



Metra



U | P NORTH
REBUILD
FULLERTON TO ADDISON

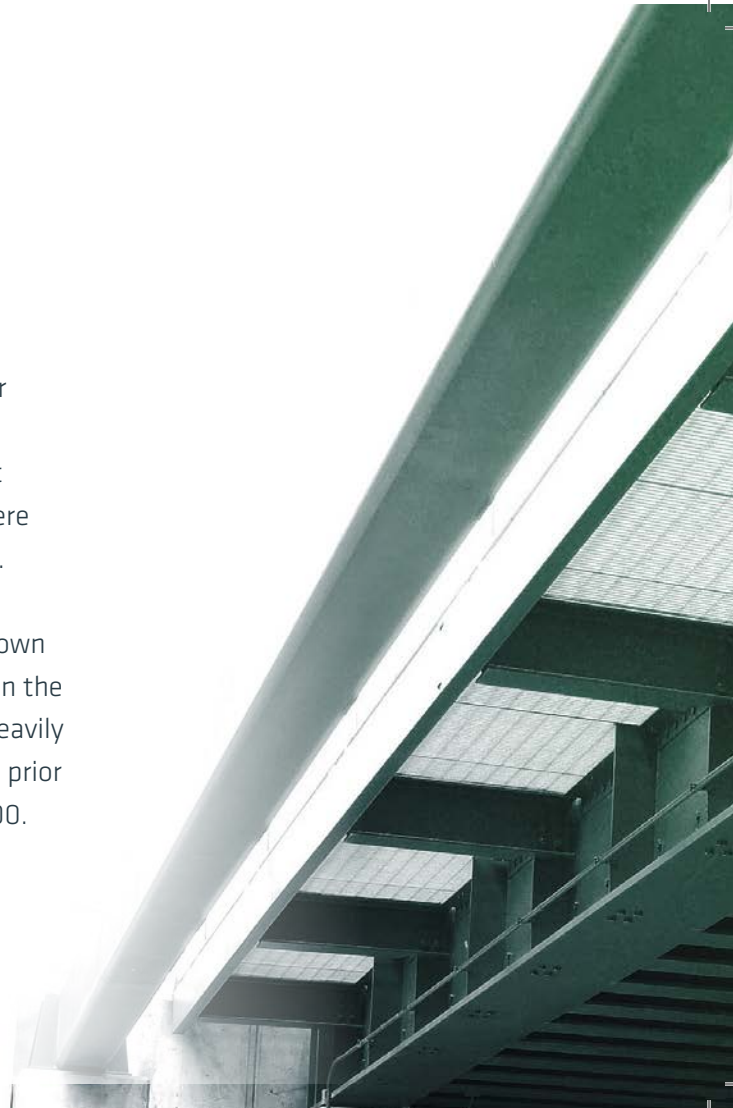
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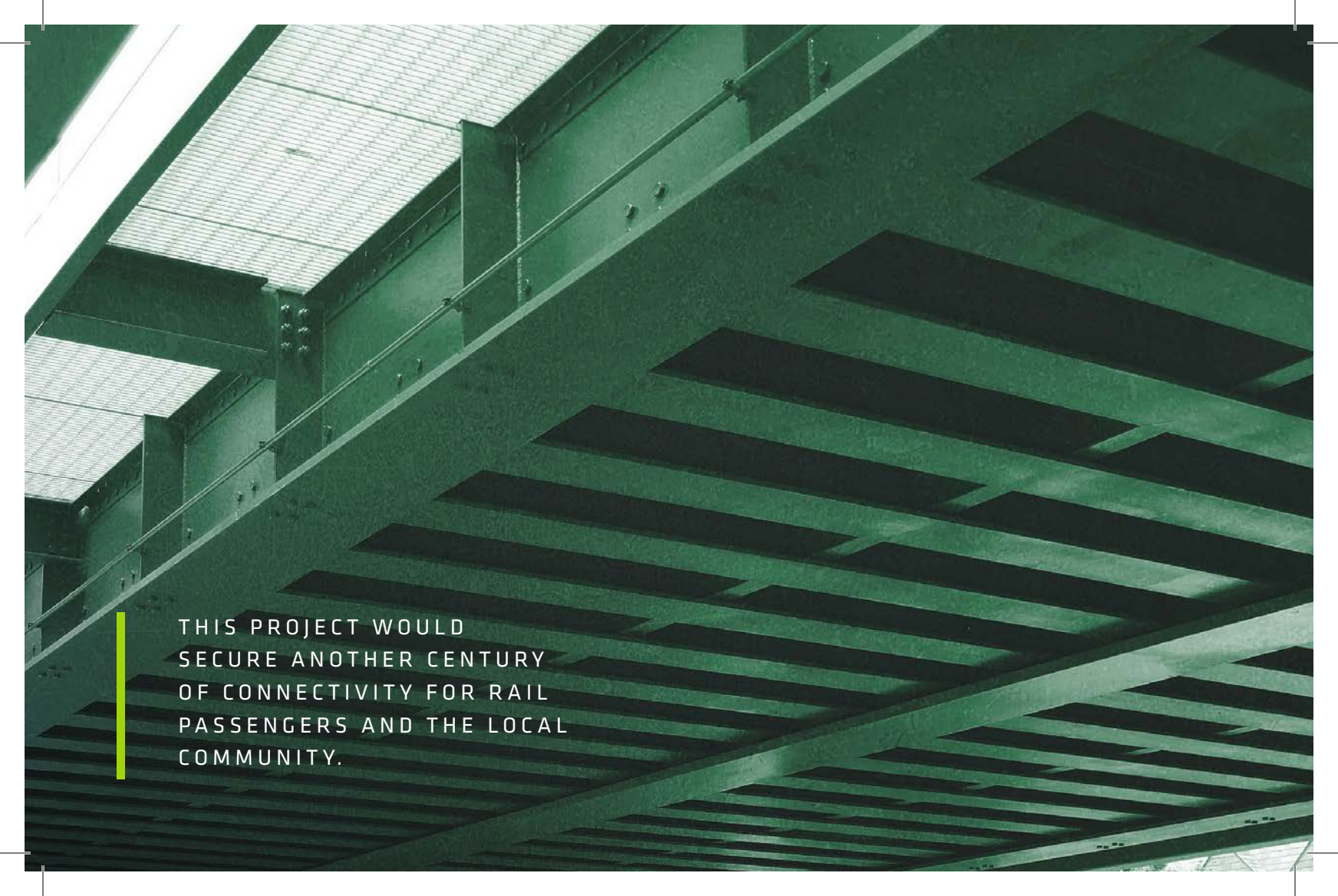
11'-6"

THE METRA UP NORTH REBUILD: FULLERTON TO ADDISON PROJECT

... would modernize the 120-year-old bridges and infrastructure from Fullerton Avenue to Addison Street along Metra's UP North Line. This project proposal calls for replacing 11 bridges that have surpassed their functional lifespan and can no longer be economically repaired and maintained. The proposal also includes shifting the tracks to the west within the existing right-of-way, constructing new retaining walls where needed, and refurbishing the existing Lincoln Ave./Addison St. bridge.

The UP North Line provides rail service to passengers between downtown Chicago and Kenosha, Wisconsin, and most of its stations have been in the same general location for more than a century. It is one of the most heavily used lines in the Chicago area with more than 70 weekday trains that, prior to the COVID-19 pandemic, had an average weekday ridership of 34,600.





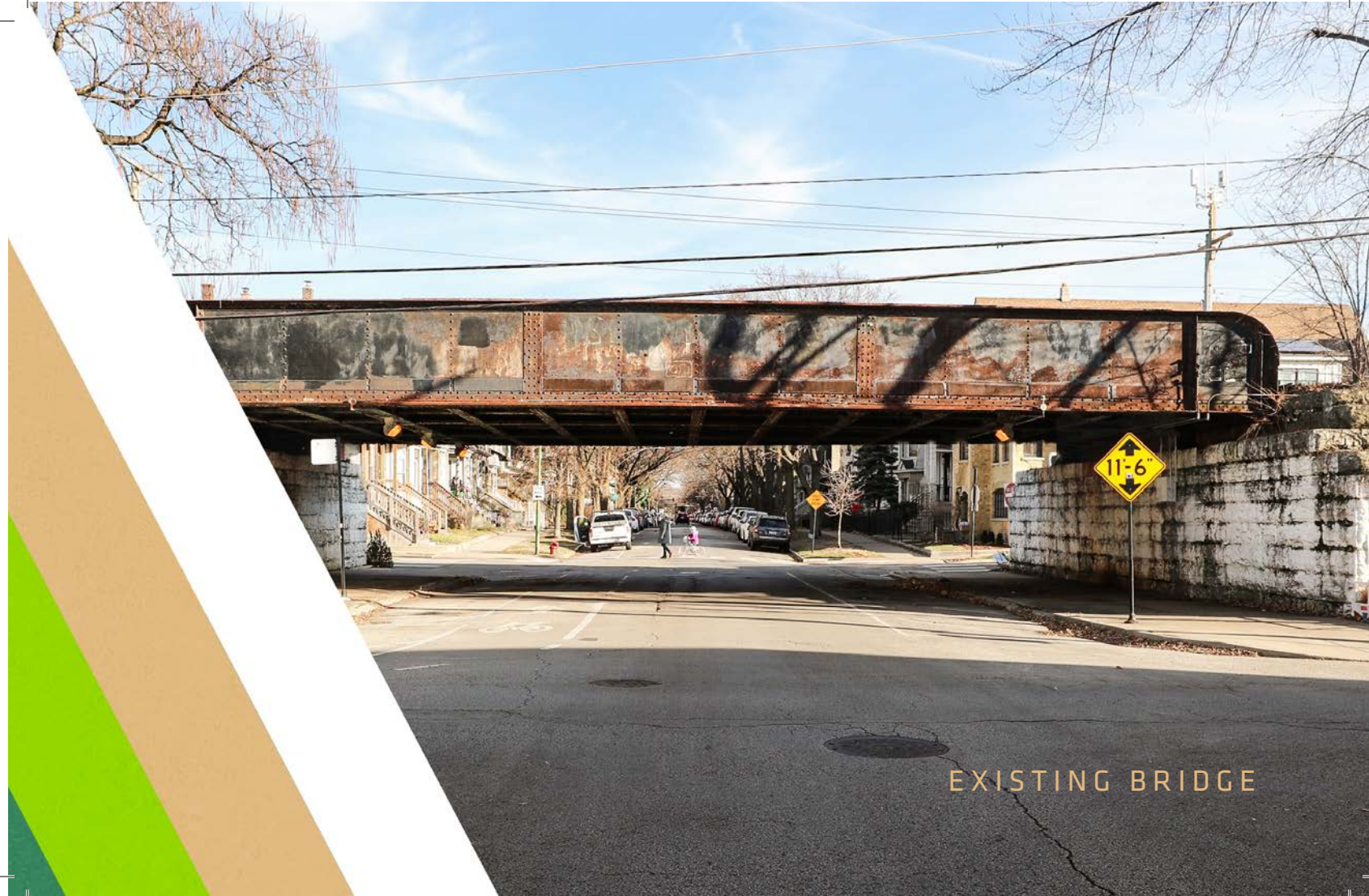
THIS PROJECT WOULD
SECURE ANOTHER CENTURY
OF CONNECTIVITY FOR RAIL
PASSENGERS AND THE LOCAL
COMMUNITY.

PROJECT WORK

- Replace **11 bridges** along with adjacent tracks and retaining walls
- Shift tracks west within the existing right-of-way to align with the existing tracks north and south of the project area
- Install new lighting and improve underpass at each bridge that will be replaced
- Lower Roscoe St. and Cornelia Ave. to maintain current clearance between the roadway and the CTA Brown Line
- Refurbish and paint the existing Lincoln Ave./Addison St. bridge
- Utility work

BRIDGES TO BE REPLACED

- Cornelia Avenue
- Roscoe Street
- School Street
- Melrose Street
- Belmont Avenue
- Barry Avenue
- Wellington Avenue
- Diversey Parkway
- Wrightwood Avenue
- Clybourn Avenue
- Fullerton Avenue



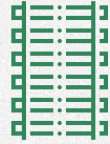
EXISTING BRIDGE





FUTURE BRIDGE
CONCEPTUAL RENDERING

PROJECT BENEFITS



Modernized infrastructure that enhances safety, resiliency, and reliability



Improved bridge underpasses with state-of-the-art lighting



Improved structures designed to meet modern standards to support train operations and protect adjacent properties



Improved customer experience and reduced potential for service disruptions



Increased efficiencies and reduced operating costs



Public way - Existing



Public way - Future
CONCEPTUAL RENDERING

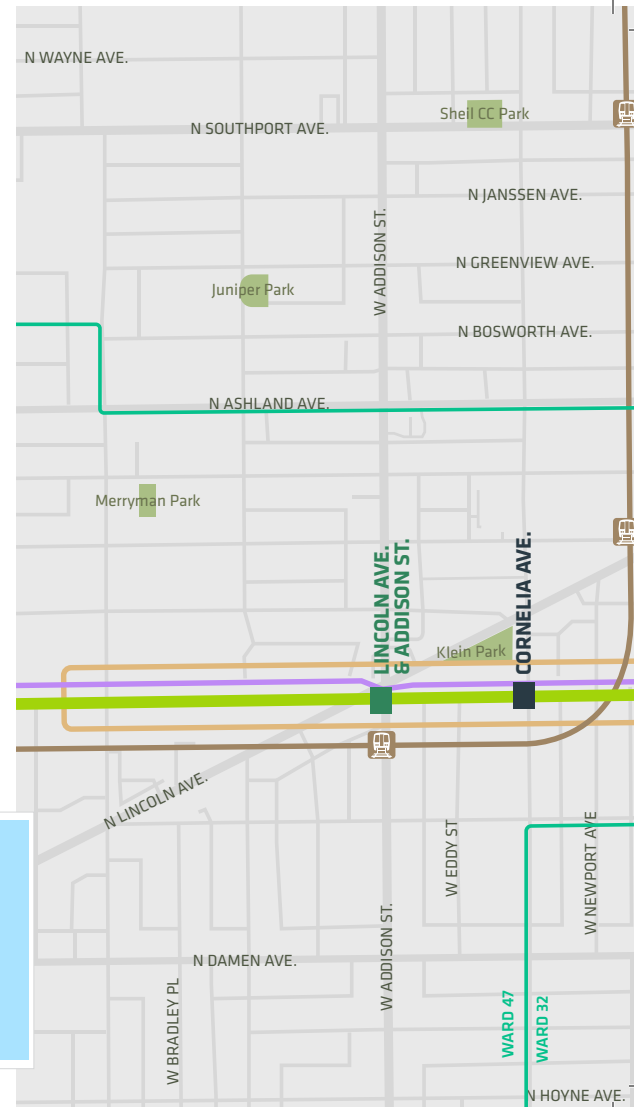
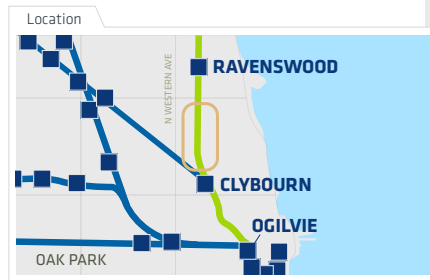
LOCATION MAP

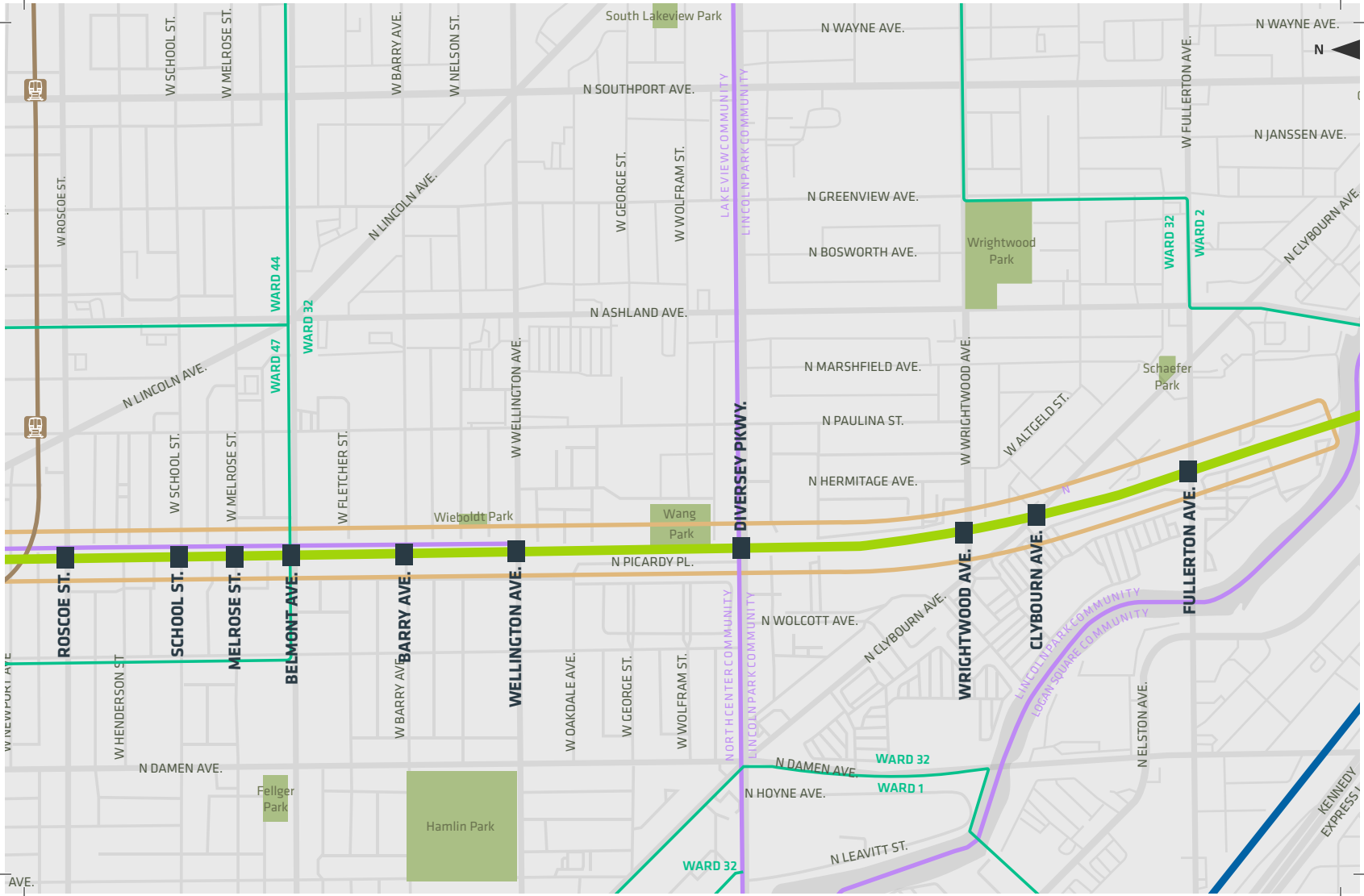
Legend

- UP North Rail Line
- Project Limits
- Other Metra Rail Lines
- Metra Rail Stations
- CTA Brown Line
- CTA Rail Stations
- Community Areas
- Chicago Ward Boundary

Project Bridge Improvements

- To Be Refurbished/Painted
- To Be Replaced





AVE.

W ROSCOE ST.

W SCHOOL ST.

W MELROSE ST.

W BARRY AVE.

W NELSON ST.

W OAKDALE AVE.

W GEORGE ST.

W WOLFRAM ST.

N HOYNE AVE.

N WOLCOTT AVE.

N HERMITAGE AVE.

N PAULINA ST.

N MARSHFIELD AVE.

N BOSWORTH AVE.

N GREENVIEW AVE.

N ASHLAND AVE.

W GEORGE ST.

W WOLFRAM ST.

W FLETCHER ST.

W SCHOOL ST.

W MELROSE ST.

N WAYNE AVE.

N JANSSEN AVE.

W FULLERTON AVE.

N CLYBOURN AVE.

WELLINGTON AVE.

DIVERSEY PKWY.

WRIGHTWOOD AVE.

CLYBOURN AVE.

FULLERTON AVE.

N DAMEN AVE.

N DAMEN AVE.

N LEAVITT ST.

N ELSTON AVE.

KENNEDY EXPRESS

WARD 44

WARD 32

WARD 47

WARD 32

WARD 2

WARD 32

WARD 1

WARD 32

NORTH CENTER COMMUNITY

LINCOLN PARK COMMUNITY

LAKEVIEW COMMUNITY

LINCOLN PARK COMMUNITY

LINCOLN PARK COMMUNITY

LOGAN SQUARE COMMUNITY

ANTICIPATED TIMELINE

Project Milestones

2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027

Environmental Review

Spring 2021 to Mid 2022

Public Outreach - Meeting 1

September 2021

Public Outreach - Meeting 2

April 2022

Public Outreach - Meeting 3

Prior to construction

Design

Spring 2021 to Summer 2023

Anticipated Construction

Summer 2023 to 2027

Note: Dates are subject to change. Visit the project website for the most up-to-date information.

- - - = Construction Communications

PROJECT WORK

Project construction would take place in three stages. The exact locations and timing of activities would not be determined until closer to construction start to allow for a flexible and efficient schedule. Additional information will be provided at a preconstruction public meeting anticipated for 2023.

STAGE 1 would consist of the demolition of the unused third bridge bay on the west and construction of retaining walls on the west side of railroad property.

STAGE 2 would consist of the construction of the new northbound bridges and tracks west of the current tracks and demolition of the existing northbound bridge bay.

STAGE 3 would consist of the construction of new southbound bridges and tracks, demolition of the old southbound bridge bay, and construction of retaining walls on the east side of railroad property (where required).

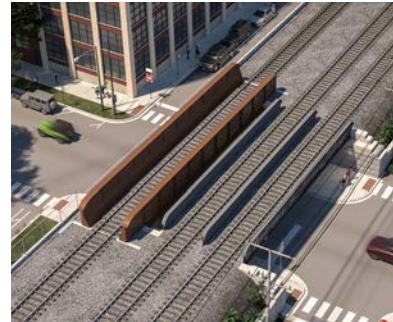
CONCEPTUAL RENDERINGS



EXISTING



STAGE 1



STAGE 2



STAGE 3



FINAL

ANTICIPATED COMMUNITY IMPACTS & CHANGES

TRAFFIC AND TRANSIT

Some temporary street-level impacts are anticipated during construction, including street, sidewalk, bike lane, and public parking spot closures. Temporary bus reroutes and bus stop closures or relocations are also needed during bridge replacements.

METRA'S COMMITMENT:

To minimize community impacts, Metra plans to

- Provide the public with notifications prior to closures
- Maintain traffic circulation with temporary detours and roadway modifications that are clearly marked with signage, temporary roadway markings, and lighting
- Maintain sidewalk access on at least one side of the roadway, where practicable
- Restore roadways and bike lanes per CDOT requirements following construction
- Coordinate with CTA to determine bus reroutes and stop modifications
- Coordinate with aldermanic offices to minimize temporary public parking impacts

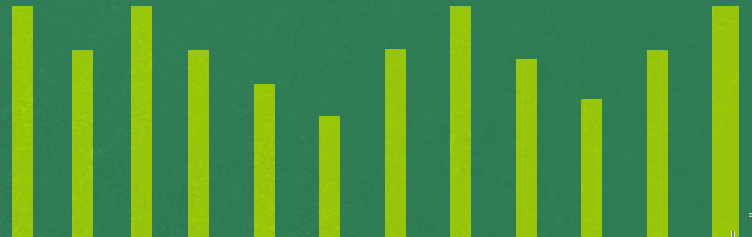




CONSTRUCTION

Construction activities would occur primarily within existing railroad property. Due to the nature of the work, construction equipment would be seen in the community. Construction activities may lead to temporary increased levels of noise, vibration, dust, and other impacts near construction activities.

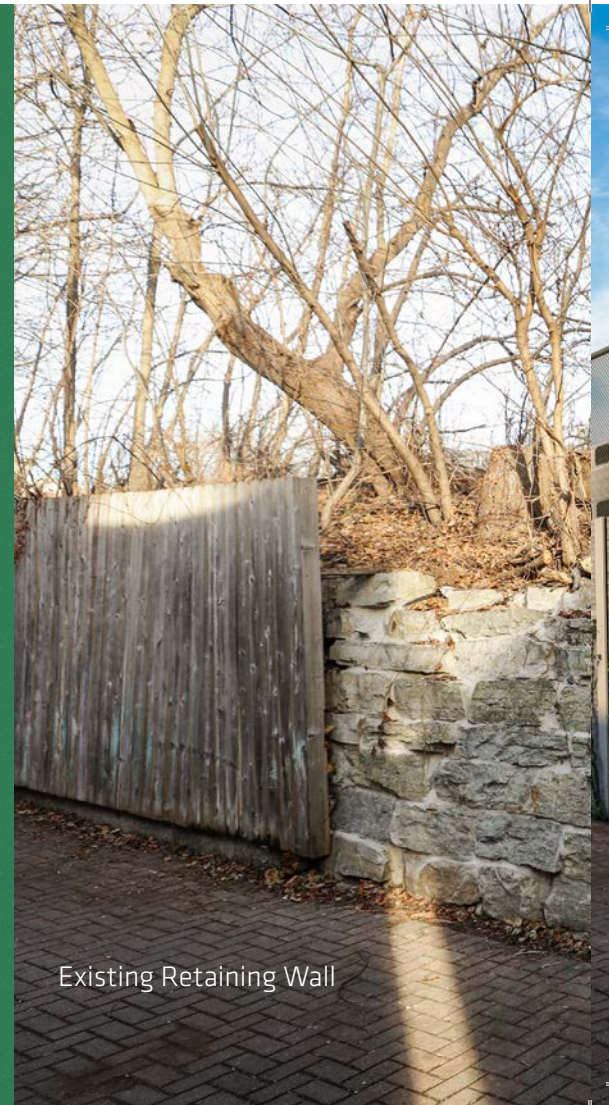
METRA'S COMMITMENT: To minimize temporary impacts from construction, Metra plans to provide the public with notifications regarding upcoming work locations and duration. Best practices would be incorporated into final design plans and carried out by the construction contractor to minimize noise, vibration, dust, and other impacts where feasible.



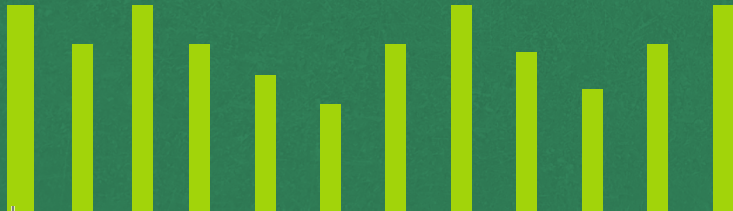
COMMUNITY FEATURES

Some community features would need to be removed as part of the proposed Project, including the “Welcome to Roscoe Village” bridge sign, portions of the “Unknown Garden” and other maintained gardens, art installations, and vegetation within and adjacent to railroad property.

METRA’S COMMITMENT: To minimize impacts to community features, Metra would continue to work with local community groups, aldermanic offices, CDOT, and Union Pacific to consider options for a new “Welcome to Roscoe Village” sign and to consider options to retain or restore maintained gardens, art installations, and vegetation within public spaces.



Existing Retaining Wall



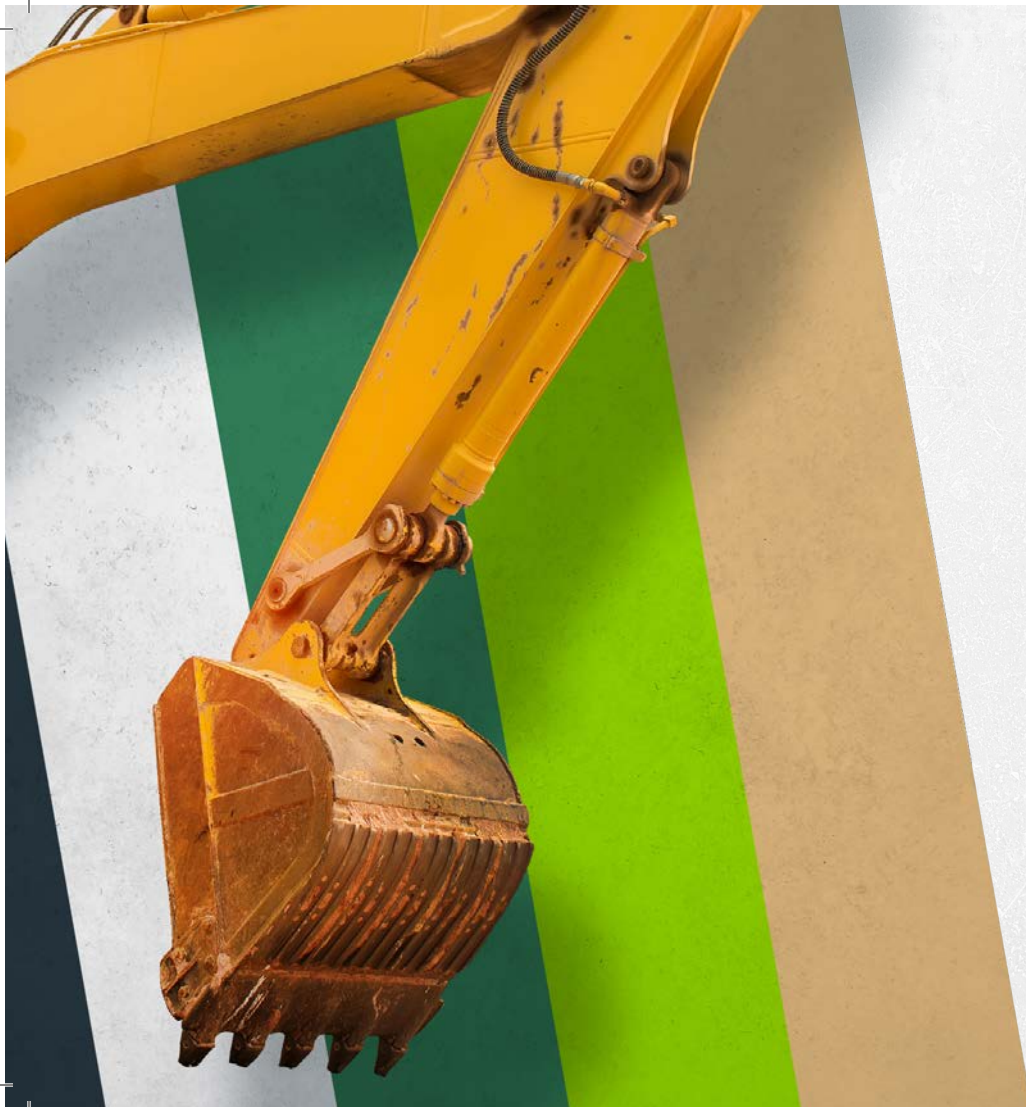


Future Retaining Wall
Conceptual Rendering

VEGETATION

Tree and vegetation removal within and adjacent to railroad property would be required for safety reasons and to accommodate proposed improvements. Limited tree and vegetation removal located on public way and private property would be required in areas near the railroad property border where construction activities are needed. These locations would be determined as design progresses and additional information would be provided prior to construction.

METRA'S COMMITMENT: Metra would require construction contractors to limit impacts to vegetation on adjacent private and public property and implement best practices to avoid incidental impacts. Metra is coordinating with aldermanic offices and CDOT staff to incorporate more vegetation within the public way.



ANTICIPATED ADJACENT PROPERTY IMPACTS & CHANGES

*Temporary construction easements are legal agreements with property owners that grant access to private properties for construction activities over a limited period of time.

CONSTRUCTION IMPACTS

Construction activities and access to work locations would predominantly occur from railroad property. In some locations, temporary construction easements* may be required to allow workers access to complete excavation, retaining wall installation, fencing, and collection of construction debris.

METRA'S COMMITMENT: To minimize construction impacts, Metra plans to provide the public with notifications regarding upcoming work locations and duration. Best practices would be incorporated into final design plans and carried out by the construction contractor to minimize noise, vibration, dust, and other impacts where feasible.

RAILROAD PROPERTY CHANGES

Construction work is required near the railroad property line to accommodate the track shift and new retaining walls, particularly west of the existing tracks. Some adjacent residents are currently utilizing railroad property (some unbeknownst to them), and items on railroad property would need to be removed before construction (anticipated to begin in 2023).

METRA'S COMMITMENT: To minimize impacts, Metra has assigned an Adjacent Property Liaison who is meeting with residents to provide more information on proposed changes and address questions and comments on the Project.

Adjacent Property Liaison: Melody Carvajal
carvajalma@cdmsmith.com.

Additionally, Metra would communicate specific phasing and schedule information prior to and throughout construction.

For additional, more detailed Project information, such as the need to shift tracks west, considered alternatives, funding, and more, visit the Frequently Asked Questions page on our website at metra.com/UPNrebuildFAQs.

STAY IN TOUCH!

Learn more at Metra.com/UPNrebuild.com.

For project comments and questions, email us at UPNrebuild@metrarr.com.

For adjacent property concerns, email Melody Carvajal at carvajalma@cdmsmith.com.

For media inquiries, please contact Michael Gillis at mgillis@metrarr.com or Meg Thomas-Reile at mtreile@metrarr.com.

Comments are encouraged to be submitted by May 16 to upnrebuild@metrarr.com to be incorporated into the environmental review process and for design considerations.

