

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: October 21-22, 2015

Reference No.: 2.5d.(2)  
Action Item

From: NORMA ORTEGA  
Chief Financial Officer

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Division of  
Transportation Programming

Subject: **ALLOCATION FOR PROJECT WITH COSTS THAT EXCEED THE PROGRAMMED  
AMOUNT BY MORE THAN 20 PERCENT  
RESOLUTION FP-15-14**

## **RECOMMENDATION**

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate \$20,827,000 for one State Highway Operation and Protection Program (SHOPP) project identified below.

## **ISSUE**

Additional funds are needed for one programmed project in order to advertise the construction contract.

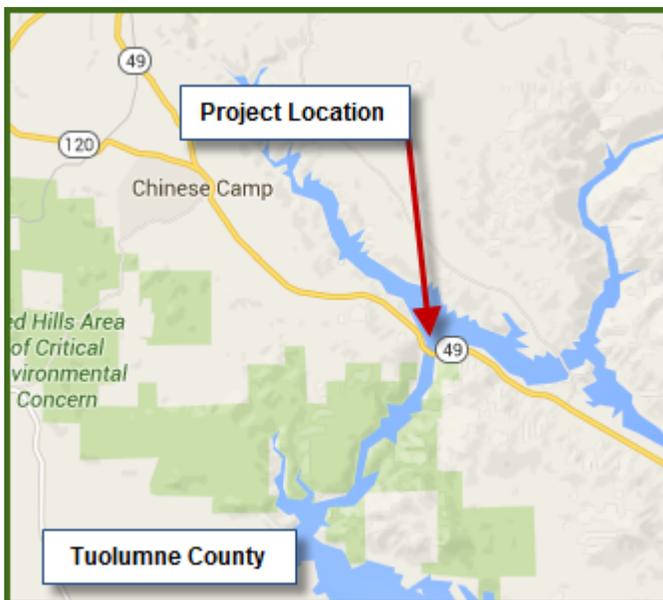
## **RESOLUTION**

Resolved, that \$20,827,000 be allocated from the Budget Act of 2014, Budget Act Item 2660-302-0042 and 2660-302-0890, to provide funds to advertise the following project.

	Programmed	Program	Allocation	% Increase
	<u>Amount</u>	<u>Adjustment</u>	<u>Request</u>	Above
<u>Dist-Co-Rte</u>				<u>Programmed</u>
0-Tuo-120	\$13,700,000	\$7,127,000	\$20,827,000	<u>Amount</u>
				52.0%

## **PROJECT DESCRIPTION**

This project is located in Tuolumne County on Route 120 near the city of Moccasin from 0.3 mile west to 0.3 mile east of the Tuolumne River Bridge (James E. Roberts Memorial Bridge). The purpose of this project is to eliminate the existing deterioration of the bridge deck and protect the structural integrity of the bridge roadway surface. The project improvements would also reduce maintenance costs and reduce staff exposure to traffic/potential accidents during deck spall repair efforts. The primary scope of work includes replacing the bridge deck, replacing the bridge railing and seismic retrofit of the superstructure. The rehabilitation is proposed during the winter season to avoid the peak tourist season and minimize adverse economic impact to communities along the State Route 120 corridor, the northwest gateway to Yosemite National Park.



## **FUNDING STATUS**

This project is currently programmed in the 2014 SHOPP (Fiscal Year 2014-15) for \$13,700,000. This allocation request for \$20,827,000 in Capital Construction Funds is an increase of 52.0 percent above the programmed amount.

### **REASON FOR INCREASE**

The main items that contributed to the cost increase above the programmed amounts are as follows:

**Escalation Cost:** The original project construction capital cost was not adjusted to the anticipated construction year when it was originally programmed; thus, four years of construction escalation was not included in the original estimate.

**Structural Issues:** The proposed construction procedure was modified after it was originally programmed. After a constructability evaluation effort by the Department's Construction, Structure-Construction, and project estimators, it was determined that the bridge rehabilitation work would require smaller incremental replacement deck panels than what was originally estimated during scoping/programming, due to a more detailed evaluation of loading requirements, and load/weight limitations of the existing steel girders.

**Traffic Management/Detour Issues:** The detour route system was expanded over what was originally programmed. During programming, a northern detour was pursued by the District but Local opposition rejected it and a consensus was achieved to move with a single southern detour. However, during the development of the project and with additional coordination with Tuolumne County, a modified northern detour was deemed acceptable, along with the southern detour route, to accommodate trucks that could not traverse the northern local detour route.

In addition, in June 2015, the Tuolumne County Board of Supervisors, upon approval of the use of local roads for the detours, stipulated that the bulk of construction closures would be confined to late fall, winter and early spring months to avoid off-peak tourist season. It was also stipulated that the majority of the bridge rehabilitation work be done at night leaving the bridge open to traffic and commerce during the daytime. These items were not included in the original scoping document and contribute to the adjustment in the allocation.

The adjusted amount also includes an increase in contingency, due to the risk of performing repairs during winter season and to address the risk of replacing the bridge deck on this unique and challenging structure consisting of curved steel girders with structural weight restrictions high above Don Pedro Reservoir.

### **DETERMINATION**

The Department has determined that reducing the scope of work to match the programmed amount is not feasible to meet the need and purpose of the project. The majority of the cost is associated with the bridge deck replacement and partial construction of the bridge deck is not structurally feasible. The delay of any bridge work would result in greater costs and more disruption to the traveling public. The Department recommends that this request for \$20,827,000 be approved to allow this project to be advertised.

Attachment

2.5 Highway Financial Matters

Project #	Allocation Amount	County	Dist-Co-Rte	Postmile	Location	Project Description	Allocation Histroy	PPNO Program/Year Prgm'd Amount	Project ID	Adv Phase	EA	Budget Year	Item #	Fund Type	Program Code	Amount by Fund Type	
<b>2.5d.(2) Allocations for Projects with Cost Increase Greater than 20 Percent</b>																	
<b>Resolution FP-15-14</b>																	
1	\$20,827,000	Tuolumne	10-Tuo-120	R19.4/R20.0	Near Moccasin, from 0.3 mile west to 0.3 mile east of Tuolumne River (James E. Roberts Memorial) Bridge No. 32-0018 at Don Pedro Reservoir. <u>Outcome/Output:</u> Rehabilitate bridge and restore load capacity by replacing the bridge deck, strengthening girders, replacing bridge rails, and seismic retrofit.			10-0031	SHOPP/14-15			2014-15	302-0042	SHA		\$417,000	
								1012000053		4			302-0890	FTF		\$20,410,000	
										0L970			20.20.201.110				
					Preliminary												
					<u>Engineering</u>	<u>Programmed</u>	<u>Expended</u>										
					PA&ED	\$0	\$0										
					PS&E	\$1,629,000	\$1,915,691										
					R/W Supp	\$4,000	\$0										
					(Construction Support: \$4,151,000)												