

Broadway Burlingame Grade Separation Project

TA Board of Directors

Item #12(a) – March 4, 2021

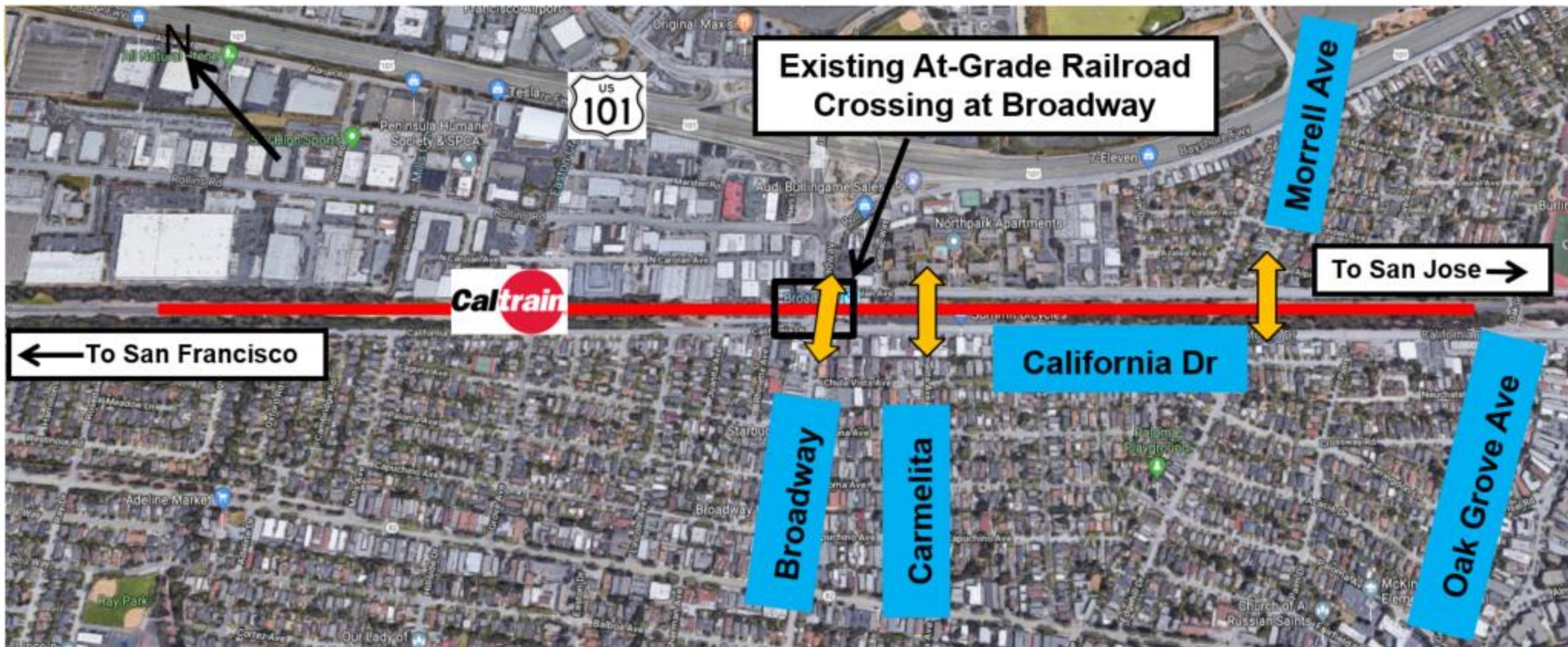


Agenda

- **Project Location/Existing Conditions**
- **Project Goals and Scope**
- **Project Cost**
- **Project Schedule**
- **Status Update of Project**
- **Relocation of PS-3 (Paralleling Station -3) for Electrification Project to avoid conflict between PS-3 and Broadway Grade Separation Project**
- **Action Item**



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 (pre-pandemic)**
- **28,049 average daily vehicle counts for Broadway in year 2014**
- **Lack of grade separation increases vehicular and train delays**
- **Highest ranked crossing on the State's 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 temporary shoofly tracks east of the existing mainline (for train operation during construction of project)**
- **Ped/Bike crossings at Broadway, Carmelita and Morrell Ave**



Existing Condition



After Construction (Rendering)



Status Update

- **Completed Project Study Report – Jan 2017**
- **Completed Prelim Engineering and Environmental Clearance – Oct 2020**
 - **Statutory exemption from CEQA (considered a safety project to eliminate existing at-grade crossing).**
 - **Environmental Scoping to identify potential impacts and establish level of environmental clearance.**
 - **Community Outreach Meetings**
 - **FTA Approval for NEPA Environmental Clearance**
- **Completed RFP Process to complete Final Design - Sept 2020**
- **Contract awarded to Mark Thomas and Company (MTCO) for future phases of project – Nov 2020**
- **Final Design Phase Kick-off – Jan 2021**



Project Schedule Update

Phase	Start	Finish
Project Study Report	Jan 2014	Jan 2017
Prelim Engineering/Environmental Review	Mar 2017	Oct 2020
Final Design/Env Permits	Jan 2021	Jul 2023
Right of Way/Utilities	Jul 2023	Jul 2024
Construction	Jul 2024	Jul 2027

Currently, Project is in Final Design Phase



Project Cost Update (in thousands)

Phase	TA Funds \$	Local Match \$	Estimate \$
Project Study Report	\$1,000		\$1,000
Prelim Engineering/Environmental Review	\$4,050	\$500	\$4,550
Final Design/Env Permits	\$18,338	\$1,500	\$19,838
Right of Way/Utilities *			\$24,000
Construction *			\$277,302
<u>Total</u>	<u>\$23,388</u>		<u>\$326,690</u>

* Future Allocations



Value Engineering Options



Value Engineering Options – Ongoing

Option	Possible Benefit
Thinner bridge structure	Reduces impacts to Broadway (Less Excavation)
Rail Road Profile (2' difference)	No impacts to Broadway (No Excavation)
Align Under Crossing with Carmelita Ave	Improved path of travel, addresses community concern
Shift Morrell Ave Under Crossing to North	Less environmental impacts



Value Engineering Options Process

Ongoing

- **Detailed Engineering Analysis of Value Engineering (VE) Options**
Overall Assessment of Potential Cost and Schedule Savings
- **Review for Community/Locals Benefits**
- **Preparation of VE Memos for Circulation, Review and Approval by JPB and City**

Upcoming

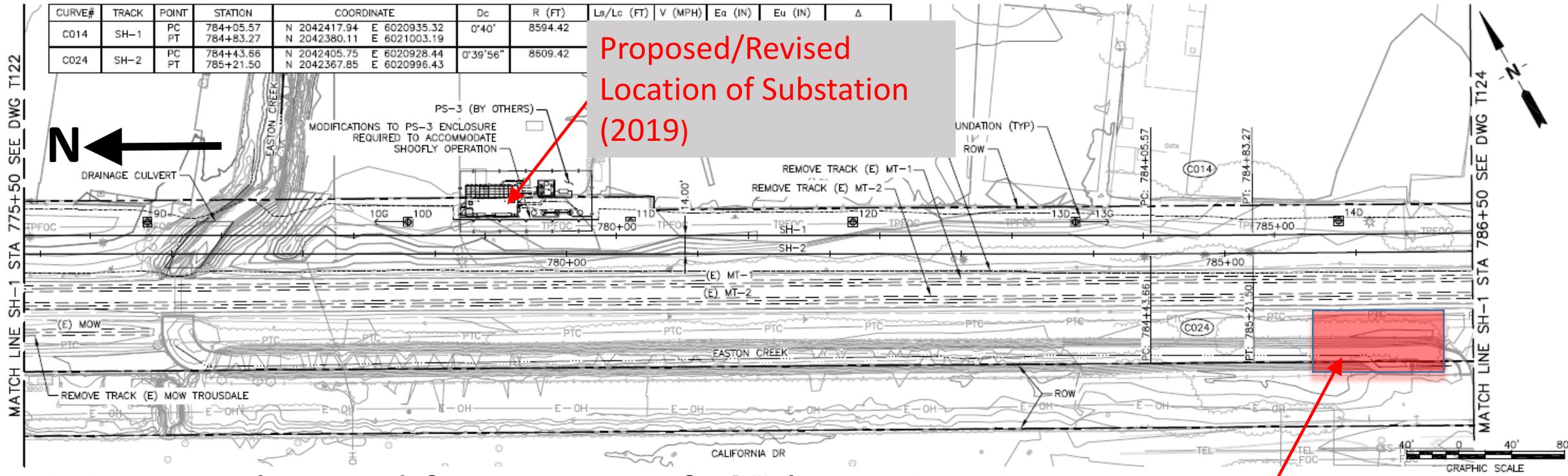
- **Start of 65% Design with Approved VE Options – Tentative April 2021**



Parallel Station PS-3 for Electrification Project



Relocation of Parallel Station PS-3



Proposed/Revised Location of Substation (2019)

PS-3 was relocated from West of tracks to City Corp Yard on East side of tracks to prevent conflict with Grade Sep Project (2018)

Old Location of Substation (2018)- In Conflict with Grade Sep

Additional Funds Request for PS-3

- **Re-Design Costs for PS-3:**
 - Required further shift east into City Corporation Yard (City approved in May 2020)
- **Incremental Construction of PS-3:**
 - Taller gantries and larger gantry foundations to support the future track elevation associated with the project
- **Relocation now will avoid significant costs for demolishing and rebuilding PS-3 as part of the Grade Sep Project in the future**



Revised Layout of PS-3



Action Item

Programs and Allocates \$1,025,000 to the Broadway Grade Separation Project to support design and construction work associated with the relocation of a Peninsula Corridor Electrification Project paralleling station necessitated by the Broadway Grade Separation Project in the City of Burlingame



Questions

