Union Pacific West Line (UP-W Line)
Third Mainline Track Project
Western Section
West Chicago to Geneva

Public Open House
September 21, 2017
5:30 pm – 7:30 pm
UP-West Line Background & Project Development Process
UP-Metra Commuter Territory

UP North Line
70 Metra Trains
8 UP Trains

UP Northwest Line
70 Metra Trains
2 UP Trains

UP West Line
Avg. Daily Trains:
60 Metra Trains
50+ UP Trains

West Line Challenges

- Extreme mix of passenger & freight
- Two curfew “windows” per day
- Daily rail “traffic jam” backup into and across Iowa
- Unable to support growth
- Preservation of Metra Performance
UP-West Line Overall Project

• Metra and UP have been working on a four phase improvement program on the entire UP-W line since 2008 in order to increase safety and reduce congestion

• Program is jointly developed and funded by Metra and UP

• The first 3 phases are complete

• Phase 4 is the addition of a third mainline track in two key sections – Vale interlocking in River Forest to 25th Avenue in Melrose Park; and Kress Road in West Chicago to Peck Road in Geneva
UP-W Line Overall Project Timeline

Planning & Analysis

**Fall 2006**
Metra request For Long Term Plan

**December 2006**
UP/Metra Agree to Joint Study

**2007**
UP/Metra Joint Evaluation and Improvement Recommendation

**2008**
Joint Investment Agreement

Implementation

**2009-2010**
Project Design

**2010-2011**
Signal Modernization

**2011-2014**
Station Safety Upgrades

**2011-2014**
Universal Crossovers Constructed

**2015-2019**
3rd Main Track Design/Construction
UP-W Line Recently Completed Improvements

UP/Metra have made several improvements across the UP-W Line in recent years

- **Complete Pedestrian Gate Coverage**
  - On road or pedestrian crossings adjacent to platforms

- **End of Platform Diversions**
  - Channel commuter flow away from tracks
  - Eliminate mid platform pedestrian crossings
  - Direct flows behind pedestrian gates

- **“Another Train” Warning System**
  - Alert commuters that a 2\textsuperscript{nd} train is entering station
  - Prevent unsafe behavior

- **Fencing Between Tracks**
  - Extensions beyond platform areas
  - Address flows from parking areas

- **3 New Commuter Grade Separations**
UP-W Third Mainline Includes 2 Projects

Western Section
(Geneva/West Chicago)
Purpose of Tonight’s Open House
Construction Start: 2018

Eastern Section
(Maywood/Melrose Park)
Construction Start: Fall 2017

Addition of third mainline rail will remove these 2 critical bottlenecks
UP-W Third Mainline – Western Section

West Chicago to Geneva
Project Location – Western Section

- Kress Road to Peck Road
- Cities of Geneva and West Chicago
Benefits

- Decrease commuter and freight train congestion
- Decrease commuter delays affecting Metra performance times and schedules
- Reduce motorist wait times at grade crossings
- Preserve Metra performance times
- Eliminate commuter curfews for freight trains
- Decrease the number of idling freight and passenger trains
Key Features

- **Track added on south side of existing tracks**
  - Exception: Roosevelt Road to Crissey Avenue (IL Route 25)

- **Majority of track addition within UP right-of-way (property)**
  - Some temporary easements and permanent right-of-way needed

- **Crossing improvements**
  - IL Route 31 (1st Street), Third Street, Western Avenue

- **Geneva commuter parking lot improvements**
  - Lots 1, 3 and 5
  - No net loss of parking with Third Street Parking Garage addition

- **Addition of new bridge spans on Fox River Bridge**
  - Added to existing bridge substructure
Local/Agency Coordination

Metra and UP have coordinated with local municipalities and federal, regional and local agencies throughout the design process.

- City of Geneva
- City of West Chicago
- Forest Preserve District of Kane County
- Geneva Park District
- Chicago Metropolitan Agency for Planning
- Illinois Department of Natural Resources
- Illinois Environmental Protection Agency
- Illinois Historic Preservation Agency
- US Army Corps of Engineers
- US Fish and Wildlife Service
Proposed Construction Detour Routes

• Road Detours
  - IL Route 31 (anticipated to last 16 weeks), Third Street, Western Avenue
  - Staggered closures

• Parking Lot Closures
  - Lots 1, 3, and 5
  - Staggered closures

• Fox River Trail Access
  - **West Side Access**: Closed on south side of bridge for 12 months; detour via north access point
  - **East Side Access**: City emergency vehicle/trail access on north side of Wastewater Treatment Plant will be shifted south

See Exhibit Board for Details
Environmental Documentation

- **National Environmental Policy Act (NEPA)**
  - Analysis of physical and social environment
  - Documented Categorical Exclusion (DCE) for Federal Transit Administration (FTA)
  - FTA approved DCE in July 2017

- **National Historic Preservation Act (Section 106)**
  - Area of Potential Effects (APE) identified in November 2016
  - National Register of Historic Places identified:
    - Central Geneva Historic District (listed)
    - Island Park South Bridge (eligible)
    - Weber Farmstead (eligible)
  - No Adverse Effect recommended in the Section 106 Technical Report distributed in April 2017
  - State Historic Preservation Officer (SHPO) concurred with the overall finding in June 2017

*Note: FTA is not currently anticipated to provide funding for construction of the UP-W Third Mainline – Western Section.*
Environmental Documentation

• Section 4(f) Resources (Parks & Trails)
  – Minor temporary occupancy adjacent to railroad during construction

• Geneva Park District
  – Sunset and Dryden Parks

• Forest Preserve District of Kane County
  – Fox River Trail
    • Trail would remain open during construction. Minor disruptions may occur that would require a flagger.
  – Fox River Access Trail (west side of river)
    • Access point on south side of bridge closed for approximately 12 months
    • Access point on the north side of the bridge to remain open throughout construction
  – Fox River Access Trail (east side of river)
    • Access point on south side of the bridge to remain open throughout construction
Real Estate

- Efforts have been made to reduce need for real estate acquisition

- Narrow strips of property adjacent to the existing UP right-of-way need to be acquired in parts of the project corridor

- No expected acquisitions of any existing buildings or structures with overall acquisition impacts being minimal

- Project representatives are currently contacting affected property owners to discuss the real estate acquisition process

Note: All acquisitions will comply with the federal Uniform Relocation Assistance and Real Property Acquisitions Act of 1970.
Next Steps & Construction Start

- NEPA environmental clearance granted July 2017
- Expected construction start – summer 2018
- UP/Metra to work with City of Geneva and West Chicago to provide construction updates
- Advance notice of detours and closings
- No anticipated impact to Metra schedules
- Construction anticipated to last 19 months
UP-W Third Mainline – Western Section

- Exhibit boards displayed throughout the room
- Comment form available
- Project staff available to answer questions
- Email: UPWThirdMain@metrarr.com
- Website: www.metrarail.com/upw-third-main
- NEPA Environmental Document (DCE) available on project website

Thank you for attending!
Thank you

This presentation will repeat