

Executive Director's Report

- Team Award – S-Curve Replacement Team
- FTA Visit
- OGX – August 26 Event



Team Award

S-Curve Replacement Team



UNIVERSITY “S-CURVE” RAIL REPLACEMENT

Board of Trustees

August 9, 2023



Photo Courtesy Collin Christensen



Agenda Item 6.a.

“S-CURVE” RAIL REPLACEMENT- WHAT & WHERE

■What

- State of Good Repair- “S-Curve” Rail Replacement

■Where

- University Trax Red Line between 900 East and 1100 East: Salt Lake City

■Why

- Replace severely worn rail infrastructure and provide ease of replacement efforts and costs in the future

■How

- Demolish embedded track section and install direct fixation track section

■When

- May 22-July 11, 2023

■Who

- #OneUTA



“S-CURVE” RAIL REPLACEMENT- WHY

■ Why

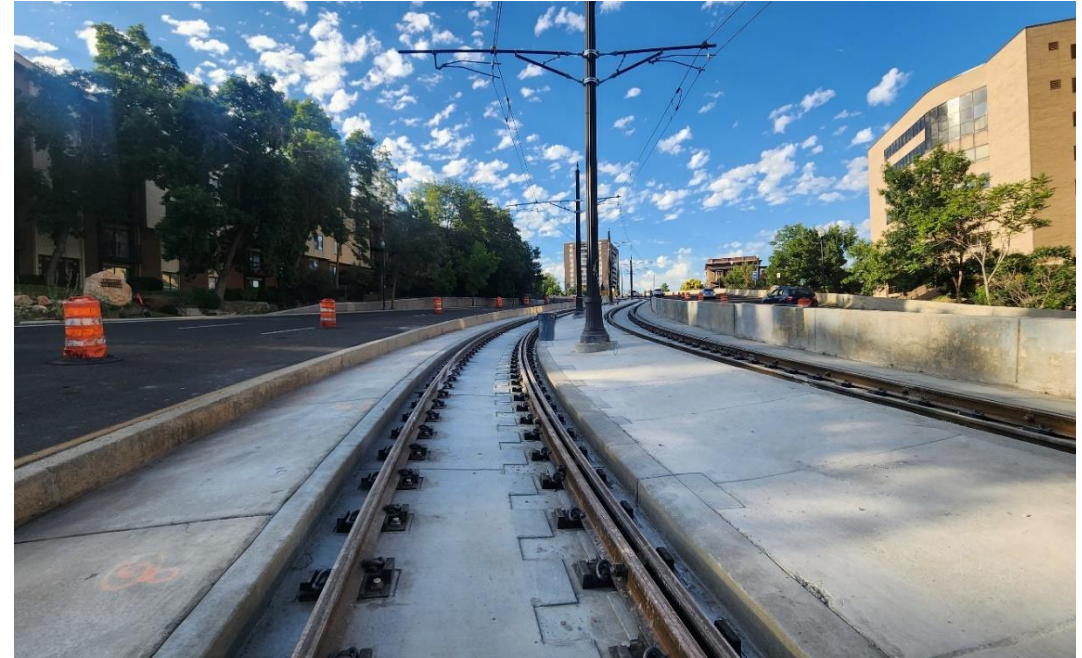
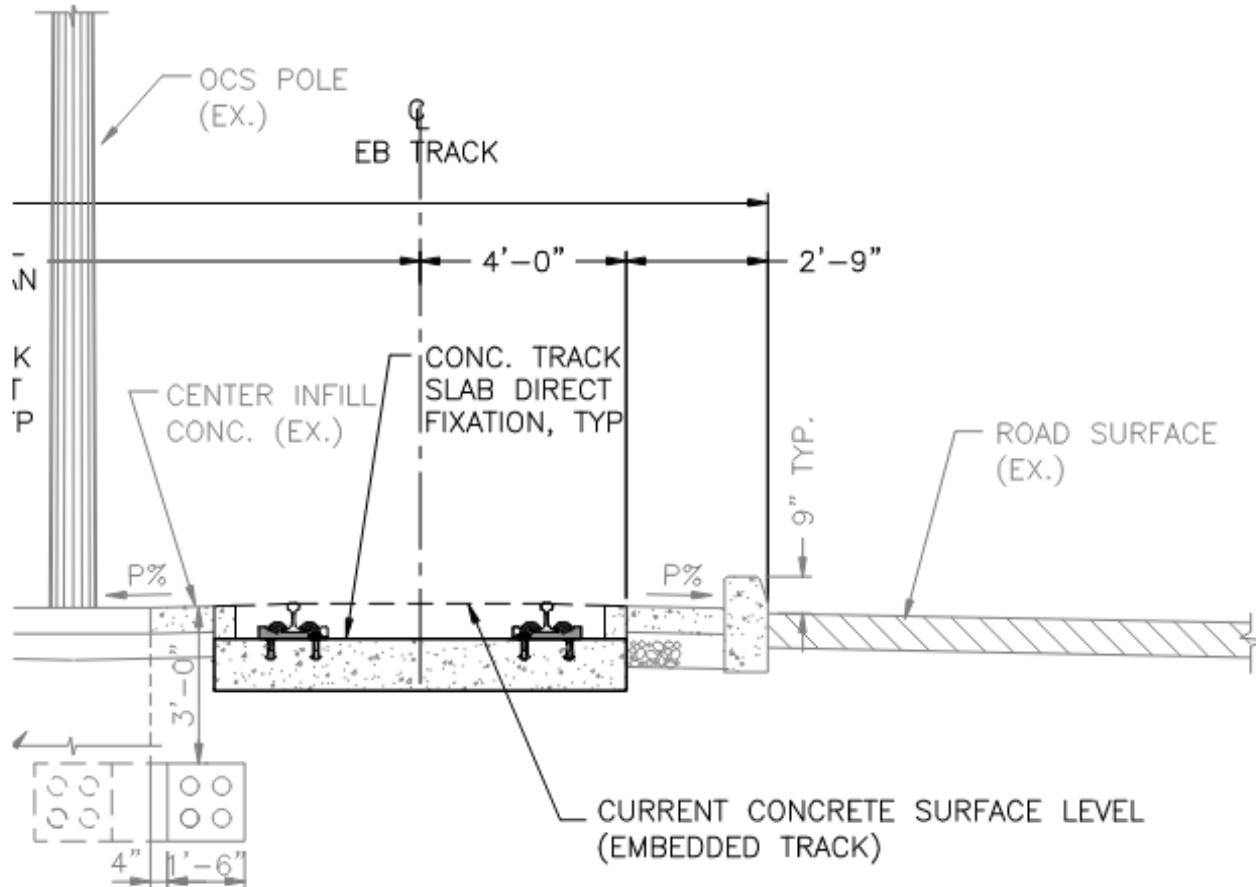
- Replace severely worn rail infrastructure and provide ease of replacement efforts and costs in the future



“S-CURVE” RAIL REPLACEMENT- HOW

- **EXISTING (2001) TRACK SECTION**
 - EMBEDDED TRACK DESIGN

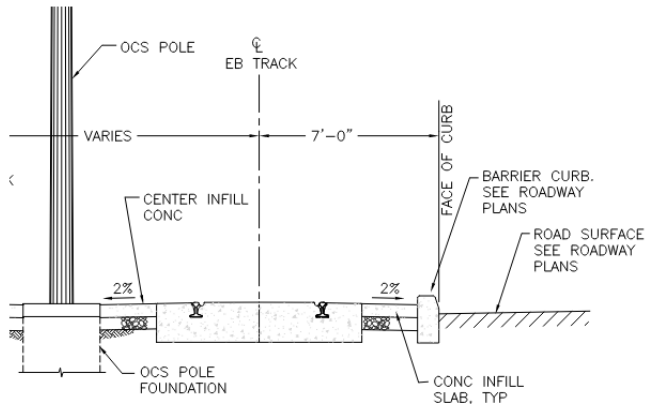
- **NEW (2023) TRACK SECTION**
 - DIRECT FIXATION TRACK DESIGN



“S-CURVE” RAIL REPLACEMENT- HOW

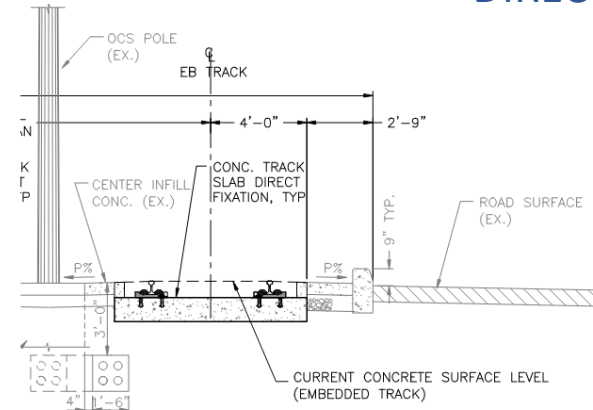
■ EXISTING (2001) TRACK SECTION

■ EMBEDDED TRACK DESIGN



■ NEW (2023) TRACK SECTION

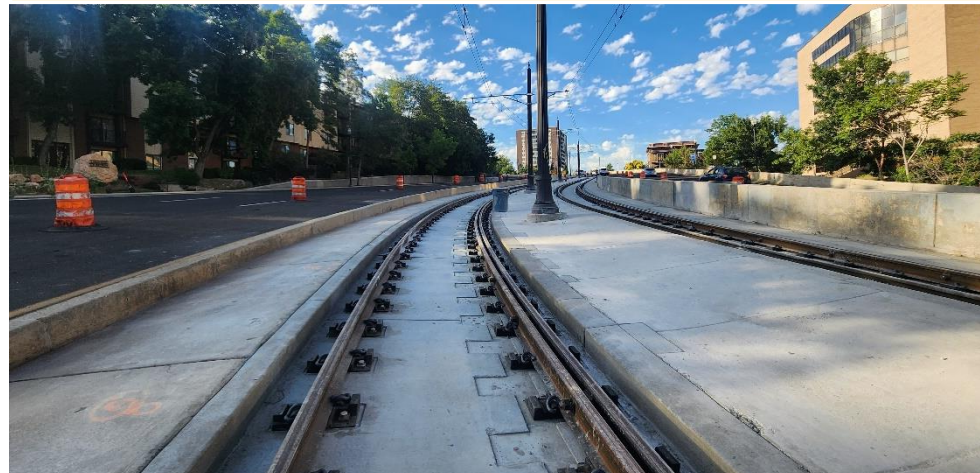
■ DIRECT FIXATION TRACK DESIGN



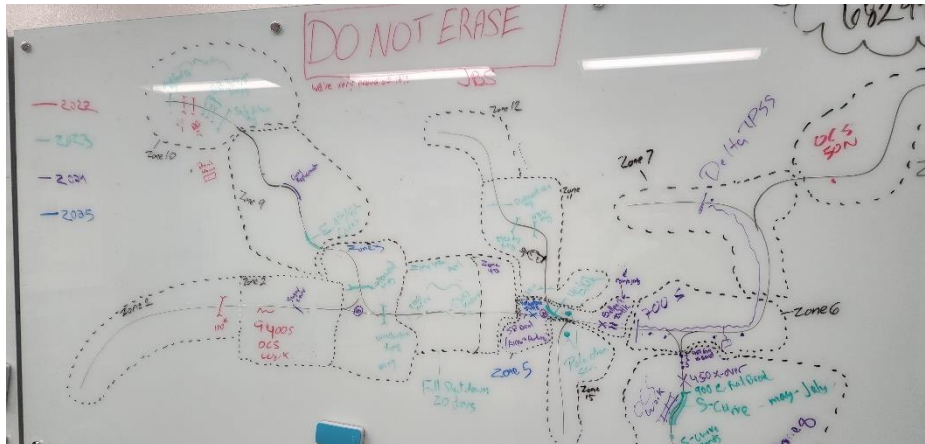
BEFORE



AFTER



“S-CURVE” RAIL REPLACEMENT- HOW & WHEN



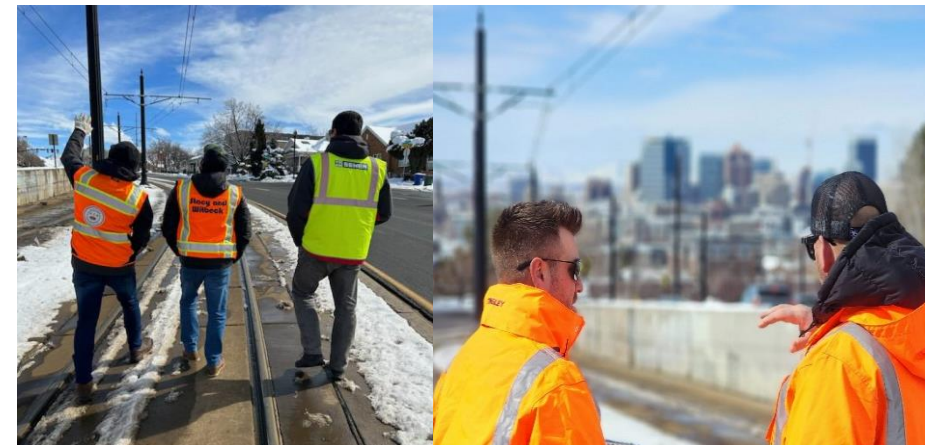
PLANNING BEGAN IN 2021



BI-WEEKLY COORDINATION



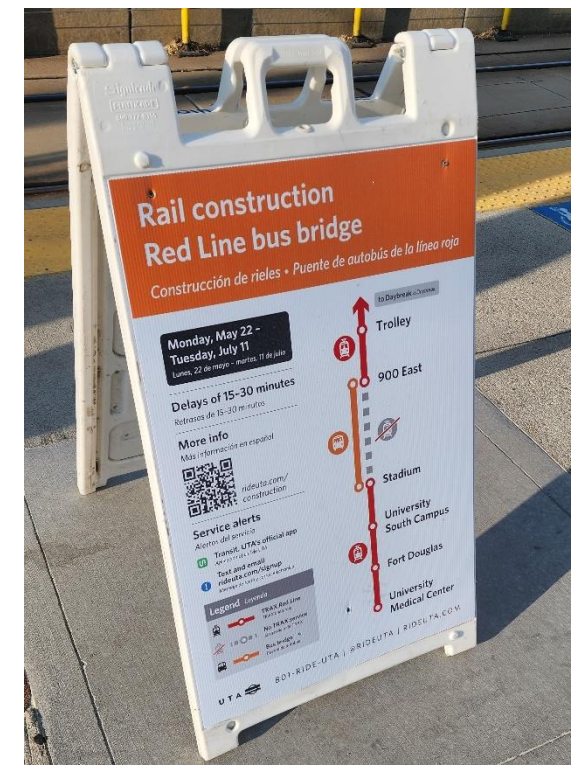
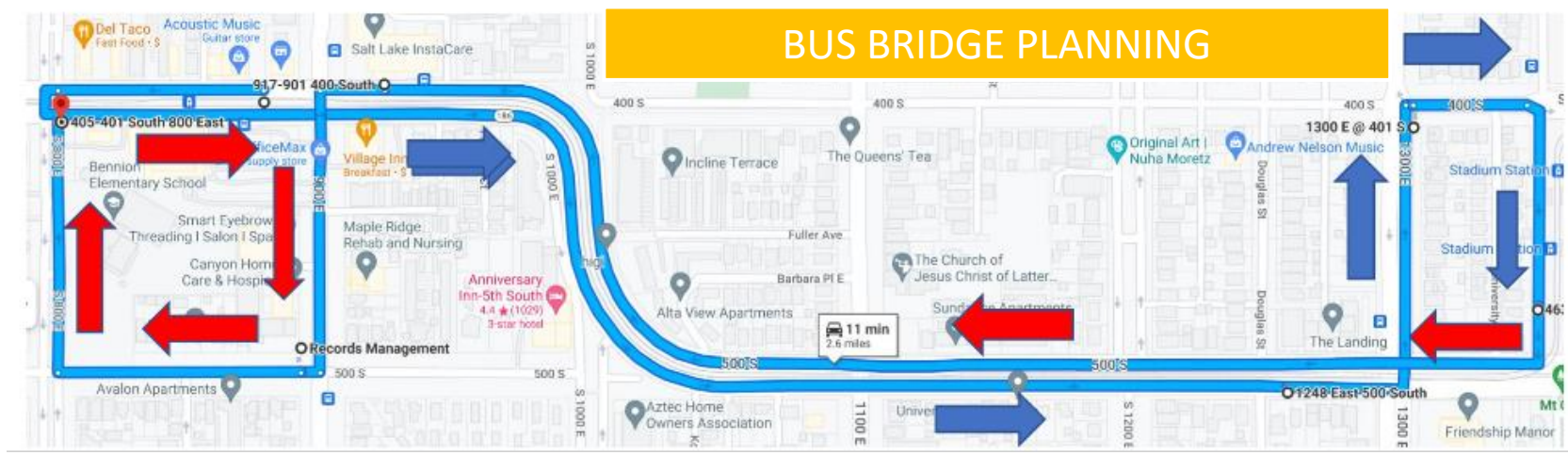
FINAL DESIGN BEGAN JAN 2023



CONSTRUCTABILITY REVIEWS

“S-CURVE” RAIL REPLACEMENT- HOW

S – Curve Bus Bridge Routing – 900 East to Stadium Station



STAKEHOLDER ENGAGEMENT

LANE CLOSURES AND DRAINAGE TIE-INS

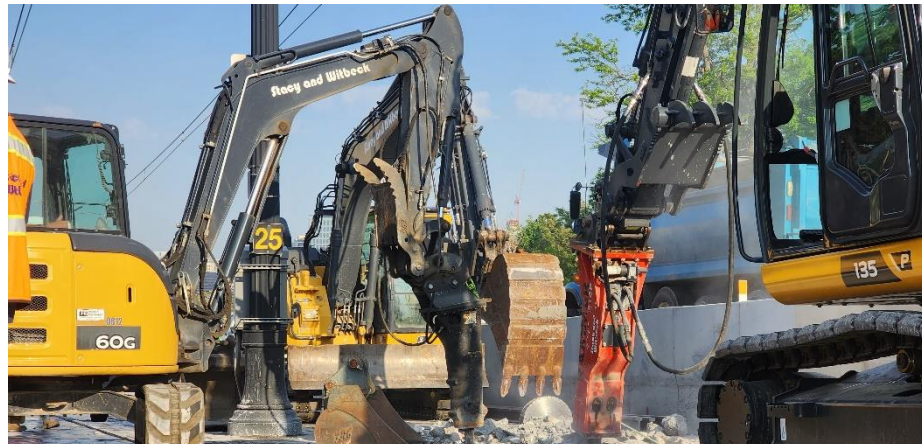
Agenda Item 6.a.



“S-CURVE” RAIL REPLACEMENT- HOW



PRE-WORK: STAGING & WELDING



CONCRETE CUTTING & DEMOLITION



REMOVAL OF OLD TRACK SECTION



PREPARING SUBGRADE

“S-CURVE” RAIL REPLACEMENT- HOW



HANGING RAIL



POURING TRACK SECTION



CONCRETE INSERTS



INSTALLATION OF REBAR

“S-CURVE” RAIL REPLACEMENT- HOW



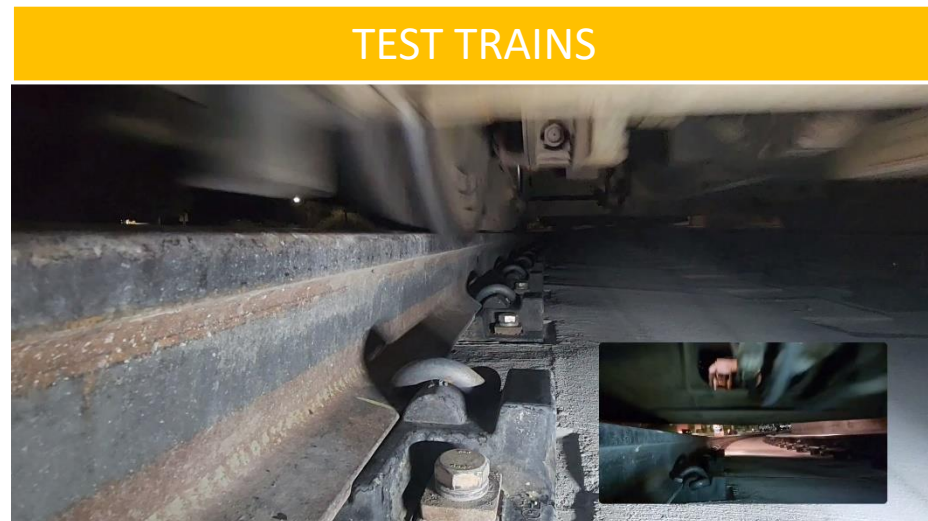
FINAL WELDS AND DESTRESSING



RESTRAINING RAIL INSTALLATION



FINISHED PRODUCT



TEST TRAINS

“S-CURVE” RAIL REPLACEMENT- WHO

■Who

- BOARD OF TRUSTEES AND EXECUTIVE TEAM
- OPERATIONS TEAMS (RAIL AND BUS)
- MOW INFRASTRUCTURE AND LINE & SIGNAL
- UTA SAFETY
- UTA POLICE
- UNIVERSITY OF UTAH
- UDOT
- UTA PLANNING AND ENGAGEMENT
- UTA ASSET MANAGEMENT/SGR
- UTA SGR AMBASSADORS/CUSTOMER SERVICE
- UTA CAPITAL CONSTRUCTION TEAM
 - CONSULTANTS
 - QUALITY
 - SYSTEMS ENGINEERING
 - INFRASTRUCTURE
 - STACY & WITBECK, INC.
 - SENER

Agenda Item 6.a.



QUESTIONS?

“S-CURVE” BY NUMBERS

51 DAYS:	TOTAL DURATION OF SHUTDOWN (MAY 22-JULY 11, 2023)
3,029 LF:	LINEAR FEET OF TRACK SECTION REPLACED
5,502 LF:	LINEAR FEET OF CONCRETE CUTTING (24 HOURS A DAY FOR 9 DAYS)
910 EA:	NUMBER OF RAIL CUTS PERFORMED
11,595 HOURS:	CONSTRUCTION MHs WORKED
2,634 EA:	FASTENER PLATES
5268:	NUMBER OF CONCRETE INSERTS INSTALLED (TO FASTEN RAIL TO CONCRETE)
95,158 LBS:	AMOUNT OF REBAR INSTALLED
3,020 HOURS:	VOLUNTEER HOURS WORKED TO SUPPORT MOVEMENT OF PASSENGERS
2,366 HOURS:	LABOR HOURS OF BUS OPERATORS DURING BUS BRIDGE
274:	NUMBER OF BUSES USED TO BRIDGE RAIL SERVICE
969 HOURS:	NUMBER OF HOURS MOW MANUALLY TENDED TO SWITCHES TO ROUTE TRAINS
3:	NUMBER OF HOLIDAYS TEAM WORKED DURING PROJECT
0:	NUMBER OF SAFETY INCIDENTS DURING ENTIRE PROJECT
COUNTLESS:	NUMBER OF PEOPLE INVOLVED TO MAKE THIS PROJECT A SUCCESS



FTA Visit



OGX – August 26 Event

