



SFMTA

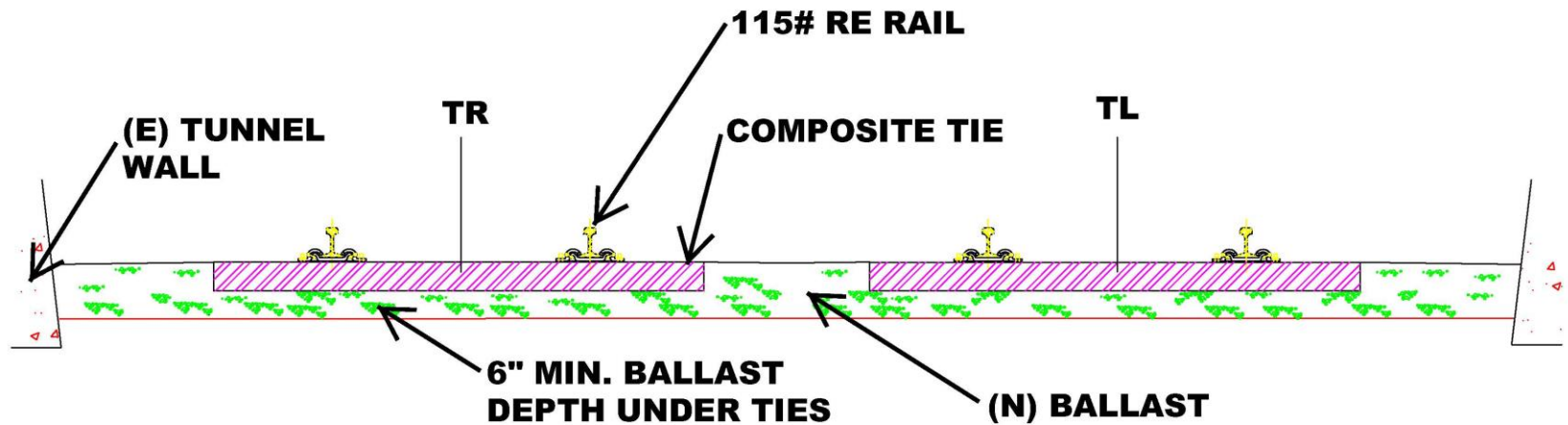
Eureka Construction Update

Roger Nguyen
SFMTA Subway Task Force
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Project Details

- On November 30, 2020, construction began inside the tunnel at Eureka Curve – the underground area on Market Street between Diamond & Collingwood streets
- Anticipated completion date: February 2021
- Project scope: stabilize the trackway at Eureka Curves
- Work includes:
 - Replacement of the track ballast
 - Build track to new alignment
 - Modify the drainage system

Cross Section of Ballast Trackway



Project Complexities

1. Relatively short period to perform work including site investigations, design, develop technical specifications, construction methodology and outreach plan
2. Limited construction duration, site access (Eureka Portals), and winter time construction - This required intense and creative thinking with the contractor for successful project delivery
3. Specialty equipment and material needed to be advanced
4. A matrix organizational structure supported the fast-paced nature of the project
5. Developing a real partnership and establish sincere working relationship with the contractor was key to achieve objectives

Community Outreach

To support project delivery and communication, SFMTA staff conducted outreach to both Castro and West Portal merchants and notified stakeholders within the project area



Starting **Monday, November 30, 2020**, the subway tunnel will undergo a major replacement and upgrade of its infrastructure to improve the reliability of train service and minimize future maintenance needs.

Planned work includes replacement of the overhead catenary system (OCS) splice connectors, overhead lines, track fasteners, rails, switch machine, trackway adjustment throughout the tunnel, rail grinding, installation of new subway lights and several trackway and OCS tests.

Work is planned for approximately three months through February 2021.

Construction Hours: 7:30 a.m. - 8:00 p.m. Monday to Saturday; hours are subject to change based on construction needs.

No night work in the public right of way and will be limited to within the tunnel.

What to Expect:

Traffic and parking impact

- One lane street closure in each direction on Market Street between Diamond and Castro Street during active construction hours (Mon. to Sat; 7:30 a.m. - 8 p.m.)
- Parking will be temporarily restricted on Market Street between Diamond and Castro Street.
- No access to Market Street from Collingwood Street. Local access from 18th Street will be provided.
- Material and equipment staging on both sides of Market Street between Diamond and Collingwood Street.
- Heavy equipment will enter through West Portal Station tunnel most morning for about an hour. We do not anticipate any parking impacts near the West Portal Station.

Stay Connected and Stay Informed on all project updates by subscribing to our project email by visiting [SFMTA.com/EurekaCurve](https://www.sfmta.com/EurekaCurve). For more information, contact Public Information Officer, Jerri Diep at jerri.diep@sfmta.com or 415.646.2382.

- Ongoing communication with District Supervisors Mandelman and Yee's office
- Door to door fliers to neighbors
- Emails, blog post, and dedicated project webpage
- Meetings with Castro & West Portal Merchant associations
- Presentations to the Transportation Work Group
- Ongoing outreach throughout the project duration

☎ 311 Free language assistance / 免費語言協助 / Ayuda gratis con el idioma / Бесплатная помощь с языком / Trợ giúp thông dịch miễn phí / Assistenza linguistica gratuita / 無料の通訳サービス / Utvung tung pars sa wating Filipino / 免費 24 小時 / 24시간 무료 상담 서비스 / 24시간 무료 상담 서비스 / خط المساعدة المجاني على الرقم 311



[SFMTA.com/EurekaCurve](https://www.sfmta.com/EurekaCurve)

Site Investigation



Deliverables Prior to Construction

1. Construction sequence and staging plan
2. Traffic control plan
3. Safety plan for workers and equipment in the tunnel
4. Environmental test and monitoring plan
5. Quality control plan
6. Traction power de-energization plan
7. Subway track occupation plan to minimize impacts among subway projects

Old Material Under Ties

(mostly fines below the top 2 inch layer)



Heavy Equipment Delivery



Removal of Existing Trackwork



Surveyors Establishing Control Points



Removal of Ties

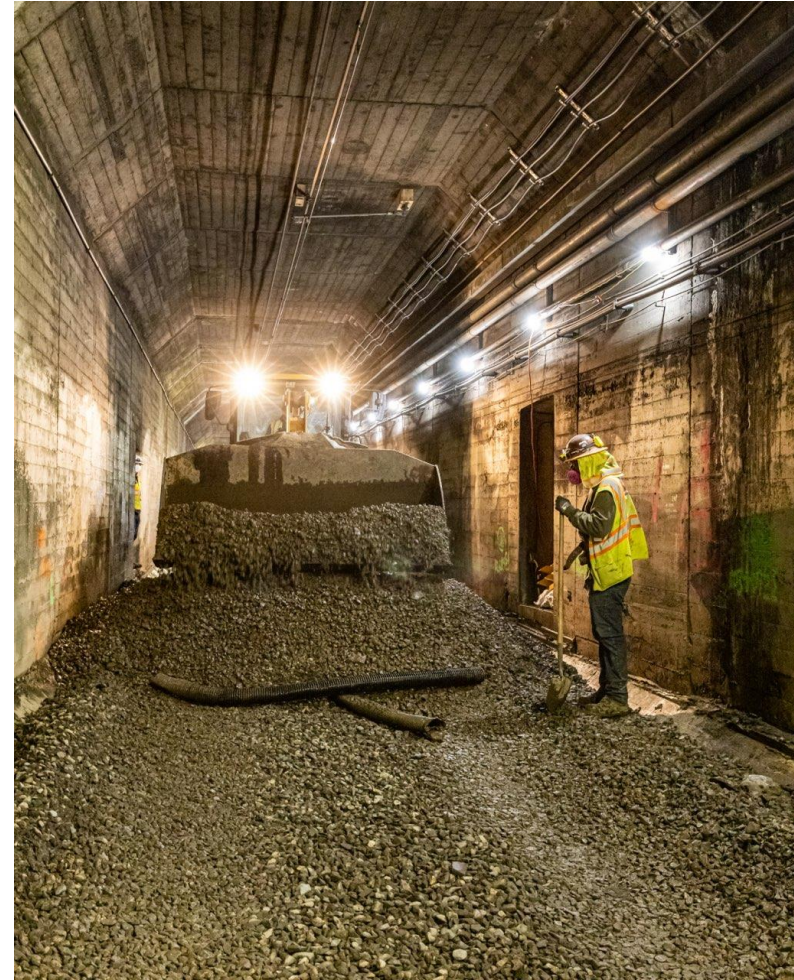
(Labor intensive task to unscrew fasteners)



Tie Removal – 728 on TL & 724 on TR (Each was individually labelled)



Removal of Old Ballast Material



Original 100 Year Subway Floor (Cleared and Power Washed)



Re-installing Ties

(After placement of initial ballast layer)



Placing Rails on Ties (Rail welding)



Fastening Rail to Ties



View from Divider Wall to Eureka



Old Ballast (Left) vs New Ballast (Right)





Thank you