

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: May 18-19, 2016

Reference No.: 2.1a.(2)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce De Terra, Chief
Division of
Transportation Programming

Subject: SHOPP AMENDMENT 16H-001

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve the requested State Highway Operation and Protection Program (SHOPP) Amendment 16H-001; in accordance with Senate Bill 486 which requires the Commission to approve any changes or new projects amended into the SHOPP.

ISSUE:

Since the March 2016 report to the Commission, the Department recommends 6 new capital projects to be amended into the 2016 SHOPP, as summarized in Attachment 1. The amendments noted below would be funded from the Safety Improvement, Bridge Preservation, Roadway Preservation and 2016 SHOPP programming capacity.

| 2016 SHOPP Summary of New Projects by Category | No. | FY 2016/17 (\$1,000) | FY 2017/18 (\$1,000) | FY 2018/19 (\$1,000) | FY 2019/20 (\$1,000) |
|---|------------|---------------------------------|---------------------------------|---------------------------------|---------------------------------|
| Collision Reduction | 4 | \$3,317 | | | \$6,730 |
| Bridge Preservation | 1 | | | \$1,523 | |
| Roadway Preservation | 1 | \$85 | | | |
| Total Amendments | 6 | \$3,402 | | \$1,523 | \$6,730 |

The Department also recommends that the capital projects, as summarized in Attachment 2, and Long Lead projects, as summarized in Attachment 3, be amended into the 2016 SHOPP.

BACKGROUND:

In each even numbered year, the Department prepares a four-year SHOPP which defines major capital improvements necessary to preserve and protect the State Highway System. Periodically, the Department amends the SHOPP to address newly identified needs prior to the next programming cycle. Between programming cycles, the Department updates scope, schedule and cost to effectively deliver projects.

Resolution G-00-13, established in June 2000, provides the Department with means to develop SHOPP projects which require periods longer than the four-year SHOPP cycle. The Commission authorized the Department to program projects for development only when appropriate. Long Lead projects must identify challenges that require additional time beyond the typical four years to complete.

Senate Bill 486, approved by Governor September 30, 2014, requires Commission approval of projects amended into the SHOPP.

Attachments

List of New 2016 SHOPP Capital Project Amendments

| PPNO | Dist-Co-Rte PM EA Project ID | Project Location and Description of Work | R/W Cost Const. Cost (\$1,000) | FY | Support Costs (\$1,000) | Program Code Leg. /Congr. Dists. Perf. Meas. |
|----------------------------|--|---|--------------------------------------|-------|--|--|
| Collision Reduction | | | | | | |
| 1109 | 1-DN-199 7.6/27.5 OF190 01 1500 0078 | Near Gasquet, from 0.4 mile north of South Fork Road to 0.6 mile south of Idlewild Maintenance Station Road at various locations. Install high friction surface treatment. PAED: 01/28/2016 R/W: 12/01/2016 RTL: 01/01/2017 CCA: 12/01/2019 | \$1,967 (C) | 16/17 | PA & ED PS & E RW Sup Con Sup <u>Total</u> \$0 \$459 \$7 \$409 \$875 | 201.010 Assembly: 1 Senate: 2 Congress: 1 55 Collisions reduced |
| 4578 | 1-Men-1 41.8/42.3 OC550 01 1200 0300 | Near Albion, from 1.5 miles north of Route 128 to 0.1 mile south of Navarro Ridge Road. Widen for standard shoulders, and install rumble strips and guardrail. PAED: 02/01/2018 R/W: 07/01/2019 RTL: 08/01/2019 CCA: 10/15/2021 | \$462 (R/W) \$1,702 (C) | 19/20 | PA & ED PS & E RW Sup Con Sup <u>Total</u> \$622 \$326 \$223 \$608 \$1,779 | 201.010 Assembly: 1 Senate: 2 Congress: 1 16 Collisions reduced |
| 3641 | 2-Teh-36 87.8/88.8 1H740 02 1600 0052 | Near Mineral, from 0.1 mile to 1.2 miles east of Route 89. Curve improvement. PAED: 04/02/2018 R/W: 04/02/2019 RTL: 07/31/2019 CCA: 11/15/2021 | \$242 (R/W) \$4,324 (C) | 19/20 | PA & ED PS & E RW Sup Con Sup <u>Total</u> \$840 \$950 \$50 \$1,240 \$3,080 | 201.010 Assembly: 3 Senate: 4 Congress: 1 24 Collisions reduced |
| 2436 | 3-But-99 R34.6/R34.9 1H320 03 1600 0094 | In Chico at the northbound off-ramp to East Avenue. Widen ramp to provide a left-turn lane. PAED: 10/01/2016 R/W: 02/01/2017 RTL: 02/01/2017 CCA: 12/31/2017 | \$50 (R/W) \$1,300 (C) | 16/17 | PA & ED PS & E RW Sup Con Sup <u>Total</u> \$100 \$200 \$50 \$200 \$550 | 201.010 Assembly: 3 Senate: 4 Congress: 1 24 Collisions reduced |
| Bridge Preservation | | | | | | |
| 2447 | 1-Hum-101 124.5 OF960 01 1600 0109 | Near Orick, at 0.2 mile south of Lost Man Creek Bridge. Remove fish passage barrier. (G-13 Contingency Project) PAED: 01/01/2018 R/W: 03/01/2019 RTL: 03/15/2019 CCA: 06/01/2021 | \$1,523 (R/W) \$0 (C) | 18/19 | PA & ED PS & E RW Sup Con Sup <u>Total</u> \$966 \$644 \$193 \$0 \$1,803 | 201.110 Assembly: 1 Senate: 2 Congress: 1 1 Bridge |

List of New 2016 SHOPP Capital Project Amendments

| PPNO | Dist-Co-Rte PM EA Project ID | Project Location and Description of Work | R/W Cost Const. Cost (\$1,000) | FY | Support Costs (\$1,000) | Program Code Leg. /Congr. Dists. Perf. Meas. |
|----------------------|--|--|--------------------------------------|-------|---|--|
| Roadway Preservation | | | | | | |
| 1490E | 4-CC-80 0.0/10.1 4J340 04 1500 0331 | In Richmond, El Cerrito, San Pablo, Pinole and Hercules, from Alameda County line to Route 4. Pavement rehabilitation. (G-13 Contingency Project) PAED: 10/09/2015 R/W: 10/18/2016 RTL: 11/15/2016 CCA: 09/30/2019 | \$85 (R/W) \$0 (C) | 16/17 | PA & ED PS & E RW Sup Con Sup <hr/> Total | \$0 \$1,254 \$33 \$0 <hr/> \$1,287 201.121 Assembly: 15 Senate: 9 Congress: 5, 11 85.8 Lane miles |

List of Capital Project Amendments

| Dist | County | Route | Post Miles | Location/Description | PPNO | EA | EFIS# | Prog | RW | Const | FY | Support | | |
|---|------------|-------|---|---|------|-------|------------|---------|-----------------------------|------------------------------------|-------|---------|----------------|------------|
| 01 | Humboldt | 101 | 80.8/87.8 | Near Eureka, from PMs 80.0 to 87.8. Upgrade metal beam guardrail. | 2375 | 0C970 | 0113000094 | 201.015 | 48 118 | 267 1,763 | 18/19 | PA&ED | 510 | 510 |
| <p>Comments: Technical correction.</p> | | | | | | | | | | | | | | |
| 02 | Modoc | 299 | 23.3 | Near Canby, at Caldwell Creek Bridge No. 03-0028. Replace bridge. | 3513 | 4F570 | 0213000008 | 201.111 | 50 | 1,770 | 17/18 | PA&ED | 290 | 572 |
| <p>Comments: Additional design, survey, and environmental clearance effort is necessary to develop a newly identified full detour instead of the original planned stage construction of the bridge. Also, hydraulics studies have since identified the need to raise the profile of the bridge and address greater creek flows. The increase to support costs also reflects an adjustment using current rates. These changes add \$725,000 to the cost of the project.</p> | | | | | | | | | | | | | | |
| 03 | Sacramento | 5 | 46.1/26.7 9.7/22.7 | In Sacramento, from Peckel Road Overcrossing to Route 5/80 Separation 1.1 miles south of Elk Grove Boulevard to Route 50. Install fiber optic cable. (G13 Contingency Project) | 5846 | 4F450 | 0314000164 | 201.315 | 600 | 0 | 16/17 | PA&ED | 540 | 540 |
| <p>Comments: Change in project limits to avoid complications with structures, railroad involvement, and a local project. The new limits allow the fiber cable segment to reach farther south, and the northern limits can be built later when more were made known about future projects within that segment. No change to the cost of the project.</p> | | | | | | | | | | | | | | |
| 03 | Sacramento | 12 | 0.0/0.4 | In Sacramento and Solano Counties, near Rio Vista at the Sacramento River Bridge No. 23-0024. Clean and repaint steel surfaces. | 5959 | 3F570 | 0313000139 | 201.110 | 6 | 19,229 32,000 | 16/17 | PA&ED | 461 | 461 |
| <p>Comments: The original project estimate assumed 24 hour lane closures and full bridge closures during project painting. As a result of further traffic volume reviews and local public objections, the project has been revised to utilize a mobile containment unit that can be installed and operated with less traffic impacts. However, the revised traffic control plan and the need to move a mobile unit around the work area results in decreased productivity of the contractor at an increased cost. These changes add \$14,352,000 to the cost of the project.</p> | | | | | | | | | | | | | | |

| Dist | County | Route | Post Miles | Location/Description | PPNO | EA | EFIS# | Prog | RW | Const | FY | Support | | | |
|--|--------------|-------|------------|--|-------|-------|------------|---------|----------------------------------|------------------------------------|-------|---------|----------------------------------|----------------------------------|----------------------------------|
| 03 | Yuba | 20 | 20.1/21.6 | Near Lake Wildwood, from 0.4 mile east of McGanney Lane to Yuba/Nevada County line; also in Nevada County, from Yuba/Nevada County line to Mooney Flat Road. Shoulder widening and curve improvements. | 9588 | 2F590 | 0300020624 | 201.015 | 2,190 1,480 | 15,300 19,200 | 17/18 | PA&ED | 1,570 | 1,570 | |
| <p>Comments: The project conflicts with an irrigation ditch that the Project Initiation Document (PID) had planned to relocate. However, the environmental agency consultations have identified the ditch area as a riparian natural area that necessitates retaining walls and a bridge span to minimize impacts, which increases the support costs and construction capital. These changes add \$3,410,000 to the cost of the project.</p> | | | | | | | | | | | | | 4,320 1,780 | 1,620 1,300 | 3,370 3,450 |
| 04 | Alameda | 80 | 4.6/5.7 | In Berkeley, from Potter Street/Ashby Avenue on-ramp to University Avenue off-ramp. Replace metal beam guard rail with concrete barrier. | 1003J | 4G230 | 0412000357 | 201.015 | 50 | 4,800 2,200 | 16/17 | PA&ED | 122 | 122 | |
| <p>Comments: The project team has determined that the design will require unplanned removal and replacement of an existing concrete slab under the barrier and over an existing retaining wall, with a wider improved section. These changes add \$505,000 to the cost of the project.</p> | | | | | | | | | | | | | 400 | 100 | 100 |
| 04 | Contra Costa | 580 | 5.8 | In Richmond, at Scofield Avenue Undercrossing No. 28-140L/R. Seismic retrofit. | 0086R | 4G890 | 0413000059 | 201.113 | 280 500 | 4,280 4,460 | 16/17 | PA&ED | 750 | 350 | |
| <p>Comments: This project requires an increase in R/W capital to secure an access easement for stage work and additional utility relocations. Construction capital has increased in order to provide the contractor and Department inspection staff accreditation and training as required by adjacent refinery. However, the project had a decrease in PA&ED support from efficiencies during the environmental clearance offsets project increases, as a result there is no change to the overall cost of the project.</p> | | | | | | | | | | | | | 935 | 180 | 850 |
| 04 | Marin | 1 | 2.2 | Near Mill Valley, at 0.2 mile north of Loring Avenue. Provide drainage system and install rock slope protection. Construct an earth retaining system and improve drainage. | 0312T | 1SS58 | 0412000635 | 201.131 | 55 | 4,630 2,400 | 16/17 | PA&ED | 400 | 400 | |
| <p>Comments: A change in project strategy occurred as a result of the environmental Biological Opinion. The revised strategy uses a retaining wall to reduce environmental impacts to the riparian habitat at the site. Furthermore, the increase to PS&E is due to costs for advance tree removal so construction can be condensed into one dry season. An increase to construction support provides a full-time biologist on site during construction. Increases to support costs also reflect an adjustment using current rates. These changes add \$1,661,000 to the cost of the project.</p> | | | | | | | | | | | | | 400 | 50 | 350 750 |

| Dist | County | Route | Post Miles | Location/Description | PPNO | EA | EFIS# | Prog | RW | Const | FY | Support | | |
|---|-----------------|-------|------------|---|-------|-------|------------|---------|----------------------|---------------------------|---------------------------|---------|------------------|--------------|
| 04 | Santa Clara | 9 | 4.9 | Near Saratoga, at Saratoga Creek Bridge No. 37-0074. Replace bridge. | 0386F | 3G630 | 0412000409 | 201.110 | 6,779 | 11,668 | 17/18 19/20 | PA&ED | 1,200 | 2,800 |
| | | | | | | | | | | | | PS&E | 1,400 | 1,400 |
| | | | | | | | | | | | | RW | 396 | 396 |
| | | | | | | | | | | | | Const | 1,526 | 1,526 |
| <p>Comments: The age of the existing bridge at this location makes it eligible for the National and California historic registers. The two alternatives in the Project Initiation Document (PID) have been expanded to six alternatives during the PA&ED phase and has led to an increase in support for that phase. A change in the project schedule is necessary due to the expanded alternatives in the environmental document, public input and right-of-way acquisition efforts for multiple properties, including a private picnic and campground resort adjacent to the existing bridge. These changes add \$1,600,000 to the cost of the project.</p> | | | | | | | | | | | | | | |
| 04 | Sonoma | 12 | 17.7/18.2 | In Santa Rosa, from Farmers Lane to Brush Creek Road. Install concrete median barrier and Midwest Guardrail System. | 0775F | 4G220 | 0412000314 | 201.010 | 55 225 | 5,445 7,000 | 16/17 | PA&ED | 600 | 600 |
| | | | | | | | | | | | | PS&E | 800 | 1,000 |
| | | | | | | | | | | | | RW | 50 | 250 |
| | | | | | | | | | | | | Const | 4,330 | 1,500 |
| <p>Comments: During the PA&ED phase, the adjacent open space south of the roadway was found to be a Section 4(f) resource. Avoidance of impacts results in additional design effort and an increase to the project cost to reduce the project footprint by placing guardrail posts on pile foundations and to add aesthetic treatment to the new median barrier that will reduce visual impact of median tree removal. Curve safety is also being addressed by improved drainage and an open graded pavement in lieu of cross-slope correction, eliminating further impact to trees in open space below. These changes add \$2,325,000 to the cost of the project.</p> | | | | | | | | | | | | | | |
| 05 | Monterey | 101 | R41.5/49.8 | In and near King City, from 0.1 mile south of Broadway Street to 0.1 mile north of Broadway Street and from Jolon Road to 0.2 mile north of Jolon Road. Landscape mitigation. | 2312Y | 0T991 | 0516000125 | 201.015 | 0 | 700 | 17/18 | PA&ED | 0 | |
| | | | | | | | | | | | | PS&E | 300 | |
| | | | | | | | | | | | | RW | 0 | |
| | | | | | | | | | | | | Const | 422 | |
| <p>Comments: Project was split into Revised Parent EA 05-0T990 and Child EA 05-0T991. During the design phase, the project development team identified the need to split the landscape mitigation planting into a child project for delivery in FY 17/18. These changes add \$1,422,000 to the cost of the project.</p> | | | | | | | | | | | | | | |
| 05 | San Luis Obispo | 1 | R67.2 | Near San Simeon, north of the Arroyo De La Cruz Bridge. Off-site landscape mitigation for PPNO 4928A. | 4928Y | 49281 | 0515000029 | 201.150 | 0 | 7,086 7,795 | 16/17 | PA&ED | 0 | 0 |
| | | | | | | | | | | | | PS&E | 1,199 | 1,199 |
| | | | | | | | | | | | | RW | 56 | 56 |
| | | | | | | | | | | | | Const | 4,816 | 3,022 |
| <p>Comments: The working days for mitigation planting have increased. The increase in working days, time related overhead, additional erosion control and an increase of the plant establishment from three to five years. These changes add \$1,915,000 to the cost of the project.</p> | | | | | | | | | | | | | | |

| Dist | County | Route | Post Miles | Location/Description | PPNO | EA | EFIS# | Prog | RW | Const | FY | Support | | |
|---|-----------------|-------|-------------------------|---|-------|----------------|--------------------------|---------|-----------|----------------|-------|------------------------------|---------------------------|-------------------------------|
| 05 | San Luis Obispo | 101 | 63.5/R65.2 | In San Luis Obispo County near Paso Robles from 0.1 mile south to 0.1 mile north of San Marcos Creek Bridge and from 0.1 mile south to 0.1 mile north of South San Miguel Undercrossing. Landscape mitigation. | 0040C | 0G041 | 0515000019 | 201.120 | 0 | 270 | 19/20 | PA&ED PS&E RW Const | 0 223 28 479 | |
| Comments: Project was split into Revised Parent EA 05-0G040 and Landscape Mitigation Child EA 05-0G041. The child project is needed for mitigation planting that requires a three year plant establishment period. The project cost of \$1,000,000 is entirely from the parent project. | | | | | | | | | | | | | | |
| 06 | Fresno | 168 | T32.1/57.6 | Near Shaver Lake, from west of Prather Pond Road to west of South Fork Tamarack Creek. Repair drainage culverts. | 6314 | 0H120 | 0613000046 | 201.151 | 470 | 2,203 | 17/18 | PA&ED PS&E RW Const | 948 963 53 500 | |
| Comments: Delete project and combine with EA 06-0H110 under EA 06-0H11U. | | | | | | | | | | | | | | |
| 06 | Fresno | 168 | 57.8/65.4 R36.0/65.4 | Near Huntington Lake, from west of South Fork Tamarack Creek to west of Rancheria Creek. Repair drainage culverts. Near Shaver Lake, from west of Prather Pond Road to west of Rancheria Creek Bridge. Repair drainage culverts. | 6326 | 0H110 0H11U | 0613000045 0616000132 | 201.151 | 75 616 | 2,764 6,000 | 17/18 | PA&ED PS&E RW Const | 962 4,363 97 654 | 1,050 1,160 10 1,370 |
| Comments: Combine EA 06-0H110 and EA 06-0H120 under EA 06-0H11U. The two projects have a similar scope and schedule with adjacent project limits. As a result, the support costs have decreased because of reduced redundancy in delivering and constructing the projects separately. Some of the original culverts were repaired through emergency work; however, culvert inspections have identified additional culverts needing rehabilitation with a net increase in capital cost. However, the increased efficiency in combining the projects results in a total cost savings of \$846,000. | | | | | | | | | | | | | | |
| 07 | Los Angeles | 5 | R45.4/R61.2 | In and near Santa Clarita, from 0.5 miles south of I-5/SR-14 Separation to 1.7 miles north of Lake Hughes Road Undercrossing. Rehabilitate pavement. | 3725B | 25262 | 0700021272 | 201.120 | 101 | 156,000 | 16/17 | PA&ED PS&E RW Const | 0 6,410 29 9,138 | 0 6,410 40 9,138 |
| Comments: Technical correction. | | | | | | | | | | | | | | |

| Dist | County | Route | Post Miles | Location/Description | PPNO | EA | EFIS# | Prog | RW | Const | FY | Support | | |
|--|----------------|-------|-------------|---|-------|-------|------------|---------|-----------|----------------|----------------|------------------------------|-----------------------------|--------------------------------|
| 07 | Los Angeles | 91 | R11.8/R14.1 | In Long Beach, from the Los Angeles River Bridge to Downey Avenue. Enhance highway worker safety by miscellaneous paving, relocating irrigation, and other measures. | 4592 | 29620 | 0713000029 | 201.235 | 0 72 | 2,034 1,977 | 47/48 16/17 | PA&ED PS&E RW Const | 73 384 0 457 | 73 745 20 700 |
| Comments: The project can be delivered in FY 16/17. However, the right of way capital and support costs increased because of newly identified utility relocation and the transfer of work, coordination and oversight of brokered work to another district. The construction support increase was a result of further refinement of the construction scope. The construction capital was reduced because three locations were previously constructed with another project. These changes add \$642,000 to the cost of the project. | | | | | | | | | | | | | | |
| 08 | Riverside | 10 | 6.0/70.0 | In Riverside County, on Routes 10, 62, 74, 86, 86S, 111 and 95 at various locations. Advance Mitigation. (Financial Contribution Only) (C13 Contingency Project) | 3002Q | 1F560 | 0814000249 | 201.240 | 7,600 | 0 | 18/19 | PA&ED PS&E RW Const | 150 0 15 0 | 150 0 15 0 |
| Comments: Technical correction. | | | | | | | | | | | | | | |
| 08 | Riverside | 62 | R6.7/9.2 | In and near Yucca Valley and Twentynine Palms, from north of Indian Avenue to Utah Trail; also, in San Bernardino County (PM 0.0/15.1 and PM 29.3/33.6). Pavement rehabilitation. | 0023C | 1E840 | 0814000113 | 201.121 | 20 200 | 35,355 | 46/47 17/18 | PA&ED PS&E RW Const | 725 4,900 77 2,400 | 1,450 2,800 300 4,520 |
| Comments: The schedule delay is a result of limited departmental survey resources that requires the execution of a consultant task order. The delay in obtaining survey data in conjunction with the right of way process that is required for the acquisition to construct the proposed ADA ramps has increased the right of way cost. The support costs were adjusted to account for the unplanned acquisition, transfer of work, coordination and oversight of brokered work to another district including further refinement of construction support. These changes add \$4,148,000 to the cost of the project. | | | | | | | | | | | | | | |
| 08 | San Bernardino | 48 | R11.5/R12.0 | In and near the city of San Bernardino, from 2.4 miles to 2.9 miles north of Waterman Canyon Road; also from 1.7 miles north of Waterman Canyon Undercrossing to 1.0 mile south of Route 18/138 Separation (PM R15.0/R16.7). Apply high friction surface treatment. | 0179J | 1F040 | 0814000154 | 201.040 | 40 | 3433 | 46/47 | PA&ED PS&E RW Const | 455 447 8 489 | |
| Comments: Delete project and transfer work to EA 08-1C100 (pavement rehabilitation) which is within the same project limits. The high friction surface treatment (HFST) must be done after the pavement rehabilitation. A total of \$3,997,000 will be removed from the project. | | | | | | | | | | | | | | |

| Dist | County | Route | Post Miles | Location/Description | PPNO | EA | EFIS# | Prog | RW | Const | FY | Support | | |
|--|----------------|-------|-----------------------------------|--|-------|---------------------------|-------------------------------------|---------|----------------------|-----------------------------|---------------------------|---------|---------------------------|---------------------------|
| 08 | San Bernardino | 18 | 9.1/17.8 9.1/R17.8 | Near Crestline, from Arrowhead Springs Road to Route 138. Rehabilitate pavement. | 0179G | 1C100 | 0812000288 | 201.121 | 5 10 | 12,837 15,826 | 17/18 16/17 | PA&ED | 396 | 396 |
| | | | | | | | | | | | | PS&E | 945 945 | 995 995 |
| | | | | | | | | | | | | RW | 37 | 37 |
| | | | | | | | | | | | | Const | 4,200 4,200 | 1,350 1,350 |
| Comments: Advance project to FY 16/17 so High Friction Surface Treatment from EA 08-1F010 can be applied immediately following pavement rehabilitation. The remaining funds from EA 08-1F010 will offset the \$3,224,000 project cost increase to include the additional scope. | | | | | | | | | | | | | | |
| 08 | San Bernardino | 40 | R134.0 | Near Needles, at South Fork Piute Wash Bridge No. 54-0872R. Remove and reconstruct grouted rock slope protection. | 3001C | 1F280 | 0814000196 | 201.119 | 25 20 | 833 | 16/17 | PA&ED | 119 | 119 |
| | | | | | | | | | | | | PS&E | 284 284 | 319 319 |
| | | | | | | | | | | | | RW | 10 | 10 |
| | | | | | | | | | | | | Const | 245 | 245 |
| Comments: The design support increased is due to labor cost adjustments combined with a reduction in right of way capital. These changes add \$33,000 to the cost of the project. | | | | | | | | | | | | | | |
| 08 | San Bernardino | 95 | 17.0/66.0 40.0/40.4 | Near Vidal Junction and Needles, from north of Route 62 to north of Goffs Road. Construct shoulders and install ground-in rumble strips. Near Needles, from 2.7 miles to 3.1 miles north of Havasu Lake Road. Widen shoulders and install ground-in rumble strips. | 0238T | 4E580 1E581 | 0814000052 0816000072 | 201.010 | 40 270 | 2,960 960 | 16/17 | PA&ED | 542 | 320 |
| | | | | | | | | | | | | PS&E | 748 748 | 400 400 |
| | | | | | | | | | | | | RW | 40 | 100 |
| | | | | | | | | | | | | Const | 4,100 4,100 | 550 550 |
| Comments: Split project EA 08-1E580 into EA 08-1E581 and EA 08-1E582. Survey data indicated that R/W acquisition is required from BLM and cultural sites were identified in two segments that result in an 18-20 month delay. The Department decided to split the delayed segments into EA 08-1E582 PM (16.8/17.5, 65.4/66.0) and deliver in FY 17/18 and deliver EA 08-1E581 (PM 40.0/40.4) on schedule in FY 16/17. The addition of Desert Tortoise fences, biological monitoring, R/W acquisition and additional costs associated with two separate projects is a net increase of \$3,455,000 from the parent project. | | | | | | | | | | | | | | |
| 08 | San Bernardino | 95 | 16.8/17.5 | Near Vidal Junction, from 7.1 miles to 7.8 miles north of Route 62; also near Needles, from 1.4 miles to 2.0 miles north of Goffs Road. (PM 65.4/66.0). Widen shoulders and install ground-in rumble strips. | 3994Y | 1E582 | 0816000073 | 201.010 | 640 | 3,175 | 17/18 | PA&ED | 750 | |
| | | | | | | | | | | | | PS&E | 650 | |
| | | | | | | | | | | | | RW | 160 | |
| | | | | | | | | | | | | Const | 850 | |
| Comments: Split project EA 08-1E580 into EA 08-1E581 and EA 08-1E582. Survey data indicated that R/W acquisition is required from BLM and cultural sites were identified in two segments that result in an 18-20 month delay. The Department decided to split the delayed segments into EA 08-1E582 PM (16.8/17.5, 65.4/66.0) and deliver in FY 17/18 and deliver EA 08-1E581 (PM 40.0/40.4) on schedule in FY 16/17. The addition of Desert Tortoise fences, biological monitoring, R/W acquisition and additional costs associated with two separate projects is a net increase of \$3,455,000 from the parent project. | | | | | | | | | | | | | | |

| Dist | County | Route | Post Miles | Location/Description | PPNO | EA | EFIS# | Prog | RW | Const | FY | Support | | |
|--|------------|-------|-------------|--|-------|-------|------------|---------|----------|-------|-------|---------|-------|-------|
| 09 | Mono | 395 | 88.4/91.6 | Near Bridgeport, from north of Devil's Gate Summit to Burcham Flat Road. Widen shoulders and add rumble strip. | 2600 | 34940 | 0912000033 | 201.015 | 190 | 5,860 | 17/18 | PA&ED | 1,700 | 2,170 |
| | | | | | | | | | | | | PS&E | 821 | 821 |
| | | | | | | | | | | | | RW | 350 | 350 |
| | | | | | | | | | | | | Const | 1,140 | 1,140 |
| <p>Comments: Environmental studies have identified impacts resulting in an EIR which requires the development of additional design alternatives. The higher level studies and preliminary design to develop additional alternatives has increased the PA&ED component. These changes add \$470,000 to the cost of the project.</p> | | | | | | | | | | | | | | |
| 10 | Stanislaus | 99 | R18.0/R19.7 | In Modesto at Carpenter Road/Briggsmore Avenue southbound off-ramp. Mitigation replacement planting and irrigation system improvements. | 3011Y | 0X56Y | 1016000147 | 201.010 | 0 | 450 | 18/19 | PA&ED | 75 | |
| | | | | | | | | | | | | PS&E | 320 | |
| | | | | | | | | | | | | RW | 2 | |
| | | | | | | | | | | | | Const | 434 | |
| <p>Comments: Split landscape portion of work, from Parent EA 10-0X560, into own project under EA 10-0X56Y to address plant establishment scope requirements.</p> | | | | | | | | | | | | | | |
| 12 | Orange | 39 | 12.4/17.2 | In Anaheim and Buena Park, at Lincoln Avenue (PM 12.4/12.9); at Route 91 (PM 14.3/14.5) and from Route 5 to Rosecrans Avenue (PM 15.1/17.4). Roadway rehabilitation (G13 Contingency Project) | 3174 | 0J400 | 1200020177 | 201.121 | 36 72 | 0 | 16/17 | PA&ED | 0 | 0 |
| | | | | | | | | | | | | PS&E | 1,254 | 4,310 |
| | | | | | | | | | | | | RW | 220 | 270 |
| | | | | | | | | | | | | Const | 0 | 0 |
| <p>Comments: The scope of the project has been further refined resulting in a significant increase in ADA upgrades and utility impacts. A total of 98 new curb ramps will be constructed that require the relocation of 44 electrical poles and underground utility positive location at 72 locations, which require additional design and increase the right of way scope. These changes add \$3,145,000 to the cost of the project.</p> | | | | | | | | | | | | | | |

List of New Long Lead Project Amendments

| PPNO | Dist-Co-Rte PM EA Project ID | Project Location and Description of Work | R/W Cost Const. Cost (\$1,000) | FY | Support Costs (\$1,000) | Program Code Leg. /Congr. Dists. Perf. Meas. |
|---------------------|---|---|--------------------------------------|-------|---|--|
| Collision Reduction | | | | | | |
| 0662 | 9-MNO-395 6.9/9.6 36070 09 1400 0003 | Near Tom's place, from 2.4 miles south of Lower Rock Creek Road to 0.3 mile north of Lower Rock Creek Road. Widen shoulders, flatten slopes, install ground in rumble strips, reconstruct and install guardrail. PAED: 08/27/2018 R/W: 06/30/2020 RTL: 06/30/2020 BC: 10/07/2020 | \$368 (R/W) \$13,740 (C) | 20/21 | PA & ED PS & E RW Sup Con Sup <u>Total</u> \$922 \$2,037 \$485 \$2,799 \$6,243 | 201.015 Assembly:5 Senate:8 Congress:8 32.4 Collisions reduced |
| 3074 | 10-Mer-140 2.3/49.0 0Y130 10 1300 0243 | In and near the cities of Gustine and Merced, from Outside Canal Bridge No. 39-0055 to 1.3 miles west of Mariposa County line, at various locations. Replace bridge approach guardrail on two bridges and removal of obstructions from clear recovery zone at 11 locations. PAED: 11/01/2019 R/W: 11/15/2021 RTL: 02/01/2022 BC: 02/15/2023 | \$355 (R/W) \$4,225 (C) | 21/22 | PA & ED PS & E RW Sup Con Sup <u>Total</u> \$1,279 \$769 \$252 \$1,172 \$3,472 | 201.015 Assembly: 26 Senate: 12 Congress: 18 39 Collisions reduced |