

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

HIGHWAY FINANCIAL MATTERS  
Emergency G-11 Allocations  
Resolution: Information Item

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August 1, 2002

## **ALLOCATIONS FOR EMERGENCY PROJECTS** **INFORMATION**

### **BACKGROUND**

The California Transportation Commission by Resolution G-11, as revised by Resolution G-94, delegated to the Department of Transportation (Department) authority to allocate funds to correct certain situations caused by floods, slides, earthquakes, material failures, slipouts, unusual accidents or other similar events. This allows the Department to immediately begin corrective action in an emergency condition without waiting for the next CTC meeting to receive an allocation.

This authority is operative whenever such an event:

1. Places people or property in jeopardy.
2. Causes or threatens to cause closure of transportation access necessary for;
  - a. Emergency assistance efforts.
  - b. The effective functioning of an area's services, commerce, manufacture or agriculture.
  - c. Persons in the area to reach their homes or employment.
3. Causes either an excessive increase in transportation congestion or delay, or an excessive increase in the necessary distances traveled.

The G-11 Resolution also requires the Department to notify the California Transportation Commission, at their next meeting, whenever such an emergency allocation has been made.

### **SUMMARY AND CONCLUSIONS**

Pursuant to the authority granted by Resolution G-11, State funds totaling \$12,168,000 have been allocated for nine (9) emergency construction projects on the attached list.

Project #1, On Route 101 the Redwood National Park approximately 3.8 miles south of Crescent City. The fill slope on the west side of the highway has been continuously eroding resulting in loss of support for the highway. In May 2002, a storm damage team determined that unless immediate action is taken, there is a high potential for loss of roadway and large quantities of debris inundating the surrounding old growth and historic redwoods. The project will construct timber lagging wall with underdrains and related drainage improvements.

Project #2, On Route 80, near Truckee, at the Truckee River Bridge. Remove and replace the deck and bridge rail of Bridge # 17-0063L. On June 3, 2002, a hole developed in the deck of Truckee River Bridge. (Bridge 17-0063L). Further inspection of the deck revealed widespread cracking and weakening. Repairs could not be deferred and it was to replace the deck and rails.

Project #3, On Route 9, near Ben Lomond at 0.6 miles north of California Drive. Original damage was caused by heavy rains in December 2001. The rains caused a slipout below the highway causing damage to the shoulder and roadway. At the time an emergency force account for \$300,000 was approved to place temporary K-rail and realign the roadway. This project is to conduct final restoration by building a sidehill viaduct and stabilize the slopes below the highway with a soil nail wall. Construction to be complete before the upcoming winter season.

Project #4, On Route 1, near San Simeon, at 1.6 miles north of Piedras Blancas Lighthouse Road. Highway 1 at this location is likely to be lost in the upcoming winter season due to ocean surf. Ocean surf has eroded a 20-foot high bluff to within 2 feet of the edge of pavement. This project will build an interim realignment as far away from the eroding bluff as possible with minimal environmental impacts. The realignment will further eliminate – for few years at least - the need for annual placement of Rock Slope Protection (RSP) which is becoming an environmental concern

Project #5 On Route 1, near San Simeon, at 0.3 miles north of Piedras Blancas Lighthouse Road. Highway 1 at this location is likely to be lost in the upcoming winter season due to ocean surf. Ocean surf has eroded a 25-foot high bluff to within 10 feet of the edge of pavement. This project will build an interim realignment as far away from the eroding bluff as possible with minimal environmental impacts. The realignment will further eliminate –for few years at least- the need for annual placement of Rock Slope Protection (RSP) which is becoming an environmental concern

Project #6, On Route 5, near Coalinga from Panoche Creek Bridge to 0.4 miles north of California Avenue Overcrossing. Outside (truck) lanes are rapidly failing due to weak subgrade soil (especially when wet) and heavy truck traffic. Following a series of spring 2002 rain storms, pavement failures accelerated dramatically resulting in loose fines and rubble on shoulder and pavement. This project will remove and replace the failed concrete slabs to restore driveability and safety. Construction to be complete before the onset of the next winter.

Project #7, On Route 47, in Long Beach and San Pedro at Vincent Thomas Bridge (Bridge 53-1471) and the Commodore Schuyler Heim (Bridge 53-2618). Original project was for the installation of reinforced steel security doors, alarm and video monitoring systems as part of security measures following the September 11, 2001 attacks. Original work is 98% complete. This additional allocation is needed to hardwire the cameras after discovering that the microwave signals are being interrupted by increasing port traffic thus causing system malfunction.

Project #8, At various locations on highways 15 and 138 in the Cajon Pass. On June 16, 2002 the BLUECUT fire broke out and as of June 20, approximately 4600 meters of metal beam guardrail, woodposts and blocks were burned beyond repair. This project will replace wood post guardrail with steel post guardrail and replace damaged sign posts, edge drains, call boxes, delineators and stand pipes.

Project #9, At Southbound I-5 beginning at the branch connector from State Route 73 in San Juan Capistrano. There has been an unusual number of loss-of-control traffic collisions in wet conditions due to existing pavement cross slopes of 1% to 1.5% where water collects in the traveled lanes. This project (already programmed in the SHOPP) will be delivered under the informal bid process to reconstruct pavement and increase the cross slopes to 3%. Informal bid will make it possible to complete project before next winter.

Attachment

2.5 Highway Financial Matters

Project # Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	EA Program	Budget Year Item # Program Codes	State Federal Total Amount
<b>2.5f(1) Informational Report - Emergency G-11 Allocations</b>				
1 \$2,000,000 Del Norte 01-DN-101 21.7	In the Redwood National Park approximately 3.8 miles south of Crescent City. The fill slope on the west side of the highway has been continuously eroding resulting in loss of support for the highway. In May 2002, a storm damage team determined that unless immediate action is taken, there is a high potential for loss of roadway and large quantities of debris inundating the surrounding old growth and historic redwoods. The project will construct timber lagging wall with underdrains and related drainage improvements.	438101 SHOPP Emergency	2001-02 301-0042 301-0890 20.20.201.130 201/130	\$229,400 \$1,770,600  \$2,000,000
Initial G-11 Allocation: 06/19/02:		\$2,000,000		
2 \$2,500,000 Nevada 03-Nev-80 28.0	Near Truckee, at the Truckee River Bridge. Remove and replace the deck and bridge rails. On June 3, 2002, a hole developed in the deck of Truckee River Bridge (Bridge 17-0063L). Further inspection of the deck revealed widespread cracking and weakening. Repairs could not be deferred and it was necessary to replace the deck and railing.	3A21U1 SHOPP Emergency	2001-02 301-0042 301-0890 20.20.201.110 201/110	\$500,000 \$2,000,000  \$2,500,000
Initial G-11 Allocation: 07/10/02:		\$2,500,000		
3 \$650,000 Santa Cruz 05-SCR-9 10.8	Near Ben Lomond at 0.6 mile north of California Drive. Original damage was caused by heavy rains in December 2001. The rains caused a slipout below the highway causing damage to the shoulder and roadway. At the time an emergency force account for \$300,000 was approved to place temporary K-rail and realign the roadway. This project is to conduct final restoration by building a sidehill viaduct and stabilize the slopes below the highway with a soil nail wall. Construction to be complete before the upcoming winter season.	0H6301 SHOPP Emergency	2001-02 301-0042 301-0890 20.20.201.130 201/130	\$650,000 -  \$650,000
Initial G-11 Allocation: 06/19/02:		\$650,000		
4 \$800,000 San Luis Obispo 05-SLO-1 65.4/66.5	Near San Simeon, at 1.6 miles north of Piedras Blancas Lighthouse Road. Highway 1 at this location is likely to be lost in the upcoming winter season due to ocean surf. Ocean surf has eroded a 20-foot high bluff to within 2 feet of the edge of pavement. This project will build an interim realignment as far away from the eroding bluff as possible with minimal environmental impacts. The realignment will further eliminate – for few years at least - the need for annual placement of Rock Slope Protection (RSP) which is becoming an environmental concern.	0F8101 SHOPP Emergency	2001-02 301-0042 301-0890 20.20.201.130 201/130	\$800,000 -  \$800,000
Initial G-11 Allocation: 06/26/02:		\$800,000		
5 \$700,000 San Luis Obispo 05-SLO-1 64.1/64.7	Near San Simeon, at 0.3 mile north of Piedras Blancas Lighthouse Road. Highway 1 at this location is likely to be lost in the upcoming winter season due to ocean surf. Ocean surf has eroded a 25-foot high bluff to within 10 feet of the edge of pavement. This project will build an interim realignment as far away from the eroding bluff as possible with minimal environmental impacts. The realignment will further eliminate –for few years at least the need for annual placement of Rock Slope Protection (RSP) which is becoming an environmental concern.	0G3301 SHOPP Emergency	2001-02 301-0042 301-0890 20.20.201.130 201/130	\$700,000 -  \$700,000
Initial G-11 Allocation: 06/27/02:		\$700,000		