

Date: September 13, 2007

Committee Meeting Date: N/A

Board Meeting Date: October 4, 2007

BOARD MEMORANDUM

ACTION X DISCUSSION INFO

TO: Santa Clara Valley Transportation Authority
Board of Directors

THROUGH: Michael T. Burns
General Manager

FROM: Jack J. Collins
Chief Engineering & Construction Officer

SUBJECT: 1996 Measure B Transportation Improvement Program
85/101 (North) Interchange Project Construction Contract Amendment

Policy-Related Action: No

Government Code Section 84308 Applies: No

RECOMMENDATION:

Authorize the General Manager to amend the Route 85/101 (North) Interchange construction contract with FCI Constructors/Pavex Joint Venture by an amount of \$1,800,000 for a new contract amount of up to \$64,200,000, and authorize an adjustment to the current 1996 Measure B Capital Program Budget appropriation for fiscal year 2008.

BACKGROUND:

The 1996 Measure B Transportation Improvement Program (MBTIP) included the Route 85/101 (North) Interchange Project in the City of Mountain View. This project improved mainline Route 101 weaving operations and increased the Route 85 and Route 101 interchange capacity while maintaining the existing local interchange access at Old Middlefield Way, North Shoreline Boulevard and Moffett Boulevard. The project replaced the bridge connecting northbound Route 85 to northbound Route 101; modified interchange ramps at Moffett Boulevard, North Shoreline Boulevard, and Old Middlefield Way; constructed additional lanes and constructed high occupancy vehicle (HOV) direct-connector ramps between northbound Route 85 and northbound Route 101 and southbound Route 101 and southbound Route 85.

On December 12, 2002 the VTA Board of Directors authorized the General Manager to execute a contract in the amount of \$52,264,152 with FCI Constructors/Pavex Joint Venture for construction of the Route 85/101 (North) Interchange Project. Construction began in January 2003. On June 3, 2005, the VTA Board of Directors increased the General Manager's authorized amount for the construction contract to its current level of \$62,400,000.

DISCUSSION:

Construction on the project is currently 99% complete. The project was opened to the public in May 2006. To date, Caltrans has not assumed maintenance responsibility for the project. As a consequence, the Contractor is still performing change order work and maintaining the roadway and surrounding site. Performance is further complicated by the necessity for complex traffic staging, as the project is subject to full traffic conditions. In addition to change orders which arose from Caltrans' final inspections of the project, the final reconciliation of quantities of work performed on this extremely large and complex project have overrun the estimated quantities for several items of work. The contractor has also presented documentation of change order extra work billings not previously presented, and has requested additional compensation for delays and inefficiencies associated with change order work, throughout the latter stages of the project and the cost of maintaining the project through the winter of 2006-2007.

In summary, the remaining issues being resolved include:

Extra work	\$ 275,000
Insurance coverage extension	\$ 275,000
Resolution of delays and disputed items	\$1,250,000

Total:	\$1,800,000

VTA and the contractor have reached an equitable resolution of these issues that will require VTA to issue additional change orders which will exceed the currently authorized contract amount. It is estimated that all of these issues can be resolved within the requested additional authorization of \$1,800,000 for a new total contract amount of \$64,200,000.

ALTERNATIVES:

There are no practical alternatives to the recommended action.

FISCAL IMPACT:

Board approval for this recommendation will require an adjustment to the current 1996 Measure B Program Capital Budget for fiscal year 2008. The current FY 2008 project appropriation of \$125,709,000 will increase to \$126,959,000. This increase will be offset by project savings on other completed highway projects that were part of the 1996 Measure B Transportation Improvement Program.

Operating Budget Impact: There is no VTA operating impact associated with this work, since VTA will turn over the project to Caltrans and the City of Mountain View.

SMALL BUSINESS ENTERPRISE (SBE) PARTICIPATION:

The SBE goal for the current contract is 14.1%, as committed by FCI Constructors/Pavex Joint Venture. To date the contractor has achieved a 15.03% utilization of SBE subcontractors.

Prepared by: Kathy Blevins, Deputy Program Manager-Program Services