

95TH STREET AT THE UPRR GRADE SEPARATION STUDY



**95TH STREET & UNION PACIFIC RAILROAD GRADE SEPARATION – GS21a
COMMUNITY ADVISORY GROUP MEETING #2**

June 27, 2019

MEETING AGENDA



- **Introductions**
- **Project Overview**
- **CAG #1 Recap**
- **CAG #2 Goals**
- **Introduce Purpose and Need Statement**
- **Introduce Grade Separation Alternatives**
- **Evaluation Criteria**
- **Feedback from CAG**
- **Next Steps**

INTRODUCTIONS



Soliman Khudeira
Section Chief, Major Projects



Tony Pakeltis
Project Manager



Zubair Haider
IDOT Coordinator



Anne Marie Jensen
Project Engineer

Samuel Tuck III
IDOT CREATE Program Manager

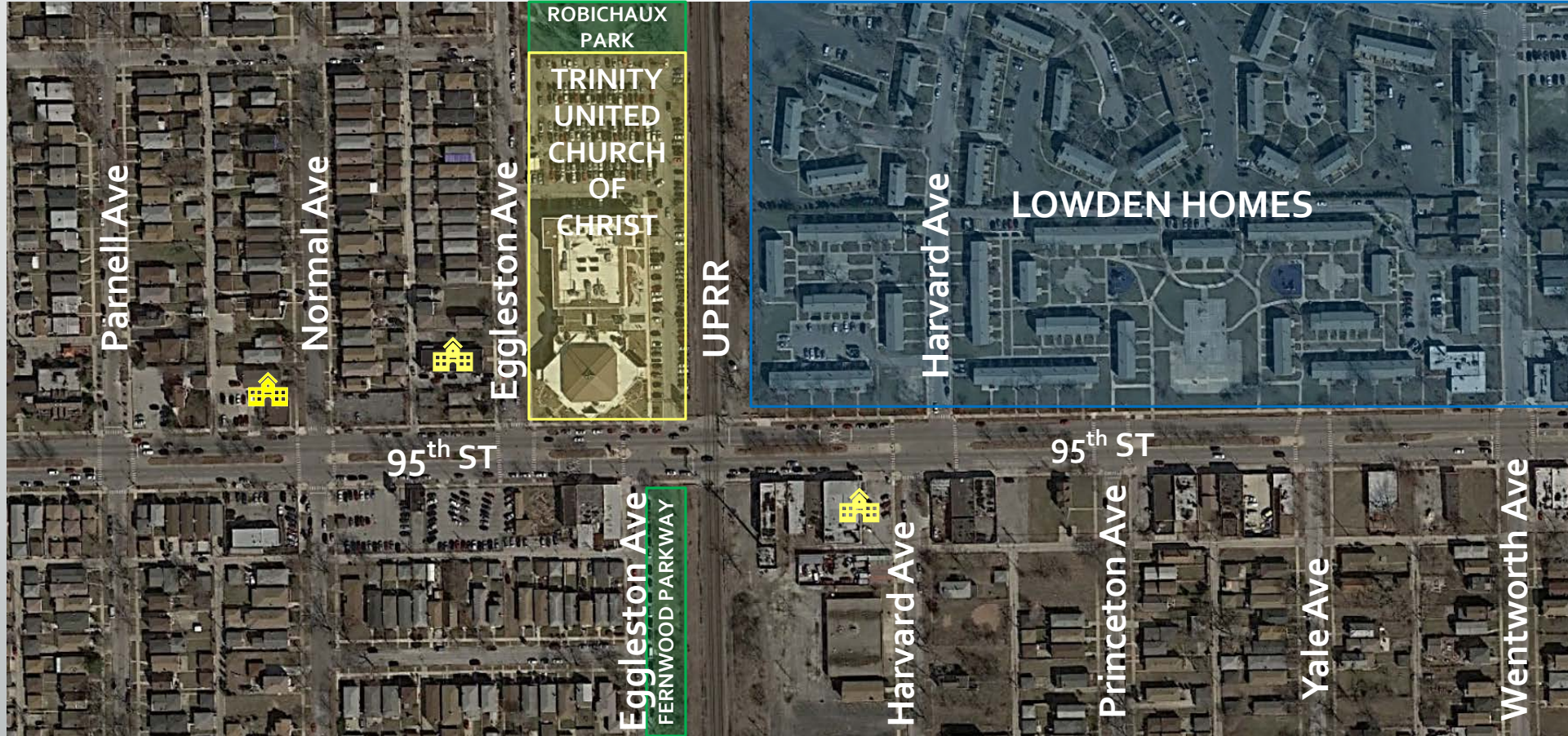
Robin Beaman
*Public Involvement
Principal*



Ken Freimuth

Stacey Watson
*Public Involvement
Manager*

OVERVIEW OF THE PROJECT



Project Implementation Process



Phase I

- Preliminary engineering / alternatives analysis
- Environmental studies (noise / air / historic /etc.)
- Public and agency coordination

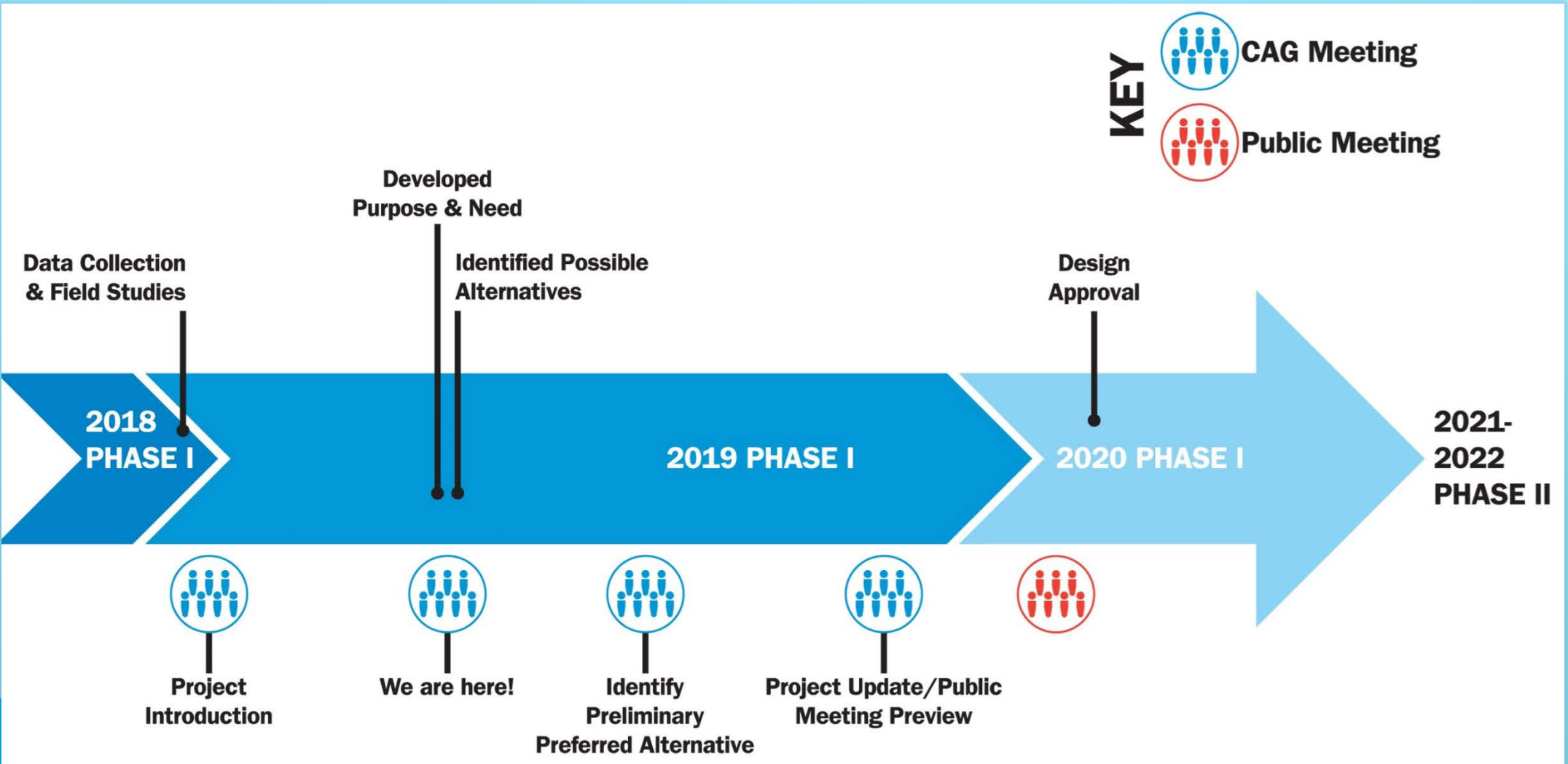
Phase II

- Final design
- Contract plans
- Land acquisition / CDOT contacts property owners

Phase III

- Construction Phase

PROJECT SCHEDULE



Project Details



23,000
Cars Daily

2,600
Trucks Daily

700 CTA and Pace
Buses Daily

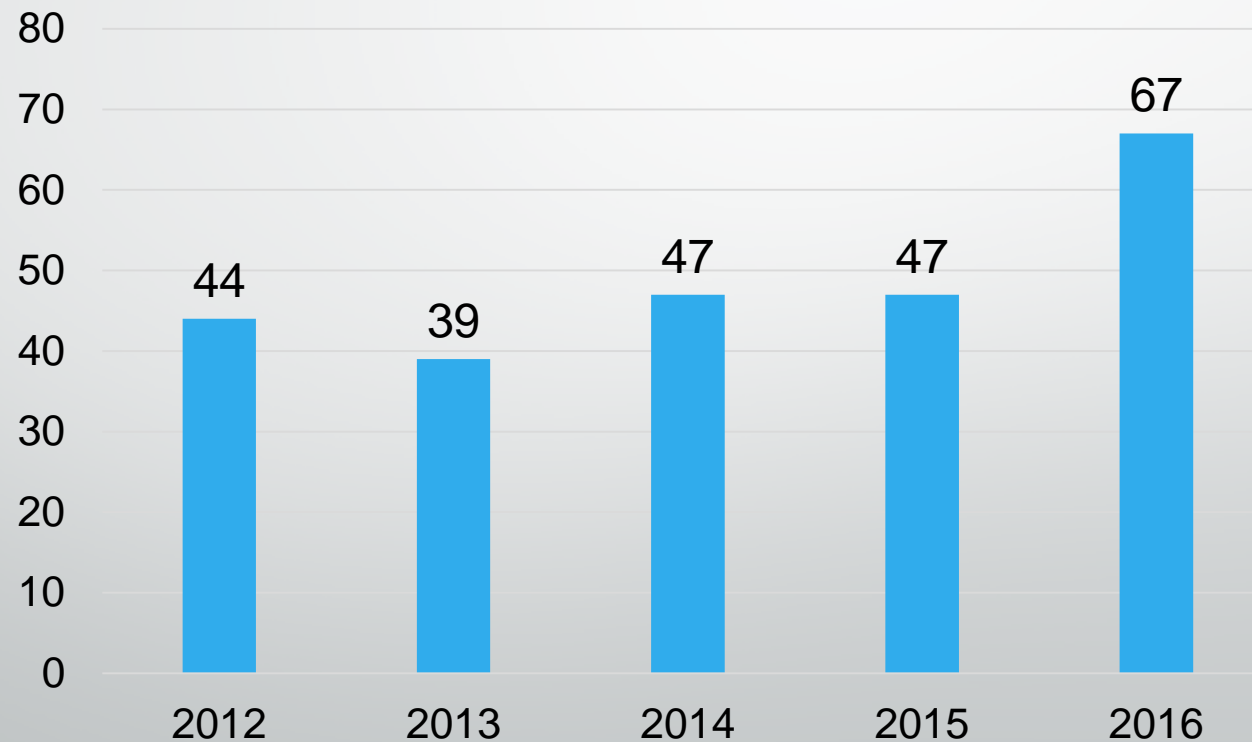
26 Freight and
Amtrak Trains

Crash Data



A total of 244 crashes occurred within the project area between 2012 – 2016.

Total Crashes per year



Project Benefits



- Improve safety
- Reduce congestion
- Eliminate delays
- Improve access for emergency responders
- Improve air quality
- Economic benefits
- Improve bicycle/pedestrian accommodations



CAG #1 OVERVIEW



- CAG 1 meeting held on April 16, 2019
- Introduce the Project
- Present Existing Conditions
- Overview of the Phase I Design Process and Schedule
- Define Roles of CAG
- Obtain CAG members' concerns and input





CAG #2 GOALS

- Present Purpose and Need Statement
- Introduce Grade Separation Alternatives
- Review Alternative Impacts
- Discuss and Develop Criteria for Alternatives



PURPOSE & NEED STATEMENT



The Purpose and Need Statement is intended to clarify the expected outcomes of a public expenditure and to justify that expenditure:

What is to be accomplished and why it is necessary.

PURPOSE & NEED STATEMENT



Purpose of the Project:

The purpose of the project is to provide a transportation improvement that addresses safety and mobility in the 95th Street corridor by eliminating train conflicts, reducing delay, and improving emergency response and air quality.

Project Needs:

- Improve mobility
- Enhance safety



PURPOSE & NEED STATEMENT



Mobility:

- 95th Street is a truck route and strategic regional arterial.
- Traffic will increase 21% and truck traffic will increase 27% by 2050.
- Railroad operations disrupt flow of traveling public on 95th Street resulting in delays and congestion.
- Crossing is blocked on average 3.8 minutes per train.
- 81 vehicles-hours of delay per day.
- UPRR crossing at 95th Street is a 911 Critical Crossing.
- Train crossing constraints lead to air pollution.

PURPOSE & NEED STATEMENT



Safety:

- Rear end crashes is the predominant collision in project corridor.
- Congested conditions and drivers' behavior crossing tracks.
- Six recorded rail crashes occurred from 1976 and last collision in 2009.
- Four crashes resulted from vehicles driving around gate or stalling on tracks.
- Two crashes resulted in injuries when pedestrians walked around crossing gates.



OPEN DISCUSSION ON PURPOSE AND NEED STATEMENT

ALTERNATIVES CONSIDERED



Alternative #1: No Build (Do Nothing)

Alternative #2: Eliminate UPRR Crossing

Alternative #3: Railroad over 95th Street

Alternative #4: Railroad under 95th Street

Alternative #5: 95th Street over Railroad

Alternative #6: 95th Street under Railroad

- Median
- No Median

Alternative #7: 95th Street under Railroad with Offset Alignment

Alternative #8: Hybrid

ALTERNATIVES CONSIDERED



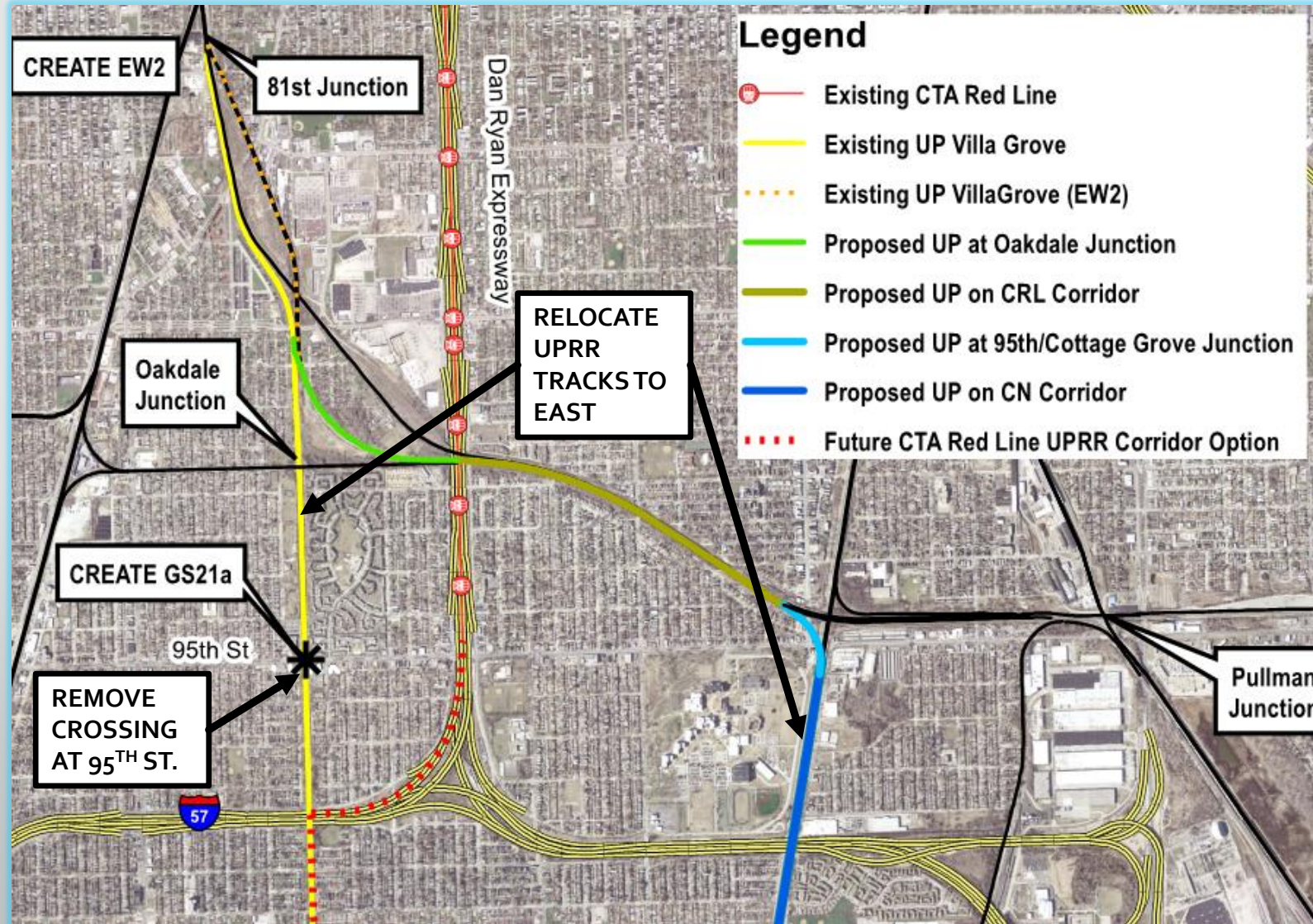
Alternative #1: No Build (Do Nothing)

- No improvement to the UPRR at-grade crossing at 95th Street.
- The railroad tracks and roadway remain at the same grade.



ALTERNATIVES CONSIDERED

Alternative #2: Eliminate UPRR Crossing



ALTERNATIVES CONSIDERED



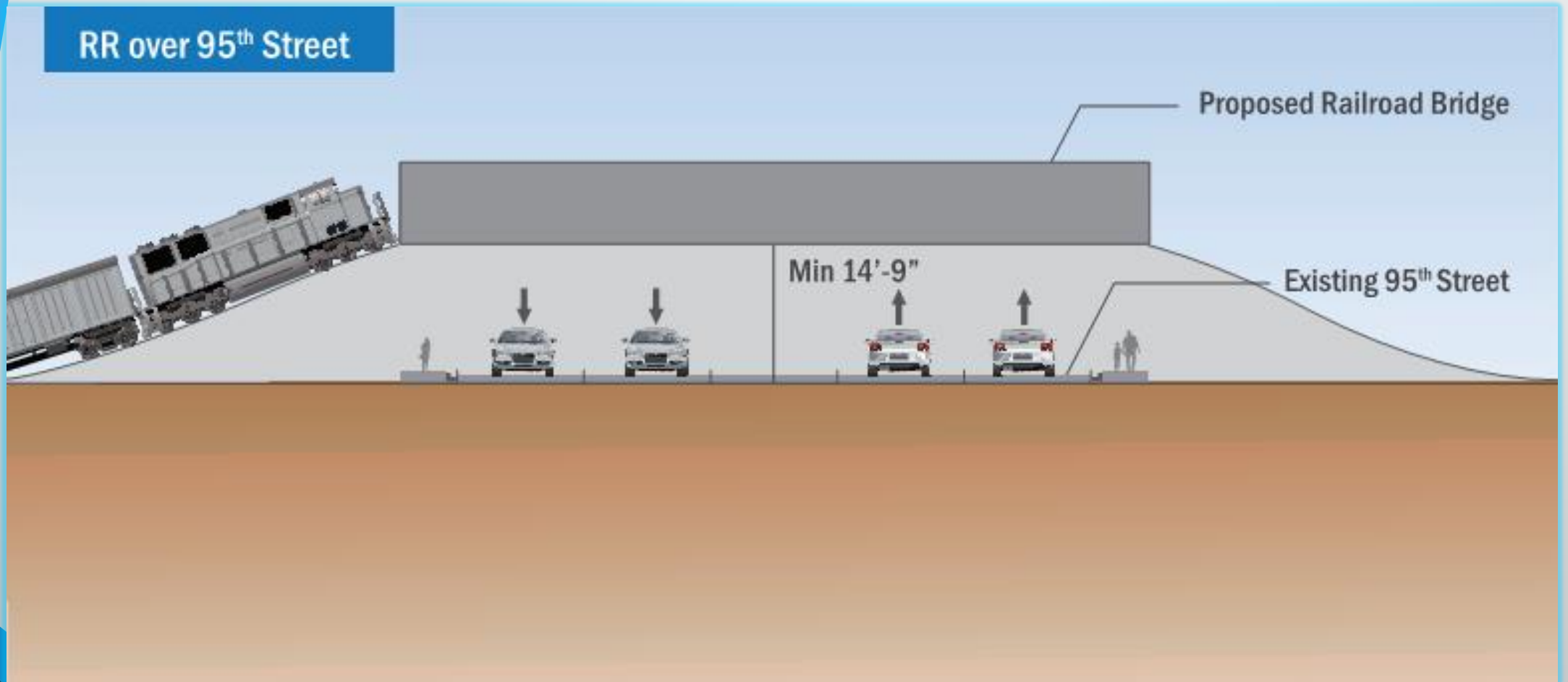
Alternative #2: Eliminate UPRR Crossing

- UPRR tracks to be relocated to another railroad corridor to east.
- Alternative not feasible due to:
 - Cost \$1.2B.
 - Impact Cottage Grove Avenue by reducing roadway width.
 - Railroad operations don't allow the relocation of current infrastructure from one railroad to another.

ALTERNATIVES CONSIDERED



Alternative #3: Railroad over 95th Street



ALTERNATIVES CONSIDERED



Alternative #3: Railroad over 95th Street

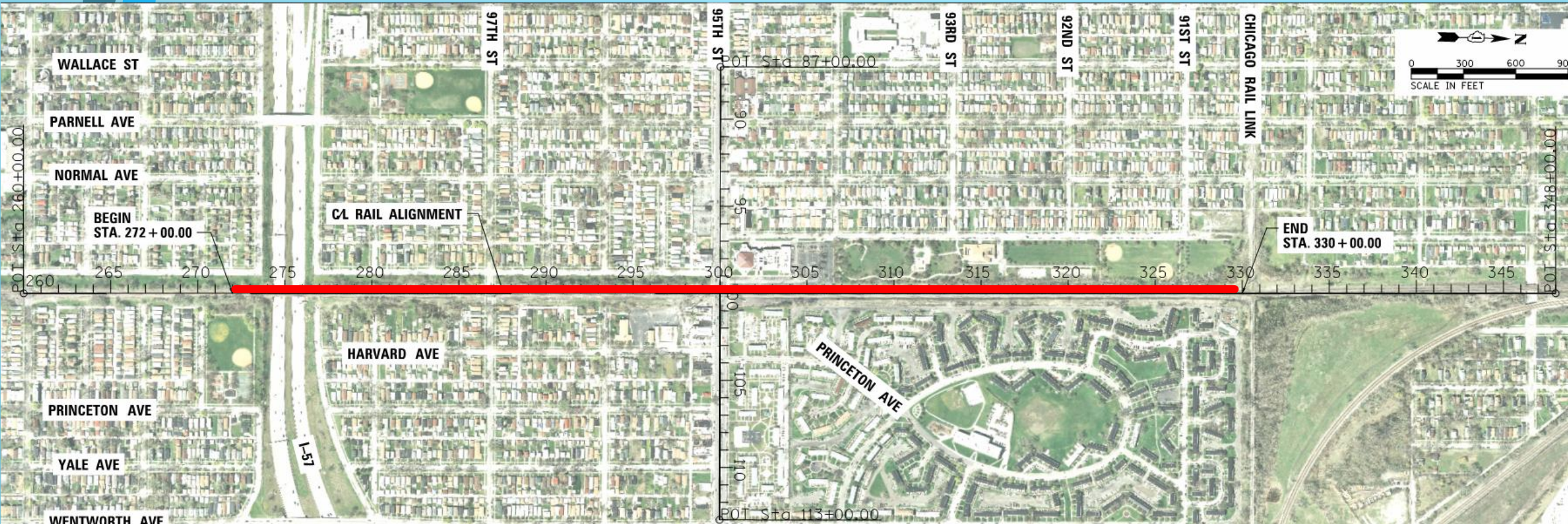
- Railroad is grade separated above 95th Street by raising the profile of railroad.
- 95th Street remains on its existing centerline alignment at existing profile.
- 14'-9" vertical clearance is provided above 95th Street.
- Significantly raises railroad and potentially impacts additional cross street and railroad bridge over I-57, requires an additional grade separation at 97th Street and extensive retaining walls.

ALTERNATIVES CONSIDERED



Alternative #3: Railroad over 95th Street

- Length of railroad improvements = 1.1 miles

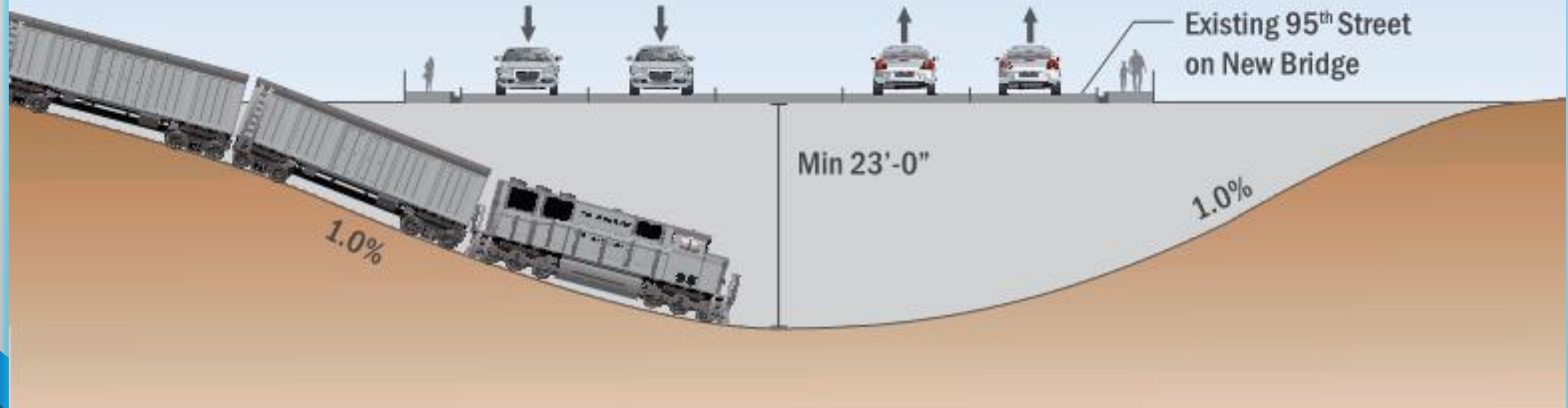


ALTERNATIVES CONSIDERED



Alternative #4: Railroad under 95th Street

RR under 95th Street



ALTERNATIVES CONSIDERED



Alternative #4: Railroad under 95th Street

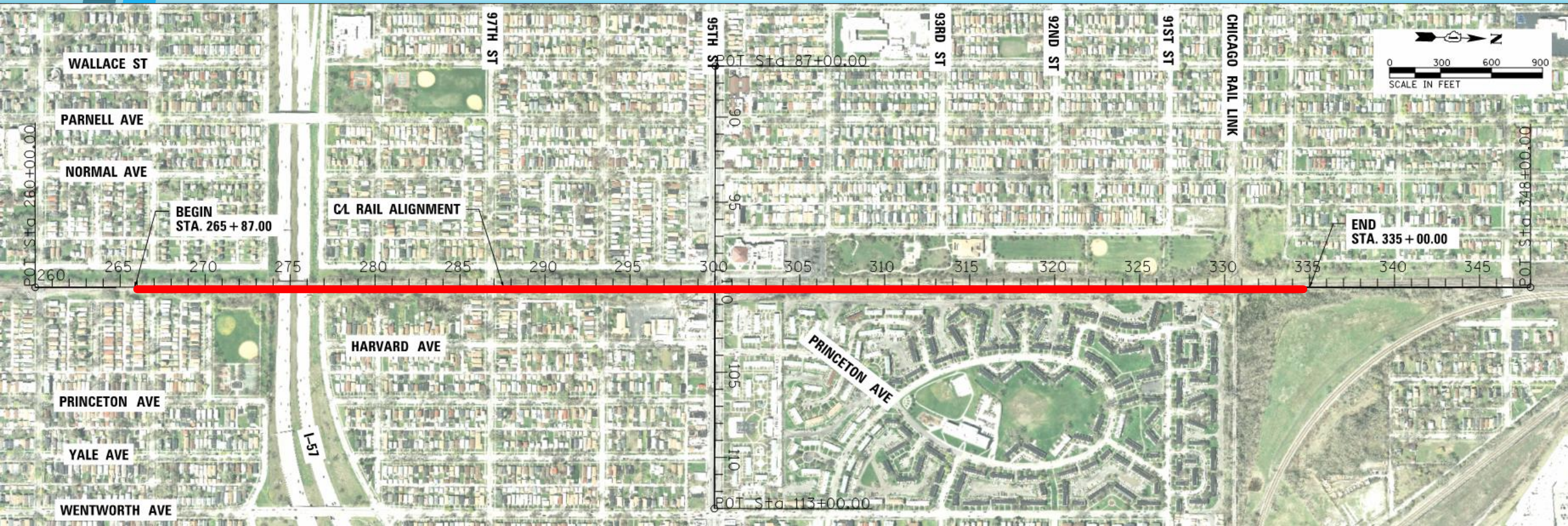
- Railroad is grade separated below 95th Street by lowering the profile of railroad.
- 95th Street remains on its existing centerline alignment at existing profile.
- 23'-0" vertical clearance is provided over railroad.
- Significantly lowers railroad and potentially impacts additional cross street and railroad bridge over I-57, requires an additional grade separation at 97th Street and extensive retaining walls.

ALTERNATIVES CONSIDERED



Alternative #4: Railroad under 95th Street

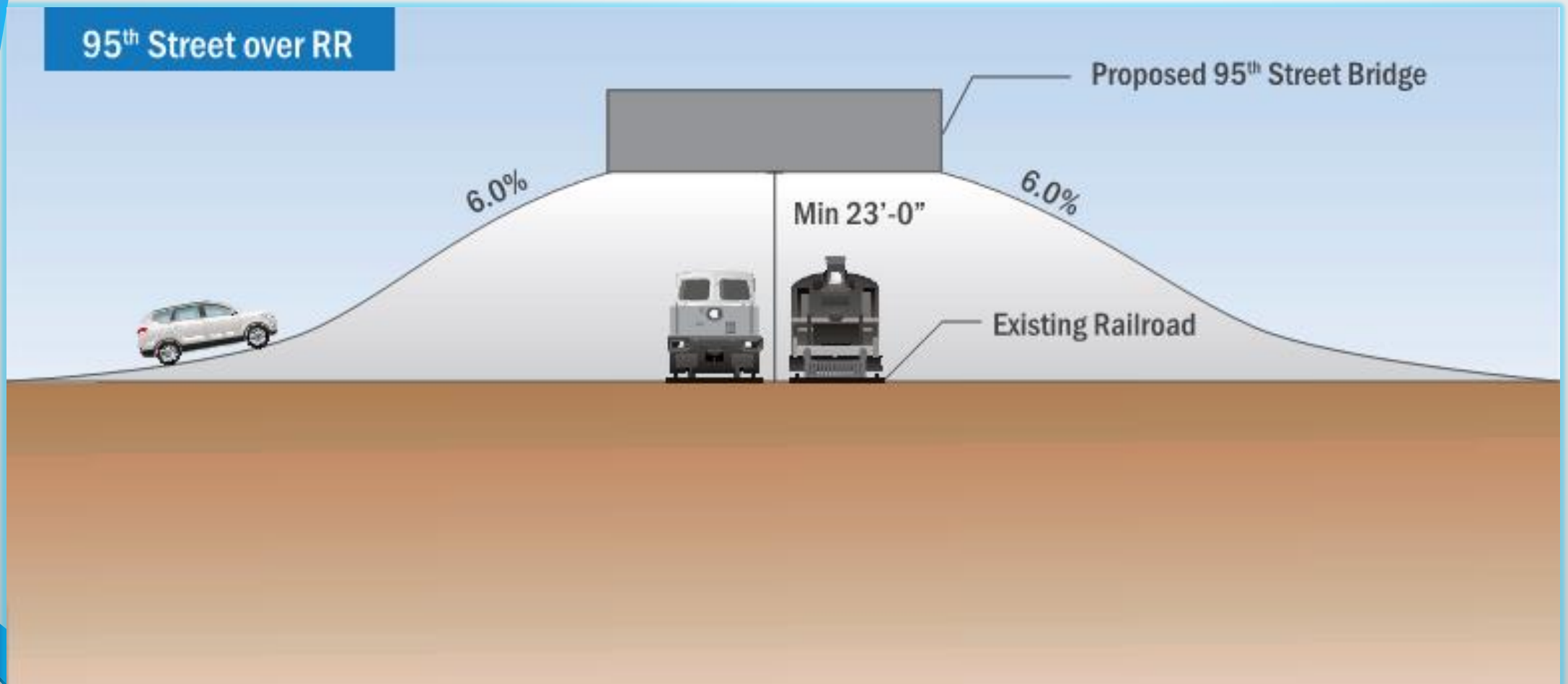
- Length of railroad improvements = 1.3 miles



ALTERNATIVES CONSIDERED



Alternative #5: 95TH Street over Railroad



ALTERNATIVES CONSIDERED



Alternative #5: 95TH Street over Railroad

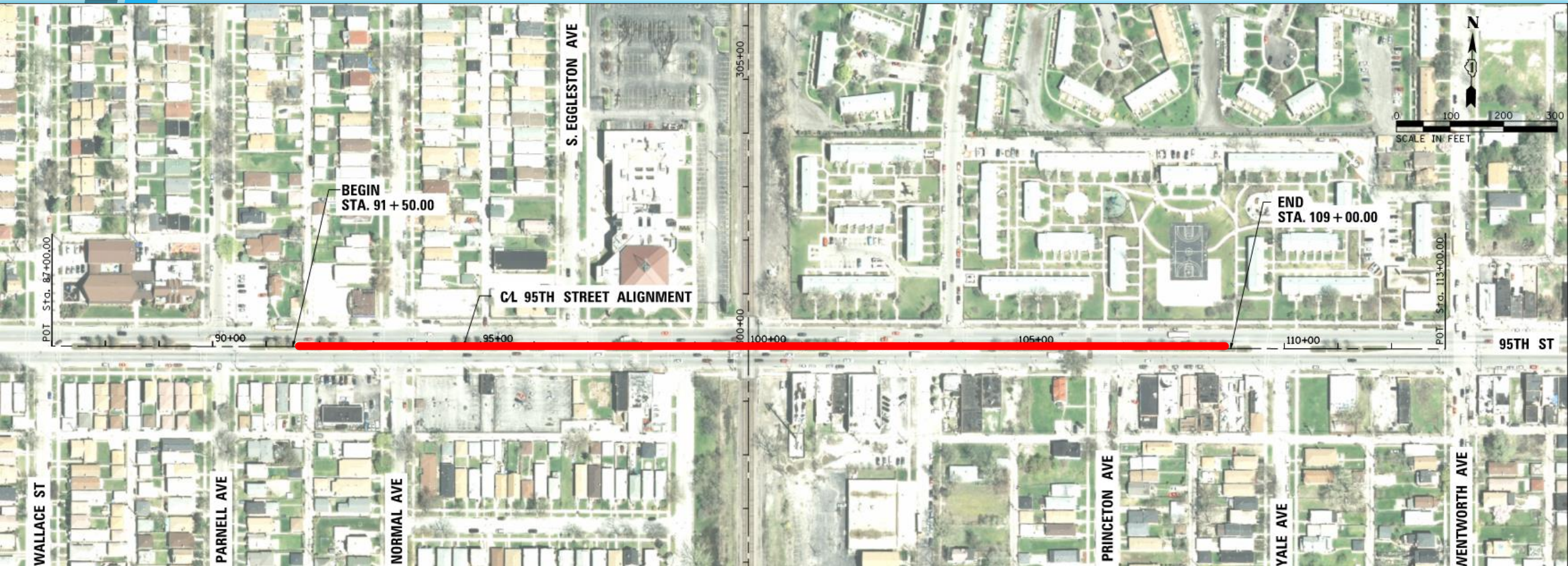
- 95th Street is grade separated over railroad by raising the profile of 95th Street.
- 95th Street remains on its existing centerline alignment.
- 23'-0" vertical clearance is provided over railroad.
- Significantly raises 95th Street and potentially impacts additional cross street and requires greater residential and business displacements and extensive retaining walls.

ALTERNATIVES CONSIDERED



Alternative #5: 95TH Street over Railroad

- Length of roadway improvements = 0.33 miles

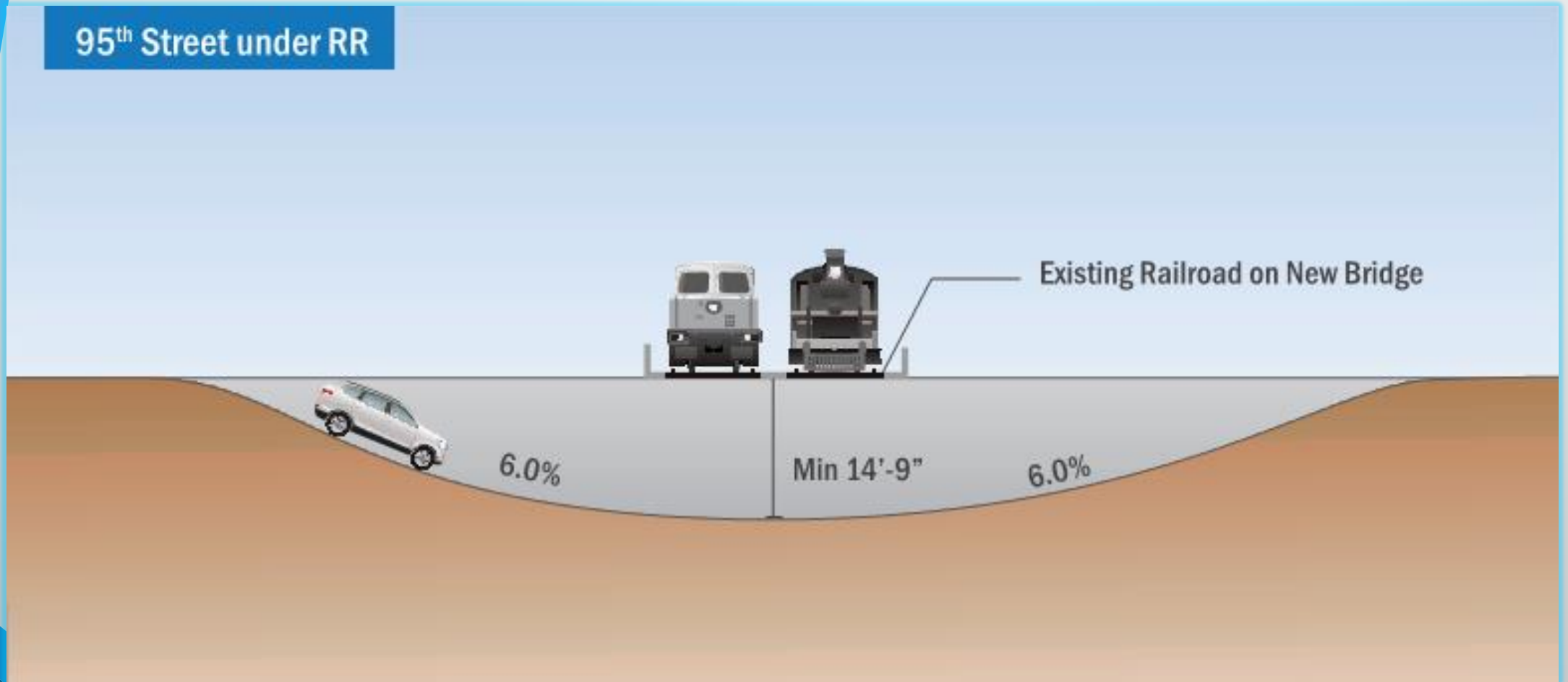


ALTERNATIVES CONSIDERED



Alternative #6: 95TH Street under Railroad

95th Street under RR



ALTERNATIVES CONSIDERED



Alternative #6: 95TH Street under Railroad

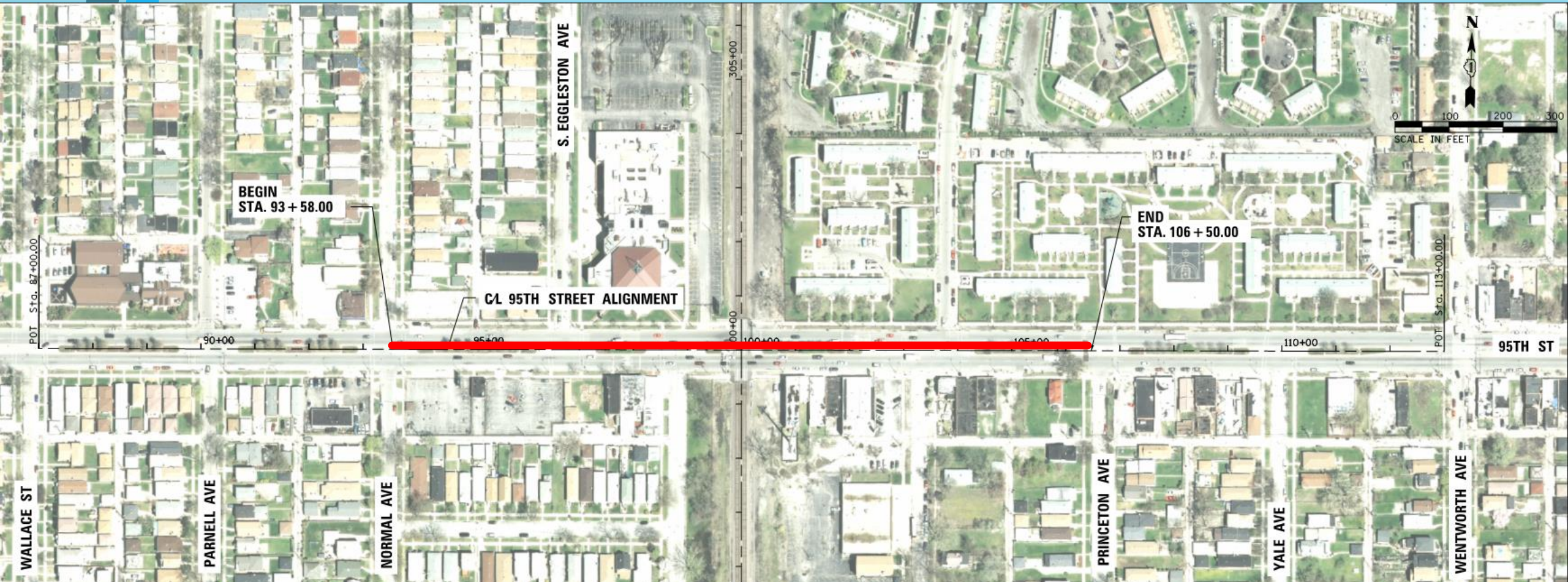
- 95th Street is grade separated under railroad by lowering the profile of 95th Street.
- 95th Street remains on its existing centerline alignment.
- 14'-9" vertical clearance is provided above 95th Street.
- Least amount of infrastructure, environmental, and community impacts compared to Alternatives 2 through 5.

ALTERNATIVES CONSIDERED



Alternative #6: 95TH Street under Railroad

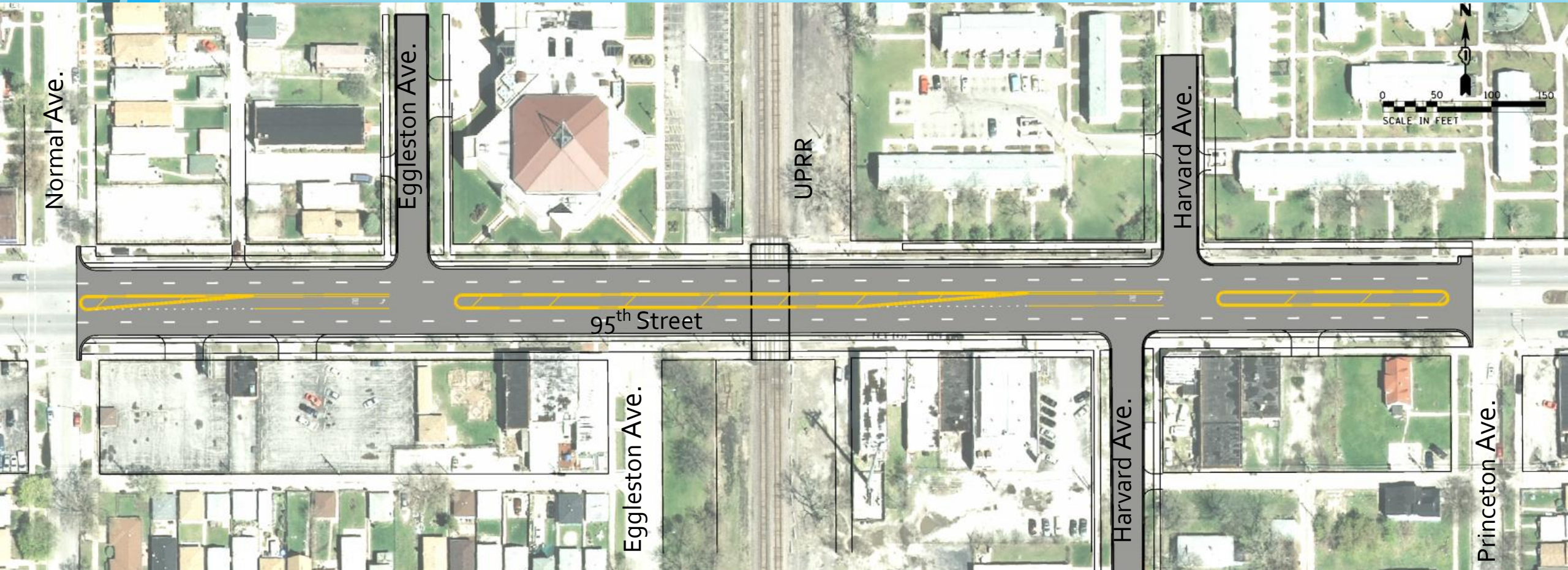
- Length of roadway improvements = 0.24 miles



ALTERNATIVES CONSIDERED



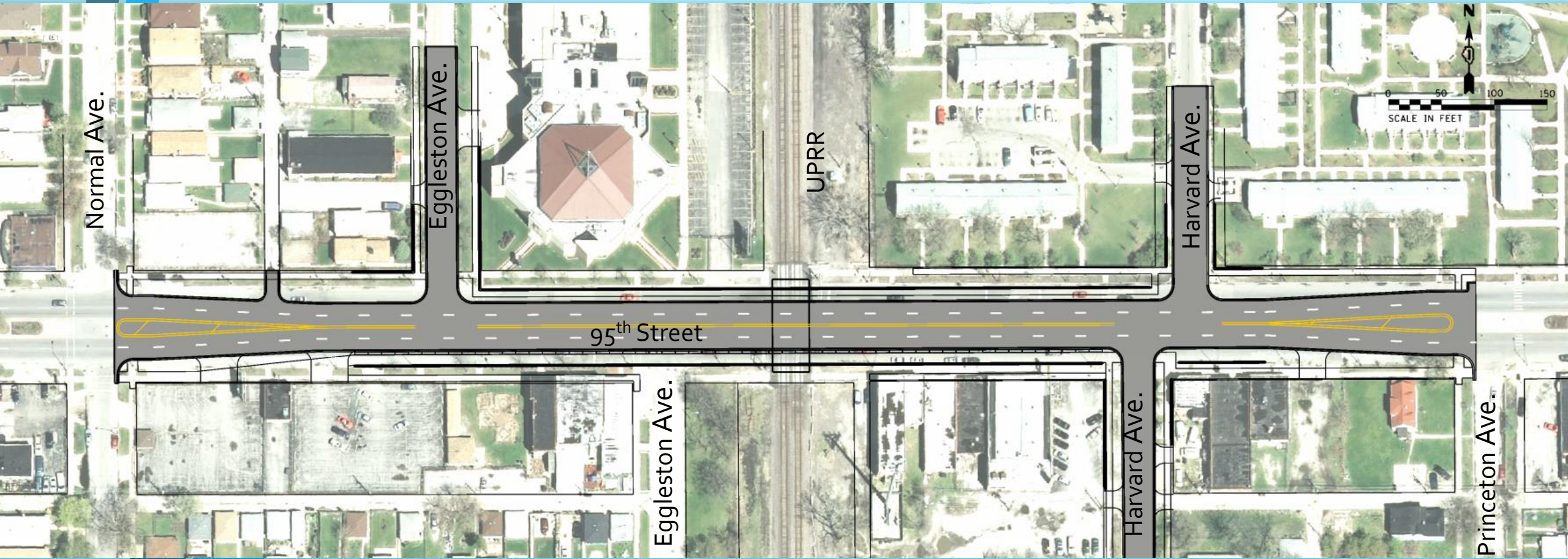
Alternative #6: 95TH Street under Railroad with Median



ALTERNATIVES CONSIDERED

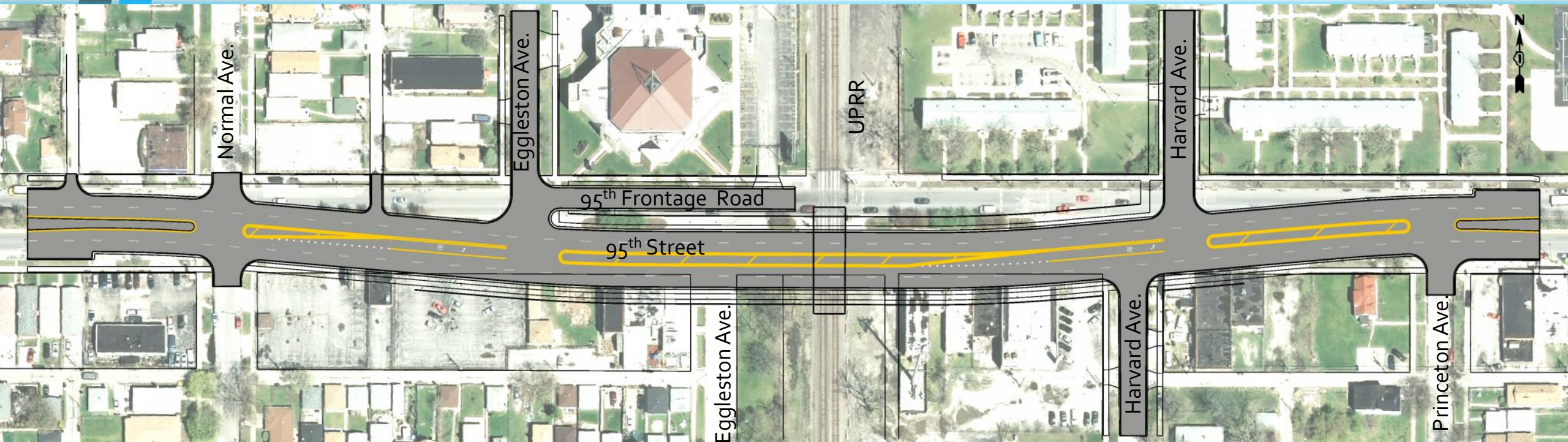


Alternative #6: 95TH Street under Railroad with No Median



ALTERNATIVES CONSIDERED

Alternative #7: 95TH Street under Railroad with offset alignment



ALTERNATIVES CONSIDERED



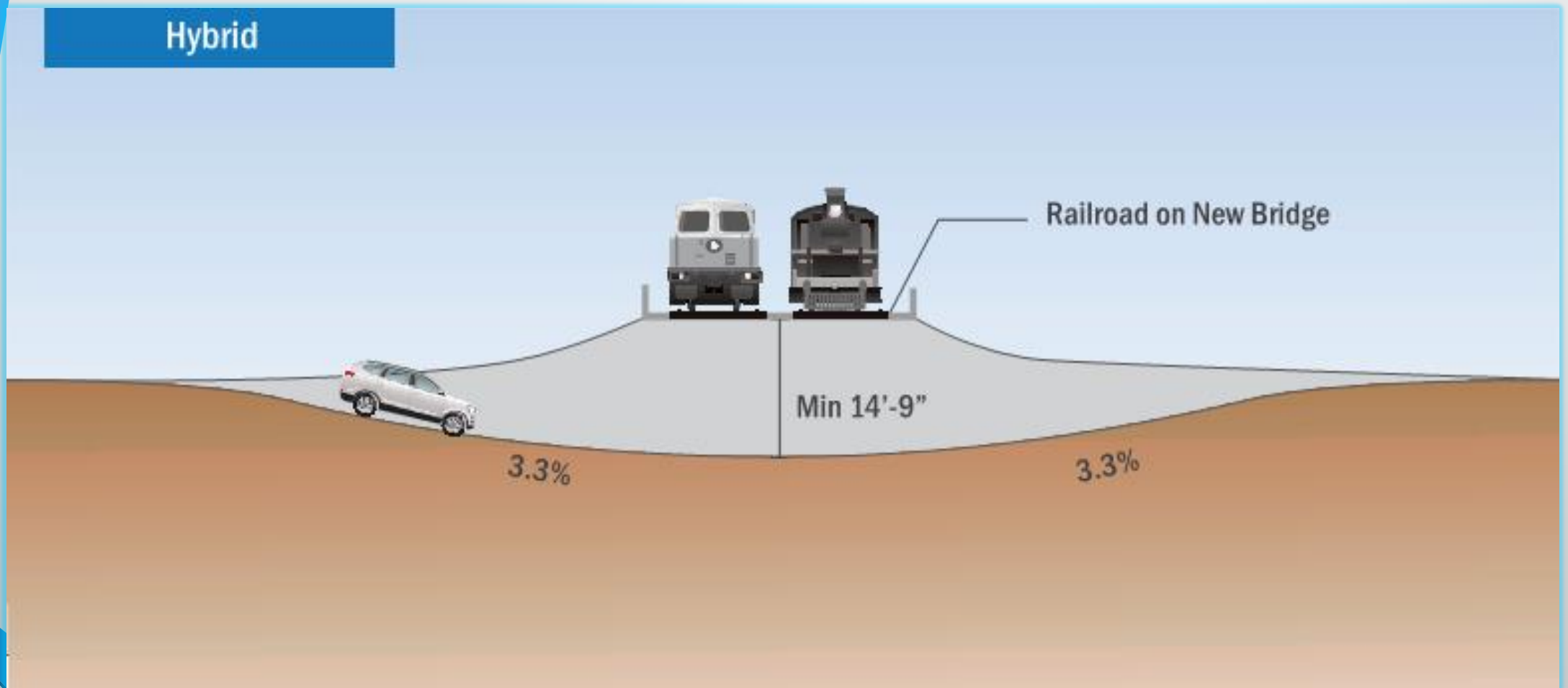
Alternative #7: 95TH Street under Railroad with offset alignment

- 95th Street alignment is offset 38 feet to south from existing alignment.
- Similar traffic pattern at Eggleston and 95th intersection as Alternative #6: 95th Street under Railroad.
- Roadway improvements are greater than 95th under UPRR by 1,650 feet.
- Offset alignment has safety concerns/issues.
- Requires various utility line relocations.
- Requires greater residential and business property acquisition and displacements.

ALTERNATIVES CONSIDERED



Alternative #8: Hybrid



ALTERNATIVES CONSIDERED



Alternative #8: Hybrid

- 95th Street and railroad are grade separated by raising the railroad by 11 feet and lowering 95th Street by 11 feet.
- 95th Street remains on its existing centerline alignment.
- 14'-9" vertical clearance is provided above 95th Street.
- Potentially eliminates need for pump station.
- Requires noise walls adjacent to railroad tracks.
- Greater impacts to railroad, slightly reduced costs and impacts to community.

ALTERNATIVES CONSIDERED



Alternative #8: Hybrid

- Length of roadway improvements = 0.13 miles

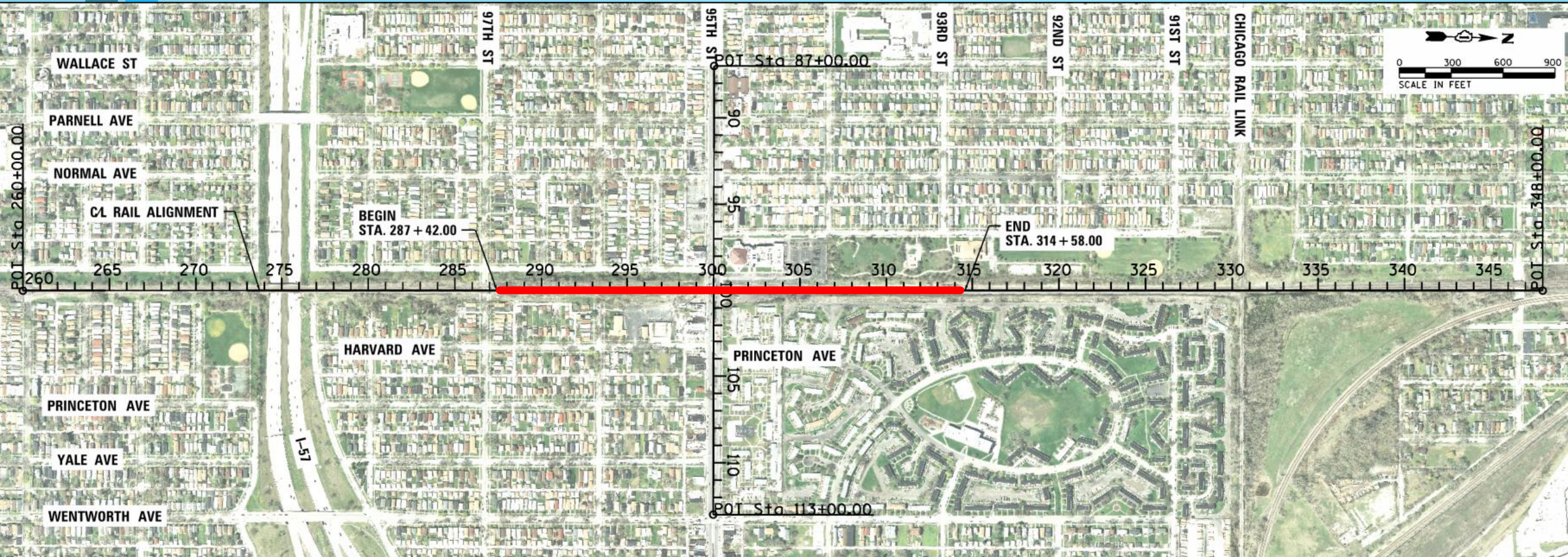


ALTERNATIVES CONSIDERED



Alternative #8: Hybrid

- Length of railroad improvements = 0.5 miles



EVALUATION CRITERIA



Performance

Acceptance

Cost

EVALUATION CRITERIA



Performance:

- Eliminate conflicts between trains and vehicles.
- Minimize 95th Street transportation and freight and passenger trains disruptions during construction.
- Minimize right-of-way impacts.
- Minimize environmental resources impacts.
- Accommodate adjacent stakeholder and railroad access.

EVALUATION CRITERIA



Acceptance:

- Enhance project corridor appearance.
- Minimize impacts.
- Accommodate pedestrian and cyclist traffic along 95th Street.
- Facilitate construction with minimal disruptions.



OPEN DISCUSSION ON EVALUATION CRITERIA

NEXT STEPS



- Meeting summary to follow
- Third CAG Meeting: August 2019 – Identify preliminary preferred alternative
- Fourth CAG Meeting: November 2019 – Project update and public meeting preview
- Project Website: www.95thuprr.com
- Project Contact: **Anthony.Pakeltis@parsons.com**

QUESTIONS?

