

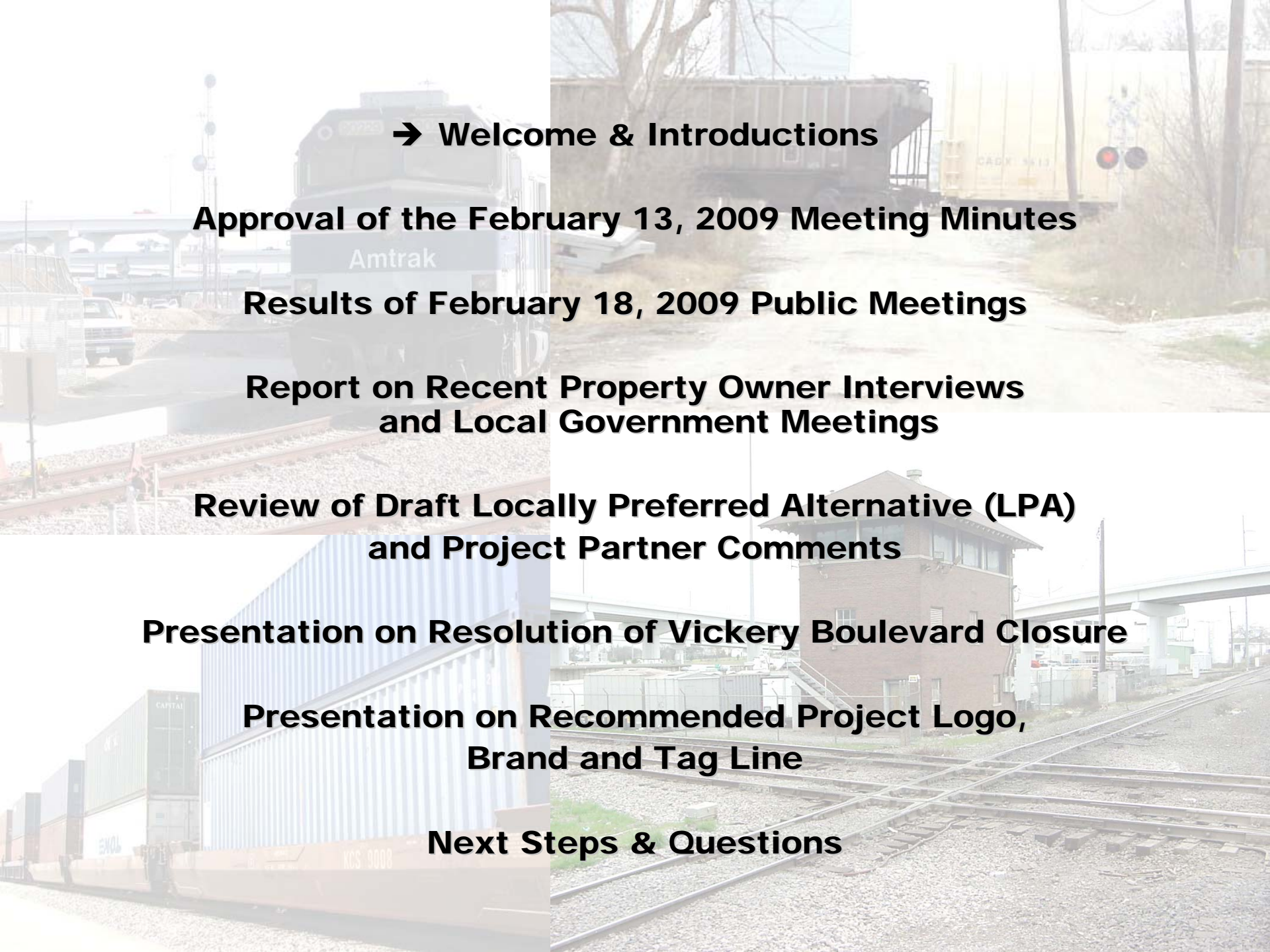


Tower 55 Rail Reliever Study Technical Advisory Group

April 17, 2009



**North Central Texas Council of Governments
Transportation Department**



→ Welcome & Introductions

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Brand and Tag Line

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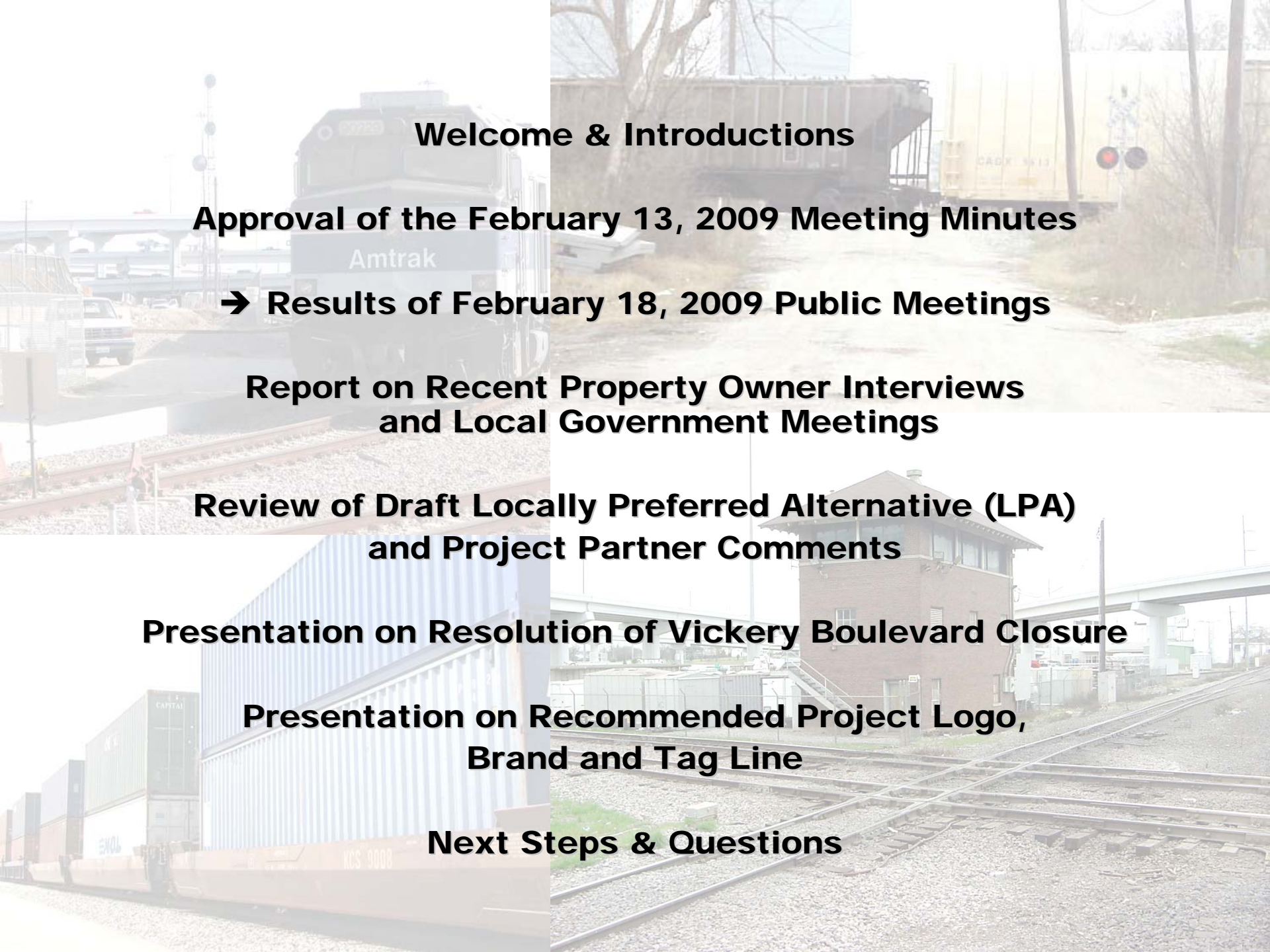
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Tower 55 Rail Reliever Study: Summary of 2nd Public Meeting Series

Tower 55 Technical Advisory Group

March 21, 2009

**North Central Texas Council of Governments
Transportation Department**



Tower 55 Rail Reliever Study

2nd Public Meeting Series

- **DATE: February 18, 2009**
- **LOCATION: Fort Worth Intermodal Transportation Center**
- **MEETING TIMES:**
 - **12:00 noon: Brown Bag Lunch Public Meeting**
 - **5:30 p.m. to 6:30 p.m.: Open House**
 - **6:30 p.m.: Evening Public Meeting**

Tower 55 Rail Reliever Study

2nd Public Meeting Series – Notification

- **Between January 17th and February 11th, seven legal notices and display ads were listed in the *Fort Worth Star Telegram* newspaper, website home page, and in *Diario La Estrella***
- **Tower 55 Newsletters with project and public meeting information was mailed to interested parties on January 22nd**
- **Letters (with a public meeting flyer and study location map) were mailed to local, state, and federal elected officials on January 26th**
- **On January 28th, memos with an enclosed public meeting flyer were mailed to the Tarrant County Clerk and city secretaries within the Tower 55 Study Area**
- **Postcards to adjacent property owners, transportation partners, public works directors, and other interested parties were mailed on February 3rd**

Tower 55 Rail Reliever Study

2nd Public Meeting Series – Participation

- **TOTAL SIGNED ATTENDANCE: 162 people**
- **ATTENDANCE BREAKDOWN:**

Noon Meeting

- 12 Elected Officials or their Representative(s)
- 20 City staff (Fort Worth, Grand Prairie, Haslet, North Richland Hills, Saginaw)
- 2 Tarrant County staff
- 2 TxDOT staff
- 7 FWTA staff
- 1 DART staff
- 1 BNSF Railway staff
- 9 Consulting Companies staff
- 1 Fort Worth Business Press staff
- 26 local residents/individuals

6:30 p.m. Meeting

- 7 Elected Officials or their Representative(s)
- 5 City staff (Fort Worth)
- 1 Dallas County staff
- 1 TxDOT staff
- 1 FWTA staff
- 2 Consulting Companies staff
- 38 local residents/individuals

Tower 55 Rail Reliever Study

2nd Public Meeting Series – Comments

- **At the noon Public Meeting, 2 questions and 2 comments were addressed:**
 - Relationship between trench grades and locomotive energy consumption
 - Additional details regarding the Vickery Boulevard mitigation alternatives
 - Process for contacting potential displaced property owners
 - Possible trench impacts to planned underground Chesapeake natural gas pipeline
- **At the 6:30 p.m. Public Meeting, 8 questions and 2 comments were addressed:**
 - Community issues, aesthetics, drainage, maintenance, safety, and construction impacts of Lancaster Avenue crossing beneath the trench (2)
 - Consideration of evacuation plans in the event of an accident at Tower 55
 - Trench design issues concerning adjacent at-grade tracks, ROW impacts, and grade adjustments (3)
 - Timetable for the reconstruction of Lancaster Avenue
 - Railroad land ownership, funding participation, and reasons for increased traffic
 - Status of improvements at First Street/Peach Street and consideration of pedestrian overpass in the area
 - Improvement facilitation for Trinity Railway Express service expansion

Tower 55 Rail Reliever Study

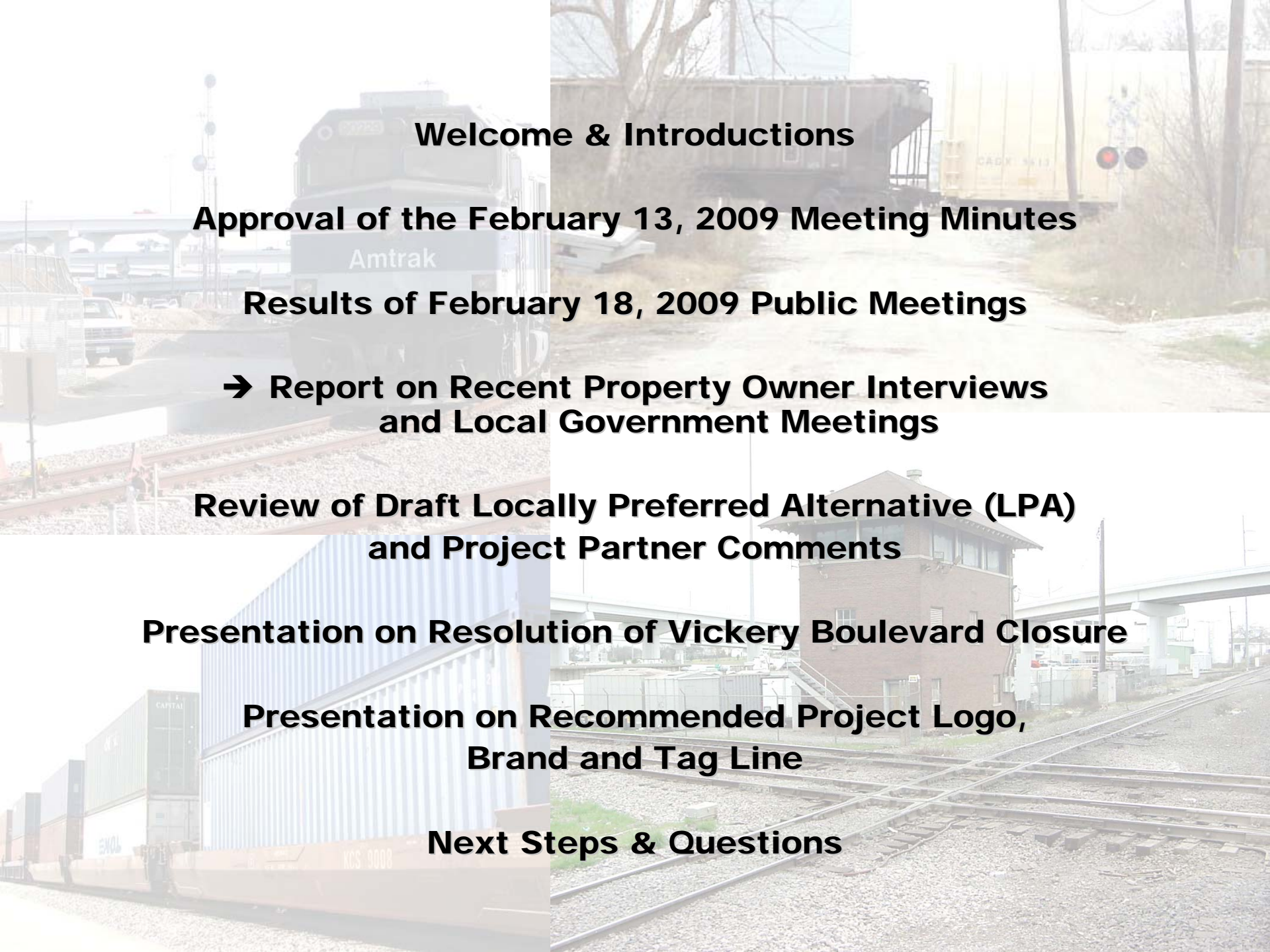
2nd Public Meeting Series – Comments *(cont.)*

- **After Tower 55 alternatives were presented at the 6:30 p.m. Public Meeting, an informal survey (by show of hands) was conducted in which attendees expressed their solution preference**
- **Of those persons participating in the informal survey:**
 - All supported the proposed At-Grade Improvements
 - 1 person supported the East/West Flyover
 - 1 person supported the FWR Bypass Option
 - The remaining participants supported the North/South Trench
- **Following the Public Meetings, a total of 7 written comments were received and addressed:**
 - Drainage, maintenance, lighting, and aesthetic concerns regarding the trench (2)
 - Extent of lowering and maximum grades for Lancaster Avenue
 - Development of a 50' circular tunnel section for the railroads
 - Preference for the East/West Flyover
 - Adding additional tracks to create a junction on the east side of I.H. 35W
 - Excitement for the implementation of commuter rail to/from Grapevine (FWTA's Southwest-to-Northeast Line)

Tower 55 Rail Reliever Study

Other Meetings / Presentations

- **Fort Worth South, Inc. – Development Committee**
March 2, 2009 – Fort Worth South, Inc. Office, Fort Worth, TX
- **Union Pacific Railroad (UPRR)**
March 4-5, 2009 – UPRR Headquarters, Omaha, NE
- **City of Fort Worth – Transportation and Public Works (T/PW) Department**
March 12, 2009 – Fort Worth City Hall, Fort Worth, TX
- **Texas Environmental Research Consortium (TERC) Board Meeting**
March 12, 2009 – Greater Dallas Chamber of Commerce, Dallas, TX
- **2009 Texas Association of Railroad Passengers Annual Meeting**
March 21, 2009 – Fort Worth ITC Station, Fort Worth, TX
- **Burlington Northern Santa Fe (BNSF) Railway**
March 24, 2009 – BNSF Railway Headquarters, Fort Worth, TX
- **Tower 55 Field Tour – Mayor Pro Tem Kathleen Hicks**
March 25, 2009 – FWTA Headquarters, Fort Worth, TX
- **City of Fort Worth – Planning, Water, and T/PW Departments**
April 10, 2009 – Fort Worth City Hall, Fort Worth, TX
- **Near East Side Neighborhood Association Meeting**
April 22, 2009 – Rhythm Band Instruments Center, Fort Worth, TX



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Interviews

March – April 2009 Meetings

<u>Subject Area Focus</u>	<u>Interviewed</u>
Engineering Issues:	TxDOT Personnel (IH 30 /35W interchange)
Emergency Response Agencies:	Forth Worth Fire Dept, Police Dept, Emergency Management Dept, MedStar
Safety:	Fort Worth ISD
Property Owners:	Quick-as-a-Wink, O.B. Macaroni, Meals on Wheels

TxDOT Personnel Engineering Issues – Meeting Date March 20, 2009

<u>Subject Area</u>	<u>Comments</u>
Design/ Construction Issues	Interchange Bent placement and foundations designed to accommodate future trench
Hazardous Materials	In area east of Henderson and south of Lancaster - encountered railroad storage vaults (toxic/ controlled substances found); remains of coal gasification plant
Historical/ Cultural Resources	Tower 55 – not considered historic, three other towers of similar age/ characteristics
Community Involvement	Community sensitivity to visual impacts/ barriers which divide the community

Emergency Response Agencies

March – April 2009 Meetings

<p align="center"><u>Agency</u> (Meeting Date)</p>	<p align="center"><u>Comments</u> <i>(Concerns relative to Alternatives under consideration)</i></p>
<p align="center">Forth Worth Fire Department (March 18, 2009)</p>	<p>Trench – drainage/ containment system cut-off from city system Fly-over – given hazmat shipments, response strategy an issue. Potential for air-borne toxic agents carried into city, given prevailing south wind.</p>
<p align="center">Forth Worth Police Department (March 30, 2009)</p>	<p>Access to Butler Community. Closing Vickery may delay response times to that area</p>
<p align="center">Fort Worth Emergency Management Operations (Homeland Security) (April 1, 2009)</p>	<p>Same issue with Fly-over as Fire Department</p>
<p align="center">MedStar (April 3, 2009)</p>	<p>No issues or significant concerns at this time</p>

Safety

March – April 2009 Meetings

<u>Agency</u> (Meeting Date)	<u>Comments</u> <i>- awaiting response verification</i>
Fort Worth ISD (April 10, 2009)	Train Operations – increased noise levels in class rooms; 63 schools in FWISD within 1,000 yards of tracks; requiring hazmat evacuation procedures Safety Education – BNSF conducts in English and Spanish Incidents/ Accidents – not aware of any.

Property Owners

March – April 2009 Meetings

Note: these property owners are located in the southwest quadrant of the IH 30/ IH 35W interchange.

<u>Property Owner</u> (Meeting Date)	<u>Comments</u>
Meals on Wheels (March 31, 2009)	Serves approx 5,000 meals/ day to elderly & disabled. No break in meal production/ delivery possible. Extensive retro-fits/ rehab of current facility. Kitchen appliances tailored to current space, may not function if moved.
O.B. Macaroni (April 1, 2009)	Produces approximately 48,000 lbs. pasta/ day. No break in service possible. Serves schools, military, prisons. Requires railroad spur access. Equipment tailored to present location, concerned with them functioning after move .
Quick-as-a-Wink (April 7, 2009)	Two businesses owned/ operated at this location – car wash/ detailing and limo enterprises. Access loss (Vickery closure) perceived as adverse business impact.

Shared Concerns - with being provided adequate notice to locate/ rehabilitate/ construct new building, relocate, relocation costs, etc.



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Review of Draft Locally Preferred Alternative (LPA) and Project Partner Comments

Tower 55 Technical Advisory Group

March 21, 2009

**North Central Texas Council of Governments
Transportation Department**



Draft Recommendation of the Locally Preferred Alternative (LPA)

Based on Measures of Effectiveness Evaluation Results and Public/Political Input:

LPA: North-South Trench with additional improvements to north and south ends. Developed as a “progressive build-upon” set of improvements to BNSF/UPRR at-grade improvements.

Improved Commuter Rail Opportunities – Reconstruction of the “Hole in the Wall” as part of the trench construction would allow future simultaneous TRE and SW2NE operations through the Hole in the Wall. A new additional bridge over Lancaster Avenue parallel to the TRE Bridge would be used by freight during trench construction and then be transferred to TRE for double track between ITC and T&P Stations.

Long-Term: Regional Rail Bypass will be further studied in future as another improvement to accommodate the relocation of thru-movement trains.

Draft Recommendation of the Locally Preferred Alternative (LPA)

South End: Page Street @ BNSF Ft. Worth Sub

North End: Meacham Boulevard @ UP Choctaw Sub

Project Components (general description from south to north):

1. Series of crossovers from Allen Street to Page Street between BNSF's Ft. Worth Sub and UPRR Ney Bypass.
2. Additional crossover between Rosedale Street and Magnolia Avenue on the UP Ft. Worth Subdivision
3. 3-Track "Trench" (approx. 8000') constructed between Rosedale Avenue and MLK Freeway (Spur 280) with multiple crossovers to facilitate BNSF and UP movements
4. "Trench" vertical profile closes Vickery Blvd.; 4 options being evaluated
5. Reconstruction of Lancaster Ave. from Jones Street to Kentucky Ave. and I-30 ramp connections due to construction of "Trench"
6. Bridges over trench for NW Wye, SW Wye and Dallas Subdivision connections
7. Temporary Dallas Subdivision crossovers opposite T&P Station during construction
8. New bridge parallel to TRE bridge between ITC and T&P Station for initial purposes during construction transferring to TRE for permanent use

Draft Recommendation of the Locally Preferred Alternative (LPA)

9. At grade track on west side parallel to trench from Rosedale Ave to SH280
10. At grade track on east side parallel to trench along UP Choctaw Sub from Rosedale Street to Spur 280, including NE & SE quadrant tracks at Tower 55
11. Widening “Hole In Wall” to allow construction of two additional tracks to create three track underpass benefitting both freight rail and commuter rail
12. New connections between Choctaw1/WF Sub and UP North Siding, extension of BNSF Track 9598 to north and new parallel crossovers near 4th St. Upgrade BNSF tracks 9598, 9599, 9501 to main line status and quality.
13. New 7600’ track from south end of Trinity River Bridges to 4th St. parallel to Choctaw 1/Wichita Falls Sub. Track will be connected to BNSF's Ft. Worth Sub and BNSF's Track 9599 by crossovers and turnouts.
14. Set of crossovers at Tower 60 to facilitate train movements
15. New 8500’ foot siding track from Beach Street on the DART-owned Cotton Belt to I-35W in a location within right-of-way allowing for future double tracking of TRE
16. A new grade separation of Sylvania Avenue over the Cotton Belt line with clear span of railroad right-of-way

Comments from Union Pacific Railroad

- Believes evaluation has prematurely eliminated options without full due diligence; requests continuing evaluation of all grade separation options, including:
 - East-West Fly-Over
 - East-West Trench (new proposed option)
- Very concerned about impact to rail operations during construction of an North-South Trench that resides in same footprint
- Concerned about capital expenditure for at-grade improvements that are “thrown away” with North-South trench option
 - Requests consideration of an Offset North-South Trench that alleviates construction concerns and maintains all existing at-grade tracks
- Any improvement must not have any profile grade greater than 1.00%
 - Due to existing operational criteria associated with trains in corridors approaching Tower 55
 - Current design has 1.39% profile grade in southbound trench
- Requests roads in trench for maintenance, potential 4th track
 - Creates extremely wide cross-section that may not fit between existing structures

Comments from BNSF Railway

- Not opposed to any of new concepts proposed by Union Pacific Railroad
- Does support current design concept of North-South Trench
- Is also very concerned about impacts to rail operations during construction period of 2 – 3 years
- Requests further evaluation of operational impacts during construction
- Requests consideration to use FWWR on certain days during construction as alternate route if proposed operational phasing creates a back up of traffic attempting to get through Tower 55
 - FWWR would be used for some trains between BNSF's existing connections at Tower 60 and Cleburne until congestion was reduced to acceptable levels

Comments from City of Fort Worth

- Opposes any major rail improvements in East-West direction that:
 - Create significant commercial and residential real estate acquisitions
 - Severe disruption to current grade-separated north-south access across I-30 or the railroad corridor
 - Impedes ability for city to redevelop area immediately south of I-30
 - Further enhances the “divide” between Downtown and Near South Side & Near East Side neighborhoods
- Requires Lancaster Boulevard to remain as major east-west thoroughfare with all full capacity lanes and access; including ability for streetcar to navigate proposed grades
- Understands concerns of railroads regarding operational impacts during construction

NCTCOG/Consultant Review & Response

- East-West Trench
 - Maintains major street access to/from Downtown with bridge structures over trench (Main Street, Jennings Street, proposed Hemphill-Lamar Connector)
 - Creates new railroad tunnel underneath I-35W
 - Potential west end impacts to Henderson Street underpass and bridge columns for I-30 overpass and Henderson Street/8th Avenue/Summit Avenue ramps
 - Potential east end impacts to Pine Street underpass and at-grade connection to/from Everman Spur

NCTCOG/Consultant Review & Response

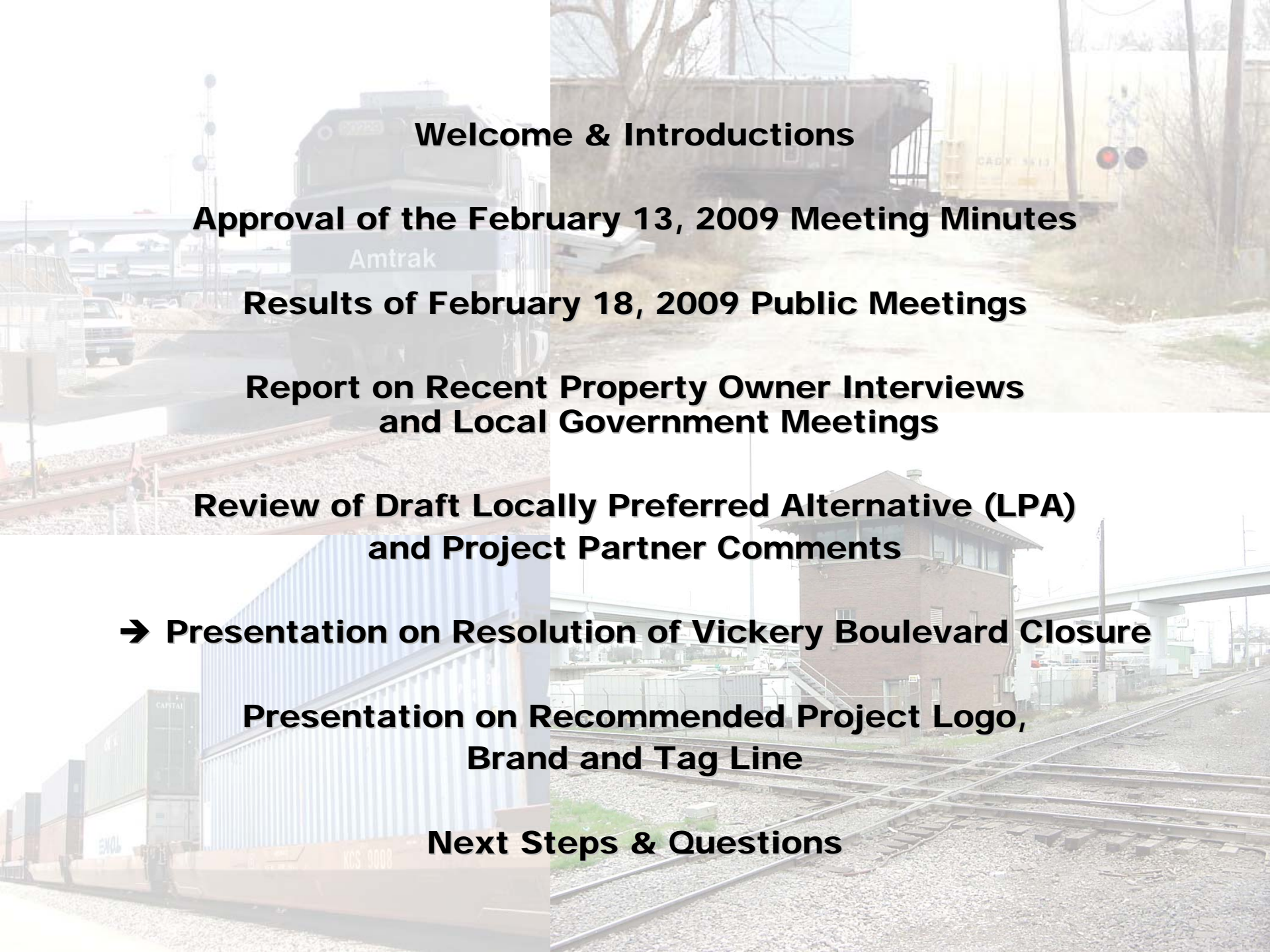
- Offset North-South Trench
 - Requires acquisition of 6 additional commercial properties
 - Inability to maintain Lancaster Boulevard open with maximum 6.00% grade
 - Eliminates possible redevelopment of parcels between existing tracks and the I-35W corridor
 - May sever ability to provide direct east-west access between Downtown and the Butler Neighborhood
 - Requires reconstruction/relocation of 6 columns of I-30/I-35 Interchange connectors
 - TxDOT stated this is not an option to take connectors out of service

NCTCOG/Consultant Review & Response

- North-South Trench at 1.00% Grade
 - Extends trench south to Ney Yard
 - Requires reconstruction of 2 of the 4 bridges of Rosedale Overpass constructed in 2002
 - Requires Rosedale Street lowered 8 feet with 6.00% profile grade
 - Impacts single access driveway to XTO Energy property with 15.00% profile grade
- Maintenance Roads within Trench
 - Column Spacing of highway ramps prohibit ability to place maintenance roads in wide trench section

Action Needed

- Agreement of LPA by Project Partners
 - General grade separation concept & location
- Environmental analysis (EA) & preparation of document to re-start
 - Awaiting agreement on LPA by partners
 - Train data needed from UPRR for noise & vibration analysis
- Operational analysis to assess impact during construction
 - Train data needed from UPRR
- Initiate Cost/Benefit Analysis
 - Train data needed from UPRR
- Schedule next round of public meetings
- Presentation to Ft. Worth City Council for LPA Approval
- Presentation to RTC for LPA Approval
- Initiate assessment of commuter rail opportunities



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Vickery Boulevard Closure

City of Fort Worth Recommendations

- **Three alternatives were evaluated and considered:**
 - Auto Overpass at Vickery Blvd
 - Auto Underpass / Tunnel at Vickery Blvd
 - Auto Overpass at Broadway Street
- **Agree to closure of Vickery Blvd; vehicular traffic is very low and community does not view as critical connecting thoroughfare**
 - Lancaster and Hattie provide sufficient east-west auto connection
- **Request Bike/Pedestrian bridge constructed over railroad at Vickery Blvd; consistent with Fort Worth Bike Study**
 - Provides important connectivity of Evans/Rosedale and Main/Hemphill Urban Villages plan
- **Request improvements to Hattie Street Bridge to accommodate bike/pedestrian traffic**



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Program Identity & Brand

Tower 55

Technical Advisory Group Meeting

04.17.09

Mindy Mize & Wei Wei Cham



North Central Texas
Council of Governments

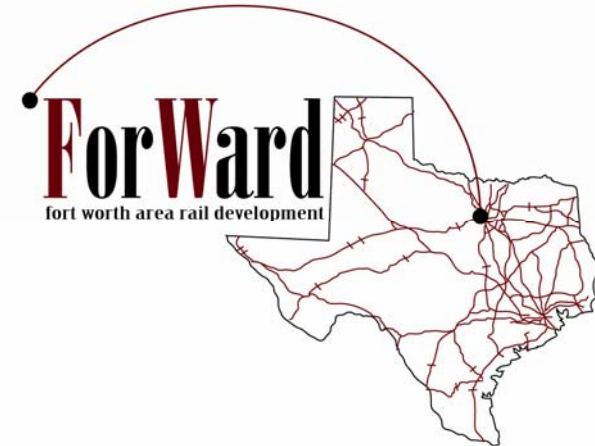
Program Identity & Brand



Option A

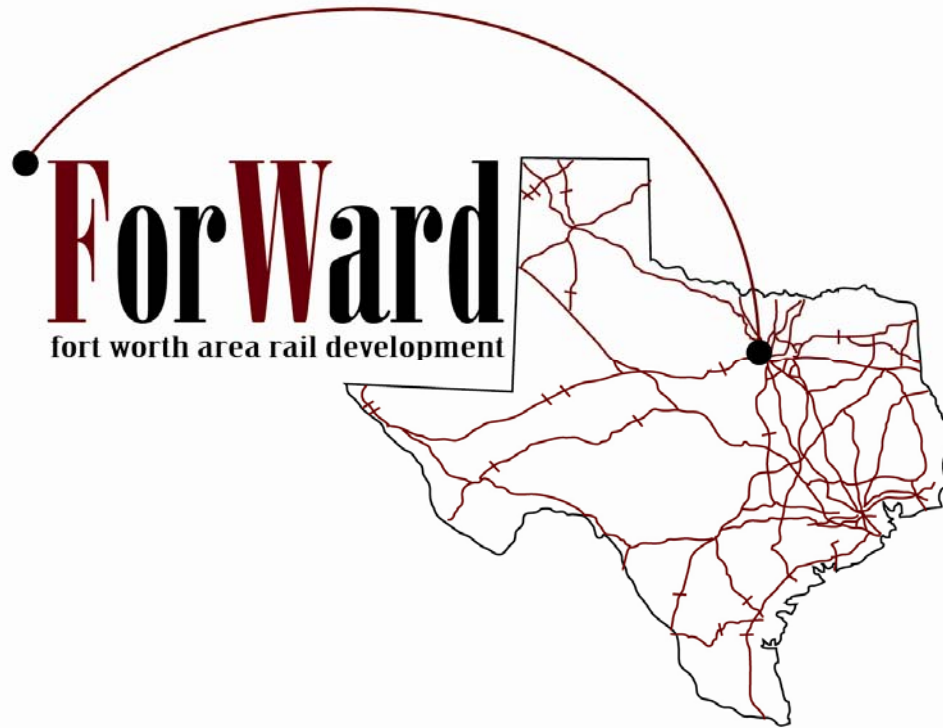


Option B



Option C

Program Identity & Brand



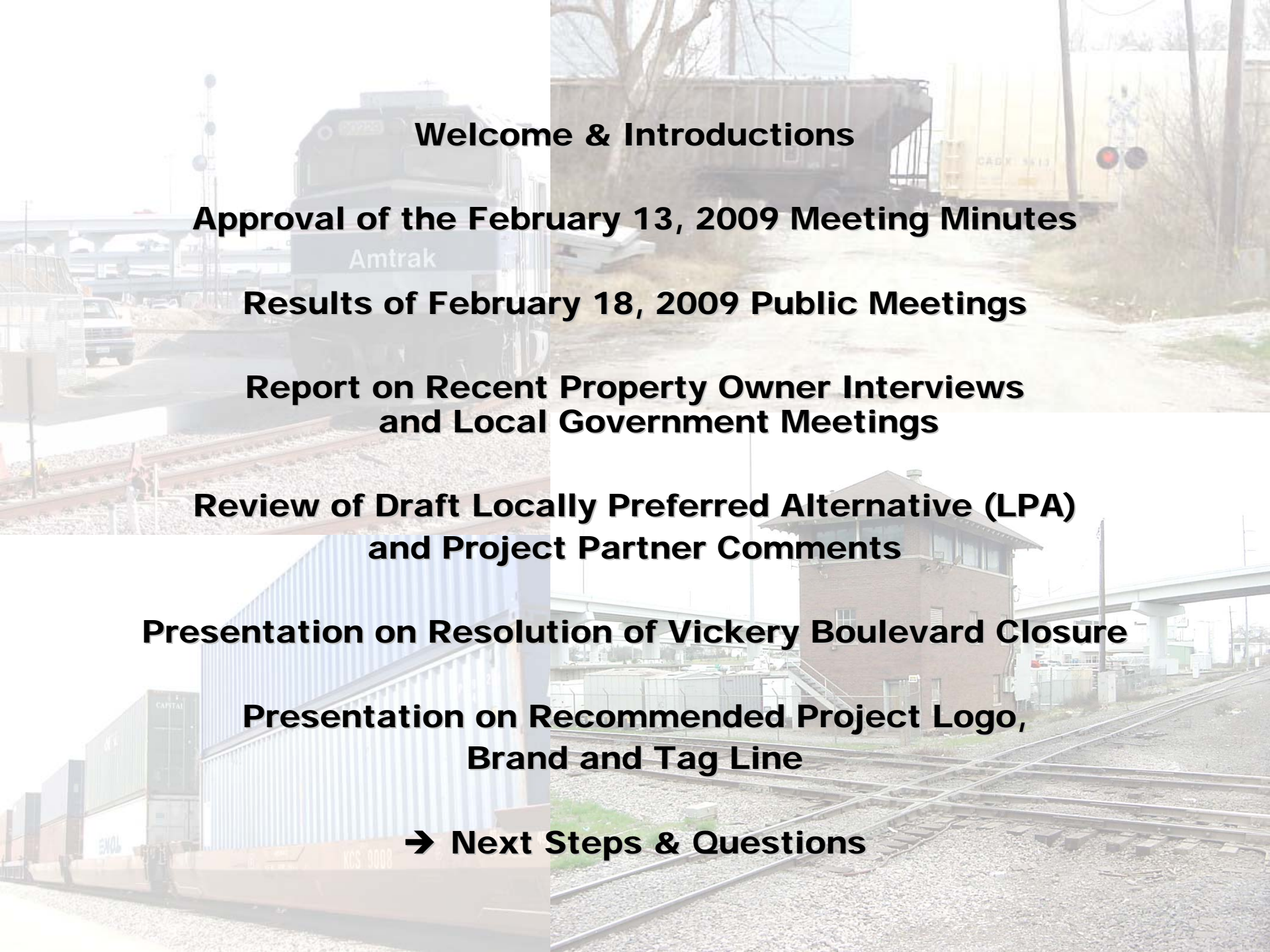
Recommended Option

Program Identity & Brand

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