

Port of Oakland Design Build of Outer Harbor Intermodal Terminal Railyard



BALFOUR BEATTY / GALLAGHER & BURK

JOINT VENTURE

LOCATION

At the Former Oakland Army Base, Oakland, CA

OWNER

Port of Oakland

ARCHITECT/CONSTRUCTION MANAGER

ORIGINAL CONTRACT VALUE

\$46,768,000

CURRENT/FINAL CONTRACT VALUE

\$40,000,000

*Due to Owner deleting allowance monies for work that was performed by others

START DATE

May 2013

ORIGINAL COMPLETION DATE

May 2015

FINAL COMPLETION DATE

November 2015 *Due to an Owner Change Order to Construct North & South Lead-in Lines from the Existing

PROJECT DESCRIPTION

The Port of Oakland's Outer Harbor Intermodal Terminal (OHIT) Rail Access Project was designed to improve rail access to the Port of Oakland, including constructing additional trackage to raise Union Pacific Railroad's (UPRR) volume limitations on the existing Port of Oakland manifest railcar business for frozen food products, lumber, grain and other commodities. The Project is a discrete, but essential, first phase of the larger Oakland Global Development Program. The main objective of the Project was improved rail access from the UPRR mainline to the Port of Oakland through the new OHIT railyard, resulting in a decrease in trucks on the roadway

Gallagher & Burk (G&B) was a key member of the design build team, assembled to complete the design and to build this project which included JV Partner Balfour Beatty Rail, Inc. – a major global rail contractor, T.Y. Lin International – a full service engineering firm, Chioda & Associates – the team's UP Railroad coordinator and Industrial Railways Company – the oldest continually-operating railroad construction firm in California and Nevada.

G&B has a longstanding client/contractor relationship with the Port of Oakland. The Project team, which included the Port of Oakland has successfully overcome a number of issues, including but not limited to tenant track access, utility coordination and various design changes while maintaining the planned Project Schedule. Major components of the Project include 75,000 cubic yards of excavation, 50,000 tons of aggregate base subballast, 50,000 tons of ballast, 20,000 lf of track and underdrains, as well as overhead and underground electrical relocations. To date, the Project has no lost time accidents.