

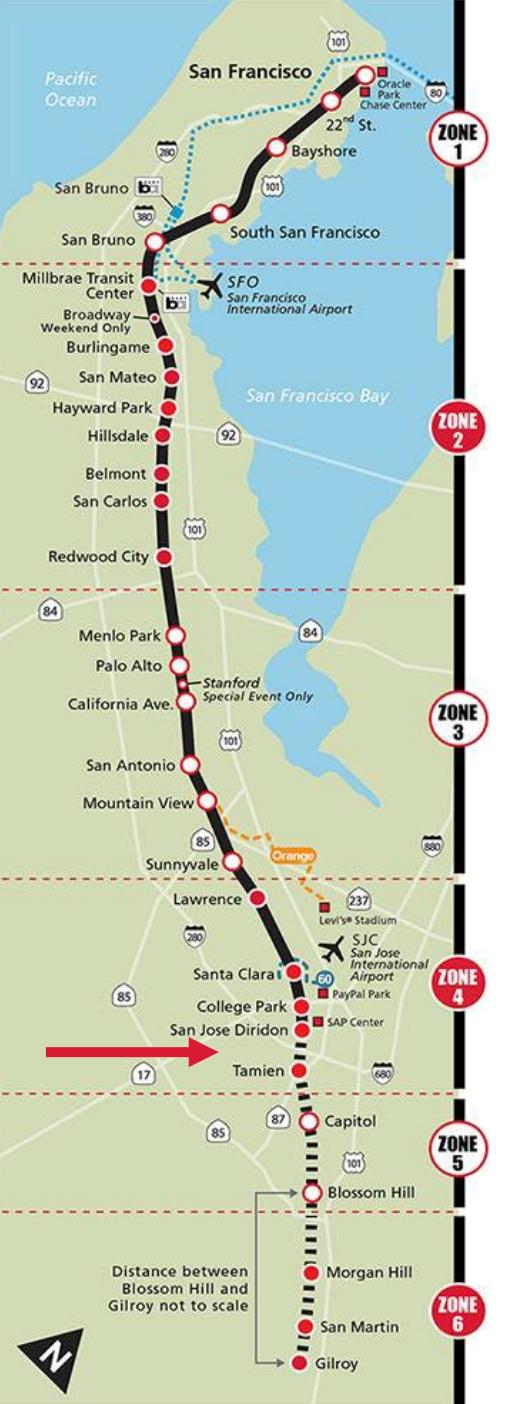
Guadalupe River Bridge Replacement Project Update

**JPB Board Meeting
February 5, 2026**



Guadalupe River Bridge Project Overview

Critical Safety Project



- The Guadalupe Bridge serves as a **gateway to the Peninsula for Transit and Freight**.
- When both tracks were in operation, approximately 16,200 trains (Caltrain, Union Pacific, Amtrak and ACE) traveled across the bridges yearly.
- Annually, thousands of people and significant resources carried by freight depend on these bridges.
- Today, only one bridge is operational. The project will replace the Northbound bridge (MT1) and extend and seismically upgrade Southbound bridge (MT2)

Project Updates

Project Updates

- **On Schedule / Within Budget**
- Completed First Dry Season as of Oct 20, 2025
- Continued First Wet Season work despite significant rain events in December
 - MT1 Pier 4, Abutments 5 & 1 Construction
 - Installation of MT1 Bridge Spans 1, 3 and 4
- Updated HMMP On-Site Design Plans to incorporate Permit Agencies comments
- 55,257 construction job-hours through the month of December, no OSHA reportable incidents.
- Complete off-site Hicks Restoration Compensatory Mitigation 60% Design
- Held Monthly and Quarterly Status Meeting with the Permit Agencies
- Resume Diridon – Tamien Train Service effective January 31.



Project Status – Construction



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Project Schedule & Key Milestones

Major Milestones	Re-Baseline Date	Forecast Date
2025 Dry Season Mobilization	06/15/2025	06/15/2025A
Interim Milestone 1 (Completion of MT1 Steel Girder)	09/27/2025	09/25/2025A
2025-2026 Wet Season (outside of river channel) • MT1 Foundation and Super Structure • MT2 Pier 4 Work	01/23/2026	01/23/2026
2026 Dry Season—Milestone 2 (All in-channel work) • MT1 Deck & Finishes • MT2 Seismic work and Finishes	10/15/2026	10/15/2026
2026-2027 Wet Season-Complete Final Planting — On-Site Mitigation	02/09/2027	02/09/2027
Substantial Completion	03/03/2027	03/03/2027
Completion of Off-Site Mitigation	12/27/2027	12/27/2027



Project Budget & Estimated Cost at Completion (EAC)

Description of Work	Re-Baseline Budget	Current Budget	Cost This Month	Cost To Date	Estimate To Complete	Estimate At Completion
	(A)	(B)	(C)	(D)	(E)	(F) = (D) + (E)
Walsh Construction Contract	\$89,787,026	\$89,787,026	\$1,418,845	\$53,238,158	\$36,548,868	\$89,787,026
Design (0-100%) & DSDC	\$7,588,875	\$7,588,875	\$64,761	\$6,461,121	\$1,127,754	\$7,588,875
Environmental Support	\$26,374,097	\$26,374,098	\$292,170	\$8,582,204	\$17,791,894	\$26,374,098
Management Oversight & Support (Incl. TASI & BusBridge)	\$40,015,353	\$40,015,353	\$841,318	\$23,703,117	\$16,312,235	\$40,015,352
Contingency	\$7,624,247	\$7,624,247	\$0	\$0	\$7,624,247	\$7,624,247
Grand Total	\$171,389,598	\$171,389,598	\$2,617,095	\$91,984,601	\$79,404,997	\$171,389,598

Incentives	Budgeted (A)	Awarded (B)	Projected Remaining to Award (C)	Projected Balance Remaining (D)=(A)-(B)-(C)
<u>Interim Milestone</u>				
Install Steel Girders on MT1 Span 2	\$540,000	\$420,000	\$0	\$120,000
In-Channel Work	\$540,000	\$0	\$540,000	\$540,000
Total Contract Incentive	\$1,080,000	\$420,000	\$540,000	\$660,000



Project Contingency Draw

- \$0 drawn from Project Contingency
- \$154K actual drawn from Contractor Risk Pool
- Pending approval of \$1.57 million risk allowance as of December.

Risk Allowance Pool Category	Risk Amount	Executed to Date	Remaining Balance
Differing Site Conditions	\$390,750	\$47,291.86	\$343,458.14
Bird Deterrent Mitigation	\$250,000	\$0	\$250,000
Permit Requirements	\$1,000,000	\$40,291.86	\$959,708.14
Track Access Impacts	\$360,000	\$0	\$360,000
Water Management	\$250,000	\$0	\$250,000
Warehouse Storage	\$297,000	\$66,924.96	\$230,075.04
Isolation Casings	\$600,000	\$0	\$600,000
Phytophthora Management	\$750,000	\$0	\$750,000
Contingency	\$102,250	\$0	\$102,250
Total	\$4,000,000	\$154,508.68	\$3,845,492



Top Project Risks and Mitigations

- Lessons Learned from the First Dry Season
 - Cofferdams seal issue, additional ATS, dewater pumps
- Different Site Conditions (unanticipated hazardous materials, or existing foundations differ from record information, subsurface or structural conditions)
 - Performing advanced sampling; investigation, Potholing to uncover utility conflicts.
- Bird Nesting
 - Bird deterrents are installed on bridge structures to prevent nesting.
 - Removal of trees
- Unpredictable Water or weather conditions
 - River Diversion and Temp Sheet pile for wet season work designs incorporate appropriate capacities to handle expected water levels
 - Limited work hours and clean ups
- Delay Approval of HMMP



Project Modification for 2026 Dry Season Construction

1. Additional Access Road
 - Access from Willow Rd.
 - Completely located within JPB ROW
2. Extended Work Hours during Dry Season.
3. Early Pruning in Floodplain Starting April.
4. Use of Sandbags instead of Gravel Bags.
5. Start of Site Prep on June 1st.



Staff will be preparing a CEQA Addendum to evaluate these modifications. An analysis will be provided to FTA for their NEPA determination.



Upcoming Activities

1. Continued MT1 Bridge Construction
 - Superstructure construction
2. Continued Winterization & housekeeping measures.

Later in the wet season:

1. MT2 pier 4 retrofit construction.
2. River Diversion pipe installation behind sheet piles to prepare for 2026 Dry Season.



Questions?

FOR MORE INFORMATION

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