

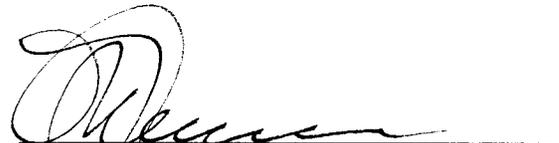
State of California
Business, Transportation and Housing Agency
Department of Transportation

HIGHWAY FINANCIAL MATTERS
Projects Greater Than 120%
Resolution: FP-99-71
CTC Meeting: March 29-30, 2000

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Agenda Item: 2.5d


W. J. Evans, Deputy Director
Finance
March 1, 2000

ALLOCATION FOR PROJECTS WITH VALUE GREATER THAN 120 PERCENT OF PROGRAMMED AMOUNT

RESOLUTION FP-99-71

RECOMMENDATION

The Department recommends the California Transportation Commission approve the following Resolution.

FINANCIAL RESOLUTION

Resolved, that \$9,668,000 be allocated from Budget Act Items 2660-301-0042 and 2660-301-0890, Budget Act of 1999 for the projects on the attached list.

The Department has complied with the National Environmental Policy Act and the California Environmental Quality Act requirements in preparing these projects.

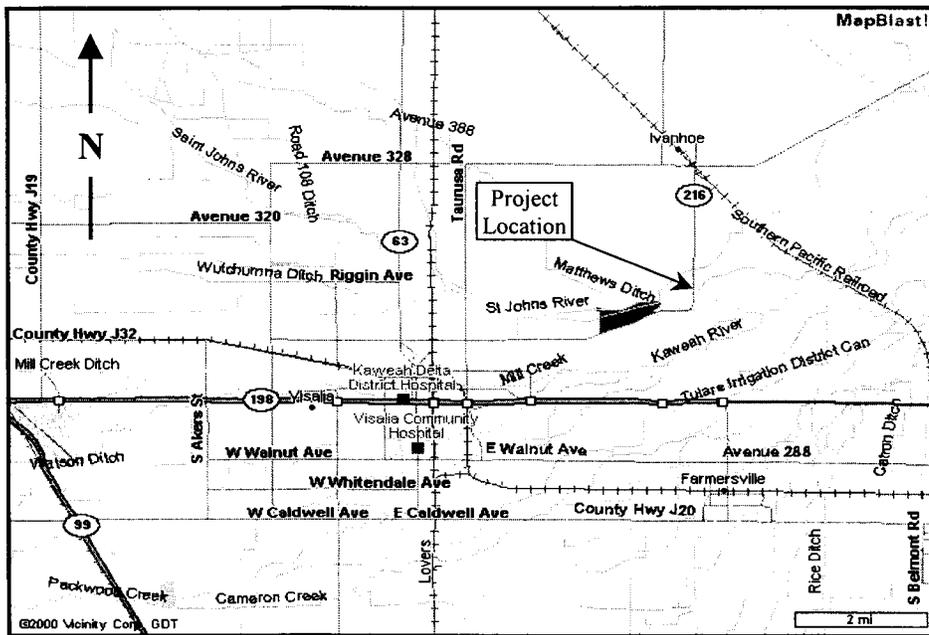
These major construction projects proposed for funding are included the adopted State Highway Operation and Protection Program (SHOPP).

SUMMARY AND CONCLUSIONS

This resolution allocates State and Federal funds of \$9,668,000 for three (3) new major construction projects. These projects have a total cost greater than 120 percent of the programmed amount.

The additional funds of \$3,035,000 requested for these SHOPP projects will come from SHOPP savings.

Project # Allocation Amount Recipient County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	EA (PPNO) Program (Prog Year) Prog Amount	Budget Year Item # Program Codes	State Federal Total Amount
1 \$2,973,000 Department of Transportation Tulare 06S-Tul-216 7.4/8.0 (KP)	Near Visalia, at Saint John's River Bridge (Br. #46-108). Replace bridge. (The additional funds of \$733,000 will come from SHOPP savings). Support Expenditures to Date: \$669,248	333801 (6575) SHOPP/99-00 \$2,240,000	1999-00 301-0042 301-0890 20.20.201.111	\$595,000 \$2,378,000 \$2,973,000



PROJECT LOCATION & DESCRIPTION

This project is on State Route 216, near the City of Visalia, in Tulare County. The work consists of replacing the existing structure over St. John's River.

FUNDING STATUS

This project was programmed in the 1998 SHOPP for \$2,240,000. This request for \$2,973,000 is an increase of 33% over the programmed amount.

BACKGROUND

The project was initiated to replace the existing structure with a wider and longer structure, improve structure approaches, and bring barriers and guard rails to current standards. The Project Scope Summary Report (PSSR) for this project was approved in June of 1993. The PSSR was based on an Advance Planning Study (APS) that provided for two feet of freeboard for a 50-year flood and 2 spans for the structure. On November 23, 1998, the State Board of Reclamation revised the requirement to three feet of freeboard for a 100-year flood.

REASONS FOR COST INCREASE

The increased cost is due mainly to structure items. To meet the 3-foot freeboard requirement, structure depth had to be reduced from what was assumed in the APS. An additional support has been provided to decrease the span lengths in order to provide for the reduced structure depth. The new structure is wider than originally anticipated in the APS to manage traffic during staged construction, and an expanded sub-surface investigation during the design of the new structure determined that a complex foundation is required.

FUNDING OPTIONS

OPTION A: Approve this request as presented above for \$2,973,000 to allow this project to be advertised.

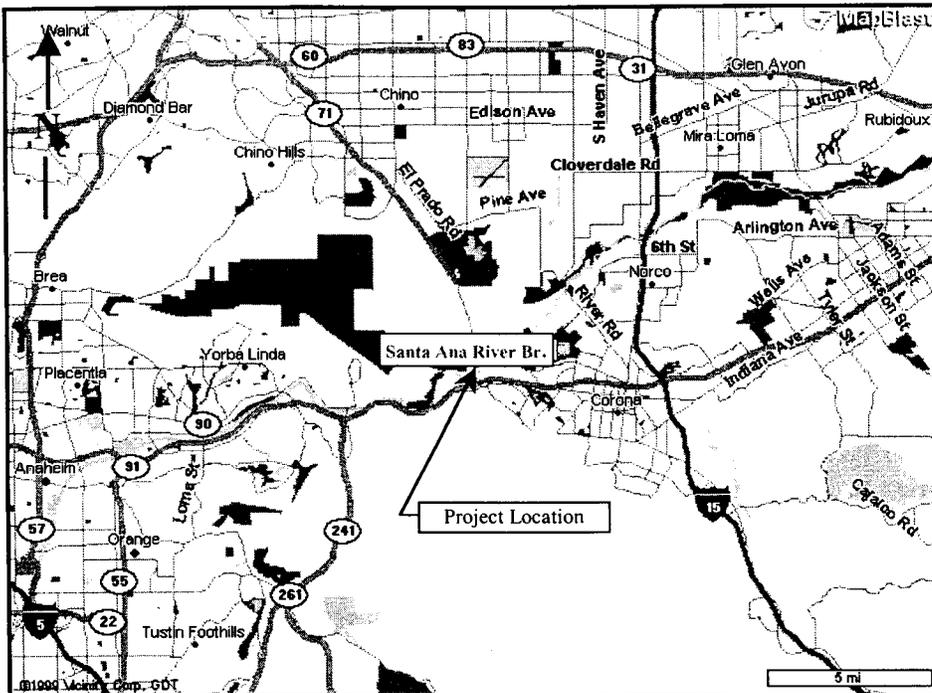
OPTION B: Deny this request and direct the Department to redesign the project to bring the cost within the programmed amount.

The Department considered this option. Analysis has determined that the current design provides the most appropriate solution for this location. A three span bridge on the same alignment as the original, with room for traffic control during staged construction offers the safest alternative at the lowest cost. Raising the roadway profile to provide adequate freeboard would be the least cost-effective approach.

RECOMMENDED OPTION

The Department recommends that this request for \$2,973,000 be approved, as presented in Option A above, to allow this project to be advertised.

Project # Allocation Amount Recipient County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	EA (PPNO) Program (Prog Year) Prog Amount	Budget Year Item # Program Codes	State Federal Total Amount
2 \$4,570,000 Department of Transportation Riverside 08S-Riv-71,91 3.7/4.9,3.4/3.7 (KP)	Near Corona, from Santa Ana River Bridge to Route 91. (The additional funds of \$1,495,000 will come from SHOPP savings). (This project will be combined with STIP project EA 08- 446531, PPNO 0048U under EA 08-3564U1, PPNO 0048Q.) Support Expenditures to Date: \$1,000,496	356411 (3564U1) (0048Q) SHOPP/99-00 \$3,075,000	1999-00 301-0042 301-0890 20.20.201.110	\$526,000 \$4,044,000 \$4,570,000



PROJECT DESCRIPTION

This project is in Riverside County, near Corona, on State Route 71 at Santa Ana River Bridge near the Prado Dam. The work involves widening the Bridge, constructing median barrier, and modifying existing ramps.

FUNDING STATUS

The project is currently programmed in the 1998 SHOPP for \$3,075,000 in the 1999/00 fiscal year. This request for \$4,570,000 is 49% above the programmed amount.

BACKGROUND

This project was segmented from a larger project originally programmed in the 1996 SHOPP to widen and rehabilitate the segment of State Route 71 from the San Bernardino County Line to 0.01 km south of the Santa Ana River Bridge. A Project Study Report (PSR) for the original project was approved in August 1995. During the preparation of the Project Report (PR) for the original project, it was realized that the proposed schedule could not be met due to the environmental impacts involved with widening

the bridge. To meet the schedule for the Corps of Engineers' project to raise the Prado Dam and to provide the public the majority of the highway improvements as soon as possible, this bridge project was segmented from the work north of the bridge.

The PR was approved on November 14, 1996. It included an auxiliary lane from the Owl Rock/Prado Dam entrance to just north of the bridge. But, during the design stage it was determined that the auxiliary lane needed to be extended across the bridge. A supplemental Project Report was approved in August 1997, and the current project was amended into the 1996 SHOPP. The project was programmed for \$3,075,000, with a structure estimate of \$1,900,000.

Later, a project to convert this portion of State Route 71 to four lane expressway was included in the 1998 STIP. After allocation, this project will be combined with the structure portion of that STIP project for construction purposes.

REASON FOR INCREASE

The increase in cost is primarily due to the increase in structure cost. The structure cost has increased by \$813,000. The original cost estimate for the structure was based on a "per square foot" basis without an Advance Planning Study (APS). This was due to the heavy workload at that time due to the emphasis on the Seismic Retrofit Program. Environmental mitigation cost, determined in consultation with the resource agencies, has increased by \$164,000 due to the presence of the Least Bells Vireo (bird). Complex traffic handling, additional electrical items and unit cost adjustments have resulted in an increase of \$518,000.

FUNDING OPTIONS

OPTION A: Approve this request as presented above for \$4,570,000 to allow this project to be advertised.

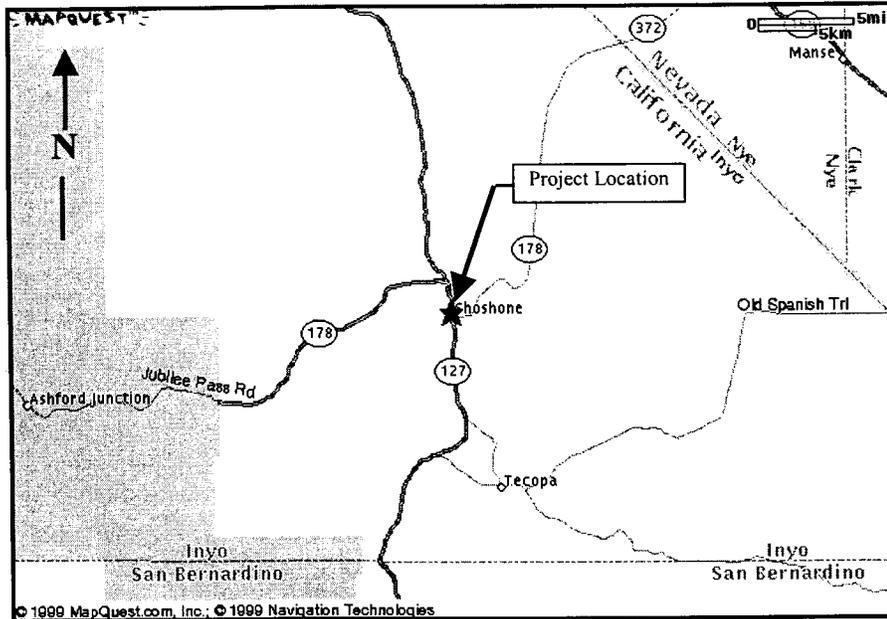
OPTION B: Deny this request and direct the Department to redesign the project for re-advertisement.

The Department considered these options. Analysis of the situation determined the project as submitted provides the best solution for operational improvement in southbound direction and additional storage capacity for the reconstructed 71/91 Connection.

RECOMMENDED OPTION

The Department recommends that this request for \$4,570,000, as presented in Option A above, be approved to allow this project to be advertised.

Project # Allocation Amount Recipient County Dist-Co-Rte Postmile	Location Project Description Project Support Expenditures	EA (PPNO) Program (Prog Year) Prog Amount	Budget Year Item # Program Codes	State Federal Total Amount
3 \$2,125,000 Department of Transportation Inyo 09U-Iny-L5716	At the Shoshone Maintenance Station. Upgrade existing maintenance station. (The additional funds of \$807,000 will come from SHOPP savings). Support Expenditures to Date: \$543,229	265201 (0323) SHOPP/99-00 \$1,318,000	1999-00 301-0042 301-0890 20.20.201.352	\$2,125,000 - \$2,125,000



PROJECT DESCRIPTION

This project is in Inyo County, at the Shoshone Maintenance station in Shoshone. The work involves upgrading the existing maintenance station.

FUNDING STATUS

This project is currently programmed in the 1998 SHOPP Midcycle Revision, in the 1999/00 fiscal year, for \$1,318,000. The current request of \$2,125,000 is approximately 61% above the programmed amount.

BACKGROUND

This project will reconstruct the existing maintenance station in Shoshone, which was built in 1940. Motorgraders and dump trucks do not fit in the truck shed, and the lack of insulation in the truck shed makes it difficult to maintain a reasonable temperature inside the shed at this desert location. While the smaller existing building at the maintenance station can still be used for materials storage, new facilities are being constructed for equipment maintenance and service, general operations and office space. The proposed upgrade will also replace the existing septic tank/leach field.

REASON FOR INCREASE

The programmed amount was based on the Facility Project Study Report (FPSR) approved in June 1998. The cost increase was primarily due to changes in code and underestimation of cost for structure items. Subsequent to the approval of the FPSR the building code requirements have changed, requiring a steel moment resisting frame that was not considered in the original estimate. This has resulted in an increase of \$325,000. Underestimation of costs in the original estimate for wash/fuel building, material bins and carport has resulted in an increase of \$215,000.

An overhead crane has been added to the repair bay. Due the remoteness of the site, the presence of the crane would enable repairs to be done locally instead of transporting equipment to the main facility that is approximately five hours away. Original estimate did not include the replacement of a radio tower, which was added to provide improved communication throughout the large and isolated maintenance area. These changes have resulted in an increase of approximately \$105,000.

The recent estimate for the site development has increased by approximately \$162,000.

FUNDING OPTIONS

OPTION A: Approve this request as presented above for \$2,125,000 to allow this project to be awarded.

OPTION B: Deny this request and direct the Department to redesign the project for re-advertisement.

The Department has considered these options. The scope of work being considered is the very minimum to upgrade the existing facility to current standards. The upgrades considered will provide efficient operation at this maintenance station situated at a remote location.

RECOMMENDED OPTION

The Department recommends that this request for \$2,125,000, as presented in Option A above, be approved to allow this project to be advertised.