

Blue Line

TO COSUMNES RIVER COLLEGE



QUARTERLY NEWSLETTER

Spring 2015

INTRODUCTION

The Blue Line to Cosumnes River College (CRC) light rail extension project 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 Update

The first quarter of the new year began with closures of three major intersections in south Sacramento. The work required a 10-day road closure in January and two separate extended weekend closures in February through March. Construction crews installed tracks and rebuilt the curb, gutter and sidewalk in the areas completely removing the roadway and re-paving them. The intersections included Meadowview Road at the Union Pacific Railroad (UPRR) tracks on January 16 through 26; Franklin Boulevard at Cosumnes River Boulevard on February 12 through 16; and Center Parkway at Cosumnes River Boulevard on February 26 through March 2. The construction work at these grade crossings was successfully completed, and RT thanks you for your patience during this time.

The Deer Lake pedestrian bridge, which connects the nearby neighborhoods with the multi-use pathway and access to the future Franklin Station was set into place in late November. The bridge is constructed



Delivery of traction power substation #9



Installing new signals at Franklin Boulevard



Installing track crossing panels on Meadowview Road



Deer Lake pedestrian bridge

Meet RT's Systems Design Team

RT's Systems Design team is comprised of Craig Norman, Principal Systems Engineer, and Sangita Arya, Associate Engineer. Craig has worked for RT for five years and Sangita has worked for RT for 10 years. Collectively, they



Craig Norman (left) and Sangita Arya

oversee the design and construction of signaling for train movements, switch operations and coordination with traffic signals that interface with the county, city and Union Pacific Railroad. They also oversee the design of the Overhead Contact System (OCS), which contains the power source for light rail trains to operate, and communication systems, such as fiber optics, cameras and electronics, which are also vital to light rail operations.

In addition, they can often be found "riding the rails" late at night when light rail trains are out of service to ensure that the trains and system operate safely and properly.

Both Craig and Sangita worked on Systems Design for the Green Line to the River District light rail extension project.

"It's exciting to be part of the expanding light rail system," said Craig. "It's a real team effort not just on our part, but with the entire RT Engineering and Operations staff."



of weathering steel to be compatible with the rustic appearance of the adjacent buffer lands.

Motorists, pedestrians and bicyclists who travel on Franklin Boulevard have most likely noticed the large archway at the future Franklin Station. The sculpture was created by David Best, internationally renowned northern California sculptor, and was installed in February. The steel sculpture weighs approximately 11,000 pounds.

“The Franklin Station artwork is an architectural gateway, or beacon that welcomes and honors the diversity and hard work of the community,” Best stated in his artist’s statement. “While the shape of the sculpture is reminiscent of a temple, it is not meant to represent any particular religion or culture. Instead, it is meant to broadly welcome all cultures and invite individual interpretation.



The sculpture straddles the main walkway from the Franklin Station park-and-ride lot to the station platform

The formal nature of the sculpture was designed to evoke the feeling of a sacred place, a safe place, and is a metaphor for the importance of the public transportation that serves this community.”

Crews continued work on the Cosumnes River Boulevard bridge, installing track and the top ballast between the bridge and Center Parkway.

The Overhead Contact System (OCS) cantilevers, brackets and weights have been installed on several areas of the light rail.

Station work continues at a brisk pace with work on platforms; conduit and foundation; OCS pole installation; station electrical; and mini-high platforms and shelters.

Other work taking place over the past few months includes placement of the anti-vibration mat, ballast and track in the UPRR corridor, and continuing work on the sound wall and residential fence restoration along the UPRR corridor.

Look Ahead

Upcoming work will include continued OCS installation along the alignment, and ballast and track installation. This work is most noticeable south of Meadowview Road.

In addition to the methodical installation of electrical, cable, fiber and signaling that is necessary to operate the system, construction of shelters, installation of detectable warning surfaces, painting and sign installation will take place at all of the future light rail stations.

The pedestrian bridge that spans from the Cosumnes River College light rail station platform to the parking garage will be delivered and set in May. During the installation, a lane closure will take place at the east entrance of Cosumnes River College. Check the blueline2crc.com website for dates and details.

Test Trains to Start Operating

Starting this spring, test trains will begin operating on the Blue Line to CRC alignment. Trains will operate at irregular intervals throughout the day and night. The purpose of this is to test the new system to ensure that the light rail system operates correctly in preparation for the start of revenue service in September 2015. Because trains will start to operate through intersections that the public is not accustomed to, motorists, pedestrians and bicyclists are reminded to use caution. Stop at all grade crossings when lights start to flash, look both ways, and never go around moving or lowered crossing gates.

RT offers free light rail safety presentations to groups including schools, neighborhood associations and businesses. For more information or to schedule a presentation, call Jo Noble, RT Senior Community and Government Affairs Officer, at 916-556-0118.

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.

Q: Will RT use refurbished light rail cars from San Jose?

A: Yes, RT purchased 21 light rail vehicles from the Santa Clara Valley Transportation Authority for pennies on the dollar. They are being refurbished by Siemens and are expected to be in service prior to the Blue Line to CRC opening. RT is working towards replacing the existing light rail trains with low-floor trains in the future.

Q: Will there be security at the future Franklin Station?

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 Fare Inspectors and uniformed security guards. All light rail stations and trains are equipped with security cameras.

Q: Why do the light rail tracks continue south past the Cosumnes River College Station?

A: The additional tracks that are located just south of the Cosumnes River College Station are for light rail vehicle storage. This area is referred to as the “tail track.”

Q: Is there a charge to park in the parking garage at Cosumnes River College?

A: Yes, it’s the same cost as what students pay to park at the other Cosumnes River College parking lots. The current cost is \$2 per day. However, **RT and CRC are in negotiations to provide a monthly pass for RT passengers.**



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Glossary of Terms

Anti-Vibration Mat: An anti-vibration mat is a fabric made from rubber material that is placed between the sub-grade and base ballast of a railway to minimize the noise and vibration from trains operating on the tracks.

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

Detectable Warning Surface: A detectable warning surface is made up of small truncated domes built in or applied to a walking surface that are detectable underfoot. On pedestrian access routes, detectable warning surfaces indicate the boundary between a pedestrian route and a vehicular route where there is a flush rather than a curbed connection for pedestrians who are blind or have low vision.

Grade Crossing: A grade crossing is a point at which a railroad track and a roadcross with barriers (crossing gates) that close the road when a train is scheduled to pass.

Traction Power Substation (TPSS): A traction power 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.

Weathering Steel: Weathering steel is any of several high-strength, low-carbon steel alloys that, when exposed to normal atmospheric conditions, form a thin, protective orange or brown patina that is four to eight times more corrosion-resistant than plain, low-carbon steels.



Blue Line to CRC project information line:
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