

## *Administration and Projects Committee Meeting **STAFF REPORT***

**Meeting Date:** December 6, 2012

<b>Subject</b>	<b>Monthly Project Status Report</b>
<b>Summary of Issues</b>	This report outlines the status of current Measure projects. It also lists all completed projects.
<b>Recommendations</b>	None – for information only.
<b>Financial Implications</b>	None
<b>Options</b>	
<b>Attachments</b>	<b>A.</b> Monthly Project Status Report
<b>Changes from Committee</b>	

### **Background**

The Project Managers for all Measure C and Measure J projects update the status of those projects for the Board’s information on a monthly basis.

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## 1. Active Projects

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### SOUTHWEST COUNTY

#### a. Caldecott Fourth Bore Project (1001/1698)

**CCTA Fund Source** Measure J

**Lead Agency** CCTA

**Project Description** Construction of a fourth bore between Contra Costa and Alameda Counties.

**Current Project Phases** Construction.

#### **Project Status**

Sandblasting of the final lining continues and staining of the final lining is being done on weekends and evenings. Installation continues on the final lining for the seven cross passages between existing bore three and the new bore four. This work is expected to be completed in November. The cross passages are for emergency evacuations once the fourth bore is in operation. Work on the Operations and Maintenance Center (OMC) building continues.

#### **Issues/Areas of Concern**

Several outstanding concerns could affect the completion date and final cost of the project.

- Caltrans is continuing to work with the State Fire Marshal's (SRFM) office to address any concerns it may have with the emergency response measures of the new tunnel. The SFM approval has been rescinded. Caltrans is currently working with the State Fire Marshal to address its concerns.
- The mining of additional tunnel invert support, changes introduced by SFM and other design changes will result in an additional cost via an item quantity adjustment.

**b. I-680 Auxiliary Lanes, Segment 2 (1106S2)**

<b>CCTA Fund Source</b>	Measure C, STIP
<b>Lead Agency</b>	CCTA
<b>Project Description</b>	Construction of northbound and southbound auxiliary lanes on I-680 between Crow Canyon Road in San Ramon and Sycamore Valley Road in Danville.
<b>Current Project Phase</b>	Construction Advertisement.

**Project Status**

The Final Plans, Specifications and Estimate were approved by Caltrans and the project was considered "Ready to List" for construction advertisement by Caltrans on August 2, 2012. The State Transportation Improvement Program (STIP) funds were allocated by the CTC in August. The contract was advertised for bid on October 15 with the opening scheduled for November 28. Construction contract award is anticipated by the end of 2012.

**Issues/Areas of Concern**

CCTA awarded an advance tree removal contract (Contract No.360) at its November 14, 2012 meeting. A public outreach effort has begun to inform the public of the need for tree removal and planned mitigation measures.

**c. Santa Maria Intersection Improvements (1623/1623 W)**

<b>CCTA Fund Source</b>	Measure C
<b>Lead Agency</b>	City of Orinda
<b>Project Description</b>	The project will improve traffic lane signing and striping, improve traffic signal hardware and improve overhead signage.
<b>Current Project Phases</b>	Design and Environmental Clearance.

**Project Status**

The Authority appropriated \$75,000 for design and environmental clearance in November 2010. A presentation of the latest version of the signal, signage, and striping plans

(with sharrows) was made to the Orinda City Council on August 21, 2012, with no significant changes. The City staff and design consultant, Kimley-Horn and Associates, Inc., then attended a City/County Engineering Advisory Committee (CCEAC) Phase II peer review of the 90% design on September 5, 2012. The plans were recommended for approval with minor modifications. The City is reviewing the final design plans, along with the draft Caltrans encroachment permit application. The City's intent is to have the project ready to bid and construct in spring 2013.

**Issues/Areas of Concern** None.

**d. I-680 HOV Direct Access Ramps Project (8003) - No changes from last month**

**CCTA Fund Source** Measure J

**Lead Agency** CCTA

**Project Description** Provide direct HOV connector ramps from/to I-680 at or near Norris Canyon Road.

**Current Project Phase** Project Approval/Environmental Document (PA/ED).

**Project Status**

A Community Workshop meeting was held on March 22, 2012 at the San Ramon Community Center and was well attended. In response to comments received, the project team is developing preliminary geometrics for an additional alternative to be studied, that would include a direct ramp access alternative at Executive Parkway. The Contra Costa County Travel Demand Model, which will forecast the future traffic patterns in the project area, is in the process of being updated and the project team will use the updated model to analyze the project for the environmental studies.

Caltrans and the project team determined that an Environmental Impact Report (EIR)/ Environmental Assessment (EA) was the appropriate level of document for this project. Because of the addition of the new alternative and the time required to develop the appropriate studies for the new alternative, the environmental clearance phase is expected to extend until mid-2014.

**Issues/Areas of Concern**

High community interest was expressed with a number of local residents voicing strong concerns to the proposed project. The public outreach efforts were increased to provide

multiple opportunities for community involvement. The project scope will include addressing local traffic circulation concerns and community impacts. In addition to direct ramps at Norris Canyon, another ramp alternative will be developed at Executive Parkway. The development of the EIR/EA will be coordinated with the Metropolitan Transportation Commission (MTC) environmental document for Express Lanes.

## CENTRAL COUNTY

### e. Commerce Avenue Extension (1214) - No changes from last month

**CCTA Fund Source** Measure C

**Lead Agency** City of Concord

**Project Description** The project will extend Commerce Avenue between Pine Creek and Waterworld Parkway and will rehabilitate the pavement section on Commerce Avenue between Concord Avenue and the end of Commerce Avenue near the cul-de-sac.

**Current Project Phase** Design & Right-of-Way (ROW).

#### Project Status

The City's ROW agent met with all property owners, completed appraisals, and prepared offers. Acquisition contracts have recently been approved by the City's legal department and the City is having the contracts executed by property owners. The City Council approved ROW contracts for three property owners in December 2011. Negotiations are still underway with the property owners.

Because of the economic climate, property assumed to be dedicated to the City must now be purchased. This unforeseen condition has resulted in increased right-of-way acquisition expenditures. The City is planning to request an additional appropriation for ROW funds. Although the plans are 90% complete, construction is rescheduled to spring 2013 and may be delayed again depending on the length of the ROW process.

#### Issues/Areas of Concern

The City is experiencing challenges related to Right-of-Way Acquisition that have delayed the project and may increase overall costs.

**f. Pacheco Boulevard Widening (1216/24003) - No changes from last month**

**CCTA Fund Source** Measure C/Measure J

**Lead Agency** Contra Costa County

**Project Description** This project consists of widening of Pacheco Boulevard from Blum Road to Arthur Road in the Martinez area to provide a two-way center left-turn lane and bicycle lanes.

**Current Project Phase** Environmental clearance (started but currently on hold).

**Project Status**

Measure C funds were used to environmentally clear a portion of the project near the Railroad overcrossing and acquire part of the right-of-way. Environmental clearance is expected to start in 2013 for the segments between Blum Road and Martinez City limit.

**Issues/Areas of Concern**

Project has a funding shortfall and requires coordination with the State to replace the railroad overcrossing. \$4.9 million is programmed for the project in the 2011 Measure J Strategic Plan.

**g. Martinez Intermodal Station – Phase 3 (2208A/4002) - No changes from last month**

**CCTA Fund Source** Measure C/Measure J

**Lead Agency** City of Martinez

**Project Description** Project acquired land north of the railroad tracks to construct new road access to the north parking lot, add 425 parking spaces, build a pedestrian bridge over the tracks and construct a vehicle bridge over Alhambra Creek to provide a second connection to the parking facility near Berrellesa Street.

**Current Project Phase** Design and Right-of-Way.



**Project Status**

Design is underway and scheduled for completion in spring 2013. Two existing warehouses will be incorporated into the design at this time. The City has acquired the necessary right-of-way parcel for the construction of the vehicle bridge over Alhambra Creek.

**Issues/Areas of Concern** None.

**h. Pacheco Transit Hub (2210)**

**CCTA Fund Source** Measure C

**Lead Agency** CCCTA/City of Martinez

**Project Description** Construction of a transit hub at Pacheco Boulevard and Blum Road. The project will relocate and expand the existing Park & Ride lot to provide 116 parking spaces and six bus bays for express and local bus service.

**Current Project Phase** Construction.

**Project Status**

The City of Martinez has agreed to advertise, award and administer construction of the project. There is \$857,878 in Measure C funds appropriated for construction and right-of-way for this project. The City and Caltrans have entered into a Cooperative Agreement for the project and Caltrans has issued an encroachment permit for the work. Minor wording changes on the Maintenance Agreement (MA) are being discussed between Martinez and Caltrans. The MA was approved by the City and Caltrans is expected to execute in November 2012. Construction is scheduled to begin April 1, 2013.

**Issues/Areas of Concern** None

**i. SR242/Clayton Road Ramps (6002/6004)****CCTA Fund Source** Measure J**Lead Agency** CCTA**Project Description** The project will provide operational improvements in the vicinity of Clayton Road and SR242 to improve circulation within the Concord Central Business Area. Improvements may include constructing an on-ramp and associated acceleration/weaving lane to northbound SR242 near the intersection of Clayton Road and Market Street in Concord and an off-ramp and associated deceleration lane from southbound SR242 near Clayton Road.**Current Phase** Project Initiation Document (PID) – Project Study Report (PSR)  
Project Development Support (PDS).**Project Status**

Project Development Team meetings have begun and the PSR is expected to be complete in spring 2013. The draft PSR was submitted to Caltrans for review and comments are expected in late November.

**Issues/Areas of Concern**

Project has a funding shortfall.

**j. I-680 Southbound HOV Gap Closure (8001)****CCTA Fund Source** Regional Measure 2, Measure J**Lead Agency** CCTA**Project Description** The project will add an HOV lane on southbound I-680 between North Main Street in Walnut Creek and Livorna Road in Alamo, a total of more than five miles. When completed, I-680 will have a continuous HOV lane in the southbound direction of I-680 from Martinez to the Alameda County line.**Current Phase** Project Approval/Environmental Document (PA/ED).

## Project Status

The consultant, Parsons Transportation Group, continues the environmental study work. In December, they will submit to Caltrans the draft Traffic Operational Analysis Report, right-of-way data sheets, utility verification information draft noise study, draft visual assessment. Caltrans has provided a draft of their capital cost estimate for the project based on the preliminary geometrics. The Team will conduct focused meetings on utilities, biology and the estimate in December. The team will continue to work to control the scope and project cost during these meetings.

## Issues/Areas of Concern

The project has a funding shortfall. The preliminary geometric design accounts for the potential High Occupancy Toll (HOT) option that the Metropolitan Transportation Commission (MTC) Express Lane is authorized to operate and has begun to implement. Adding HOT lanes to the scope would add cost, but may also bring in revenue to address the funding shortfall. The Team will review the draft estimate of the project and explore options to deliver both the Gap Closure and the conversion of the I-680 HOV Lanes to Express Lanes with the funds available.

### k. Comprehensive Wayfinding System – Central County BART Stations (10001-03) - No changes from last month

**CCTA Fund Source** Measure J

**Lead Agency** Bay Area Rapid Transit District (BART)

**Project Description** Create and implement a cohesive, integrated wayfinding system for Central County BART stations. This project will provide overhead and wall signage, transit information displays and real-time transit information at each of the four Central County BART stations.

**Current Phase** Design/Construction.

## Project Status

The Authority appropriated \$2,600,000 for design and construction of improvements on January 20, 2010. BART staff is preparing an RFP for release in December 2012 for design, construction and installation of wayfinding signage at Walnut Creek, Concord and North Concord stations. It is anticipated that contract award will be in March 2013 with work to begin in April 2013.

**Issues/Areas of Concern** None.

**I. Electronic Bicycle Facility at Central County BART Stations (10001-04) – No changes from last month**

**CCTA Fund Source** Measure J

**Lead Agency** Bay Area Rapid Transit District (BART)

**Project Description** This project will provide bicycle storage facilities (electronic lockers, cages, racks, etc.) at the four Central County BART stations (Concord, N. Concord, Walnut Creek and Pleasant Hill) to meet projected 2015 demand.

**Current Phase** Construction.

**Project Status**

The Authority appropriated \$905,000 for design and construction of improvements on January 20, 2010. An electronic locker contract was awarded to eLock Technologies, LLC of Berkeley, in the amount of \$2,334,384 to supply BART with approximately 1,008 lockers throughout the next five years. Initial deployment plans call for central county stations to receive the following locker allocations: Concord - 44; North Concord - 16; Walnut Creek - 50; and Pleasant Hill - 80. New bicycle lockers were delivered, set in place and made operational at the following stations: Pleasant Hill - 68 spaces; and Concord - 16 spaces.

**Issues/Areas of Concern** None.

**m. Marsh Creek Road Upgrade (24001) – No changes from last month**

**CCTA Fund Source** Measure J

**Lead Agency** City of Clayton

**Project Description** Widen existing two-lane roadway between Regency Drive and Clayton city limits to provide two (2) full-width travel lanes, bike lanes, shoulders and pedestrian paths.

**Current Project Phase** Design and Environmental Clearance.

**Project Status**

The Authority appropriated \$100,000 for design and environmental clearance activities that include preliminary engineering, engineering design and environmental studies on September 21, 2011. Aerial topography mapping is complete. Staff is presently putting together typical cross-sections and evaluating. Ten or more years ago, the City approved a Specific Plan for the entire area along Marsh Creek Road and staff is trying to implement the plan.

**Issues/Areas of Concern** None.

**n. Court Street Overcrossing – Phase 1 (24005) - No changes from last month**

**CCTA Fund Source** Measure J

**Lead Agency** City of Martinez

**Project Description** The project will construct a 19-foot wide bicycle, pedestrian, and emergency vehicle overcrossing to span Joe DiMaggio Drive, the four tracks of the Union Pacific Railroad and Marina Vista to connect North Court Street (within the Martinez Waterfront Park) with Court Street at Escobar Street. The construction of this overcrossing provides a grade-separated crossing of the Union Pacific Railroad, improving safety and reducing congestion for pedestrian and bicycle traffic accessing the Martinez Waterfront.

This project is considered the first phase of a two-phase project. The second phase includes a parallel 28-foot wide two-lane overcrossing that would carry vehicular traffic over Marina Vista, the Union Pacific Railroad and Joe DiMaggio Drive.

**Current Phase** Conceptual Engineering.

**Project Status**

The Authority appropriated \$200,000 for Preliminary Studies in October 2010. The City selected a consultant through an RFQ process to complete a scoping document for this project. Work on the scoping document began in fall 2011 and is expected to be complete in fall 2012.

**Issues/Areas of Concern** None.

**o. Buskirk Avenue Widening – Phase 2 (24006)**

**CCTA Fund Source** Measure J

**Lead Agency** City of Pleasant Hill

**Project Description** This is the final phase of a two-phase corridor improvement project to increase capacity and improve operations, circulation and pedestrian/bike access by constructing additional travel lanes, improving signalization, alignment and pedestrian facilities. The project limits are from 500' south of Lamkin Drive to Hookston Road.

**Current Phase** Design and Right-of-Way.

**Project Status**

The City is finalizing design plans and specifications. A final quality assurance and constructability review is underway. The project is tentatively scheduled to go to bid in December 2012.

The demolition of the Fair Oaks Gas Station has been completed and removal of underground storage tanks is underway. This property was acquired and demolished to make way for the new roadway alignment. The City requested that the various utilities relocate their facilities in anticipation of the new public improvements and identified utility conflicts. This work is underway and is anticipated to be completed in December 2012.

The City is finalizing agreement/settlements with adjacent property owners for needed rights-of-way and construction easements for the project. The City has also filed the necessary eminent domain complaints to have the necessary rights-of-way prior to award of the project.

The Authority appropriated \$7,532,950 of Measure J funds for construction at their November Board meeting.

**Issues/Areas of Concern** None.

**p. Geary Road Improvements – Phase 3 (24007)**

**CCTA Fund Source** Measure J

**Lead Agency** City of Pleasant Hill

**Project Description** The Geary Road Improvements, Phase 3 project will complete the third and last phase of a corridor improvements project along Geary Road. The purpose of this three-phase improvement project is to increase operations and pedestrian/bicycle safety through the construction of continuous dual left-turn lanes, exclusive bike lanes and pedestrian sidewalks. Other necessary improvements, such as drainage and street lighting, will also be included. This is a cooperative project between the City of Pleasant Hill and the City of Walnut Creek because of the location of the city limit line that runs down the middle of Geary Road.

**Current Phase** Environmental Clearance and Design.

**Project Status**

Environmental work is 70% complete and is scheduled to be completed by Spring 2013, concurrent with completion of final design. Construction is currently scheduled to start in Summer 2013. A Peer Review was held in October for the 65% plans, specifications and estimate and is scheduled for approval by the TCC at their December meeting. A public meeting was held on October 25<sup>th</sup> in Pleasant Hill to provide interested parties with an overview of the project and solicit their input on the project's proposed improvements.

**Issues/Areas of Concern** None.

**q. Clayton Road/Treat Blvd/Denkinger Road Intersection Capacity Improvements (24028) - No changes from last month**

**CCTA Fund Source** Measure J

**Lead Agency** City of Concord

**Project Description** The Clayton Road/Treat Boulevard/Denkinger Road Intersection Capacity Improvements will upgrade traffic signal phasing at the intersection and widen the eastbound Treat Boulevard approach to include two exclusive left-turn lanes, two through-lanes and one

right-turn lane. The proposed project will improve the system-wide signal coordination along Clayton Road during peak periods.

**Current Phase** Design and Right-of-Way.

**Project Status**

The Authority approved a request for appropriation at their July 18, 2012 meeting in the amount of \$432,600 to cover Environmental Clearance, Design Services, Right-of-Way Services and proportional Administrative costs for the project. Utility locating, drilling, and surveying is complete. Environmental clearance is on the critical path, as that is required to negotiate with the owner of the private property. Construction is scheduled to start in late summer 2013.

**Issues/Areas of Concern** None.

**WEST COUNTY**

**r. Richmond Transit Village BART Parking Structures (2302)**

**CCTA Fund Source** Measure C

**Lead Agency** Richmond Community Redevelopment Agency

**Project Description** The project will construct a 769-space, six-level parking structure at the Richmond BART station. The project will replace most of the surface parking (leaving a small area of 44 parking spaces) and free up land for building 99 residential units on the east side of the station. 193 parking spaces will be added at the station when this project is complete.

**Current Project Phase** Construction.

**Project Status**

The project site work is underway and nearing completion. Repaving of the bus intermodal drive aisle was completed in September 2012. Anticipated completion is now January 2013.

**Issues/Areas of Concern** None.



**s. Hercules Rail Station (4001)****CCTA Fund Source** Measure J**Lead Agency** City of Hercules

**Project Description** Construct the Hercules passenger rail station (including interim parking, station platform, signage, plazas, etc.), along with track related improvements, including retaining walls and signal equipment relocation. The City of Hercules now commonly refers to this project as the “Hercules Intermodal Transit Center Project” to scope the project for both rail and ferry transit service. This multi-modal center would bring together Amtrak intercity rail (Capitol Corridor), WestCAT local and regional busses and the Water Emergency Transportation Authority (WETA) transbay ferry service with additional access for cars, pedestrians and bicyclists.

**Current Project Phase** Right-of-Way and Construction.**Project Status**

Hercules has developed a phasing plan that considers current economic realities and presently available funding sources. The project will be implemented in four sequential phases. Phase 1A and Phase 1B (Path to Transit) involve right-of-way acquisition for the Intermodal Transit Center, construction of John Muir Parkway / Bayfront Boulevard / North Channel and extension of the San Francisco Bay Trail. Proposed Phase 1A work includes utility relocation, construction of retaining walls and portions of the Bay Trail. Phase 1A is fully funded. Phase 1B would construct the Bayfront Bridge and the Refugio Greenway and Creekside Trail and is now fully funded because the project will receive funding from the Measure J programs for Transportation for Livable Communities (TLC), and for Pedestrian, Bicycle and Trail Facilities (PBTF). These two phases may be combined together as Phase 1.

Phase 1C includes the rail station anticipated to begin construction in 2016.

To advance the state of readiness for the Project and based on Hercules request in March 2012, the Authority appropriated \$4,518,000 in programmed Measure J funds for Phase 1A of the project. (1) \$2,162,000 of the funding was used for the capital cost of right-of-way acquisition for the rail station and necessary increases to the railroad right-of-way to accommodate the dedicated rail station track and rail station platform; and

(2) \$2,356,000 is to be used for the capital costs of the critical roadway access as the initial element of the "Path to Transit." The balance of Measure J funds, \$1,023,000, will be addressed in a future appropriation request. The estimated cost of Phase 1A is \$21,220,000. Hercules plans to construct Phase 1A with multiple construction contracts. The first bid package is scheduled for November 2012 with completion of all Phase 1A and 1B construction contracts in advance of Phase 1C construction.

In June, Caltrans Audits & Investigations completed an audit of prior transportation project expenditures and found that the City's financial management system is adequate to accumulate and segregate reasonable, allowable and allocable project costs. On June 14, 2012, the FTA issued the NEPA Record of Decision (ROD). On June 27, 2012, the California Transportation Commission voted to allocate \$8 million in STIP and \$1.959 million in STIP-TE funds.

On July 11, 2012, the City and East Bay Regional Park District met with FHWA and Caltrans to reaffirm FHWA's commitment to TIGER 2 funds designated for the San Francisco Bay Trail Gap Closure Project as an element of the Hercules ITC Project. Albeit an aggressive schedule, a course of action was established with progress milestones to complete the Request for Authorization (RFA) by mid-September 2012 for the TIGER 2 funds; funds were obligated by the September 30, 2012 deadline. With the work for the progress milestones completed (Categorical Exclusion for the Bay Trail, Right-of-Way Certification, PSE Checklist) the Request for Authorization (RFA) has been submitted.

On July 27, 2012, the City closed escrow completing right-of-way acquisition for the rail station and necessary increases to the railroad right-of-way to accommodate the dedicated rail station track and rail station platform.

### **Issues/Areas of Concern**

The \$1.465 million of Tiger 2 funds were obligated by the September 30, 2012 deadline.

**t. I-80/San Pablo Dam Road Interchange (7002)**

<b>CCTA Fund Source</b>	Measure J
<b>Lead Agency</b>	CCTA/City of San Pablo
<b>Project Description</b>	Reconstruct existing interchange to provide improved pedestrian and bicycle access.
<b>Current Project Phase</b>	Design.

**Project Status**

On September 12, 2012 and September 25, 2012, two informational public meetings were held at the Riverside Elementary School in San Pablo. Presentations to Richmond Heights Neighborhood Council and the San Pablo City Council were held on September 17, 2012 and October 2, 2012, respectively. A presentation to the Richmond City Council is scheduled in November 2012.

**Issues/Areas of Concern**

A significant funding shortfall exists to complete the entire project, however, \$15 million was programmed in the 2012 STIP for the first phase of the project. The Authority is also working with Metropolitan Transportation Commission (MTC) to secure \$8 million in RM2 savings for the project. Discussions are also underway to determine who should be responsible for the maintenance of a new connector road that will be constructed along the west side of I-80 between San Pablo Dam Road and McBryde Avenue. Amended Freeway Agreements between Caltrans and the cities of Richmond and San Pablo must be approved by the end of the year.

**u. I-80/Central Avenue Interchange (7003) - No changes from last month**

<b>CCTA Fund Source</b>	Measure J
<b>Lead Agency</b>	CCTA
<b>Project Description</b>	Improve overall traffic operations at the I-80/Central Avenue Interchange and along Central Avenue between Jacuzzi Street and San Pablo Avenue.
<b>Current Project Phase</b>	Environmental Document for the Operational Improvement Project.

## Project Status

Two projects have been identified from a feasibility study completed in July 2009. The first project is operational improvements to close the Central Avenue westbound traffic movement onto the I-80 southbound on-ramp during weekend peak hours and reroute traffic to the adjacent I-580 eastbound on-ramp. The project obtained CEQA and NEPA clearance in July 2012. Staff presented this project to the Richmond City Council in April 2012. The Richmond City Council requested staff to do more outreach work with the project's adjacent neighborhood councils. Staff met with neighborhoods and businesses in May, June and July to get project support and to answer any questions about the project. Staff intends to get back to the City Council once all the outreach efforts have been completed to update the Council on those efforts and to request the Council's agreement to proceed with the project. Design is scheduled to follow in early 2013 and construction will be scheduled for summer 2013.

The second project identified in the feasibility study is a road realignment project that will connect Pierce Street and San Mateo Street south of Central Avenue to enable some traffic enhancements, including adjusting the spacing of traffic lights on Central Avenue. The project will be led by one or both of the cities of El Cerrito and Richmond.

## Issues/Areas of Concern

Some concerns have been raised about environmental and traffic issues for both projects. These issues have been addressed in the environmental document studies for the Operational Improvement project and will be considered in the environmental document for the second project.

### v. Interstate 80 Integrated Corridor Mobility (7005)

<b>CCTA Fund Source</b>	Measure J
<b>Lead Agency</b>	Alameda County Transportation Commission (Alameda CTC)/CCTA/Caltrans
<b>Project Description</b>	Utilize state-of-the-practice Intelligent Transportation System (ITS) technologies to enhance the effectiveness of the existing transportation along I-80, San Pablo Avenue and crossing arterials in Alameda and Contra Costa counties between the Carquinez Bridge and the Bay Bridge. The project funding plan includes Proposition 1B Corridor Mobility improvement Account (CMIA) funds and Traffic Light Synchronization Program (TLSP) funds.

**Current Project Phase** Construction and Final Design.

### **Project Status**

The project consists of six construction and procurement contracts:

- Sub-project #1 - Software & Systems: Integration (SI); work is underway.
- Sub-project #2 - Specialty Materials Procurement; contract advertised June 2012; work to begin in fall 2012.
- Sub-project #3 - Traffic Operations Systems (TOS); contract awarded in May 2011; construction began in June 2011.
- Sub-project #4 - Adaptive Ramp Metering (ARM); bids opened in August 2012; construction to begin in fall 2012. Groundbreaking planned on October 19, 2012.
- Sub-project #5 - Active Traffic Management (ATM); bids opened on September 21, 2012; construction to begin in fall 2012. Groundbreaking took place on October 19, 2012. Lowest bid is \$13,490,449.45 compared to the engineer estimate of \$20,431,099.90.
- Sub-project #6 - San Pablo Corridor and Arterial Improvements; contract awarded in June 2011; construction began in September 2011.

All jurisdictions along the corridor have approved the project Operation and Maintenance MOU. On May 23, 2012, the CTC approved allocation of remaining CMIA funds for project.

Project partners are currently working on project documents that will govern the implementation of the project, such as operations and maintenance plan, incident response plan, system integration plan, configuration management plan, outreach plans and signal timing flush plan.

**Issues/Areas of Concern** None.

**w. Marina Bay Parkway Grade Separation (9003)**

**CCTA Fund Source** Measure J

**Lead Agency** City of Richmond

**Project Description** The project will construct a roadway undercrossing at the intersection of Marina Bay Parkway and BNSF/UP railroad tracks between Regatta Boulevard and Meeker Avenue in the City of Richmond. The undercrossing will replace an existing at-grade crossing.

**Current Project Phase** Construction

**Project Status**

Bids were opened for the construction contract on April 24, 2012. The City received one bid for \$30,248,888. The bid amount was substantially higher than the engineer's estimate; subsequently, the City Council rejected the sole bid. The California Transportation Commission (CTC) amended the project's Proposition 1B Trade Corridors Improvement Funds (TCIF) Baseline Agreement at their October meeting to account for recently allocated Highway Railroad Crossing Safety Account (HRCSA) funds and revised schedule. The project is scheduled to have a HRCSA Baseline Agreement at the December CTC meeting. The City is exploring the potential of bidding in advance of their January allocation of HRCSA. Construction is planned to start in early spring 2013.

The City of Richmond has changed the project title to the "Officer Bradley A. Moody Memorial Underpass" in honor of Richmond Police Officer Bradley Moody who lost his life in a single patrol-car accident on Marina Bay Parkway, just north of Regatta Boulevard in the City of Richmond.

This project has \$18,975,000 in TCIF, \$9,100,000 in Measure J funds, \$6,270,000 in Redevelopment Agency funds, \$1,700,000 railroad contribution, \$4,230,000 in HRCSA and \$2,750,000 in local developer fees for construction and construction services.

**Issues/Areas of Concern**

On September 17, 2012, the Department of Finance issued a letter confirming that the project is an enforceable obligation of the former Redevelopment Agency. On September 27, 2012, the CTC programmed \$4.23 million in HRCSA funding for the project. Together, these

actions resolve the funding plan issues created by dissolution of the Redevelopment Agency and the project is fully funded.

**x. Electric Bicycle Facility at West County BART Stations (10002-03) - No changes from last month**

**CCTA Fund Source** Measure J

**Lead Agency** Bay Area Rapid Transit District (BART)

**Project Description** This project will provide bicycle storage facilities (electronic lockers, cages, racks, etc.) at the three West County BART stations (El Cerrito Plaza, El Cerrito del Norte and Richmond) to meet projected 2015 demand.

**Current Project Phase** Construction.

**Project Status**

The Authority appropriated \$402,000 for design and construction of improvements on January 20, 2010. An electronic locker contract was awarded to eLock Technologies, LLC of Berkeley in the amount of \$2,334,384 to supply BART with approximately 1,008 lockers throughout the next five years. Initial deployment plans call for west county stations to receive the following locker allocations: El Cerrito Del Norte - 24; El Cerrito Plaza – 24 and Richmond - 16. Twenty-four new bicycle lockers were delivered, set in place and made operational at the El Cerrito Plaza station.

**Issues/Areas of Concern** None.

**y. Comprehensive Wayfinding System for West Contra Costa BART Stations (10002-05) – No changes from last month**

**CCTA Fund Source** Measure J

**Lead Agency** Bay Area Rapid Transit District (BART)

**Project Description** Create and implement a cohesive, integrated wayfinding system for West County BART stations. This project will provide overhead and wall signage, transit information displays and real time transit information at each of the three West County BART stations.

**Current Project Phase** Design.

**Project Status**

The Authority appropriated \$1,600,000 for design and construction of improvements on January 20, 2010. BART staff is preparing an RFP for release in December 2012 for design, construction and installation of wayfinding signage at Richmond, El Cerrito del Norte and El Cerrito Plaza stations. It is anticipated that contract award will be in March 2013 with work to begin in April 2013.

**Issues/Areas of Concern** None.

**EAST COUNTY**

**z. SR4 Widening Railroad Avenue to Loveridge Road (1405) - No changes from last month**

**CCTA Fund Source** Measure C

**Lead Agency** CCTA

**Project Description** State Route 4 was widened to four lanes in each direction (including HOV lanes) from approximately one mile west of Railroad Avenue to approximately  $\frac{3}{4}$  mile west of Loveridge Road. The project also provided a median for future mass transit.

**Current Project Phase** Highway Landscaping – Plant Establishment Period.

**Project Status**

Landscaping of the freeway mainline started in December 2009 and was completed in June 2010. A three-year plant establishment and maintenance period is currently in progress, as required by the Cooperative Agreement with Caltrans.

**Issues/Areas of Concern** None.



**aa. SR4 Widening: Loveridge Road to Somersville Road (1406/3003)**

**CCTA Fund Source** Measure C/Measure J

**Lead Agency** CCTA

**Project Description** SR4 will be widened from two to four lanes in each direction (including HOV Lanes) between Loveridge Road and Somersville Road. The project provides a median for future mass transit. The environmental document also addresses future widening to SR160.

**Current Project Phase** SR4 mainline construction.

**Project Status**

Construction of the SR4 mainline and Loveridge Road widening began in June 2010. The anticipated completion date is early 2014.

Construction of the eastern half of the new Loveridge Road Bridge over SR4 is continuing. The new bridge abutments and columns have been constructed. The installation of the temporary support system to construct the eastern half of the new bridge box girders and deck began in November. Construction of the new freeway median and eBART bridges over Century Boulevard is also continuing.

All lanes of traffic along Loveridge Road are currently using the western half of the new Loveridge Road Bridge. The roadway approaches to the eastern half of the new Loveridge Road Bridge are being raised to match the elevation of the new Loveridge Road Bridge. The main access way for the North Park Plaza shopping center via North Park Boulevard was re-opened in October.

While new bridge construction activities are in progress, construction of the new freeway inside lanes and median area will continue, including construction of the eBART concrete barriers along the median area of SR4.

The project construction is approximately 60% complete.

**Issues/Areas of Concern** None.

**bb. SR4 Widening: Somersville Road to SR 160 (1407/3001)**

**CCTA Fund Source** Measure C/Measure J

**Lead Agency** CCTA

**Project Description** State Route 4 will be widened from two to four lanes in each direction (including HOV Lanes) from Somersville Road to Hillcrest Avenue and six lanes to SR 160, including a wide median for transit. The project includes the reconstruction of the Somersville Road Interchange, Contra Loma/L Street Interchange, G Street Overcrossing, Lone Tree Way/A Street Interchange, Cavallo Undercrossing and Hillcrest Avenue Interchange.

**Current Project Phase** **Segments 1, 2 & 3A** – Construction Phase.  
**Segment 3B** – Right-of-Way Acquisition, Utility Relocation & Construction Contract Execution.

**Project Status**

The project is divided into four segments: 1) Somersville Interchange; 2) Contra Loma Interchange and G Street Overcrossing; 3A) A Street Interchange and Cavallo Undercrossing and 3B) Hillcrest Avenue to SR 160.

**Segment 1**

Construction of the Segment 1 widening started on March 16, 2011. The anticipated completion date is August 2013.

Construction is continuing along both the north and south sides of the freeway on all remaining details of sound wall work and finishing work on retaining walls that have the Delta Region Native Landscape Architectural Treatment. Other work in November has included mainline concrete paving east and west of the new westbound SR4 mainline bridge over Somersville Road. In mid-November, the switchover of eastbound traffic occurred from existing eastbound mainline SR4 to the new mainline westbound bridge. This temporary switchover will allow construction to begin on the new mainline eastbound bridge and e-bart bridge. Work on various drainage systems, barrier rails and miscellaneous electrical systems also continued.

Segment 1 construction is approximately 68% complete.

**Segment 2**

Construction of the Segment 2 widening began in March 2012 and is anticipated to be complete in summer 2015.

The G Street on and off ramps have been permanently closed since March. With the closure of these ramps, construction is proceeding with the western half of the new G Street Bridge over SR4. Concrete pours on this bridge began in August and the final deck pour was completed in September. Bridge work continued in November with approach slabs, barrier rails and other finishing details. Construction of retaining walls and sound walls north and south of the freeway, east and west of G Street, and along the Contra Loma eastbound off ramp and westbound on ramp continued. Construction improvements along Fitzuren/ G Street area commenced this month.

Segment 2 construction is approximately 20% complete.

**Segment 3A**

Construction of Segment 3A started on August 28, 2012.

During the month of November, project work has continued with installation of major drainage and utility systems, construction of retaining walls and soundwalls both the north and south of the freeway and the Drake Street Re-alignment.

The Project is 7% complete at this time.

**Segment 3B**

The Authority provided approval for the Executive Director to award the construction contract at its November 14, 2012 meeting. The notice of contract award was provided on November 15, 2012 to Bay Cities/Myers, JV, the lowest responsible and responsive bidder who submitted a bid of \$48.66 million. This is approximately 12.7 percent under the Engineer's Estimate.

Construction is expected to begin in January 2013. Currently, it is anticipated that Segment 3B will be constructed using local funds, along with \$5.868 million of State-Local Partnership Program (SLPP) funds.

**Issues/Areas of Concern**

Caltrans and the Segment 1 contractor are currently engaged in discussions about potential claims by the contractor. Caltrans and the contractor have resolved some of the claims made to date without major or significant impacts to the project cost or schedule. However, there are still several items not yet resolved.

Ongoing coordination between all segments and the eBART project present a significant, however manageable risk.

#### **cc. East County Rail Extension (eBART) (2104/2001)**

**CCTA Fund Source**            Measure C/Measure J

**Lead Agency**                BART/CCTA

**Project Description**        Implement rail transit improvements in the State Route 4 corridor from the Pittsburg Bay Point station in the west to a station in Antioch in the vicinity of Hillcrest in the east.

#### **Current Project Phase**

Final Design and Construction. BART is the lead agency for this phase. Construction of the Transfer Platform and eBART Facilities in the median to Railroad Avenue is continuing. Construction of the parking lot and maintenance facilities for the Antioch Station (Contract 120) has started.

#### **Project Status**

BART opened bids for the next construction contract (Contract 120) for the maintenance shop shell, the parking lot and Slatten Ranch Road on May 8, 2012. Fieldwork started on September 24, 2012. A joint groundbreaking ceremony with the SR4 Widening project Segment 3A, was held on Friday, October 5, 2012.

Work continues on the transfer platform in the median. The access tunnel, the ancillary building and duct banks are complete. Drainage work is about 80% complete. Median grading, train control and track work to realign the tall tracks continues. Civil improvements are anticipated to be largely complete by the spring, although procurement of the train control equipment is the long lead item for this contract.

Demolition and clearing and grubbing have been completed on Contract 120. Grading and utility work are on-going.

Coordination between BART and CCTA consultants is now shifting to the construction management teams with a large focus on the Hillcrest segment (3B) because the construction of CT 120 is directly north and adjacent to the Segment 3B construction area. A master integrated schedule has been developed for the eBART and SR4 Construction Contracts.

#### **Issues/Areas of Concern**

Coordination of SR4 highway construction contracts and eBART contracts.

#### **dd. SR4 Bypass: SR4/SR160 Connector Ramps (5001) - No changes from last month**

**Project Fund Source**      Bridge Toll Funds

**Lead Agency**              CCTA

**Project Description**      Complete the two missing movements between SR4 Bypass and State Route 160, specifically the westbound SR4 Bypass to northbound SR160 ramp and the southbound SR160 to eastbound SR4 Bypass ramp.

**Current Phase**              Final Design.

#### **Project Status**

Project design has begun and is scheduled to be completed in July 2013.

The Authority has finalized an MOU with the SR4 Bypass Authority to transfer Lead Agency status to the Authority and an MOU with TRANSPLAN and ECCRFFA to address cost issues should the \$50 million in Bridge Toll funds be insufficient to complete the project.

#### **Issues/Areas of Concern**

The Caltrans structural type selection meeting identified an alternative design for the Southbound Connector with two bridges instead of the originally proposed long structure. Foundations for the structure may now be in conflict with an existing Chevron pipeline and/or the proposed Slatten Ranch Road.

**ee. SR4 Bypass: Mokelumne Trail Bike/Pedestrian Overcrossing (portion of Project 5002)**

<b>CCTA Fund Source</b>	Measure J
<b>Lead Agency</b>	CCTA
<b>Project Description</b>	Construct a pedestrian and bicycle overcrossing near the Mokelumne Trail at SR4. The overcrossing will include a multi-span bridge with columns in the SR4 median. Bridge approaches will be constructed on earthen embankments. The path width is assumed to be 12 feet wide.
<b>Current Phase</b>	Design.

**Project Status**

The SR4 Bypass Authority requested that the Authority initiate design work. A local agency project kickoff meeting was held on October 18, 2012, that included the Authority, the City of Brentwood and the East Bay Regional Park District. Agency partners on the project include Caltrans, East Bay Regional Park District, City of Brentwood, and BART.

**Issues/Areas of Concern**

Construction funding for the project has not yet been identified.

**ff. SR4 Bypass: Widen to 4 Lanes – Laurel Rd to Sand Creek Rd & Sand Creek Rd I/C – Phase 1 (5002 & 5003)**

<b>CCTA Fund Source</b>	Measure J and East Contra Costa Regional Fee and Finance Authority (ECCRFFA)
<b>Lead Agency</b>	CCTA
<b>Project Description</b>	Widen the State Route 4 Bypass from 2 to 4 lanes (2 in each direction) from Laurel Road to Sand Creek Road and construct the Sand Creek Interchange. The interchange will have diamond ramps in all quadrants with the exception of the southwest quadrant.
<b>Current Phase</b>	Construction.

**Project Status**

The majority of earthmoving activities have taken place. The falseworks for the bridge decks for Lone Tree Way, the Sand Creek undercrossing and the San Jose Avenue undercrossing are in place. The decks are scheduled to be poured in December. The abutments for the Sand Creek Bridge are complete. The precast girders were scheduled to be placed at the end of November.

**Issues/Areas of Concern** None.

**gg. SR4 Bypass: Balfour Road Interchange – Phase 1 (5005) - No change from last month**

<b>CCTA Fund Source</b>	East Contra Costa Regional Fee and Finance Authority (ECCRFFA)
<b>Lead Agency</b>	CCTA
<b>Project Description</b>	Construct a single bridge with loop to cross over Balfour Road and connect the Westbound Bypass and ramps in all quadrants.
<b>Current Phase</b>	Design.

**Project Status**

The SR4 Bypass Authority and ECCRFFA requested that CCTA initiate the design work. The Authority approved a Memorandum of Understanding with ECCRFFA at the July 18, 2012 meeting that defined the terms and conditions under which the project is to be managed, engineered and financed. Also at the July 2012 meeting, the Authority approved a contract with Quincy Engineering, Inc., to perform final design services for the project in an amount not-to-exceed \$3,349,000. A project kickoff meeting was held on October 9, 2012 at Caltrans. The Contra Costa Water District is in the process of designing an alignment to relocate a large water line from within the project limits.

**Issues/Areas of Concern**

Because of the slowdown in building in East County, ECCRFFA construction funding for the project is delayed and an alternative construction funding source has not yet been identified.

## 2. Completed Projects

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### SOUTHWEST COUNTY

#### Measure C

- 1104** I-680/Stone Valley Road I/C, 1998
- 1105** I-680/El Cerro Blvd. I/C Ramp Signalization, 1994
- 1106** I-680 Auxiliary Lanes Segments 1 & 3, 2007
- 1107** I-680/Fostoria Way Overcrossing, 1994
- 1600** Moraga Rd. Safety Improvements, 2005
- 1602** Camino Pablo Carpool Lots, 1996
- 1607** Moraga Way at Glorietta Blvd. & Camino Encinas, 2001
- 1608** Moraga Way Safety Improvements, 2002
- 1609** Moraga Way /Ivy Dr. Roadway Improvements, 2004
- 1611** Mt. Diablo Corridor Improvements, 2001
- 1612** Moraga Rd. Corridor Improvements, 2005
- 1621** St. Mary's Rd. – Phase 2, 1999
- 1622** Moraga Rd. Structural & Safety Imp., 2005
- 1624** Bryant Way/Moraga Way Improvements, 2005
- 1625/1625SW** Moraga Way Rehabilitation & Improvements, 2011
- 1711** St. Mary's Rd. Improvements, 1995
- 1715** San Ramon Valley Blvd. Imp. – Phase 1, 1996
- 1716** Stone Valley Rd. Circulation Improvements, 2003
- 1717** Camino Tassajara Circulation Improvements, 2004
- 1718** Crow Canyon Rd. Improvements, 2001
- 1719** Sycamore Valley Rd. Improvements, 2008
- 1720** San Ramon Valley Blvd. Widening – Phase 1, 1997
- 1801** Camino Pablo (San Pablo Dam Corridor), 1996
- 2206** I-680/Sycamore Valley Road Park & Ride, 1998
- 2209** San Ramon Intermodal Transit Facility, 1996



- 3101** Iron Horse Trail – Monument to Alameda County Line, 1994
- 3103** Reliez Valley Road Trail – Phase 2, 2003
- 3106** St. Stephens/Bryant Way Trail, 1998

## **CENTRAL COUNTY**

### **Measure C**

- 1101** I-680/Burnett Ave. Ramps, 1995
- 1103** I-680/North Main Street Bypass, 1996
- 1108** Route 242/Concord Ave. Interchange, 1997
- 1113** Route 242 Widening, 2001
- 1116** I-680 HOV Lanes, 2005
- 1117** I-680/SR4 Interchange, 2009
- 1203** Alhambra Avenue Widening, 2011
- 1205** Taylor Blvd. /Pleasant Hill Rd./Alhambra Rd. Intersection Imp., 2000
- 1209** South Broadway Extension, 1996
- 1210** Monument Blvd./Contra Costa Blvd./ Buskirk Ave. Imp., 1996
- 1215** Geary Rd. Improvements, 2002
- 1217** Bancroft/Hookston Intersection, 2004
- 1218** Buskirk Ave. Improvements, 2005
- 1219** Iron Horse Trail Crossing at Treat Boulevard, 2010
- 1220** Ygnacio Valley Rd. Slide Repair, 2008
- 1221** Contra Costa Blvd Signal Coordination 2009
- 2208** Martinez Intermodal Facility – Phase 1, 2001
- 2208** Martinez Intermodal Facility - Phase 2, 2006
- 2296** Martinez Bay Trail, 2007
- 3102** Walnut Creek Channel to CC Shoreline Trail, 2001

**Measure J**

**8002** I-680 Southbound Carpool Lane Extension (restripe), Nov 2011

**24027** Ygnacio Valley Road Permanent Restoration – Phase 2

**24029** Old Marsh Creek Road Overlay, 2010

**WEST COUNTY**

**Measure C**

**1300** Richmond Parkway, 1996

**1501** SR4 (W) Gap Closure – Phase 1, 2002

**1503** SR4 (W) Willow Ave. Overcrossing, 1996

**2303** Hercules Transit Center, 2009

**Measure J**

**9001** Richmond Parkway Upgrade Study, 2008

**EAST COUNTY**

**Measure C**

**1401** SR4 (E) Willow Pass Grade Lowering, 1995

**1402** SR4 (E) Bailey Rd. Interchange, 1996

**1403** SR4 (E) Bailey Rd. to Railroad Ave., 2001

**2101** BART Extension to Pittsburg/Bay Point, 1996

**3110** Marsh Creek Trail Overcrossing at SR4, 1997

**3112** Big Break Regional Trail, 2010

**Measure J**

**5006** Vasco Road Safety Improvements Project – Phase 1, 2011

**5010** SR4 Bypass: Segments 1 and 3, 2008