

95TH STREET AT THE UPRR GRADE SEPARATION STUDY



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95TH STREET & UNION PACIFIC RAILROAD GRADE SEPARATION – GS21a
COMMUNITY ADVISORY GROUP MEETING #4
September 27, 2021



Soliman Khudeira
CDOT



Fran Bell
Beaman Inc.



Tony Pakeltis
Parsons



Patrick Smith
Parsons

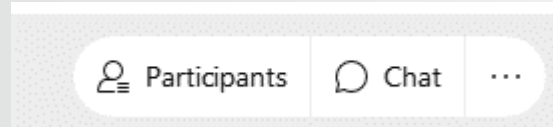
Today's Presenters

QUESTION & ANSWER SESSION

How to Raise Your Hand

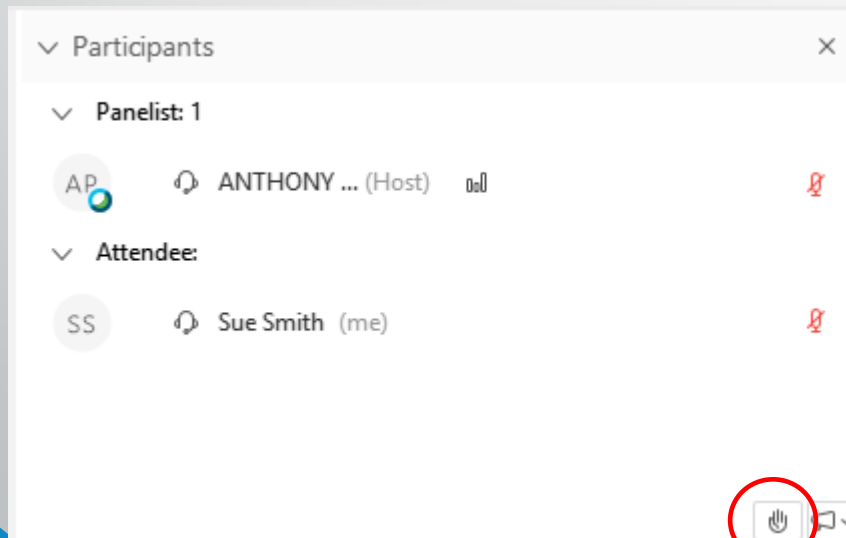


Step One



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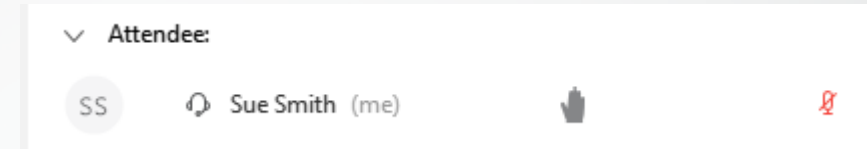
Step Two



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Step Three



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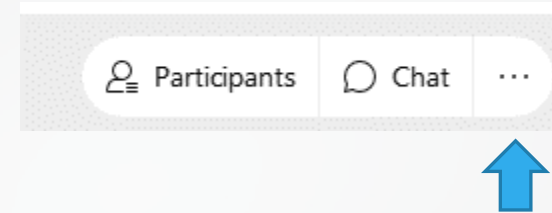


QUESTION & ANSWER SESSION

How to Ask a Question

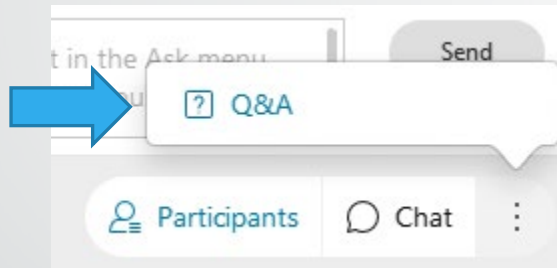
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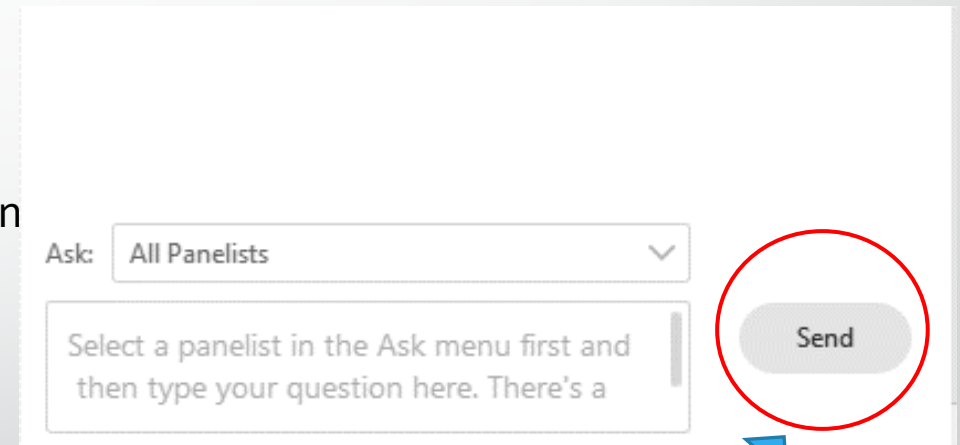
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Click on the Q&A option.



Step Three

Type your question here...



...and click send.

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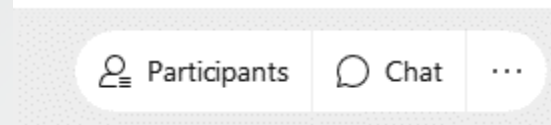


QUESTION & ANSWER SESSION

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.



To:

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.





Introduction

CAG #4 MEETING AGENDA



- Introduction
- Project Overview
- Previous CAG Meetings Recap
- Project Details
- Alternatives Considered
- Details of the Preferred Alternative
- Maintenance of Traffic (during construction)
- Next Steps
- Questions and Comments

INTRODUCTION



Soliman Khudeira
Section Chief, Major Projects



Zubair Haider
IDOT Coordinator

Samuel Tuck III
IDOT CREATE Program Manager



Ken Freimuth
Union Pacific Railroad



Tony Pakeltis
Project Manager

Patrick Smith
Project Engineer



Fran Bell
Public Involvement



Project Overview

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

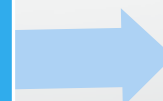
- Construction phase

PROJECT SCHEDULE



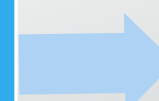
Phase I 2018 - 2021

- . Data Collection
- . Field Studies
- . Develop Purpose & Need
- . Identify and Evaluate Alternatives
- . CAG #1: April 2019
- . CAG #2: June 2019
- . CAG #3: July 2020: Identify Preferred Alternative
- . CAG #4: September 27, 2021
- . Public Hearing: Fall 2021
- . Design Approval
- . Phase I Complete: end of 2021



Phase II 2022 - 2023

Final Design



Phase III 2024 - 2025

Construction



Previous CAG Meetings Recap

CAG MEETINGS OVERVIEW



CAG 1 - April 16, 2019

CAG 2 - June 27, 2019

CAG 3 – July 28, 2020

CAG 4 – September 27, 2021 - today

Public Hearing – Fall 2021



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



PREVIOUS CAG MEETINGS OVERVIEW



CAG 3 – July 28, 2020

- Preliminary Identification of the Preferred Alternative
- Maintenance of Traffic
- Potential Impacts
- Obtained CAG members' concerns and input at all meetings



CAG 4 - MEETING OVERVIEW



CAG 4 – September 27, 2021

- Additional Details of Preferred Alternative
- Discussion of Upcoming Public Hearing





Project Details

PROJECT DETAILS



23,000
Cars Daily

2,600
Trucks Daily

700 CTA and Pace
Buses Daily

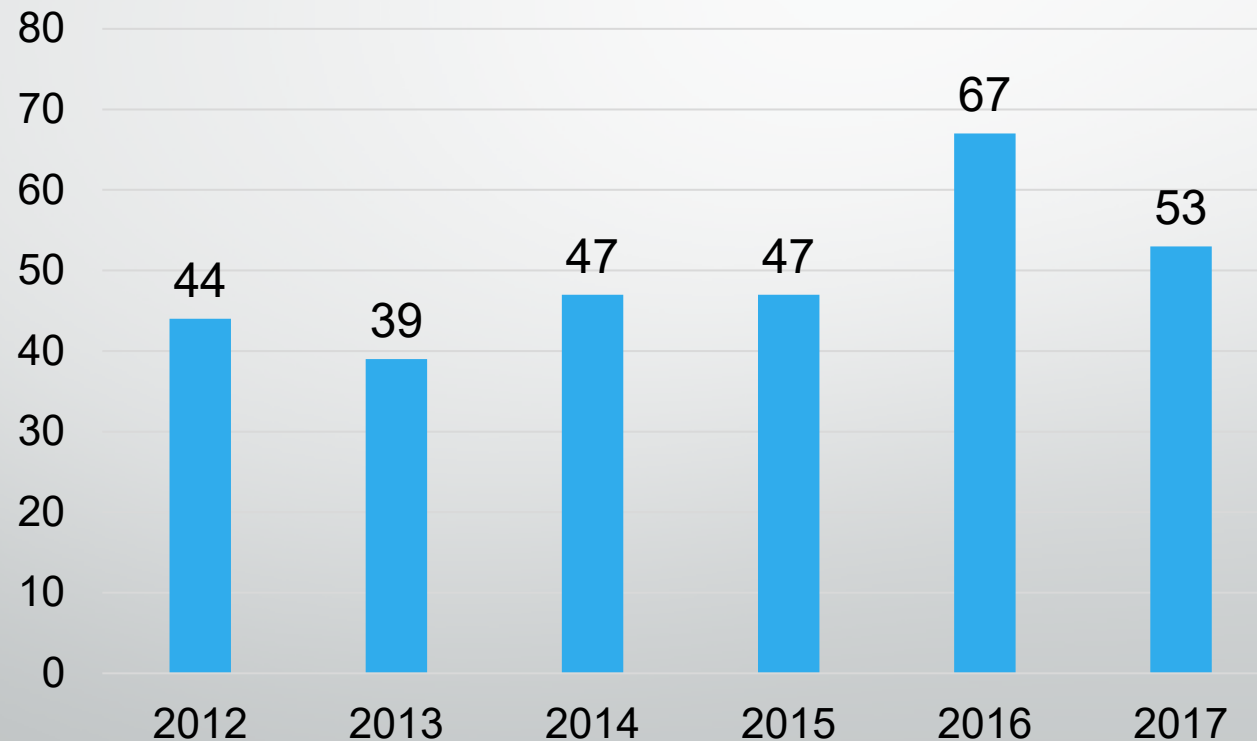
26 Freight and
Amtrak Trains

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 crash type 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

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



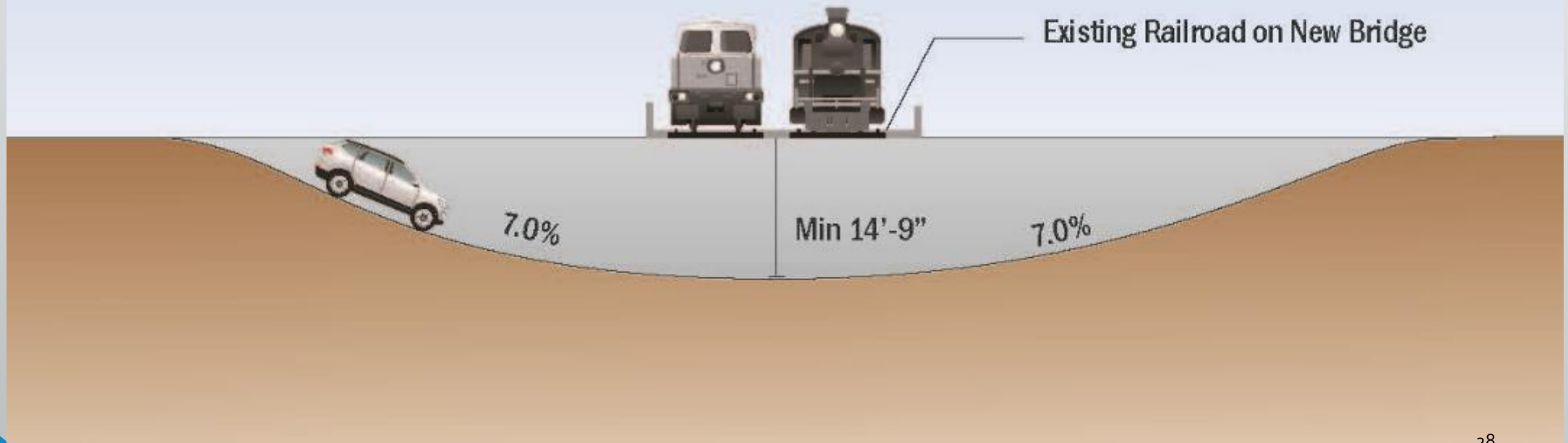
- Alternative #6: 95th Street under RR
- Alternative #8: Hybrid

FEASIBLE ALTERNATIVES CONSIDERED:

ALTERNATIVE #6: 95TH STREET UNDER RR



95th Street under RR



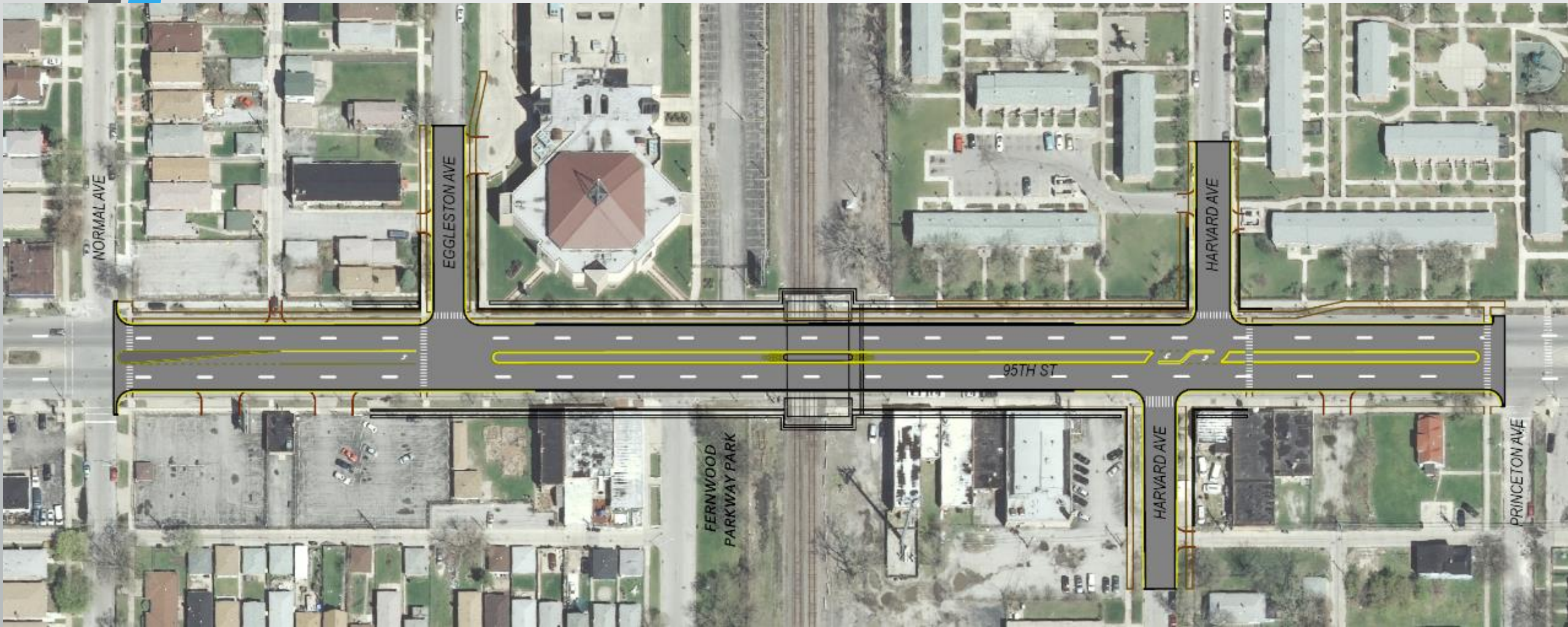
FEASIBLE ALTERNATIVES CONSIDERED:

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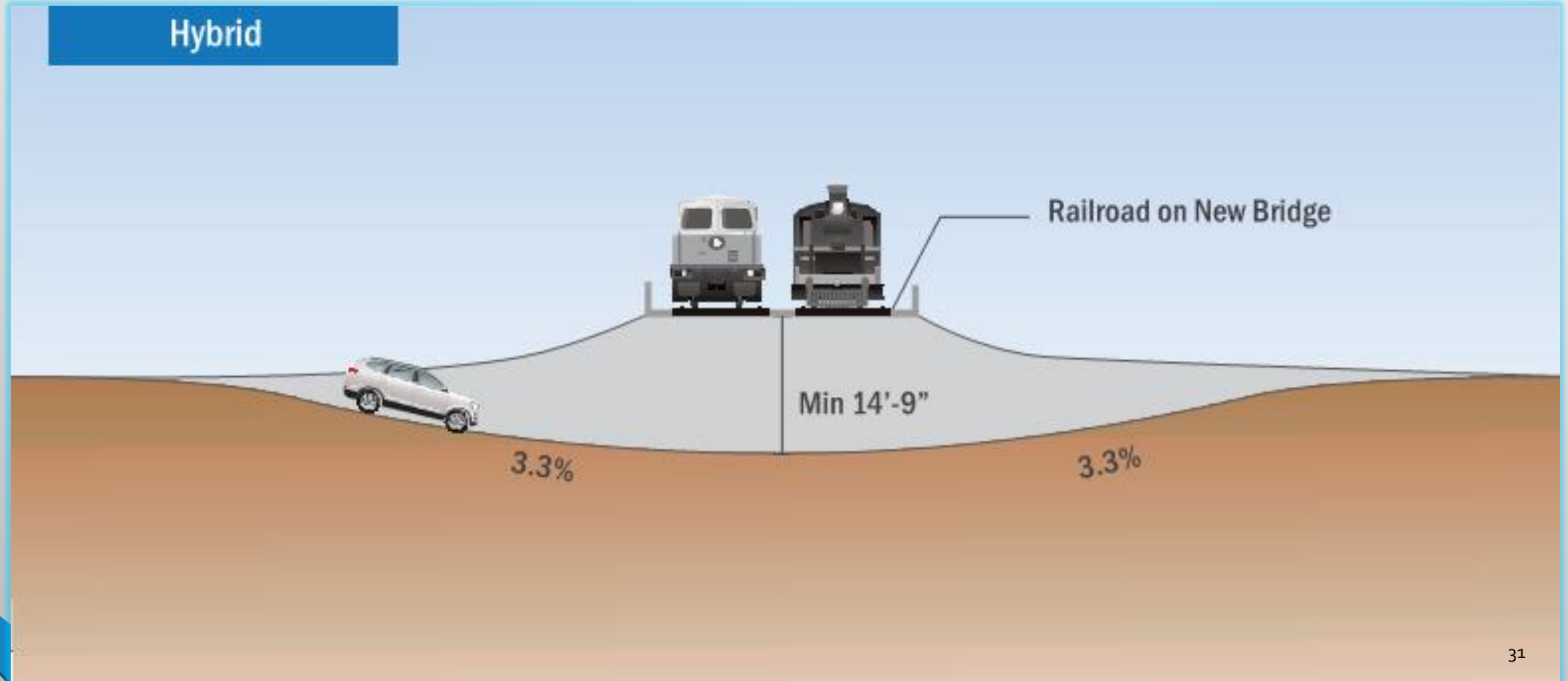
- 95th Street is grade separated under railroad by lowering the profile of 95th Street.
- 95th Street remains on its existing centerline alignment.
- 14'-9" vertical clearance is provided above 95th Street.
- Least amount of infrastructure, environmental, and community impacts compared to most other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

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



FEASIBLE ALTERNATIVES CONSIDERED:

ALTERNATIVE #8: HYBRID



FEASIBLE ALTERNATIVES CONSIDERED:

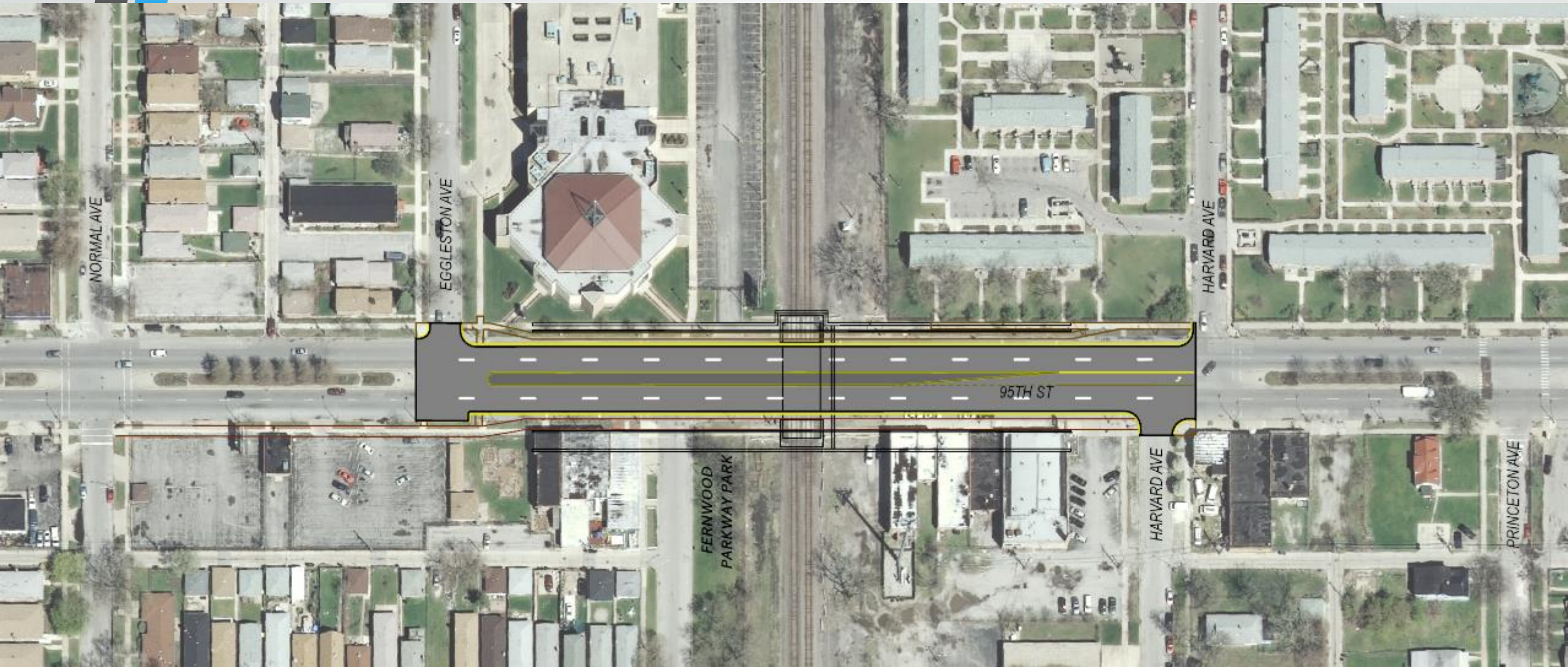
ALTERNATIVE #8: HYBRID



- 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.
- 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	●	●
During construction, minimize disruption to 95 th Street traffic and freight and passenger trains	●	●
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		
	●	●



Details of the Preferred Alternative

PREFERRED ALTERNATIVE:

ALTERNATIVE #6: 95TH STREET UNDER RR

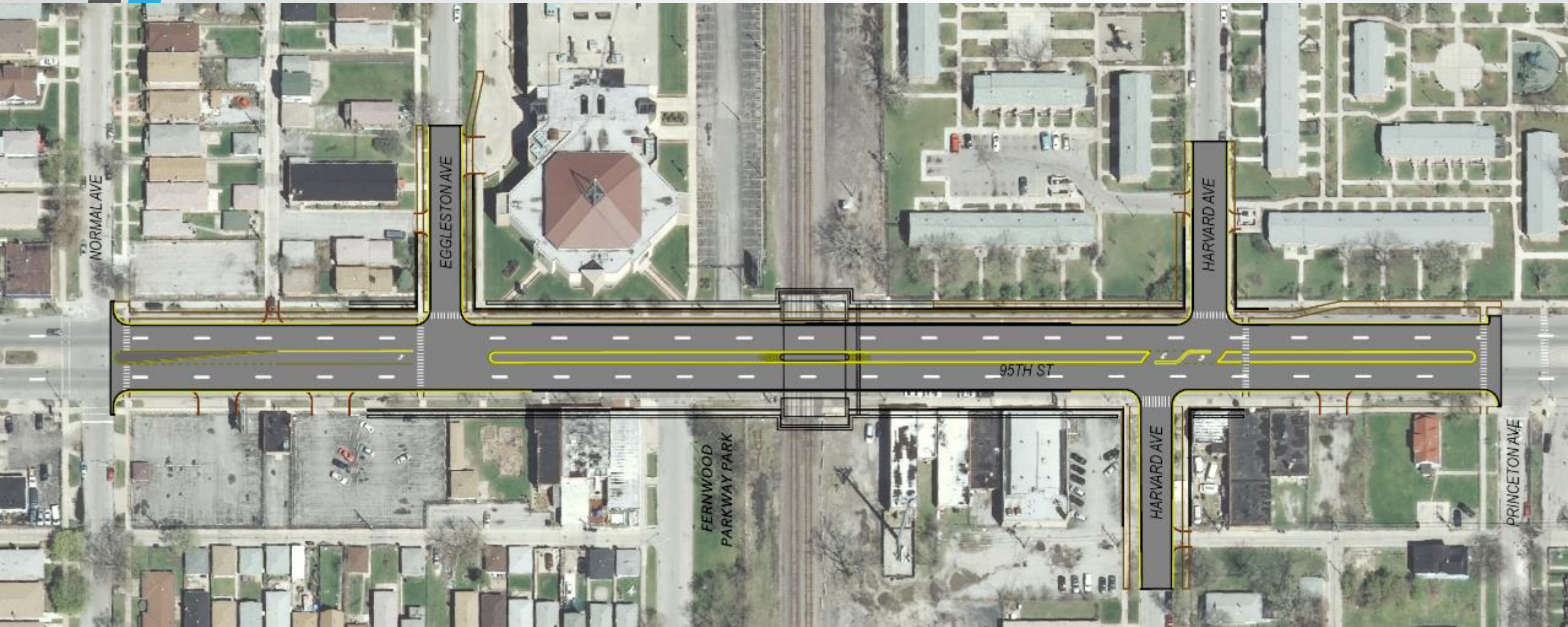


- Best achieved improving safety and mobility while limiting overall community impacts
- Avoids impacts to the 97th Street at-grade railroad crossing and adjacent residential properties
- Avoids noise impacts and noise barrier along railroad corridor
- Avoids raising the railroad and creating visual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

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



- Length of roadway improvements = 0.24 miles



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 new sidewalks
- Provide new pedestrian signal at Eggleston Avenue
- Provide roadway lighting
- Provide pump station

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



Rectangular Rapid Flashing Beacon at Eggleston



Figure 1. Example of an RRFB dark (left) and illuminated during the flash period (center and right) mounted with W11-2 sign and W16-7P plaque at an uncontrolled marked crosswalk.

Rectangular Rapid Flashing Beacon at Eggleston

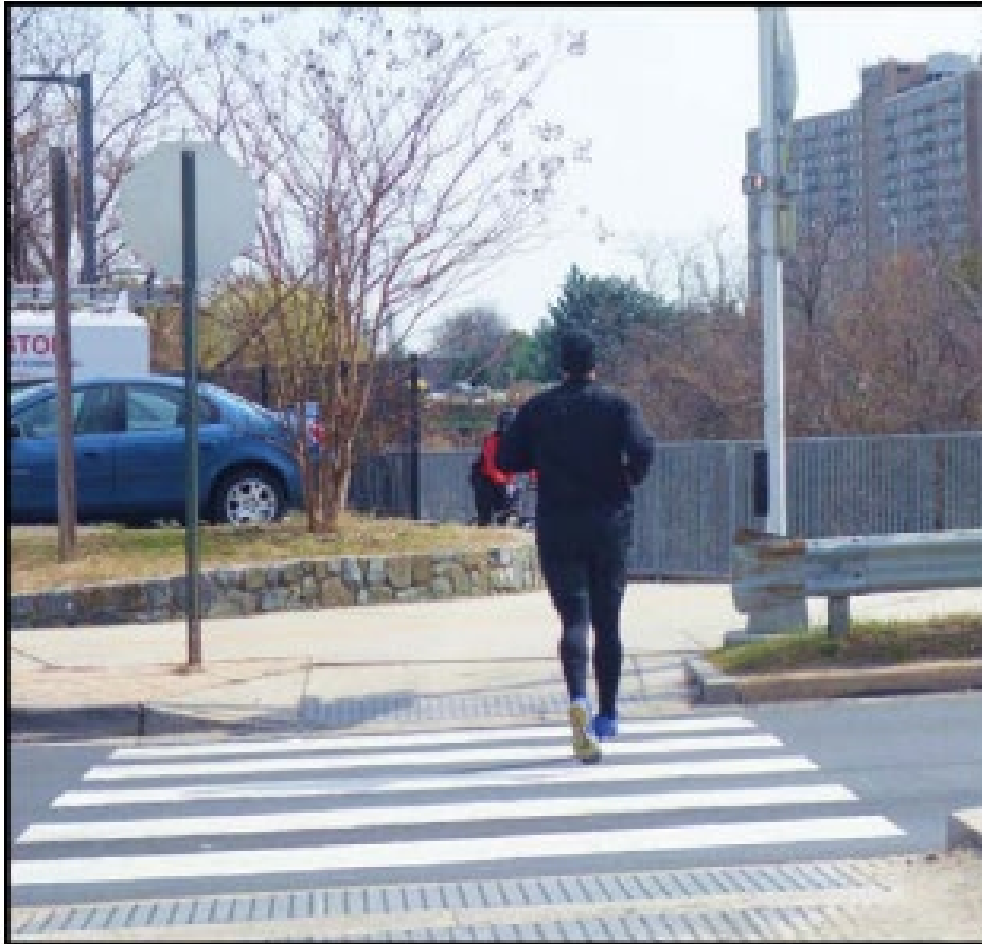


Figure 2. View of pilot light to pedestrian at shared-use path crossing with median refuge. Enlargement of pilot light at right.

Rectangular Rapid Flashing Beacon at Eggleston

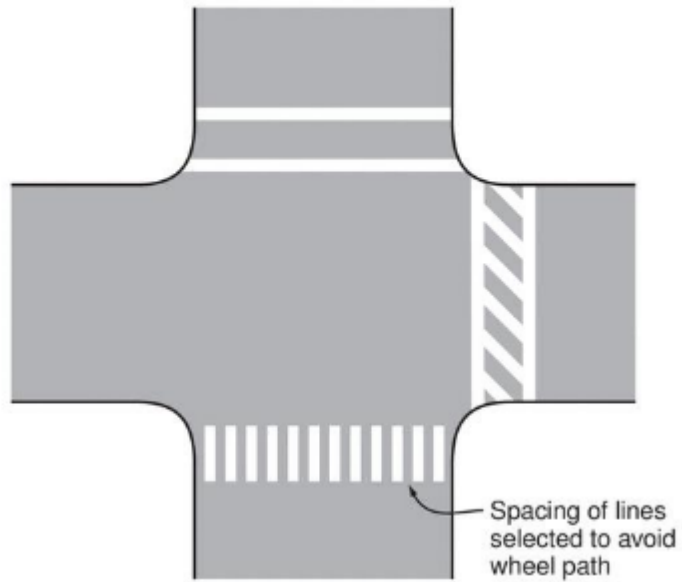


Figure 3. Example of pedestrian pushbutton and R10-25 sign with pilot light for pedestrian actuation.

Rectangular Rapid Flashing Beacon at Eggleston



Figure 3B-19. Examples of Crosswalk Markings



Crosswalk Markings/Treatment to be determined in Phase II

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 – Easement – Section 4(f)
 - Trinity United Church of Christ parking lot - south side of 95th Street
- No Impacts Anticipated
 - Natural resources
 - Historic resources
 - Noise
 - Air quality

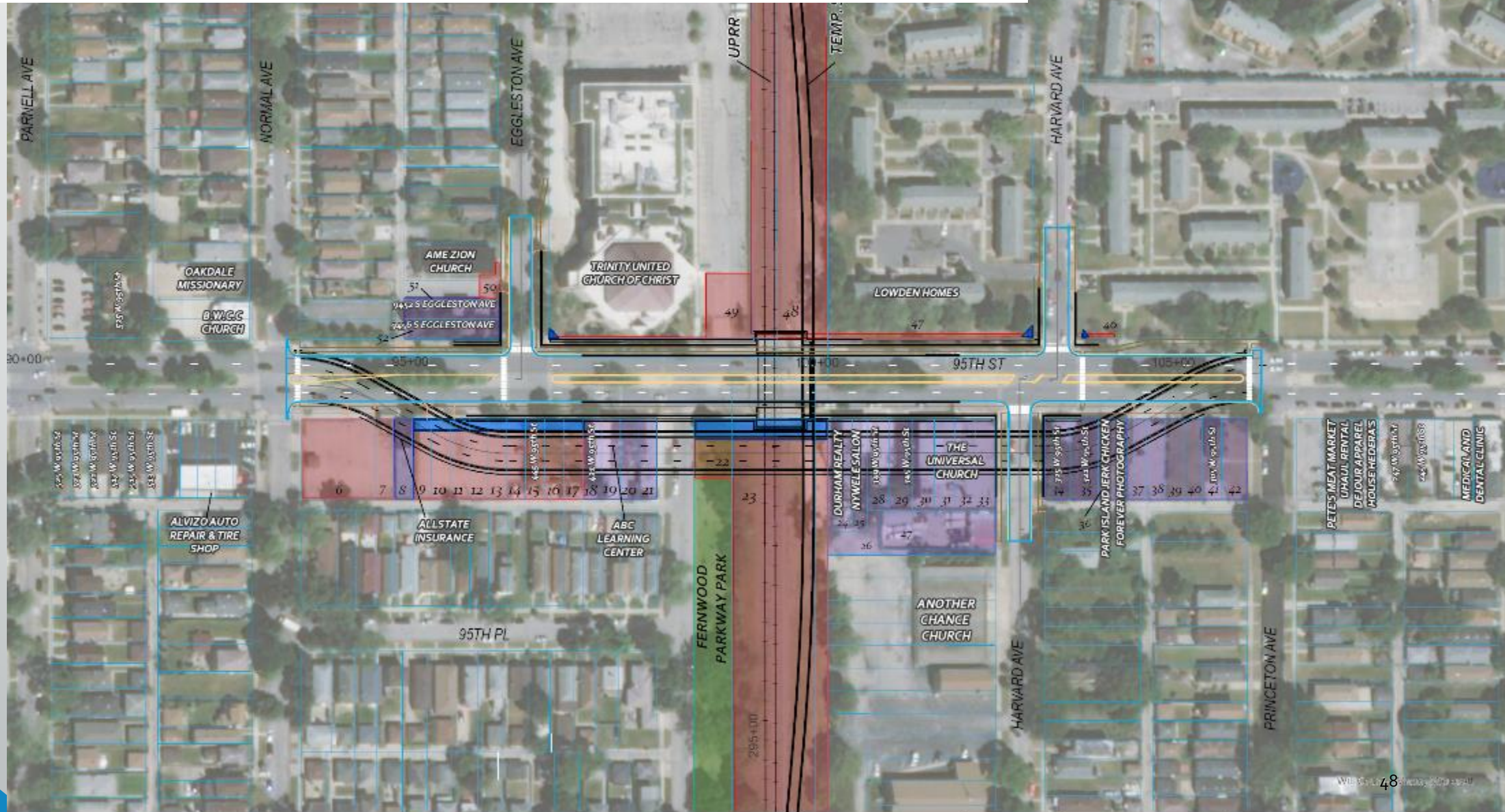
SUMMARY OF IMPACTS

RIGHT-OF-WAY IMPACTS



- **Temporary Easements (TE)**
 - Ownership retained by property owner
 - Purchased for specific term for completion of construction
- **Permanent Easements (PE)**
 - Ownership retained by property owner
 - DOT allowed access to property for maintenance of facilities
- **Fee Simple (Partial or Full Take)**
 - Acquisition of all rights and interests of Real Property

POTENTIAL RIGHT-OF-WAY IMPACTS



Date: September 2021



0 50 100
Ft.

CREATE PROJECT - GS21a
95th Street Under Railroad
Exhibit 6: Right-of-Way



Maintenance of Traffic (during construction)

MAINTENANCE OF TRAFFIC



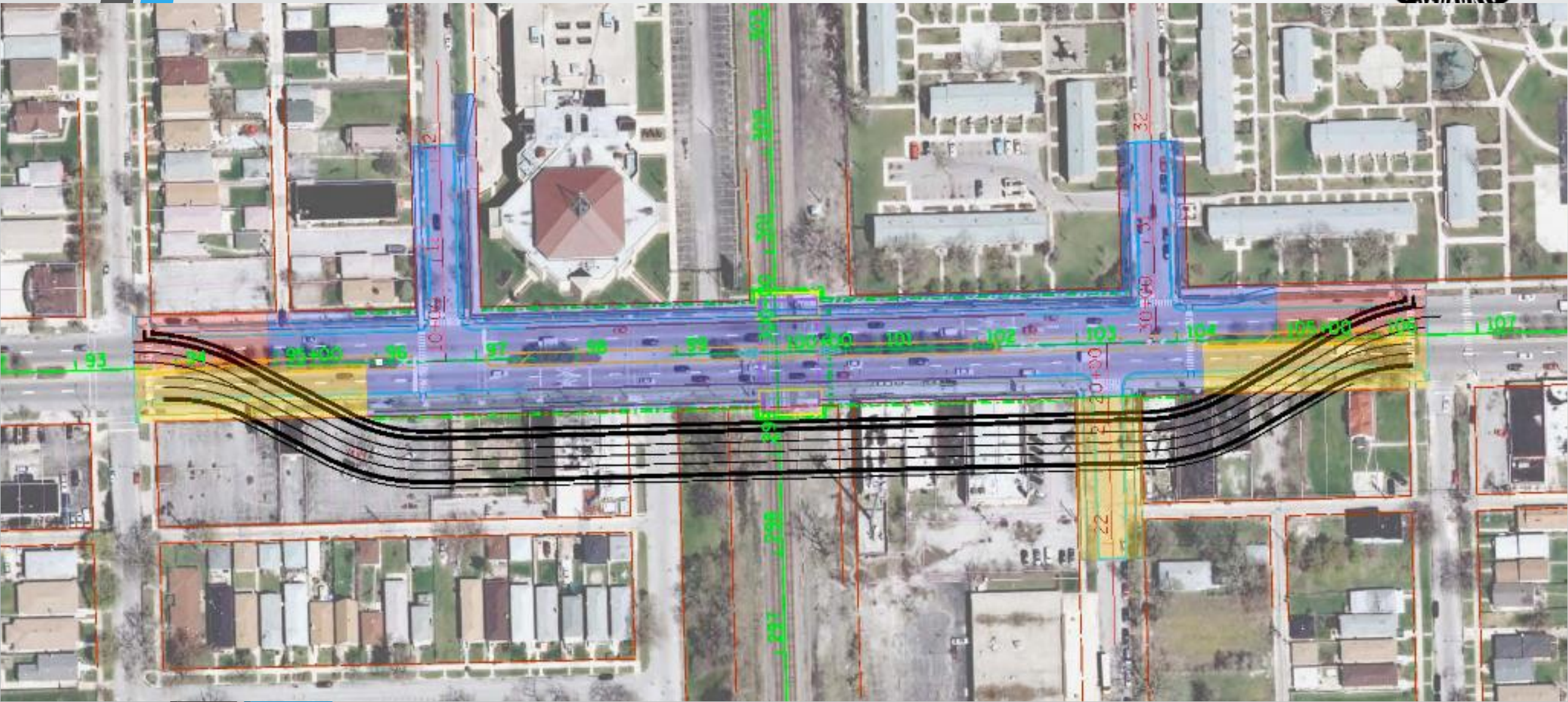
Traffic Shift Option (Preferred):

- 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

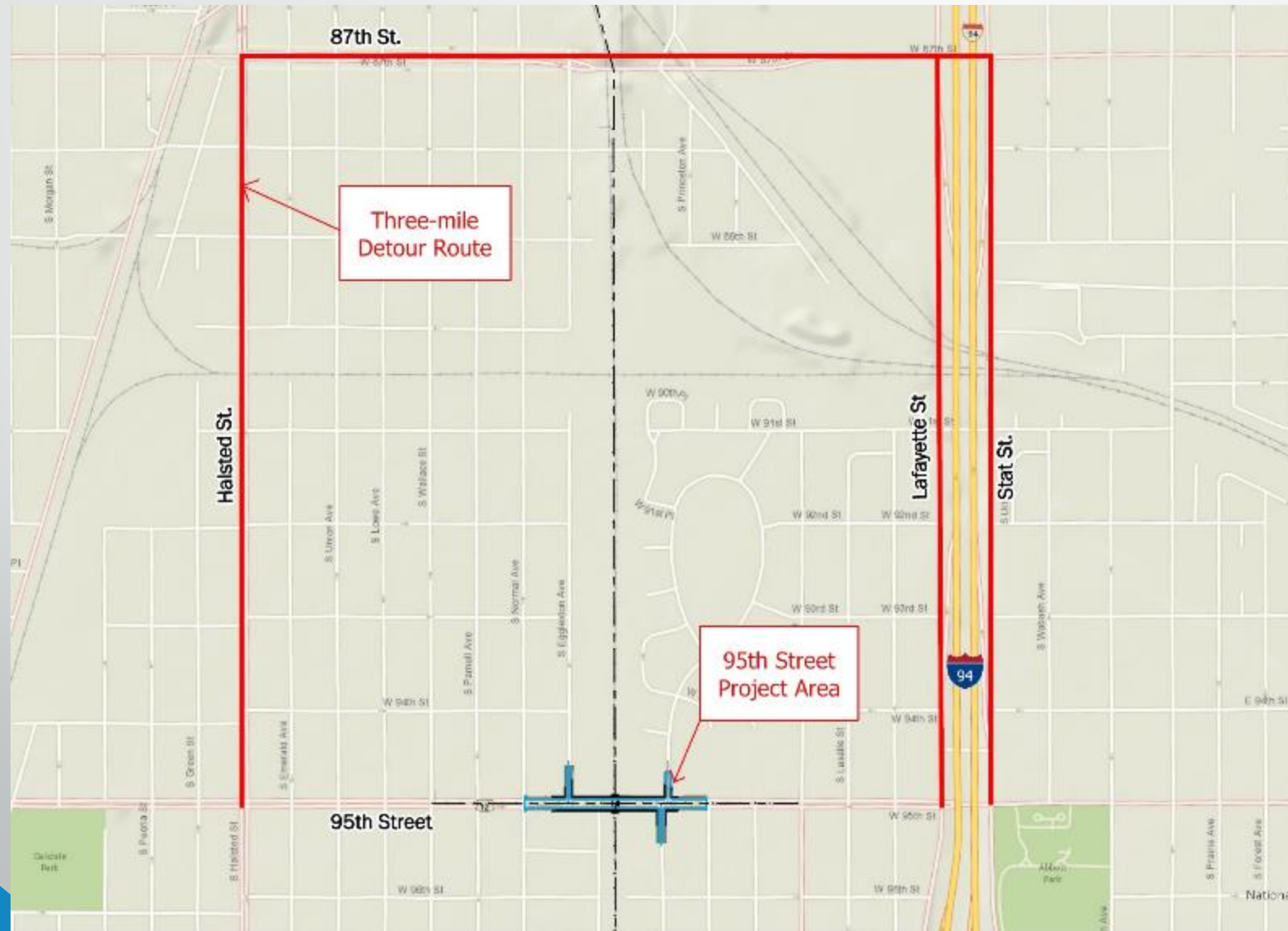
Detour Option:

- Total detour distance traveled is approximately 3 miles
- No additional right-of-way impacts

MAINTENANCE OF TRAFFIC TRAFFIC SHIFT OPTION



MAINTENANCE OF TRAFFIC DETOUR OPTION





Next Steps



NEXT STEPS

- CAG Meeting summary to follow
- Public Hearing: Fall 2021
- Complete Project Development Report: Fall 2021
- Obtain Design Approval: End of 2021

Upcoming Public Hearing

- Target date: Fall 2021
- Virtual Public Hearing
 - Presentation
 - Formal comments provided by public
- Other Opportunities to Provide Comment
 - Online at the project website
 - In person at local community facility
- Getting the word out:
 - Newspaper advertisements
 - Flyers
 - Mailer to adjacent properties
 - Email blast



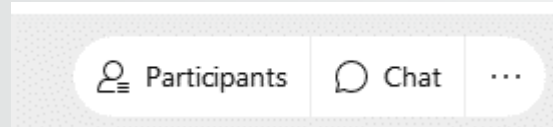
Questions and Comments

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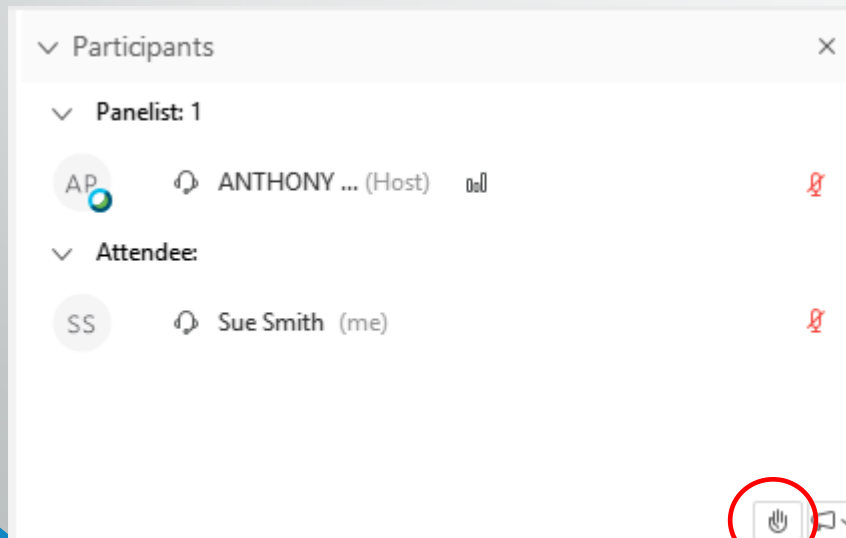


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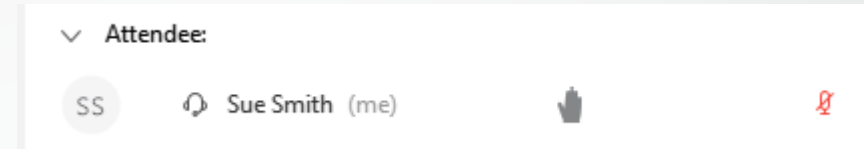
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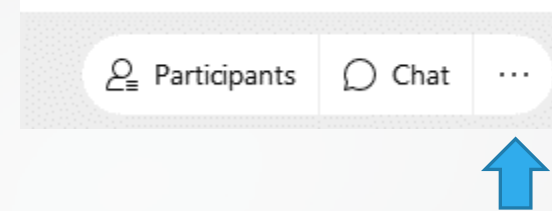


QUESTION & ANSWER SESSION

How to Ask a Question

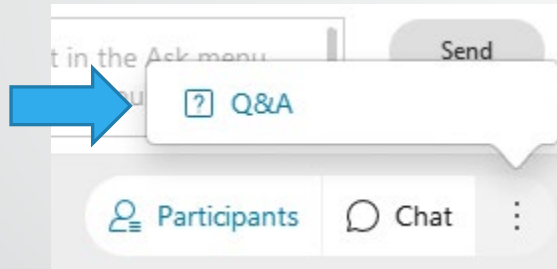
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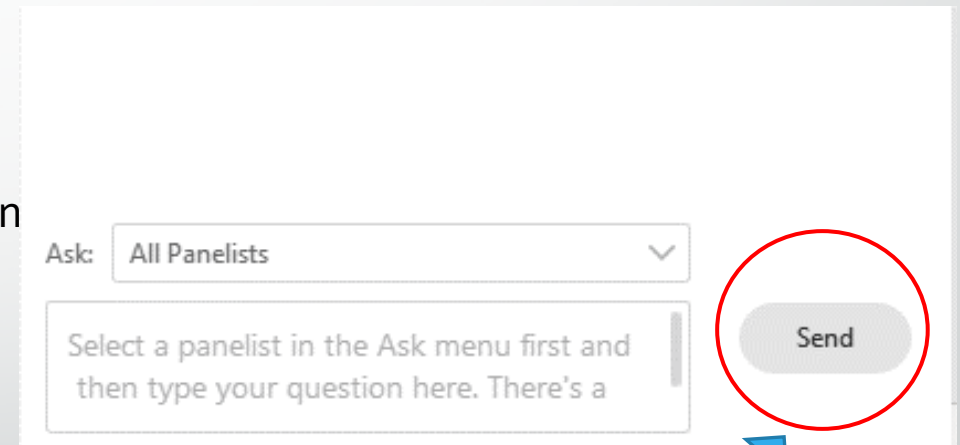
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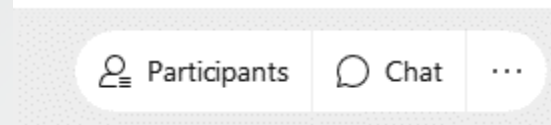


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Questions and Comments



Thank You!



- Project Website:
www.95thuprr.com
- Project Contact:
Anthony.Pakeltis@parsons.com
(312) 930-5268

If you have future questions or comments, please use the above contact info.