

TIGER V Grant Overview

In 2014, Capital Metro received an \$11.3 million TIGER V grant from the Federal Transportation Administration matched by local funds. The grant project includes the following elements:

1. Upgrade of approximately 2.5 miles of 90 lb. track to 115 lb. track (Complete)
2. Upgrade of 46 timber bridges from 263,000/lb carrying capacity to 286,000/lb carrying capacity (Complete)
3. Construction of railroad sidings, signals and systems at four locations (In Progress)
 - a. Lakeline Station
 - b. Howard Station
 - c. **Crestview Station**
 - d. Austin Junction (WYE)
4. Train Upgrades (Complete)

Crestview Siding Construction Frequently Asked Questions

Why is Capital Metro adding a second track, a siding, near Crestview Station between Airport Blvd. and Morrow Street?

A siding, or second track, is used for the northbound and southbound Redline commuter trains to pass. There are existing sidings or double track sections at the Kramer Station and MLK Stations. Additional sidings are needed to run trains more efficiently and for increased frequency. The new sidings at Howard Station and Crestview Station listed above are especially important to achieve this goal.

What is the length of the double tracking and which segment of the line will be double tracked?

The Crestview siding will be approximately .3 miles in length. The start of the siding to the east roughly begins at 7115 Ryan and extends to 7511 Grover to the west. In addition to this approximately .6 miles of the existing single track will be shifted to the south with the shifts terminating at the Crestview Station and Morrow Street. The closer to the station or Morrow street, the less shift.

Why is the double tracking being done in this area and not at the station or just south of the Lamar/Airport intersection?

The original scope of the siding at Crestview went from Morrow to past the station, crossed Lamar, and extended a short distance toward Guadalupe. For a number of reasons, including floodplain and drainage issues and impacts to existing infrastructure near the station and under and around Lamar Blvd that drastically increased costs, the construction of the double track at the station and across Lamar was eliminated from the scope of the project. With that said, the most important reason the scope was reduced was the realization that what is really needed at this intersection is an above grade or below grade crossing of Lamar for commuter rail. The City and Capital Metro have had preliminary discussion for such a crossing but it will likely take years. The remaining scope of the project from Morrow to just past the detention pond was approved to continue because a passing location in the Crestview area is needed to improve service for the Redline, including increased frequency.

What construction will be done? What is the general sequence of the work?

Construction will include and follow this general sequence of work: clearing and grubbing of vegetation within the railroad right-of way; earthwork including subgrade preparation much like you do to build a road; construction of a short concrete ballast wall; the placement of granite ballast; shifting the existing track over including railroad ties, drainage improvements; earthwork on the north side; construction of the second track including ballast, ties and switches; railroad signal modifications.

How much closer will the new tracks be to the houses along Ryan and Grover? Will the existing track also be moved or just a second track added? Will the new tracks be higher than the existing tracks?

The existing track will be shifted 12' closer to the south railroad right-of-way line. The second track will be 17' to the north of this track (see cross-section diagram). Both tracks will be generally the same elevation as the current track.

Will the double tracking take any of the property owners' land that backs up to the railroad right-of-way? Will there be any imminent domain proceedings involved?

No, all work will be completed in the existing railroad right-of-way

What is a ballast wall, how is it constructed, how tall is it and how close to the adjacent properties will it be?

As the name implies, it is a short wall to contain the ballast (rock) that underlays the railroad ties and track. The wall will be approximately 2' above the existing grade and is made of concrete. A trench will be dug, wooden forms for the concrete constructed, concrete will be poured, the forms will be removed, and the trench backfilled and compacted.

What will happen to the existing trees and vegetation between the ballast wall and adjacent properties?

As the cross-section diagram shows, there will only be 1' of separation of the ballast wall from the edge of the railroad right-of-way. Whatever trees and vegetation in the railroad right-of-way that conflicts with the construction of the ballast wall will be removed. Vegetation that remains in the small area between the ballast wall and the railroad right-of-way line will be maintained by Capital Metro's rail operator Herzog.

What are the beginning and end dates for the construction? When will there be two trains using the tracks?

Construction began in late February and is scheduled to be completed by the end of the year. Construction will be in phases and there will be periods of inactivity. Two trains will likely begin using the track in 2019, the exact date yet to be determined.

When will work start and end each day?

The normal work schedule is 7 am to 5:30 pm Monday-Friday

Will there be work done on the weekend?

Yes, especially for the track and some signals work that requires no trains to be using the tracks. This is especially true for the shifting of the existing track.

What type of noise and how much dust will be generated?

The same type of equipment that is used to build a road will be utilized for the earthwork including dump trucks, concrete trucks, backhoes, rollers, etc. and the noise that accompanies construction machinery. If rock is encountered digging the footer for the ballast walls or drainage ditches, there will be noise associated with removing the rock. Dust will be generated when road base is placed but rolling and compacting generally don't generate a lot of dust. Placement of the ballast also generates noise and dust.

Can the freight trains pick which track they will use?

Freight trains are lined onto the main track or siding as directed by the train dispatcher through the use of remotely operated switches and signals.

What other improvements are planned?

Nothing at this time. As mentioned earlier, an above or below street crossing of Lamar is desired for the future.

How are flooding issues being addressed and after the project is completed?

Drainage pipe is being placed in the new ballast to the south and there are drainage improvements being made on the north side of the new track, including a concrete lined ditch.

With the addition of another set of tracks, how will safety be addressed? What is Positive Train Control and when will it be implemented?

All design, construction and operation of the new track will be in compliance with the most up to date Federal Railroad Administration Regulations and industry standards. Positive train control is a computer based train control system designed to help minimize human errors by enforcing protocols designed to reliably and functionally prevent train-to-train collision, over-speed derailments, incursions into established work zone limits, and the movement of a train through an improperly positioned switch to prevent train accidents. Capital Metro is currently integrating Positive Train Control into its commuter and freight rail system. Capital Metro expects to have the system operational by 2020.

Who can I contact to get updates about the progress of the construction or any problems? Will there be a message group created and how can I be added to that?

For general questions, emergencies or issues related to the Crestview Siding construction, please call or email Sam Sargent in Capital Metro's Community Outreach department .

Telephone: (512) 318-3179.

Email: Sam.Sargent@capmetro.org

Information will also be available online at www.capmetro.org/metrorailimprovements.

In addition, informational emails will be distributed periodically to provide updates on construction progress. To sign up for email updates, send an email to sam.sargent@capmetro.org.