



Date: October 27, 2015
To: Dan Landon, NCTC
From: Becky Bucar, Engineering Manager
Subject: SR 89 Mousehole Pedestrian and Bicycle Improvement Project

The State Route 89 Mousehole Bicycle and Pedestrian Improvement project will construct a pedestrian/bicycle railroad undercrossing and connecting trails east of the existing SR 89 Mousehole tunnel in Truckee, California. The trail will extend from Deerfield Drive in Truckee, California to the north to West River Street in Placer County to the south.

The Truckee Town Council awarded the construction contract to Gordon N. Ball, Inc. on September 23, 2014 for a contract amount of \$7,870,230 and a contingency budget of 10% or \$787,000.

Construction Management

Approximately 80% of the work has been completed (on a cost basis). To date, 90 submittals and 31 Requests for Information have been received from Gordon N. Ball, most of which have been reviewed and returned (only 3 submittals are outstanding). Six change orders have been approved resulting in a \$20,800 (0.3%) net decrease in the contract amount. Of note, change order #6 was a Value Engineering Cost Proposal in which the contractor and Town shared in costs savings associated with alternative portal shoring method. This change order resulted in a cost savings to the project equal to approximately \$45,000.

Construction Activities

Construction activities are summarized below:

- Retaining Walls: All retaining walls (#1, #2, and #3) have been completed.
- Tunnel Box: During the first week of September the subcontractor, Drill Tech, set up the hydraulic jacking equipment and tested it by pushing the tunnel box to the face of the embankment. On Sept. 9th, they began the jack and bore operation. It took 6 days of around the clock work to complete the jack and bore. On September 14th, the box was in its final position and on the 15th the contact grouting began, which injected grout through grout holes in the tunnel to fill any remaining voids. The grouting was finished on September 21. On September 22, the ground freezing subcontractor, Soil Freeze, turned off the freezing plant and began to dismantle their equipment.

Once the contact grouting was complete, GNB began removing the cutting edge and demolishing the front part of the concrete box in preparation for the construction of the north portal.

- **Jacking Slab and Backstop:** As the jacking is complete, the backstop has been removed.
- **Portals:** The north portal wall face and wing walls are complete and ready to be backfilled. The south portal facing wall has been poured and the wing walls will be poured next week.
- The contractor continues to work on the project as long as the weather allows, but the project will not be completed until 2016.

Union Pacific Railroad Coordination

Monitoring survey was performed continuously during the jack and bore and grouting operations. At no time during the jack and bore operation or contact grouting was there any significant movement of the UPRR track. At the end of the contact grouting, the monitoring survey went to once per week.

There is no longer a need for a railroad flagger on site because operations are not occurring near or under the tracks. In addition, the Union Pacific Railroad has reviewed and returned all five of the major submittals that have been sent to them. While some of the submittals were returned with comments, none of the outstanding issues are considered significant.

Please contact Becky Bucar at (530) 582-2932 or bbucar@townoftruckee.com if you have any questions.