

State of California
Business, Transportation and Housing Agency
Department of Transportation

HIGHWAY FINANCIAL MATTERS
Allocations for Supplemental Funds
Resolution: FA-01-09

Prepared By:
Jim Nicholas
Chief
Division of Programming
(916) 654-4013

CTC Meeting: May 9, 2002

Reference No.: 2.5e

Original Signed By
ROBERT L. GARCIA
Chief Financial Officer
April 25, 2002

**ALLOCATION FOR ADDITIONAL FUNDS
FOR PREVIOUSLY APPROVED PROJECTS**

RESOLUTION FA-01-09

RECOMMENDATION

The Department recommends that the California Transportation Commission (Commission) approve the following Resolution.

FINANCIAL RESOLUTION

Resolved that \$4,125,000 be allocated from Budget Act Items 2660-301-0042 and 2660-301-0890 of the Budget Act of 1999 to provide additional funds for the projects on the attached sheet.

SUMMARY AND CONCLUSIONS

This resolution allocates \$4,125,000 of additional State and Federal funds for two (2) previously approved projects listed below:

<u>Project</u>	<u>Dist-Co-Rte</u>	<u>Original Vote/G11 Amount</u>	<u>Award Amount</u>	<u>Current Budget Amount</u>	<u>Current Allocation Revision</u>	<u>Revised Budget Amount</u>	<u>Total Increase Vote/Award</u>
1	01-Men-20	\$4,279,000	\$4,150,000	\$4,150,000	\$1,315,000	\$5,465,000	32% A
2	01-Men-101	\$10,650,000	\$7,945,000	\$11,999,500	\$2,810,000	\$14,809,500	86% A

Project # Allocation Amount Recipient County Dist-Co-Rte Postmile	Location Project Description Reason for Supplemental Funds	EA PPNO Budget Year Item # Prgm Codes Program	State Federal Current Budget Amount	State Federal Additional Allocation	State Federal Revised Total Amount
2.5e Supplemental Funds for Previously Voted Projects			Resolution: FA-01-08		
1 \$1,315,000 Department of Transportation Mendocino 01N-Men-20 43.0/44.1	Near Upper Lake, in both Mendocino and Lake Counties. Add truck passing lane (east and westbound). Supplemental funds are needed for ongoing project.	194131 A0168A 1999/00 301-0042 301-0890 20.20.025.513 GFIIP	\$445,000 \$3,433,000	\$140,000 \$1,083,000	\$585,000 \$4,516,000
		1999/00 301-0042 301-0890 20.20.025.713 IIP	\$31,000 \$241,000 \$4,150,000	\$11,000 \$81,000 \$1,315,000	\$42,000 \$322,000 \$5,465,000



PROJECT DESCRIPTION

This project is on Route 20 and straddles the county line between Mendocino and Lake Counties. The project will widen the highway to construct east and westbound truck passing lanes. The project will also replace drainage facilities and place a final lift of open-graded asphalt concrete.

FUNDING STATUS

The project was programmed in the 1998 STIP for \$3,979,000 in Grandfathered Interregional Improvement Program (GF-IIP) funds, and for \$300,000 in STIP-IIP funds for construction in 1999/00 Fiscal Year for a total of \$4,279,000. The project was voted for the programmed amount in June 2000. The project was awarded in October 2000 for \$4,150,000. This request of \$1,315,000 represents an overall increase of 32% over the award amount.

BACKGROUND

This segment of Route 20 is part of the Interregional Road System and is functionally classified as a Rural Principal Arterial. During the 1980's, the Department implemented a statewide barrier-striping program, which included this stretch of conventional two-lane highway. In certain locations, this program reduced passing opportunities and resulted in large queues of traffic. Since the nearest passing lanes are five miles to the west and 32 miles to the east, this project was proposed as mitigation for the reduction in passing opportunities.

REASON FOR INCREASE

In late November 2001, there were three successive unseasonably heavy storms that produced nearly four inches of rain in six hours during each occurrence. These storms damaged the newly constructed slopes and have resulted in the need to compact, reshape, and reapply erosion control measures. Erosion control was in place for a period of one to four weeks on these slopes, but the slopes did not stabilize prior to the storm events. An additional \$780,000 is needed to reshape and compact the damaged slopes to their original condition.

There have been overruns on some contract items. Additional asphalt concrete, temporary striping, traffic control, and geosynthetic for embankment slopes are needed to maintain the scope of the project. It is also requested to restore the contingency balance so that it is commensurate with the remaining work. An additional \$535,000 is needed for the cost overruns in these items and to augment the existing contingency balance.

FUNDING OPTIONS

OPTION A: Approve this request as presented above for \$1,315,000 to allow this project to be completed.

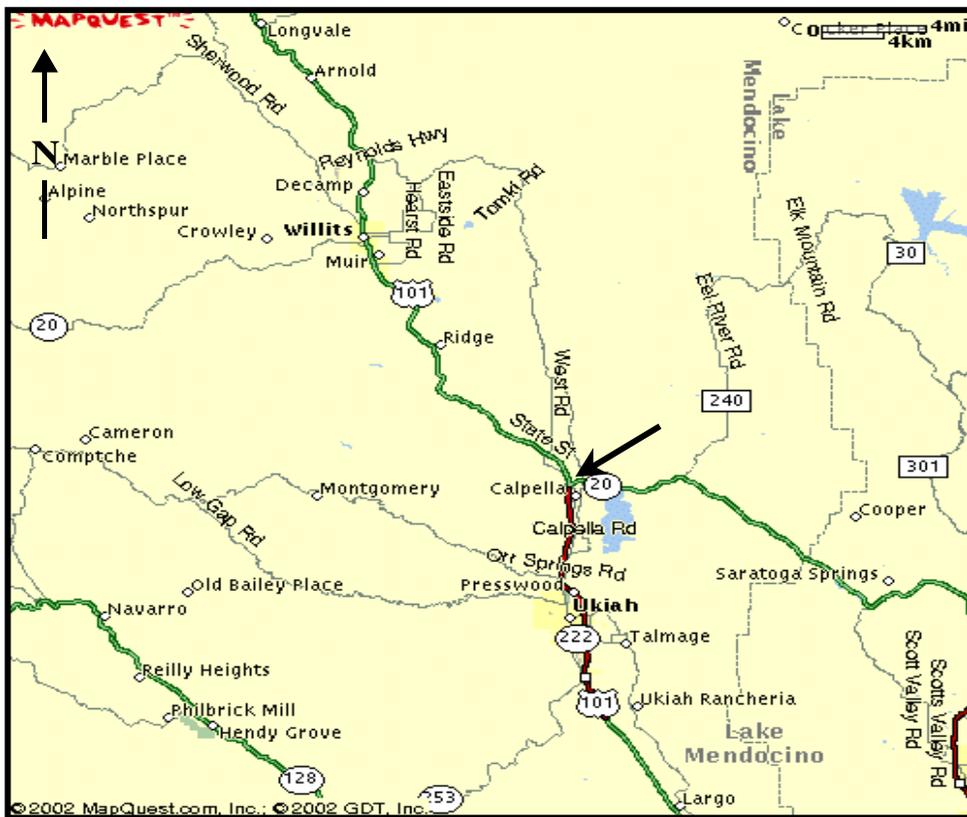
OPTION B: Deny this request and direct the Department to deliver the project within the current allocation.

The Department considered this option. No portion of the work can be eliminated without compromising the scope of the project. Leaving the slopes in their existing damaged condition will result in additional future erosion and subsequent potential release of sediment into the waters.

RECOMMENDED OPTION

The Department recommends that this request for \$1,315,000, as presented in Option A above, be approved to allow completion of this project.

Project # Allocation Amount Recipient County Dist-Co-Rte Postmile	Location Project Description Reason for Supplemental Funds	EA PPNO Budget Year Item # Prgm Codes Program	State Federal Current Budget Amount	State Federal Additional Allocation	State Federal Revised Total Amount
2 \$2,810,000 Department of Transportation Mendocino 01N-Men-101 37.7/39.6	Near Willits, south of Ridgewood Ranch Road. Realign curve. Supplemental funds are needed for ongoing project.	293501 0177M 1999/00 301-0042 301-0890 20.20.201.010 SHOPP	\$1,260,500 \$10,739,000 \$11,999,500	\$323,000 \$2,487,000 \$2,810,000	\$1,583,500 \$13,226,000 \$14,809,500



PROJECT DESCRIPTION

The project is located on Route 101 in Mendocino County. The project will realign two curves and widen the paved median from 1.2 to 3.6 meters.

FUNDING STATUS

This project was programmed in the 2000 SHOPP for \$8,895,000 for construction in the 1999/00 Fiscal Year. The project was voted for \$10,650,000 in February 2000. The project was awarded in May 2000 for \$7,945,000. A Resolution G-12 allocation was made for \$994,500 in November 2000 primarily to repair four slope failures. Subsequently, a G-11 allocation was made for \$3,060,000 to construct an emergency buttress and to maintain an interim two-lane traffic detour away from the slope movement. This request of \$2,810,000, along with the previous resolution allocations, represents a total increase of 86% over the award amount.

BACKGROUND

This route is known as the Redwood Highway and considered the “lifeline” of the North Coast. Route 101 traverses the entire length of District 01, from the Sonoma/Mendocino County line through Mendocino, Humboldt, and Del Norte Counties, to the Oregon Border. Functionally classified as a rural principal arterial, it is part of the California Freeway and Expressway System and is included in the National Highway System. Route 101 is also designated as part of the Subsystem of Highways for the movement of Extra-Legal Loads (SHELL) system. This route carries a high percentage of tourist traffic, particularly during summer months.

REASON FOR INCREASE

In September 2001, the Department constructed an emergency buttress to slow the slide triggered by the removal of approximately 230,000 cubic meters of soil from the northern most through-cut section. The buttress has been effective in reducing the movement of the slide, but has not stopped it. The slide movement subsequently decreased from 1 inch to 0.5 inch per month. In December 2001, winter rains increased the slope movement to 0.8 inch per month. The Department has monitored the movement of the initial buttress and determined that similar earth movement will continue at this location with resulting deformations to the roadway.

To stabilize the slide and prevent further damage to the highway, the existing buttress needs to be widened. Based on the most recent information and model analysis, it is anticipated that this work will stop the slide movement. Should additional movement occur, further action would call for more expensive structural solutions. The Department has explored these options at an estimated cost of \$5,100,000 and concluded that augmenting the existing buttress provides the most timely and cost effective solution. An additional \$2,810,000 is needed to widen the existing buttress and to realign the highway to accommodate this design variation.

FUNDING OPTIONS

OPTION A: Approve this request as presented above for \$2,810,000 to allow this project to be completed.

OPTION B: Deny this request and direct the Department to deliver the project within the current allocation.

The Department considered this option. The current two-lane interim detour would be widened to standard lane widths, but the design alignment would not be to current design standards. The slide will continue to move and could potentially damage the highway facility and adjacent property. Additional maintenance resources for corrective operations and traffic control would be required.

RECOMMENDED OPTION

The Department recommends that this request for \$2,810,000, as presented in Option A above, be approved to allow completion of this project.