

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 11-12, 2011

Reference No.: 2.1c.(1d)  
Action Item

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Subject: **CMIA PROJECT BASELINE AMENDMENT**  
**RESOLUTION CMIA-PA-1011-030 AMENDING RESOLUTION CMIA-P-1011-02B**

## **RECOMMENDATION:**

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) amend the Corridor Mobility Improvement Account (CMIA) baseline agreement for the South Redding Interstate 5 (I-5) 6-lane project in Shasta County.

## **ISSUE:**

The Department and the Shasta County Regional Transportation Planning Agency propose to amend the CMIA baseline agreement for the South Redding I-5 6-lane project (PPNO 3331) in Shasta County to:

- Modify the scope to stay within budget.
- Revise project milestone date for Begin Construction.

## **BACKGROUND:**

At its September 2010 meeting, the Commission approved the baseline agreement for the South Redding I-5 6-lane project. The purpose of this project is to widen I-5 by adding an additional lane in the northbound (NB) and southbound (SB) directions from 0.3 mile south of Smith Road to 0.2 mile north of the Route 5/299 Separation.

The project has been advertised utilizing the additive bidding process; the “base bid” scope plus the additive bid items make up the scope of the current baseline agreement. The current bidding environment has resulted in the project budget covering only the base bid amount. The additive bid items, as part of the original scope, must now be eliminated in order to stay within budget. The proposed scope would widen I-5 in Shasta County from 0.2 mile north of Smith Road Overcrossing to 0.2 mile north of the Route 5/299 Separation.

The Department proposes to modify the original project scope as follows:

- Eliminate four Overhead Sign Structures within the limits of the project.
- Eliminate roadway widening work in both the NB and SB direction from PM 10.5 to PM 11.2. Although this results in revised construction limits, the overall project limits remain the same. Project Benefits are not being reduced since the amount of Daily Vehicle Hours of Delay saved is based on critical areas within the revised scope.

This amendment also delays the Begin Construction Milestone date by four months due to the lack of availability of Prop 1B Bond funds until after the November 2010 bond sale. The revised schedule will still allow the project to be built within two construction seasons so the End Construction Milestone date does not change.

The revised baseline schedule is shown in the following table:

Project Milestone	Existing Schedule	Proposed Schedule
Begin Environmental Phase	July 2008	No change
End Environmental Phase	May 2010	No change
Begin Design Phase	May 2010	No change
End Design Phase (RTL)	November 2010	No change
Begin Right of Way	May 2010	No change
End Right of Way	October 2010	No change
Begin Construction	February 2011	June 2011
End Construction	November 2012	No change
Begin Closeout	November 2012	No change
End Close-out Phase	November 2013	No change

**REVISE:**

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor					
Shasta	2	3331	4C401	CO	2010-11	R10.5	R17.5	5					
<b>Implementing Agency: (by component)</b>		<b>PA&amp;ED</b>	Caltrans			<b>PS&amp;E</b>	Caltrans						
		<b>R/W</b>	Caltrans			<b>CON</b>	Caltrans						
<b>RTPA/CTC:</b>		Shasta County RTPA											
<b>Project Title:</b>		South Redding I-5 6-lane											
<b>Location</b>		Near Redding, from <b>0.2 mile</b> north of Smith Road overcrossing to <b>0.2 mile</b> north of Route 5/299 separation.											
<b>Description:</b>		Add a median lane and widen structures <b>resulting in 4 additional lane miles northbound, and 5.1 lane miles southbound.</b>											
<b>(DOLLARS IN THOUSANDS)</b>													
FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	10/11	11/12	12/13	13/14	14/15	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
<b>RIP</b>													
Existing	1,419	1,195	224						1,195	174	50		
Change	0	0	0						0	0	0		
Proposed	1,419	1,195	224						1,195	174	50		
<b>IIP</b>													
Existing	336		336							336			
Change	0		0							0			
Proposed	336		336							336			
<b>State Bond</b>													
Existing	22,500		22,500						20,250			2,250	
Change	0		0						0			0	
Proposed	22,500		22,500						20,250			2,250	
<b>Total</b>													
Existing	24,255	1,195	23,060						20,250	1,195	510	50	2,250
Change	0	0	0						0	0	0	0	0
Proposed	24,255	1,195	23,060						20,250	1,195	510	50	2,250