

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

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HIGHWAY FINANCIAL MATTERS  
Project Greater Than 120%  
Resolution: FP-00-93  
CTC Meeting: June 6-7, 2001

Agenda Item: 2.5d(1)

*Original Signed By*

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W. J. Evans  
Chief Financial Officer  
June 1, 2001

**ALLOCATIONS FOR PROJECTS WITH VALUE GREATER THAN 120 PERCENT OF  
PROGRAMMED AMOUNT**

**RESOLUTION FP-00-93**

**RECOMMENDATION**

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

**FINANCIAL RESOLUTION**

Resolved, that \$18,812,000 be allocated from Budget Act Items 2660-301-0042 and 2660-301-0890, Budget Act of 2000 for the four (4) projects on the attached sheets.

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

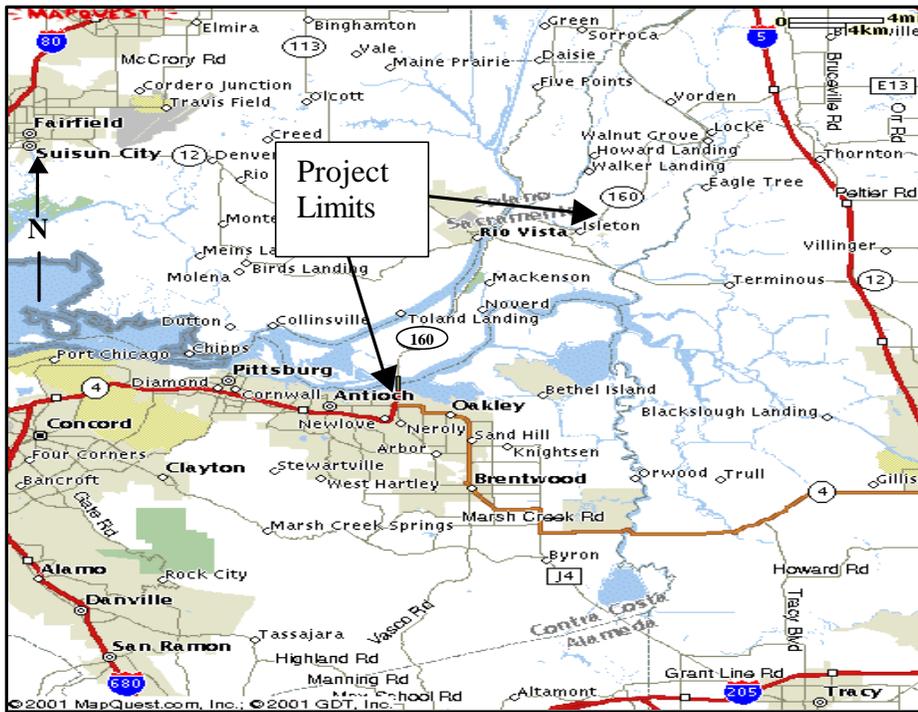
These major construction projects proposed for funding are included in the State Highway Operation and Protection Program (SHOPP).

**SUMMARY AND CONCLUSIONS**

This resolution allocates State and Federal funds of \$18,812,000 for four (4) new major construction projects. These projects have a total cost greater than 120 percent of the programmed amount.

The additional funds of \$9,827,000 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 \$3,564,000 Department of Transportation Sacramento 03N-Sac-160 L0.0/20.9	Near Isleton from San Joaquin County Line to Paintersville Bridge. Metal beam guard rail.  Support Expenditures to Date: \$104,319	447101 03-7427 SHOPP/ 01-02 \$0 \$0 \$0 \$2,162,000	2000-01 301-0042 301-0890 20.20.201.010	- \$3,564,000     \$3,564,000



**PROJECT DESCRIPTION**

The project is on Route 160 in Sacramento County from the San Joaquin County Line to Paintersville Bridge. The project will install metal beam guardrail (MBGR) on the river side of the roadway.

**FUNDING STATUS**

The project is programmed in the 2000 SHOPP for \$2,162,000 for construction in the 2001/02 Fiscal Year. This request for \$3,564,000 is an increase of 65% over the programmed amount for this project.

### BACKGROUND

This segment of Route 160 is a two-lane conventional highway in flat terrain with the roadway on top of a narrow levee and there are two 3.6 meter-wide lanes with paved shoulders that vary in width between 0.6 meters and 2.4 meters. The horizontal alignment of this segment of highway runs adjacent and parallel to the Sacramento River in most locations.

The highway lacks a clear recovery area for errant vehicles because it is situated on top of a narrow levee. The project will install 35,700 meters of MBGR that will provide a barrier to contain errant vehicles within the limits of the roadway.

### REASON FOR INCREASE

Since the Project Study Report (PSR) was approved, additional work has been identified. Additional locations have been identified that require MBGR to contain errant vehicles within the limits of the roadway where there is no clear recovery area. An additional \$800,000 is needed to construct the MBGR.

The traffic management plan was modified to include additional traffic handling and Construction Zone Enhanced Enforcement Program (COZEEP) with the California Highway Patrol (CHP) during construction operations. An additional \$602,000 is needed for traffic controls.

### FUNDING OPTIONS

OPTION A: Approve this request as presented above for \$3,564,000 to allow this project to be advertised.

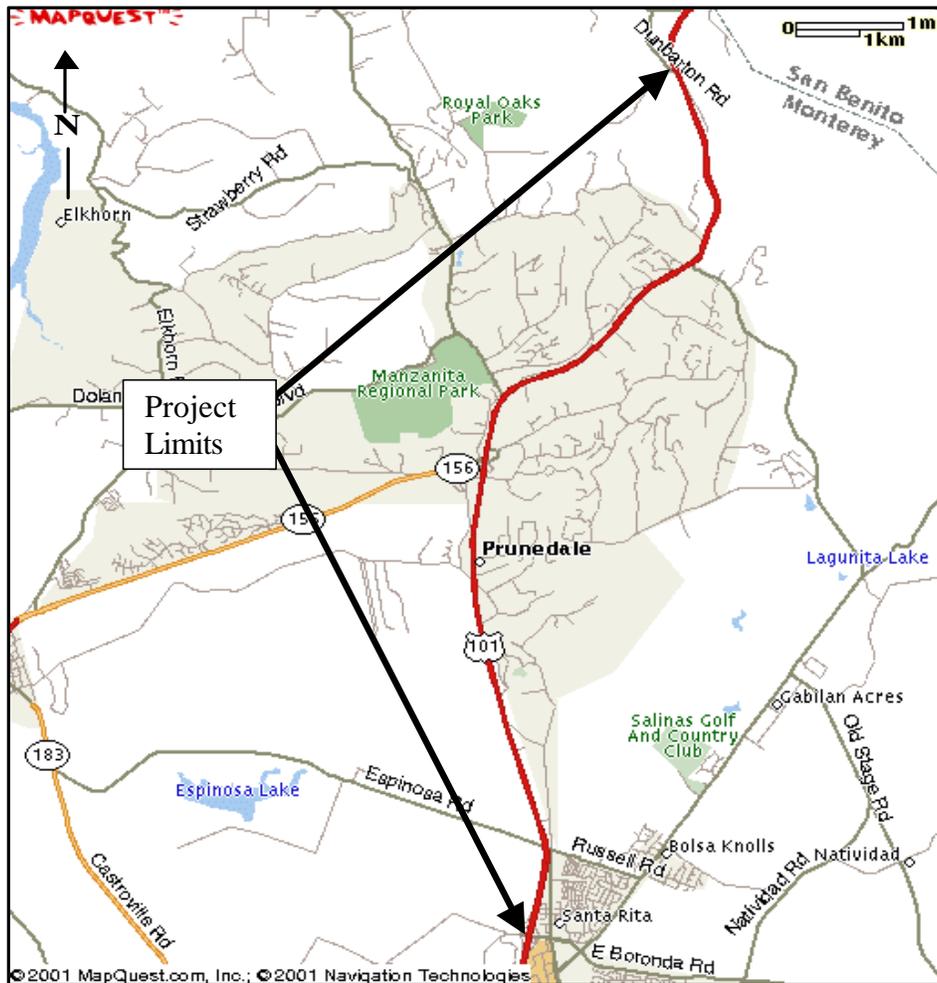
OPTION B: Deny this request and direct the Department to redesign the project to bring the cost within the programmed amount.

The Department considered this option. Eliminating a portion of the work would leave segments of the highway without a barrier to contain errant vehicles within the limits of the roadway. The design best meets the criteria for MBGR and safety improvements.

### RECOMMENDED OPTION

The Department recommends that this request for \$3,564,000, 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
2 \$2,998,000 Department of Transportation Monterey 05N-Mon-101 R91.2/100.2	Near Prunedale from Boronda Road to Dunbarton Road. Operational improvements.  Support Expenditures to Date: \$498,263	0161A1 05-0058M SHOPP/ 00-01 \$0 \$0 \$137,000 \$1,114,000	2000-01 301-0042 301-0890 20.20.201.310	\$344,000 \$2,654,000     \$2,998,000



**PROJECT DESCRIPTION**

The project is on Route 101 in Monterey County, in the community of Prunedale, from Boronda Road to Dunbarton Road. The project will construct operational improvements at three locations including minor widening to accommodate channelization, acceleration and deceleration lanes.

**FUNDING STATUS**

The project is programmed in the 2000 SHOPP for \$1,114,000 for construction in the 2000/01 Fiscal Year. This request for \$2,998,000 is an increase of 169% over the programmed amount for this project.

### BACKGROUND

The project will improve the operational characteristics of three major at-grade intersections on Route 101 along the Prunedale corridor. Each of the intersections with Route 101, Blackie Road/Reese Circle, Berta Canyon Road and Moro Road, have been identified as in need of operational upgrades. The Blackie Road/Reese Circle intersection will widen Route 101 to accommodate a 3.6 meter-wide right turn acceleration and deceleration lane; the Berta Canyon intersection will construct an acceleration lane from Berta Canyon Road to northbound Route 101; and the Moro Road intersection will construct an additional acceleration/deceleration lane along the outside shoulder of southbound Route 101. Through these intersections, Route 101 is a 4-lane expressway with various acceleration and deceleration lanes.

### REASON FOR INCREASE

At the Blackie Road/Reese Circle intersection, the project was scoped to build the widened section of roadway without the use of retaining walls. This alternative would have required acquisition of additional right of way to slope the roadway fill away from the highway. Due to environmental concerns associated with constructing the slopes, a retaining wall alternative was chosen to deliver the project in a timely manner and lessen the right of way impact on neighboring property owners. The project will construct three retaining walls that vary in height between 2.3 meters and 4.2 meters, with lengths from 117 meters to 173 meters. An additional \$1,884,000 is needed to construct the three retaining walls.

### FUNDING OPTIONS

OPTION A: Approve this request as presented above for \$2,998,000 to allow this project to be advertised.

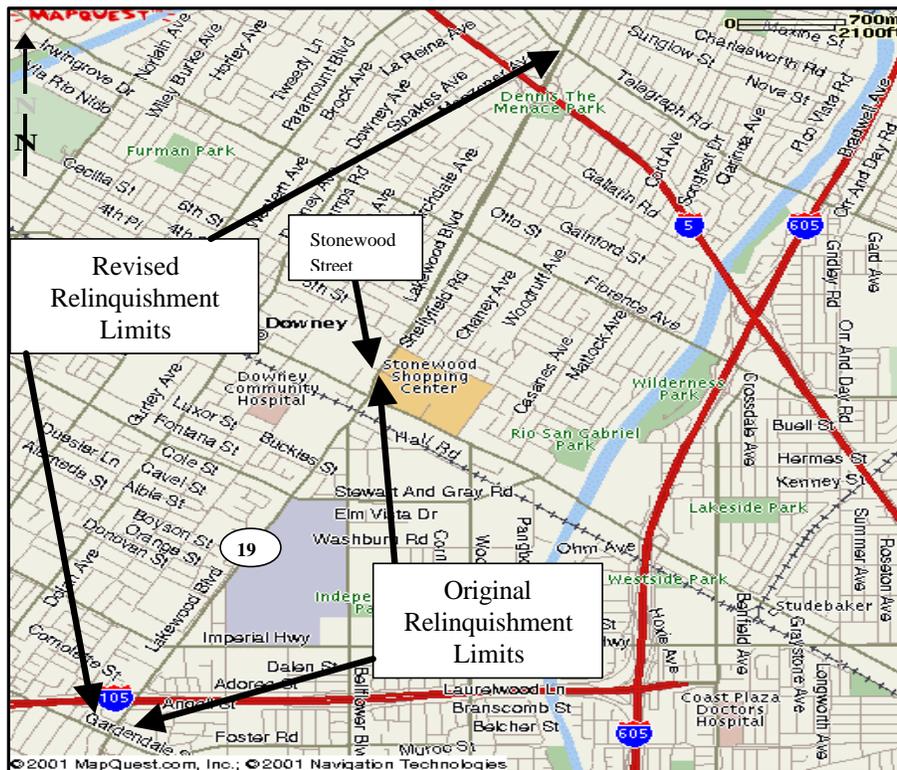
OPTION B: Deny this request and direct the Department to redesign the project to bring the cost within the programmed amount.

The Department considered this option. The project as submitted provides the best solution for operational improvements that are needed due to the increasing traffic rates at all three intersections.

### RECOMMENDED OPTION

The Department recommends that this request for \$2,998,000, 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 \$9,800,000 Department of Transportation Los Angeles 07S-LA-19 8.4/10.5 8.4/12.3	In Downey from Gardendale to Stonewood Street Telegraph Road. <b>Rehabilitate Roadway. Relinquishment of Route 19 (In lieu of rehabilitation, the City of Downey agreed to accept a cash settlement.)</b>  Support Expenditures to Date: \$239,443	1153E1 07-0395D SHOPP/ 00-01 \$1,159,000 \$0 \$4,505,000	2000-01 301-0042 301-0890 20.20.201.120	\$9,800,000 - \$9,800,000



**PROJECT DESCRIPTION**

The project is on Route 19 in Los Angeles County, in Downey, between Gardendale Street and Telegraph Road. The project was originally scoped to rehabilitate 2.1 miles of roadway, but now facilitates relinquishment of 3.9 miles to the City of Downey.

**FUNDING STATUS**

The project is programmed in the 2000 SHOPP for \$4,505,000 for construction in the 2000/01 Fiscal Year. This request for \$9,800,000 is approximately 118% over the programmed amount.

**BACKGROUND**

The project location is considered a local arterial and runs through a busy business district of Downey. The route is also known as Lakewood Boulevard.

REASON FOR INCREASE

This project was segmented from a larger project originally programmed in the 1996 SHOPP to rehabilitate Route 19 from the Pacific Coast Highway to Stonewood Street. In June 1999 the Legislature passed Senate Bill 803 that deleted a segment of Route 19 between Gardendale Street and Telegraph Road from the highway system. In July 1999, the Governor approved the bill and the Department began negotiations with the City of Downey regarding relinquishment.

As a result of recent negotiations with the City of Downey, a cooperative agreement has been executed to relinquish 3.9 miles of Route 19. This relinquishment will cover the full segment of Lakewood Boulevard between Route 5 and Route 105. Based on the cooperative agreement, the City will accept the roadway in exchange for \$9,800,000. The primary reason for the increase in cost is the extension of the limits for relinquishment to include an additional 1.8 miles of Route 19 between Stonewood Street and Telegraph Road.

FUNDING OPTIONS

OPTION A: Approve this request as presented above for \$9,800,000 in order to relinquish the roadway to the City of Downey.

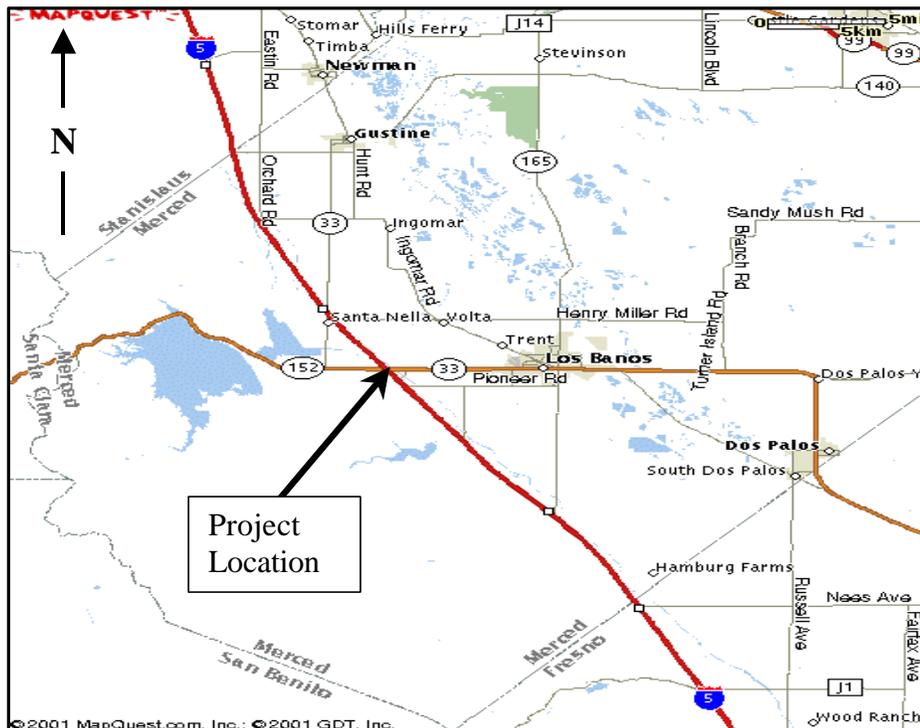
OPTION B: Deny this request and direct the Department to renegotiate with the City of Downey to bring the cost within the programmed amount.

The Department has expended considerable effort in negotiating a successful agreement with the City, and considers the agreed amount to be fair compensation. Delaying the relinquishment will result in continued maintenance and liability costs for the Department.

RECOMMENDED OPTION

The Department recommends that this request for \$9,800,000, as presented in Option A above, be approved to facilitate relinquishment of the roadway.

Project #	Allocation Amount	EA (PPNO) Program (Prog Year) Prog Amount	Budget Year Item # Program Codes	State Federal Total Amount
4	\$2,450,000	2A6901	2000-01	
Department of Transportation	Near Santa Nella at Route 5/152 separation. Increase vertical clearance.	10-5737	301-0042	\$282,000
Merced	Support Expenditures to Date: \$247,418	SHOPP/ 01-02	301-0890	\$2,168,000
10N-Mer-152		\$0	20.20.201.120	
13.8		\$0		
		\$0		
		\$1,204,000		\$2,450,000



**PROJECT DESCRIPTION**

The project is on Route 152 in Merced County, near Santa Nella, at the Route 5/152 separation. The project will lower the roadway profile of Route 152 and four loop-ramps to meet standard vertical clearance requirements where Route 152 crosses under Route 5.

**FUNDING STATUS**

The project is programmed in the 2000 SHOPP for \$1,204,000 for construction in the 2000/01 Fiscal Year. This request for \$2,450,000 is an increase of 103% over the programmed amount for this project.

**BACKGROUND**

At the interchange Route 152 crosses underneath Route 5 and there are eight ramps that connect the two routes. The two structures that span Route 152, one for southbound Route 5 traffic and one for northbound Route 5 traffic, are steel girder type structures. Route 152 is a four-lane expressway through this interchange that connects Gilroy and Watsonville in the west with Los Banos and Chowchilla in the east.

The interchange is a primary link from the South Bay Area and San Benito County to the Central Valley and is located approximately 5 kilometers east of the San Luis Reservoir State Recreation Area.

The vertical clearance between the Route 152 mainline and the Route 5 structure that spans Route 152 is less than the current standard vertical clearance requirement. When the interchange was built in 1964, the required vertical clearance for a conventional 2-lane highway was 4.57 meters. The highway has been upgraded to a freeway/expressway and the required vertical clearance is 5.1 meters. The project will lower the profile of the Route 152 mainline and four loop-ramps to increase the vertical clearance to at least 5.1 meters. The existing vertical clearance is 4.65 meters over the eastbound lanes and 4.57 meters over the westbound lanes.

Since August 1995, six permit and non-permit oversized trucks travelling on Route 152 have hit and damaged the steel bridge girders. Construction crews are currently in the process of replacing and repairing the damaged girders. To limit the possibility of any additional hits occurring, the roadway profile on Route 152 needs to be lowered.

#### REASON FOR INCREASE

Most of the cost increase can be attributed to the need for higher quantities of Aggregate Base and Roadway Excavation. During detailed design, soil analysis and materials studies resulted in recommendations to increase the limits of excavation and the depth of the aggregate base. The unit cost of Asphalt Concrete (AC) pavement has also increased from \$35/tonne to \$50/tonne. An additional \$1,129,000 is needed to adjust the quantity of Aggregate Base and Roadway Excavation and update the unit cost of AC pavement.

Additional traffic control measures are needed that were not identified in the Project Study Report (PSR). An additional \$117,000 is needed for the Traffic Control, Maintain Traffic and Changeable Message Signs items.

#### FUNDING OPTIONS

OPTION A: Approve this request as presented above for \$2,450,000 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. No portion of the work can be eliminated without compromising the scope of work.

#### RECOMMENDED OPTION

The Department recommends that this request for \$2,450,000, as presented in OPTION A above, be approved to allow this project to be advertised.