

Project Information
Información sobre el Proyecto
索取工程資料

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Successful Relocation of Families

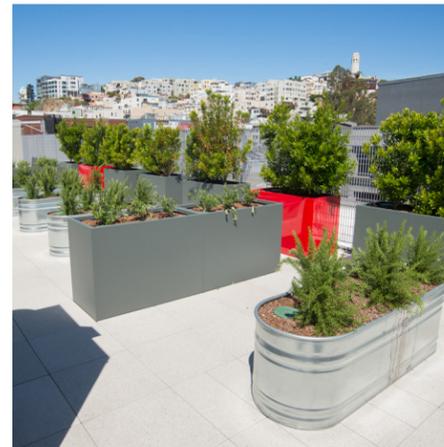
The T Third light rail extension will connect from 4th and King to Chinatown, and alleviate the congested 30 Stockton and 45 Union Street bus service along the Stockton Street corridor.

A mixed-purpose residential and business building was demolished in order to construct the Chinatown

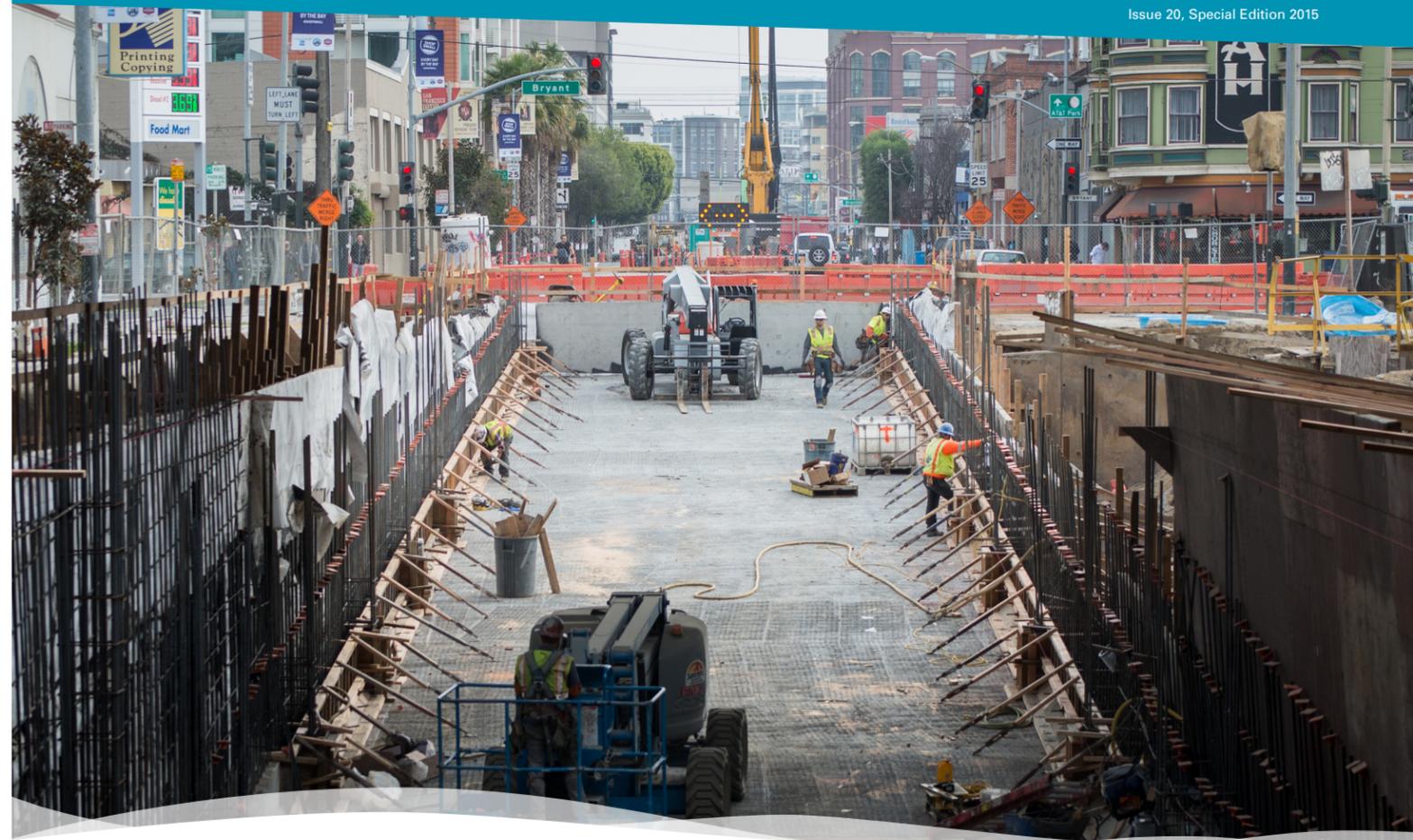
Station, the most northern station along the alignment. The Project collaborated with the Mayor's Office of Housing and the Chinatown Community Development Center to secure some affordable units for displaced families. Five households used their rent subsidy to successfully purchase their first primary residence. The remaining households waited for

the construction of a tax credit subsidy residential development by the Chinatown Community Development Center on Broadway and Sansome Streets.

As of March, 12 families moved into the new building, which features energy efficient and green amenities such as solar panels and water recycling.



Newly-constructed Broadway-Sansome Apartments consists of 75 units, support services, ground floor retail and a roof garden.



Construction of the tunnel portal, located on 4th Street between Harrison and Bryant, is now complete.

Full Speed Ahead

A message from SFMTA Director of Transportation Edward D. Reiskin



With much accomplished and even more progress on the horizon, the Central Subway Project, which will provide a vital connection for the northern and southern parts of the city, is taking shape as construction of the four stations is well underway. Heavy construction is now in full-swing along the entire project alignment; extending from the surface station at 4th and King in the South of Market (SoMa) to the underground stations serving Yerba Buena, Union Square, and Chinatown.

The Tunnel Contract that included building the two tunnels and the portal is now complete. The construction of the two tunnels created by the tunnel boring machines Mom Chung and Big Alma (<http://goo.gl/7UoIBI>) was completed last June. This major achievement of work can be seen from the surface under the I-80 Freeway on 4th Street between Harrison and Bryant (page 2-3). I express my sincere congratulations to the contractor Barnard Impregilo Healy and the Central Subway team for getting the job done on time.

Construction continues to move forward, with significant progress for the stations contract. Crews constructed the roof slab at the three underground station locations and are preparing each site for major excavation work. These new stations will enable underground travel for customers in Chinatown, Union Square, and SoMa by providing a key north-south link in our vast public transportation network. To find out more about Central Subway construction, sign up for our weekly construction updates by visiting: <http://eepurl.com/oOs-b>

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4 Successful Relocation of Families



At the bottom of the former North Beach retrieval shaft, TBM Mom Chung can be seen being removed from the southbound tunnel while a worker keeps the site clean.

Tunneling Contract 1252 Completed

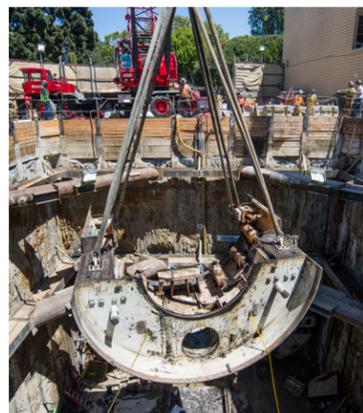
Congratulations to Barnard Impregilo Healy (BIH) for completing the Central Subway Tunneling Contract on schedule. It took BIH about a year to construct the two parallel subway tunnels, which will speed passengers from the southern and northern portions of the city. This service, when open in 2019 provides connectivity for destinations such as Caltrain, SoMa, Moscone Convention Center, Yerba Buena, Union Square and Chinatown.

BIH's impressive achievements for this portion of the project include excavating and building an underground "launch box" structure to launch the two tunnel boring machines* (TBMs); assembling and launching both 350-foot-long TBMs named Big Alma and Mom Chung; turning both machines in an S-curve from 4th Street to Stockton Street while excavating under the existing Market Street BART/Muni subway

tunnels; constructing parallel 1.7-mile tunnels under the densest area of downtown San Francisco in a variety of soil conditions; and removing both machines off the public right-of-way in North Beach. Now that the tunnels and portal are completed, work over the course of the next few years will consist of installation of track and support systems and ongoing construction of the train stations along the alignment.



A tale of two machines from beginning to end. TBMs Mom Chung and Big Alma constructed up to 120 feet of new tunnel per day on their 1.7-mile journey across San Francisco.



"Big Alma" de Bretteville Spreckels

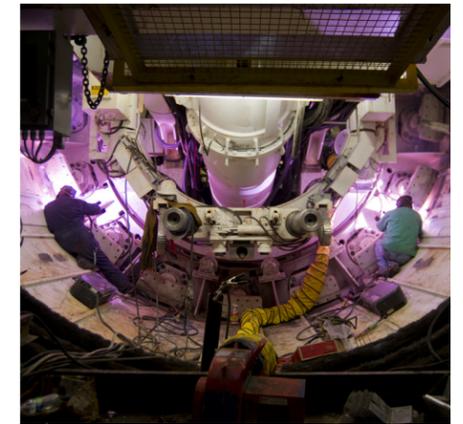


Dr. Margaret "Mom" Chung

*In tunneling tradition, the custom of naming TBMs is believed to bring good luck to tunneling projects. The two TBMs used on the Central Subway Project were named by the public after "Big Alma" de Bretteville Spreckels and Dr. Margaret "Mom" Chung, two influential women who embody the spirit of San Francisco. To learn more about these historic women, visit: www.centraSubwaysf.com/TBM-name



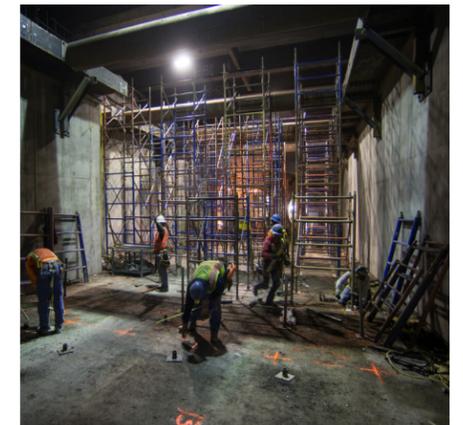
Construction of the launch box



Assembly of TBM Mom Chung



Lowering TBM Big Alma's cutterhead into the launch box



Construction of the tunnel portal



The tunnel S-Curve underneath Market Street



Construction of the tunnel portal



In May 2013, San Francisco Mayor Ed Lee, elected officials, as well as family members of tunnel boring machine namesakes Big Alma and Mom Chung participated in an event to kick-off digging from 4th Street to Chinatown.

- Tasked to construct a 1.7 mile extension of the T Third Line and the portal, Tunneling Contract 1252 was completed mid-April 2015.
- When open for service in 2019, the T Third Line will be San Francisco's first north-south subway line through SoMa and Downtown, providing connections from Caltrain to Chinatown.