

# Memorandum

To: CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 27-28, 2012

Reference No.: 2.5e.(4)  
Action Item

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Subject: **ALLOCATION FOR SUPPLEMENTAL FUNDS FOR PREVIOUSLY VOTED PROJECT  
RESOLUTION FA-11-28**

## **RECOMMENDATION:**

The California Department of Transportation (Department) recommends that the California Transportation Commission allocate an additional \$900,000 for one State Highway Operation and Protection Program (SHOPP) project identified below.

## **ISSUE:**

Additional funds are needed for one previously approved project in order to complete construction.

## **RESOLUTION:**

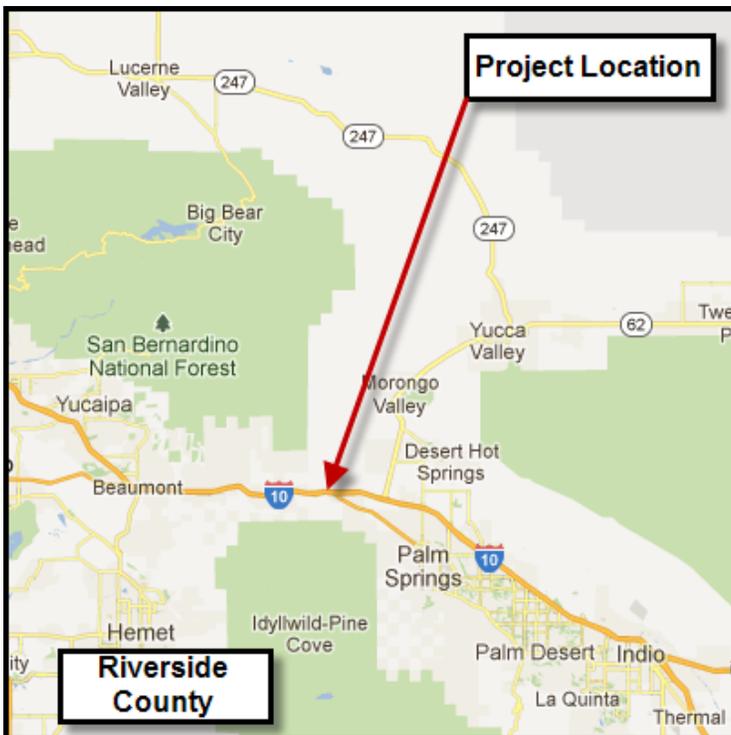
Resolved, that \$900,000 be allocated from the Budget Act of 2011, Budget Act Item 2660-302-0890 to provide additional funds to allow the following project to complete construction.

<u>Project</u>	<u>Dist-Co-Rte</u>	<u>Original Allocated Amount</u>	<u>Current Allocation</u>	<u>Allocation Adjustment</u>	<u>Revised Allocation</u>	<u>% Increase Above Current Allocation</u>
1	08-Riv-10	\$1,826,000	\$1,743,500	\$900,000	\$2,643,500	51.6%

Project # Allocation Amount Recipient County Dist-Co-Rte Postmile	Location Project Description Reason for Supplemental Funds	PPNO Program Funding Year Item # Fund Type Program Codes Project ID Adv Phase EA	State Federal Current Amount by Fund Type	State Federal Additional Amount by Fund Type	State Federal Revised Amount by Fund Type
<b>2.5e.(4) Supplemental Funds for Previously Voted Projects</b>			<b>Resolution FA-11-28</b>		
1 \$900,000 Department of Transportation Riverside 08-Riv-10 R24.0/R24.3	Near Cabazon at West and East Channel Stubby Wash Bridges (#56-0167L and #56-0168L). <u>Outcome/Output:</u> Widen and rehabilitate two bridges to extend the service life of the structures.  Supplemental funds needed to complete Construction.  Total Revised Amount: \$2,643,500	08-0010A SHOPP 2011-12 302-0042 SHA 302-0890 FTF 20.20.201.110 0800000082 4 0E4104	\$59,000  \$1,684,500	\$900,000	\$59,000  \$2,584,500

**RECOMMENDATION:**

The Department recommends that this request for \$900,000 be approved to allow the Department to complete construction.



**PROJECT DESCRIPTION:**

This project is located near Cabazon, on westbound Route 10 at West Channel Stubby Wash Bridge (Br. No. 56-0167L) and East Channel Stubby Wash Bridge (Br. No. 56-0168L). The bridge decks are experiencing severe cracking and spalls. Incidents occurred in late 2001 and early 2003 when large holes were discovered in the bridge deck requiring emergency temporary patching. Improvements are necessary to extend the service life of the structures and bring the bridges to current standards. The scope of work includes the following:

West Channel Stubby Wash Bridge (Br. No. 56-0167L)

- Remove unsound deck concrete and patch;
- Clean and treat existing deck with methacrylate;
- Widen bridge to accommodate traffic handling during construction.

East Channel Stubby Wash Bridge (Br. No. 56-0168L)

- Remove and reconstruct bridge deck;
- Replace joint seals;
- Upgrade barrier;
- Widen bridge to accommodate traffic handling during construction.

**FUNDING STATUS:**

This project was voted in August 2011 for \$1,826,000 and awarded for \$1,743,500 in January 2012. An additional \$900,000 in supplemental funds are needed to complete construction. This is an increase of 51.6 percent over the current allocation. The construction contract was approved February 13, 2012. However, the work was immediately suspended due to a major traffic delay and backup incident that occurred one day previous. The incident was the result of construction lane closures for an unrelated nearby project; and as a result of that incident, the Department elected to review traffic handling and lane closure practices for projects on this portion of Route 10.

**REASONS FOR COST INCREASE:**

During the development of the October 2009 planning document for this project, the Department reviewed traffic counts conducted in April 2007 and subsequently developed a construction traffic analysis that resulted in the original lane closure requirements for the project. The analysis found that a long-term westbound lane closure of one of the existing four lanes was feasible to facilitate repairs to the Stubby Wash Bridges. Traffic volumes indicate that the highest traffic flows occur on Sunday afternoons.

The long delays experienced by motorists during the Sunday, February 12, 2012 incident through the project vicinity raised questions regarding the traffic analysis performed for this project. The assumed typical capacity used in the calculations for this project is not consistent with the actual delay and back up later experienced during the incident. Furthermore, the unique corridor terrain, geometry, lack of alternate detours, and high truck traffic volumes (19 percent) indicate that a lower lane capacity should

be assumed than that used for other typical freeway lane closures. The result is that motorist impacts from a long-term lane closure and the project's original traffic handling plan are underestimated.

Based on the new information, the Department reviewed the original traffic analysis, construction traffic handling plans, and lane closure charts for this project and concluded they are inadequate. If the project proceeds as originally designed, traffic is projected to back up over ten miles every Sunday afternoon for the duration of the project. The resulting motorist delay cost, per each Sunday, is estimated to be \$1,511,000. The cumulative total delay cost for the duration of the project (seven months) is estimated to be \$42,308,000.

The extent of traffic delay and motorist cost are unacceptable and the project cannot proceed without change.

Proposed changes include reducing construction work windows, eliminating lane closures during the day, adding a cross median detour with temporary railing (Type K), and shifting eastbound traffic lanes onto the shoulder in order to maintain four lanes of traffic in both directions during construction.

These changes will result in a \$900,000 increase in the cost of the project.

### **FUNDING OPTIONS:**

**OPTION A:** Approve this request as presented above for \$900,000 to allow this project to complete construction.

**OPTION B:** Deny this request and direct the Department to revise the scope to stay within the allocated budget amount. The Department considered this option and determined that reducing the scope of work on this project, and executing another project to complete the deleted work later, would result in greater costs and more disruption to the traveling public.

### **RECOMMENDED OPTION:**

The Department recommends that this request of \$900,000, as presented in Option A above, be approved to complete construction of the project.