

ARCHER AVENUE AT BELT RAILWAY COMPANY OF CHICAGO (BRC) GRADE SEPARATION STUDY – GS9

COMMUNITY ADVISORY GROUP MEETING # 3

July 18, 2017



MEETING AGENDA

Welcome

CAG #2 Recap

Community Updates

Overview of Underpass Alternatives

Underpass Design Considerations

Construction Staging Concepts

Evaluation of Impacts

Breakout Session

Closing Remarks/Next Steps

www.archerBRC.com

INTRODUCTIONS



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CAG #2 Overview

- --- Purpose and Need
- ——— Alternatives Considered & Screening
- --- Construction Considerations

Proposed Purpose & Need

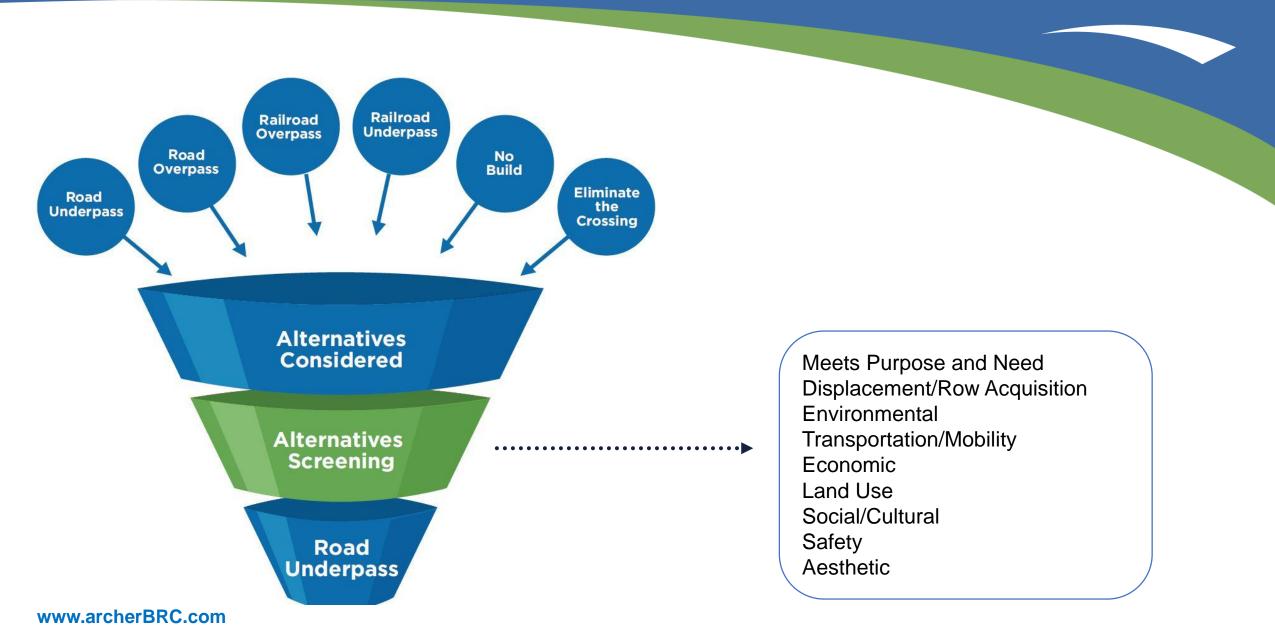
Purpose:

Provide a transportation infrastructure improvement in the Archer Avenue corridor that increases operational efficiency and improves safety.

Need:

- ——— Reduce congestion (increase operational efficiency)
- ——— Eliminate road-rail conflicts (improve safety)

Alternatives Considered & Screening



Construction Considerations

Detour

Traffic uses alternate streets

Lane Closures Maintain one lane open in each direction on existing roadway

Run Around Provide two-lane facility on alternative alignment to existing roadway



Temporary shoofly during construction





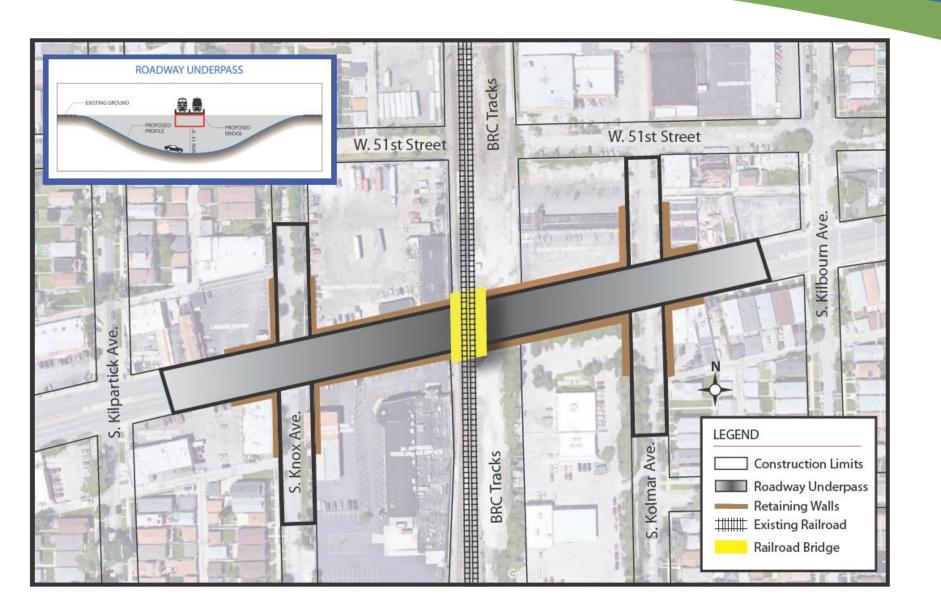




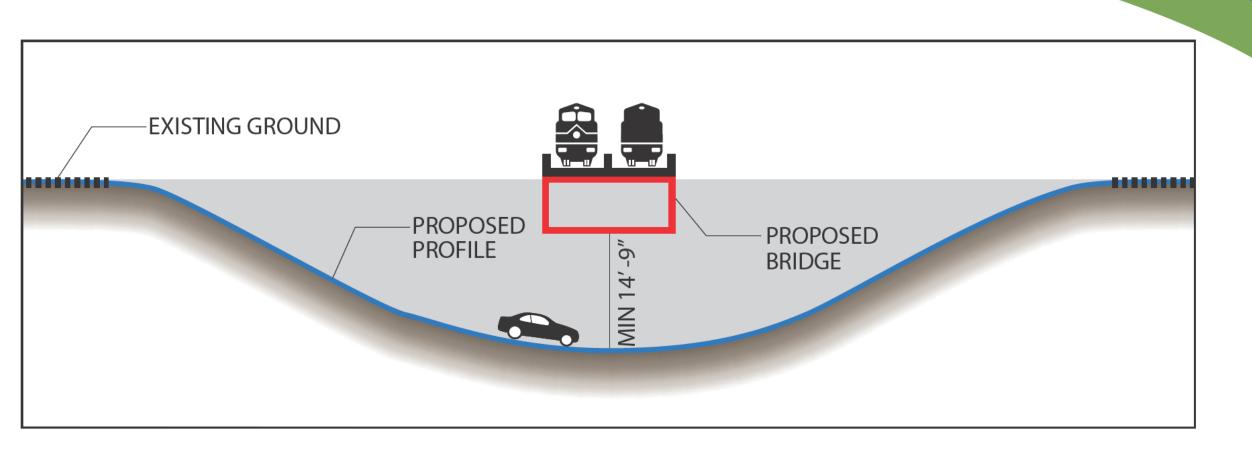


Overview of Underpass Alternative

Road Underpass



Road Underpass



71st St. & CSXT/IHB Grade Separation—GS14

View from west

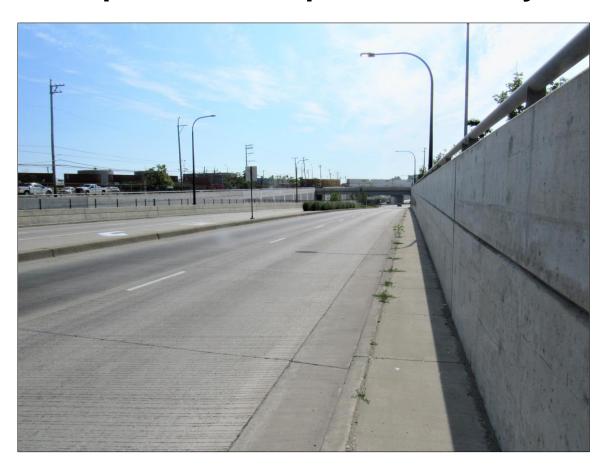


View from east



130th St. & Torrence Ave. & Norfolk Southern Grade Separation—GS15a

Example: elevated pedestrian/bicycle accommodations









Underpass Design Considerations

Underpass Design Considerations



- CDOT and IDOT standards and criteria
- Vertical Clearance
- Drainage
- Pedestrian & Bicycle Accommodations
- Vehicular Mobility and Accessibility

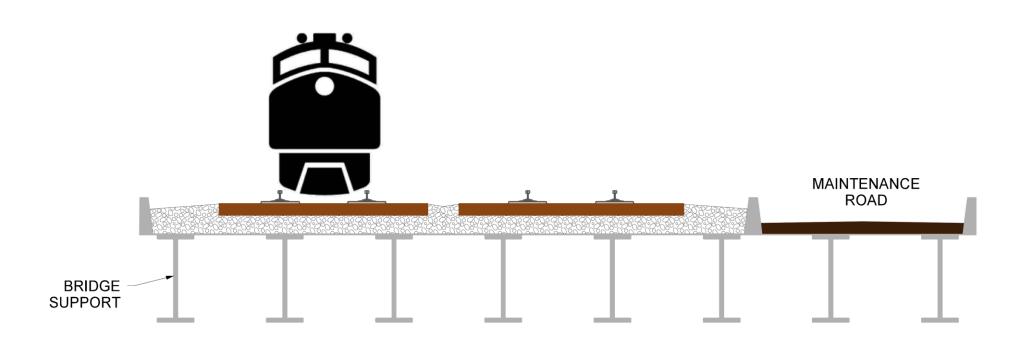
Bridge

Railroad bridge design standards and criteria



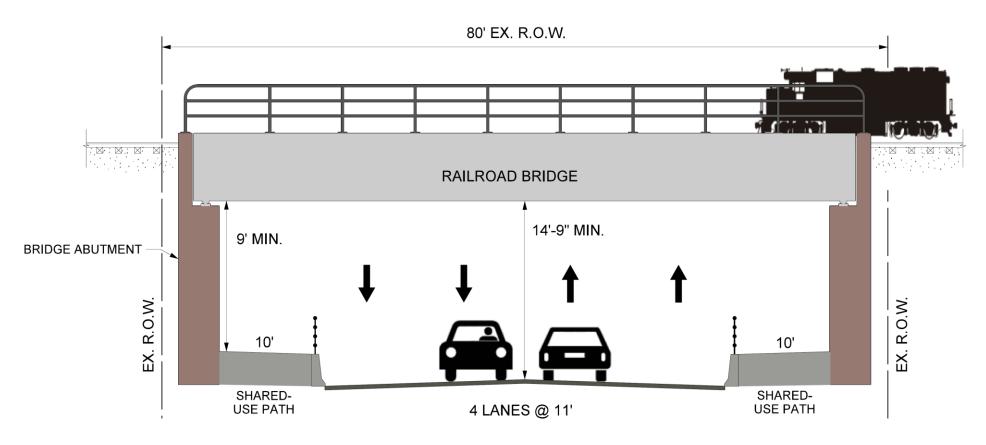
- Right-of-Way
- Lighting
- Utilities

Bridge Section



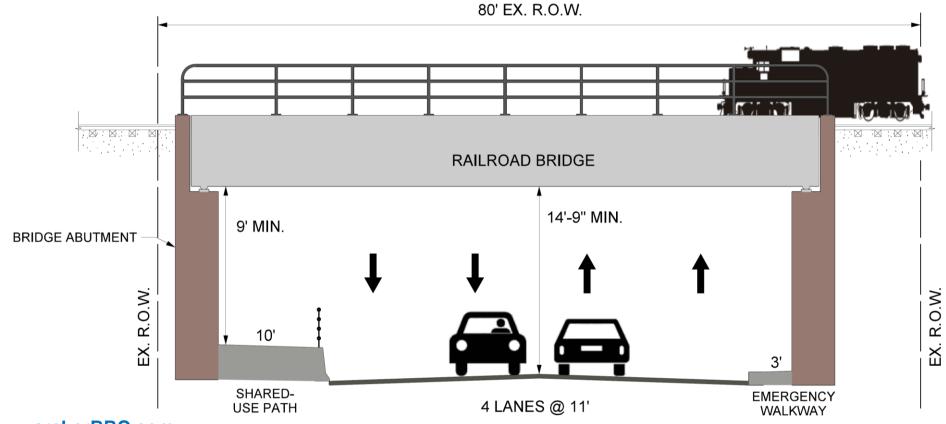
Road Typical Section: Option A

- --- 2 travel lanes in each direction
- --- 10-foot shared-use path on both sides



Road Typical Section: Option B

- --- 2 travel lanes in each direction
- --- 10-foot shared-use path on one side;
 - 3-foot emergency walkway on opposite side



Shared-Use Path Elevation



At-Grade Path

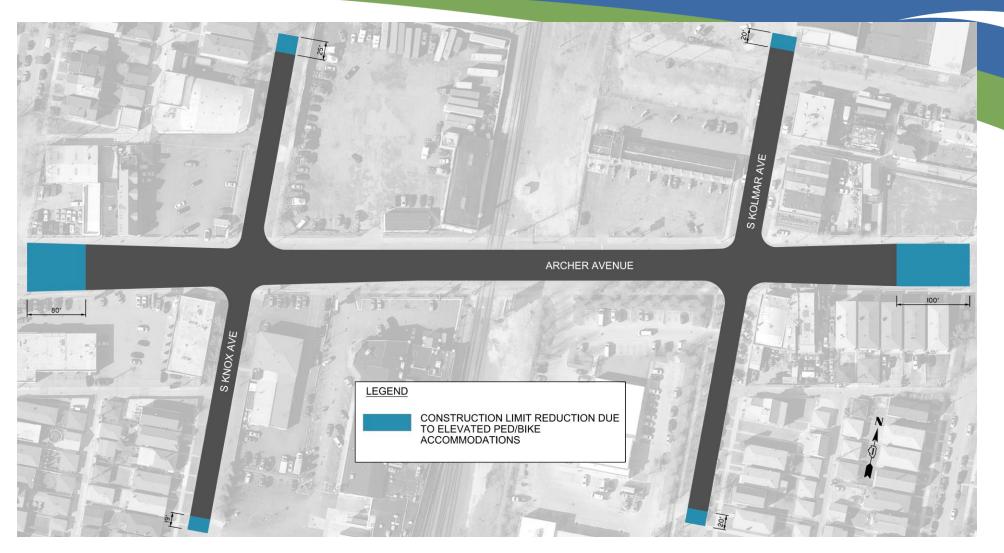
- Path profile follows road profile
- ♦ Road max. grade is 5% (ADA compliance)
- ◆ Longer distance before road reaches existing elevation
- ♦ No railing or barrier needed

Elevated Path

- ◆ Path profile separate from road profile
- ♦ Road max. grade is 7%
- ◆ Path max. grade is 5% (ADA compliance)
- ♦ Shorter distance before road reaches existing elevation
- ◆ Barrier w/railing separates vehicles from pedestrians/cyclists



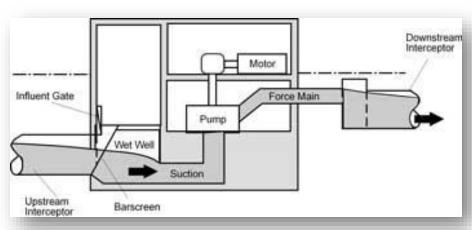
Shared-Use Path Elevation



Elevated Path design is PREFERRED because it minimizes impacts

Pump Station

- ——— Needed to drain the stormwater from the underpass
- --- Pump station will be located close to low point of underpass, but behind retaining walls
- —— Run-off from the pump station will be outlet into the 51st St combined sewer



Source: King County, WA





Construction Staging Options W AND OPTIONS OPTIONS

Road Construction Staging Options

Detour

- Archer closed at RR tracks
- All traffic uses alternative streets

51st Street Run-around

- Utilize 51st St. and other local streets for Archer traffic
- Build temporary RR crossing
- Provide alternate route for through traffic

Temporary Roadway Run-around

- Construct temporary two-lane run-around (north or south of Archer)
- Build temporary RR crossing
- Provide alternate route for through traffic

Preliminary Detour Concept

Detour would involve:

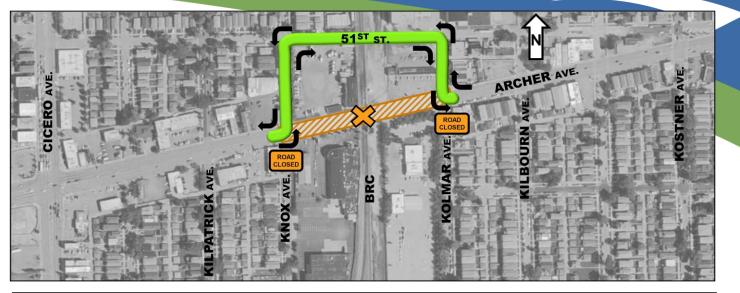
- -- Rerouting all Archer Ave. thru traffic (trucks, cars, bikes, peds) to alternative comparable streets such as Cicero Ave. and 47th St.
- Portion of Archer Ave. would open to local traffic only; No thru traffic permitted.
- May require temporary intersection modifications and parking restrictions to support detoured traffic volumes

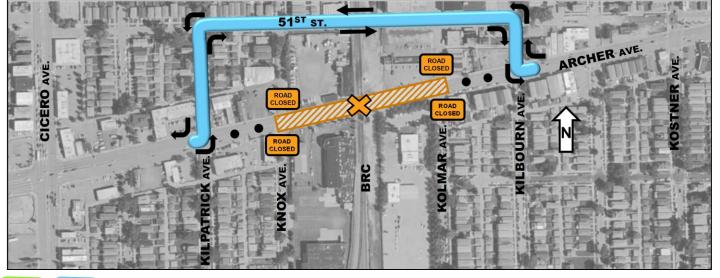


51st Street Run-around

Run-around would involve:

- -- Uses local streets
- Requires temporary railroad crossing
- Parking restrictions
- Alternate route for thru traffic



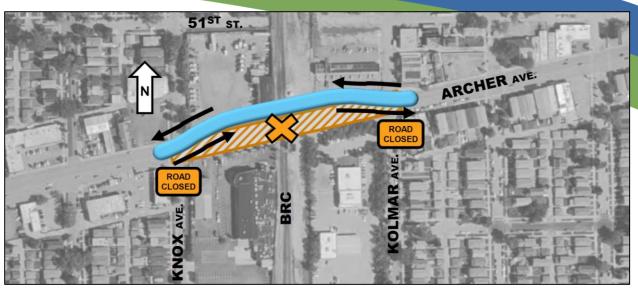


Temporary Roadway Run-around

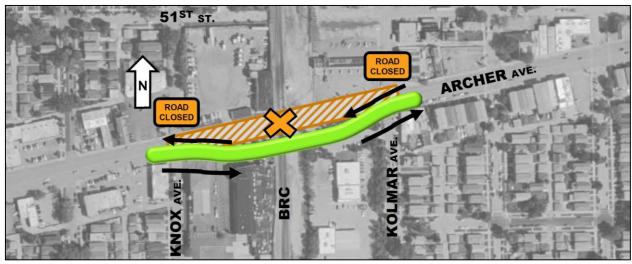
Run-around would involve:

- Temporary
 Roadway parallel to
 Archer Ave.
- Requires temporary railroad crossing
- Alternate route for through traffic

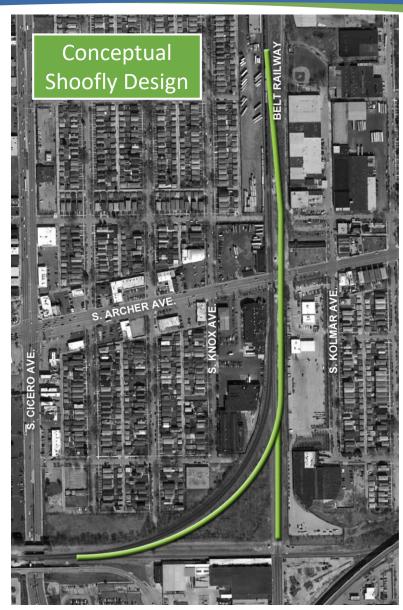
North Option



South Option



Railroad



Shoofly Concept

- East of existing tracks
- -- 2 tracks across Archer Ave.
- Temporary at-grade railroad crossing with Archer Ave. traffic (w/run-around option)
- New temporary track connections and crossings to tie into existing track





Balancing Project Trade-Offs

Benefits or Positives

Negatives or Costs

Improved Safety

Reduced congestion

Improved Mobility

Aesthetic Improvements **ROW Acquisition**

Loss of Accessibility

Temporary Traffic
Impacts

Examples of Potential Impacts

Impacts can be Temporary (only during construction) or Permanent.

Access	Land Acquisition
Driveway Closures	Fee Simple acquisition of all rights and interest of real property
Roadway Closures	Permanent Easement ownership remains with the property owner, but DOT allowed access to property for maintenance of facilities
Sidewalk Closures	Temporary Easement ownership retained by property owner; purchased for a specified term for completion of construction

Potential Reason for Impacts

During Construction

- Construction of run-around
- Construction of shoofly
- Temporary street closure for regrading of road

Final Conditions

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





Breakout Session

Purpose

- → Guide the project team in defining the design alternative
- → Provide opportunity for CAG to supply input

Goal

- → Solicit detailed feedback and input from diverse perspectives
- → Identify top three discussion themes

Breakout Session

- 1. Make sure color of dot on name tag matches table place card
- 2. Identify a spokesperson
- 3. Identify a notetaker
- 4. Discuss key themes (~ 15 min.)
- 5. Report back (~ 5 min.)

REMEMBER...

- There is no right or wrong question
- Be respectful and courteous of everyone's input





Next Steps

- ——— Meeting minutes to follow
- Develop and refine the Underpass Alternative Design
- Consider and assess potential impacts
 - Avoid impacts if reasonably possible
 - Minimize impacts if they cannot be avoided
 - Mitigate impacts if necessary
- --- Fall 2017
 - CAG meeting #4
 - Public meeting



