



*Update on  
Silva Valley Parkway  
Interchange  
(SVIC)*

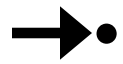
Prepared for the Board of Supervisors  
August 23, 2010

Legistar Item #10-0817

## *Purpose for this Presentation:*

- Provide update on status of Silva Valley Parkway Interchange;
- Receive Board guidance.

# *Agenda*



• Background

- Current Plan
- Next Steps

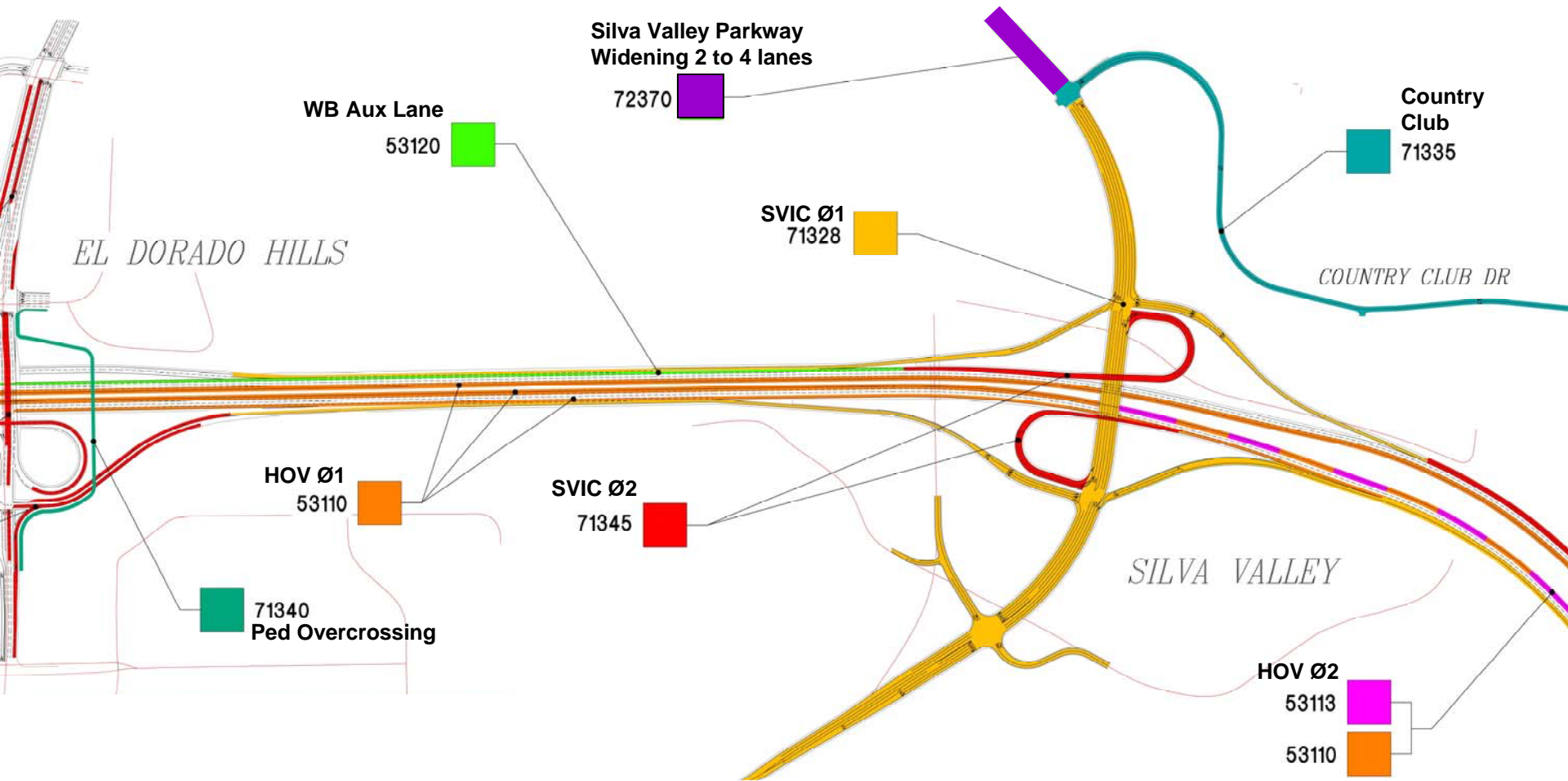
## *On October 5, 2009, DOT provided the Board with an update on SVIC:*

- DOT told the Board that there was not enough money in the Silva Valley Set Aside to design and build the 1<sup>st</sup> phase of SVIC now:
  - \$67.1M estimated to build Country Club, Silva Valley Pkwy, and the Interchange (including the over-crossing but without loop ramps).
  - Silva Valley Set Aside has approximately \$27M.

## *On October 5, 2009, the Board provided DOT with direction on the SVIC:*

- Refresh the environmental document;
- Continue to explore alternatives;
- Complete designs for the Interchange, Country Club, and Silva Valley Parkway;
- Review phasing of improvements to coincide with available funding;
- Work with private partners to minimize costs and accelerate delivery;
- Seek other funding to backfill the shortfall;
- Return to the Board with an update as part of the 2010 Capital Improvement Plan Workshop (or earlier).

# Projects as Planned in October, 2009:



# *Agenda*

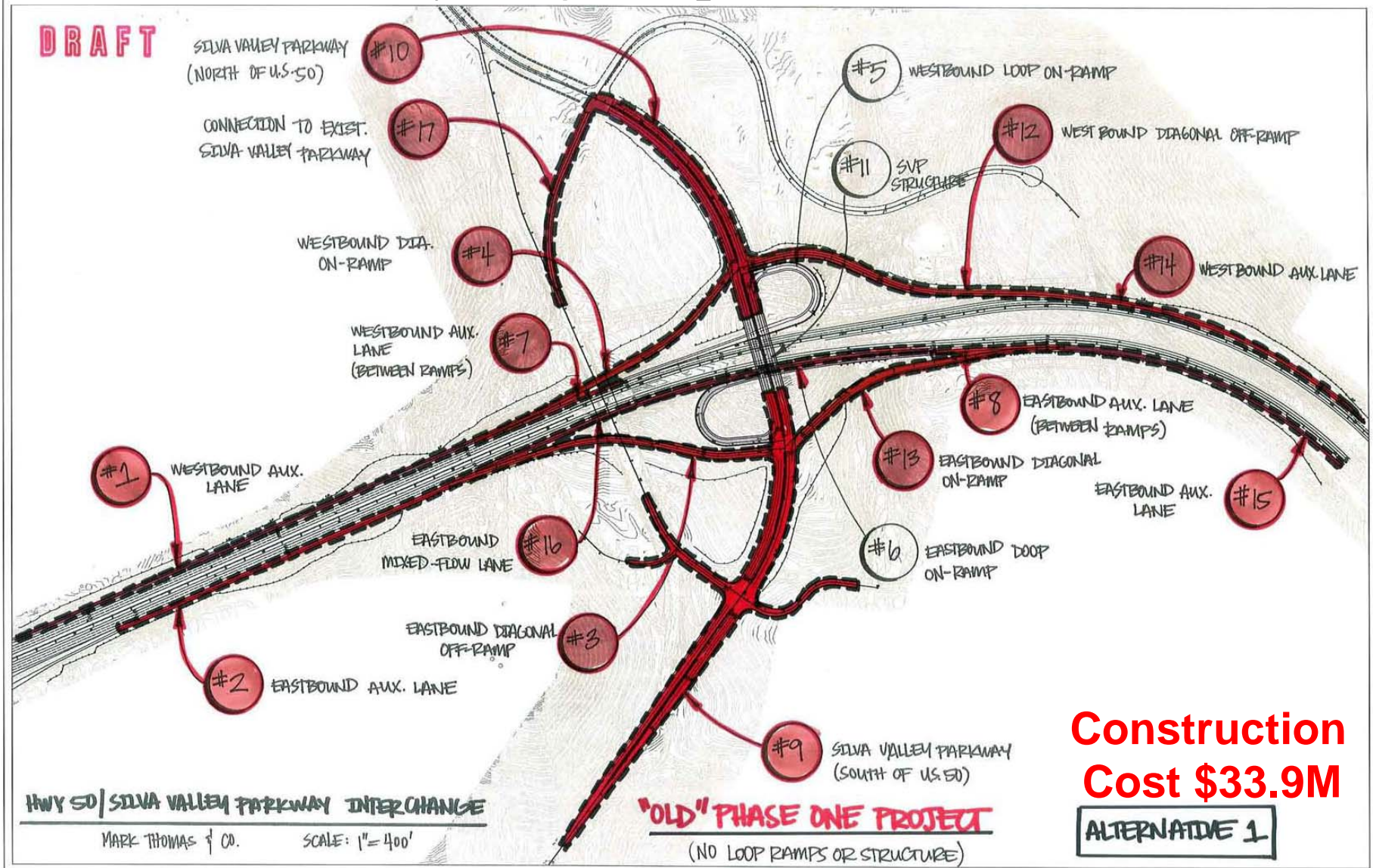
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***DOT and the Developer have developed a plan to advance SVIC as quickly and cost effectively as possible:***

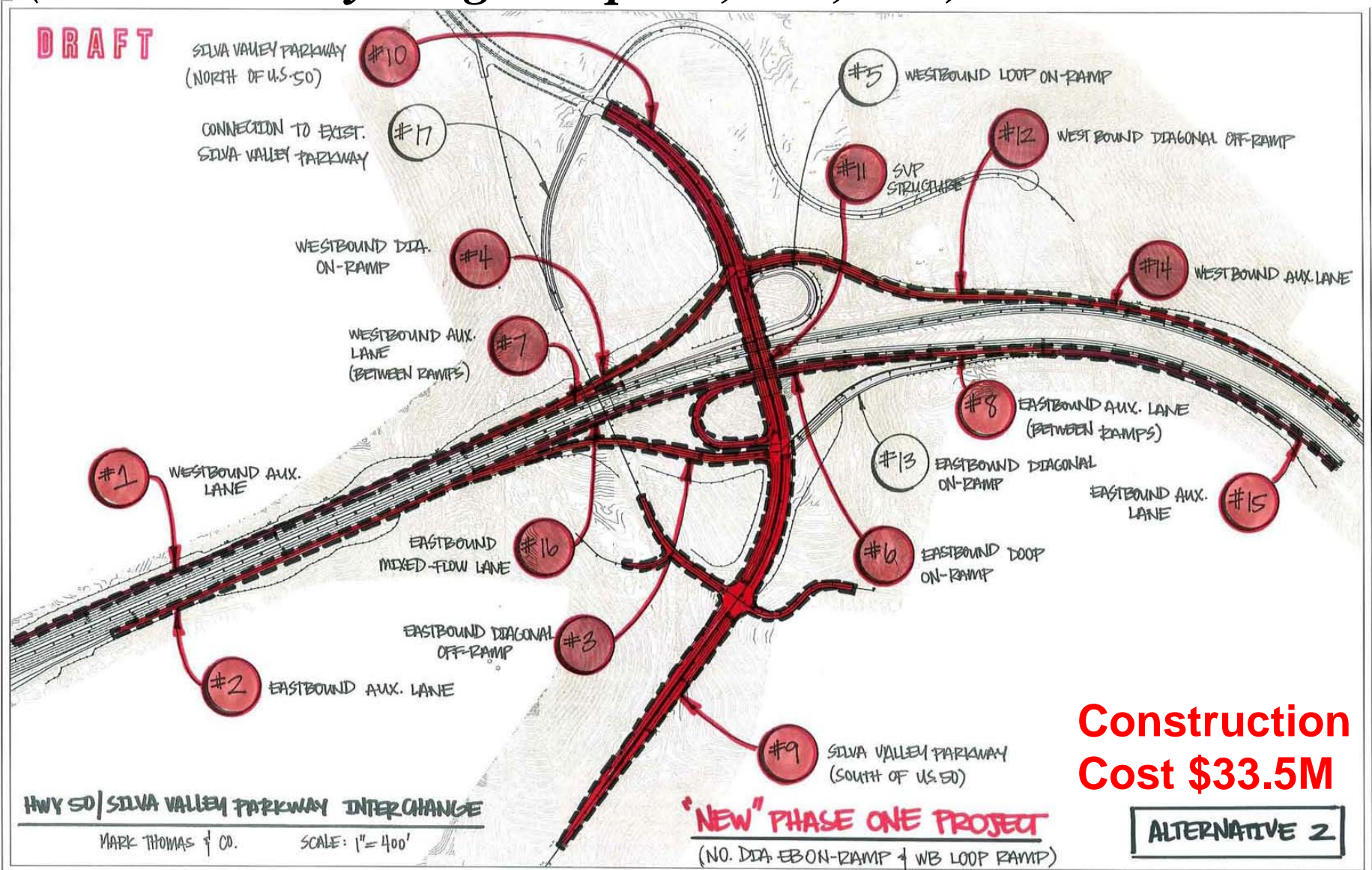
- The Highway 50 over-crossing and eastbound loop on-ramp are now in Phase 1 and the eastbound diagonal on-ramp will be added later in Phase 2:
  - Results in construction of a useable interchange sooner,
  - Approx. same cost as original plan,
  - Conceptual approval by Caltrans (formal agreement pending);
- Tong Rd. realignment will be approx. \$6M instead of \$12M for new Country Club Drive extension.
  - Reducing \$6M from the Interchange Phase 1 project.



# Old Phase 1 Project: West Valley Conditions shown in red (includes everything except #5, #6, #11)



# New Phase 1 Project: Alternative design shown in red (includes everything except #5, #13, #17)



**Construction  
Cost \$33.5M**

**ALTERNATIVE 2**

**"NEW" PHASE ONE PROJECT**  
(NO. DIA. EB ON-RAMP & WB LOOP RAMP)

# *Current Status of SVIC:*

- Initial traffic study complete and approved by Caltrans
  - Alternate phasing traffic study as depicted in previous slide has been prepared;
  - Caltrans currently reviewing.
- The Supplemental EIR process is being advanced.
- Geometric Approval Drawings (GADs) approximately 90% level.
- DOT/Developer have investigated and ruled out the possibility of making this a Design-Build project (instead of a Design-Bid-Build project).
- Additional analysis and coordination are in process to ensure consistency with all current approvals and agreements.

# *The Design-Build Demonstration Program\* does not have sufficient benefits to offset the potential downsides:*

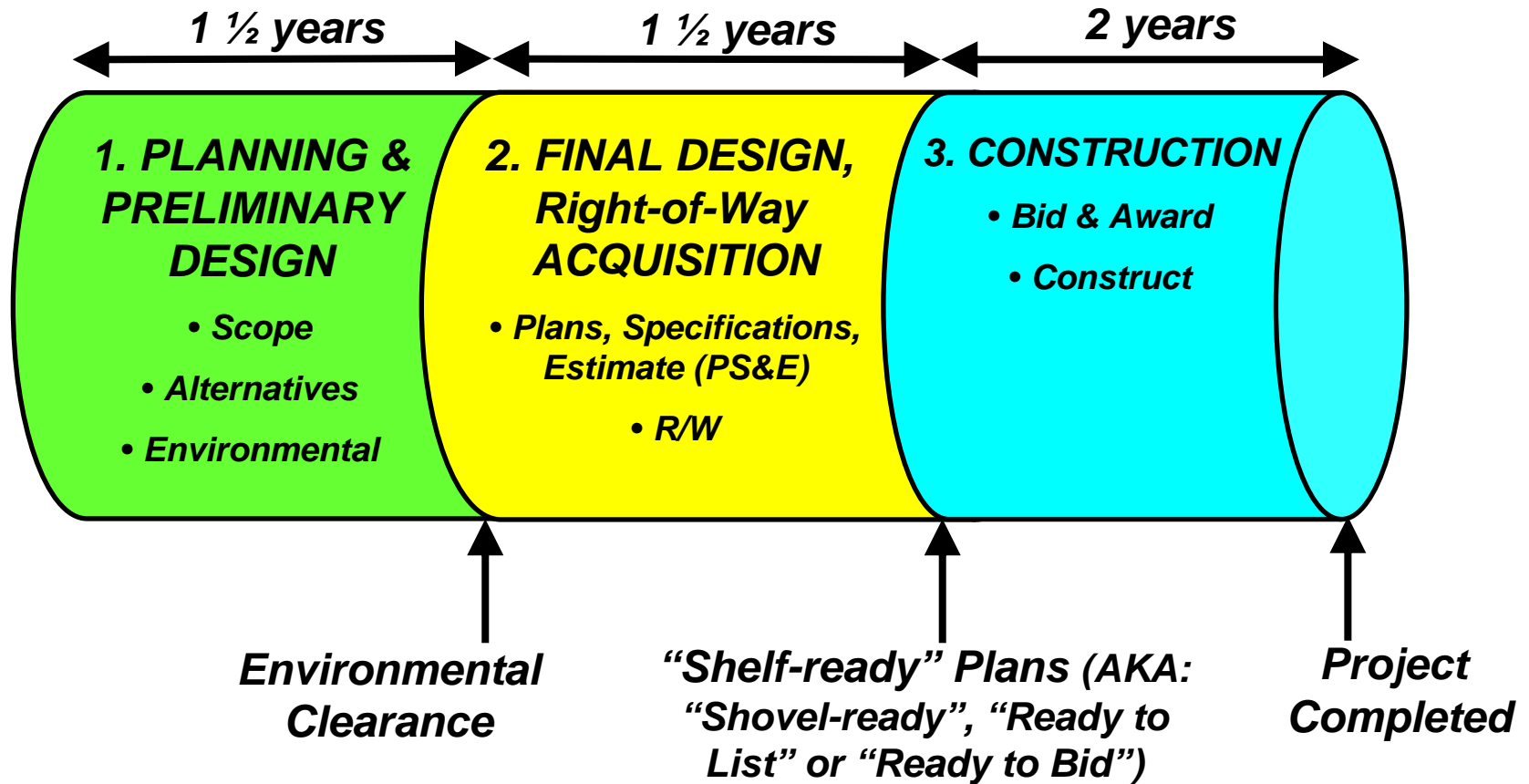
- **PROS:**

- Possible Time savings:
  - 6 months to a year
- Possible Cost savings:
  - Lock in today's prices
  - Minimal design-related change orders
  - Reduces the administrative costs
- Flexibility: Option to revert back to traditional approach
  - If bids come in too high
  - If low contractor interest in Design-Build approach

- **CONS:**

- Pilot program
  - Not yet fully defined
  - Competitive application process for limited projects
- Process may require that Caltrans controls the project
  - Special co-op agreement
  - EDC pays Caltrans
  - Caltrans negotiates claims
- PEGC action (Professional Engineers in California Government)
- Prepare entirely new and untested RFPs, RFQs and contracts
- Could require different project management and payment procedures

# *A new interchange using the typical Design-Bid-Build process would take about 5 years:*



# *Agenda*

- Background
- Current Plan

→ • **Next Steps**

## *Next Steps:*

- Pursuing New Phase I Design and Construction of SVIC
  - Reconcile phasing restructuring,
  - Work with the developer to amend the Developer's funding agreement and conditions of approval as necessary to clarify the desired timing/phasing,
  - Continue the environmental and design processes, recognizing the urgency for completion;
- Environmental Process
  - Investigating a NEPA level document to position future project phases for possible Federal funding;
- Continue to seek additional funding sources for all project phases.