



Downtown Diridon Community Working Group Meeting

Date of Meeting: December 1, 2015 (4:00 p.m. to 6:00 p.m.)

Attendees:

Members in Attendance: Alan Williams, Bert Weaver, Adina Levin, Scott Knies, Deborah Arant, Bruce Friesen, Jim Goddard, Laura Tolhoff

Members not in Attendance: Eyedin Zonobi, Derrik Seaver, Charisse Lebron

Other Speaker Attendees: Erica Roecks (VTA), Jim Ortbal (CSJ), Tom Fitzwater (VTA), Michael Lehnert (HMM)

Project Team in Attendance: Leyla Hedayat (VTA), Brent Pearse (VTA), Kevin Kurimoto (VTA), Rosalynn Hughey (CSJ), Jessica Zenk (CSJ), Ray Salvano (CSJ), Eileen Goodwin (Apex)

Project Team not in Attendance: Michael Brilliot (CSJ)

Location: San Jose Chamber of Commerce, 101 W. Santa Clara Street, San Jose CA

Summary:

The Meeting agenda included:

- Welcome and Introductions
- Follow up items – Facilitator
- New Starts Project Development and Schedule Update – VTA Staff
- Construction Methods and Approach – Project Team
- Next Steps – VTA staff
- Review Action Items and Next Meeting Date (February 9, 2016 4 p.m.-6 p.m.) – Facilitator

Key Issues/Comments/Questions:

Comment/Question	Response
Follow up items	
None noted	
New Starts Project Development and Schedule Update	
Please explain what you mean by “envelope”	BART Phase I environmental document cleared a tighter right-of-way line that the

	Phase II effort is looking at. The VTA wants to be able to be flexible with the Contractor and transparent with the community on the limits of the potential impacts so we're clearing a larger footprint. This is a lesson learned from Phase I.
Construction Methods and Approach – Construction of Tunnels	
How does this presentation compare to the one delivered to the CWG's in 2007?	The team has more information now and the construction methods have evolved. The presentation has been updated to reflect this latest thinking.
Will there still be flooding concerns? That was an issue highlighted before.	More information now. We can have Mike address ground water and flooding as part of this PowerPoint.
How do these construction methods compare to Central Subway project in San Francisco?	These machines and methods in the presentation are similar to those being used at the Central Subway project.
How much progress can be made in a day with the tunnel boring machine?	About 50' a day is standard. One 5' ring an hour when things go well for a typical 10 hour work day.
Can the two tunnels be bored simultaneously?	They can but at this point it will be up to the contractor to decide how many tunnel boring machines to use at the same time—could be one, two, four or even eight.
Is there a reason not to work around the clock?	Even when the crews work around the clock they still need to stop the machines for maintenance. The contractor will determine what schedules that will use to run the boring machines.
Will these machines get stuck like the one in Seattle?	That Seattle machine is much larger than the ones VTA is planning to use for the BART project. The soils are different in Seattle as well. It is not likely that the VTA project will have the same issues.
What is a conditioning agent?	A conditioning agent is a biodegradable soap-like agent making the muck the consistency of toothpaste that allows the boring machine to shape and transport the soil more easily onto the conveyor belt.
Does the contractor "break through" between the tunnels for the cross passages?	Yes. They will support and reinforce the break through locations.
Do the cross passages delay forward progression of the machine?	No. They are often cut in after the tunnels are complete.

Will the muck come out at only the portals or will they pull much out of the station boxes too?	That will be up to the contractor and how the work is staged. Could be both areas.
How much extra soil will there be and where will it go?	The soil range quantities will be in the environmental document. Where it gets hauled to will vary. If it is toxic, then it can only go to special sites. Regular soil could go a variety of places and that would be up to the contractor to determine. Some of the soil may even be reused on the project.
Will there be a constant flow of trucks?	The Contractor will determine how to stage the hauls. The muck generally needs to dry out prior to hauling away. There may be days with heavy truck traffic other days with fewer trucks depending on site activities. The cities will require the contractor to use only designated City truck routes.
Can the CWG get a map of where the proposed cross passages are along the alignment?	The environmental documents have plans showing where the cross passages are expected to go. However, the cross passage locations could be updated in the new environmental document. Here is the link to the most current version from the 2010 Final Environmental Impact Statement: http://www.vta.org/bart/finaleis2010 Appendix C - SVRTP Alternative Plan and Profiles (Phase II alignment begins on Figure C-9 on page 12)
Is there some ability to adjust cross passage locations?	There is some ability to adjust but code and safety factors limit a lot of adjustment.
Explain the timing of the grouting relative to the cross passages.	Grouting would be done in advance of the excavation however that is up to the contractor.
Does the disposal of toxic soil cost more and has this been taken into account in the project budget?	Yes and yes.
In the Central Subway project one of the cross passages turned into a sink hole.	VTA will be talking to the team behind that project to get lessons learned from them to avoid a similar situation on the BART project.
Construction Methods and Approach – Construction of Typical Cut and Cover	

Stations	
Will this project be utilizing one contract or bid in packages?	VTA has not determined that yet. VTA will decide the method of delivery by Fall 2017.
Is cut and cover only at the stations?	No the mid-tunnel vent structures will also be constructed using cut and cover methods, although smaller in size and scope. Cut and cover will also be implemented at portal locations to the tunnel.
When the downtown streets are put back in will there be efficiencies and upgrades to complete streets or be replaced in kind?	VTA is replacing in kind for the most part but the City of San Jose and VTA are looking at opportunities to make upgrades where there is budget to do so and it makes sense.
Is slide 32 a plan or an illustrative?	An illustrative.
If it is possible to get synergy between the City and VTA on finished condition upgrades—that would be desired.	Comment noted.
What about Diridon pedestrian flow during construction? That is important there are a lot of users.	The contractor will need to provide safe access for pedestrians as part of the project plans and permits.
What is the duration of the closure of Santa Clara Street as the station gets built?	There is no standard time it takes to build a station box. It varies by project. The range of closure will be included in the environmental document in the Construction chapter and more precise information will be developed during final engineering.
What is your recommendation Mike for the type of construction method to build the station walls? Is the preferred method Slurry Walls or Deep Soil Mix (DSM)?	The Project Team recommended slurry walls at 65% design as the best method because at the time, they could go deeper with this type of construction than DSM. When the contract is released in the future, the technologies could possibly have changed and the recommendation could change as well.
Why give the contractor the option?	Construction methods have improved for both types of construction. Contractor flexibility is desired when possible. There may be a recommendation in the actual bid documents requiring one type of method but the environmental document is clearing both types for added flexibility.
What is the superior technique in your opinion?	Slurry (at the time of the last environmental document), but both could

	work, which is why VTA is clearing both.
Can this topic come back at a future date with more information regarding cost, durations, impacts etc.	Yes, once more is known additional information could be presented to the CWG on this topic of construction techniques.
Does the tunnel boring machine get dragged through the station box?	Yes, it could be but that would be up to the contractor to decide.
Would the LRT be suspended over the cut and cover for the station box?	Yes, that was looked at as an option. VTA has looked at a plan to build a LRT bridge over the cut and cover. It would be able to place the tracks on beams and support them. But details are to be refined should that station location be chosen.
What is the duration of the phases of construction?	It varies, details and ranges will be listed in environmental document.
If you clear more right-of-way what would stop the contractor from using it?	It is a balancing act that VTA and the Project Team are continuously evaluating. Clearing a larger 'envelope' doesn't ensure the space is used or purchased.
Would the "optimizing downtown rail" effort you describe be covered in the environmental document?	No that would be covered in a separate environmental document and planning process once a strategy is determined. An update on this project could be presented to the CWG at a later date.
Will Caltrain be able to operate as the Diridon and Santa Clara stations are built?	Yes, that is the plan.
BRT example of business assistance: will VTA be helping the businesses impacted by the BART project?	The VTA Board adopted the current business assistance program for the Alum Rock BRT project only. VTA staff is benchmarking outreach programs and will be bringing best practices information to the CWGs and the VTA Board.
When will art and place making elements be determined?	VTA works with the cities on the art program and the architectural elements. Keep in mind the elements need to be able to be maintained.
Given the long timeline, why hasn't VTA looked at a mined station?	VTA has looked at mined stations on multiple occasions in the last decade. There is higher risk due to soft ground and water. Costs, schedule and risk were determined to be higher for this type of construction.
Construction Methods and Approach – Underground Stations ~ Utilities & Station Specifics	
Who is responsible for utility relocation?	Both VTA and the utility owners.

Is there an opportunity for retail? BART is moving toward activating the stations with more retail? Will VTA do this too? Does VTA need to use BART criteria?	VTA wants the station areas to be active. VTA and BART coordinate regarding all aspects of the project including lessons learned at other BART stations. VTA is looking at generating revenues at the stations as you know from the financial presentations, so it is likely that VTA will have retail in the stations.
Explain slide 44 detail.	Done.
Could there be a different crossover track area? Is VTA only looking at clearing one area? The location identified is impactful and disruptive.	VTA has analyzed the cross over location and no other location options will be in the environmental document. The cross over location identified is the optimum location for ongoing operations of the system. Operations and Maintenance costs are very important factors as well as construction impacts.
What if BART has a Phase III and the Phase II stops at Diridon, is this still the location for the crossover.	The VTA Board direction and the New Starts application supports a Phase II project with four stations and a maintenance facility.
VTA should do a better job of explaining the reasons behind the crossover track location and the tie to the Operations and Maintenance.	Comment noted. The project team will work on this information and bring it back to the CWG.
The project seems to be impacting the proposed Tramwell Crow development at Diridon. Can you explain?	The VTA, City and developer have been meeting to coordinate the proposal and the BART project. The development project has been informed of the BART project's requirements to not impact tunnel design. VTA will continue to coordinate with the developer.
Is Tramwell Crow going to have to wait until after BART is built?	No they are planning construction in 2017.
Construction Methods and Approach – Construction Staging Areas (CSAs), Vent Structures and Newhall Yard Maintenance Facility	
Will the excavation for cut and cover at Diridon be covered for all of the area or only the streets?	The temporary decking will be on Cahill, Montgomery, and Autumn Streets only.
Will the construction of the vent structure at Santa Clara/13 th impact both sides of the street?	Yes, but the construction area will be about 50' so the impacts should not be too great.
It would be good to have retail in front of the vent structure.	Comment noted.

Do stations get constructed first before the tunnel boring machine (TBM) arrives?	Not necessarily, the contractor will determined construction order. At a minimum, the Support of Excavation (SOE) end walls need to be installed before the tunnel boring machine can travel through.
For utilities do you have information regard short term and ultimate utility relocations?	Yes.
Will there be transfers and detours of transverse utilities?	There will be temporary relocations and/or bypasses.
Will the utilities be managed when they're put back together? Merging utilities in a master plan would be desired.	There is a BART standard for minimum separation from top of structure to the utilities. VTA is researching utility relocation from other projects
If the clearance envelope is building to building, how do you deal with historic buildings with basements?	VTA has taken into account the historic buildings, the foundation types, the soil conditions etc. Projects like the BART project can and have been built near existing historic structures successfully. The contractor and the project team will need to take care and monitor the buildings and the techniques involved.
Look in the EIR scoping comments at the many suggestions to bring BART under the Caltrain tracks for better interface and more room at the Diridon station.	Comment noted.
LRT should be improved downtown. VTA should be improving access at Diridon.	The Diridon Intermodal Study previously mentioned with this group will prioritize which connections need to be made seamless. Not all connections will be high priorities.
Is there anything in writing about the Diridon Intermodal Study?	Yes, the scope is being drafted and we can share with the CWG when it is available.
The BART footprint seems to go all the way the Los Gatos Creek.	The footprint goes over in that direction because that is where systems facilities will be located.
Can the creek and the Diridon station be tied together better?	VTA will be doing an access planning study next summer and those kinds of trails and connections will be looked at and shared with the City so they can incorporate them into their plans and budgets.
Can the systems facilities go elsewhere? Seems like next to the creek is a less than ideal location.	VTA looked a variety of locations and this was determined to be the best location.

Could the muck be used to help restore the wetlands?	Comment noted. Interesting concept.
Will the research currently being gathered on construction techniques be included in the environmental document?	VTA is not planning to – VTA is clearing the most conservative and is hoping to optimize everything.
Is VTA surveying utilities before the contractor comes on board?	Yes, VTA is looking at best practices.
When will the next E&Y financial information be available?	We will send a link to E&Y materials when they are available.

Follow-Up Items:

- Put PowerPoint animation on line
- Provide link to current placement of cross passages – see link provided above
- Add to CWG work plan more discussion about cut and cover construction technique options, more information regarding cost, durations, and impacts when they are better known
- Provide more information that determined the optimal location of the cross over track
- Provide the scope for VTA’s Diridon Intermodal Study to the CWG when available
- Send link to E&Y materials when available

Prepared by: Eileen Goodwin, Apex Strategies

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