



DATE: October 9, 2017

TO: Transportation Authority of Marin Programming and Projects Executive Committee

FROM: Dianne Steinhauser, Executive Director
Dan Cherrier, Principal Project Delivery Manager

SUBJECT: Budget Increase for the Tam Junction Project (Action), Agenda Item No. 7

RECOMMENDATION:

Support construction cost increases for the Tam Junction Project associated primarily with unanticipated site conditions. Approve additional funding.

BACKGROUND:

Construction work began in late August 2017 on the Tam Junction Bicycle Project. This project will construct Class II bike lanes on both sides of Shoreline from Flamingo Avenue to the existing pathway near the Coyote Creek Bridge. Also, the Class II bike lanes will extend to Helen Avenue along Almonte Avenue and connect to the existing Almonte bike lanes. The project includes drainage improvements at the Almonte and Shoreline intersection to help improve periodic flooding.

The contractor is Ghilotti Brothers of San Rafael based on a low bid of approximately \$440,000. Construction Management is being provided by 4-Leaf from Pleasanton. At the time of award, a Project contingency existed of approximately \$70,000. After award, the State Department of Transportation working as the Federal environmental lead required several unanticipated environmental studies (bird and archaeological), for areas that initially were believed to be outside the impact area of the Project. The time associated with the studies pushed the project in to the nesting season for two bird species and required two new site-specific nesting surveys. These studies along with additional electrical and traffic signal work has led to unanticipated work on the project. The TAM Board approved funds in August for the cost of support – engineering and environmental work- by our consulting team regarding these changes.

DISCUSSION/ANALYSIS:

The Tam Junction area has experienced changes over the last several decades with many utility upgrades and changing businesses in the area. The area is very congested and right of way is scarce. The project had initial challenges in fitting a bike path into the exiting roadway footprint.

Caltrans required that the existing traffic signal at Almonte Blvd and Shoreline Blvd not be modified in any manner. This led to a challenging design that has required conforming to many existing site conditions.

Changes during construction have been made to meet Caltrans requirements onsite while still maintaining the project scope.

Staff had maintained a modest contingency to deal with un-anticipated issues. Unfortunately, the extra design, environmental and electrical work has used the majority of the contingency.

The Project is about 60% complete and several issues have arisen.

1. Caltrans required the new sidewalks to be increased in width after contract award. This change resulted in a new small retaining wall and a new rock slope protection effort.
2. Caltrans required additional environmental monitoring by the contractor and training for all workers. This change occurred after contract award.
3. An ADA ramp was omitted from the approved plans and was added after award.
4. Some plan discrepancies led to the contractor having to modify field elevations for sidewalk and storm drain work elements.
5. A storm drain line had to be relocated due to a gas line conflict.
6. The new storm drain location required two additional catch basins.
7. A fire hydrant relocation requires unanticipated MMWD inspections, a cost to be paid by the project.
8. Signs at a service station require relocation that also involves lighting and electrical service. Unfortunately, these signs were recently installed after the contract was designed and awarded.
9. Project noise has been an issue and mitigation solutions have affected the contractor's scheduling.
10. Additional hours have been required for TAM's construction management / inspector due to the above issues.

The remaining 40% of the work involves pavement grinding – additional manholes that were buried have had to be dug out and raised. In addition, some of the existing pavement delineators (to prevent left turns in to the ARCO Station) installed by the County of Marin are expected to be reused. However, there is a risk of damage during the removal process, and so these may have to be replaced.

FISCAL CONSIDERATION:

This project has a variety of funding sources:

\$48,000 from CMA Planning for Preliminary Engineering;
\$20,000 from TDA Article 3 for Environmental;
\$215,000 from OBAG1 for Environmental, Final Design, and Design Support;
\$80,000 from TFCA for Construction Management;
\$350,000 from TAM Safe Pathways for Construction Capital and Construction Management; and
\$178,000 from Measure A 5% Bonding Reserve for Construction Capital and Right of Way.

The contractor and construction management firm are still determining costs associated with each item listed above. TAM staff will have to negotiate each item before the actual increase can be approved. Staff have estimated the impact of some of the items, but would like to not release that information, so as to not influence the upcoming negotiations. The total magnitude of known and potential project increases is most likely in the range of \$30,000 to \$80,000. The TAM Board and local community have identified this project as crucial for students attending Mill Valley Middle School and Tamalpais High School.

Staff is requesting that the project increases be funded by Safe Pathways. This funding source has been used previously as a source for construction related increases.

NEXT STEPS:

Staff will be meeting with the contractor to negotiate the above items and obtain the best possible pricing in order to limit project increases. The project will continue to be closely monitored to reduce potential future risks. It is anticipated that firm pricing will be obtained on the above items for a requested project budget increase at the October 26 TAM Board meeting. The project is scheduled for completion by the end of October.

ATTACHMENTS: None

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