CHICAGO DEPARTMENT OF TRANSPORTATION

95TH STREET AT THE UPRR GRADE SEPARATION STUDY

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

Zubair Haider
IDOT Coordinator

Samuel Tuck III
IDOT CREATE Program Manager

Ken Freimuth

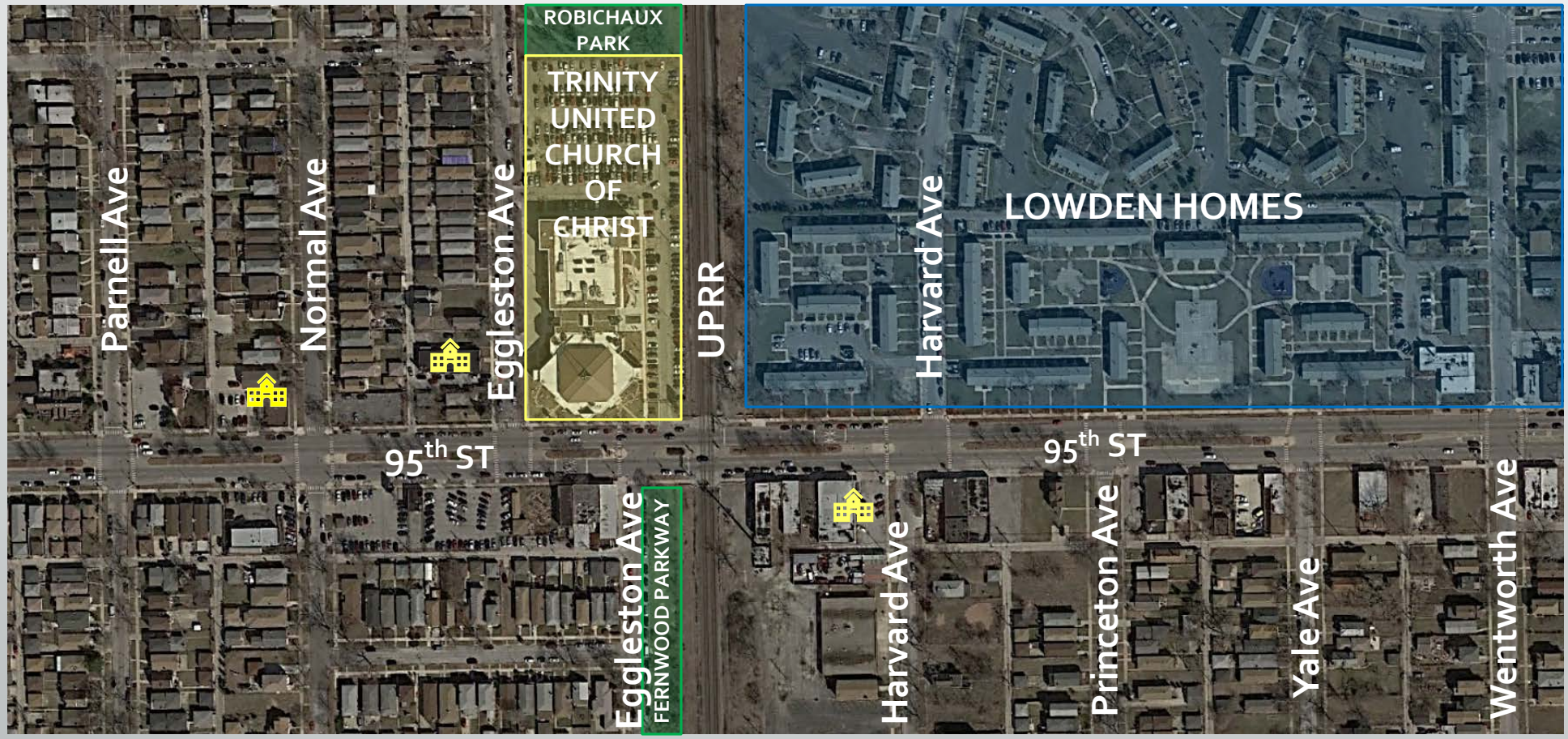
Tony Pakeltis
Project Manager

Anne Marie Jensen
Project Engineer

Robin Beaman
Public Involvement Principal

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

WE ARE HERE

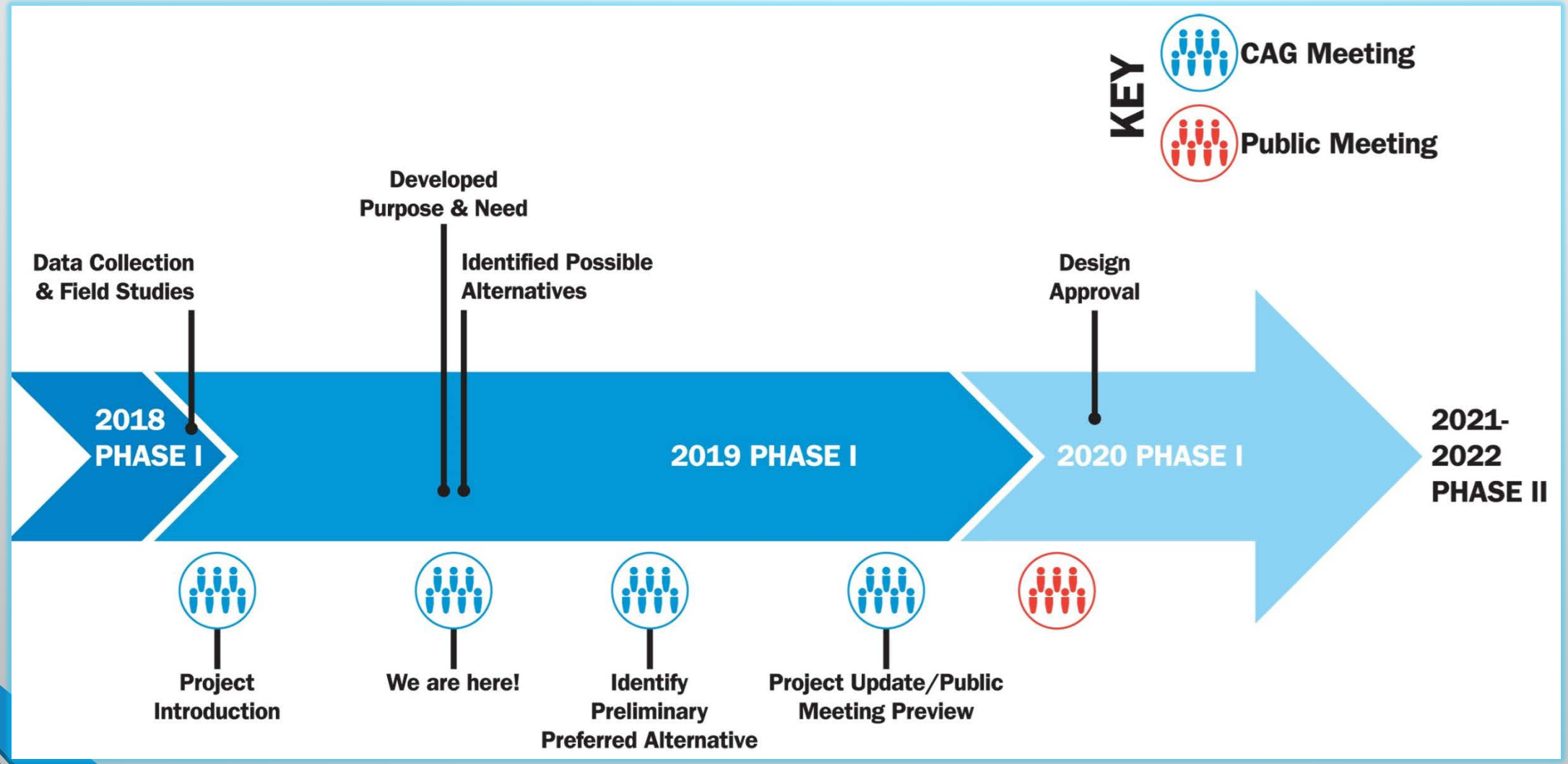
Phase II

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

Phase III

- Construction Phase

Project schedule

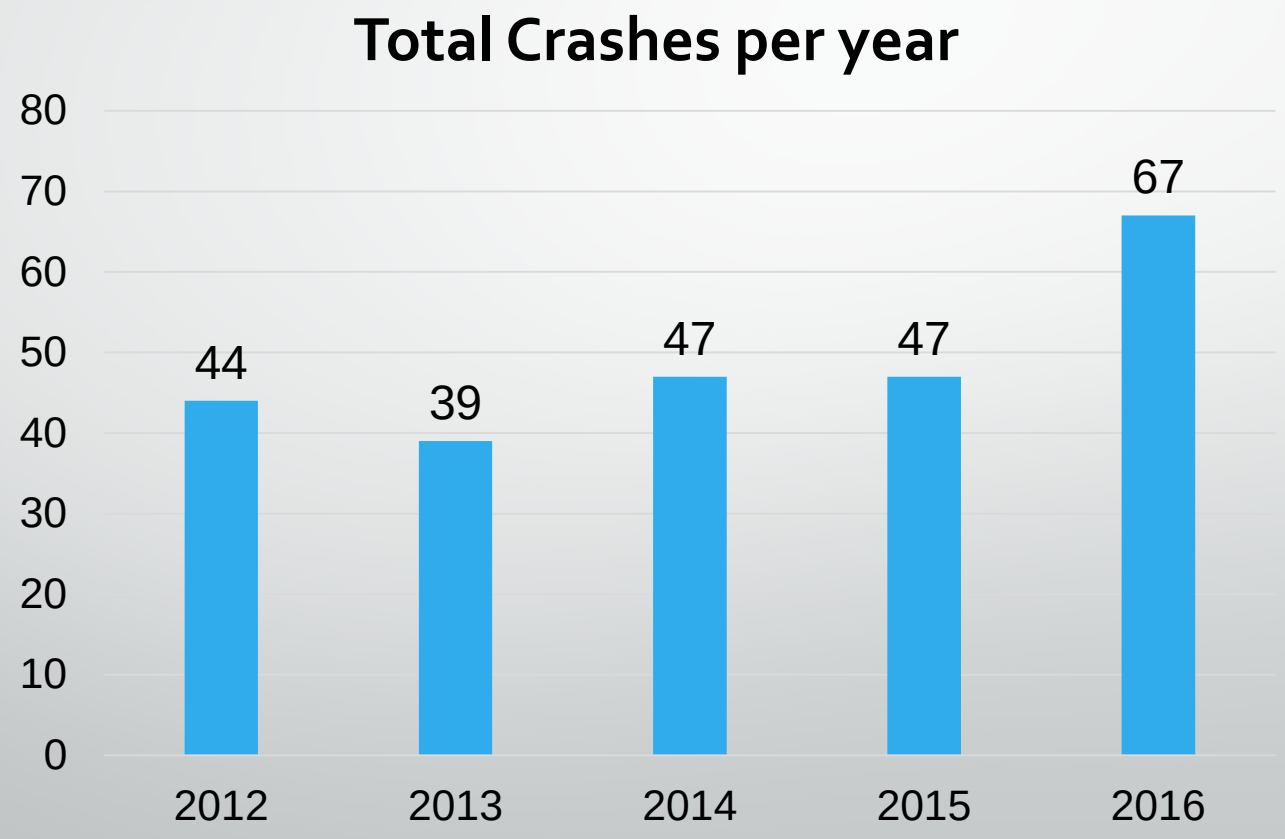


Project Details

23,000 Cars Daily	2,600 Trucks Daily
700 CTA and Pace Buses Daily	26 Freight and Amtrak Trains

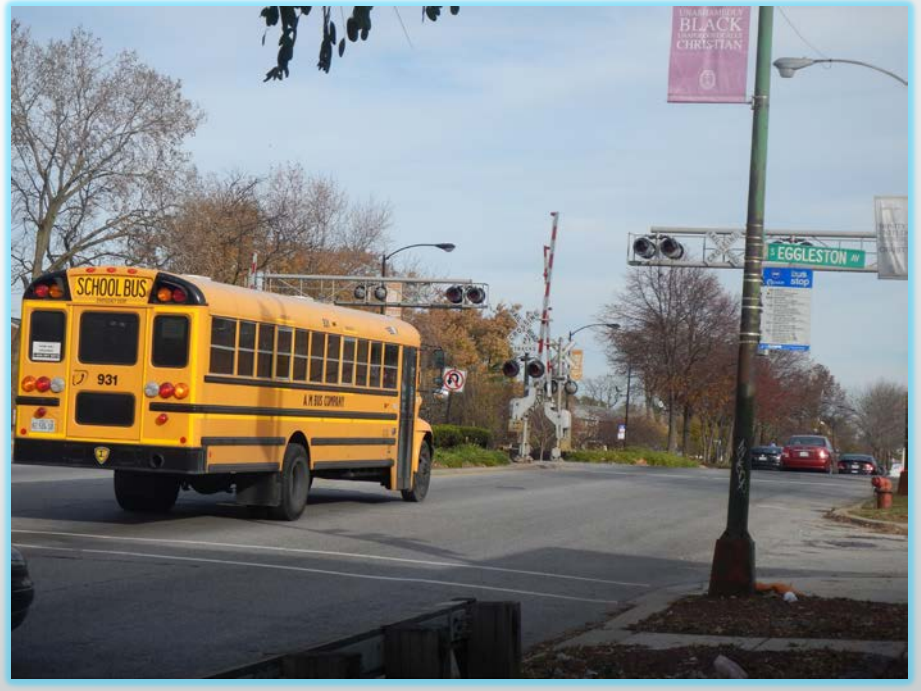
Crash Data

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



Project Benefits

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

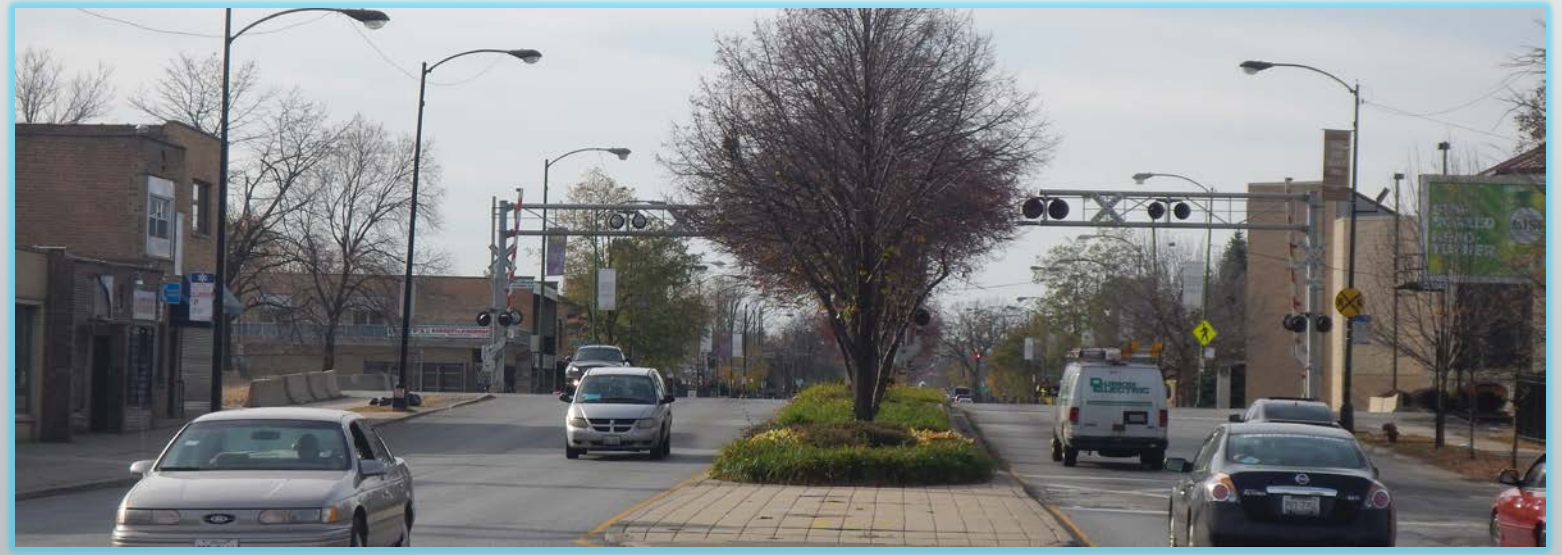


CAG #1 Overview

- 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 27% and truck traffic will increase 37% 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.
- 52 vehicles-hours of delay per day.
- UPRR crossing at 95th Street is a 911 Critical Crossing.

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

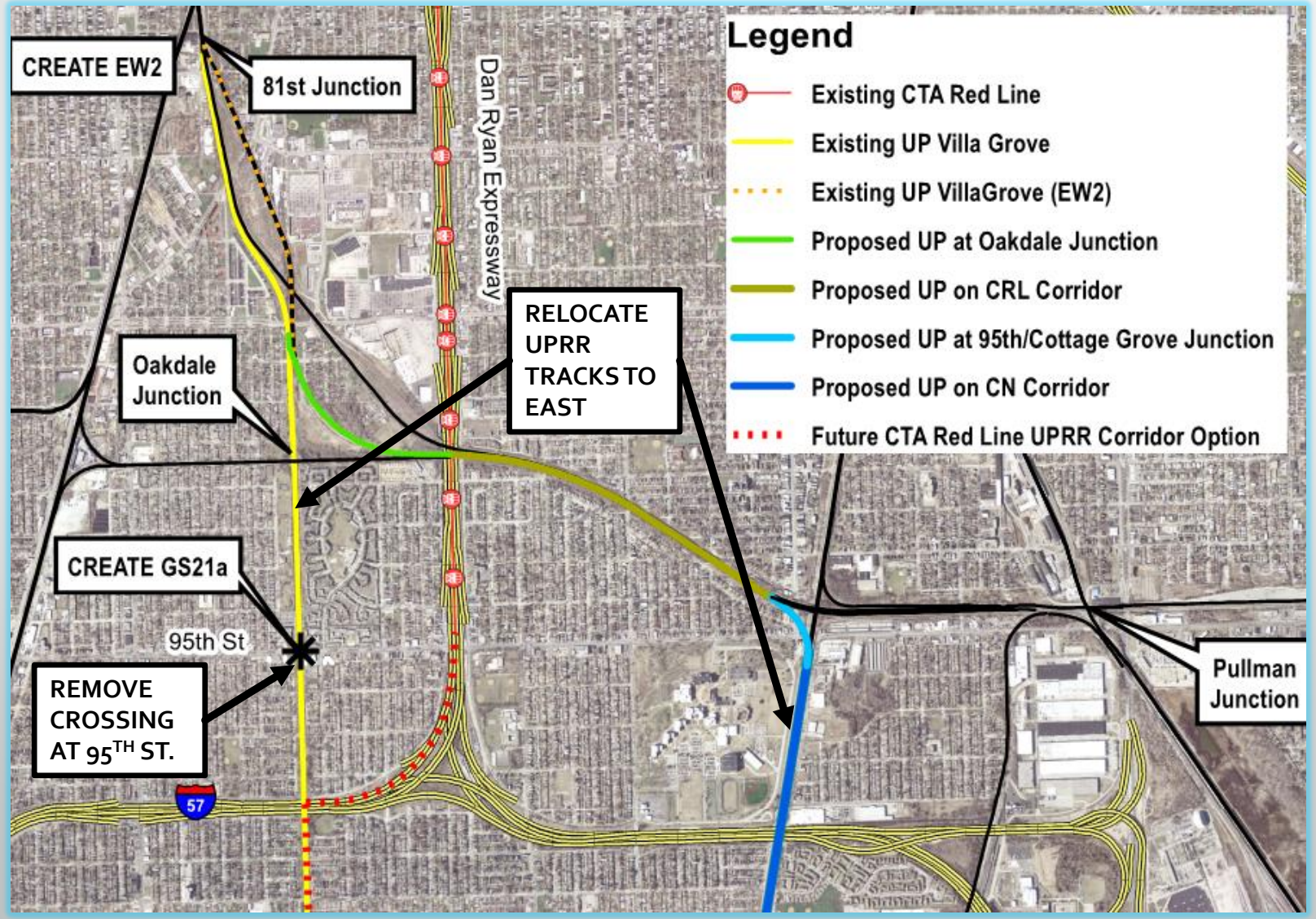
Alternatives Considered

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



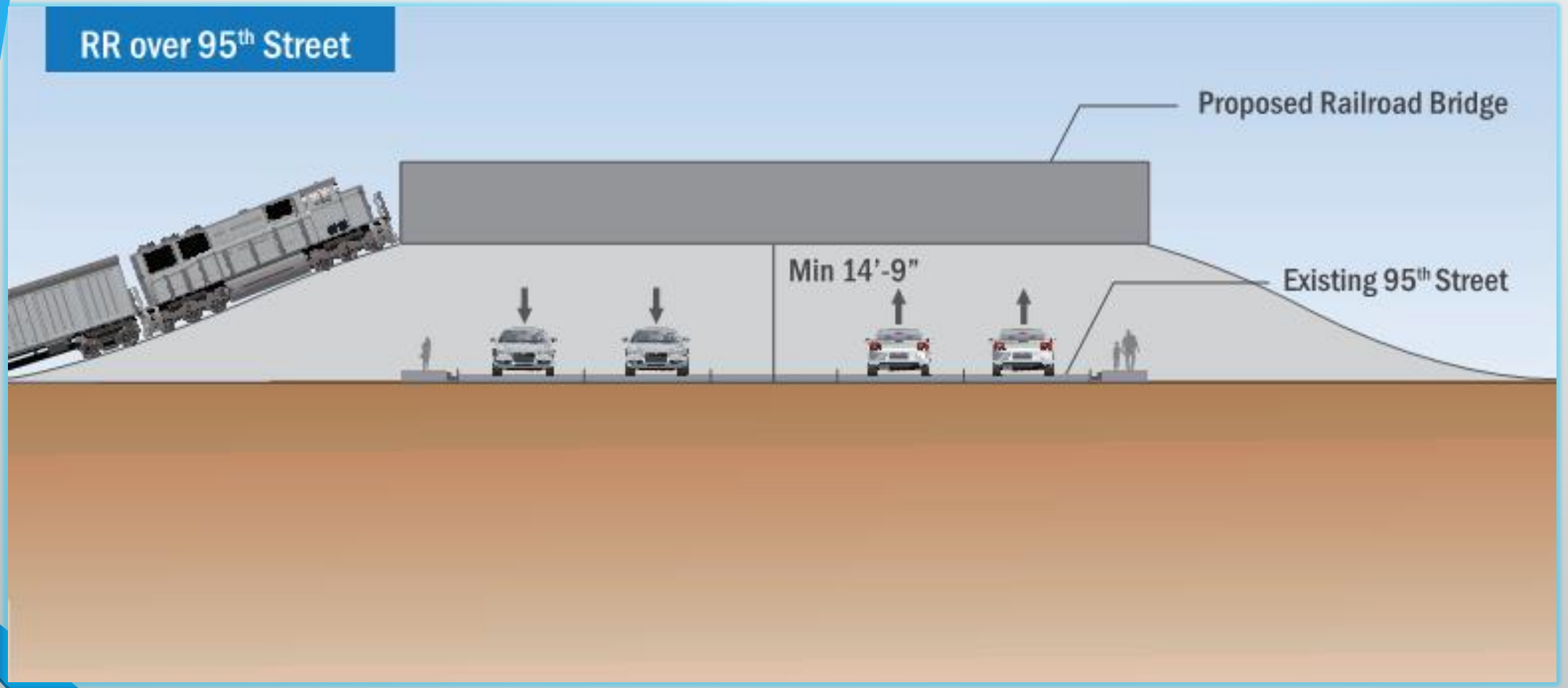
Alternatives Considered

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

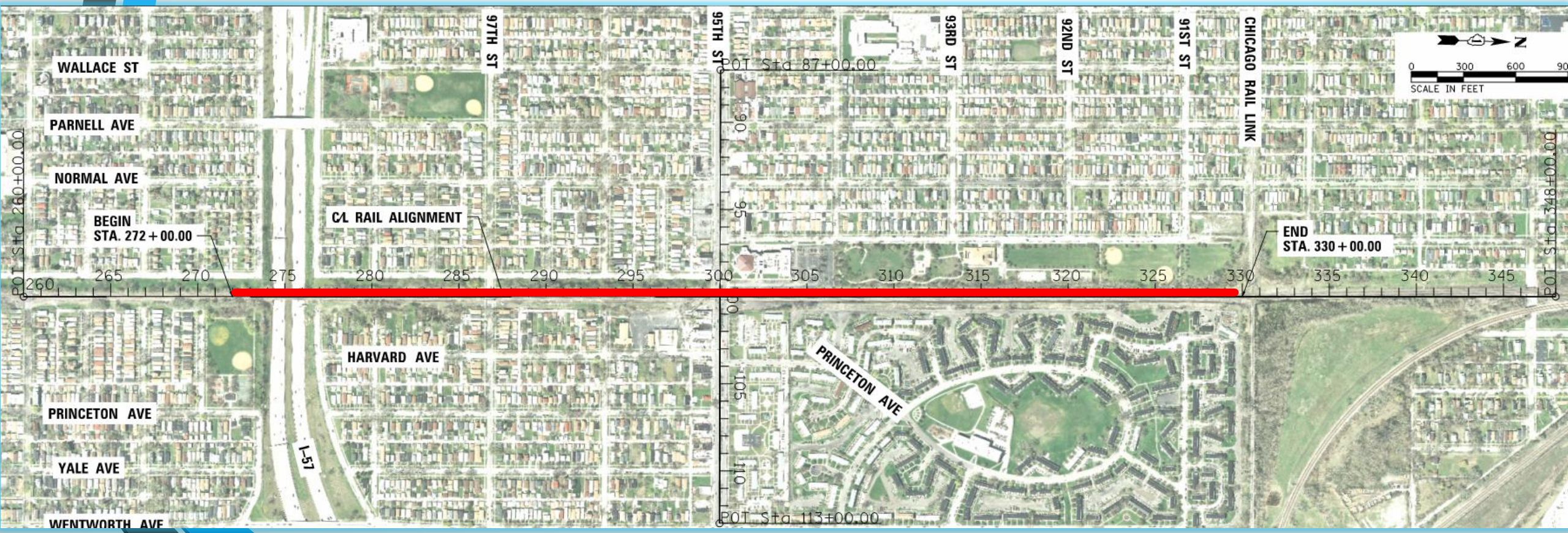
Alternative #3: Railroad over 95th Street

- 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

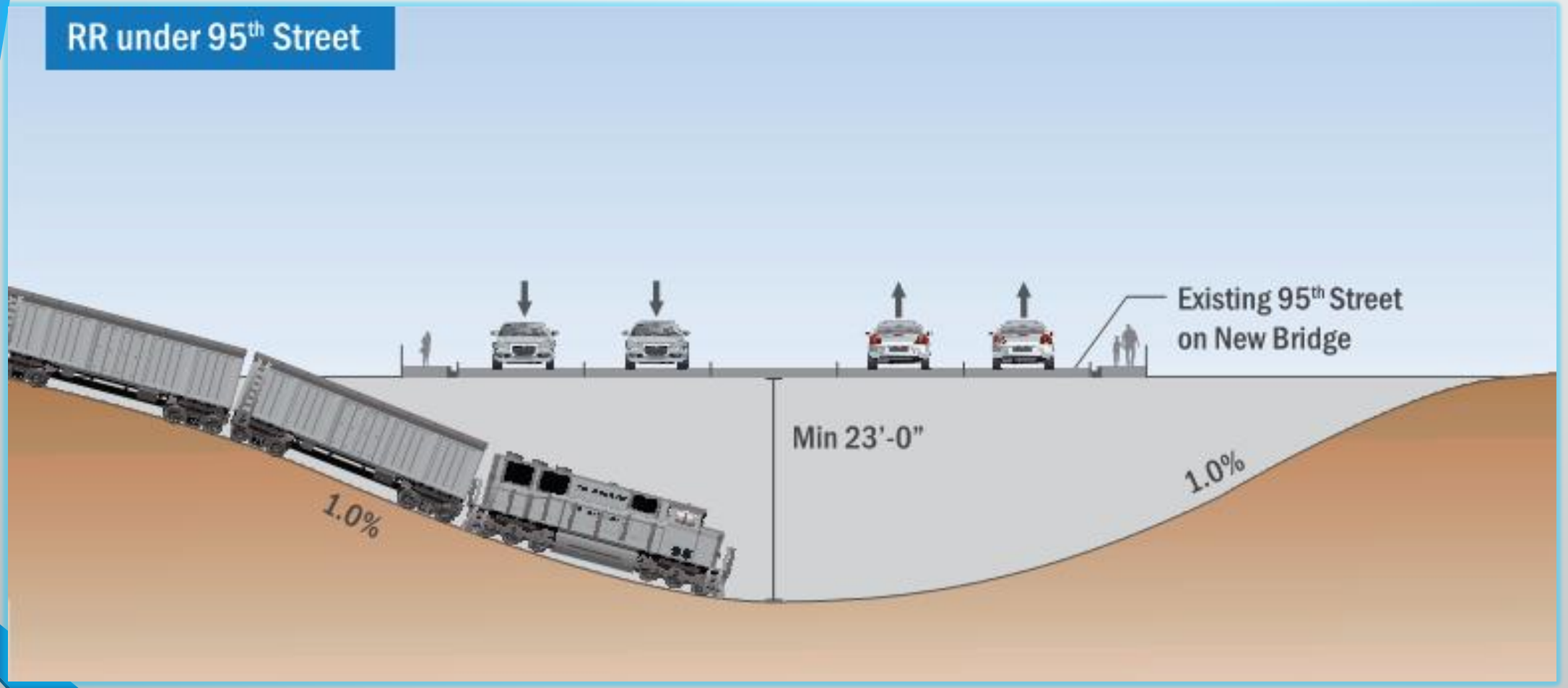
Alternative #3: Railroad over 95th Street

- Length of railroad improvements = 1.1 miles



Alternatives Considered

Alternative #4: Railroad under 95th Street



Alternatives Considered

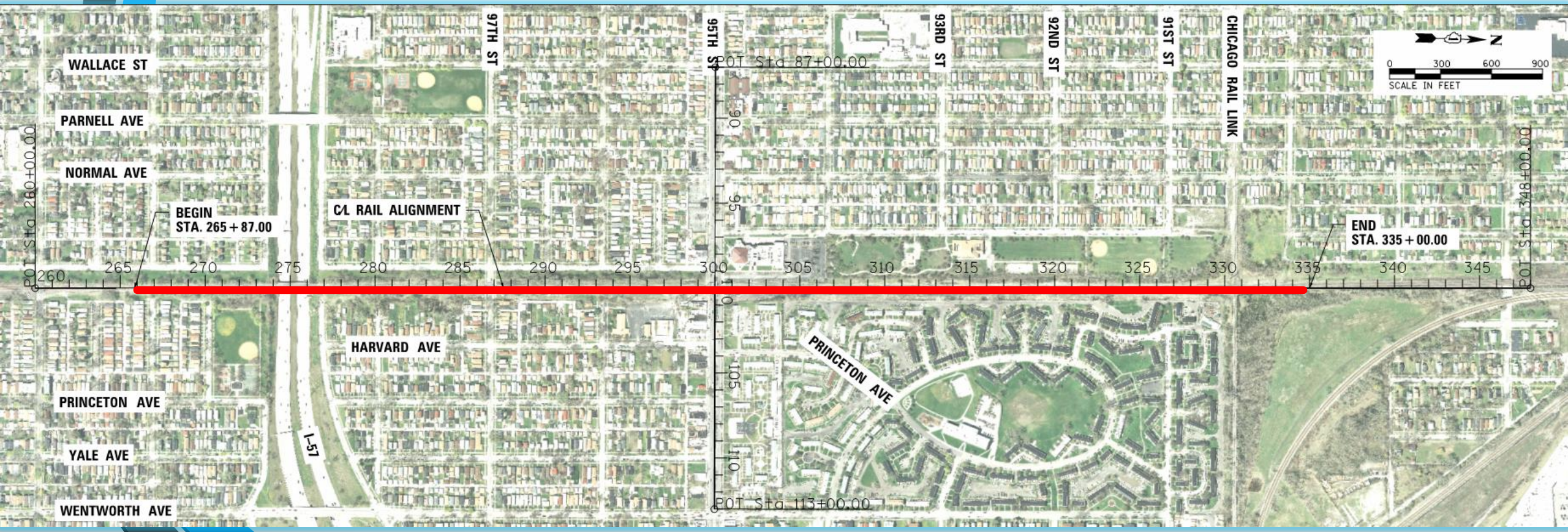
Alternative #4: Railroad under 95th Street

- 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

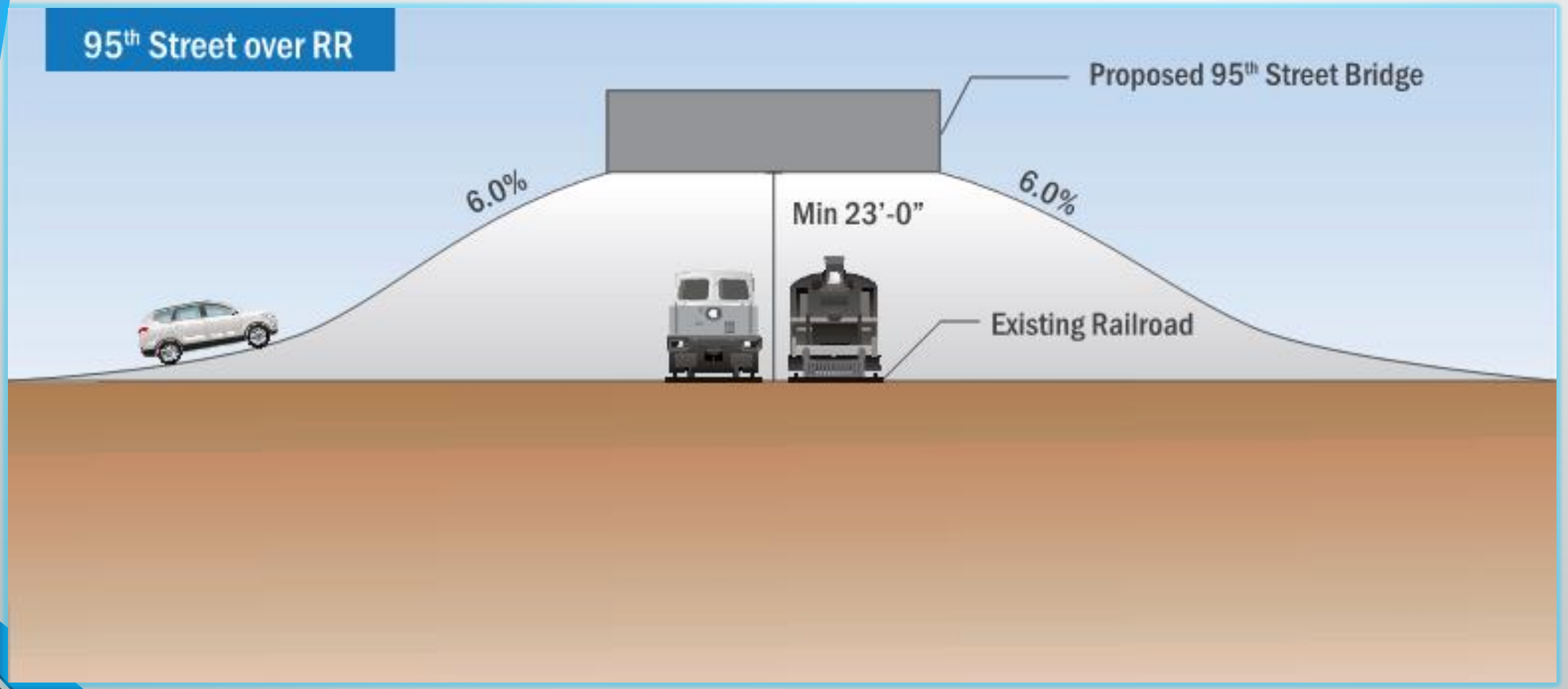
Alternative #4: Railroad under 95th Street

- Length of railroad improvements = 1.3 miles



Alternatives Considered

Alternative #5: 95TH Street over Railroad



Alternatives Considered

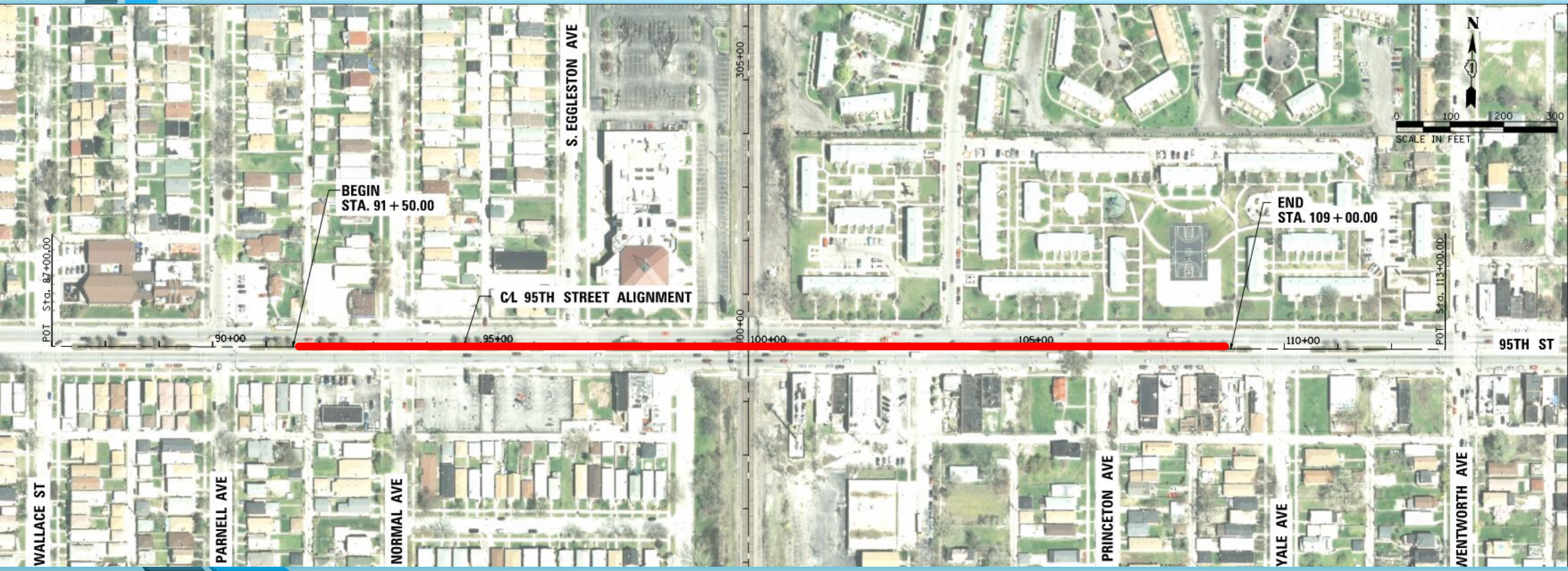
Alternative #5: 95TH Street over Railroad

- 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

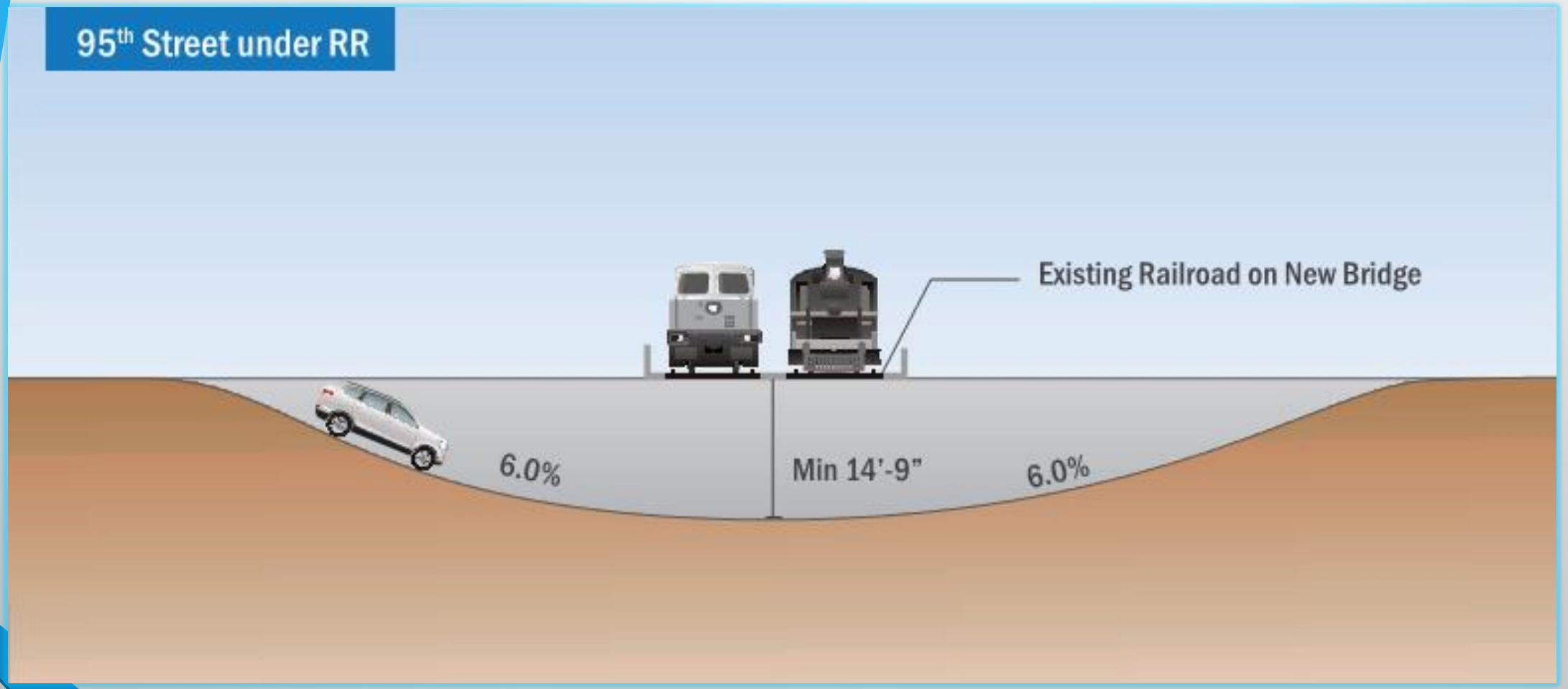
Alternative #5: 95TH Street over Railroad

- Length of roadway improvements = 0.33 miles



Alternatives Considered

Alternative #6: 95TH Street under Railroad



Alternatives Considered

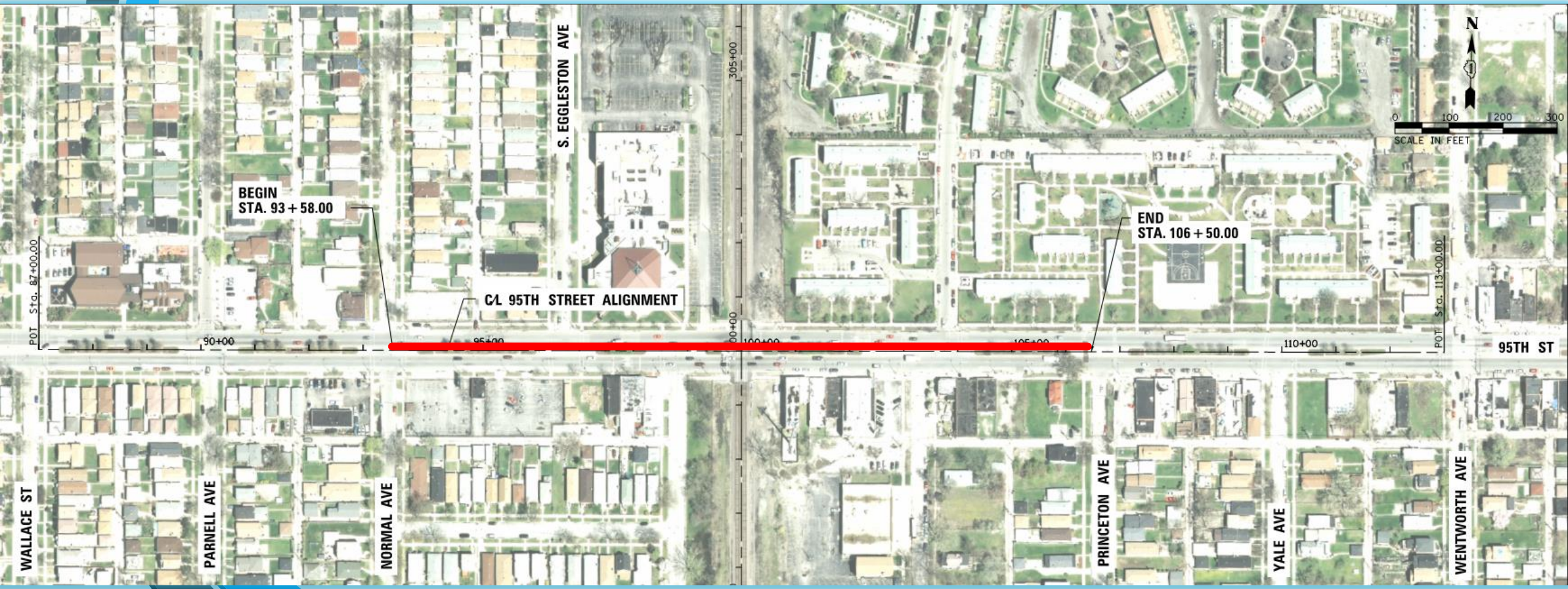
Alternative #6: 95TH Street under Railroad

- 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

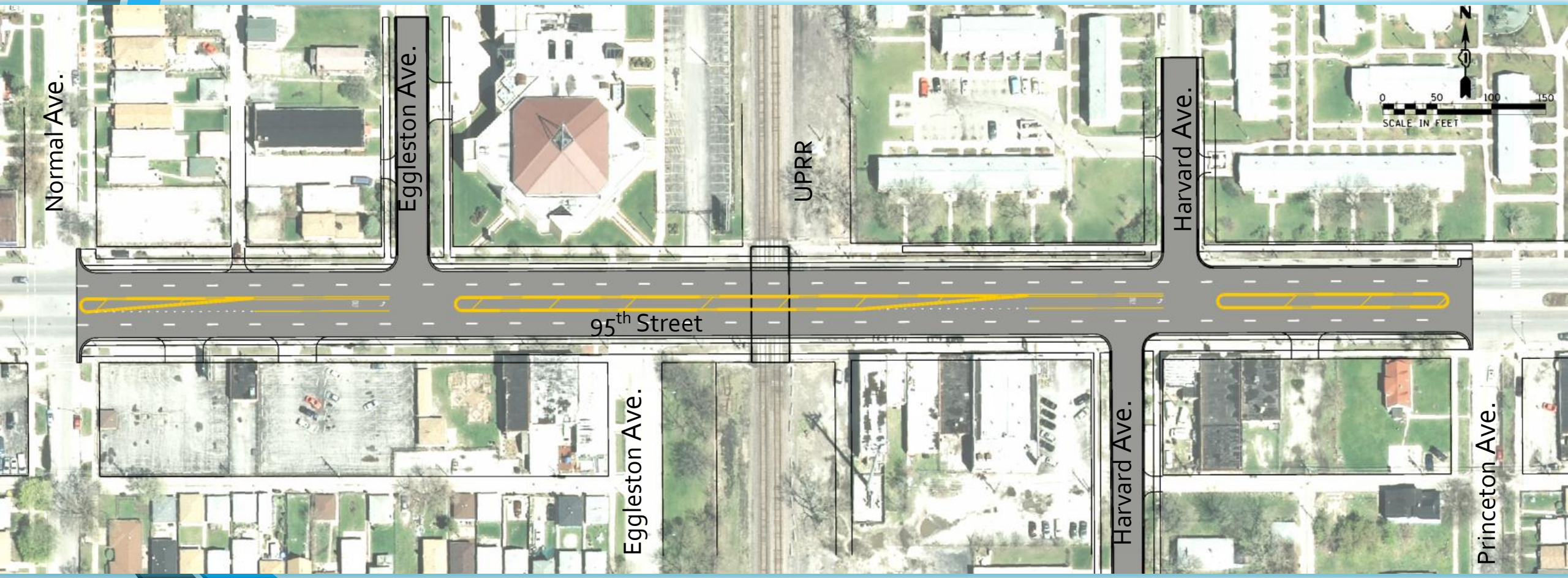
Alternative #6: 95TH Street under Railroad

- Length of roadway improvements = 0.24 miles



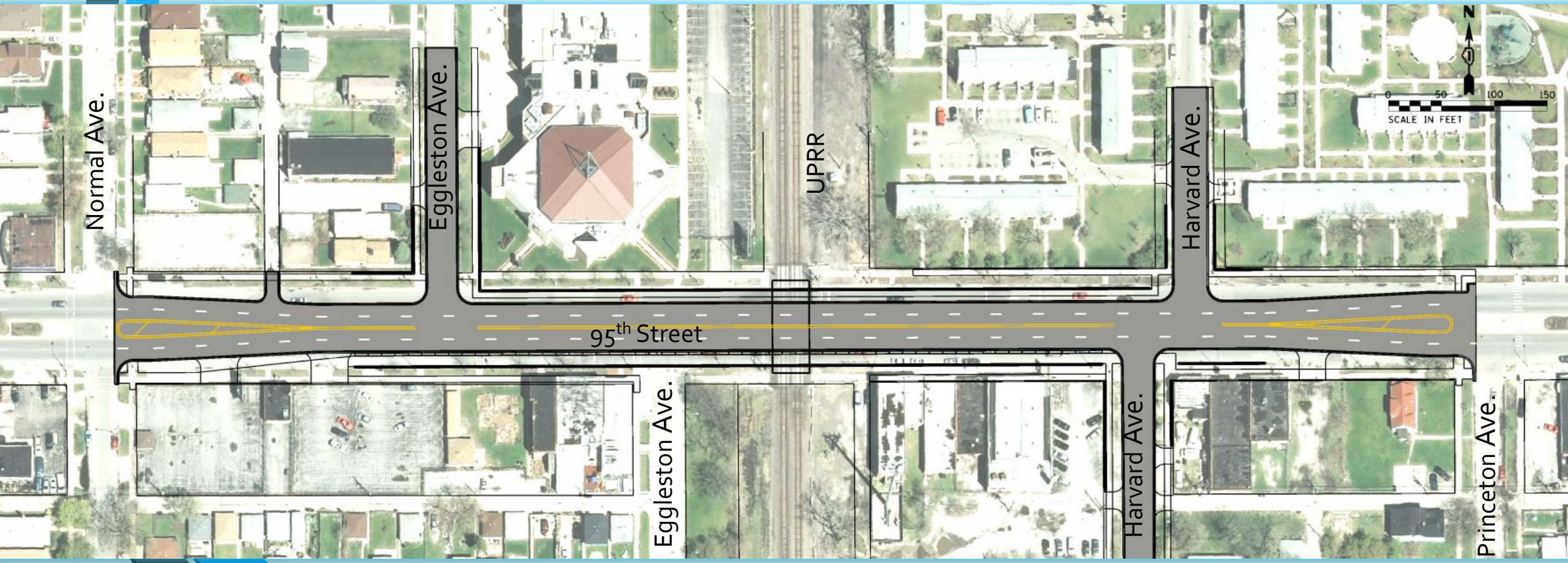
Alternatives Considered

Alternative #6: 95TH Street under Railroad with Median



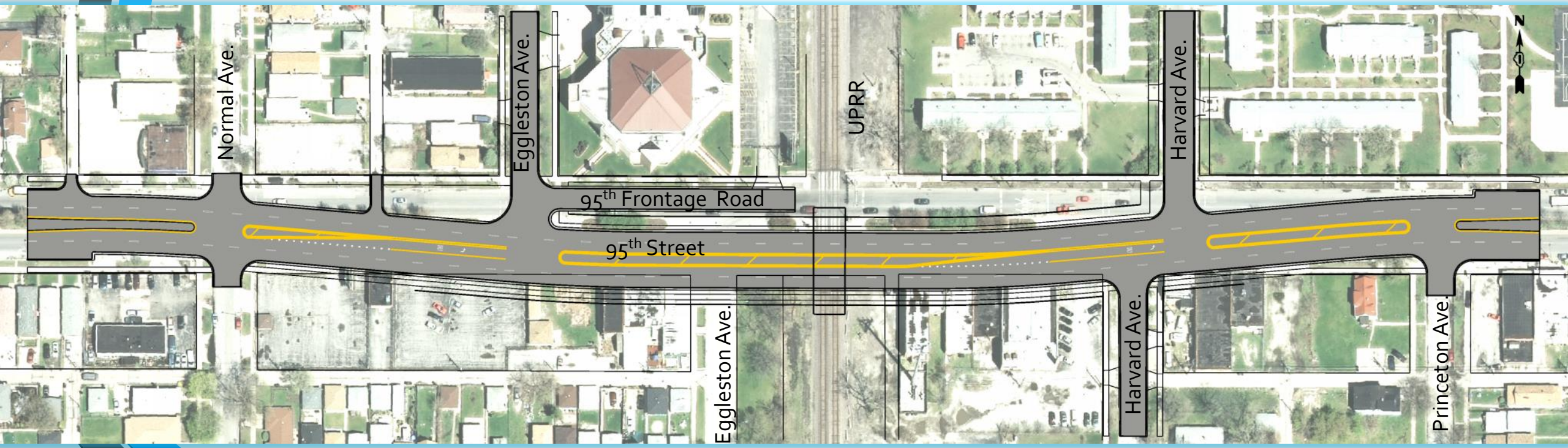
Alternatives Considered

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



Alternatives Considered

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



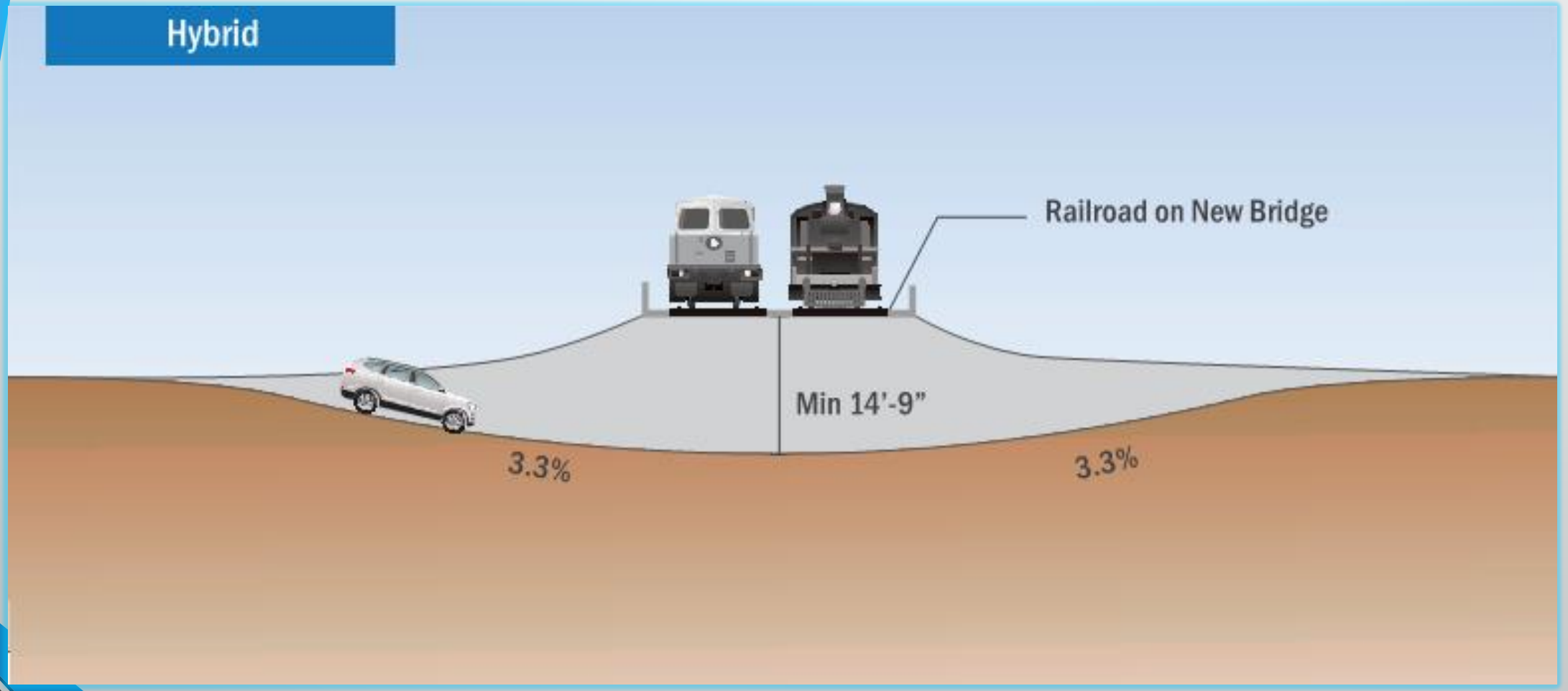
Alternatives Considered

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

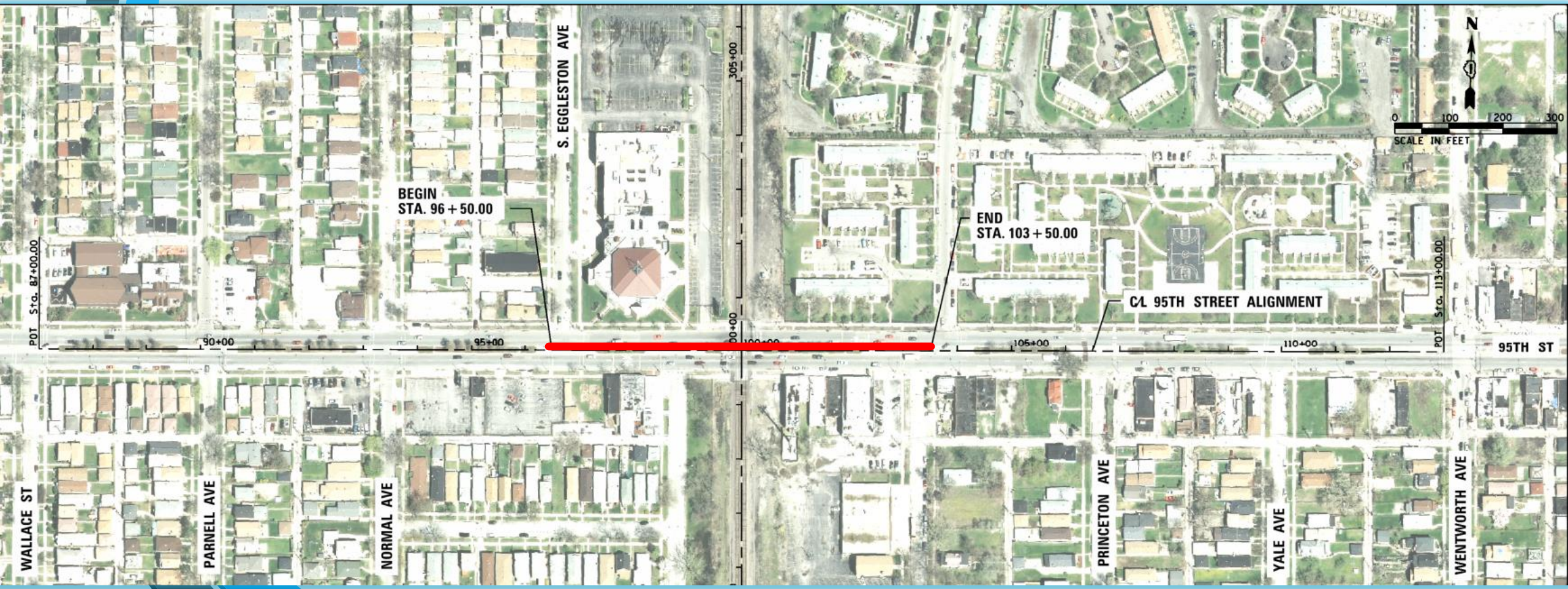
Alternative #8: Hybrid

- 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

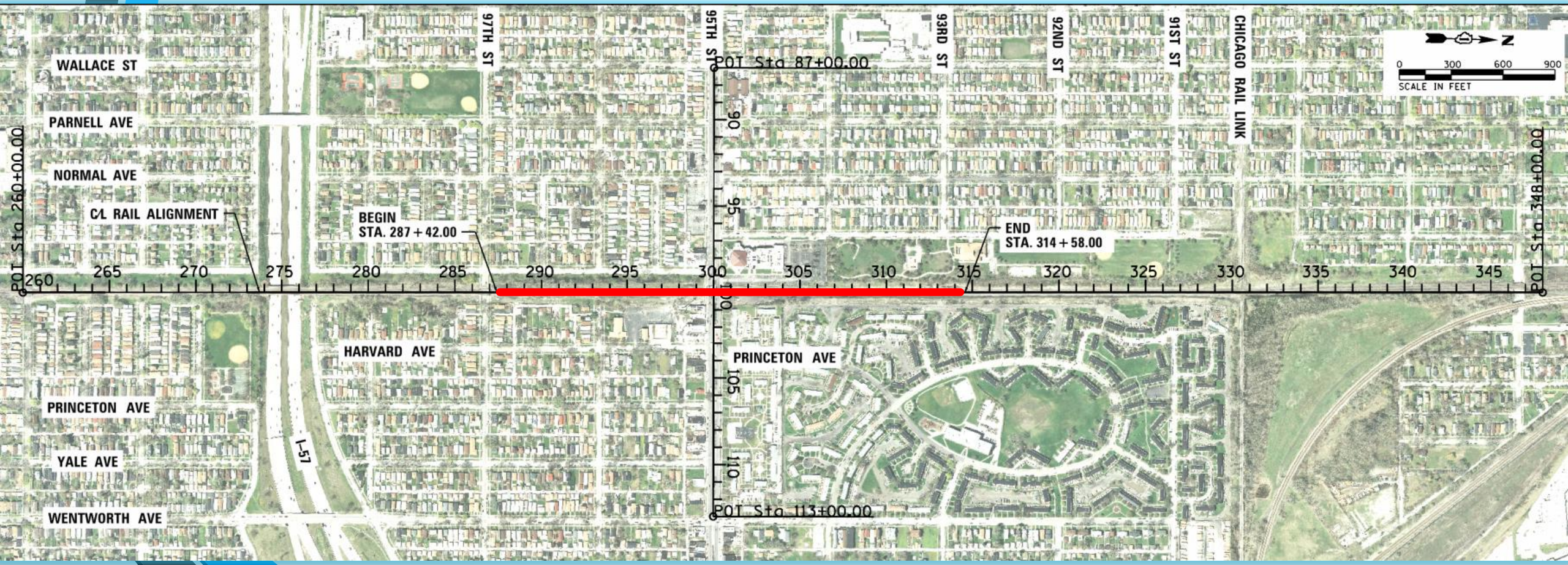
- Length of roadway improvements = 0.13 miles



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?