

Mar Vista Bicycle/Pedestrian Bridge Project
Response to Issues Raised at the March 15th Transportation Policy Workshop

Staff recommends programming \$7.53 million in State Transportation Improvement Program (STIP) funds for the Highway 1 Mar Vista Bicycle/Pedestrian Bridge project. This represents an increase of nearly \$1 million over the previously reported cost of \$6.6 million. In close review of the cost estimates the Highway 1 consultants found an error in the unit costs for the retaining wall used to construct the ramps leading to/from the crossing structure and the cost of asphalt and imported soil or borrow needed to construct the ramps. Correcting the unit costs of these items increased the construction cost estimate approximately \$650,000 which is further escalated with contingency and the multiplier used to estimate the “soft costs” of design engineering and construction management.

Staff continues to recommend funding for the Mar Vista crossing as the highest priority of the 3 bicycle/pedestrian crossings identified as part of the Highway 1 HOV Lane Project. This project provides an important connection between Mar Vista Elementary School, Cabrillo College, and residential neighborhoods. Separating this project from the larger Highway 1 HOV Lane Project and programming funds will improve the chances of early construction and competition for discretionary funding from state or federal sources, promote alternative travel modes, and reduce vehicle trips through the State Park Drive and Park Avenue interchanges, and on Soquel Drive.

As previously noted, Caltrans initially estimated the cost of the Mar Vista Avenue overcrossing at \$2.4 million, as part of the April 2002 Project Study Report (PSR) for widening Highway 1. RTC staff had extensive discussions with Caltrans and Nolte Associates to determine the cause of this cost difference and identified the following contributing reasons:

- The \$7.53 million figure is a “fully burdened” estimate including final design engineering, construction management, and staff oversight, as well as actual construction costs escalated to the midpoint of the year in which the activity is anticipated to take place (for example, construction beginning in September 2011).
- Caltrans cost estimate of \$2.4 million only included construction of the main structure. It did not include the necessary pedestrian/bicycle ramps leading up/down to the overcrossing structure, nor the “soft costs” of design engineering or project management/oversight.
- Caltrans used uniform dimensions for all three of the bike/pedestrian crossings along the corridor to generate rough estimates, not intended for programming construction funds, but to advance the project to the current preliminary design (Project Approval/ Environmental Document (PA/ED)) phase. As part of the PA/ED phase, the Highway 1 consultants have prepared preliminary design plans of the crossing at the proposed location as part of the corridor level design detail.
- The cost of concrete and steel have increased significantly in the period between 2002 and 2007.