



Metro

**PLANNING AND PROGRAMMING COMMITTEE
MAY 14, 2008**

SUBJECT: I-5 CARMENITA ROAD INTERCHANGE RECONSTRUCTION

ACTION: APPROVE SUPPLEMENTAL FUNDS

RECOMMENDATION

Authorize the Chief Executive Officer to program \$105 million in supplemental funding for the I-5 Carmenita Road Interchange Reconstruction project, an increase in project funding from \$283.8 million to \$388.8 million.

ISSUE

In a letter dated April 8, 2008, the California Department of Transportation (Caltrans) requested that the Los Angeles County Metropolitan Transportation Authority (LACMTA) program \$105 million in supplemental funding for the Carmenita Road Interchange Reconstruction project. The request for supplemental funding is attributed to design modifications including revisions in structure and roadway elements, escalation of residential and commercial property values in the project right-of-way, mitigation of project impacts on community and business, and cost increases in construction material. Current programmed funding for the project, \$251.2 million, is based on a Caltrans cost estimate completed in February 2005 with 65% of the project design completed. On March 27, 2008, the Board approved adding \$32.6 million in State-programmed support costs for the project.

POLICY IMPLICATIONS

Through various programming actions, LACMTA, Caltrans, the I-5 Consortium Cities Joint Powers Authority (I-5 JPA), the Federal Highway Administration and the California Transportation Commission (CTC) have committed funding to the Carmenita Interchange project. The project is included in the baseline of the draft 2008 Long Range Transportation Plan (LRTP) and is consistent with the Board's highway funding priorities.

OPTIONS

The Board could elect not to approve or, alternatively, to defer approval of the supplemental funding request for the Carmenita Road Interchange Reconstruction

project. Staff does not recommend either of these alternatives, as approval of the supplemental funding request will ensure that Caltrans has the necessary programmed funds to implement the project. Insufficient funding would interrupt the ROW activities now underway, and without full funding for construction, Caltrans would be prevented from advertising the project for construction scheduled in early 2010. Project delay would also impact staging plans for the I-5 Widening and HOV Lane project (Orange County Line (OCL) to I-605). Corridor Mobility Improvement Account (CMIA) funding guidelines require that Caltrans start construction on the I-5 Widening and HOV Lane project by November 2010 and complete construction by November 2016.

FINANCIAL IMPACT

The project currently has approved funding in the amount of \$283.8 million. This includes the \$32.6 million in State-controlled Grandfathered Regional Improvement Program (RIP) funds that the State recently contributed to offset revised project support costs. The recommended supplemental funding request of \$105 million would come from the Freeway Project Contingency as identified in the draft 2008 LRTP. Approval of this funding action would complete the funding necessary to implement this project; however, it would diminish the amount of Freeway Project Contingency funds available for other freeway projects that might require supplemental funding.

BACKGROUND

Constructed in the early 1950's, Carmenita Road Interchange is one of 12 overcrossings that span I-5, currently a six lane facility between the OCL and I-605, with average daily traffic (ADT) nearing 180,000 vehicles. Insufficient width exists at the Carmenita Road Interchange to construct the currently-in-design I-5 Widening and HOV Lane project and accommodate the 300,000 vehicles anticipated by year 2030.

The design for the Carmenita Road Interchange is a tight diamond interchange type with a ten lane overcrossing providing three through lanes and dual left turn pockets in each direction. The Carmenita overcrossing will also grade separate the Union Pacific Railroad tracks that parallel I-5 to the southwest. The new on and off ramps will provide multiple lanes to facilitate both freeway and arterial operation and meet future demand.

In October 2007, Caltrans updated its cost estimate and determined that \$115 million in supplemental funds would be required to construct the project as designed. To reduce the cost of the project, Caltrans developed design modifications and, working with other project stakeholders, carefully analyzed each for its: cost savings potential; need for and time to redesign; potential impact on local and freeway traffic operation;

mitigation of community and business concerns; impact on schedule; and possible delay in staging and completing construction on the I-5 Widening and HOV Lane project. The revised Carmenita Road Interchange design represents a \$10 million dollar reduction in the additional funding need Caltrans identified in October 2007 revised cost estimate.

NEXT STEPS

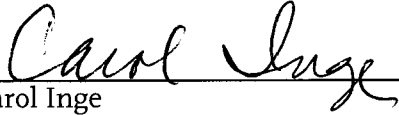
Upon Board approval of the recommendation for supplemental project funding, an amendment to the funding agreement with Caltrans will be executed.

ATTACHMENT

- A. Caltrans Letter Requesting Supplemental Funding for I-5 Carmenita Road Interchange Reconstruction project dated April 8, 2008

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ATTACHMENT A

*Flex your power!
Be energy efficient!*

April 8, 2008

Ms. Carol Inge
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

Re: **Carmenita Rd. Interchange Reconstruction Project Supplemental Funds Request**

Dear Ms. Inge:

Carol

The Carmenita Road Interchange Project is the first of a series of segments proposed to begin construction along the I-5 corridor between the Orange County line and the I-605 Freeway. The current programmed amount for the project is \$251.50 Million. The project consists of:

- Widening of approximately one mile of freeway from six to ten lanes, which includes one High Occupancy Vehicle (HOV) lane in each direction within the project.
- Replacing the existing two-lane Carmenita Bridge with a ten-lane bridge.
- Replace the current on and off ramps with a more efficient tight diamond ramps.
- Eliminate the at grade railroad -crossing at Carmenita with a grade separation,
- Constructing a new at grade crossing for local circulation.
- Reconstructing existing frontage and some local roads.

In recent years the project has gone through many design changes due to mitigation measures. The current cost estimate for the project is \$389.11 Million, after making some difficult decisions to reduce the project cost by \$10 Million. The following are some of the reductions made to minimize the cost increase:

- Reduce Southbound off ramp to two lanes
- Reduce aesthetic stamp concrete under bridge
- Reduce gore paving
- Reduce Mainline pavement depth (structure section)

Also, to minimize the shortfall amount, the State will be contributing \$32.61 Million to fully fund the support cost increases component, leaving a total shortfall of \$105 Million as shown below:

Addressee Ms. Carol Inge

Date 4/8/2008

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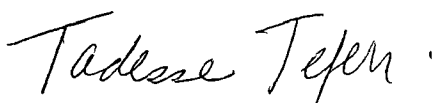
| Current Project Funding | | Project cost Estimate | Difference |
|--|-----------------|-----------------------|--------------------|
| Support | \$ 20.87 | \$ 53.47 | \$ (32.60) |
| Capital | \$86.90 | *\$ 167.31 | \$ (80.41) |
| Right-of-way | \$143.73 | \$ 168.33 | \$ (24.60) |
| Total | \$251.50 | \$ 389.11 | \$ (137.61) |
| State Contribution (approved by Metro Board on March 27, 08) | | | \$ 32.61 |
| Total Supplemental funds needed | | | \$ (105.00) |
| All \$ in Million | | | |
| *Includes \$10 Million Savings | | | |

The following are some of the factors that contributed to this supplemental fund request:

- Structure design changes due to soil condition investigation.
- Changes to mitigate community impacts (Right Of Way, Business access)
- Department was unable to obtain permit to do soil boring investigation for hazardous waste testing within private business and railroad right of way during the planning phase.
- Materials cost escalation.
- Provide additional temporary traffic detour elements.

We are requesting Metro to supplement the project funds by \$105 million to fully fund this critical project. Should you have any questions or need additional information regarding this supplemental funds request, please contact me at (213) 897-0691.

Sincerely



Tad Teferi
Deputy District Director,
Division of Program / Project Management