

Transportation Authority

# **Broadway Burlingame Grade Separation**

Burlingame City Council June 03, 2019



#### **Presentation Outline**

- Project Location/Existing Conditions
- Project Goals and Scope
- Project Schedule
- Project Cost
- Proposed Funding Plan
- Next Steps



#### **Project Location**





Ped/Bike Access

•Broadway & Morrell Ave. to be grade separated

•New grade separated access at Carmelita Ave.



# **Existing Conditions**

- 92 Caltrain weekday trains use this crossing, in addition to freight
- 28,049 average daily vehicle counts for Broadway in year 2014
- Lack of grade separation increases vehicular and train delays
- Highest ranked crossing on CPUC Grade Separation Priority List



#### **Project Goals**

- Enhance east-west connectivity
- Enhance safety for motorists, bicyclists & pedestrians
- Improve customer experience with new station
- Improve traffic flow and reduce delays
- Reduce automobile congestion and emissions
- Improve efficiency of rail operations



#### **Project Scope**

- Railroad to be partially elevated and adjacent roadways (Broadway, Carolan and California) to be partially lowered
- New station with center board platform, ramp and stair access
- Station parking on east side of tracks with access to/from Carolan Ave.
- Two shoofly tracks east of the existing mainline
- Ped/Bike crossings at Broadway, Carmelita and Morrell Ave.



#### **Project Overview**





#### **New Broadway Station** (conceptual)





### Proposed Grade Separation at Broadway (conceptual)





#### Parking Lot Options – Layout 1





# Parking Lot Layout 1 (conceptual)









# Parking Lot Layout 2 (conceptual)





#### **Project Schedule**

| Description                                      | Start     | Finish    |
|--|-----------|-----------|
| Project Study Report                             | Jan 2014  | Jan 2017  |
| Preliminary Engineering/<br>Environmental Review | Mar 2017  | Oct 2019  |
| Final Design*                                    | Nov 2019  | Nov 2021  |
| Right of Way/Utilities*                          | Nov 2020  | Nov 2022  |
| IFB/Award*                                       | Dec 2022  | Jun 2023  |
| Construction*                                    | July 2023 | July 2026 |

\* Dependent on future funding allocations and coordination with other corridor projects and resources



| Phase                          | Current \$          | YOE \$           |
|--------------------------------|---------------------|------------------|
| Project Study Report:          | \$1,000             | \$1,000          |
| Prelim. Engineering:           | \$4,550             | \$4,550          |
| Final Design/Env Permits:      | \$19,305            | \$19,838         |
| <b>Right of Way/Utilities:</b> | \$23,522            | \$24,000         |
| <b>Construction:</b>           | <b>\$230,427</b> to | <u>\$277,302</u> |
|                                | Total: \$278.804 to | \$326.690        |

Year of Expenditure (COE) costs for Final Design and Construction are based on the midpoint of scheduled work. Costs are Order of Magnitude based on 15% design.



# Cost Variances from San Bruno and 25<sup>th</sup> Ave. Grade Separations

- Construction after electrification
- Major right of way needs
- Relocation of utilities
- Shoofly track construction
- Wetlands, creeks and culverts
- Price escalation/bidding climate
- 2025 construction mid-point



#### **Proposed Funding Plan** (in thousands)

| Phase                                 | Burlingame | Measure<br>A | Measure<br>W | Regional<br>(OBAG 2) | State <sup>1</sup> | Federal <sup>2</sup> | Total     |
|---------------------------------------|------------|--------------|--------------|----------------------|--------------------|----------------------|-----------|
| Project Study Report                  |            | \$1,000      |              |                      |                    |                      | \$1,000   |
| Prelim. Engineering/<br>Environmental | \$500      | \$4,050      |              |                      |                    |                      | \$4,550   |
| Final Design/Permits                  | \$1,500    | \$18,338     |              |                      |                    |                      | \$19,838  |
| Right of Way/Utilities                |            | \$24,000     |              |                      |                    |                      | \$24,000  |
| Construction                          | \$13,000   | \$74,302     | \$15,000     | \$15,000             | \$95,000           | \$65,000             | \$277,302 |
| Total                                 | \$15,000   | \$121,690    | \$15,000     | \$15,000             | \$95,000           | \$65,000             | \$326,690 |

#### <u>Footnotes</u>

1) Proposed State administered funding sources may include a combination of Section 130, 190, SB 1, TICRP & Cap and Trade Funds.

2) Proposed Federal administered funding sources may include a combination of TIGER/FASTLANE and INFRA funds.

3) Listed funding sources are proposed and are not actual funding commitments.



# **Next Steps**

- Refine station platform location, parking lot and roadway configurations
- Finalize the preliminary engineering and environmental clearance phase
- Obtain funding for final design
- Advertise and award final design contract
- Right-of-way acquisition
- Construction



# **Questions** ?