

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: February 1-2, 2006

Reference No.: 2.5f.(1)
Information Item

From: CINDY McKIM
Chief Financial Officer

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Budgets

Ref: **INFORMATIONAL REPORT - EMERGENCY G-11 ALLOCATIONS**

SUMMARY:

Pursuant to the authority granted by Resolution G-11, State Highway Account and Federal Trust funds totaling \$3,140,000 have been allocated for seven (7) emergency construction projects described below and on the attached list.

Project #1. This project is in Humboldt County near Garberville, at approximately 0.2 miles north of Alderpoint Road. The existing culvert is an 84-inch diameter, 528 feet long structural steel plate pipe that is under approximately 150 feet of fill material. The invert is corroded and the culvert was beginning to collapse in some locations. The initial allocation was for placing a new structural welded steel pipe liner inside the sections that are collapsing, placing concrete invert paving with embedded steel planking, repairing the concrete headwall, and correcting surface drainage on the fill slope. This supplemental allocation is needed because of contract delays caused mostly by Hurricane Katrina delaying the delivery of the steel pipe liners from the Gulf Coast region and California Occupational Safety and Health Administration (Cal-OSHA) requiring a full time certified inspector on the job.

Project #2. In Napa County near Napa, between the Sonoma County line and Duhig Road. On June 28, 2005, a sinkhole approximately 3 feet x 3 feet suddenly developed in the northbound lane. The 50-foot long, 24-inch corrugated metal pipe (CMP) culvert at this location has separated, allowing water to flow through and erode the supporting material. Immediate replacement of the culvert was required to avoid the further continuing enlargement of the sinkhole and possible closure of the highway. The project will replace the culvert and repair a failed section of the asphalt concrete pavement

Project #3. In Los Angeles County near the City of Malibu, south of Route 27 Junction. Heavy rain in January and February 2005 started a large slide at this location. Large rocks and slide debris blocked the northbound lanes repeatedly. Traffic lanes had been realigned to allow single lane traffic control. The initial project was to remove all the slide debris and grade back the adjacent hillside to a stable slope. Traffic lanes would then be repaired and re-opened. Erosion control would be placed on the repaired slopes. The first and second supplemental allocations were needed because actual extent of needed repairs exceeded the initial estimate of damage. The additional cost was mainly due to the underestimation of the coverage area of the slope stabilization system. The initial estimate of the slope area did not account for the crests, valleys, and undulations on the slope that increased the effected area and therefore increased the amount of metal mesh fabric, soil nail anchors, and fasteners needed. Other unforeseen factors included repairs to the roadway damaged by the heavy construction equipment. This supplemental is needed to pay the final invoice and close out this contract.

Project #4. In Ventura County north of the City of Ventura, from Junction 1/101 to the end of Route 1 in Ventura County (Ventura/Santa Barbara County Line). Heavy rain during late December 2004 and early January 2005 caused multiple slides, mud, and debris flows to cover this section of highway. Drainage systems were blocked and damaged. Vehicles were trapped and the highway was closed along this entire section. The initial project was for the removal and disposal of all slide and storm debris and re-opening of the highway. Drainage facilities were to be cleared and repaired or replaced as needed. The first and second supplemental allocations were necessary to continue and complete the removal of slide material from the roadway and drainage system following heavy rain that fell between February 17 and 24, 2005. This new supplemental allocation is needed to clear the last 600-foot culvert system and haul all the stockpiled debris to permanent disposal site. This allocation is eligible for federal Emergency Relief funding.

Project #5. In Inyo County near Coso, at the Coso Junction Safety Roadside Rest Area (SRRA). On November 23, 2005, the 60-plus year old water well casing at the SRRA collapsed resulting in loss of domestic water for the rest area forcing the Department of Transportation (Department) to close the rest area. This rest area is vital to the safety of the traveling public in the remote rural expanses of this region. With the opening of the Mammoth Mountain ski area and the upcoming holiday season, the tourist traffic will increase on this highway and this rest area will be in large demand. Additionally, of the three remaining SRRAs in the area, one (approximately 130 miles north) is closed for the winter, one (approximately 60 miles north) is due to close for rehabilitation, and one (approximately 100 miles to the south) is currently closed due to a failed septic system. This project consists of drilling a new 200 to 300-foot deep well, abandoning the existing well, replacing the old pressure tank, plumbing the new well to the existing distribution system, flushing and disinfecting the entire system, constructing a well enclosure, and conducting traffic control.

Project #6. In San Diego County in San Diego, north of Friars Road. On February 22, 2005, during heavy rain, three separate sinkholes occurred along the same drainage system running parallel to southbound State Route 163, just north of Friars Road. The largest of the holes was at

least 30 feet deep and approximately 30 feet wide. All three sinkhole locations were above corrugated metal pipe (CMP) risers. These risers feed into a 1400-foot long 48-inch/54-inch/60-inch CMP. It was estimated that the failures were due to the invert of the CMP culvert being corroded and collapsing, and that this condition occurred throughout the entire 1400-foot length of the culvert. The sinkholes were immediately adjacent to a soundwall, local street, nearby homes, and approximately 40 feet from edge of freeway pavement. The initial project was to stabilize the site to protect adjacent property and then remove the entire culvert and replace with Reinforced Concrete Pipe (RCP) culvert of the same diameter. The risers would also be rebuilt with RCP. This supplemental is needed because the soil characteristics required a different and slower construction method that resulted in time delays and increased costs. The type of soil encountered required shoring up to 35 feet. Because of the limited space and depth of operation, the culvert was excavated and replaced in very short increments. This allocation is eligible federal Emergency Relief funding.

Project #7. In Orange County in Buena Park, between Knott Avenue and Beach Boulevard. On October 16, 2005, a truck collided with, and damaged part of, the existing soundwall. Temporary barriers and plywood were put in place to secure the location. This project is needed to repair the soundwall in order to prevent pedestrians from accessing the freeway through the damaged section and to restore the wall's structural strength.

BACKGROUND:

The California Transportation Commission (Commission) by Resolution G-11, as amended by Resolution G-00-11, delegated to the Department authority to allocate funds to correct certain situations caused by floods, slides, earthquakes, material failures, slip outs, unusual accidents or other similar events. This immediately allows the Department to begin corrective action in an emergency condition without waiting for the next Commission 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 authorizes the Department to allocate funds for follow-up restoration projects associated with and that immediately follow an emergency condition response project.

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

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
2.5f.(1) Informational Report – Emergency G-11 Allocations				
1 460,000 Humboldt 01U-Hum-101 R12.1	Near Garberville, at approximately 0.2 miles north of Alderpoint Road. The initial allocation was to repair an 84-inch existing steel culvert at imminent total collapse. This supplemental allocation is needed mainly due to material delivery time delays caused by Hurricane Katrina and tunneling safety requirements. Initial G-11 Allocation 08/19/05: \$1,000,000 Supplemental G-11 Allocation 12/02/05: \$460,000 Revised Allocation: \$1,460,000	465101 SHOPP Emergency	2005-06 302-0042 302-0890 20.20.201.130	\$460,000 - \$460,000
2 \$150,000 Napa 04U-Nap-121 0.84	Near Napa, between the Sonoma County line and Duhig Road. On June 28, 2005, a sinkhole approximately 3 feet by 3 feet appeared in the northbound lane. This project will replace a failed culvert that caused the sinkhole and repair the damaged asphalt concrete pavement. Initial G-11 Allocation 12/13/05: \$150,000	2S7201 SHOPP Emergency	2004-05 302-0042 302-0890 20.20.201.130	\$150,000 - \$150,000
3 \$180,000 Los Angeles 07U-LA-1 40.5	Near the City of Malibu, south of Route 27. Initial allocation was to repair a slide caused by heavy rain in February 2005. The first and second supplemental allocations were needed to complete covering the slope with a slope stabilization system and repair damaged roadway. This supplemental is needed to close out the contract. Initial G-11 Allocation 03/23/05: \$2,500,000 Supplemental G-11 Allocation 06/23/05: \$250,000 Supplemental G-11 Allocation 09/15/05: \$205,000 Supplemental G-11 Allocation 11/21/05: \$180,000 Revised Allocation 10/26/05: \$3,135,000	4L0801 SHOPP Emergency	2004-05 302-0042 302-0890 20.20.201.130	\$180,000 - \$180,000
4 \$1,200,000 Ventura 07U-Ven-1 21.0/28.4	North of the City of Ventura, from Route 101 to the Ventura/Santa Barbara County line. Heavy rain in early 2005 caused multiple slides. The initial allocation was to remove and dispose of all slide and storm debris and re-open the highway. The first and second supplemental allocations were for the continuation of the cleanup effort following additional heavy rain between February 17 and 24, 2005. This supplemental allocation is to clear the last 600-foot culvert and haul stockpiled debris to permanent disposal sites. This allocation is eligible for federal Emergency Relief funds. Initial G-11 Allocation 02/16/05: \$1,000,000 Supplemental G-11 Allocation 3/17/05: \$500,000 Supplemental G-11 Allocation 3/23/05: \$1,000,000 Supplemental G-11 Allocation 12/13/05: \$1,200,000 Revised Allocation: \$3,700,000	4K9301 SHOPP Emergency	2004-05 302-0042 302-0890 20.20.201.130	\$1,200,000 - \$1,200,000
5 \$300,000 Inyo 09U-Iny-395 17.9	At the Coso Junction Safety Roadside Rest Area. On November 23, 2005, a 60-year old water well casing collapsed resulting in the loss of water service to this vital rest area. This project will put in a new well system. Initial G-11 Allocation 12/07/05: \$300,000	333501 SHOPP Emergency	2005-06 302-0042 302-0890 20.20.201.130	\$300,000 - \$300,000

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
2.5f.(1) Informational Report – Emergency G-11 Allocations				
6 \$700,000 San Diego 11U-SD-163 4.7	In San Diego, north of Friars Road. On February 22, 2005, during heavy rain, three separate sinkholes occurred along the same drainage system running parallel to the southbound lanes of this freeway. Initial allocation was to remove 1400 feet of a corroded metal pipe culvert and replace with reinforced concrete pipe culvert. This supplemental is needed due to unanticipated soil conditions that required shoring and caused delays. This allocation is eligible for federal Emergency Relief funds.	271401 SHOPP Emergency	2004-05 302-0042 302-0890 20.20.201.130	\$700,000 - \$700,000
	Initial G-11 Allocation 03/23/05: \$1,500,000 Supplemental G-11 Allocation 11/29/05: \$700,000 Revised Allocation: \$2,200,000			
7 \$150,000 Orange 12U-Ora-91 2.35	In Buena Park, between Knott Avenue and Beach Boulevard. On October 16, 2005, a truck collision damaged the soundwall along the eastbound direction. This project will repair the damaged wall to maintain structural wall integrity and prevent pedestrian access onto the freeway.	0H3301 SHOPP Emergency	2005-06 302-0042 302-0890 20.20.201.130	\$150,000 - \$150,000
	Initial G-11 Allocation (12/20/05): \$150,000			