Guadalupe River Bridge Replacement Project

Public Information Meeting

December 10th, 2020
Meeting Logistics

- All participants are muted.
- Opportunity for questions and comments will be provided at the end of the presentation.
- Recording of the presentation and slides will be available after the meeting on the project website: www.caltrain.com/guadalupebridge
- Para miembros del público de habla hispana, responderemos preguntas en español al final de la reunión.
Project Team Introductions

- Gia Daniller-Katz, Public Outreach Consultant
- Ryan McCauley, Caltrain Community Affairs
- Hilda Lafebre, Caltrain Environmental Manager
- Gary Fleming, Caltrain Project Manager
- Leo Tidd, WSP- Environmental Consultant
- Adrian Gunderson, HDR- Design Consultant
Agenda

1. Project Team Introductions
2. Project Location
3. Purpose and Need for the Project
4. Project Description
5. Project Cost and Funding
6. Environmental Review Process
7. Environmental Impacts and Mitigation
8. Public Review Period
9. Questions and Comments
Project Area

- Guadalupe River Rail Bridges are located in an area bounded by Virginia St. to the north, Mclellan Ave. to the east, Willow St. to the south, and SR-87 to the west.
Existing Condition

- Two bridges over Guadalupe River in San Jose:
  - 1935 (MT-1) wooden trestle, steel, and concrete bridge
  - 1990 (MT-2) concrete bridge
- Each bridge carries one track
Existing MT-1 Bridge
Existing MT-2 Bridge
Purpose and Need for the Project

- The purpose of the project is to address the structural deficiencies of the MT-1 bridge and the geomorphic instability of the Guadalupe River channel in the vicinity of the MT-1 and MT-2 bridges to provide for long-term public safety and service reliability.
Need for MT-1 Bridge Replacement

- Deteriorating structural condition of 1935 trestle exacerbated by bank failures and fire

- Structure does not meet seismic criteria or railroad standards
Need for MT-1 and MT-2 Bridge Extensions

- Bridges are located in an area of high erosion and bank failure during storm events (multiple emergency repairs required).

- The high flow velocity and associated bank failures during storm events threaten the integrity of the bridges. Widening the channel and extending the bridges will reduce flow velocity and erosion.
Reoccurring Bank Failures
Temporary Bank Stabilization Measures
Project Description

- Independent transportation/safety project
- Replace MT-1 with new longer bridge (265 feet)
- Extend MT-2 by 90 feet at southern end
- Channel widening to reduce scour and risk to bridge structures
- Design is compatible with potential additional channel widening in the future by Valley Water (Upper Guadalupe River Flood Control Project, Reach 7)
Existing Reach 6 Bypass Channel

Southern Limit of Reach 6

Approx. Location of Caltrain Bridges in background
MT-1 Bridge Replacement

PROPOSED TOP OF RAIL PROFILE MT1

NORTH TO SAN JOSE

IDE FACE OF BACKWALL
GED MT1 STA 2544+59.63

LOW) ELEV 118.69
(LOW) ELEV 118.06
HAZE

FACE TO FACE OF BACKWALLS 265”-1” MEASURED ALONG Q. BRIDGE

54’-10 1/2”
63° SINGLE CELL BOX GIRDER

110’-0 1/2”
88” DECK PLATE GIRDER (DPO) SPAN w/ CIP CONCRETE DECK
BRIDGE GRADE = +0.140%

100-YR WSE ELEV: 98.0
HANDRAIL

INSIDE FACE OF PROPOSED MT1 ST.

DIMENSIONS @ Q

FUTURE 55”-0”

NEW EXI 11”

EXP

CIP CONCRETE ABUTMENT CAP
2 ~ 5’-0” DIA CIDH PILES

BENT 2

APPROX OG

2 ~ 5’-0” DIA CIP COLUMNS AT BENTS, TYP

RIPRIP SLOPE PROTECTION, TBD

CHWM ELEV: 92.0
(E) PIER 7
TO BE REMOVED

1:5

BENT 3

APPROX FG

2 - 8”-0” DIA CIDH PILES AT BENTS TVD

BENT 4

ABUT 5
(FUTURE BENT 5)

Caltrain
MT-2 Bridge Extension
Construction Approach

- Approximate construction duration of two years and is anticipated to start in 2022
- Dewatering (diversion of river in pipes under work area) is required
- In-channel work is limited to June 15-October 15 work window to protect special-status fish species
Construction Sequence

- Year 1 - Demolish MT-1 Bridge, Construct replacement MT-1 bridge (all rail service on MT-2), channel grading.
- Year 2 - Extend southern end of MT-2, complete channel grading and riparian habitat restoration measures (all rail service on the new MT-1 bridge)
Construction Access and Storage Areas
## Project Schedule

<table>
<thead>
<tr>
<th>Milestone</th>
<th>Date</th>
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<tbody>
<tr>
<td>Environmental Review Process (CEQA and NEPA)</td>
<td>Summer 2021</td>
</tr>
<tr>
<td>Final Design and Permitting</td>
<td>Winter 2021</td>
</tr>
<tr>
<td>Project Bid Award</td>
<td>Spring 2022</td>
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<tr>
<td>Construction</td>
<td>Spring 2022- Summer 2024</td>
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Project Cost and Funding

- Estimated construction cost is $33 million
- Funding sources include:
  - Federal (FTA)- 80%
  - State and Local- 20%
Environmental Review Process

- National Environmental Policy Act (NEPA)- Federal Transit Administration (FTA) is lead agency
- California Environmental Quality Act (CEQA)- Peninsula Corridor Joint Powers Board/ Caltrain is the lead agency
- CEQA Draft Initial Study/Mitigated Negative Declaration is available for public review until December 21, 2020
- Caltrain will respond to comments received and release final CEQA document in early 2021
## Environmental Impacts and Mitigation

<table>
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<tr>
<th>Key Issue</th>
<th>Mitigation Measures</th>
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<tr>
<td>Temporary Construction Noise and Air Emissions/Dust (nearest residence approx. 225 feet from MT-1)</td>
<td>Idling restrictions, use of newer equipment, construction noise mitigation plan (including temporary construction noise barriers or shrouds), construction air quality best management practices. Community outreach program to notify residences of unavoidable nightwork.</td>
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<tr>
<td>Special-Status fish species (federal Endangered Species Act threatened steelhead)</td>
<td>Dewatering limited to time period when steelhead are unlikely to be present. Fish relocation and biological monitoring. Construction stormwater runoff prevention and control measures.</td>
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<td>Wetlands/Riparian Habitat</td>
<td>Habitat Mitigation and Monitoring Plan to identify details of restoration of native riparian vegetation. Replacement tree mitigation (3:1 for native ordinance trees, 1:1 for nonnative) Widened channel reduces erosion risks, which will benefit aquatic habitat in the long-term.</td>
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For more details, refer to the Draft IS/MND available at: www.caltrain.com/guadalupebridge
Public Outreach

- Efforts to notify the public of this meeting and the availability of the Draft IS/MND included the following:
  - Postcard mailing to addresses within ¼ mile of project
  - Newspaper notices (Mercury News and El Observador)
  - Notification of community groups
  - Project website, email address and contact phone number
Public Review Period

- Draft Initial Study and Mitigated Negative Declaration available for review
  - Download from: www.caltrain.com/guadalupebridge
- Comment Period: November 20, 2020 - December 21, 2020
- Comment by email to: guadalupe@caltrain.com
- Mail comments to: Caltrain/Attn: Guadalupe River Bridge Comments, 1250 San Carlos Ave. San Carlos, CA 94070-1306
Questions and Comments

- To make a comment or ask a question:
  - Use the raise hand function in Zoom
  - Type using Q&A option
  - On phone press *9