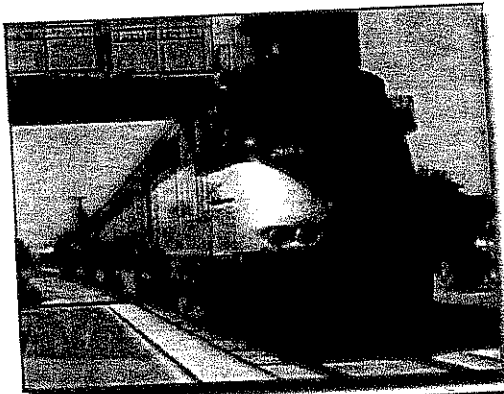




HDR

Value Engineering Report And Recommendations



City of Hercules Intermodal Transit Center

March 30 – April 2, 2010

HDR

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Executive Summary

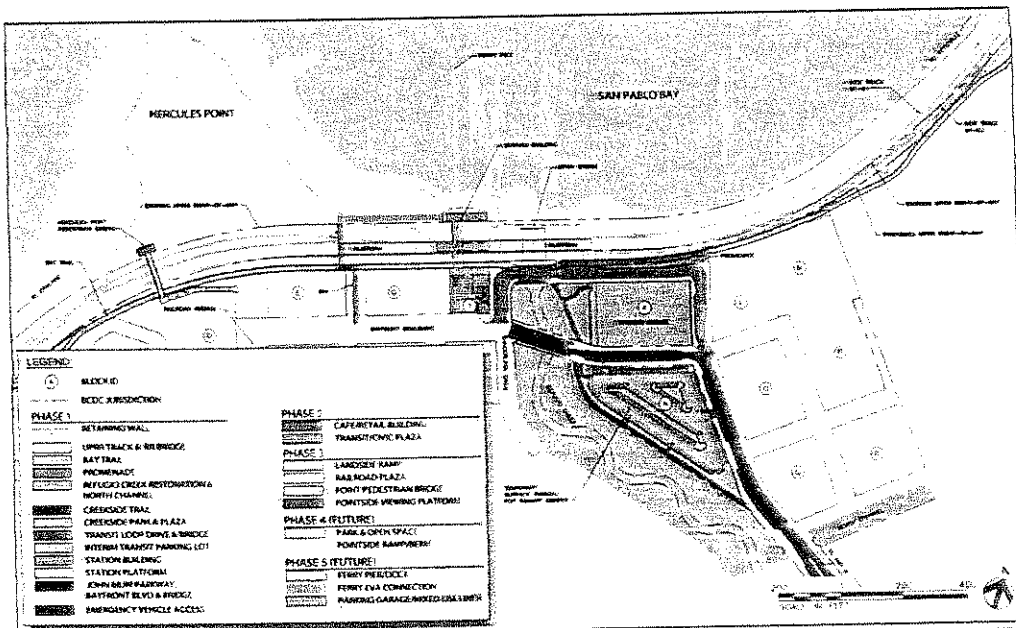
Introduction

This Value Engineering (VE) Study Executive Summary provides an overview of the project, key findings, and the recommendations developed by the VE Team. Detailed documentation and exhibits of the study's analysis are provided in the VE Study Report.

A VE Study, sponsored by the City of Hercules and facilitated by HDR Engineering, Inc., was conducted for the improvements to the Hercules Intermodal Transit Center (ITC) project. The study was conducted with most project packages near 60% design. The design effort is expected to be completed in the fall of 2010. This VE Study was conducted from March 30 – April 2, 2010.

Project Overview

The City of Hercules, California (City) proposes to construct an Intermodal Transit Center, associated rail and roadway improvements, and ancillary facilities at a site adjacent to San Pablo Bay in Contra Costa County. The City is the lead agency for the California Environmental Quality Act. The City intends, in part, to construct this facility with federal funding; therefore, the Federal Transit Administration is acting as the federal lead agency for the project. The City is also coordinating with the Capital Corridor Joint Powers Authority (CCJPA) to provide intercity passenger rail service to the site and the West Contra Costa Transit Authority (WestCAT) to provide bus service connections.



5 - Phasing Plan
Hercules Intermodal Transit Center



The area surrounding the proposed Hercules ITC site is being redeveloped with transit oriented housing and business developments, and the proposed project would improve access to public transit (commuter rail and local buses) for local residents and the greater region. Providing access to public transit is also expected to reduce congestion on the nearby freeways, as well as local arterials.

The Hercules ITC includes grade-separated pedestrian access over the existing Union Pacific Railroad (UPRR) line to a new center island passenger platform. Although train service would be available throughout the day, the facility is expected to be used mainly by commuters traveling throughout the San Francisco Bay area. Train passengers would be able to either walk from nearby residential units, bike along the bicycle path connection that is part of the proposed project, or park their motor vehicles in the parking lot that is part of the proposed project. Transit center patrons would also be able to access the site via public bus service that will be extended to the proposed Hercules Intermodal Transit Center as part of this project.

VE Study Overview

A comprehensive Value Engineering (VE) team was assembled to carefully review the Hercules ITC project (baseline design) in a focused work session developing cost-saving recommendations consistent with the project goals and objectives. The VE Team, led by Ken Smith, PE, Certified Value Specialists and made-up of highly qualified professional engineers and architects, independent from the ITC design team (with the exception of the Project Architect), evaluated project components integral and related to the station construction. The evaluation process generated (73) cost saving ideas for consideration. The VE team followed a structured process (FAST Diagram Method), which evaluated component function and ranked cost saving ideas and ultimately developing a priority final list of (11) recommendations projected to benefit the project and yield significant savings with additional technical analysis. Each recommendation was assigned to the professional with expertise in the subject area to more fully develop the technical basis for the recommendation.

The VE Team Leader prepared a cost model from the baseline cost estimate that was provided by the project team. The models are organized to identify major construction elements or trade categories, the designer's estimated costs, and the percent of total project cost for the significant cost items.

The cost models clearly showed the cost drivers for the project and were used to guide the VE Team during the VE Study. The following conclusions were noted by the VE Team regarding the project costs:

- The train station accounts for 32.3% of the project total
- The retaining walls are 26.6% of the project total
- Realigning the railroad is over 8% of the project
- Relocating the gas line and fiber optic utilities account for almost 8% of the project total.



Table ES-1 Hercules Intermodal Transit Center Cost Model

