

# LOS PEÑASQUITOS LAGOON BRIDGES REPLACEMENT PROJECT

## FACT SHEET

**TOTAL COST**

\$31 million

**COMPLETION**

2017



**The Project**

The Los Peñasquitos Lagoon Bridges Replacement Project, located in the City of San Diego, will replace four aging, single-track, wooden trestle railway bridges with modern concrete bridges to maintain compliance with Federal Railroad Administration (FRA) standards and meet current/future demand for intercity, commuter, and freight rail services.

The bridge replacement project is consistent with the SANDAG 2050 Regional Transportation Plan and its goal of improving the transportation system to further enhance quality of life, promote sustainability, and offer more travel choices. The lagoon bridges will not be double tracked as part of this project.

**The Need**

The Los Peñasquitos Lagoon rail bridges were built between the 1910s and 1930s and have aged beyond the average operating life of 75 years. The bridges require frequent and costly maintenance by the North County Transit District (NCTD), making replacement the

most cost-effective solution. The new bridges will provide more efficient passenger and freight service which is critical to attracting transit riders and ensuring that goods move efficiently to and from San Diego.

Portions of the San Diego coastal rail corridor were built more than 125 years ago. Every day, more than 70 trains, including the NCTD COASTER, Amtrak Pacific Surfliner, and BNSF Railway freight trains travel this corridor.

The project is a critical part of a larger effort to improve rail infrastructure along the 351-mile Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail corridor. This coastal corridor is the second-busiest intercity passenger rail line in the United States. Additionally, the corridor is the only viable freight rail link between San Diego and the rest of the nation.

**Project Status**

The bridge design was developed by NCTD and permitted by state and federal resource agencies between 2010 and 2012. Construction is scheduled to begin in 2015 and last approximately two years.

*(Continued on reverse)*



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***New Construction Method to Lessen Noise.*** During work on the bridges, nearby residences and businesses along the lagoon can expect to hear intermittent construction noise. Some of the work on the bridges will be conducted during Absolute Work Windows (AWWs). AWWs are select weekends where all rail service is temporarily suspended so construction crews can work unimpeded.

The contractors will take all reasonable steps to minimize noise during construction. Piles, or columns, will need to be installed as the support structure for the bridges. A quieter method of constructing piles, called Cast-in-Steel-Shell (CISS), will be used. The installation of pre-drilled CISS piles will help lessen construction noise for residents who live near the lagoon.

#### **Protection of the Lagoon Habitat**

SANDAG is committed to ensuring native habitats are protected, preserved, restored, and/or enhanced during rail improvement projects. This project, as well as other transportation enhancements in our coastal habitat and lagoons, is planned in collaboration with lagoon foundations, and state and federal environmental resource agencies. Throughout the project, SANDAG will monitor construction to ensure the native habitat and wildlife are protected.

#### **Project Cost**

Replacement of the bridges will cost \$31 million. SANDAG received \$14 million through a federal grant from the U.S.

Department of Transportation under the Transportation Investment Generating Economic Recovery (TIGER) program. These funds will be leveraged with additional money from NCTD and the Federal Transit Administration.

#### **Corridor Strategy**

In the coming years, SANDAG has approximately \$1 billion in planned improvements for the San Diego County section of the LOSSAN corridor, including a large-scale effort to double track the corridor from Orange County to Downtown San Diego. To date, half of the county's LOSSAN rail corridor is double tracked, with approximately 20 rail improvement projects in design or under construction. More than 97 percent of the corridor is expected to be double tracked by 2050. Other infrastructure improvements include bridge and track replacements, new platforms, pedestrian undercrossings, and other safety and operational enhancements.

The rail enhancements are part of a strategy to improve all modes of transportation within the congested I-5 North Coast Corridor.

#### **For More information**

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