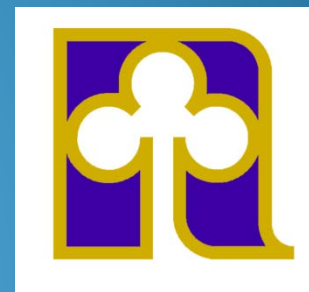


Central Avenue Railroad Overpass City of Newark

Business Opportunities and Networking Event
Friday, March 30, 2018



Project Location

- Central Avenue, approximately 350 feet northeast of Sycamore Street to 100 feet west of Morton Avenue
- Portions of Sycamore Street and Morton Avenue for grade changes
- Signalized intersections at Sycamore Street and Filbert Street



FIGURE 2 - PROJECT LOCATION MAP

CENTRAL AVENUE OVERHEAD PROJECT
NEWARK, CALIFORNIA



Project Need

- Central Avenue - four-lane arterial with about 15,400 ADT
- By-pass route for SR-84 and I-880 in the Dumbarton Corridor Area
- 15-20 Passenger Trains
- 20 + Freight Trains
- UPRR Switching Yard to south
- Typically 40 delays on a daily basis
- Few accidents, no fatalities
- No grade separation structures along UPRR north-south line
- Significant public safety concern and high priority in City's General Plan



Project Description



- Geotechnical Conditions
- Four(4)-lane, Seven(7)-span Overhead Structure with California wide-flange girders (precast, prestressed concrete girders)
- Bridge will have variable width to accommodate four travel lanes, Class II bike lanes, sidewalks
- Railroad span – 149 feet; adjacent spans 132 feet each
- Total bridge length 942 feet
- Remaining project length will be lightweight fill with MSE retaining walls and over-excavation of 5 to 6 feet - total project length about 2000 feet
- Intersection tie-ins at Sycamore Street and Morton Avenue
- Driveway connections
- Traffic Signals at Sycamore Street and Filbert Street

Project Schedule/Estimate

Schedule

- Currently under design – 35% plans
- Coordinating utility relocations and private property impacts
- Completion of design – December 2018
- Right-of-way Acquisition – February 2019
- Utility Relocation – June 2019
- Advertise for Construction – June 2019
- Construction Start – Fall 2019
- Approximate 12-14 month construction period

Current Cost Estimate

- Construction cost estimated at \$29.3M
- 2000 Measure B Funds: \$16M; 2014 TEP (Measure BB)

Project Contracting Needs

Prime Contractor:

Heavy Civil Engineering Contractor with bridge and retaining wall experience

Subcontracting Needs:

- Foundation Drilling (large diameter CIDH concrete piles)
- Steel Reinforcing Bars
- Prestressed Concrete California Wide-Flange Girders (Precast)
- Precast MSE Retaining Wall Panels (Precast)
- Light-weight cellular concrete backfill (behind MSE walls)



Subcontracting Needs (cont.)

Additional Subcontractors:

- Concrete Barriers
- Fencing/Tubular Steel Posts and Hand Rails
- Joint Seal Assembly
- Earthwork/Roadway (Excavation, AC, AB)
- Trucking
- Ready Mix Concrete
- Concrete Pumping
- Crane Services
- Traffic Signals/Street Lighting
- Traffic Control for Temporary Signals and Detours
- Roadway Striping
- Drainage and Stormwater Treatment



Additional Project Information

Soren Fajeau, P.E.
Public Works Director
City of Newark
(510) 578-4286
soren.fajeau@newark.org

