Broadway Burlingame Grade Separation

Board of Directors
June 06, 2019
Agenda Item #13 (c)
Presentation Outline

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

- Broadway Bridge
- Access Ramp
- Center Board Platform
- Ped Station Entrance
- California Dr
- Carmelita Ave
- Morrell Ave Ped Xing
- Carolan Ave
New Broadway Station (conceptual)
Proposed Grade Separation at Broadway (conceptual)
Parking Lot Options – Layout 1

- 80+/- Stall Parking
- Ped Station Entrance
- Morrell Ave Ped Xing
- Carolan Ave
- California Drive
Parking Lot Layout 1 (conceptual)
Parking Lot Options – Layout 2

- Carolan Ave
- California Drive
- Morrell Ave
- Ped Station Entrance
- Ped Xing

60+/- Stall Parking
Parking Lot Layout 2 (conceptual)
# Project Schedule

<table>
<thead>
<tr>
<th>Description</th>
<th>Start</th>
<th>Finish</th>
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<tbody>
<tr>
<td>Project Study Report</td>
<td>Jan 2014</td>
<td>Jan 2017</td>
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<tr>
<td>Preliminary Engineering/Environmental Review</td>
<td>Mar 2017</td>
<td>Oct 2019</td>
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<tr>
<td>Final Design*</td>
<td>Nov 2019</td>
<td>Nov 2021</td>
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<td>Right of Way/Utilities*</td>
<td>Nov 2020</td>
<td>Nov 2022</td>
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<td>IFB/Award*</td>
<td>Dec 2022</td>
<td>Jun 2023</td>
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<td>Construction*</td>
<td>July 2023</td>
<td>July 2026</td>
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* Dependent on future funding allocations and coordination with other corridor projects and resources
## Project Cost (in thousands)

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<th>Phase</th>
<th>Current $</th>
<th>YOE $</th>
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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 25th 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)

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<th>Phase</th>
<th>City of Burlingame</th>
<th>Measure A</th>
<th>Measure W</th>
<th>Regional (OBAG 2)</th>
<th>State $^1$</th>
<th>Federal $^2$</th>
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### Footnotes
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 for the final design/permits, right of way/utilities and construction phases are proposed and do not represent 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
• Value engineering
Questions ?