

95TH STREET AT THE UPRR GRADE SEPARATION STUDY



95TH STREET & UNION PACIFIC RAILROAD GRADE SEPARATION – GS21a
COMMUNITY ADVISORY GROUP MEETING #3

July 28, 2020

CAG #3 MEETING AGENDA



- Introductions
- Project Overview
- Previous CAG Meetings Recap
- CAG #3 Goals
- Preliminary Preferred Alternative
- Potential Impacts
- Questions and Feedback from CAG
- Next Steps

INTRODUCTIONS



Soliman Khudeira
Section Chief, Major Projects



Tony Pakeltis
Project Manager



Zubair Haider
IDOT Coordinator

Patrick Smith
Project Engineer

Samuel Tuck III
IDOT CREATE Program Manager

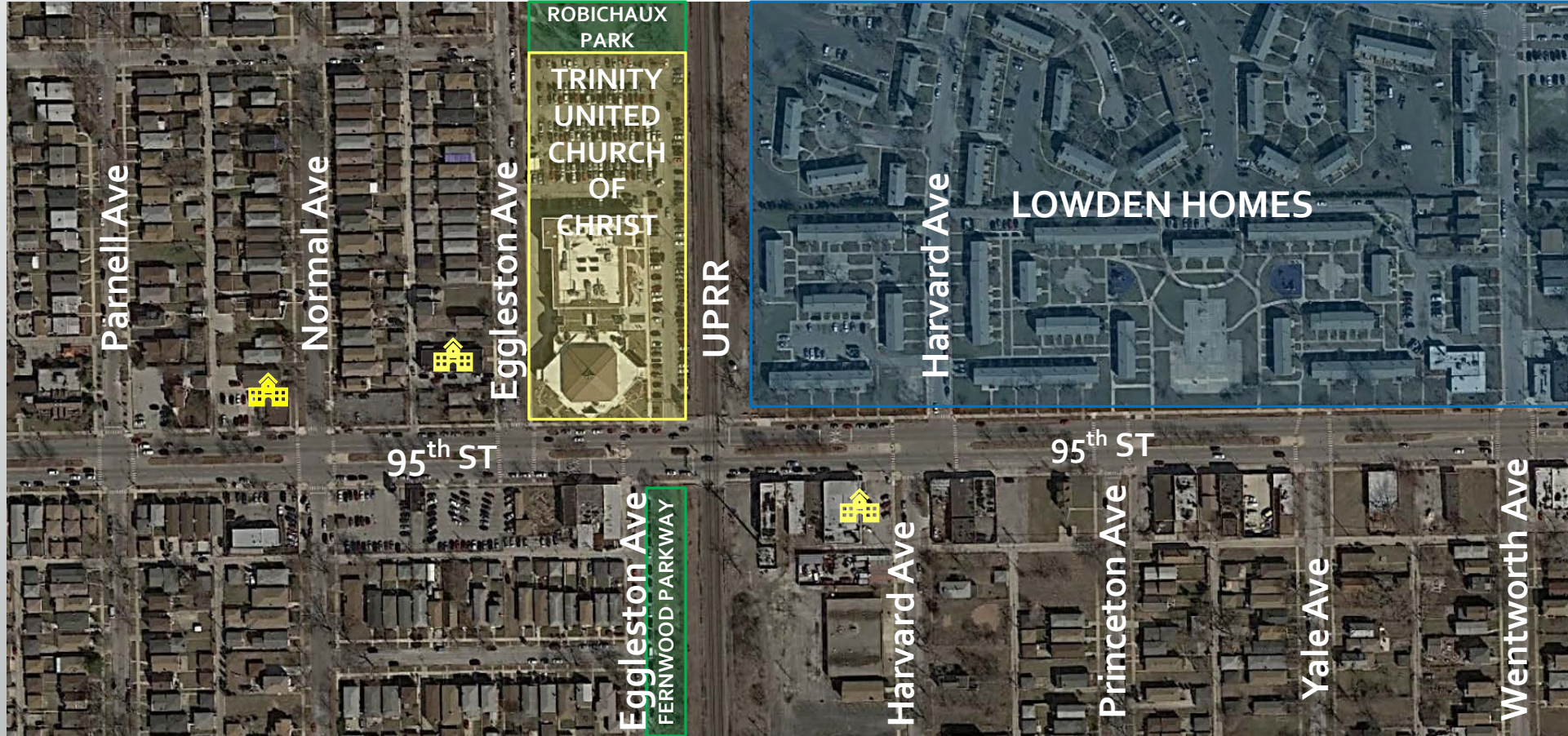


Robin Beaman
*Public Involvement
Principal*



Ken Freimuth
Union Pacific Railroad

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



Phase I 2018 - 2021

Data Collection
Field Studies
Develop Purpose & Need
Identify Possible
Alternatives
CAG #1: April , 2019
CAG #2: June, 2019
Identify Preferred
Alternative
CAG #3: July 28, 2020
CAG #4: Late 2020
Public Meeting: Early 2021
Design Approval
Phase I Complete: Mid 2021



Phase II 2021 - 2022

Final Design



Phase III 2023 - 2024

Construction

CAG MEETINGS OVERVIEW



CAG 1 - April 16, 2019

CAG 2 - June 27, 2019

CAG 3 – July 28, 2020 - today

CAG 4 – Late 2020: TBD

Public Meeting – 2021: TBD



PREVIOUS CAG MEETINGS OVERVIEW



CAG 1 - April 16, 2019

- Project introduction
- Existing conditions

CAG 2 - June 27, 2019

- Purpose & need statement
- Overview of the alternatives considered and evaluation criteria
- Obtained CAG members' concerns and input at both meetings



CAG 3 - MEETINGS OVERVIEW



CAG 3 - Today:

- Project timeline
- Summary of Alternatives
- Selection and Details of the Preferred Alternative
- Maintenance of Traffic
- Potential Impacts
- Next Steps



PROJECT DETAILS



23,000
Cars Daily

2,600
Trucks Daily

700 CTA and Pace
Buses Daily

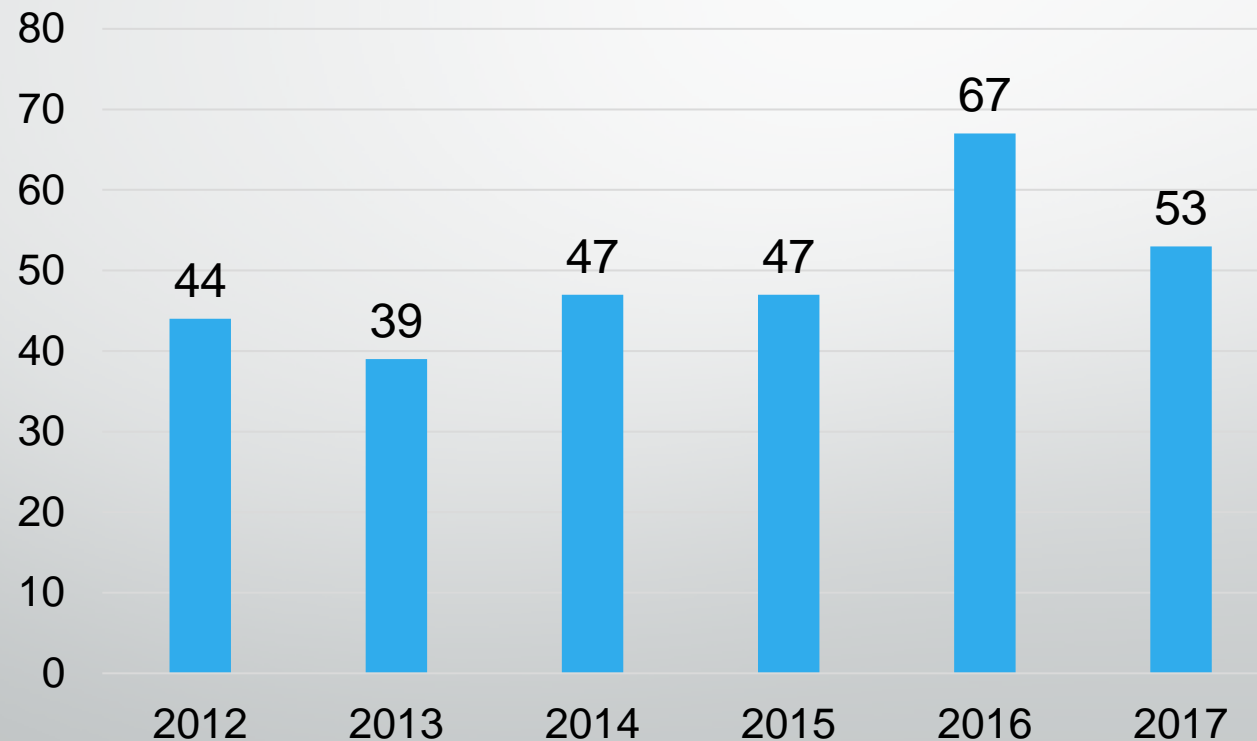
26 Freight and
Amtrak Trains

CRASH DATA



A total of 297 crashes occurred within the project area between 2012 – 2017.

Total Crashes per year



PROJECT BENEFITS



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



PURPOSE & NEED STATEMENT



Purpose of the Project:

The purpose of the project is to improve mobility and safety in the project study area by eliminating conflicting operations between freight and passenger trains using the UPRR tracks and the traveling public on 95th Street.

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.

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

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

Alternative #8: Hybrid

FEASIBLE ALTERNATIVES



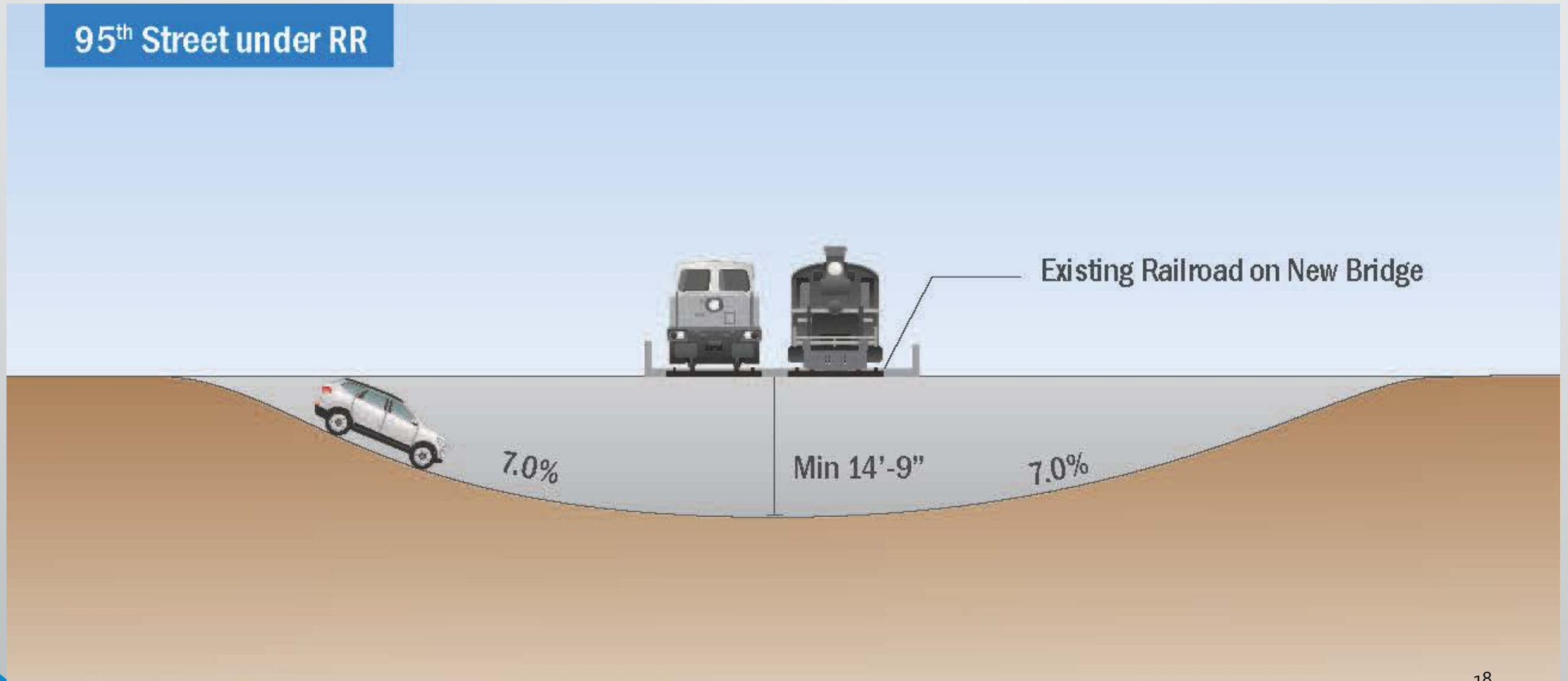
- Alternative #6: 95th Street under RR
- Alternative #8: Hybrid

FEASIBLE ALTERNATIVES CONSIDERED:

ALTERNATIVE #6: 95TH STREET UNDER RR



95th Street under RR



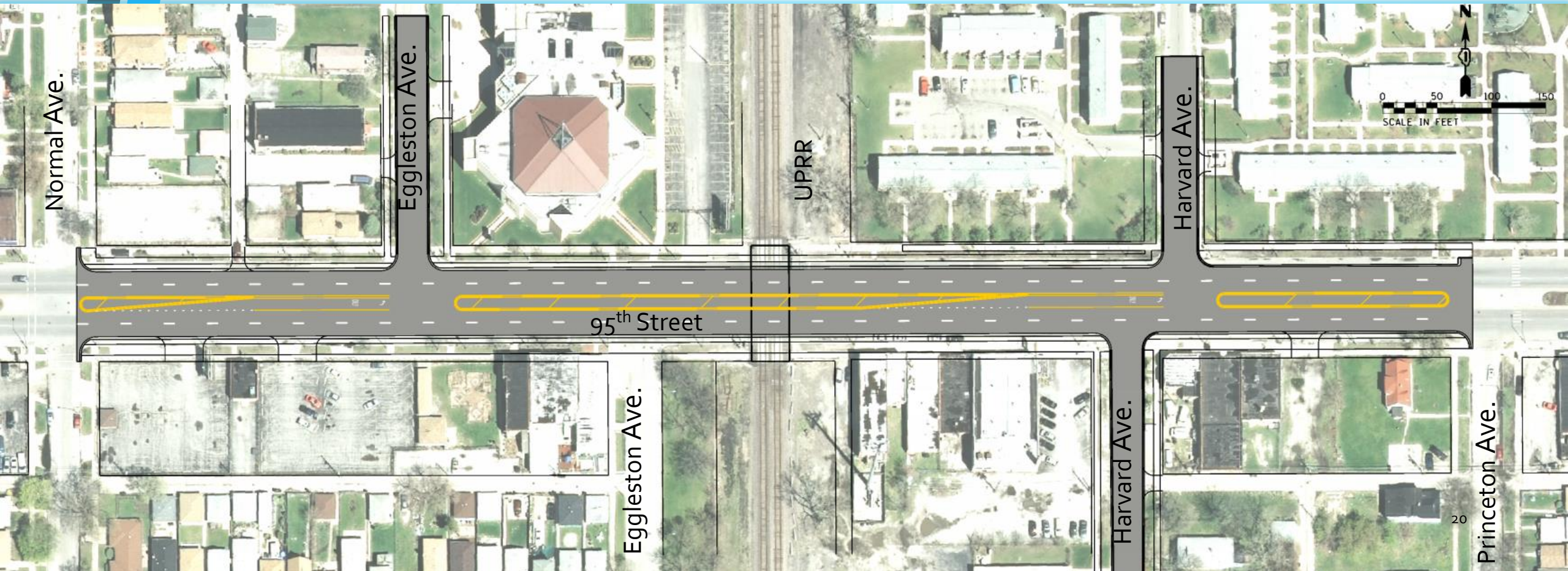
FEASIBLE ALTERNATIVES CONSIDERED:

ALTERNATIVE #6: 95TH STREET UNDER RR



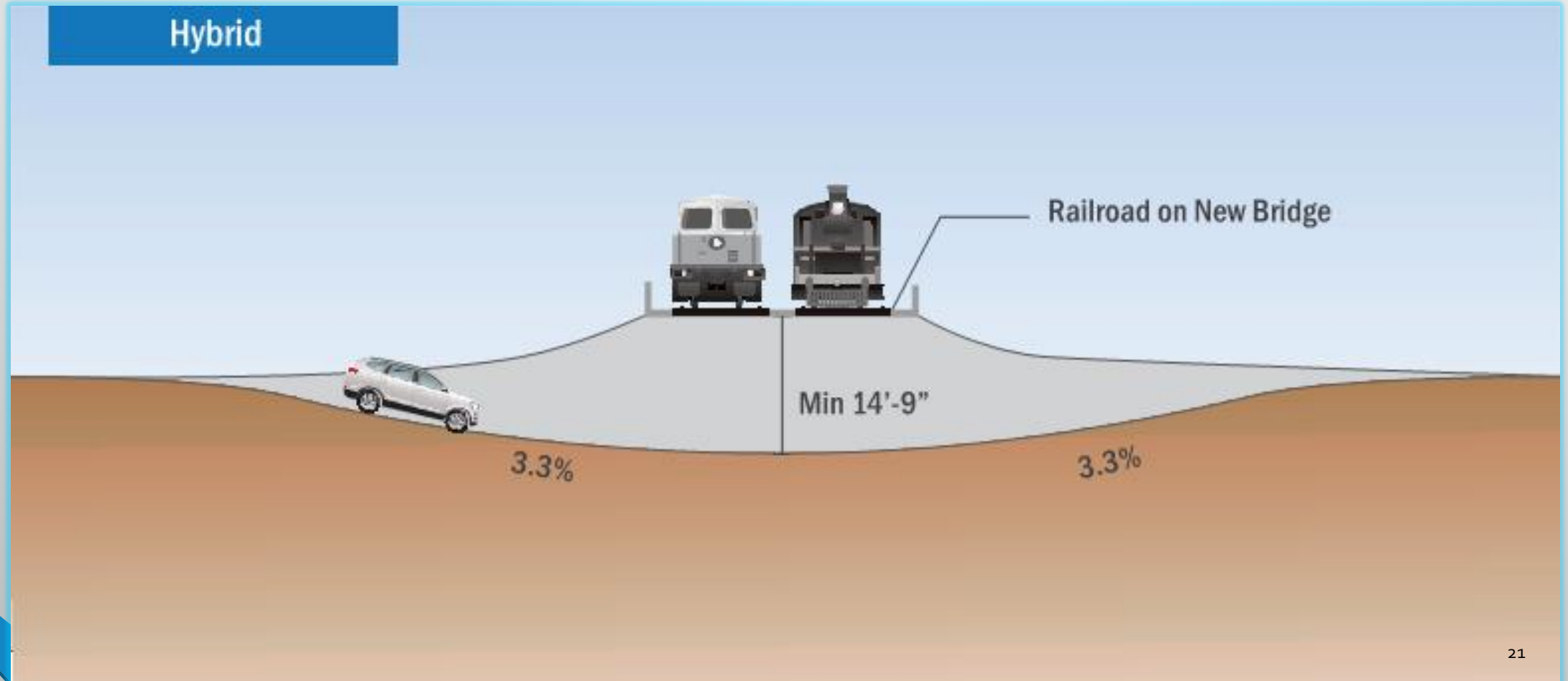
- 95th Street is grade separated under railroad by lowering the profile of 95th Street.
- 95th Street remains on its existing centerline alignment.
- 14'-9" vertical clearance is provided above 95th Street.
- Least amount of infrastructure, environmental, and community impacts compared to most other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

FEASIBLE ALTERNATIVES CONSIDERED: ALTERNATIVE #6: 95TH STREET UNDER RR



FEASIBLE ALTERNATIVES CONSIDERED:

ALTERNATIVE #8: HYBRID



FEASIBLE ALTERNATIVES CONSIDERED:

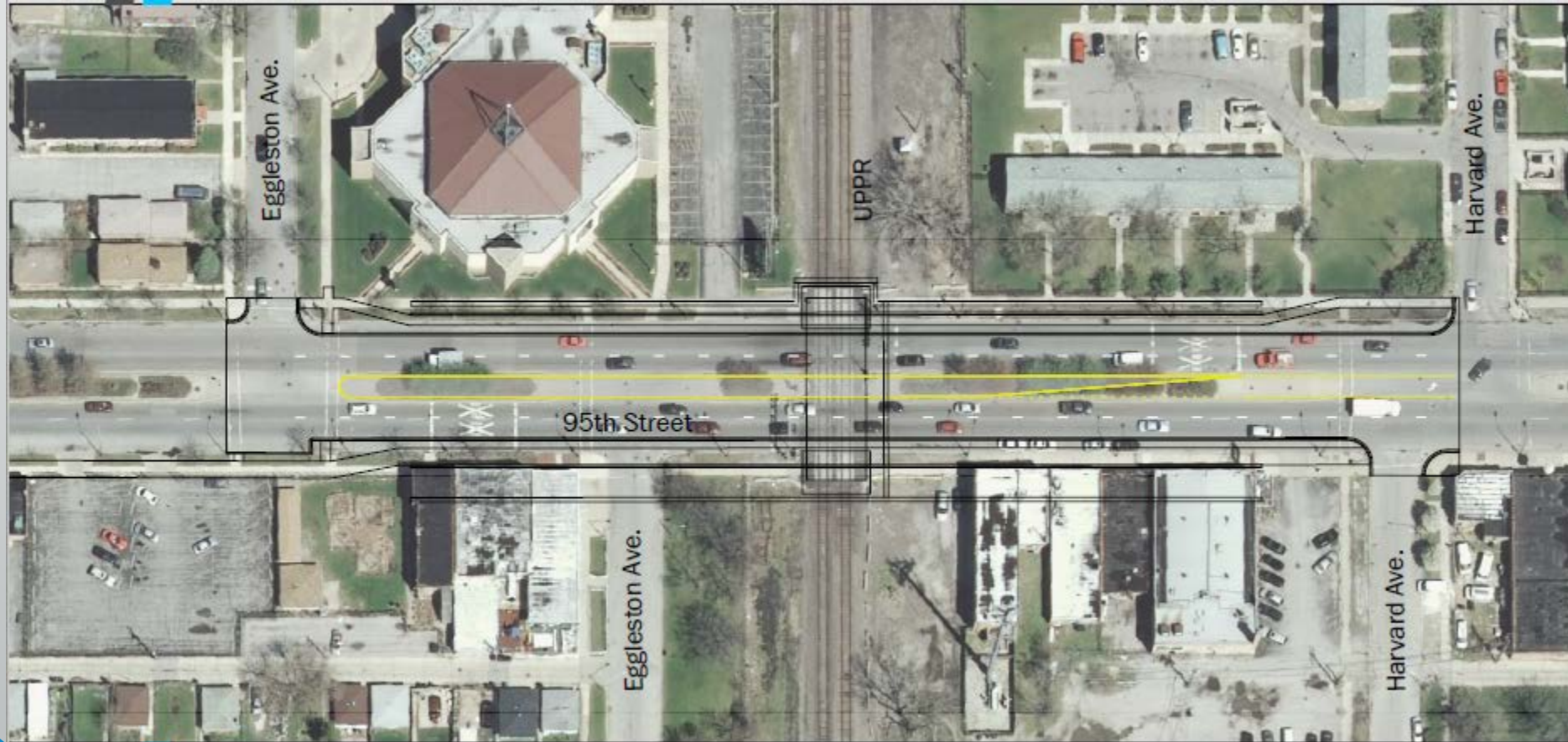
ALTERNATIVE #8: HYBRID



- 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

FEASIBLE ALTERNATIVES CONSIDERED:

ALTERNATIVE #8: HYBRID



EVALUATION CRITERIA



Performance

Acceptance

Cost

EVALUATION CRITERIA



PERFORMANCE	Alt #6: 95 th Street Under RR	Alt #8: Hybrid
Eliminate conflicts between trains and vehicles	●	●
Minimize 95 th 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	Alt #6: 95 th Street Under RR	Alt #8: Hybrid
Enhance project corridor appearance	●	●
Minimize impacts	●	●
Accommodate pedestrian and cyclist traffic along 95 th Street	●	●
Facilitate construction and minimal disruptions	●	●
COST		
	●	●

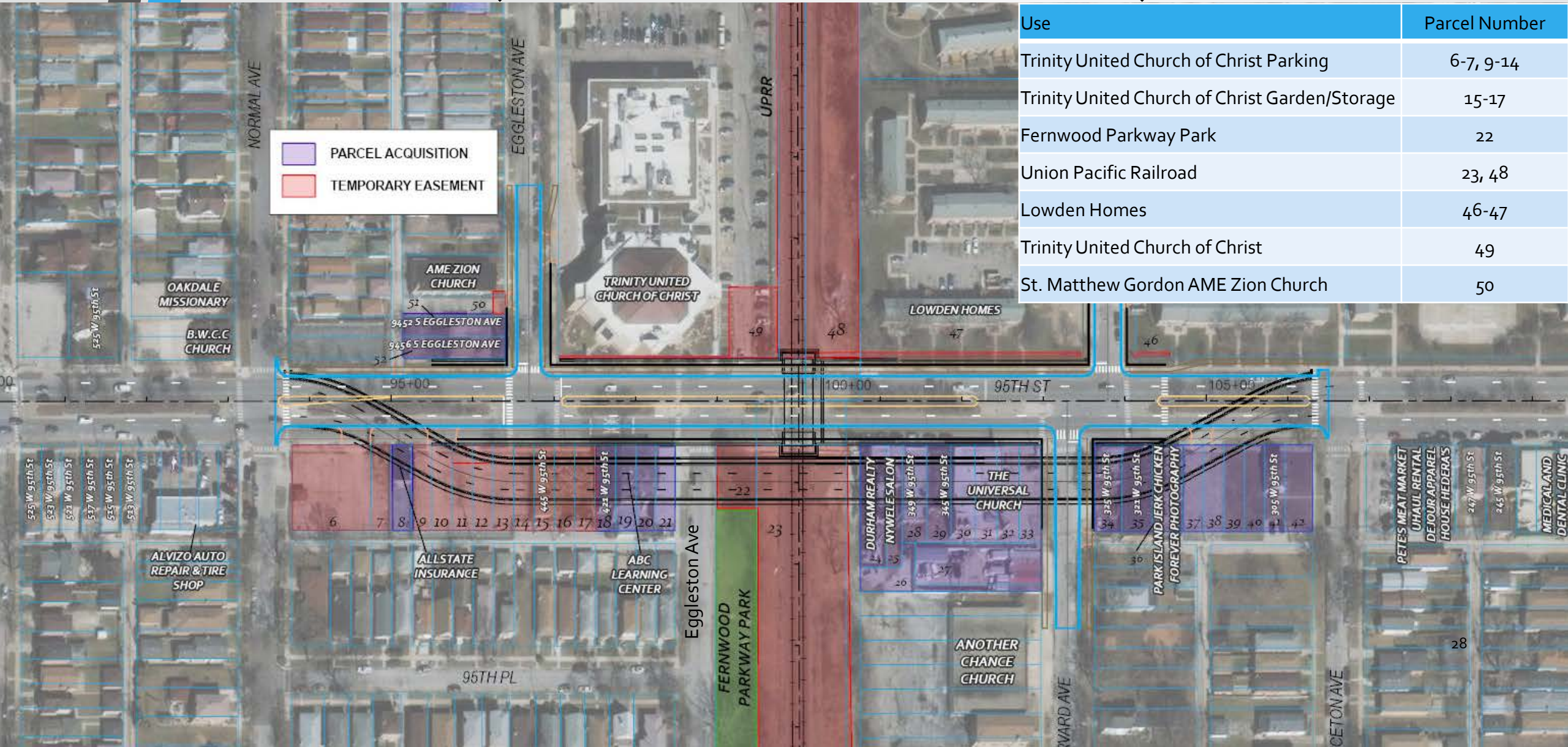
SUMMARY OF IMPACTS

ALTERNATIVE #6: 95TH STREET UNDER RR



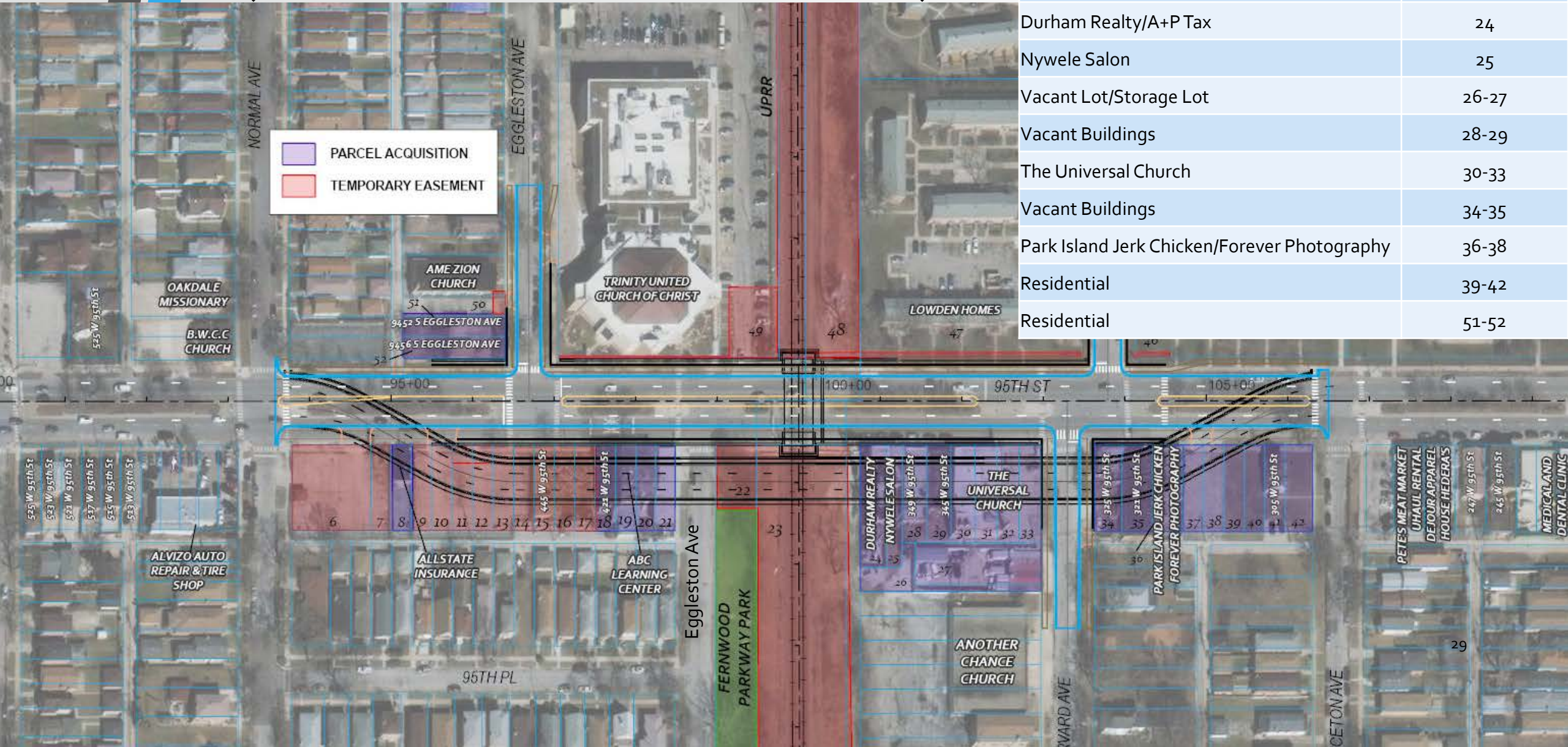
- Displacements/Relocation
- Closed Access
 - Eggleston East
 - Trinity United Church of Christ parking lot east access
- Construction Impacts
 - Fernwood Parkway Park – Temporary Easement
 - Trinity United Church of Christ parking lot - south side of 95th Street
- Historic Resources – Pending review by IDOT
- No Impacts Anticipated
 - Natural resources
 - Air quality
 - Noise

POTENTIAL RIGHT-OF-WAY IMPACTS (TEMPORARY EASEMENTS)



Use	Parcel Number
Trinity United Church of Christ Parking	6-7, 9-14
Trinity United Church of Christ Garden/Storage	15-17
Fernwood Parkway Park	22
Union Pacific Railroad	23, 48
Lowden Homes	46-47
Trinity United Church of Christ	49
St. Matthew Gordon AME Zion Church	50

RIGHT-OF-WAY IMPACTS (PERMANENT ACQUISITION)



Use	Parcel Number
Allstate Office Building	8
Vacant Building	18
ABC Learning Center	19-21
Durham Realty/A+P Tax	24
Nywele Salon	25
Vacant Lot/Storage Lot	26-27
Vacant Buildings	28-29
The Universal Church	30-33
Vacant Buildings	34-35
Park Island Jerk Chicken/Forever Photography	36-38
Residential	39-42
Residential	51-52

PRELIMINARY PREFERRED ALTERNATIVE: ALTERNATIVE #6: 95TH STREET UNDER RR



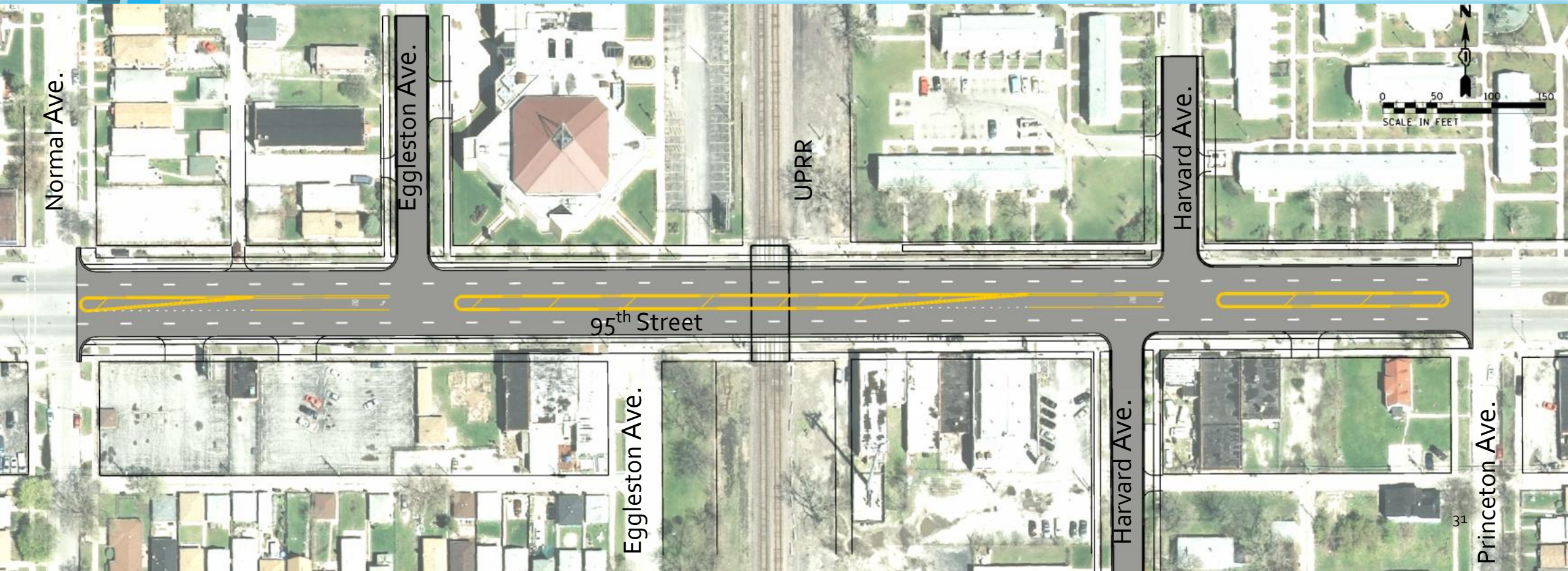
- Best achieved improving safety and mobility while limiting overall community impacts
- Avoids impacts to the 97th Street at-grade railroad crossing and adjacent residential properties
- Avoids noise impacts and noise barrier along railroad corridor
- Avoids long-term impacts to railroad operations

FEASIBLE ALTERNATIVES CONSIDERED:

ALTERNATIVE #6: 95TH STREET UNDER RR



- Length of roadway improvements = 0.24 miles



PRELIMINARY PREFERRED ALTERNATIVE: ALTERNATIVE #6: 95TH STREET UNDER RR



- Maintain two 12-foot lanes in each direction
- Provide 12-foot flushed center median with left turn lanes at Eggleston Avenue and Harvard Avenue
- Provide new railroad bridge over 95th Street
- Provide retaining walls along 95th Street
- Provide pump station
- Provide new sidewalks
- Provide roadway lighting
- Potential new traffic signal at Eggleston Avenue (TBD)

MAINTENANCE OF TRAFFIC



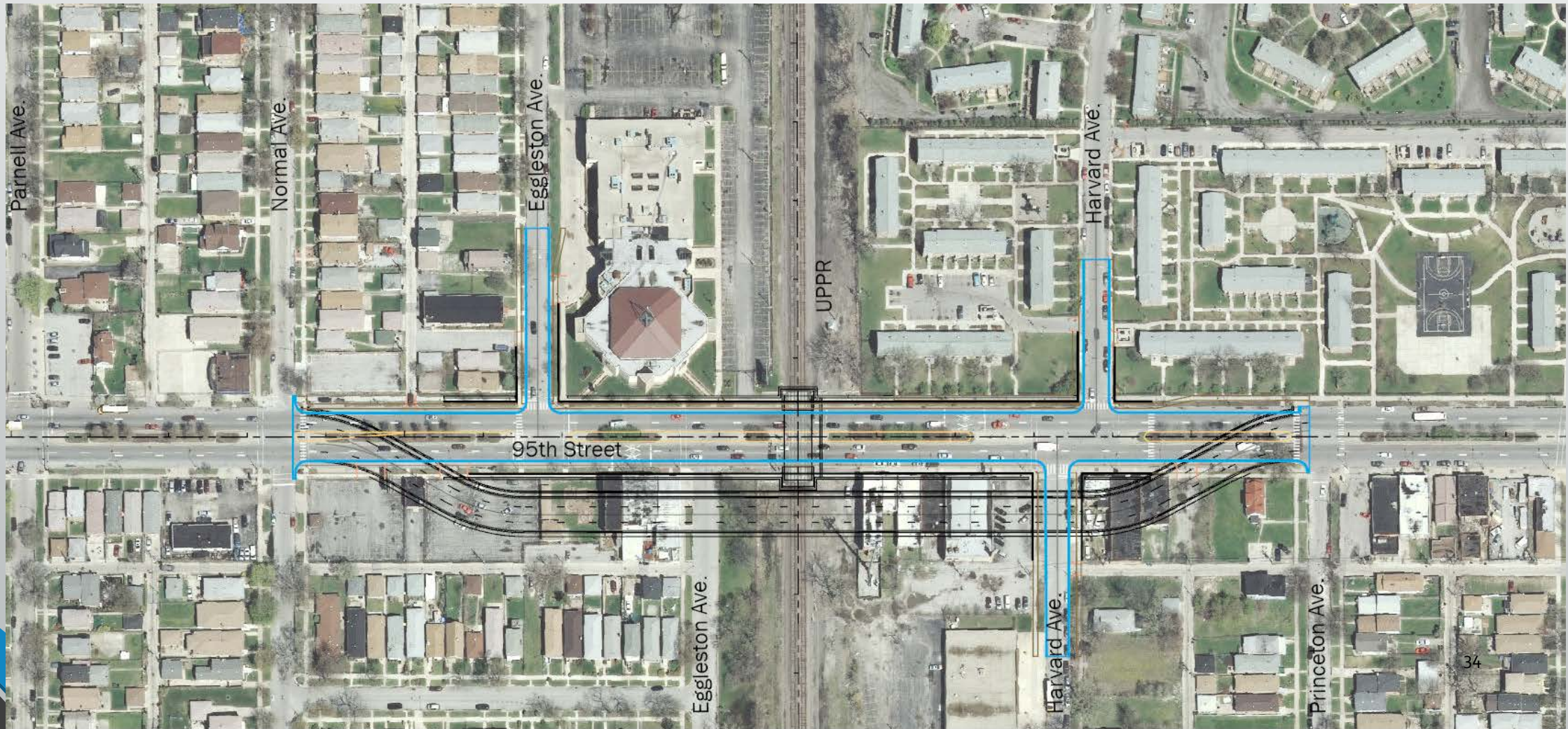
Traffic Shift Option (Preferred):

- Temporarily shifts vehicles south of the existing 95th Street right-of-way
- Involves constructing temporary pavement to accommodate two lanes in each direction with a 25-mph posted speed limit
- Reduces traffic impacts; results in some additional right-of-way impacts

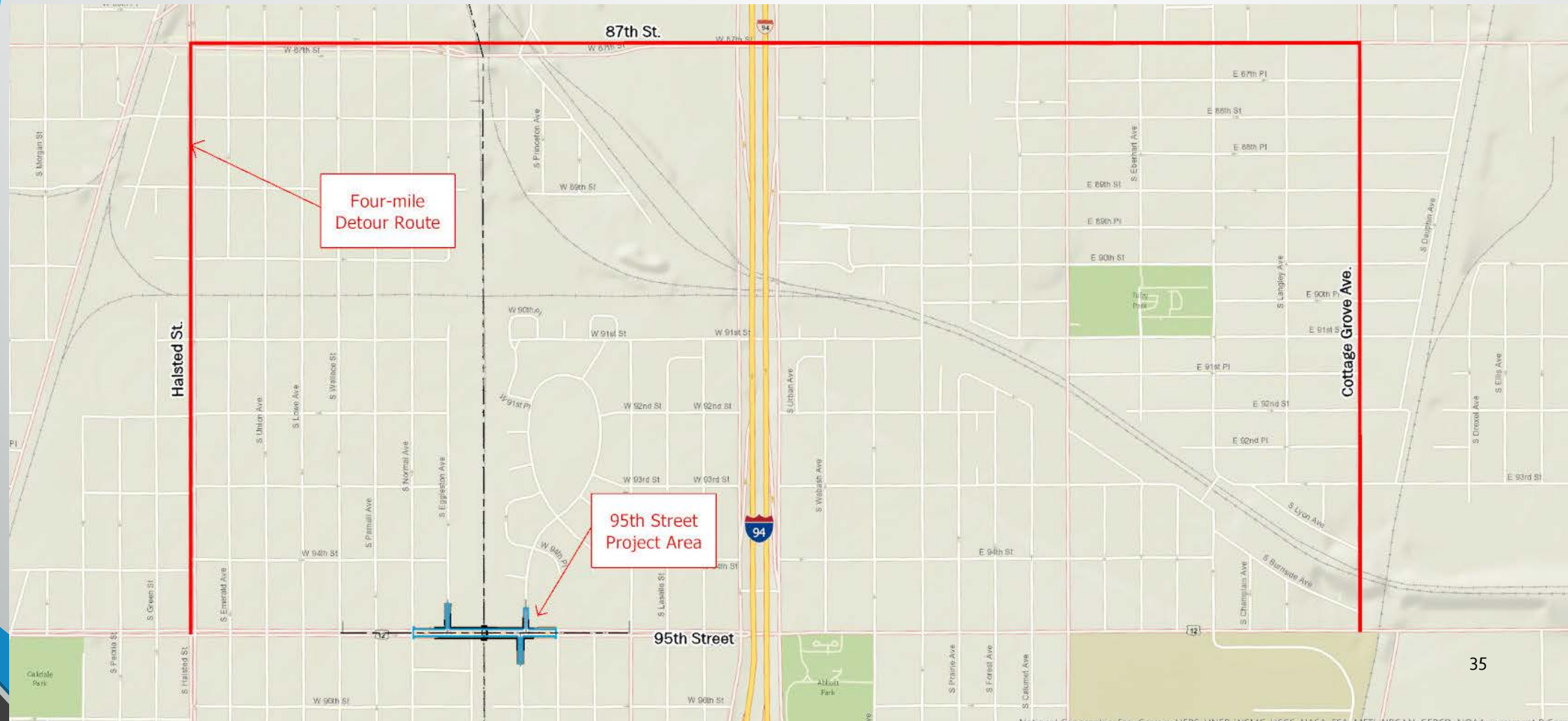
Detour Option:

- Total detour distance traveled is approximately 4 miles
- No additional right-of-way impacts

MAINTENANCE OF TRAFFIC TRAFFIC SHIFT OPTION



MAINTENANCE OF TRAFFIC DETOUR OPTION





Questions?

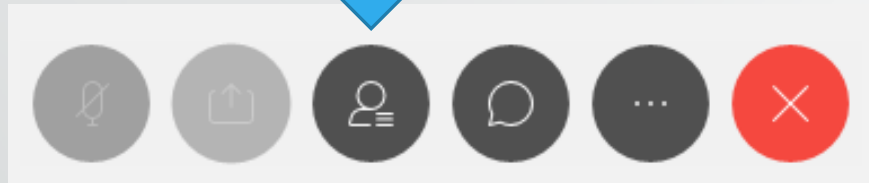


QUESTION & ANSWER SESSION

How to Raise Your Hand

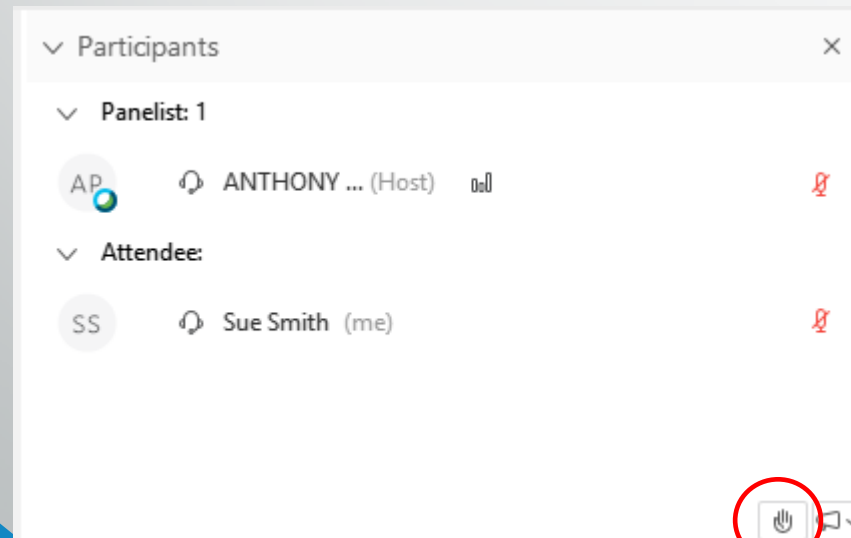


Step One



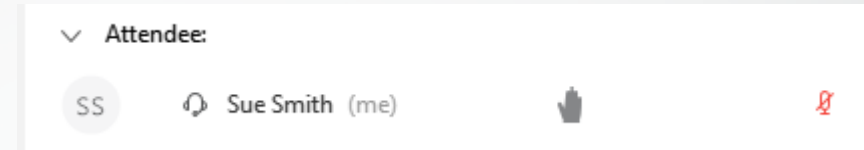
Click on the "PARTICIPANTS" button in the control panel at the bottom of your screen.

Step Two



Click on the "HAND" icon.

Step Three



A hand will appear next to your name. If you want to un-raise your hand, click on the "HAND" icon again (Step 2).

Step Four

The host will then notify you when it is your turn to ask your question to the group. You will then be unmuted and will be able to ask your question.



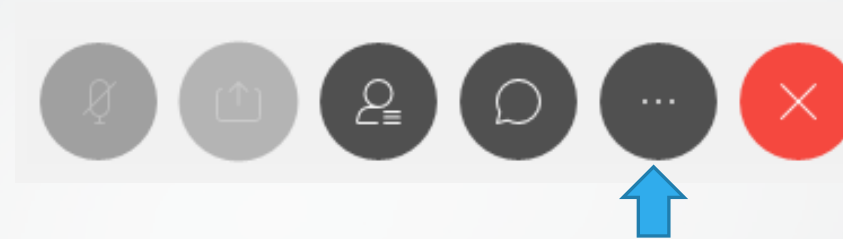
QUESTION & ANSWER SESSION

How to Ask a Question



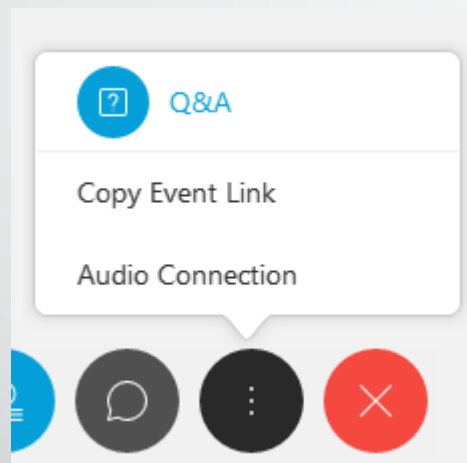
Step One

Click on the "MORE OPTIONS" button in the control panel at the bottom of your screen.



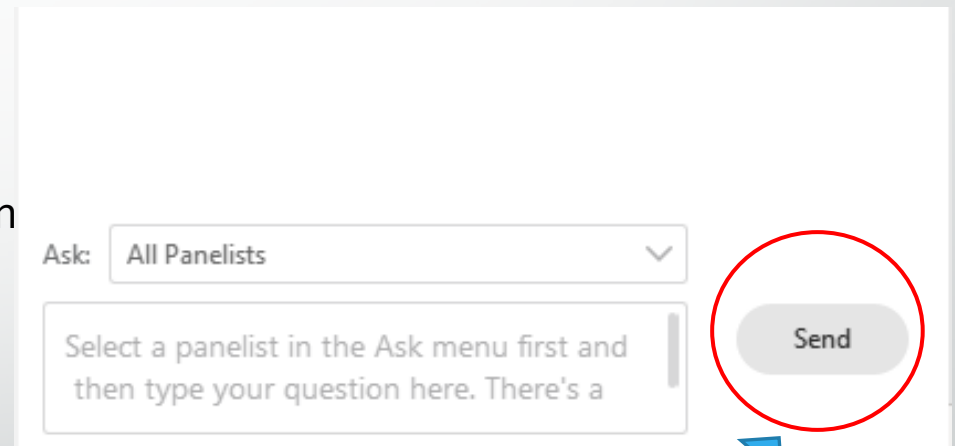
Step Two

Click on the Q&A option.



Step Three

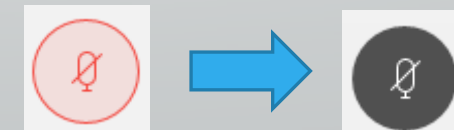
Type your question here...



...and click send.

Step Four

Once your question has been submitted, the host will read your question. Your question will be answered, and you will be unmuted in case you have a follow up question.



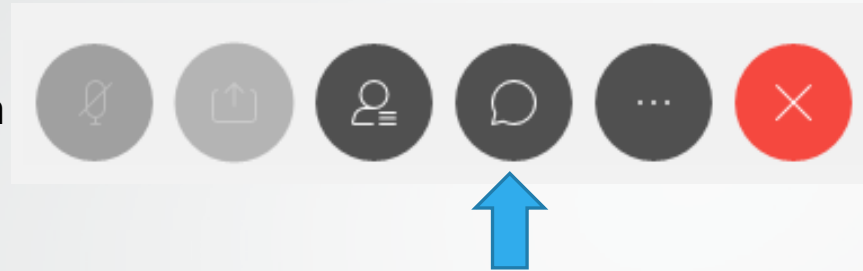


QUESTION & ANSWER SESSION

How to Ask a Question through a Chat Message

Step One

Click on the "CHAT" button in the control panel at the bottom of your screen.



Step Two

Type your question here. Click enter to send.



Chat interface showing a "To:" dropdown menu with "Host" selected, and a text input field labeled "Enter chat message here".

Step Three

Once your question has been submitted, the host will read your question. Your question will be answered, and you will be unmuted in case you have a follow up question.





Soliman Khudeira
CDOT



Robin Beaman
Beaman Inc.



Tony Pakeltis
Parsons



Patrick Smith
Parsons

Question and Answer Session Panelists



Next Steps

- Meeting summary to follow
- **Fourth CAG Meeting:** Late 2020 – Additional project details and project update
- **Public Meeting:** Early 2021
- **Project Website:** www.95thuprr.com
- **Project Contact:**
Anthony.Pakeltis@parsons.com
(312) 930-5268

******If you have any questions, please let us know.***