REPORT TO COUNCIL 10
City of Sacramento

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CONSENT
March 11, 2008

Honorable Mayor and
Members of the City Council

Title: Cooperative Agreement: Interstate 5 (Boat Section) Rehabilitation Project (PN: T15088700)

Location/Council District: Citywide

Recommendation: Adopt a **Resolution:** 1) establishing a new Capital Improvement Project; 2) approving the Cooperative Agreement between the City of Sacramento and the State of California, Department of Transportation; and 3) appropriating $300,000 to project.

Contact: Hector Barron, City Traffic Engineer, (916) 808-2669; Nicholas Theocharides, Engineering Services Manager, (916) 808-5065

Presenters: None

Department: Transportation

Division: Engineering Services

Organization No: 3439

Description/Analysis

Issue: Within the City of Sacramento Interstate 5 extends from the south city limits through the Central City to the northwest area of the City. It provides vehicular mobility within the area and provides access to the Central City which is the largest employment center in the region. Within the Central City, a section of Interstate 5 consists of a 4,900-foot-long Riverfront Seal slab (aka Boat Section) generally within the area of the extension of S and L Streets. The facility is in need of repair and rehabilitation due to long term exposure that has resulted in leaks and wearing surface failures and distress.

A rehabilitation project (Boat Section Rehabilitation Project) is proposed by the State of California, Department of Transportation (Caltrans) to replace the pavement wearing surface and drainage system in the Boat Section. Given the required work, it is expected that twenty-six stages will be needed during construction. Some stages will have short term on and off-ramp closures and have impacts on the local street circulation system.

Caltrans has developed a traffic management plan that is aimed at addressing traffic control and impacts during construction. In order to minimize impacts to the local street system, the City will be coordinating with Caltrans and assisting in managing traffic on city streets through various traffic management activities including traffic monitoring, flagging, signing and striping modifications, and retiming of traffic signals. The City also proposes to supplement Caltrans public outreach efforts to ensure all stakeholders are engaged before and during construction.

Caltrans has awarded a construction contract for the rehabilitation work. The contractor is expecting to begin construction in late April 2008 and to complete construction by Fall 2008.

Policy Considerations: The project is consistent with the City's Strategic Plan for improving and expanding public safety, achieving sustainability and livability, and expanding economic development throughout the City.

Environmental Considerations: Caltrans and the Federal Highway Administration (FHWA) complied with the applicable requirements of CEQA and the National Environmental Policy Act (NEPA) for the Boat Section Rehabilitation project. Caltrans was the lead agency for the review under CEQA review and FHWA for the review under NEPA. The environmental documentation was approved by Caltrans and FHWA in February, 2007. The project does not require discretionary entitlements from the City and; therefore, no further environmental documentation is necessary.

Rationale for Recommendation: In order to minimize impacts from the project on local streets, the City will need to regularly coordinate with Caltrans, implement traffic management measures during construction and assist with public outreach. These efforts are currently estimated at $300,000. Execution of a cooperative agreement will allow Caltrans to reimburse the City for the cost of these activities.

Financial Considerations: The estimated costs associated with City required traffic management and public outreach for the Boat Section Rehabilitation project is expected to be in the range of $300,000. The Boat Section Rehabilitation Project (PN: T15088700) will be funded by appropriating $300,000 from Fund 248 (3702) CIP Reimbursable Fund. The cooperative agreement is necessary in order for Caltrans to reimburse the City for work required on this project.

Emerging Small Business Development (ESBD): None, since no goods or services are being pursued with this action.

Respectfully Submitted by: _____
Nicholas Theocharides
Engineering Services Manager

Approved by: _____
Jerry Way
Director of Transportation

Recommendation Approved:

_____
RAY KERRIDGE
for City Manager

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Attachment 1

Background Information

Interstate 5 is an important north-south link to the economic vitality of the West Coast. Stretching from Blaine, Washington on the Canadian border, to San Ysidro, California on the Mexican border, it connects all of the major population centers of the western seaboard. It is designated as a North American Free Trade Agreement (NAFTA) route, an Intermodal Corridor of Economic Significance and part of the Department of Defense Priority Network. It is also a significant State of California and Sacramento regional facility.

Within the City of Sacramento Interstate 5 extends from the south city limits through the Central City to the northwest area of the City. The Average Annual Daily Traffic (AADT) is approximately 190,000 vehicles within the area of the Central City. It is both a regionally and locally significant facility that provides vehicular mobility within the area and provides access to the Central City which is the largest employment center in the region. It is located on the west side of the Central City with multiple access points. These access points are heavily used by residents and commuters within the City of Sacramento.

Existing Boat Section

Within the Central City, a section of Interstate 5 consists of a 4,900-foot-long Riverfront Seal slab (aka Boat Section) generally within the area north of Capitol Mall and south of R Street. The Boat Section, which was constructed in 1970, carries eight lanes of traffic for a distance of approximately one mile with access primarily via interchanges at Richards Boulevard, I Street, J Street, L Street, P Street, and Q Street.

Numerous construction defects in the Boat Section have resulted in leaks around the joint seals and wearing surface failures and distress. Inspections dating back more than 30 years have documented a long history of heavy cracking in the concrete deck slab and plugging of the drainage system which may render it ineffective. The maintenance history for this section dates back to the original construction. In some years Caltrans bridge crews have spent up to 20% of its annual budget managing pavement problems. High traffic volumes and reduced shoulders make repair and rehabilitation work difficult and challenging.

Boat Section Rehabilitation

The rehabilitation project proposes to replace the pavement wearing surface and drainage system in the Boat Section. Specifically it will remove and replace the wearing surface, add a de-watering system, repair leaking joints and seals, install instrumentation in the slab to monitor critical pressure, and install additional de-watering

wells to help reduce buoyant forces on the seal slab due to high groundwater elevations during flood stage events of the Sacramento River.

Given the required work, it is expected that twenty-six stages will be needed during construction. It is expected that at minimum each on and off-ramp will need to be closed during some of the construction stages. Most significantly the southbound on-ramp from I Street will need to be closed and the northbound off-ramp from J Street will need to be closed during some days during the week. Most other ramps will require extended weekend closures yet will reopen at the start of the work week.

Caltrans has awarded a construction contract for the rehabilitation work. The contractor is expecting to begin construction in late April 2008 and to complete construction by Fall 2008.

Construction Traffic Management

In summary the traffic management strategy considers the following:

- Restricts traffic impacts due to construction to one construction season.
- Maintains 3 lanes of traffic in each direction at all times and maintains weekend capacity.
- Truck traffic is redirected and/or restricted from using the Boat Section.
- Construction is allowed 24 hours a day.
- No ramp and traffic restrictions during the Jazz Festival.
- Minimal ramp and traffic restrictions on special days (Amgen Tour of California, Pacific Rim Street Festival, Gold Rush Days, and the California International Marathon).
- Contractor incentive clauses aimed at minimizing ramp closure durations.
- Significant Public Outreach before and during construction.
- Formation of a multi-agency team that coordinates activities during construction.

Local Impacts

City staff evaluated the proposed project and traffic management plan. In summary, it is expected that the project will have significant impacts to the local street circulation system. It is expected that motorists will try to avoid impacted portions of the Boat Section and/or ramps thereby increasing volumes on Central City streets and streets adjacent to the Central City. Staff will need to take an active role prior and during construction in order to minimize impacts.

The following are some tasks that may be required to best address the potential impacts:

- Close coordination with Caltrans staff before and during construction.
- Public Outreach before and during construction.
- Data collection and monitoring of key corridors and intersections.
- Flaggers at key intersections.
- Traffic signal re-timing of intersections.
- Detour signs on local streets.
- Coordination with other construction projects and special events.

Attachment 2

RESOLUTION NO.

Adopted by the Sacramento City Council

ESTABLISH CIP, APPROPRIATE FUNDS, AND APPROVAL OF COOPERATIVE AGREEMENT BETWEEN THE CITY OF SACRAMENTO AND THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION FOR THE BOAT SECTION REHABILITATION PROJECT (PN: T15088700)

BACKGROUND

A. Interstate 5, constructed in 1970, consists of a 4,924-foot-long Riverfront Seal slab (aka Boat Section) generally within the area of the extension of S and L Streets.

B. The Boat Section, has an Average Annual Daily Traffic (AADT) of approximately 190,000 vehicles, carries eight lanes of traffic, and has access points primarily via interchanges at Richards Boulevard, I Street, J Street, L Street, P Street, and Q Street.

C. The Boat Section is in need of repair and rehabilitation as it has numerous construction defects resulting in leaks around the joint seals and wearing surface failures and distress.

D. The California Department of Transportation (Caltrans) is expected to begin a rehabilitation project for the Boat Section in Spring 2008 with completion expected by Fall 2008.

E. A construction traffic management plan has been prepared that addresses construction including twenty-six construction stages, closure of various on and off ramps, and associated detours.

F. It is expected that the project will cause local street system impacts affecting residents, businesses, and commuters.

G. In order to minimize traffic impacts the City will need to regularly coordinate with Caltrans, assist with public outreach, and implement various traffic management measures including traffic monitoring and data collection, flagging, signing and striping modifications, and traffic signal retiming.

BASED ON THE FACTS SET FORTH IN THE BACKGROUND, THE CITY COUNCIL RESOLVES AS FOLLOWS:

Section 1. The Boat Section Rehabilitation Project (PN: T15088700) be established as a new Capital Improvement Project.

Section 2. The Cooperative Agreement between the City of Sacramento and the State of California, Department of Transportation for the Boat Section Rehabilitation (PN: T15088700) is approved.

Section 3. The FY07/08 Capital Improvement Program expenditure budget is amended by appropriating $300,000 (Fund 248) to the Boat Section Rehabilitation Project (PN: T15088700) and the revenue budget is amended by appropriating $300,000 (Fund 248) to the Boat Section Rehabilitation Project (PN: T15088700).