

Blue Line

TO COSUMNES RIVER COLLEGE



QUARTERLY NEWSLETTER

2014 Spring Edition

INTRODUCTION

The Blue Line to Cosumnes River College (CRC) light rail extension project (also referred to as South Line Phase 2) is one of the highest priority transit projects in the region and, once completed, will extend light rail 4.3 miles south from the existing terminus at Meadowview Road to Cosumnes River College.

This \$270 million project has brought much-needed jobs to the Sacramento region and will provide an attractive alternative to driving. Revenue service is anticipated to begin in September 2015. The Blue Line to CRC project will add four new light rail stations (Morrison Creek, Franklin, Center Parkway and Cosumnes River College); 2,700 park-and-ride spaces; and a new transit center at the Cosumnes River College Station.

Project Overview & Update

Due to a relatively dry winter and spring, RT's contractor has made a lot of progress over the past few months. Utility work at the Cosumnes River College and Center Parkway light rail stations, and along the Union Pacific Railroad (UPRR) corridor is almost complete.

Grade crossing panels were installed at the east entrance of the Cosumnes River College campus and excavation of parking lot F at the college is underway.

Electrical work and pad preparation for three of the four Traction Power Substations (TPSS) is taking place.



Work on the Overhead Contact System (OCS) foundations north and south of the Cosumnes River College east entrance is underway as is foundation work for mini-high ramps, shelter walls and steps at the Cosumnes River College Station.

Some additional work remains to complete the retaining wall adjacent to the tracks along Cosumnes River Boulevard.

Abutments for the Valley Green and Deer Lake pedestrian bridges have been poured, and work will continue on the footings.

The Sacramento Area Sewer District pump station was

successfully relocated across the street at Center Parkway and Cosumnes River Boulevard to allow for future track.

Irrigation, drainage and electrical work is taking place in the future Franklin light rail station park-and-ride lot.

Utility relocation is complete in the UPRR corridor south of the Meadowview light rail station with the retaining and sound wall construction continuing at a brisk pace.

Rail has been welded and will soon be pulled into place throughout the alignment. Overall, work on the new extension is approximately 40 percent complete.

Meet RT's Director, Civil and Track Design



Darryl Abansado,
Engineer of
Record, Blue Line
to CRC light rail
extension project

Darryl Abansado has more than 23 years of specialized experience in the design and management of transit projects, 16 of those years with RT. Darryl oversees the Civil, Track and Systems departments, and provides design and construction support for the Blue Line to CRC light rail extension project.

Darryl has also worked on a number of other projects, including the South Watt Grade Separation (Watt Avenue light rail bridge), Amtrak-Folsom and Green Line to the River District light rail extensions, and various capital improvement projects.

Darryl's primary focus is to support the successful delivery of the Blue Line to CRC light rail extension, and anxiously awaits the implementation of the future Downtown/ Riverfront Streetcar and Green Line to the Airport light rail extension projects.



Over the next few months, RT's contractor will continue to work south of Meadowview Road in the UPRR corridor finishing the retaining and sound wall construction. Crews will continue to work on the TPSS

near the east entrance of Cosumnes River College, near the intersection of Cosumnes River Boulevard and Center Parkway, and at Franklin Boulevard. Initial grading for rail has started and ballast will soon be brought onto the trackway.

Rail that was previously welded will be pulled into place and grade crossing panels will be laid across the intersections of Center Parkway and Cosumnes River Boulevard, and at Franklin Boulevard and Cosumnes River Boulevard. The east entrance to Cosumnes River College and turn lanes off of Bruceville Road are closed through Wednesday, August 20. Motorists and pedestrians can access the campus via the south and west entrances. The Cosumnes River College Transit Center will remain at the south entrance until the end of the project.



Parking Lot F demolition at Cosumnes River College



Graded trackway east from Center Parkway to the Cosumnes River Boulevard/ Bruceville Road bridge



Retaining wall near Meadowview Road along the UPRR corridor



Retaining wall at the south end of the UPRR corridor

ROAD CLOSURES AND TRAFFIC IMPACTS

When RT's contractor pulls rail into place, temporary closures of the Center Parkway and Franklin Boulevard intersections at Cosumnes River Boulevard, and sections of Meadowview Road will be necessary. Rail is expected to be pulled across Center Parkway in July. Flashing red lights and a flagger will control traffic while the rail is pulled across the intersection, which is expected to take less than five minutes per string of rail. A full weekend closure with detours will follow at the intersection of Franklin Boulevard and Cosumnes River Boulevard in August. The rail is scheduled to be pulled across Meadowview Road in September. However, dates are subject to change. Updates will be posted on blueline2crc.com.

Due to equipment entering and exiting the work area along the UPRR corridor at Meadowview Road, intermittent lane closures on Meadowview Road will take place between Detroit Boulevard and the UPRR tracks. Flaggers will direct equipment in and out of traffic. Lane closures at Center Parkway and on Franklin Boulevard will also take place until the end of the project.

Due to large material hauls, motorists should expect increased truck traffic on Cosumnes River Boulevard, Franklin Boulevard, Detroit Boulevard and 24th Street for several months.

As with any construction, dates are subject to change based on weather and other conditions. Sign up for Construction Alerts to stay informed of Blue Line to CRC construction activities and traffic impacts.



Future Franklin Station park-and-ride lot



Construction of the future Cosumnes River College Station

Questions and Answers

In each newsletter, RT outreach staff will answer questions that we have received about the Blue Line to CRC light rail extension project.

1. Q: Will there be any walkways or bridge crossings as part of the project?

A: There will be a pedestrian bridge at Deer Lake Drive, Valley Green Drive and Bruceville Road near the Cosumnes River College campus. There will also be multi-use paths along the project alignment from the Deer Lake Pedestrian Bridge near the Franklin Station park-and-ride lot to the Center Parkway Station.

2. Q: Will the pedestrian bridges and walkways include lighting? Will bicyclists be able to use them?

A: Due to budget, the Blue Line to CRC pedestrian bridges and walkways will not include lighting amenities in the project. However, the Cosumnes River Boulevard extension project will most likely include funding to light the walkways. Both will be usable for bicyclists and pedestrians.

3. Q: Will there be additional security at the new Blue Line to CRC light rail stations to monitor inappropriate activities? What will be done about people parking in the neighborhoods and walking to the stations instead of using park-and-ride lots?

A: Yes, RT will have additional security to monitor the new light rail stations. RT Police Services consists of full-time Sacramento Police Officers, Sacramento County Sheriff Deputies, Transit Officers and uniformed security guards. All light rail stations and trains are equipped with security cameras. RT encourages all passengers to utilize the light rail station park-and-ride lots. However, RT cannot stop or control people that legally park outside of the stations.

GLOSSARY OF TERMS

Ballast: Ballast is coarse gravel that's laid to form a bed for streets and railroads.

Cast-in-Drilled-Hole (CIDH): Cast-in-drilled-hole, also referred to as "bored pile," is a type of reinforced concrete pile that has to be cast on the construction site. The piles are used to support tall structures that produce heavy vertical loads.

Overhead Contact System (OCS): An overhead contact system is an overhead line or overhead wire used to transmit electrical energy to streetcars, trolleybuses or light rail trains.

Potholing: Potholing is an operation prior to the start of construction to confirm elevations of existing utilities in the area of the work. A potholing truck will vacuum dirt out of a small area in order to expose the utility line.

Traction Power Substation (TPSS): A traction substation or traction current converter plant is an electrical substation that converts electric current to an appropriate frequency/voltage to distribute power to streetcars, trolleybuses or light rail trains.



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If you would like to receive this newsletter electronically, please email jnoble@sacrt.com or visit www.blueline2crc.com and click "Sign Up" on the "Contact Us" page. Thank you!

This project is funded in part by Measure A, State and Federal funds.

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