State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 5, 2013

Reference No.: 2.1c.(1b)/2.5e.(1)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

Subject: **ALLOCATION FOR SUPPLEMENTAL FUNDS FOR PREVIOUSLY VOTED PROJECT AND CORRIDOR MOBILITY IMPROVEMENT ACCOUNT PROJECT BASELINE AMENDMENT RESOLUTION FA-12-16**
RESOLUTION CMIA-PA-1213-17, AMENDING RESOLUTION CMIA-AA-1112-015

RECOMMENDATION:

The Department of Transportation (Department) recommends that the California Transportation Commission (Commission) allocate an additional $840,000 in State Transportation Improvement Program (STIP) funds ($420,000 Regional Improvement Program [RIP] and $420,000 Interregional Improvement Program [IIP]) and amend the Proposition 1B Corridor Mobility Improvement Account (CMIA) baseline agreement for the La Barr Meadows Widening Project (PPNO 4107) in Nevada County.

ISSUE:

Additional funds are needed for one previously voted multi-funded project in order to complete construction.

RESOLUTION:

Resolved, that $420,000 from the Regional Improvement Program and $420,000 from the Interregional Improvement Program be allocated from the Budget Act Item of 2012, Budget Act Item 2660-301-0042, to provide additional funds for the project identified below.

Project	Dist-Co-Rte	Funds	Original Allocated Amount	Current Allocation	Allocation Adjustment	Revised Allocation	% Increase Above Current Allocation
1	03-Nev-49	CMIA	$12,648,000	$5,755,000	$0	$5,755,000	0.0%
		IIP	$1,926,000	$1,926,000	**$420,000**	**$2,346,000**	21.8%
		RIP	$1,926,000	$1,926,000	**$420,000**	**$2,346,000**	21.8%
		Total	$16,500,000	$9,607,000	$840,000	$10,447,000	8.7%

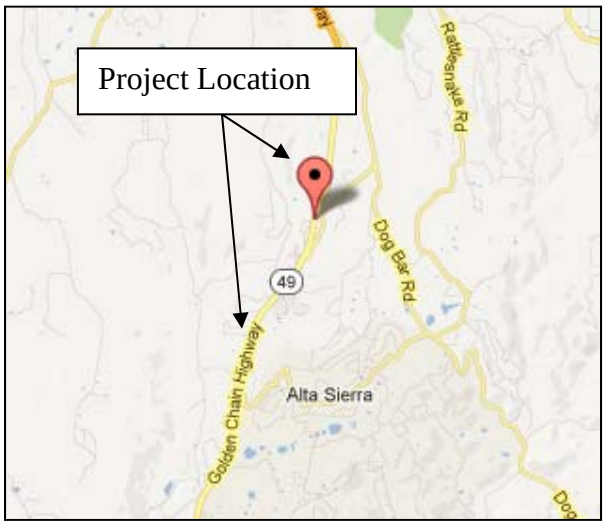
Note: Current CMIA allocation reflects allocation and award savings.

Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	Project Title Location Project Description	PPNO Program/ Funding Year Budget Item # Fund Type Program Codes Project ID Adv Phase EA	State Federal Current Amount by Fund Type	State Federal Additional Amount by Fund Type	State Federal Revised Amount by Fund Type
2.5e.(1) Supplemental Funds for Previously Voted Projects					**Resolution FA-12-16**
1 $840,000 Department of Transportation Nevada CTC Nevada 03-Nev-49 9.7/R11.2	La Barr Meadows Widening. Near Grass Valley, from 0.7 mile north of Alta Sierra Drive to 0.5 mile south of Wellswood Way. Widen to 4 lane highway with continuous median lane. Outcome/Outputs: Number of new lane miles equal 2.8. Improves travel time by 2,559 minutes Supplemental Funds needed to complete construction. Total Revised Amount: $10,447,000	03-4107 CMIA / 2008-09 804-0890 ARRA 20.20.721.000	$2,000,000		$2,000,000
		RIP / 2008-09 304-6058 TFA 20.20.075.600	$1,926,000		$1,926,000
		IIP / 2008-09 304-6058 TFA 20.20.025.700	$1,926,000		$1,926,000
		CMIA / 2009-10 304-6055 CMIA 20.20.721.000	$3,755,000		$3,755,000
		RIP / 2011-12 301-0042 SHA 20.20.075.600		$420,000	$420,000
		IIP / 2011-12 301-0042 SHA 20.20.025.700 0300000293 4 2A6904		$420,000	$420,000

PROJECT DESCRIPTION:

This project is located in Nevada County on Route 49 from 0.7 mile north of Alta Sierra Drive to 0.5 mile south of Wellswood Way. The project widens Route 49 to four lanes with a continuous median lane.

PROJECT LOCATION:



Nevada County

FUNDING STATUS

The Commission allocated $12,648,000 of Proposition 1B CMIA funds and $1,926,000 RIP and $1,926,000 IIP funds in January 2010. The construction contract was awarded in May 2010 with an authorized budget of $9,607,000; comprised of $5,755,000 CMIA, $1,926,000 RIP and $1,926,000 IIP. In November 2010, the Commission de-allocated $6,893,000 of CMIA.

Construction is scheduled to be completed by July 2013. However, an additional $840,000 is needed due to unforeseen and uncontrollable issues that developed during the life of this contract. The increase is proposed to be funded by STIP – 50/50 RIP/IIP.

REASONS FOR INCREASE

A number of work items have led to cost overruns on this project. These items include a new Construction General Permit (CGP) for storm water discharges, drainage system modifications, increased traffic handling and a low asphalt price index at time of contract award plus a few miscellaneous issues, as described below.

New Construction General Permit - A new National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance (Order No. 2009-0009-DWQ), CGP, went into effective July 1, 2010, a month after the project was awarded. The new CGP called for a recalculation of the project's risk level. The new calculation increased the risk level, resulting in more stringent storm water requirements and increased costs to the Department. **Cost to date: $322,500** (Costs continue at $15,000 per month.)

Drainage Modifications - During construction several drainage systems experienced erosion problems on and off the State right of way. **Cost: $197,000**

Increased Traffic Handling - This project constructs a new signalized intersection including two frontage roads to eliminate cross traffic from local residents and four mobile home facilities. The project plans specified the signalized intersection to be operational in the last stage of construction. During the early stages of construction it became evident that traffic wasn't flowing through the intersection and frontage roads adequately, and changes needed to be implemented to achieve a serviceable intersection. The traffic handling improvements implemented to improve safety through the un-signalized intersection and frontage roads for three stages of construction increased the construction cost. **Cost: $178,000**

Low Crude Oil Index at Bid - The crude oil index to compensate the contractor or credit the State for adjustments in crude oil cost fluctuations is based on the crude oil index at time of bid opening. This project bid when the index was relatively low at 426.00. Asphalt paving occurred when the index was as high as 598.4 (Aug-Oct 2012). **Cost: $218,000**

Other additional costs

The project has already issued a number of Contract Change Orders (CCOs) for items such as underground utility conflicts, man-made buried objects, temporary lighting, unsuitable material, signing omissions and changes, driveway changes and changes in county road conforms. **Cost: $445,700**

To fully deliver the original scope of work, it is anticipated that the final item work will exceed the Engineer's Estimate. Some of the major item increases include pipe culverts and concrete rock-slope protection: **Cost $202,200**

The project is also expected to have some Notice of Potential Claims (NOPCs). **Estimated Cost: $69,700**

The Resident Engineer has also identified some extra work that will be needed to fortify existing areas to ensure a well functioning project free of excessive future maintenance needs. This proposed work includes erosion control measures, shoulder stabilization, concrete rock-slope protection and various drainage modifications. **Cost: $224,100**

Summary of Increases

Total Cost Increase:	$1,857,200
Available Project Contingency Funds	($1,025,300)
Funding Request:	$ 831,900

For the reasons listed above, the Department requests supplemental funds in the amount of $840,000 in order to fully deliver the originally scoped project.

FUNDING OPTIONS:

OPTION A: Approve this request for supplemental funds, as presented above, for **$**840,000, to complete the construction contract.

OPTION B: Deny this request. Significant items of work will be deleted, including rubberized open graded asphalt which provides a quieter surface and safer ride during inclement weather; permanent thermoplastic traffic striping, which has greater longevity than traditional painted traffic striping; and culvert pipe liners, all of which are intended to minimize future maintenance costs. **This option does not deliver the full project benefits as committed in the approved CMIA baseline agreement.**

RECOMMENDED OPTION:

The Department recommends that this request of $840,000, as presented in Option A above, be approved to close out the construction contract.

NEVADA COUNTY
TRANSPORTATION COMMISSION

Grass Valley · Nevada City · Nevada County · Truckee

File: 1200.4

February 22, 2013

Senator Mark DeSaulnier, Chair
Senate Transportation Committee
State Capitol, Room 5035
Sacramento, CA 95814

Dear Senator DeSaulnier:

In your comments during the California Transportation Foundation Forum held January 29, 2013, you indicated that you would like to receive examples of how water quality requirements have impacted transportation projects. The Nevada County Transportation Commission recently reviewed a request from Caltrans District 3 for supplemental funds for the SR 49/La Barr Meadows Road Widening project. The total budget for construction of this project was $9.6 million. In explaining the need for the supplemental funds, Caltrans staff noted that more than $322,000 of contract change orders was needed to meet recently adopted Stormwater Pollution Prevention Plan (SWPPP) requirements.

The bid for this project was awarded on May 28, 2010. On July 1, 2010, the new National Pollutant Discharge Elimination System (NPDES) General Permit for Stormwater Discharges Associated with Construction and Land Disturbance (Order no. 2009-0009-DWQ), Construction General Permit (CGP) went into effect. This required the Project Engineer to execute a contract change order because the Central Valley Regional Water Quality Control Board requested that Caltrans recalculate the project's risk level. The new calculation increased the Risk Level (RL) from RL-1 to RL-2. To comply with the new CGP requirements based on the RL-2 determination, the following requirements were added to the project:

- Provide a water pollution control manager who meets the requirements of the qualified SWPPP developer specified in the new CGP.
- Amend the project SWPPP to include the new CGP risk level requirements.
- Prepare a Construction Site Monitoring Program that specifies sampling and analyses methods and include it in the project SWPPP.
- Perform and document weekly stormwater site inspections year-round. (*Weekly year-round inspections were required without any recognition of the fact that with a Mediterranean climate, Nevada County experiences lengthy periods of time with no rain events.)*
- Collect and analyze stormwater discharge samples for turbidity and pH for qualifying rain events.
- Submit Rain Event Action Plans (REAPs) 48 hours before a qualifying rain event (0.5" precipitation storm) or a storm event (0.1" precipitation in a 24-hour period), both having a precipitation forecast greater than 50%.

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E-mail: nctc@nccn.net · Web Site: www.nctc.ca.gov

The more stringent stormwater requirements mandated by this CGP have increased costs by $322,500 to date, and costs continue to accumulate at $15,000 per month. Also, drainage modifications related to the CGP cost $197,000, which brought the total of both of these items to more than one-half million dollars of additional cost to the project.

It is our understanding that even though Caltrans implemented extraordinary measures to meet the turbidity requirements imposed by the state regulations, they were unable to achieve the required standards. Some members of the Nevada County Transportation Commission noted that Caltrans had essentially been sent on "a fool's errand" because achieving the required turbidity levels with Nevada County red clay soil would be impossible.

It is our hope that the State Legislature will take note of the fiscal impacts of the stormwater requirements adopted in 2010 and set about revising them to achievable and fiscally reasonable levels based on the conditions in the project locality.

Sincerely,

Lawrence A. Jostes
Chairman

cc: Pamela Creedon, Executive Director, CVRWQCB
Malcolm Dougherty, Director, Caltrans
Senator Ted Gaines, First Senate District
Jody Jones, Director, Caltrans District 3

NEVADA COUNTY
TRANSPORTATION COMMISSION

Grass Valley · Nevada City · Nevada County · Truckee

File:1200.4

February 22, 2013

Joseph Tavaglione, Chair
California Transportation Commission
1120 "N" Street, Room 2233 (MS-52)
Sacramento, CA 95814

SUBJECT: NCTC Action Regarding Caltrans Request for Additional Funds for SR 49/La Barr Meadows Road Widening Project

Dear Chairman Tavaglione:

At a special meeting held on February 15, 2013, the Nevada County Transportation Commission (NCTC) reviewed the attached memo from Caltrans District 3 to Norma Ortega, dated January 14, 2013. In reviewing the memo, it was noted that over $500,000 of the projected cost overrun was the direct result of expenditures required to meet new stormwater regulations for control of turbidity of runoff water from the project. The stormwater requirements were put in place after the award of the construction contract. While it is recognized that these expenditures were not within Caltrans control, communication of this type of information to project stakeholders is essential to the successful completion of the project and to maintaining an ongoing relationship with funding partners. Also it is important that state authorities understand that such regulations come with a significant cost, and demand additional funds that might otherwise be spent on sorely needed transportation projects.

After lengthy discussion with Caltrans District 3 staff and deliberation between the Commissioners, a motion that included the following directives was adopted:

- Caltrans should complete the project with alternative funding so that NCTC does not incur any additional costs above those previously programmed.
- Decline support for the request for additional funds, and send a letter to the California Transportation Commission recommending denial of the request for supplemental funds.
- To clarify that NCTC's decision not to support the request for additional funds does not reflect dissatisfaction with the project, but rather disappointment in, and frustration with, the lack of communication about the financial status of the project during the period of time that the project was under construction.

The delay of communication to NCTC about these issues was so late as to be offensive to NCTC as a funding partner. During their deliberation, Commissioners noted that prior to this event, in September 2011, Caltrans District 3 staff came to NCTC after having over expended right-of-way funding on the Dorsey Drive Interchange project by $1.3 million. This information came on the

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heels of a report at the July 2011 NCTC meeting where Caltrans staff indicated that there might be savings in the right-of-way component of the project. Shocked at the magnitude of the cost of the overrun and the "after-the-fact" notification by Caltrans, NCTC felt that it was imperative to send strong direction that this kind of action would not be tolerated a second time.

During the discussion of the SR 49/La Barr Meadows Road project, Caltrans staff stated that information indicating potential cost overruns was identified as early as the spring of 2012. Because of the experience with the cost overrun on the Dorsey Drive Interchange project, and based on the understanding that declining any additional funds for the SR 49/La Barr Meadows Road project will leave the project in a safe and operable condition, NCTC felt the need to express to Caltrans that failure to communicate in a timely manner is not acceptable. Since Caltrans failed to notify NCTC in a timely matter of these additional costs, it seems logical that Caltrans should be required to provide the funds to complete the project in accordance with the approved plans.

If you need any further information regarding NCTC's position on this matter, please contact NCTC's Executive Director, Daniel Landon, at 530-265-3202 or email dlandon@nccn.net.

Sincerely,

Lawrence A. Jostes
Chairman

enclosure

cc: Andre Boutros, Acting Executive Director, CTC
Governor Edmund G. Brown Jr.
Assemblyman Brian Dahle
Malcom Dougherty, Director, Caltrans
Senator Ted Gaines
Jody Jones, Director, Caltrans District 3
Senator Jim Nielsen

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

Memorandum

Flex your power!
Be energy efficient!

To: MS. NORMA ORTEGA
Chief Financial Officer

Date: Jan 14, 2013

File: 03-Nev-49 KP 9.7/R11.2
03-2A690
EFIS ID: 0300000293
STIP 20.XX.721.000
09/10 FY-STIP

Attention: Ms. Arletha Orozco
Capital Budgets Allocation Branch

From: THOMAS BRANNON
Deputy District Director
District 3 Program/Project Management

Subject: Request for Additional Funds

I recommend that Budgets submit a request to the California Transportation Commission to vote an additional $840,000 for the above project. Following are details supporting this request:

PROJECT LOCATION
In Nevada County near Grass Valley from 0.6 KM north of Alta Sierra Drive to 0.9 KM south of Wellswood Way

PROJECT DESCRIPTION
The project consists of constructing a 2.0-km (1.25-mi) segment of SR 49 by widening, relocating, and signalizing the intersection of La Barr Meadows Road and SR 49. To provide adequate storage and left-turn movement, the intersection is relocated to the south of the existing location and the highway widened from two to five lanes in the vicinity of the new intersection.

FINANCIAL STATUS OF CONTRACT

This project was programmed in the STIP and funded with CMIA, IIP, RIP, ARRA. CTC vote in Jan 2010 and awarded May 2010 for $9,607,000.

REASONS FOR COST INCREASE

There are four primary items that lead to cost overruns on this project. These items include a new Construction General Permit (CGP) for storm water discharges, drainage system modifications, increased traffic handling and a low crude oil index at time of bid. Three of these four primary items are considered unforeseen and could not have been prevented. In addition, forty-two contract change orders have been written over a two year period to address normal contract issues.

New Construction General Permit - A new National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction and Land Disturbance (Order No. 2009-0009-DWQ), Construction General Permit (CGP) went into effective Jul 1, 2010. This project was awarded on May 28, 2010.

This project was required to execute a contract change order because the Central Valley Regional Water Quality Control Board requested Caltrans recalculate the project's risk level. The new calculation increased the Risk Level (RL) from RL-1 to RL-2. To comply with the new CGP requirements based on the RL-2 determination the project added the following requirements:

- Provide a water pollution control manager who meets the requirements of the qualified SWPPP developer specified in the new CGP.
- Amend the project SWPPP to include the new CGP risk level requirements.
- Prepare a Construction Site Monitoring Program that specifies sampling and analyses methods and include it in the project SWPPP.
- Perform and document weekly stormwater site inspections year-round.
- Collect and analyze stormwater discharge samples for turbidity and pH for qualifying rain events;
- Submit Rain Event Action Plans (REAPs) 48 hours before a qualifying rain event (0.5" precipitation storm) or a storm event (0.1" precipitation in 24-hour period) both having a precipitation forecast greater than 50 percent.

The more stringent stormwater requirements mandated by this CGP have increased costs by $322,500 to date. Costs continue at $15,000 per month.

Drainage Modifications - During construction several drainage systems have experienced erosion problems on and off State Right of Way. The project soil classification being lean clay (Uniform Soil Classification; CL) coupled with the new stringent turbidity and pH discharge criteria resulted in many drainage modifications. A collaborative effort between the Resident Engineer, CT Stormwater Coordinator, CT Hydraulics and our Water Pollution Control Manager took place. They mutually agreed on the most economical solution to mitigate these areas of concern. Below is a partial list of necessary drainage modifications:

- Drainage Diversion: DS-9, DS-14, DS-16, DS-18, DS-20, DS-26, DS-27, DS-34, DS-36.
- Water Detention: DS-7.
- Drainage System Fortification: DS-7, DS-37, DS-38, DS-40, DS-41, DS43, DS-45.

The implemented drainage changes were necessary to meet the new CGP and minimize/slow run-off onto adjacent private property. These changes increased construction costs by $197,000.

Increased Traffic Handling - This project constructs a new signalized intersection including two frontage roads to eliminate cross traffic from local residents and four mobile home facilities. The project plans specified the signalized intersection to be operational in the last stage of construction. During the early stages of construction it became evident that traffic wasn't flowing through the intersection and frontage roads adequately, and changes needed to be implemented to achieve a serviceable intersection. Due to increased local pressure, the Resident Engineer met with the PDT, local stakeholders and County officials and determined it was prudent to improve traffic handling through the project. It was mutually determined to signalize the intersection as soon as possible using contract change orders.

The traffic handling improvements implemented to improve safety through the un-signalized intersection and frontage roads for three stages of construction increased costs by $178,000.

Low Crude Oil Index @ Bid - The crude oil index to compensate the contractor or credit the State for adjustments in crude oil cost fluctuations is based on the crude oil index at time of bid opening. This project bid when the index was relatively low at 426.00. Asphalt paving occurred when the index was as high as 598.4 (Aug-Oct 2012). Supplemental funds of $85,000 were provided, however the crude oil index adjustment is currently totaling $218.000. This leaves a shortfall of $133,000.

Other Contract Change Orders – Not including the major increases listed above, the project has written forty-two typical contract change orders (CCO's) over a two year period. The combined expenditures for these CCO's totals $445,700. For more information see below under "Justification For Request".

JUSTIFICATION FOR REQUEST

Caltrans stakeholders should not receive a partially completed construction project because of unforeseen and uncontrollable issues that developed during the life of this contract.

The project development team (PDT) could not have forecasted the increased cost impacts resulting from the new Construction General Permit, indirect drainage system modifications, and high future Crude Oil Index values. These three unforeseen changes increased costs by

$652,500, which is seventy-two percent of the projects allotted contingency and supplemental funds.

Below is a more detailed justification for each of the four primary issues and other expenditures leading to the cost over-run:

New Construction General Permit – Headquarters issued CPD 10-9, "Implementation of New Construction General Permit Risk Levels 2 & 3" on Jul 30, 2010. It was generally thought by all to have minimal costs associated with the contract change order. LaBarr Meadows was one of the first projects in District 3 to implement the change. After much wrangling a contract change order was executed at an estimated cost of $238,037. The project has allotted $45,000 in supplemental funds for additional water pollution control. Current stormwater extra work associated with this change is $322,500 to date. UNFORESEEN.

Cost = $322,500

Drainage Modifications - Due to the more stringent water pollution control requirements implemented by the new CGP many drainage systems needed to be modified to control soil erosion. A total of sixteen contract change orders have been executed to mitigate soil erosivity. A total item increase and extra work increase of $27,527 and 169,473 respectively. UNFORESEEN.

Cost = $197,000

Increased Traffic Handling - The planned signalization of the new intersection in the last stage of construction may have been a successful strategy for another project. But, this project has four adjacent mobile home parks that are populated with mostly elderly residents. The State's traffic handling plan was not suited for this community. The Resident Engineer met with the PDT, local stakeholders and County officials and determined it was prudent to improve traffic handling through the project. This item was difficult to identify during project inception. The important thing is the stakeholders were accommodated and project safety was improved.

Cost = $178,000

Low Crude Oil Index @ Bid - The crude oil index at time of bid opening was relatively low at 426.00. The predominate asphalt paving occurred when the index was as high as 598.4 (Aug-Oct 2012). The project allotted $85,000 in supplemental funds. Current crude oil index expenditures are $218.000. UNFORESEEN.

Cost = $218,000

Four Primary Expenditures = $915,500

Other Typical Contract Change Orders – Forty-two contract change orders have been written over a two year period to address typical project issues totaling $445,700. These forty-two typical contract change orders can be further broken down into the following twelve groups:

Partnering, Underground Utility Conflicts, Man-made Buried Objects, Temporary Lighting, Unsuitable Material, Signing Omissions & Changes, Architectural Treatment, QC/QA, Driveway & County Road Conforms, NOPC Resolution, ADA Modifications and MBGR Increases. See attachment called "LaBarr CCO Summary" for more details.

Typical CCO Expenditures = $445,700

Future Contract Change Orders – The Resident Engineer has identified some additional project needs. To bring the project to full delivery, additional stormwater expenditures totaling $85,000 is needed. Additional traffic handling costs associated with Stage 4 paving and delineation is needed at a cost of $15,000. A few more drainage systems should be fortified at an estimated cost of $50,000. Also, there are a few existing contract change orders that need supplements to finish the original scoped extra work, which totals $74,100.

Future CCO Expenditures = $224,100

Summary of Extra Work:	
Four Primary Expenditures:	$ 915,000
Typical CCO Expenditures:	$ 445,700
Future CCO Expenditures:	$ 224,100
Total:	$1,584,800
Contingency & Supp. Funds:	$ 907,900
Extra Work Shortfall:	**$ 676,900**

Contract Items – The contract has current *Item* expenditures totaling $7,982,975, which is 95% of the Engineer's Estimate ($8,393,579). To fully deliver the project as planned by the PDT, final expenditures are estimated to total $8,595,790, which is 2.4% over the Engineer's Estimate. This results is a $202,200 shortfall. The one significant *Item* over-run was Hot Mix Asphalt, which was seven percent greater than the Engineer's Estimate totaling $184,250. The other *Item* over-runs are mostly stormwater and drainage items.

Contract Item Shortfall = $202,200

Item Adjustments & NOPC Resolution – Item adjustments for this project are minimal. The Resident Engineer expects two item to be adjusted at a cost of $15,700. There are two Notices of Potential Claims (NOPC) that need to be resolved before contract acceptance. One is for impacts

due to traffic handling modifications associated with signalizing the new intersection earlier than specified in the contract. The other is for rejected asphalt due to poor paving grades. The worst scenario if both NOPC's were lost would cost the State $54,000.

Item Adjustment & NOPC Shortfall = $69,700

State Furnished Materials – The contract has a State Furnished Materials surplus. The project allotment totals $305,500. The project has used $188,100 to date. This provides a surplus of $117,400.

State Furnished Materials Surplus = $117,400

Summary of Justification Request:

Extra Work Shortfall:	$ (676,900)
Contract Item Shortfall:	$ (202,200)
Item Adj. & NOPC Shortfall:	$ (69,700)
State Furnished Mat'l Surplus:	$ 117,400
Funding Request:	$ (831,400)

For these reasons listed above, the Department requests supplemental funds in the amount of $840,000 to deliver the originally scoped project to the community that does not require excessive maintenance costs.

If the funding is denied, the project can still be delivered but it needs to be scoped back as described in the **Funding Alternatives** below.

DESCRIBE FUNDING ALTERNATIVES DISCUSSED BY THE DISTRICT SUPPLEMENTAL FUNDS REQUEST COMMITTEE:

Based on the current project status, the project development team (PDT) discussed the three following feasible alternatives:

1) **Eliminate Rubberized Open Graded Asphalt / Eliminate Permanent Delineation / Eliminate Culvert Liners / Eliminate All Extra Work:** Cost: $0.00. Pros – cheapest solution. Cons – Project is not delivered as planned. Several items of work need to be eliminated and some necessary extra work is not performed. Major items eliminated include RHMA (OG), permanent thermoplastic delineation and culvert pipeliners. Extra work not addressed include miscellaneous drainage system fortification. NOT RECOMMENDED.

2) **Eliminate Culvert Liners / Eliminate All Extra Work:** Cost: $616,000.00. Pros – Rubberized Open Graded Asphalt and permanent delineation is constructed. Cons – Project is not delivered as planned. Several items of work need to be eliminated and some necessary extra

work is not performed. Major item eliminated include culvert pipeliners. Extra work not addressed include miscellaneous drainage system fortification. NOT RECOMMENDED.

3) **Complete Project as Originally Planned:** Cost $840,000.00. Pros – Project is delivered as planned. Final asphalt surface is RHMA (OG), which is quieter and safer during inclement weather. Final delineation is thermoplastic, which is has more longevity than traditional striping paint. Problematic drainage systems will be fortified, which will minimize future maintenance costs. Cons – Most expensive alternative. RECOMMENDED.

The PDT chose alternative 3 because it meets our commitment to our stakeholders. The recommended alternative will cost $840,000.

This $840,000.00 budget augmentation will allow the Resident Engineer to deliver the full scope of this project as intended at bid time. There are no significant claims or risks that could hinder delivery. At the conclusion of this project Construction will discuss with the PDT lessons learned to help minimize future omissions of this nature.

APPROVAL RECOMMENDED:

Sukhwinder Bajwa
Project Manager

cc: Lynnette Spadorcio (Area Construction Manger) North region Construction Office
David Catania (Area Construction Engineer) Arshad Iqbal (Project Engineer)
Martin Clark (Resident Engineer) Formoli Nesar (Design Senior)
Winder Bajwa (Project Manger)
Thomas Brannon (DDD – Division of Prog/Proj Mgmt. (SFP))

Attachments
CTC Supplementary Vote Request
LaBarr CCO Summary

		5/23/2011				70,000.00		$ 70,000.00		0.00	70,000.00	$ 457,671.00	$ 380,250.00	$	157,000.00	170,000.00	185,000.00	Additional Traffic Control to finish Project
						45,000.00		$ 27,000.00			45,000.00	$ 440,271.00	$ 352,650.00	$	157,000.00			
		11/10/2011				5,000.00		$ 5,000.00		0.00	5,000.00	$ 457,671.00	$ 375,250.00	$	157,000.00	750.00	750.00	
		4/26/2011	3400.00			31,925.00	205,112.00	15000.00		3,400.00	238,037.00	$ 231,234.00	$ 360,250.00	$	157,000.00	230,000.00	270,000.00	Additional SWPPP to finish Project
		4/28/2011				0.00				0.00	0.00	$ 231,234.00	$ 360,250.00	$	157,000.00	-	-	
		8/4/2011	8157.50	[illegible]		4,180.00	8,607.67			[illegible]	9,687.67	$ 234,163.83	$ 360,250.00	$	157,000.00	9,687.67	9,687.67	
		11/10/2012	2760.00							2,760.00	0.00	$ 231,393.83	$ 360,250.00	$	157,000.00			
FINAL ITEM 80		4/28/2011		[illegible]						[illegible]	0.00	$ 240,893.83	$ 360,250.00	$	157,000.00	-	-	
		4/28/2011				15,000.00		15000.00		0.00	15,000.00	$ 240,893.83	$ 345,250.00	$	157,000.00	4,913.00	4,913.00	
		12/8/2011				10,000.00				0.00	10,000.00	$ 230,893.83	$ 345,250.00	$	157,000.00	1,583.68	1,583.68	
		11/15/2011		[illegible]		1,200.00				[illegible]	1,200.00	$ 230,473.83	$ 345,250.00	$	157,000.00	4,309.30	4,309.30	
		7/19/2012				3,110.00				0.00	3,110.00	$ 227,363.83	$ 345,250.00	$	157,000.00	[illegible]	[illegible]	
		11/8/2012					84,000.00			0.00	84,000.00	$ 143,363.83	$ 345,250.00	$	157,000.00	84,000.00	84,000.00	
							110,000.00			0.00	110,000.00	$ 33,363.83	$ 345,250.00	$	157,000.00	110,000.00	133,500.00	Additional Adjustment for OGAC
		6/20/2011				7,200.00		7200.00		0.00	7,200.00	$ 33,363.83	$ 338,050.00	$	157,000.00	9,108.00	9,108.00	
		5/23/2011				5,000.00				0.00	5,000.00	$ 28,363.83	$ 338,050.00	$	157,000.00	397.80	397.80	
		11/8/2012	2750.00	[illegible]						[illegible]	0.00	$ 45,913.83	$ 338,050.00	$	157,000.00	-	-	
		6/20/2011				28,080.43				0.00	28,080.43	$ 17,833.40	$ 338,050.00	$	157,000.00	27,920.87	27,920.87	
		4/17/2012				1,200.00	[illegible]	0.00		0.00	[illegible]	$ 24,806.54	$ 338,050.00	$	157,000.00	4,772.92	4,772.92	
		7/19/2012				2,201.00				0.00	2,201.00	$ 22,605.54	$ 338,050.00	$	157,000.00	[illegible]	[illegible]	
		8/1/2011				15,000.00				0.00	15,000.00	$ 7,605.54	$ 338,050.00	$	157,000.00	18,775.00	20,000.00	Additional BMP Maintenance to finish Proj
		11/10/2011				5,000.00				0.00	5,000.00	$ 2,605.54	$ 338,050.00	$	157,000.00	2,776.99	2,776.99	
		11/10/2011				5,000.00	-			0.00	5,000.00	$ (2,394.46)	$ 338,050.00	$	157,000.00	3,871.39	3,871.39	
		8/1/2011				4,000.00		4000.00		0.00	4,000.00	$ (2,394.46)	$ 334,050.00	$	157,000.00	4,000.00	4,000.00	
		11/15/2011				6,000.00				0.00	6,000.00	$ (8,394.46)	$ 334,050.00	$	157,000.00	8,837.85	8,837.85	
CCO NOT USED						0.00				0.00	0.00	$ (8,394.46)	$ 334,050.00	$	157,000.00	-	-	
		12/8/2011				18,100.00				0.00	18,100.00	$ (26,494.46)	$ 334,050.00	$	157,000.00	18,519.00	18,519.00	Reject CRN 102 0
		11/10/2011				3,000.00				0.00	3,000.00	$ (29,494.46)	$ 334,050.00	$	157,000.00	2,059.62	2,059.62	
		4/18/2012				5,000.00				0.00	5,000.00	$ (34,494.46)	$ 334,050.00	$	157,000.00	2,166.48	2,166.48	
		1/11/2012				30,000.00				0.00	30,000.00	$ (64,494.46)	$ 334,050.00	$	157,000.00	30,000.00	30,000.00	
		7/19/2012				21,710.00				0.00	21,710.00	$ (86,204.46)	$ 334,050.00	$	157,000.00	21,709.26	21,709.26	
		11/10/2011				500.00				0.00	500.00	$ (86,704.46)	$ 334,050.00	$	157,000.00	498.62	498.62	
		11/10/2011				5,000.00				0.00	5,000.00	$ (91,704.46)	$ 334,050.00	$	157,000.00	5,647.80	5,647.80	
		1/11/2012				40,000.00				0.00	40,000.00	$ (131,704.46)	$ 334,050.00	$	157,000.00	14,195.98	14,195.98	
		1/3/2012				4,000.00				0.00	4,000.00	$ (135,704.46)	$ 334,050.00	$	157,000.00	4,000.00	4,000.00	
		3/29/2012				16,500.00				0.00	16,500.00	$ (152,204.46)	$ 334,050.00	$	157,000.00	16,807.93	16,807.93	
		11/10/2011				5,000.00				0.00	5,000.00	$ (157,204.46)	$ 334,050.00	$	157,000.00	3,813.91	3,813.91	
		11/11/2012				28,000.00				0.00	28,000.00	$ (185,204.46)	$ 334,050.00	$	157,000.00	48,733.05	48,733.05	
		7/19/2012				20,235.00				0.00	20,235.00	$ (205,439.46)	$ 334,050.00	$	157,000.00	[illegible]	[illegible]	
		12/8/2011	1000.00	[illegible]		18,150.00				[illegible]	18,150.00	$ (223,666.66)	$ 334,050.00	$	157,000.00	44,267.63	44,267.63	
		10/12/2012				26,120.00				0.00	26,120.00	$ (249,686.66)	$ 334,050.00	$	157,000.00	[illegible]	[illegible]	
		1/3/2012				7,500.00				0.00	7,500.00	$ (257,186.66)	$ 334,050.00	$	157,000.00	8,158.29	8,158.29	
		2/2/2012				15,000.00				0.00	15,000.00	$ (272,186.66)	$ 334,050.00	$	157,000.00	10,455.44	10,455.44	
FINAL ITEM 92		4/2/2012	246250.00	[illegible]		16,870.00	81,490.00			[illegible]	88,360.00	$ (190,096.60)	$ 334,050.00	$	157,000.00	88,360.00	88,360.00	
							1,089.00			0.00	1,089.00	$ (191,785.66)	$ 334,050.00	$	157,000.00	1,089.00	1,089.00	
CANCEL CCO										0.00	0.00	$ (191,785.66)	$ 334,050.00	$	157,000.00	-	-	
		4/16/2012				12,129.00				0.00	12,129.00	$ (203,914.66)	$ 334,050.00	$	157,000.00	4,043.00	4,043.00	
		4/18/2012				19,662.72				0.00	19,662.72	$ (223,577.38)	$ 334,050.00	$	157,000.00	22,854.24	22,854.24	
				[illegible]		-	[illegible]			[illegible]	6,957.13	$ (219,334.51)	$ 334,050.00	$	157,000.00	8,957.13	8,957.13	
		11/8/2012					70,750.00			0.00	70,750.00	$ (290,084.51)	$ 334,050.00	$	157,000.00	45,000.00	45,000.00	
			3388.50			5,000.00				3,388.50	5,000.00	$ (288,453.01)	$ 334,050.00	$	157,000.00	5,000.00	5,000.00	
	11/30/2012		7370.00			6,500.00				7,370.00	6,500.00	$ (312,323.01)	$ 334,050.00	$	157,000.00	11,734.66	11,734.66	
			8962.50							8,962.50	0.00	$ (321,285.51)	$ 334,050.00	$	157,000.00	-	-	
										0.00	0.00	$ (321,285.51)	$ 334,050.00	$	157,000.00		RESCIND 01/04/13	
		11/8/2012				10,000.00				0.00	10,000.00	$ (331,285.51)	$ 334,050.00	$	157,000.00	6,000.00	6,000.00	
						5,000.00				0.00	5,000.00	$ (336,285.51)	$ 334,050.00	$	157,000.00	5,000.00	5,000.00	
		10/31/2012				2,500.00				0.00	2,500.00	$ (338,785.51)	$ 334,050.00	$	157,000.00	2,500.00	2,500.00	
		10/31/2012				5,000.00				0.00	5,000.00	$ (343,785.51)	$ 334,050.00	$	157,000.00	5,000.00	5,000.00	
POTENTIAL RESCIND CCO						0.00				0.00	0.00	$ (343,785.51)	$ 334,050.00	$	157,000.00	8,500.00	8,500.00	
		9/4/2012				3,417.49				0.00	3,417.49	$ (347,203.00)	$ 334,050.00	$	157,000.00	3,417.49	3,417.49	
		9/4/2012				11,997.92				0.00	11,997.92	$ (359,200.92)	$ 334,050.00	$	157,000.00	11,997.92	11,997.92	
		10/31/2012				10,000.00				0.00	10,000.00	$ (369,200.92)	$ 334,050.00	$	157,000.00	11,500.00	11,500.00	Additional Earthwork to Complete Project
		10/31/2012				3,000.00				0.00	3,000.00	$ (372,200.92)	$ 334,050.00	$	157,000.00	8,000.00	8,000.00	
CANCEL CCO PERFORMED BY STATE FO			800.00			1,200.00				800.00	1,200.00	$ (374,200.92)	$ 334,050.00	$	157,000.00	-	-	
CANCEL CCO, NOT USED										0.00	0.00	$ (374,200.92)	$ 334,050.00	$	157,000.00	-	-	
		10/31/2012		[illegible]		2,000.00				[illegible]	2,000.00	$ (374,835.92)	$ 334,050.00	$	157,000.00	4,136.00	4,136.00	
		1/18/2013				2,150.00					2,150.00	$ (376,985.92)	$ 334,050.00	$	157,000.00	[illegible]	[illegible]	
		10/31/2012				5,000.00				0.00	5,000.00	$ (379,835.92)	$ 334,050.00	$	157,000.00	7,000.00	7,000.00	
10/25/2012			6824.00			28,536.00				8,824.00	28,536.00	$ (417,195.92)	$ 334,050.00	$	157,000.00	43,536.00	43,536.00	
		10/31/2012				6,500.00				0.00	6,500.00	$ (423,695.92)	$ 334,050.00	$	157,000.00	9,000.00	10,000.00	Additional Earthwork to Complete Project
	11/30/2012		24780.00			10,000.00				24,780.00	10,000.00	$ (458,475.92)	$ 334,050.00	$	157,000.00	8,000.00	10,000.00	Additional Drainage Work to Complete Proj
		10/31/2012				7,500.00				0.00	7,500.00	$ (465,975.92)	$ 334,050.00	$	157,000.00	7,500.00	7,500.00	Additional Drainage Work to Complete Proj
	11/30/2012		15080.00			10,000.00				15,080.00	10,000.00	$ (491,055.92)	$ 334,050.00	$	157,000.00	8,500.00	8,500.00	Additional Drainage Work to Complete Proj
	11/30/2012					22,500.00				0.00	22,500.00	$ (513,555.92)	$ 334,050.00	$	157,000.00	25,000.00	25,000.00	Additional MSGR to Complete Project
	11/20/2012					2,500.00				0.00	2,500.00	$ (516,055.92)	$ 334,050.00	$	157,000.00	4,000.00	4,000.00	
	11/30/2012					44,334.78				0.00	44,334.78	$ (560,390.70)	$ 334,050.00	$	157,000.00	32,000.00	44,334.78	Additional SWPPP to finish Project
	11/30/2012					15,000.00				0.00	15,000.00	$ (575,390.70)	$ 334,050.00	$	157,000.00	20,000.00	20,000.00	
	11/30/2012					2,500.00				0.00	2,500.00	$ (577,890.70)	$ 334,050.00	$	157,000.00	2,500.00	2,500.00	
	11/20/2012		1407.00			10,000.00				1,407.00	10,000.00	$ (589,297.70)	$ 334,050.00	$	157,000.00	8,000.00	8,000.00	Additional Drainage Work to Complete Proj
	11/20/2012					6,080.00				0.00	6,080.00	$ (595,377.70)	$ 334,050.00	$	157,000.00	6,080.00	6,080.00	
NOT SENT										0.00	0.00	$ (595,377.70)	$ 334,050.00	$	157,000.00		3,000.00	Additional Work to Complete Project
POTENTIAL RESCIND CCO										0.00	0.00	$ (595,377.70)	$ 334,050.00	$	157,000.00	2,809.26	2,809.26	Additional Work to Complete Project
				[illegible]						[illegible]	0.00	$ (290,377.70)	$ 334,050.00	$	157,000.00	-	-	
										0.00	0.00	$ (290,377.70)	$ 334,050.00	$	157,000.00		20,000.00	Additional Work to Complete Project
										0.00	0.00	$ (290,377.70)	$ 334,050.00	$	157,000.00		15,000.00	Additional Work to Complete Project
										0.00	0.00	$ (290,377.70)	$ 334,050.00	$	157,000.00		2,500.00	Additional Work to Complete Project
										0.00	0.00	$ (290,377.70)	$ 334,050.00	$	157,000.00		10,000.00	Additional Work to Complete Project
										0.00	0.00	$ (290,377.70)	$ 334,050.00	$	157,000.00		5,000.00	Additional Work to Complete Project
										0.00	0.00	$ (290,377.70)	$ 334,050.00	$	157,000.00		25,000.00	Additional Work to Complete Project
										0.00	0.00	$ (290,377.70)	$ 334,050.00	$	157,000.00		50,000.00	Additional Work to Complete Project