

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 9-10, 2015

Reference No.: 2.5e.(1)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

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Division of Transportation
Programming

Subject: ALLOCATION FOR SUPPLEMENTAL FUNDS FOR PREVIOUSLY VOTED PROJECT
RESOLUTION FA-15-11

RECOMMENDATION

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) allocate an additional \$2,500,000 in State Transportation Improvement Program (STIP) funds for the multi-funded Route 101 Marin Sonoma Narrows – Petaluma Boulevard South Interchange and Petaluma River Bridge Replacement project (PPNO 0360H) in Sonoma County.

ISSUE

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

RESOLUTION

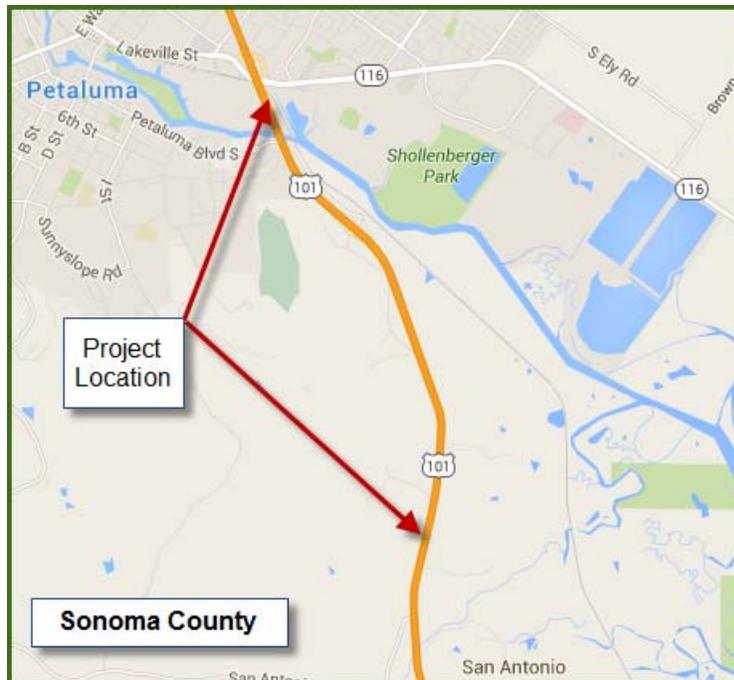
Resolved, that \$2,500,000 be allocated from the Budget Act of 2006, Budget Act Item 2660-801-3093, to provide funds to complete construction of the following project.

Dist-Co-Route	Fund	Original Allocated Amount	Current Allocation	Allocation Adjustment	Revised Allocation	% Increase Above Current Allocation
04-Son-101	RIP	\$7,395,000	\$7,395,000	\$2,500,000	\$9,895,000	33.8%
	CMIA	\$61,675,000	\$61,675,000	\$0	\$61,675,000	0%
	SLPP	\$1,865,000	\$1,865,000	\$0	\$1,865,000	0%
	Total	\$70,935,000	\$70,935,000	\$2,500,000	\$70,935,000	3.5%

PROJECT DESCRIPTION

The project scope includes construction of a new interchange at Petaluma Boulevard South and Route 101, construction of a new bridge structure over the Petaluma River, construction of frontage roads, and installation of ramp metering within the project limits.

PROJECT LOCATION



FUNDING STATUS

At its May 2012 meeting, the Commission allocated \$61,675,000 in Proposition 1B Corridor Mobility Improvement Account (CMIA) funds, \$7,935,000 in Proposition 1B State-Local Partnership Program (SLPP) and \$1,865,000 Regional Improvement Program (RIP) funds for construction capital for this project. The project funding plan also includes \$6,065,000 for construction capital in local funds.

The project was awarded in November 2012 and is currently 80 percent complete. The project is expected to be fully completed by October 2016. The construction capital budget is about 87 percent expended with a contingency balance of \$936,000.

An additional \$2,500,000 in construction capital is needed in order to complete construction. This funding shortfall is proposed to be funded with RIP funds.

REASONS FOR COST INCREASE

A 2:1 (horizontal to vertical) cut slope was constructed at this project location to widen southbound Route 101 in order to make room for a new frontage road (Kastania Road). The grading (excavation) was completed on September 3, 2015. However, some cracks were noticed in the slope on September 16, 2015. The cracks grew larger in the following week and resulted in an active landslide at this location. Currently the landslide is creeping and has moved 18 to 24 inches since the cracks were first noticed in early September. The landslide extends beyond the slope and into the adjacent property. It is expected that the rate of movement will increase when the ground gets saturated leading to a catastrophic slope failure if the landslide is not repaired before the onset of the rainy season.

Typically, the presence of potential landslides can be inferred from the site topography. However, neither a field review nor the topographic study showed signs of previously displaced soil that could cause a landslide. Additionally, the geotechnical investigation for this project (core samples taken from borings) did not indicate a potential landslide at this site. Therefore, a landslide was not accounted for during the design phase of this project. The project geologists and engineers have concluded that it was the excavation for the 2:1 cut slope that activated the landslide.

The repair of this landslide requires grading to temporarily stabilize the slope and construction of a 362-foot long retaining wall. Most of the proposed wall will be buried with only 2.5 feet being exposed above the ground. Some planned item work in spring 2016 will be delayed in order to allow the repair work before significant rain begins.

DETERMINATION

The Department has determined that this request of \$2,500,000 is needed in order to repair the landslide and avoid catastrophic slope failure which will likely extend outside of the State Right of Way and impact adjacent properties.

Attachment

2.5 Highway Financial Matters

Project #	Allocation Amount	Recipient <u>RTPA/CTC</u> County Dist-Co-Rte Postmile	Project Title Location Project Description Project Support Expenditures	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
2.5e.(1)			Supplemental Funds for Previously Voted Projects			Resolution FA-15-11	
1	\$2,500,000	Department of Transportation <u>MTC</u> Sonoma 04-SON-101 0.9/3.6	Near Petaluma, at Petaluma Boulevard South and Route 101. Construct new interchange, frontage roads, and equipment for ramp metering. Also construct a new bridge structure over Petaluma River Bridge.	04-0360H RIP/2010-11 304-6058 TFA 20.20.075.600	\$7,395,000		\$7,395,000
			Supplemental funds are needed to Complete Construction.	CMIA/2011-12 004-6055 CMIA 20.20.721.000	\$11,042,000		\$11,042,000
			Total revised amount \$90,003,000				
			<u>Outcome/Output:</u> When combined with other segments (PPNO 0360F and 0360J), the Marin Sonoma Narrows project will result in daily vehicle-hours of delay savings of about 10,368 hours.	CMIA/2011-12 304-6055 CMIA 20.20.721.000	\$61,675,000		\$61,675,000
				SLPP/2011-12 304-6060 SLPP 20.20.724.000	\$1,865,000		\$1,865,000
				RIP/2014-15 001-0042 SHA 20.20.075.600	\$5,526,000		\$5,526,000
				RIP/2006-07 801-3093 TDIF 20.20.075.600 0412000195 4 2640U		\$2,500,000	\$2,500,000