

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 25, 2020

From: STEVEN KECK, Chief Financial Officer

Reference Number: 2.5e.(1), Action Item

Prepared By: Matt Brady,
District 01 – Director

Subject: **SUPPLEMENTAL FUNDS FOR CAPITAL OUTLAY SUPPORT PHASE
(PPNO 2415/EA 0F160 – HUMBOLDT COUNTY – STATE ROUTE 36)
RESOLUTION FA-19-29**

ISSUE:

Should the California Transportation Commission (Commission) approve the California Department of Transportation's (Department) request for an additional \$343,000 in Capital Outlay Support (COS), for the for the State Highway Operation and Protection Program (SHOPP) Collision Severity Reduction project on State Route (SR) 36, in Humboldt County, to complete the Project Approval and Environmental Document (PA&ED) project phase?

RECOMMENDATION:

The Department recommends that the Commission approve this request for a COS supplemental funds allocation for this SHOPP project.

PROJECT DESCRIPTION:

This project is located on SR 36 near the City of Carlotta, in Humboldt County. The project will raise the profile of the highway to increase vertical curve length, decrease grade differential, improve sight distance, widen shoulders, and install a retaining wall.

The collision rate at the project location is 3.4 times the statewide average for similar highway facilities, and the Fatal-plus-Injury collision rate is 3.7 times the statewide average for similar facilities. The current strategy, which includes adding an unanticipated retaining wall, is the most cost-effective strategy that fits within the programmed funding amounts while still meeting the purpose and need of the project, while minimizing the environmental impact of the project's footprints.

*“Provide a safe, sustainable, integrated and efficient transportation system
to enhance California’s economy and livability”*

At this location, the existing highway has reversing horizontal curves, vertical curves with minimal sight distance. The highway also has narrow, one-foot wide shoulders with redwood trees on both sides. A private active logging road, with its main access to the logging property, is located within the project limits. Relocation of the private road access to the timber logging property was determined to not be reasonably feasible. The shoulder widening and sight distance improvement designs must accommodate the road's currently established location. Therefore, a retaining wall on the south side of SR 36 was added to the originally planned project to help support a raised roadway profile at this location, and to facilitate the safety improvement measure, while accommodating the existing private road access.

FUNDING AND PROGRAMMING STATUS:

This project was programmed for delivery in 2020-21. The PA&ED phase was allocated in June 2017 for \$910,000; with the available G-12 authority, the available budget for the PA&ED phase is \$1,201,000.

The Commission approved a project amendment in June 2019 that adjusted the project schedule and programming amounts for Plans, Specifications & Estimate (PS&E), Right of Way (R/W), and Construction phase funds.

A total of \$1,085,000 of the budget has been expended to date, and the draft environmental document and draft project report have been mostly completed. However, circulation of the draft documents, incorporating comments, accommodating permitting agency requests, final project report, and geotechnical drilling for the unanticipated retaining wall have not been completed. The Department is requesting supplemental funds in the amount of \$343,000 to be able to perform the remaining work to deliver the PA&ED phase by its planned August 2020 completion date.

REASON FOR COST INCREASE:

The original project plan proposal was to improve the horizontal and vertical curve radii and widen the highway with two 4-foot wide shoulders. The Project Initiation Document (PID) did not include raising the roadway profile grade, therefore, retaining structures were not originally planned in the PID. However, this work would have severed access to an existing private timber road that parallels SR 36 on the north side within the project limits. When discussing the project plans, the timber property owner expressed objections to relocating the existing SR 36 access to private road to his logging operation, and voiced concerns about altering an active logging road with no other feasible connections in the vicinity. Furthermore, upon completion of engineering surveys and field measurements, it was determined that the SR 36 alignment is closer to the private property road than the noted alignment on the plans, and the slopes are much steeper than originally assumed in the PID. The Department determined that raising the profile of the SR 36 to increase vertical curve length, decrease grade differential, and improve sight distance would be the most acceptable solution. This

*“Provide a safe, sustainable, integrated and efficient transportation system
to enhance California’s economy and livability”*

solution requires only one retaining wall on the south side to support the raised portion of the highway while also preserving the planned 4-foot wide shoulders on both sides of SR 36.

The requested COS will allow for additional resources to perform the work needed to complete the PA&ED phase, prepare all required permit data and documentations, and commence the PS&E phase; which will enable the Department to complete the project design and prepare all project contract documents and plans in time to meet the planned delivery in 2021.

In addition to finalizing the draft environmental documents and reports, portions of the requested funds will be used to perform geotechnical drilling needed to design a retaining wall that was added as part of a strategy to facilitate the delivery of this project within its planned objectives, accommodate access to the private timber property and minimize the project's environmental impact.

CONSEQUENCES:

Without the approval of these supplemental funds, the Department will not be able to complete the necessary requirements for permit application and the PA&ED phase.

FINANCIAL RESOLUTION:

Resolved, that \$343,000 be allocated from a Non-Budget Act Item, to provide funds for the pre-construction PA&ED phase for this SHOPP project.

Attachment

2.5 Highway Financial Matters

Project #	Allocation Amount	Recipient	County	Dist-Co-Rte	Postmile	Location	Project Description	PPNO Program Phase	Program Code	Project ID	Adv Phase	EA	Original Amount	This Supplemental Request
2.5e.(1)						COS Supplemental Funds for Previously Voted Project						Resolution FA-19-29		
1	\$343,000	Department of Transportation	Humboldt	01-HUM-36	10.5/10.8	Near Carlotta, from 0.1 mile east of Riverside Park Road to 0.4 mile east of Riverside Park Road.	Outcome/Output: Curve correction.	01-2415 SHOPP PA&ED	20.20.201.010	0115000076	0	0F160	\$910,000	\$343,000