WELCOME

THE MEETING WILL BEGIN SHORTLY
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
PRESENTATION

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

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

Refurbish and paint existing Lincoln/Addison bridge

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
THE WORK
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
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

EXISTING RAILROAD PROPERTY

LOOKING SOUTH
PROPOSED CONSTRUCTION STAGING: STAGE 1

EMBANKMENT VIEW

EXISTING RAILROAD PROPERTY

SOUTHBOUND TRACK

NORTHBOUND TRACK

UNDER CONSTRUCTION

LOOKING SOUTH
PROPOSED CONSTRUCTION STAGING: STAGE 2

EMBANKMENT VIEW

EXISTING RAILROAD PROPERTY

SOUTHBOUND TRACK
UNDER CONSTRUCTION
NORTHBOUND TRACK

LOOKING SOUTH
PROPOSED CONSTRUCTION STAGING: FINAL CONDITION

EMBANKMENT VIEW

EXISTING RAILROAD PROPERTY

SOUTHBOUND TRACK

NORTHBOUND TRACK

LOOKING SOUTH
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
NOISE AND VIBRATION ANALYSIS


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 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

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**

<table>
<thead>
<tr>
<th>Environmental Review</th>
<th>Spring 2021 to Mid 2022</th>
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<tbody>
<tr>
<td>Public Outreach - Meeting 1</td>
<td>September 2021</td>
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<tr>
<td>Public Outreach - Meeting 2</td>
<td>Late 2021 / Early 2022</td>
</tr>
<tr>
<td>Design</td>
<td>Spring 2021 to Summer 2023</td>
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<tr>
<td>Anticipated Construction</td>
<td>Summer 2023 to 2027</td>
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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.