

M e m o r a n d u m Tab 49

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 13-14, 2019

Reference No.: 2.5e.(1) - **REVISED**
Action Item

From: STEVEN KECK
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Subject: **SUPPLEMENTAL CAPITAL OUTLAY SUPPORT PROGRAMMING ACTION
REQUEST (PA&ED)
(PPNO 01-2379/EA 01-0E010 – HUMBOLDT COUNTY - STATE ROUTE 36)
RESOLUTION FA-18-56**

ISSUE

Should the California Transportation Commission (Commission) approve the California Department of Transportation’s (Department) request for an additional \$451,000 for the State Highway Operation Protection Program (SHOPP) Collision Severity Reduction project (PPNO 2379) on State Route (SR) 36, in Humboldt County, to supplement the pre-construction component support cost (COS) for Project Approval and Environmental Document (PA&ED)?

RECOMMENDATION

The Department recommends that the Commission allocate an additional \$451,000 for the previously approved SHOPP Collision Severity Reduction project (PPNO 2379) on SR 36, in Humboldt County, to supplement the pre-construction COS PA&ED.

Pre-Construction Component COS	Pre-Construction Project Funding			Revised Pre-Construction Funds		% Increase
	Programmed	G-12	Total Allotment	Additional Funds Requested	Total Funds	
PA&ED	\$1,005,000	\$300,500	\$1,305,500	\$451,000	\$1,756,500	34.6%
PS&E	N/A	N/A	N/A	N/A	N/A	N/A
RW	N/A	N/A	N/A	N/A	N/A	N/A
Total				\$451,000	\$1,756,500	34.6%

PROJECT LOCATION, DESCRIPTION, AND CONTRACT STATUS:

This project is located on SR 36, near Alton, in Humboldt County. The project will construct two 12-foot wide lanes, two 5-foot wide shoulders, install center-line and shoulder rumble strips, and place an Open-Graded Friction Course (OGFC) pavement throughout the project limits. The project also includes a grade reduction on two short vertical curves to improve sight distance.

The performance measure goal is to reduce the severity and number of collisions by 23 collisions, improve 32 linear-feet of drainage system from “poor” to “good” condition, and improve 30 linear-feet of drainage system from “fair” to “good” condition. The improvements are consistent with the Commission-adopted goals and objectives of the Transportation Asset Management Plan.

FUNDING STATUS:

The project was programmed in the 2016 SHOPP, and in June 2017, the Commission approved support cost funds in the amount of \$1,005,000 for the Project Approval and Environmental Documentation (PA&ED) pre-construction phase. The total current allotment for the PA&ED phase support cost is \$1,305,500, including Department delegated G-12 funds.

REASON(S) FOR COST INCREASE:

The original estimate for the PA&ED support cost was developed prior to 2017, and it was based on the staff support and resources needed to obtain required permits and Right of Way (R/W) certifications as identified in the Project Initiation Document (PID). The original scope was to widen shoulders on both sides of the roadway; however, the Department changed strategies to widen the roadway on one side only due to the discovery of unstable slope conditions on one side of the roadway. This slope stability condition was discovered during geotechnical studies conducted after the project programming phase. The COS was calculated based on identified tasks needed to complete the PA&ED and on information and data available prior to the discovery of the soil stability condition. The additional widening on one side also resulted in a greater impact to a wetland, ~~that was~~ **unforeseen relocation of utilities, and a shift in the crown elevation of the centerline profile which were** not factored in the original COS estimate.

To construct this project, and to provide an adequate area for the roadway shoulder and recovery zone, the Department had planned to acquire R/W from an operational truck and logging mill site. However, the planned R/W acquisition did not include an existing, private property used as a wood waste berm. The berm location within the private property was recently changed to an area that encroaches on the planned project site. This change occurred after the original COS estimate was completed, and will require additional, unanticipated site investigation. Because of the expanded wood waste berm, the Department will be required to conduct additional studies to evaluate new hazardous waste contamination. The additional analysis, which will require subsurface drilling and soil sampling, will also require additional support costs to re-evaluate the property’s possible contamination under the recently changed condition. The increased support cost is also needed to account for staff work associated with obtaining or updating all required

permits to complete the PA&ED phase, and to conduct additional R/W negotiations associated with obtaining temporary permits to enter property that was not included in the original studies.

CONSEQUENCES:

The Department has determined that additional funds of \$451,000 are needed to conduct the unanticipated hazardous waste studies, **unforeseen relocation of utilities, and the change in the roadway centerline profile which are** essential for a full delivery of the project report and environmental document.

The Department has determined that the additional funds requested are in the best interest of the State to avoid delays in implementing this important SHOPP Collision Severity Reduction project which is consistent with the Commission-adopted goals and objectives of the Transportation Asset Management Plan.

RESOLUTION:

Be it Resolved, that the Commission allocate an additional \$451,000 to the project to provide funds for PA&ED for the SHOPP Collision Severity Reduction project on SR 36 in Humboldt County.