

WELCOME

THE MEETING WILL BEGIN SHORTLY





U P NORTH
REBUILD
FULLERTON TO ADDISON

PUBLIC MEETING

September 9, 2021

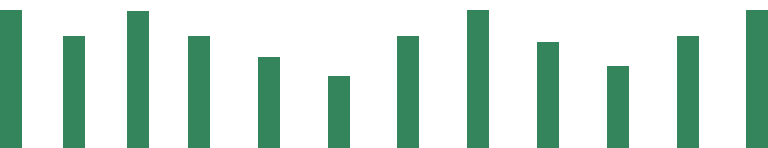
AGENDA

Welcome (5 minutes)

Presentation (about 40 minutes)

Q&A (about 15 minutes)

If you have a question, type it into the chat box! We will try to address during the Q&A. FAQs, a recording of the meeting, and presentation slides will be added to the Project's website.





KATE SULLIVAN

Metra, Architect/Project Manager

ALDERMAN WAGUESPACK

32nd Ward



PRESENTATION

- Overview & Benefits
- The Work
- Environmental Review
- Cost & Funding
- What to Expect
- Outreach
- Q&A

The logo for 'UP NORTH REBUILD' features a stylized skyline of vertical bars of varying heights above the text. The text is arranged in three lines: 'U | P | N O R T H' on the top line, 'R E B U I L D' on the middle line, and 'R E B U I L D' on the bottom line. The letters are white and set against a green background that transitions from dark green on the left to light green on the right.

U | P | N O R T H
R E B U I L D
R E B U I L D

OVERVIEW & BENEFITS



Replace 11 railroad bridges from Fullerton Avenue to Cornelia Avenue

Replace retaining walls from Fullerton Avenue to Addison Street along Metra's UP-N Line



OTHER IMPROVEMENTS



Shift tracks west to align with existing tracks north and south of project area



Refurbish and paint existing Lincoln/Addison bridge



Lower Roscoe and Cornelia Streets to maintain current clearance under the roadway and the CTA Brown Line



Utility work

BENEFITS



Modernized infrastructure that enhances safety, resiliency, and reliability



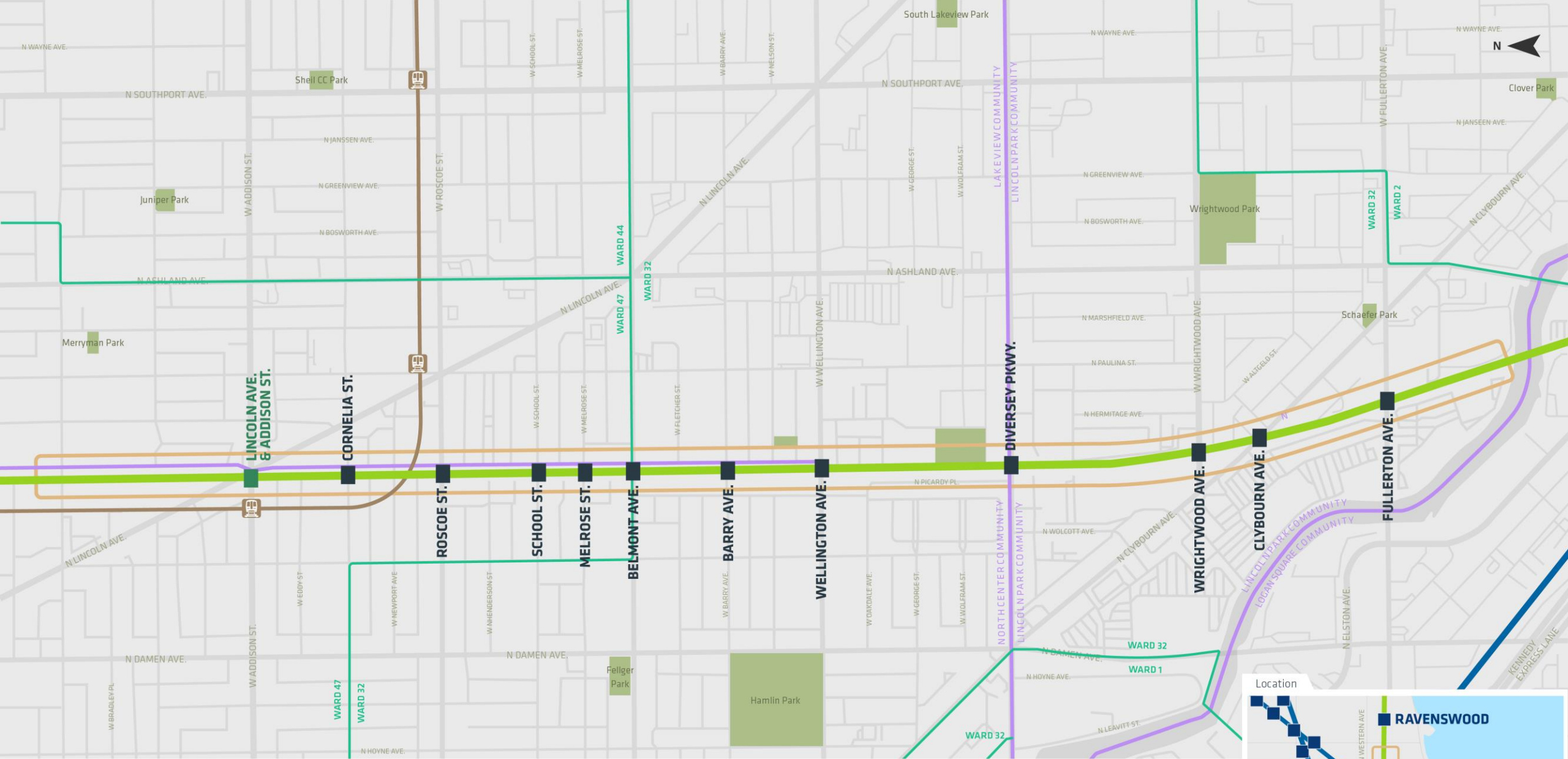
Improved bridge underpasses with state-of-the-art lighting and ADA accessible travel paths



Increased efficiencies and reduced operating costs



Improved customer experience with increased passenger comfort and reduced potential for service disruptions



LOCATION MAP

- Legend**
- UP-N Rail Line
 - Other Metra Rail Lines
 - To Be Refurbished/Painted
 - To Be Replaced
 - CTA Brown Line
 - CTA Rail Stations
 - Project Limits
 - Metra Rail Stations
 - Community Areas
 - Chicago Ward Boundary



THE WORK

Metra

U/P NORTH
REBUILD

WHAT WILL BE CHANGING?



Existing Bridge at School Street



Example of new bridge construction from the UP-North Grace to Balmoral Project

WHAT WILL BE CHANGING?



Existing retaining walls to be replaced along Ravenswood Avenue, just north of Roscoe Street.



Recently constructed retaining walls along Ravenswood Avenue as part of the UP North Grace to Balmoral Project.

MORE EXAMPLES FROM THE UP-NORTH GRACE TO BALMORAL PROJECT

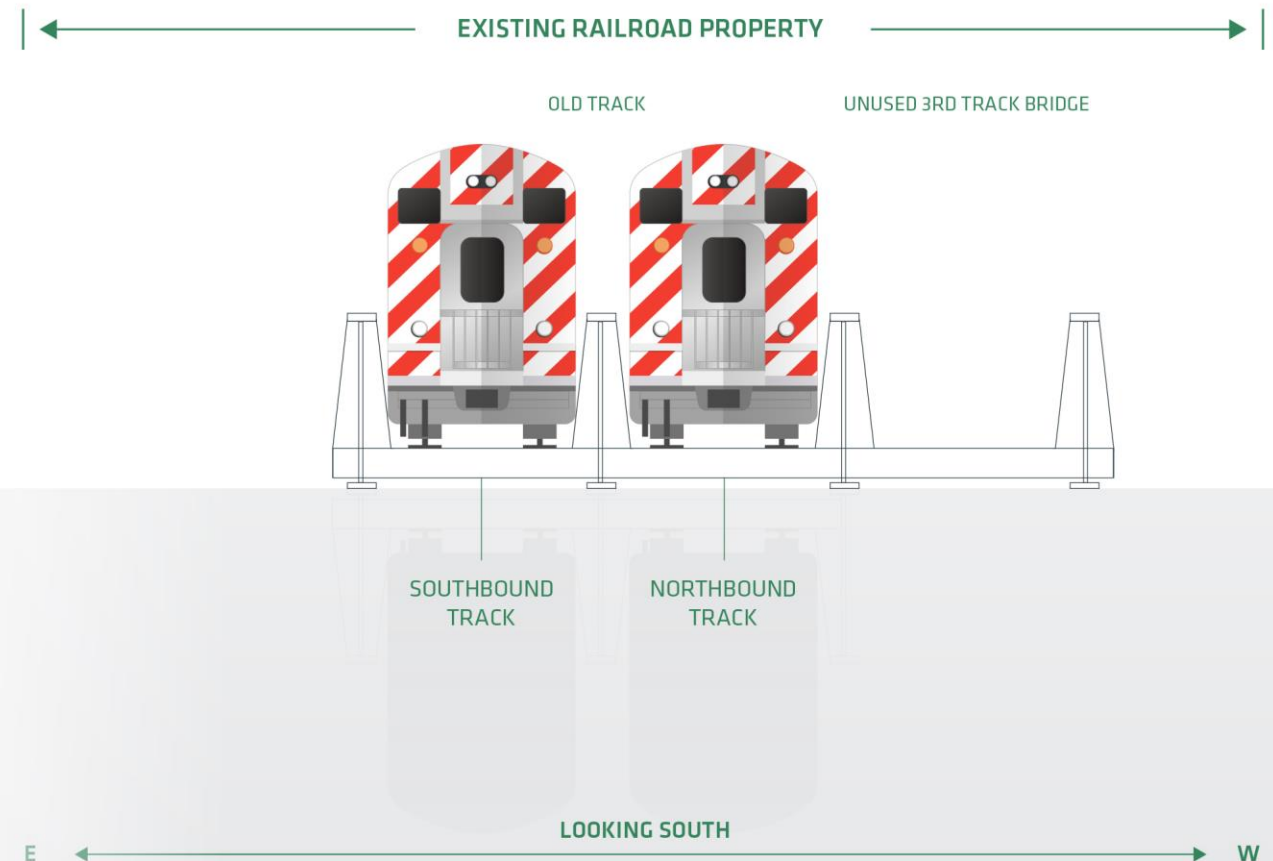


PROPOSED CONSTRUCTION STAGING: *EXISTING CONDITION*

BRIDGE VIEW

Existing bridges have bays for three tracks:

1. Southbound
2. Northbound
3. Unused 3rd bay



PROPOSED CONSTRUCTION STAGING: *STAGE 1*

BRIDGE VIEW

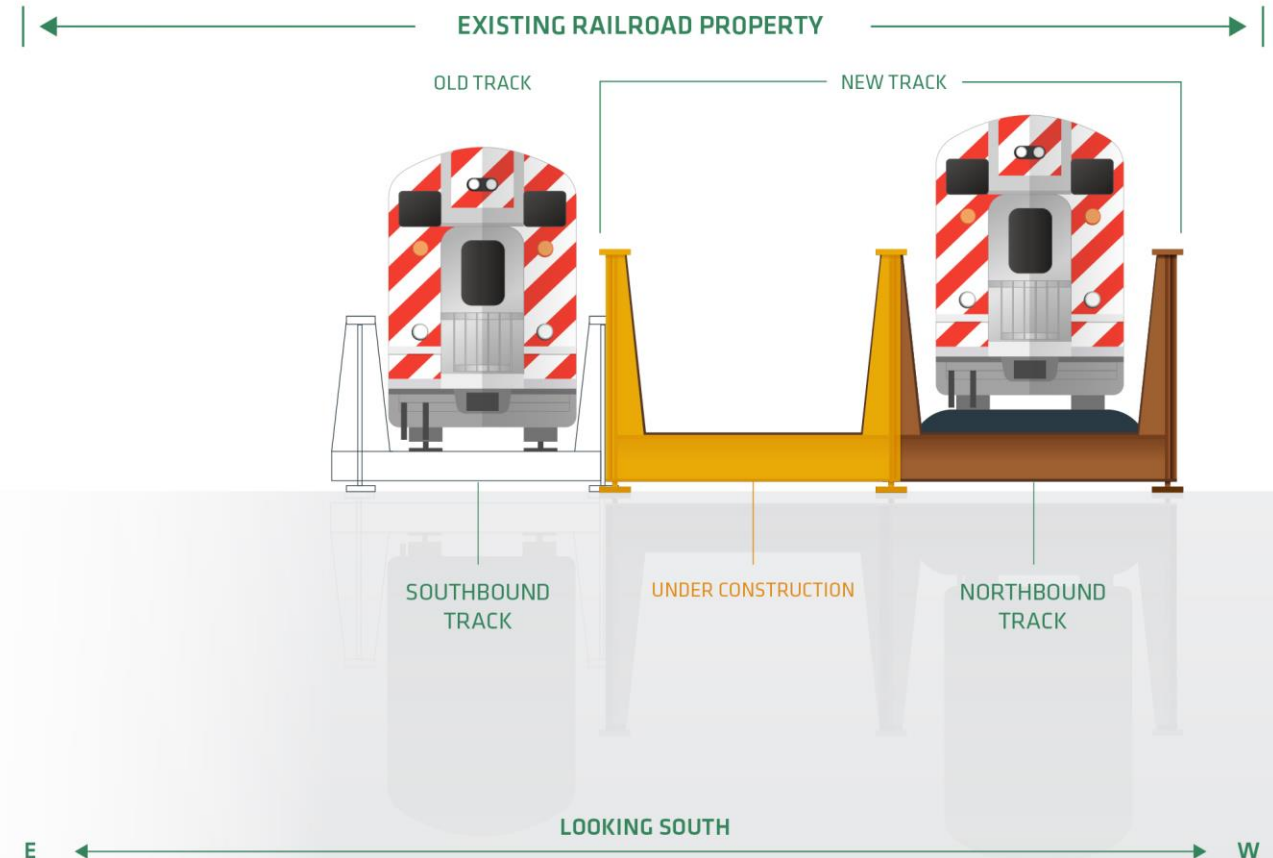
- Unused 3rd track bay demolished
- New northbound bridge constructed west of existing northbound track within railroad property
- During rush periods, trains operate on existing 2 tracks



PROPOSED CONSTRUCTION STAGING: *STAGE 2*

BRIDGE VIEW

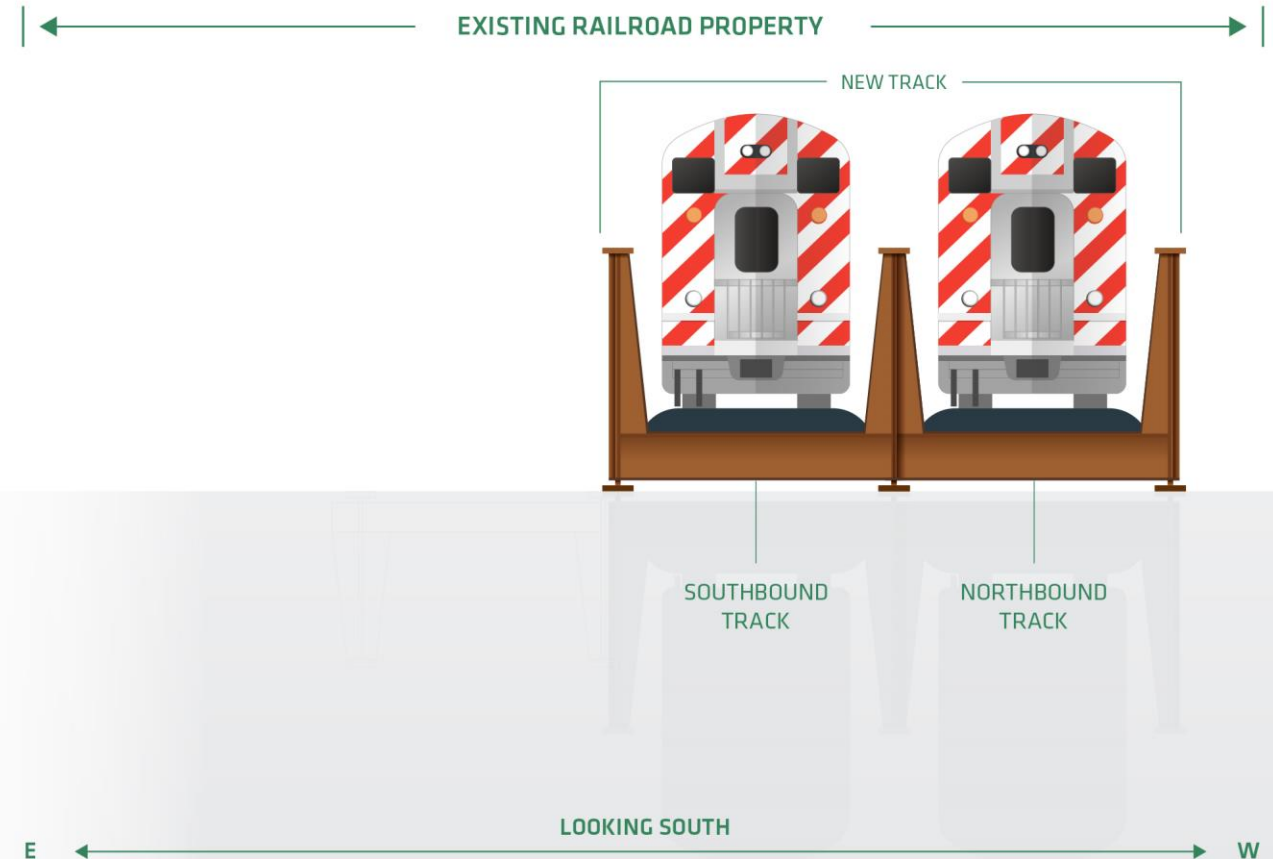
- Old northbound track bridge bay demolished
- New southbound bridge constructed between existing southbound track and newly completed northbound track
- During rush periods, trains operate on existing southbound track and newly completed northbound track



PROPOSED CONSTRUCTION STAGING: *FINAL CONDITION*

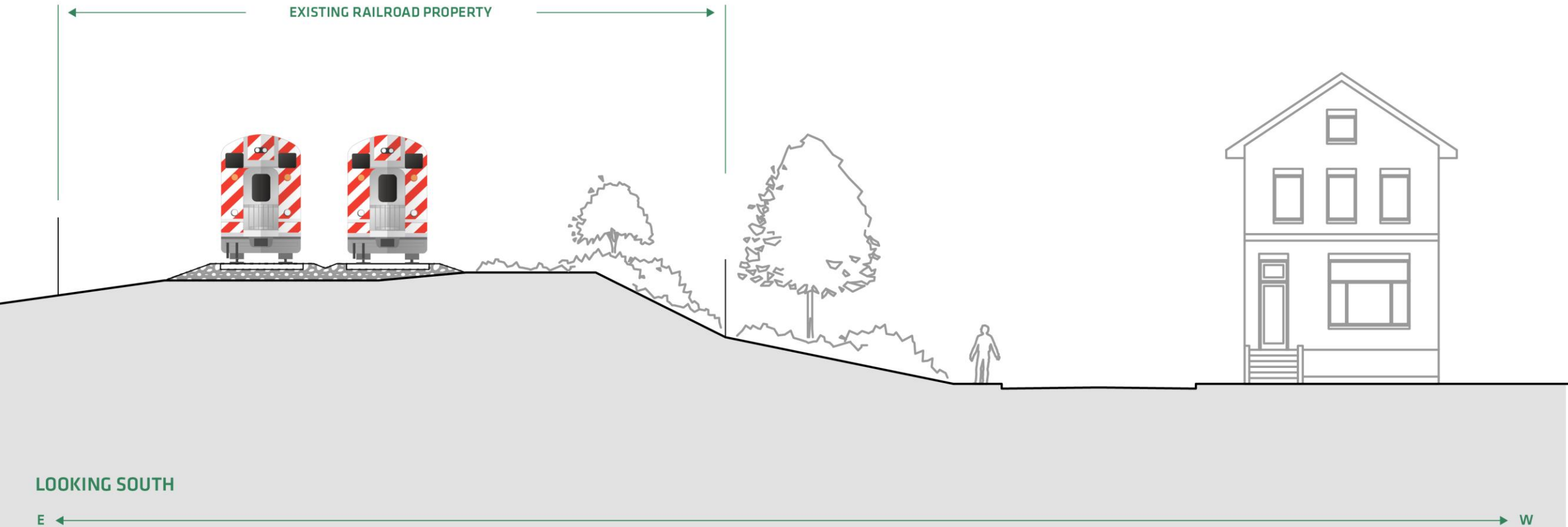
BRIDGE VIEW

- Trains operate on new southbound and northbound bridges
- Tracks shifted west within railroad property to align with tracks north and south of the project
- Preserves room in railroad property for a potential third track at future dates



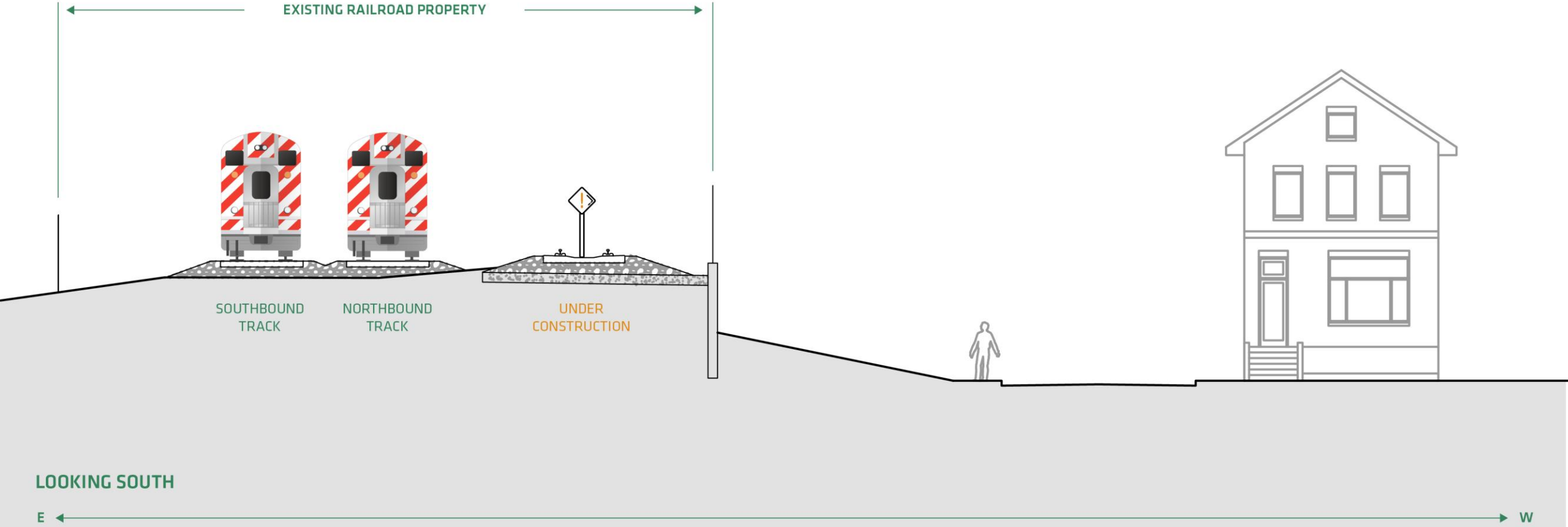
PROPOSED CONSTRUCTION STAGING: *EXISTING CONDITION*

EMBANKMENT VIEW



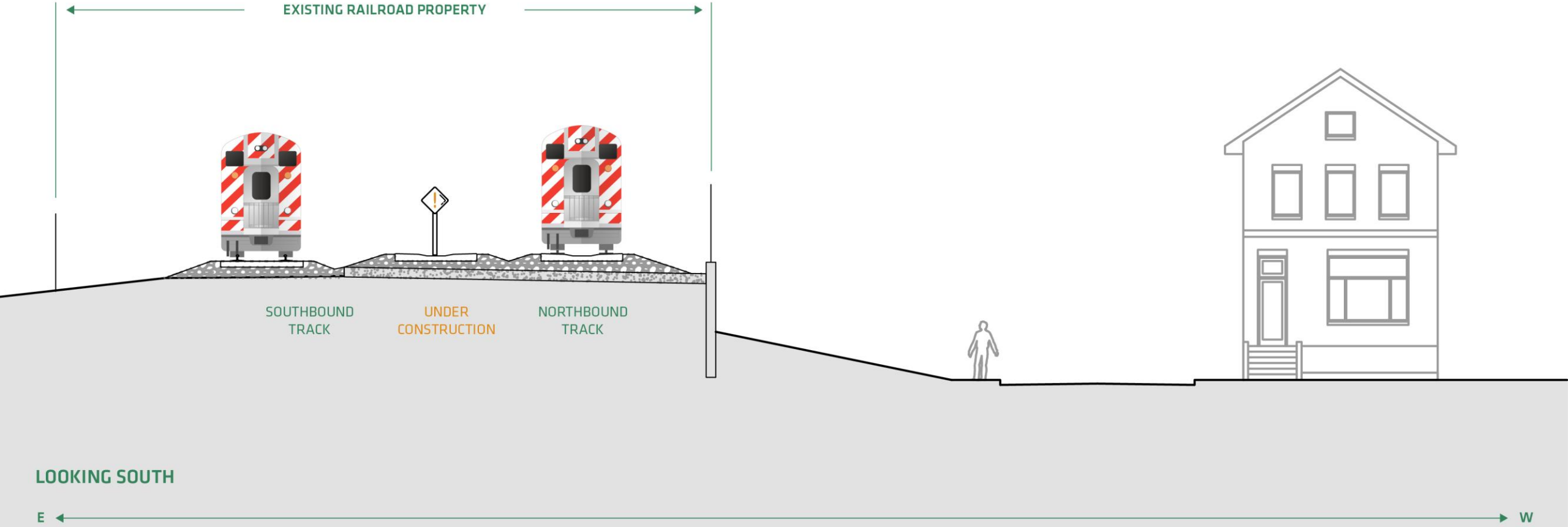
PROPOSED CONSTRUCTION STAGING: *STAGE 1*

EMBANKMENT VIEW



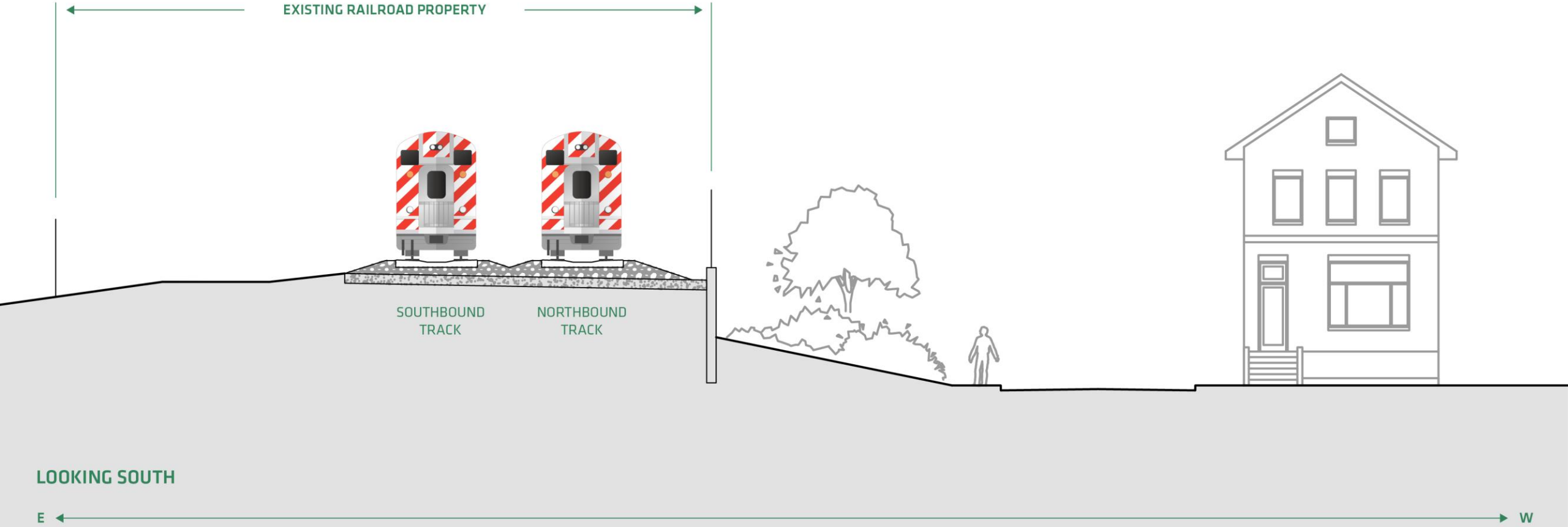
PROPOSED CONSTRUCTION STAGING: *STAGE 2*

EMBANKMENT VIEW



PROPOSED CONSTRUCTION STAGING: *FINAL CONDITION*

EMBANKMENT VIEW



LOOKING SOUTH

E

W

UP NORTH GRACE TO BALMORAL TRACK REALIGNMENT



2012



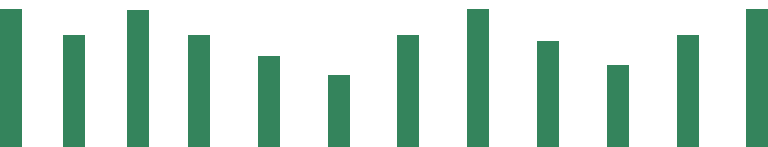
2016



2020



2021

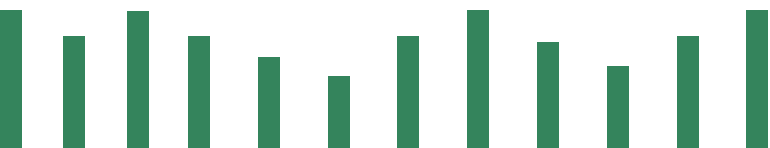


ENVIRONMENTAL REVIEW



ENVIRONMENTAL REVIEW

- Examine and identify potential environmental effects
- Follows National Environmental Policy Act (NEPA)
- Required for federal funding
- Federal Transit Administration determined a Documented Categorical Exclusion (DCE) is required
- Project is not expected to have a significant effect on the environment
- Environmental review started
- Results of environmental analysis will be shared at 2nd public meeting

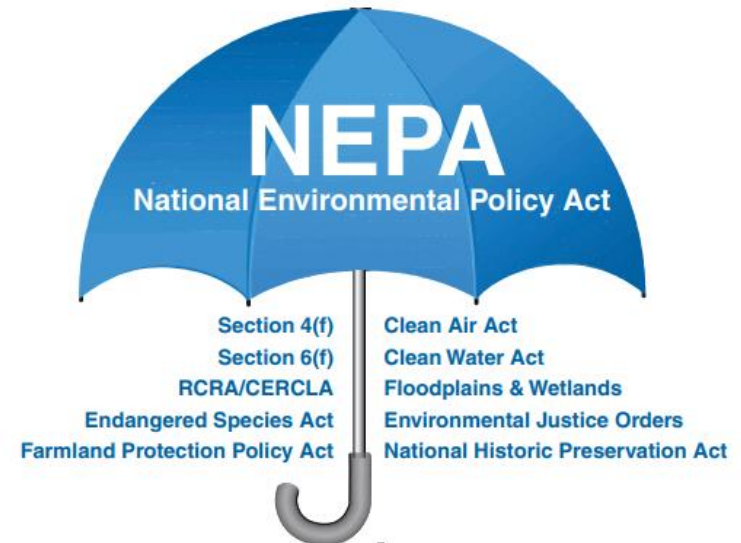


ANALYSIS AREAS

Environmental review of the following areas:

- Air quality
- Land use and zoning
- Traffic
- Construction impacts
- Historic resources
- Visual setting
- Noise and vibration
- Parks and recreation areas
- Hazardous materials
- Social and community disruption
- Environmental justice
- Wetlands, floodplains, threatened and endangered species
- Safety and security

The National Environmental Policy Act (NEPA) looks at a broad range of community and environmental impacts. It is required for all federally funded projects.



NOISE AND VIBRATION ANALYSIS

Procedure follows *Federal Transit Administration Transit Noise and Vibration Impact Assessment Manual*

Steps Include:

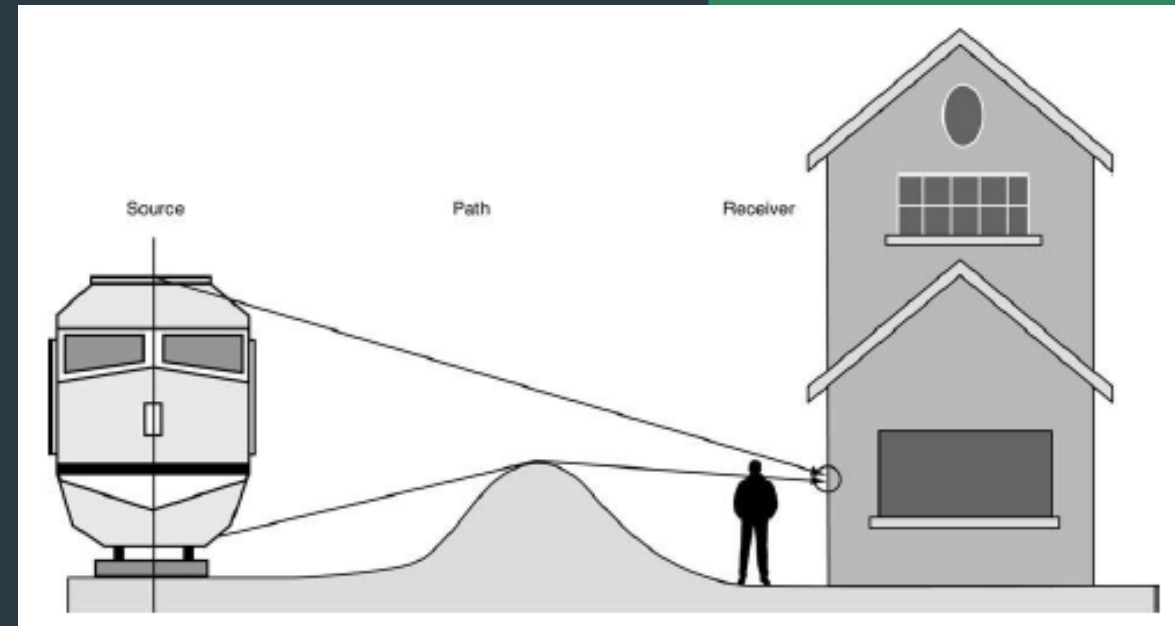
1. Measure existing noise and vibration conditions
2. Develop and validate models
3. Model for proposed conditions
4. Evaluate for impacts
5. If needed, identify potential mitigation options
6. General assessment of construction-related noise



Noise monitoring within project corridor

NOISE AND VIBRATION MITIGATION OPTIONS

- Moderate or severe noise impacts require consideration of mitigation options
- Metra is committed to design the project to not result in severe noise impacts
- UP North Grace to Balmoral example:
 - Mitigation measures at one property where impacts were projected included a noise barrier wall, vibration reducing pads under the ties, and operational changes



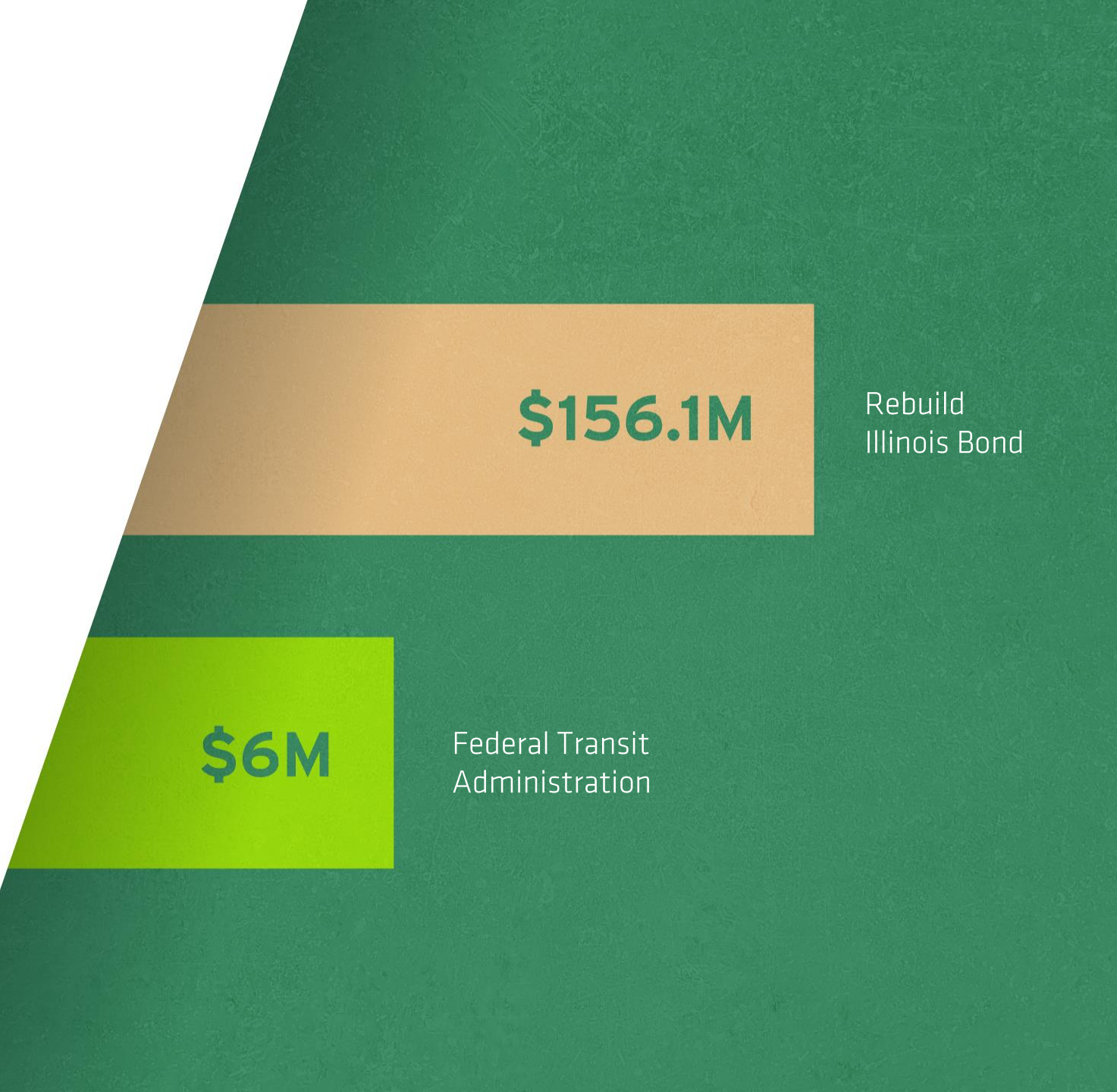
Source: Federal Transit Administration Transit Noise and Vibration Impact Assessment Manual

COST & FUNDING



COST & FUNDING

- Total estimated cost: \$262.3M
- Included in Metra's Capital Program
- \$161.2 million is currently allocated
- Funding sources include:
 - \$6M - 2019 Federal Transit Administration 5337 State of Good Repair Funds
 - \$156.1M - Rebuild Illinois Bond Funds
- Additional funding being pursued



WHAT TO EXPECT



CURRENT WORK

- Early design and planning stage
- Environmental review period
- Field visits
- Data collection
- Provide information to public



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

Late 2021 / Early 2022

Design

Spring 2021 to Summer 2023

Anticipated Construction

Summer 2023 to 2027

ANTICIPATED GENERAL CONSTRUCTION IMPACTS

- Temporary street closures, detours, construction noise, etc.
- Presence of construction workers, equipment, and construction parking
- Anticipated disruptions will be documented during the environmental review process
- Further information will be discussed at Public Meeting #2



ADJACENT PROPERTIES

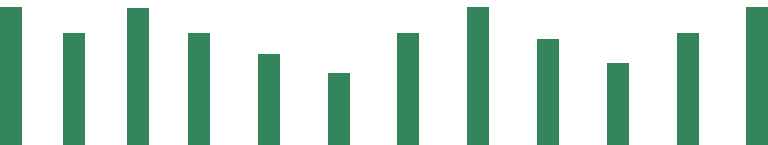
- No permanent property acquisition is anticipated
- Temporary construction access needed at properties along the railroad property line
- Some property owners will see a change in how they currently use the railroad property along the corridor



ADJACENT PROPERTIES COORDINATION

- Adjacent Property Owner Liaison
- Melody Carvajal carvajalma@cdmsmith.com
- Coordinating with property owners and residents where temporary property access may be needed
- Properties directly adjacent to the railroad right-of-way may contact Melody directly to begin coordination

FEATURES ALONG & IN THE RIGHT-OF-WAY



OUTREACH



PUBLIC OUTREACH

- Adjacent Resident Liaison - Melody Carvajal carvajalma@cdmsmith.com
- Project Email for comments – UPNrebuild@metrarr.com
- Email List
 - Neighbors, Community Members
 - Community Groups
 - Neighborhood Organizations
 - Homeowner / Condo Associations
- Public Meetings



NEXT STEPS

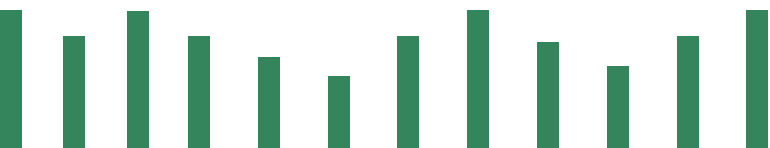
- Continued design development and environmental review
- Coordination with adjacent property owners, Aldermen's offices, condo associations, and community groups
- Public Meeting #2 in late 2021 or early 2022



Q&A

If you have a question, type it into the chat box! We will try to address it during this time.

If you have comments, please email us at upnrebuild@metrarr.com.



REACH OUT TO US!

Website: metra.com/upnrebuild

Email: upnrebuild@metrarr.com

FAQs, a recording of the meeting, and presentation slides will be added to the Project's website.

For media inquiries, please contact Michael Gillis at mgillis@metrarr.com.



THANK YOU!

Questions

