

Subject	Caldecott Tunnel Improvement Project (Project 1001): Project Status Report
Summary of Issues	The APC has requested periodic updates on the progress of the Caldecott Tunnel Improvement Project. This item provides an update of the activities completed since the last report in April 2009.
Recommendations	None, for information.
Financial Implications	The construction phase is funded by Measure J, Regional Measure 2 (RM2), American Reinvestment and Recovery Act (ARRA) and Corridor Mobility Improvement Account (CMIA) funds.
Options	N/A
Attachments	None.
Changes from Committee	

Background

The proposed project is to construct a two-lane fourth bore for the Caldecott Tunnel, north of the existing third bore. The Authority, the Alameda County Congestion Management Agency (ACCMA) and Caltrans are working collaboratively to deliver this project.

The following is a summary of progress since the last update in April 2009:

Project Activities & Schedule Update

In April 2009, the CTC approved splitting the project into i) Caldecott Tunnel Construction Contract, ii) Westbound SR 24/Northbound SR13 Ramp Realignment Contract, iii) Kay Street/Broadway Signal Contract and iv) Landscaping Contract.

i) Caldecott Tunnel Contract:

- In spring 2009, the CMIA and STIP-RIP funds programmed for construction were not available. State and Regional ARRA funds were secured to move forward with the construction advertisement.
- With construction funds secured, the construction contract was advertised on May 18, 2009.
- Construction contract bids were opened on September 29, 2009.

Four bids ranging from \$214,877, 675 to \$445,283,215 were received. The lowest bid was from Tutor Saliba Corporation, of Sylmar, California, in the amount of \$214,877,675, which is approximately 20% below the engineer's estimate.

The construction contract was awarded to Tutor Saliba on November 10, 2009. Construction activities are expected to commence in early 2010 and the 4th Bore is expected to be opened to traffic in spring/summer 2013. The remainder of project construction is expected to be complete in spring 2014.

ii) & iii) Westbound SR 24/Northbound SR13 Ramp & Kay Street/Broadway Signal Project Contracts:

- o MTC voted ARRA-Regional funds for construction on April 8, 2009 and FHWA obligated the State ARRA funds on September 23, 2009.
- o The construction contracts were advertised on October 19, 2009.
- o Construction contract bids for the Kay Street “Signal” project were opened on November 18, 2009. Three bids ranging from \$311,412 to \$372,517 were received. The apparent low bid from Ghilotti Brothers, Inc, of San Rafael is approximately 17% below the engineer’s estimate.
- o The Bid Opening date for the “Ramp” project construction contract is December 1, 2009.

iv) Landscape Project Contract:

Project design will be initiated in mid-2013. The construction contract will be advertised in late 2013 and construction activities to begin in early 2014.

Public/Contractor Outreach:

- o Held a bidding contractor site visit on June 15, 2009
- o Held a mandatory outreach to the bidding contractors/small businesses on July 8, 2009
- o Held a community meeting on July 27, 2009 with the Alameda residents and the Fourth Bore Coalition (FBC) members to address construction issues and introduce the Public Information officer (PIO)
- o Continued coordination efforts with the Cities of Oakland and Berkeley to implement settlement agreement provisions
- o Provided project presentations at various City/Town council meetings and to various interested groups.

Project Cost and Funding Update

Cost

As of September 2009, \$54,626,000 of the total \$420,000,000 budget has been expended. The expenditure breakdown is as follows:

<u>Phase</u>	<u>Budget</u>	<u>Expended to Date</u>
Environmental	\$20,500,000	\$19,994,000
Design & R/W Sup	\$33,400,000	\$33,397,000
R/W Capital	\$800,000	\$609,000
Construction Support	\$43,600,000	\$626,000
Construction Capital	\$321,700,000	\$0
TOTAL	\$420,000,000	\$54,626,000

Funding

The total projected cost has been reduced by approximately \$55 million as a result of the low bid received for the tunnel construction contract. The bid savings will be used to augment the construction contingency until construction of all four contracts are complete.