

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 14-15, 2011

Reference No.: 2.5e.(4)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

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Transportation Programming

Subject: **ALLOCATION FOR SUPPLEMENTAL FUNDS FOR PREVIOUSLY VOTED PROJECTS
RESOLUTION FA-11-11**

RECOMMENDATION:

The Department of Transportation (Department) recommends that the California Transportation Commission (Commission) approve Resolution FA-11-11, allocating an additional \$5,000,000 in State Transportation Improvement Program (STIP) Regional Improvement Program (RIP) funds, for the Route 91 Widening – Route 55 to Weir Canyon Road project (PPNO 4598A) in Orange County.

ISSUE:

Additional RIP funds are needed for one previously voted RIP and Corridor Mobility Improvement Account (CMIA) project in order to complete construction.

RESOLUTION:

Resolved, that \$5,000,000 be allocated from the Budget Act of 2010, Budget Act Item 2660-304-6058, to provide additional funds for the project identified below.

<u>Dist-Co-Rte</u>	<u>Original allocated Amount</u>	<u>Current Budget (All Funds)</u>	<u>Budget Adjustment</u>	<u>Revised Budget</u>	<u>% Increase Above Current Budget</u>
12S-Ora-91	\$60,409,000	\$49,253,000	\$5,000,000 ⁽¹⁾	\$54,253,000	8.9%

(1) \$5,000,000 RIP

The funding status is summarized in the table below:

FUNDING SUMMARY (X \$1,000)					
Fund	Programmed in Baseline Agreement	Committed at Time of Allocation	Project budget at Award	Proposed Supp. to Complete Contract	Net Programming Change
RIP	47,800	38,409	\$ 31,316	5,000	5,000
CMIA	22,000	22,000	\$ 17,937	0	0
Total	69,800	60,409	\$ 49,253	5,000	5,000

REASONS FOR COST INCREASE:

The project as originally designed, would impact a total of 15 ramps. In order to minimize disruption to the public, the Department, in coordination with City staff, took an aggressive approach in developing a Traffic Management Plan (TMP) that focused on the accelerated delivery and the mitigation of traffic impacts. This resulted in the sequential closure of the ramps, which allowed for a shortened duration for construction, while keeping costs down. During the project development phase, it was realized that this approach would in fact achieve significant cost savings. The initial project cost was \$69.8 million, however a savings of approximately \$7.5 million was realized at the time the project was allocated. After the project was awarded, there was an additional \$11,156,000 in savings reducing the total project budget to \$49,253,000. After the construction contract was awarded on May 3, 2011, local users and businesses began to realize the impacts of the ramp closures and brought the issue to the attention of the Anaheim City Council, which in turn raised the Anaheim City Council’s concerns. After numerous meetings with the City of Anaheim and Orange County Transportation Authority, it was decided that five high-volume ramps would be staged in such a manner as to remain open during construction operations. This proposal satisfied all parties. There is no change in scope. The additional cost of keeping these five ramps open is summarized in the table below.

Item	Cost
Two ramps at Weir Canyon Interchange	\$2,082,563*
Three ramps at Imperial Highway Interchange	\$2,832,879*
Additional traffic control using city personnel	\$ 80,000
Total	\$4,995,442

*The above cost estimates are based on the following major items of work: Increased traffic control, enhanced freeway service patrol, time-related overhead, additional signage and traffic handling, temporary concrete railing, temporary striping, temporary lighting, barricades, additional roadway work including roadway excavation, imported borrow, subbase, asphalt concrete and concrete paving and maintaining existing traffic management system during construction.

FUNDING OPTIONS:

OPTION A: Approve this request for supplemental funds, as presented above, for \$5,000,000 to complete the construction contract.

OPTION B: Deny this request and direct the Department to proceed with the project as originally planned. This option would cause more disruption to the traveling public, since Route 91 is the only regional freeway for that area.

RECOMMENDED OPTION:

The Department recommends that this request of \$5,000,000, as presented in Option A above, be approved to complete construction.