Los Gatos Creek Bridge Replacement Project

Agenda Item 8 b
August 3, 2017

Agenda

I. Overview
II. Project Description
III. Project Benefits
IV. Project Construction
   I. Construction Challenges
   II. Construction Status
V. Questions
Overview

Project Location

Located along Caltrain line

- In the City of San Jose
- Bounded by Park Avenue to the north and Interstate 280 to the south
Los Gatos Creek Bridge

- Owned by the Peninsula Corridor Joint Powers Board
  - Maintrack-1 Owned by UPRR
- Exceeded its Life Expectancy
  - Built in 1935
  - Does not meet existing State
  - Has structural deficiencies
  - Southern timber span was damaged by fire
  - Recent Flooding has caused major scour

Project Description
Project Elements

• Demolish existing two-track bridge
• Replace existing bridge with three new single track bridges
  ▪ Meet current safety and seismic codes
  ▪ Include a tail track to maintain rail operations throughout construction
• Build a Retaining Wall
  ▪ Widen Creek Channel
  ▪ Facilitate City of San Jose future bike trail

Project Elements

• Santa Clara Drill Track Relocation
  ▪ Located south of the Santa Clara station
  ▪ Relocates a test track (known as a "drill track") five feet to the west of existing location
  ▪ Enables initial testing of future Electric Multiple Units (EMUs) for the Peninsula Corridor Electrification Project (PCEP),
  ▪ Minimizes the impact to the mainline track and revenue operations during EMU testing
Project Funding

- Project Authority: $35,597,800
- Construction Contract Authority: $17,998,000
  - Contract Awarded in September 2016
  - Contract awarded to DMZ Builders
  - LNTP issued October 2016
  - NTP issued January 2017
  - All Environmental Permits Secured March 2017

Project Funding Partners

- Federal Transit Administration (FTA)
- San Francisco County Transportation Authority (SFCTA)
- Santa Clara Valley Transportation Authority (VTA)
- San Mateo County Transit District (SamTrans)
Project Benefits

• Safe rail operations
• Improves operations at the San Jose Diridon Station
  • Addition of Tail Track
• Enables Testing and Commissioning of EMUs with Minimum impact to the mainline track and revenue operation
Construction Challenges

- Environmental Limitations
- Utilities (PG&E, Fiber Optics, Storm Drain)
- Limited Access
- Unforeseen Conditions
  - flooding, rain days, high water level, creek banks/slopes scour, boulders 10 ft deep, PTC Fiber Relocation
Environmental Limitations

• In-Creek Work:
  ▪ Limited to June through October (Creek Window)
  ▪ Requires special measures to protect creek habitat and species

• Construction:
  ▪ Will take one creek season
  ▪ Perform in-creek work from June to October
  ▪ Other work outside window

Environmental Limitations

Construction Phases

• Phase I – Pre June 15 Work
  ▪ Staging, fencing, access roads, signal work
  ▪ Tail Track abutment work
  ▪ Retaining wall work

• Phase II – June 15 through Oct 15 (Dry Season Window)
  ▪ Tail track bridge construction
  ▪ Existing bridge demolition,
  ▪ new Main Track 1 & 2 bridge construction

• Phase III – Post Oct 15 Work
  ▪ Main Track 1 & 2 track and signal work
Utilities

PG&E Overhead

Fiber Optic Bridge Attachments

Utilities

Storm Drain Relocation
Limited Access

Unforeseen Conditions
Unforeseen Conditions

Creek Water Diversion & Fish Relocation
Multi-party Coordination

Additional Coordination with
• JPB Operations
• UPRR & VTA Operations

Construction Status
Construction Status

- Tail Track Abutments and Bents Complete
- Retaining Wall 1 and 2 Complete
- Tail Track Bridge Girders Installation Complete
- Tail Track in Service – 2nd week of August
- MT-1 & MT-2 Bridge Demo – 3rd week of August
- New MT-1 & MT-2 Bridge & Tracks Construction Completion – Dec 2017

Questions