



McKinley Street Grade Separation

Ad Hoc Committee Update

August 21, 2019

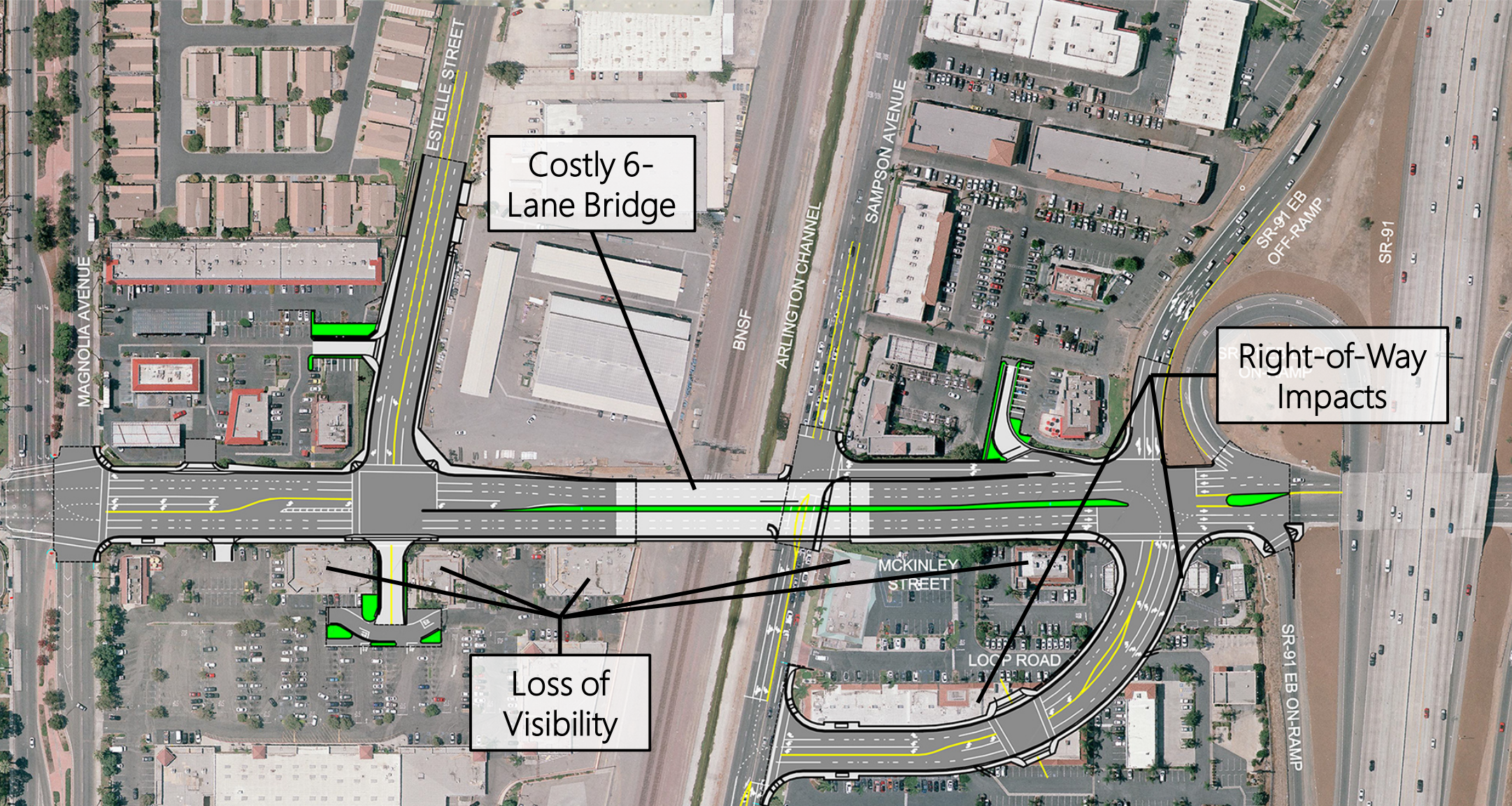
PRESENTATION OUTLINE

- Previous Alternative
- Ad Hoc Committee
 - Key Objectives
 - Peer Review & Value Engineering
- Recommended Alternative
 - Geometrics & Traffic Analyses
 - Cost Savings
- Next Steps

Previous Alternative Overview



Previous Alternative Challenges



Previous Alternative Challenges

- Project Cost

- January 2019 Estimate: \$112M+
- Available Funding: ~\$94M
 - Senate Bill (SB) 132: \$84.45M
 - TDA LTF: \$2.0M
 - WRCOG TUMF: \$1.5M
 - Gas Tax: \$80k
 - Measure A: \$1.0M
 - Railroad Share: \$5.0M (Est.)

Funding Gap



Railroad share is 10% of the cost of a theoretical grade separation pursuant to CFR §646.210, and negotiated via a Construction & Maintenance Agreement (in process)

- Right-of-Way Cost Risk

- 14 Business Relocations
- Loss of Visibility

Business Impacts



Ad Hoc Committee

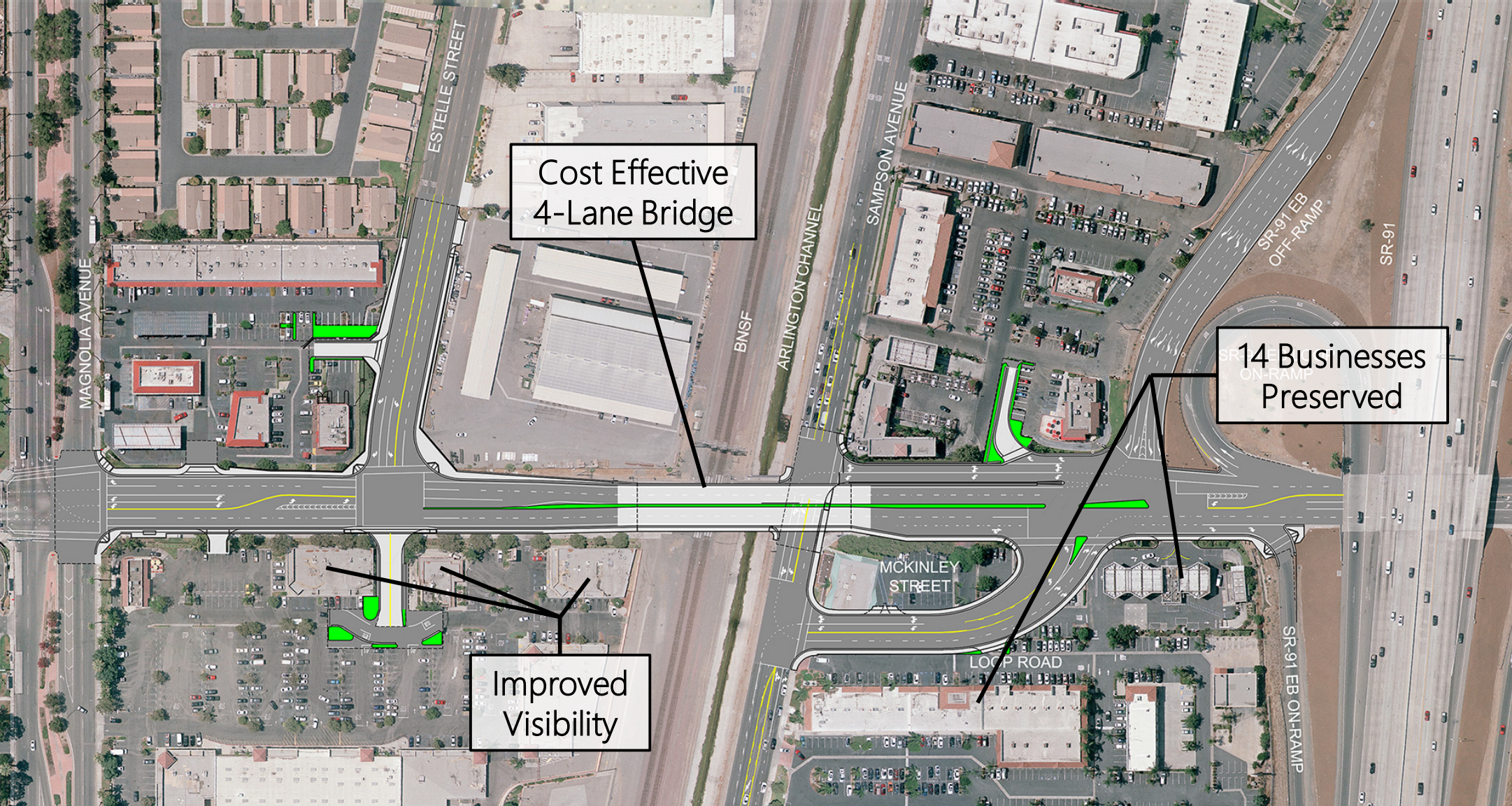
Overview & Key Objectives

- Advisory Council Committee
 - Council Member Jacque Casillas
 - Council Member Wes Speake
- Key Objectives:
 - Establish a Peer Review Team
 - Direct Staff to Conduct a Value Engineering (VE) Workshop
 - Engineering Support Contract Amendment: ~\$63,000
 - Right-of-Way Support Contract Amendment: ~\$17,000
 - Review Recommendations and Provide Direction to Design Team
 - **Reduce Cost & Mitigate Risk**
- Peer Review & Value Engineering Efforts
 - Significant effort consisting of qualified participants that considered screening alternatives, evaluating lane configuration, revisiting traffic analyses, and many other aspects in an effort to reduce cost and to mitigate risk.

Result: New Alternative

- ✓ **Significantly Lower Project Cost**
- ✓ **Decreased Risk**

Recommended Alternative Geometrics



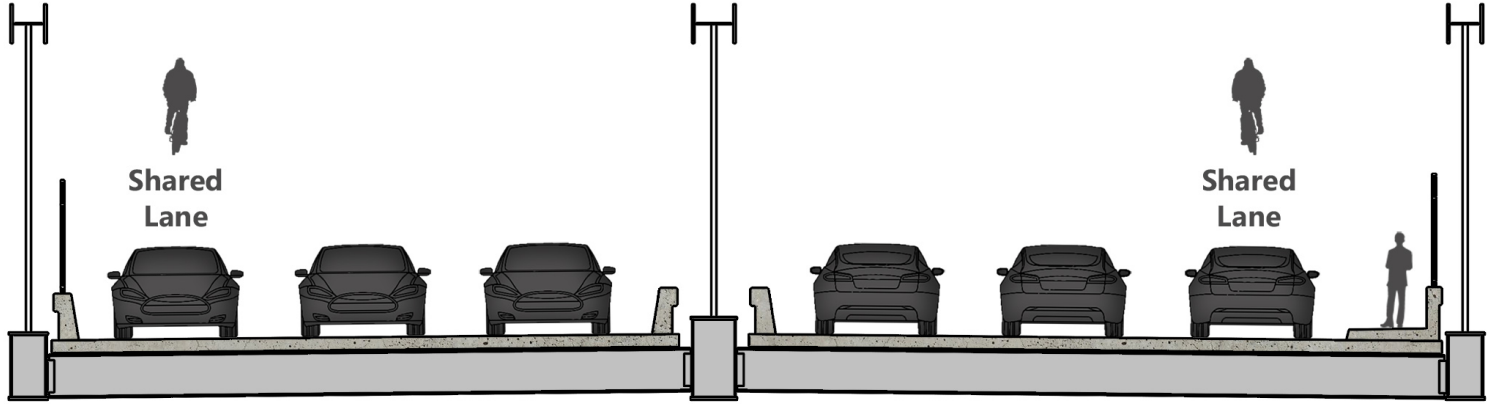
Recommended Alternative

Improved Visibility

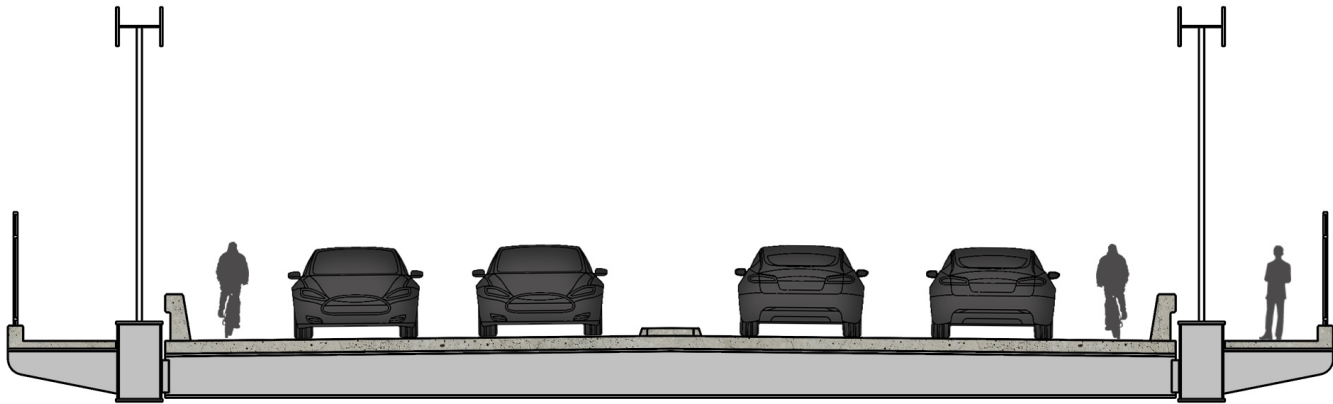


Recommended Alternative

Four-Lane Bridge



PREVIOUS ALTERNATIVE

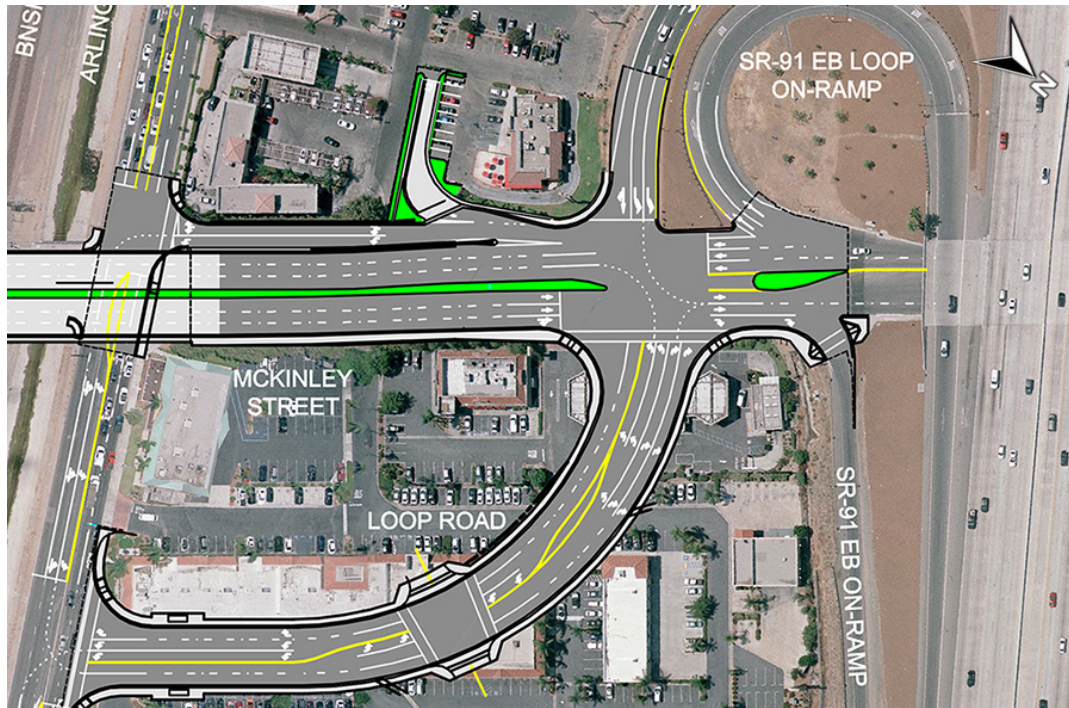


RECOMMENDED ALTERNATIVE

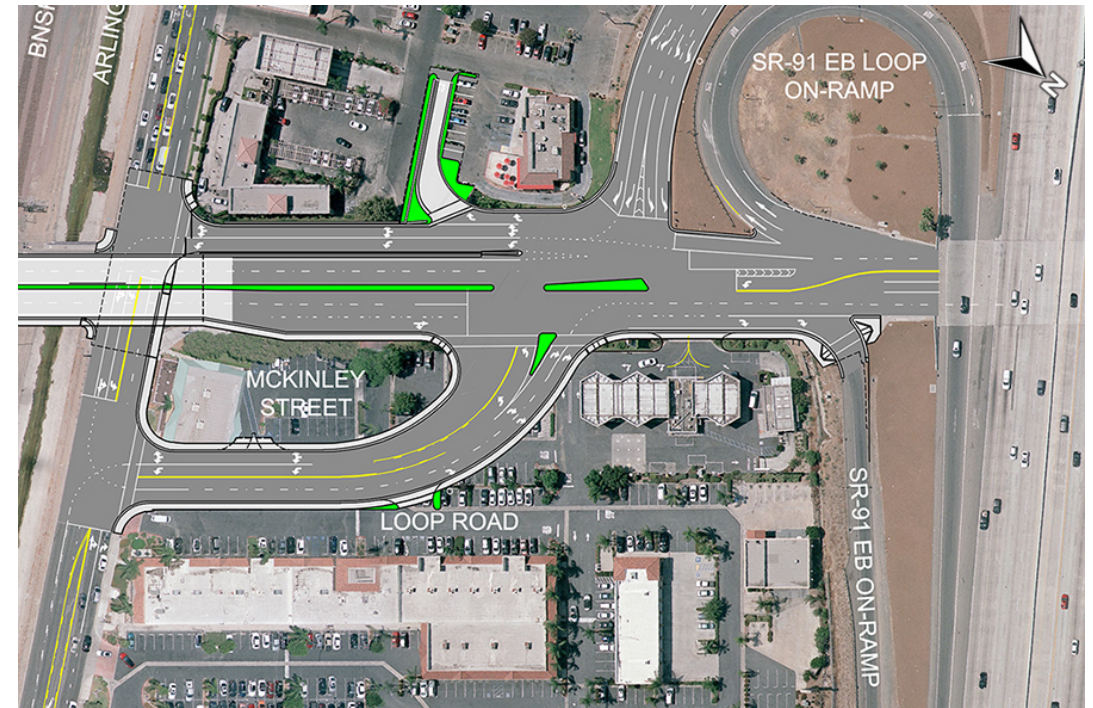
Recommended Alternative

Coordination w/Caltrans

- McKinley / SR-91 Intersection
 - Requires Caltrans Approval
 - Team closely coordinating with Caltrans (with support from RCTC) to approve new geometrics
- Key Consideration: Traffic Analyses



PREVIOUS ALTERNATIVE



RECOMMENDED ALTERNATIVE

Recommended Alternative

Traffic Analyses | AM Peak Hour



Recommended Alternative

Traffic Analyses | *PM Peak Hour*



Cost Savings

Comparison with Previous Alternative

	Previous Alternative	Recommend Alternative
Project Cost Estimate	\$112M+	\$98M
Available Funding	~\$94M	
Budget Surplus/(Deficit)	(\$18M)	(\$4M)
Project Cost Risk	Significant	Nominal

Implementation of Recommended Alternative will result in a project that can be constructed within reasonable budget, less risk, and less impact to local businesses.



Next Steps

- City Council Approval of Ad Hoc Committee Recommended Alternative
- Implement Design Changes
 - Reduce McKinley Street from Six Lanes to Four Lanes
 - Re-Align Loop Road & Continue Coordination w/Caltrans
 - Contract Amendment: ~\$980,000
- Continue Efforts to Seek Additional Funding to Close Funding Gap
 - Small Funding Gap w/Implementation of Ad Hoc Committee Recommended Alternative
- Consider Alternatives to Expedite Critical Path Items to Complete Project by Stipulated Deadline

Next Steps

Stakeholder Coordination & Outreach Efforts

- Public Outreach
 - Design Team's Outreach Consultant (Arellano Associates) to Host Workshop
 - Target: End of September 2019
 - Aesthetic Features of Project
- Property Owner Engagement
 - Continue Working w/Impacted Property Owners, Businesses and Other Stakeholders
- Quarterly Updates to City Council



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