (Acting)
District 08 - Director

Subject: **SUPPLEMENTAL FUNDS ALLOCATION FOR PREVIOUSLY VOTED PROJECT**
(PPNO 08-0174L/EA 3555V – SAN BERNARDINO COUNTY – INTERSTATE 15)
RESOLUTION FA-18-33

ISSUE

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) request for an additional \$9,193,000 for the State Transportation Improvement Program (STIP) project (PPNO 0174L **and 0175N**) on Interstate 15 (I-15), in San Bernardino County, to complete construction?

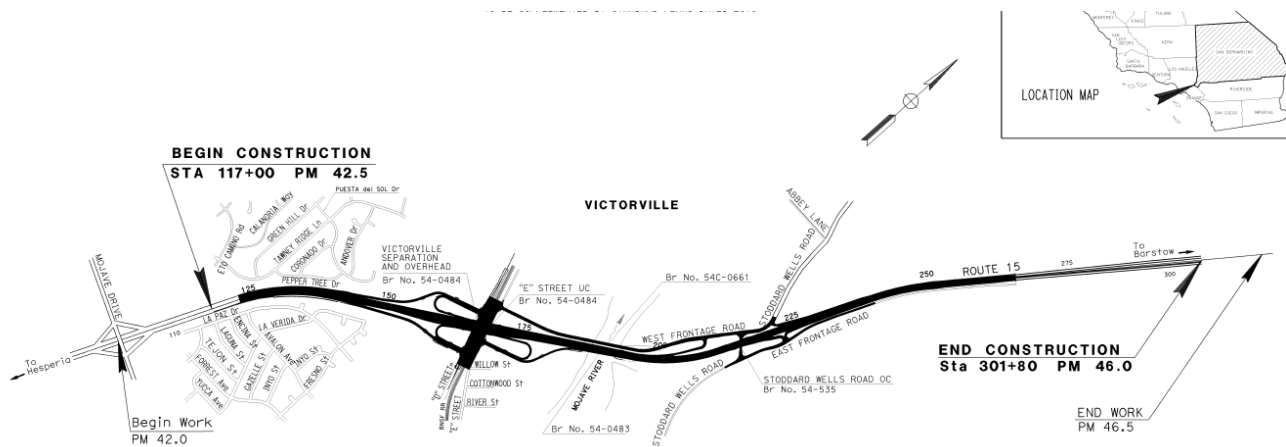
RECOMMENDATION

The Department recommends that the Commission allocate \$9,193,000 for the previously approved STIP project (PPNO 0174L **and 0175N**) on I-15, in San Bernardino County, to complete construction.

Component	Programmed Amount	Commission Allocation	G-12 Authority	Total Allotment	Requested Funds	Revised Allocation	% Request Over Total Allotment
Capital	\$65,000,000	\$71,053,000	\$7,305,300	\$78,358,300	\$ 6,443,000	\$84,801,300	8.2%
Support	\$ 9,098,000	\$10,300,000	\$1,230,000	\$11,530,000	\$ 2,750,000	\$14,280,000	23.9%
Total					\$ 9,193,000		

PROJECT LOCATION, DESCRIPTION, AND CONTRACT STATUS:

This project is located on I-15 in the city of Victorville, in San Bernardino County. The project will widen I-15, reconstruct three interchanges, widen three bridges and construct two new bridges. Construction began on March 23, 2016 and the contract was approved with 900 working days. The current contract status is active, 59 percent of the work has been completed, and 65 percent of the contract time has been exhausted. The anticipated Construction Contract Acceptance (CCA) is October 1, 2020.



FUNDING STATUS:

The project was funded in the STIP program for a \$65,000,000 for Construction Capital and \$9,098,000 for Construction Support. In December 2014, the Commission allocated \$71,053,000 in Construction Capital and \$10,300,000 in Construction Support, and the contract was awarded for \$76,322,600.

By August 2017, the project had used all the G-12 authority for Construction Capital which totaled \$7,305,300. The contract expenditures have been closely monitored to remain within the approved budget. In March 2018, the G-12 authority for Construction Support, which totaled \$1,230,000, was expended to address change orders and unanticipated nightwork. Therefore, the Department is requesting \$9,193,00 (Construction Capital and Support) to complete construction.

REASONS FOR COST INCREASE:

The contract had several issues that caused an increase in the Construction Capital and Construction Support costs. The following activities have attributed to most of the project cost increase:

Construction Capital

Bridge Foundation:

Work began on one of the footings at the Mojave River Bridge in November 2016. Soon after, the contractor encountered a differing site condition (underground spring) and found that it was undermining the existing footing, causing concerns of instability. After evaluating options, it was determined that the proposed footing needed to be redesigned, which halted work at this location until the redesign was complete. Changes related to the construction of the redesigned footing and the water diversion plan caused increases in construction capital and resulted in 143 days of delay.

Railroad Flagging:

The original amount identified for railroad flagging was mistakenly omitted from the estimate for the State Furnished Material contract item. When this was identified, it was evaluated by the District and determined that the project contingency could cover the flagging costs. Due to the delay incurred from the footing redesign at the Mojave River Bridge, the contractor was directed to work on a different bridge within the project. This change in direction modified the contractor's staging plan and required additional railroad flagging, as well as an Amendment to the Construction and Maintenance Agreement with the BNSF Railroad.

Construction Zone Enhanced Enforcement Program (COZEEP):

While the project contained regulatory speed reduction and double fine signage, traffic speeds and driver behavior resulted in numerous collisions within the project limits. To help insure safety of workers and the traveling public, the use of COZEEP was increased; over 300 shifts have been used and more are needed to complete the project.

Quantity Adjustments and other items:

Time delays in the contract have resulted in an increase of certain contract items beyond their original working days. Rising oil prices have caused an upward swing in the crude oil price index. The Department adjusts payments for certain items containing asphalt as a regular business practice, per the Department's Standard Specifications.

Construction Support

Support Costs:

Due to various delays including those related to the footing redesign, weather, and a nearby emergency project (unrelated to this project), this contract had to be extended by an additional 252 working days. Staffing needs have been analyzed based on the type of work remaining and the time needed to complete construction.

CONSEQUENCES:

The Department has determined that additional funds are needed to complete this construction contract and the additional funds requested are in the best interest of the State.

The Department has exercised all feasible measures to minimize costs in carrying out work related to this project and has determined that this request is well-supported and is the only viable alternative available.

If this request for additional funds is not approved, the Department will not be able to complete this construction contract.

There are no viable detours through this heavily trafficked highway that accommodates a significant amount of goods movement to the rest of the nation and recreational travelers to and from Las Vegas and beyond. Not completing this project would cause transportation delays and affect the economic well-being of the state and the nation. The consequences of not completing this project include added delays to goods movement, recreational travel, and access to and from communities east of the city of San Bernardino.

RESOLUTION:

Resolved, that \$6,443,000 for Construction Capital be allocated from the Budget Act of 2018, Budget Act Item 2660-301-0890 and \$2,750,000 be allocated from Budget Act Item 2660-001-0890 to complete the construction contract for the STIP project on I-15 in San Bernardino County.

2.5 Highway Financial Matters

REVISED ITEM

Project #	Project Title	PPNO	State	State
Allocation Amount	Location	Program	Federal	Federal
Recipient	Project Description	Funding Year	Additional	Revised
<u>RTPA/CTC</u>		Item #	Amount by	Amount by
County		Fund Type	Fund Type	Fund Type
Dist-Co-Rte	Project Support Expenditures	Program Codes	Current Amount	Amount by
Postmile		Project ID	by Fund Type	Fund Type
		Adv Phase		
		EA		
2.5e.(10)	Supplemental Funds for Previously Voted Projects			Resolution FA-18-33
\$9,193,000	Route 15 widening (Phase 2).	08-0174L/ 0175N		
Department of	In Victorville, between Mojave Drive and 1.6 km north of	001-0890	\$10,300,000	\$10,300,000
Transportation	Stoddard Wells Road overcrossing. Reconstruct three	FTF		
<u>SBCTA</u>	interchanges and upgrade roadway standards.	20.10.025.700		
San Bernardino	Supplemental funds are needed to Complete	RIP/2013-14		
08-SBd-15	Construction.	301-0042	\$420,200	\$420,200
41.9/46.0	Total revised amount \$97,851,300	SHA		
		301-0890	\$55,318,995	\$55,318,995
		FTF		
	[For delivery purposes, the mainline highway project	20.20.025.700		
	(PPNO 0174L) was combined with the landscape	RIP/2013-14		
	enhancements project (PPNO 0175N) into a single	301-0042	\$209,800	\$209,800
	construction contract. For that reason, the current funding	SHA		
	shown in the vote box is the combined funding for these	301-0890	\$22,409,305	\$22,409,305
	two projects. The table below lists amounts only for the	FTF		
	highway project (PPNO 0174L) which is seeking	20.20.075.600		
	supplemental funds to complete construction.]			
	<u>For share purposes (PPNO 0174L & 0175N) (Dollars in</u>	001-0890	\$2,750,000	\$2,750,000
	<u>\$1,000's)</u>	FTF		
		20.10.025.700		
	<u>Fund Initial Allocation Requested Adjustment</u>			
	IIP cap \$45,952 \$4,253 \$9,076	IIP/2018-19		
	IIP sup. \$9,900 \$2,750 \$3,980	301-0890	\$4,252,000	\$4,252,000
	RIP cap \$23,655 \$2,190 \$4,672	FTF		
		20.20.025.700		
	<u>Addition of PPNO 0715N added via the Yellow</u>	RIP/2018-19		
	<u>Revised Item distributed at the December 2018 CTC</u>	301-0890	\$2,191,000	\$2,191,000
	<u>meeting. PPNO 0174L & 0175N combined for</u>	FTF		
	<u>construction.</u>	20.20.075.600		
	This supplemental funds request is for \$17,728,000:	0814000086		
	\$9,193,000 is additional funding for the project to	3,4		
	complete construction and \$8,535,000 is for G-12	3555V		
	authority already allotted to the project.			
	<u>Outcome/Output:</u>			
	Sound wall mile(s) constructed. 2.1 Miles			
	Auxiliary lane mile(s) constructed. 1 Mile			
	Mixed flow lane-mile(s) constructed. 11 Miles			
	Modified/Reconstructed bridge(s). 9 Each			