

Welcome

Archer Avenue at The Belt Railway Company of Chicago (BRC) Grade Separation Study

September 18, 2018



Open House - 6:00-6:30 P.M.

- Sign In
- Take a Brochure
- View Exhibits

Presentation - 6:30-7:00 P.M.

Public Q&A - 7:00-7:15 P.M.

Open House - 7:15-8:00 P.M.

- View Exhibits
- Ask Questions of the Project Team
- Provide Comments



Project Purpose and Objectives

Project Purpose

The purpose of this project is to eliminate the at-grade intersection between S. Archer Avenue and The BRC railroad. The transportation infrastructure improvement will increase operational efficiency and improve safety.



Project Objectives

Transportation

- Improve traffic flow by reducing vehicular and train delays
- Improve vehicular, pedestrian, and bicycle safety
- Provide unimpeded access for emergency responders

Financial / Economic Development

- Provide broadest range of benefits for least amount of cost
- Improve accommodations for alternative modes of transportation
- Reduce transportation delays and costs

Property Impacts

- Minimize displacement of residents and active businesses

Public Involvement

Public Meeting Objectives

The focus of the Public Meeting is to introduce the project, present community impacts, and obtain feedback on the improvement from the community.

Community Advisory Group

The Chicago Department of Transportation (CDOT) hosted four (4) Community Advisory Group (CAG) meetings with project stakeholders to assist in guiding the design process to select an alternative that best reflects the interests of the community.

CAG #1
Feb 7, 2017

→ Project Introduction

CAG #2
May 9, 2017

→ Overview of Alternatives

CAG #3
July 18, 2017

→ Selection of Alternative

CAG #4
April 5, 2018

→ Review of Preferred Alternative

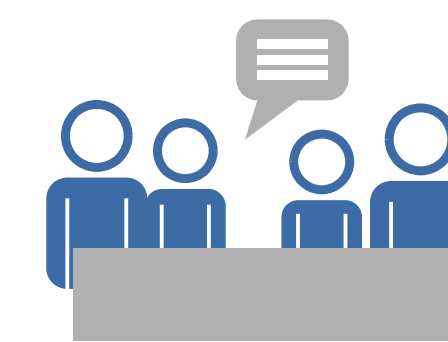


Role of Stakeholders

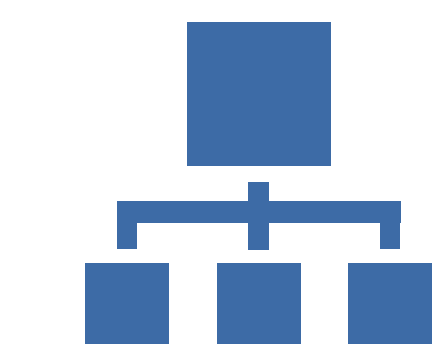
The role of the stakeholder is to advise CDOT on design related issues throughout the study process and to help identify elements of the project purpose and need. Input from every participant and community in the process is valued and was considered.



ADVOCACY GROUPS



ELECTED OFFICIALS



REGULATORY AGENCIES



BUSINESS AND PROPERTY OWNERS



RESIDENTS



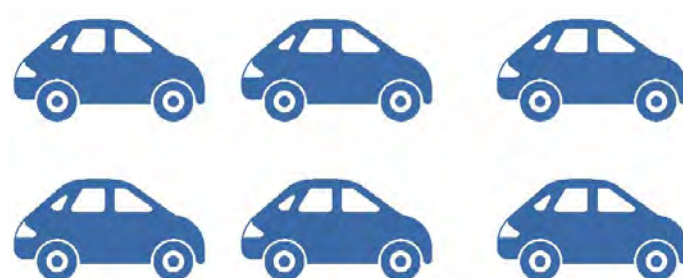
Primary Issues and Existing Conditions

Primary Issues

SAFETY



TRAFFIC CONGESTION



DELAYS



COST



NEIGHBORHOOD IMPACTS/
LAND AQUISITION IMPACTS



Existing Conditions

18,600

Vehicles Daily

259

CTA Buses (#62) Daily

59,600

Hours of Delay Yearly

32

Freight Trains Daily



Alternatives Analysis

Alternatives Considered

No Build Alternative

No improvements other than routine maintenance

Crossing Elimination

Archer Avenue traffic would not be permitted to cross the railroad tracks

Road Overpass

Archer Avenue would be elevated above the BRC track grade

Road Underpass

Archer Avenue would be depressed below the BRC track grade

Railroad Underpass

BRC tracks would be depressed below the Archer Avenue grade

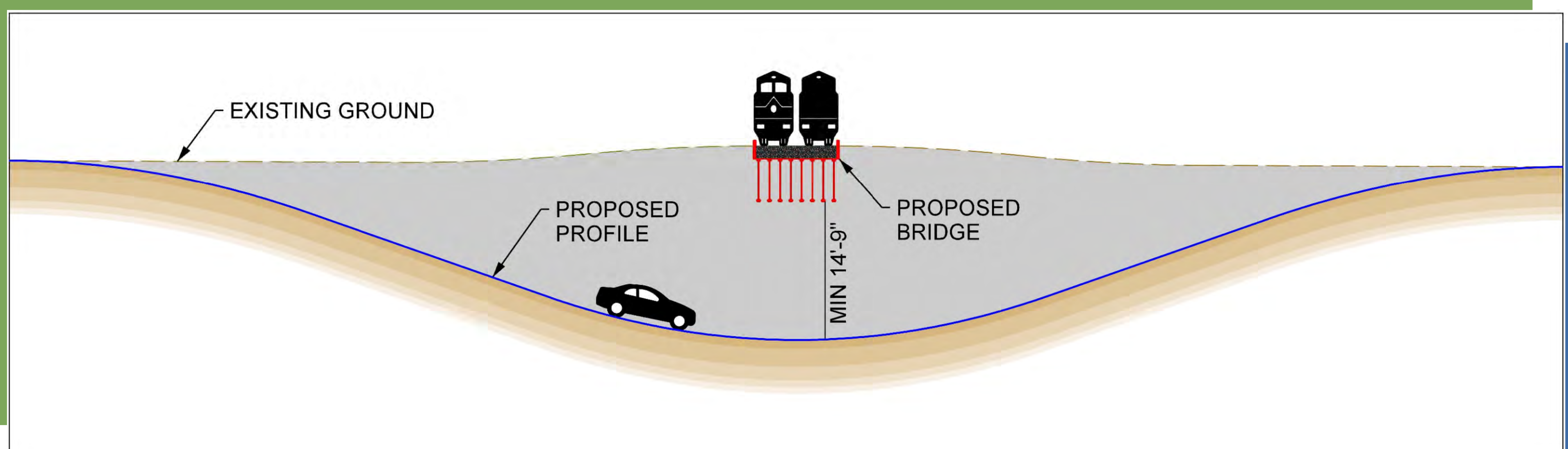
Railroad Overpass

BRC tracks would be elevated above the Archer Avenue grade

Alternatives Screening

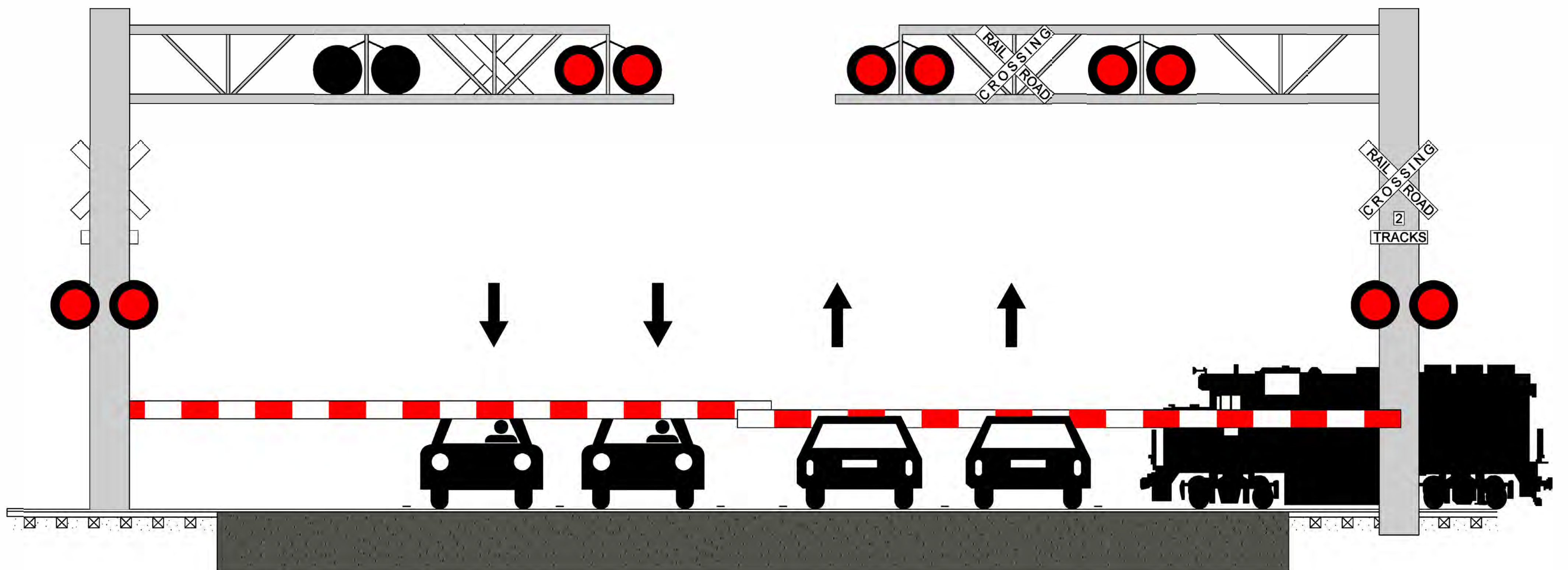
Meets project purpose
Displacement/Right-of-way acquisition
Environmental impacts
Economic Impacts
Social/Cultural Impacts
Safety
Aesthetics

Alternative Selected: Road Underpass

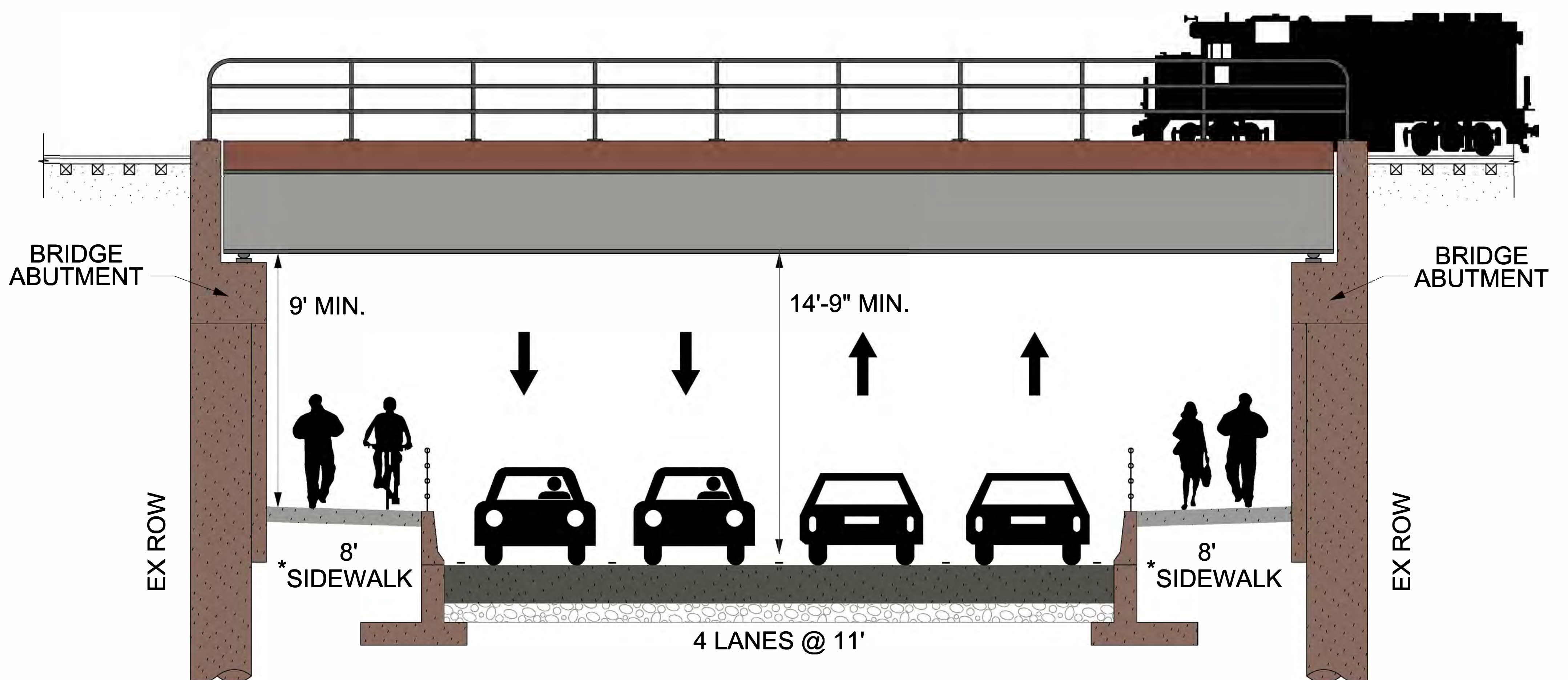


Typical Sections

Existing Typical Section



Proposed Typical Section



Proposed Improvements



Right-of-Way (ROW) Impacts and Details

ROW Impacts can be Temporary or Permanent

Fee Simple (Full Acquisition)

- Acquisition of all rights and interest of the property impacted by the project

Permanent Easement

- Property owner retains ownership, but DOT and utilities allowed access to property for maintenance of facilities
- Property owner to avoid improvements that impede access and maintenance of facilities

Permanent Easement

- Property owner retains ownership; purchased for a specified term for completion of construction
- No restrictions to property owner once construction is complete



Benefits or
Positives

Negatives
or Costs

Potential Reasons for ROW Impacts Include:

Improved Safety

Reduced Congestion

Improved Mobility

Aesthetic
Improvements

ROW Acquisition

Loss of Accessibility

Temporary Traffic
Impacts

During
Construction

During Construction

- Construction of run-around
- Construction of shoo-fly
- Temporary street closure for regrading of roadway

Final
Conditions

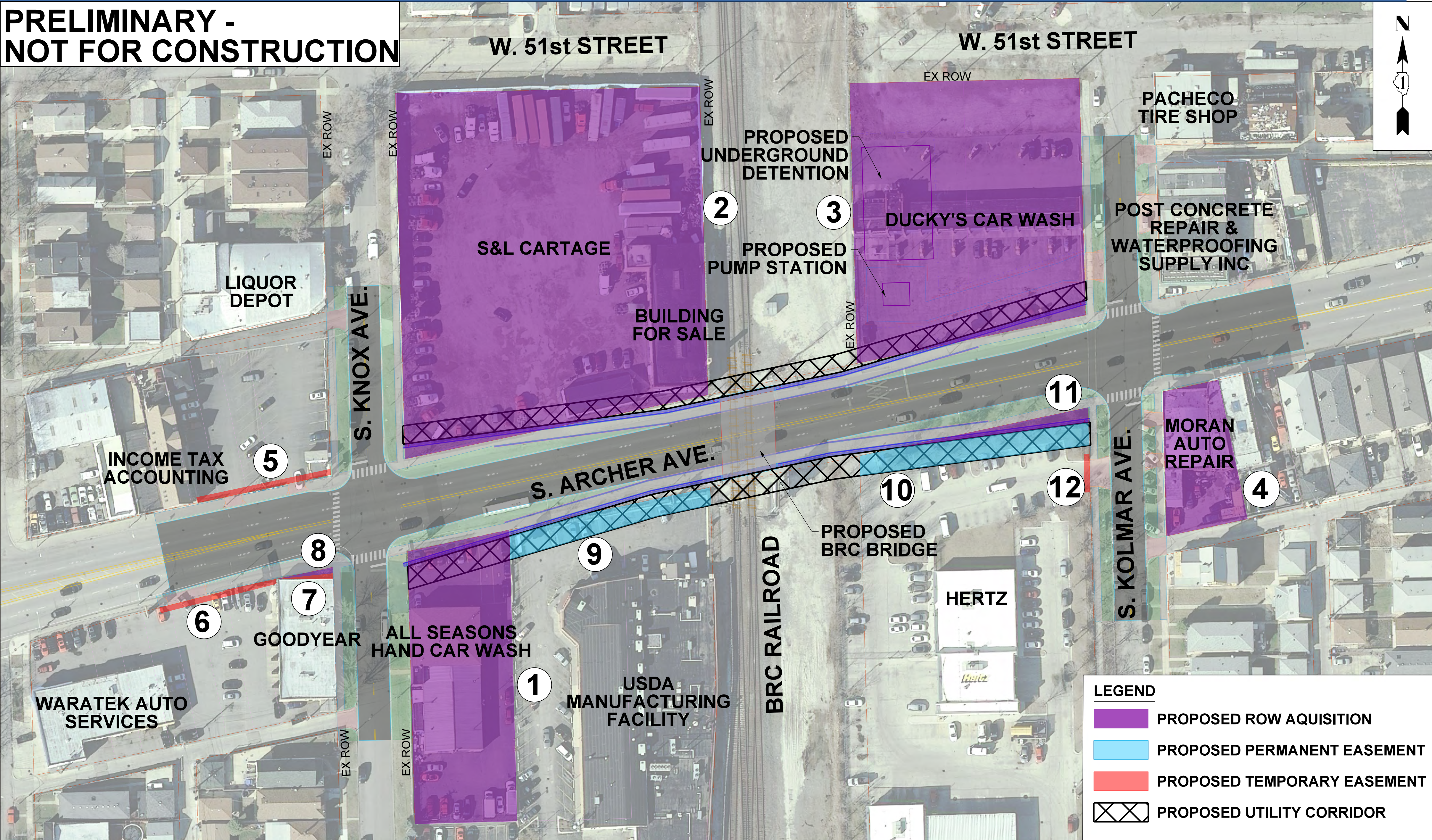
Final Conditions

- Retaining walls and bridge abutments
- Pump station
- Relocated utilities



Land Acquisition Impacts

PRELIMINARY -
NOT FOR CONSTRUCTION



FULL ACQUISITIONS

LOCATION	ADDRESS	ROW IMPACT REASON
1	5285 S ARCHER AVE	INTERSECTION SIGHT DISTANCE, ELIMINATED ACCESS POINTS
2	5274 S ARCHER AVE	INTERSECTION SIGHT DISTANCE, EASEMENTS FOR UTILITY CORRIDOR, BUILDING IMPACTS
3	5244, 5248 S ARCHER AVE	ELIMINATED ACCESS POINTS FROM ARCHER, NEEDED FOR PUMP STATION AND DETENTION
4	5259 S ARCHER AVE	DRIVEWAY AND PARKING IMPACTS DUE TO LOWERED PROFILE

PARTIAL ACQUISITIONS

LOCATION	ADDRESS	ROW IMPACT REASON
5	5300, 5306, 5308 S ARCHER AVE	DRIVEWAY AND SIDEWALK GRADING
6	5315 S ARCHER AVE	DRIVEWAY AND SIDEWALK GRADING
7	5315 S ARCHER AVE	INTERSECTION SIGHT DISTANCE AND SIDEWALK GRADING
8	5315 S ARCHER AVE	INTERSECTION SIGHT DISTANCE AND SIDEWALK GRADING
9	5275 S ARCHER AVE	INTERSECTION SIGHT DISTANCE, EASEMENTS FOR UTILITY CORRIDOR
10	5259 S ARCHER AVE	EASEMENTS FOR UTILITY CORRIDOR
11	5259 S ARCHER AVE	INTERSECTION SIGHT DISTANCE
12	5259 S ARCHER AVE	DRIVEWAY GRADING



Project Aesthetics



Architectural Retaining Wall Example

GS-14 (71st St. & CSXT/IHB
RR Grade Separation)

Parkway Landscaping Example



Decorative Bridge Railing Example

GS-14 (71st St. & CSXT/IHB
RR Grade Separation)

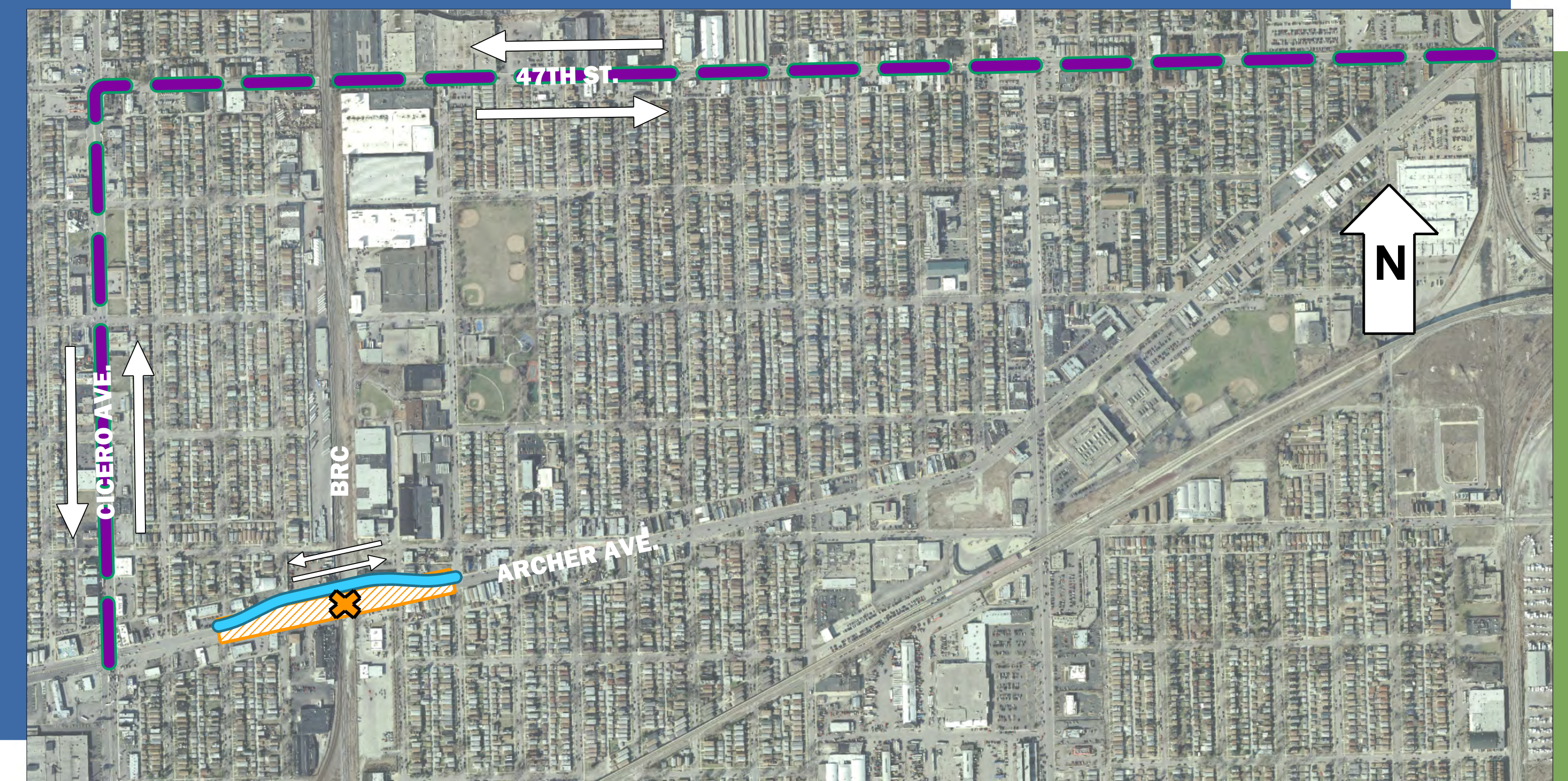


Traffic Staging Route

Traffic Staging Route Archer Avenue Run-around



Alternate Route 47th Street Bypass



- Traffic Staging Route
- Alternate Route
- Construction Area

- Signed as alternate route during construction to provide secondary option for traffic
- Used as detour route if short term closures of Archer run-around are required



Project Schedule and Next Steps

Project Schedule

Phase I

Preliminary Engineering

- Preliminary design engineering/alternative analysis
- Environmental studies
- Public and agency coordination

Timeline:
April 2016 - Fall 2018

Phase II

Final Engineering

- Final design
- Contract plans
- Land acquisition

Timeline:
Spring 2019 - Winter 2020*

Phase III

Construction

Timeline:
Spring 2021 - Winter 2022*

We Are Here



Next Steps

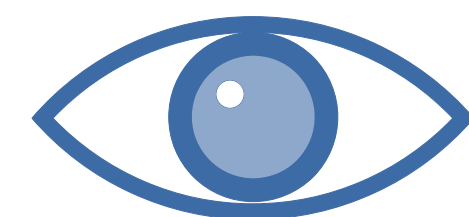
- **Respond to questions and comments**
- **Revise and finalize design**
- **Obtain Phase I design approval**
- **Secure project funding**
- **Begin Phase II Design***

*Future phases subject to available funding



Meeting Summary

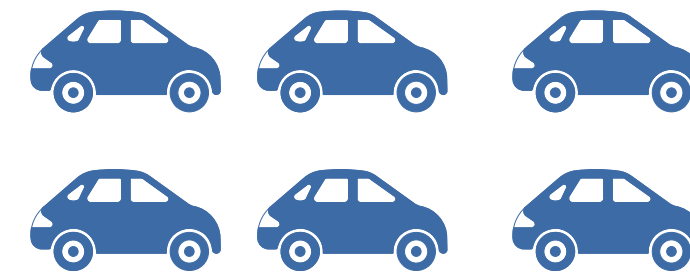
Community Benefits



IMPROVE AESTHETICS



BETTER AIR QUALITY



REDUCE CONGESTION



ECONOMIC BENEFITS



REDUCE DELAYS



**IMPROVE CYCLIST /
PEDESTRIAN ACCESS**



**EASIER ACCESS FOR
EMERGENCY RESPONDERS**

Community Feedback

- Place written comments in comment box (written comments will be part of the official project record)
- Subscribe to the project newsletter on the project website www.archerbrc.com or at the sign-in table to receive the comment responses

THANK YOU!

