

CREATE Project P-1  
Railroad Improvement Project at 63<sup>rd</sup> and State Streets  
Job No. P-30-006-04  
Cook County  
Chicago, Illinois

**PROPOSED VIADUCT CLOSURE REPORT**  
**66<sup>th</sup> AND 60<sup>th</sup> STREETS AT THE**  
**METRA ROCK ISLAND DISTRICT LINE**



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Illinois Department of Transportation  
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## **Executive Summary**

Street closures are proposed at 66<sup>th</sup> Street and 60<sup>th</sup> Street due to the proposed removal and infill of the viaducts at the Metra Rock Island District (RID) line. These viaduct closure evaluations are being done as part of the Chicago Region Environmental and Transportation Efficiency (CREATE) Program. The CREATE Project P-1 requires significant amounts of earthwork, new track, retaining walls, bridges and signal equipment as well as measurable adjustments in horizontal and vertical alignments in order to accomplish the purpose and need of the project. These closure locations were identified as potentially being beneficial to the project as each would allow for greater design flexibility and provide a reduction in the project scope and overall project costs. The two locations under the Metra Rock Island District line being studied for closure are highlighted on the map on the next page.

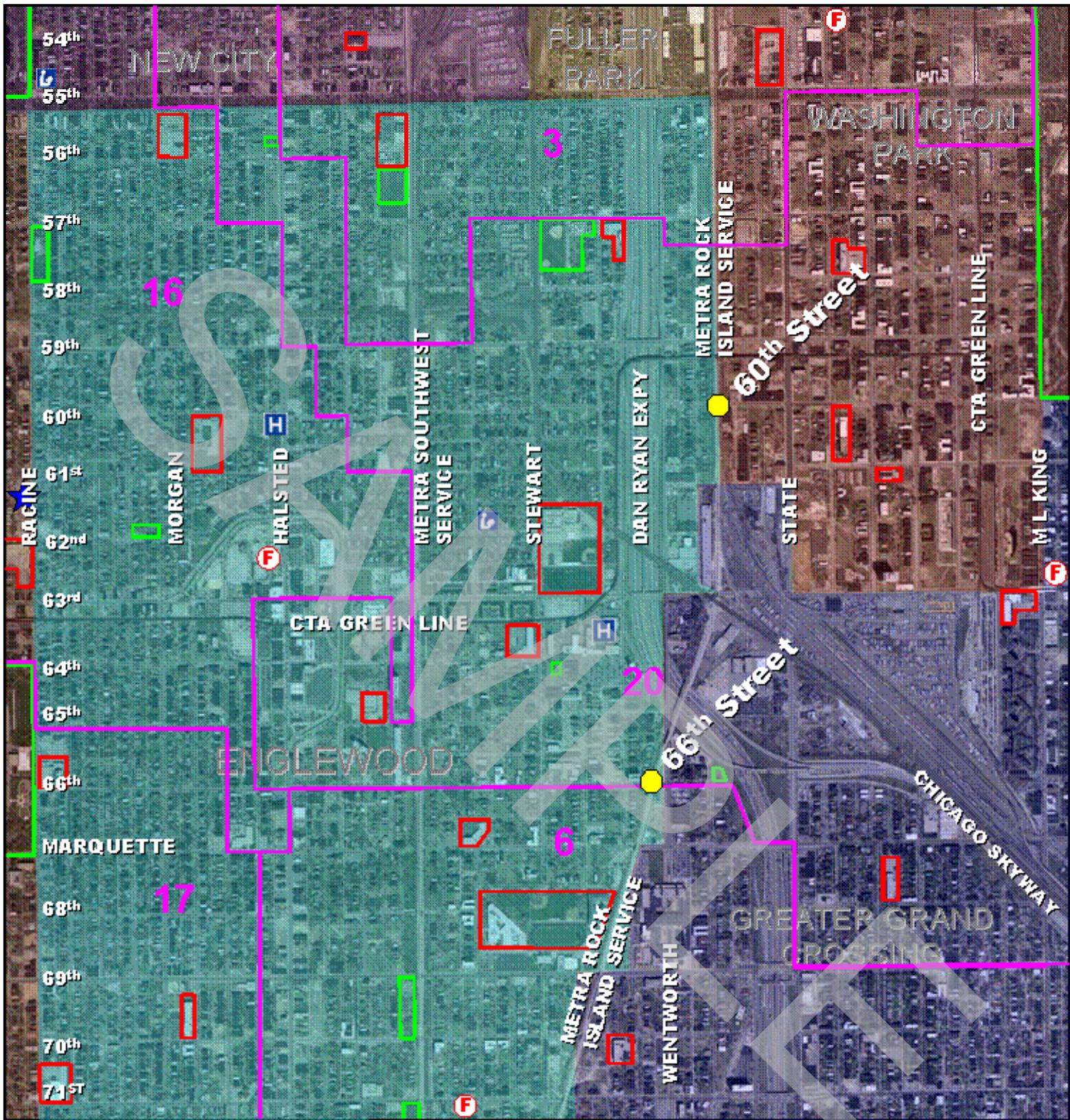
The purpose of the viaduct closure study is to determine the local impacts of each closure and weigh those impacts against projected benefits to design flexibility and project costs. To determine the level of impact (major, minor, or none) at each contemplated viaduct closure, various data sets were gathered and analyzed for the following categories:

- Site and Route Description,
- Local Service Considerations,
- Vehicular and Pedestrian Traffic Patterns,
- Expected Impacts and Proposed Mitigation, and
- Project Impacts and Costs without Street Closure.

By analyzing the various data sets, a level of impact was assigned. Table 1 on page iii summarizes these levels of impact for the three major categories: general public travel, emergency services and utilities.

The analyses specifically looked at how each closure would impact access, travel patterns and travel times with respect to community features such as schools, parks, libraries, transit, police and fire response service, and provision of local utilities.

To determine the level of project benefit at each of the closure sites, the project was also evaluated in terms of design feasibility and cost implications should these sites not be permanently closed. For instance, in order to keep a particular viaduct open, it may be necessary to reconstruct and lengthen the viaduct (greater project cost) and raise profiles of new rail (increased public impact due to greater noise or vibration).



LEGEND	
	Possible Closure Sites
	Police Stations
	Fire Stations
	Libraries
	Community Areas
	Hospitals
	Parks
	School Grounds
	Aldermanic Wards

**CREATE PROJECT P-1**  
**Proposed Viaduct Closure Report**  
**66<sup>th</sup> and 60<sup>th</sup> Streets**  
**Study Area**

0      0.25      0.5 miles

**SCALE**



**Table 1**  
**Level of Impact Definitions**

Category	Impact Level	Definition
<b>General Public Travel</b>	Major	A closure which requires a large percentage of local users to choose an alternate crossing and results in substantial adverse travel.
	Minor	A closure which requires a lesser amount of users to choose an alternate crossing and results in little or no adverse travel.
	No Impact	A closure that requires little or no adverse travel for a small number of local users.
<b>Emergency Services</b>	Major	A closure which results in substantial adverse travel and substantial increase in response time.
	Minor	A closure which results in a relatively small increase in travel and a small increase in response time.
	No Impact	A closure which does not impact emergency travel distance or response times.
<b>Utilities</b>	Major	A closure which will result in substantial cost to the project and inconvenience to local residents due to utility relocation.
	Minor	A closure which results in minor adjustments to utilities and a small inconvenience to local residents due to utility adjustments.
	No Impact	A closure which has no impacts on utilities.

### **66<sup>th</sup> Street Viaduct**

Closing the 66<sup>th</sup> Street viaduct would potentially have one major impact (local utilities) and several minor impacts to the area. There are two water mains (12-inch and 30-inch), a sewer main, and a ComEd duct bank presently located under the viaduct. Coordination with the Chicago Department of Water Management and with ComEd will be required to determine the exact extent of impact to these utilities, but for purposes of this report it has been assumed that closure of the viaduct will involve major impacts to the utilities. The minor impacts include access to one park, and pedestrian, vehicular and bicycle traffic. The Periwinkle Playlot is located on 66<sup>th</sup> Street at Perry Avenue, less than two blocks east of the viaduct. Users of this park that live west of the viaduct would be impacted by the closure. However, this is a neighborhood-type park which draws users from a small geographic area and nearby alternate routes are available. All pedestrian, vehicular and bicycle traffic which currently use the 66<sup>th</sup> Street viaduct would be diverted to either Marquette Road (67<sup>th</sup> Street) one block south or to 65<sup>th</sup> Street one block north. With the relatively low volume of pedestrians, vehicles and bicycles observed using the 66<sup>th</sup> Street

viaduct, use of these alternate routes would not place an undue burden on the routes. In addition, the viaducts under the Metra RID line on both alternate routes have vertical clearances greater than 13 feet, 6 inches resulting in the alternate routes being less restrictive for large trucks.

A cul-de-sac would need to be constructed on the west side of the Metra RID tracks to accommodate vehicular traffic, particularly from Ross Road which runs parallel to the tracks and is one-way southbound.

The viaduct presently has a substandard vertical clearance (less than the minimum standard of 13.5 feet). Raising this structure to the minimum standard would require raising the Wentworth Avenue and Dan Ryan Expressway structures more than they are presently being raised to facilitate construction of the rail grade separation. This would result in a small increase in project cost. Lowering of the roadway underneath to provide the standard minimum clearance would affect the adjacent streets (Wentworth Avenue located 100 feet east and Ross Avenue located 25 feet west) since the roadway would need to be lowered at least 1.5 feet. The utilities located under the roadway would also be impacted. This would result in a larger increase in the scope of work and project costs.

In summary, based on a comparison of the adverse community impacts to the project benefit if the viaduct were closed, it is recommended that the 66<sup>th</sup> Street viaduct be closed.

### **60<sup>th</sup> Street Viaduct**

Closure of the 60<sup>th</sup> Street viaduct will have no major impacts to the neighborhood. There will be minor impacts to the pedestrian, vehicular and bicycle traffic which currently uses the viaduct crossing. All traffic would either be diverted one block north to 59<sup>th</sup> Street or one block south to 61<sup>st</sup> Street, both which have viaducts under the Metra RID line. The 59<sup>th</sup> Street viaduct has an existing vertical clearance of more than 13 feet, 6 inches and the 61<sup>st</sup> Street viaduct has a clearance of between 12 feet, 6 inches and 13 feet, 6 inches. Both adjacent viaducts are less restrictive for large trucks than the 60<sup>th</sup> Street viaduct. 60<sup>th</sup> Street east of State Street is one-way westbound and it terminates less than two blocks west of the Metra RID viaduct due to the Dan Ryan Expressway. Vehicular traffic desiring to travel further distances east or west must already divert to one of the adjacent routes under existing conditions. The closure of the viaduct would result in minor impacts on access for pedestrians living west of the viaduct to the local elementary school (Ross School) located on 60<sup>th</sup> Street east of State Street. Finally, some local utilities (6-inch water main, Chicago Bureau of Electricity duct bank, SBC duct bank) may be impacted due to this closure.

With the relatively low volume of pedestrians, vehicles and bicycles observed using the viaduct, use of these alternate routes would not place an undue burden on them. No cul-de-sac would need to be constructed on either side of the viaduct for vehicular traffic since the single driveway east of the viaduct is a commercial driveway which could use

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Proposed Viaduct Closure Report  
66<sup>th</sup> and 60<sup>th</sup> Streets at the Metra Rock Island District Line**

the short segment of 60<sup>th</sup> Street as an extension of their driveway. There are no driveways in the first block west of the viaduct.

The viaduct presently has a substandard vertical clearance (less than 13.5 feet). Raising this bridge would not be feasible because of the close proximity of the Green Line crossing one block to the north. The new tracks must return to existing grade by that point to maintain the vertical clearance under the Green Line. If the viaduct were to remain open, and the vertical clearance was provided by lowering the roadway, the utilities located under the roadway would be impacted. This would result in additional scope of work and an increase to project costs.

In summary, based on a comparison of adverse community impacts to the project benefit of closing the viaduct, it is recommended that the 60<sup>th</sup> Street viaduct be closed.

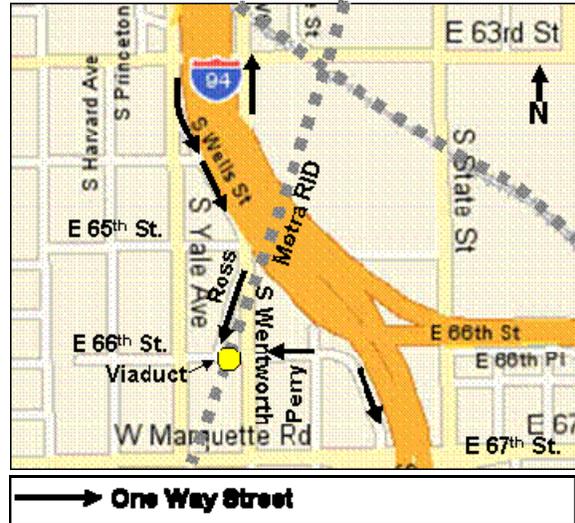
**Conclusion**

Based on the analyses performed in this Report, both viaduct closures would have minor impact on the adjacent community. As a result, it is recommended that both the 66<sup>th</sup> Street and the 60<sup>th</sup> Street viaducts be closed as part of the CREATE Project P-1.

## I. 66<sup>th</sup> Street Viaduct

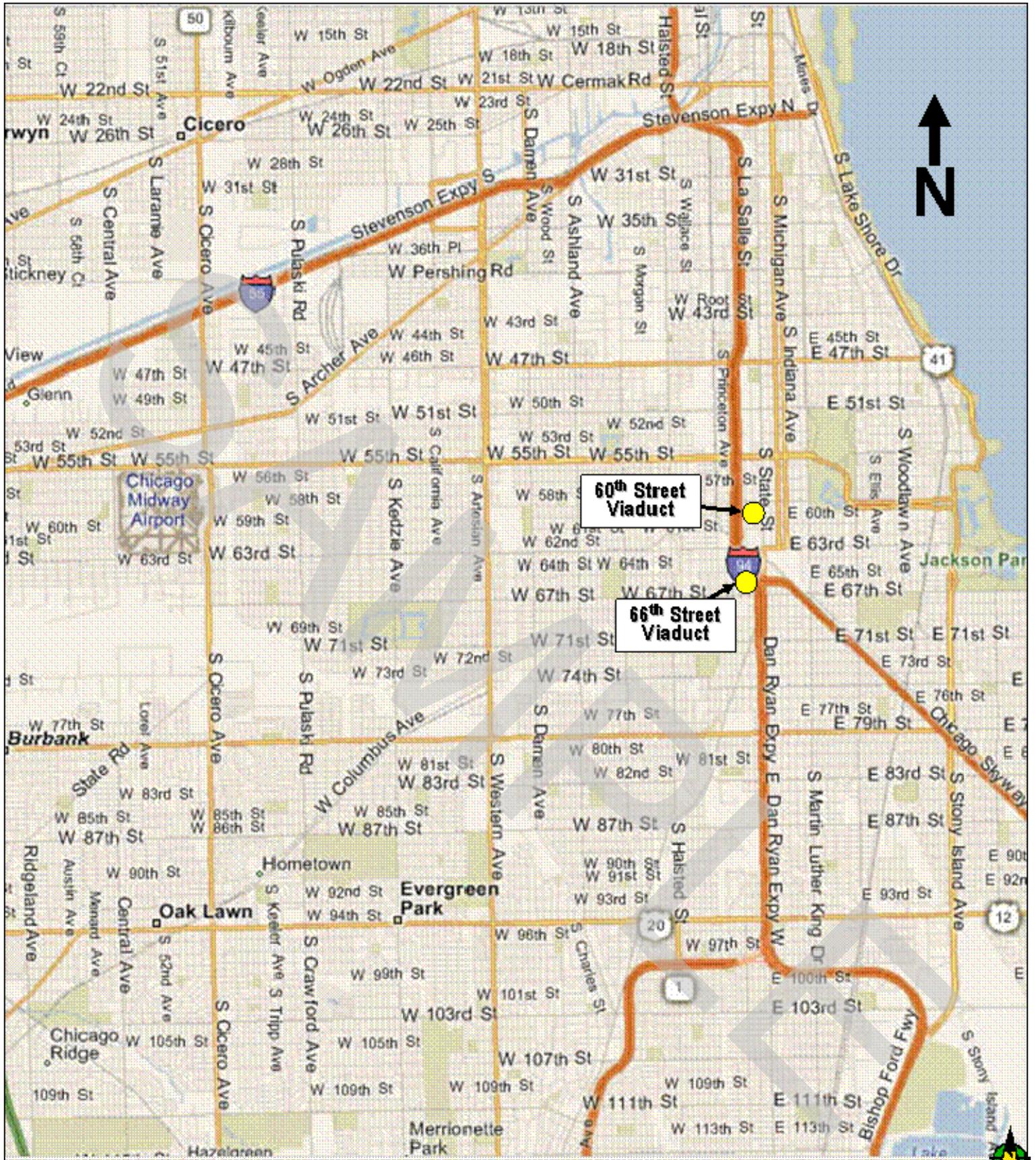
### A. Site and Route Description

The bridge being considered for closure is the viaduct that carries the Metra Rock Island District (RID) rail corridor over 66<sup>th</sup> Street. A regional location map has been included as Figure 1. Figure 2 provides a more detailed view of the study area, including community areas which have been shaded in different colors to denote boundaries, and Aldermanic Wards, whose limits have been outlined. Police and fire stations, libraries, hospitals, parks and schools have also been shown. The 66<sup>th</sup> Street viaduct is located in the Englewood community. It is on the border between the 6<sup>th</sup> and 20<sup>th</sup> Aldermanic Wards.



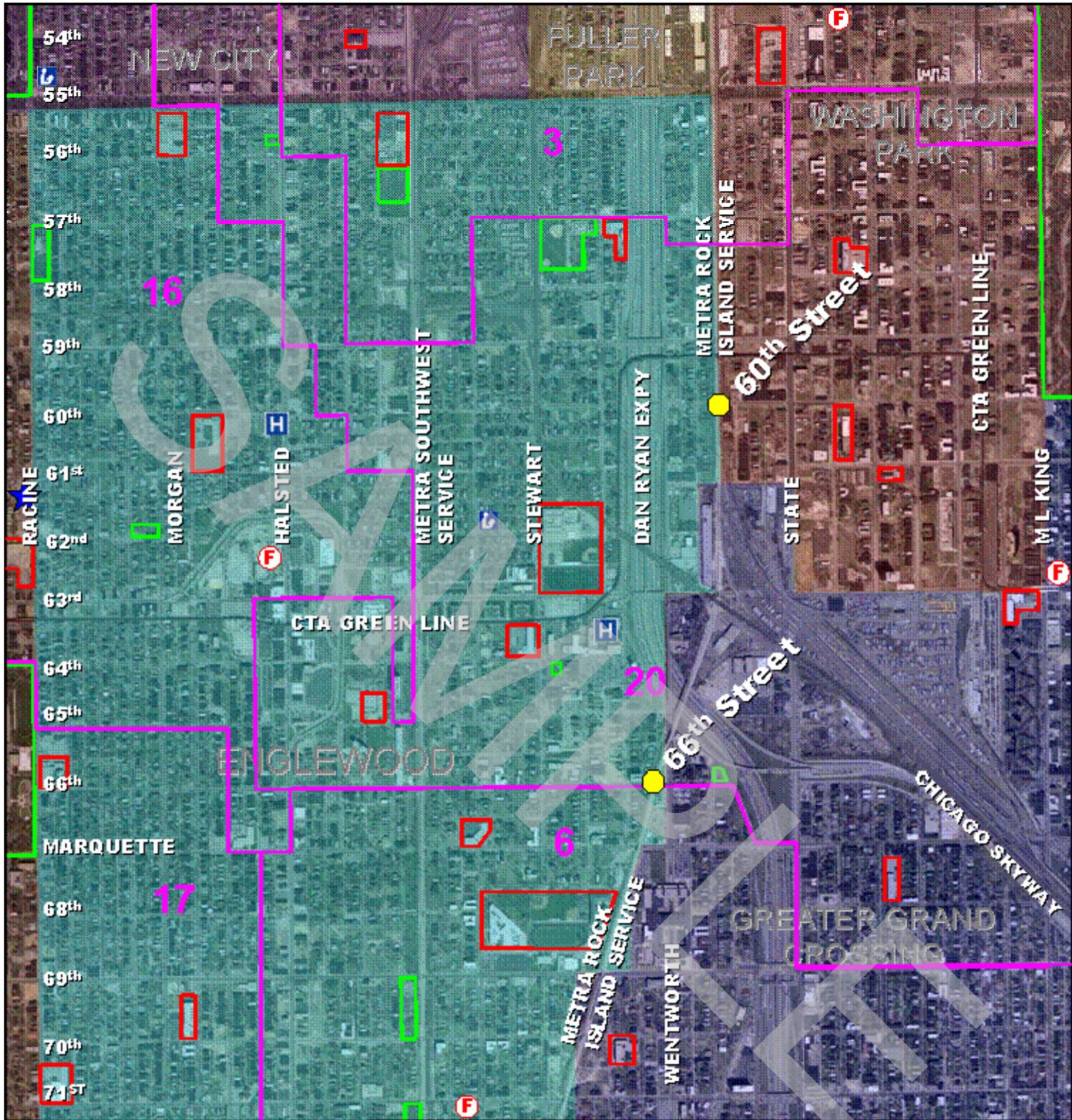
The inset above shows the street network in the immediate vicinity, including one-way streets. 66<sup>th</sup> Street is an east-west two-way residential street between Racine and Wentworth Avenues, a distance of approximately 1.25 miles. It becomes one-way westbound between Wentworth and Perry Avenues. Beginning at Perry Avenue it turns to the southeast as a one-way southeastbound street called Lafayette Avenue. The speed limit on 66<sup>th</sup> Street is 30 mph and it has an Average Annual Daily Traffic of 600 vehicles. Based on traffic observations, very few trucks used this segment of 66<sup>th</sup> Street. Sidewalks are available for use by pedestrians on both sides of 66<sup>th</sup> Street, except for a short (less than 30-foot) gap on the south side west of the viaduct.

There are two adjacent alternate routes to the 66<sup>th</sup> Street viaduct. The first is Marquette Road (67<sup>th</sup> Street), one block south, which could serve traffic both east and west of the viaduct. Marquette Road is a two-way major east-west arterial which extends from Cicero Avenue, 6.5 miles west, to South Lake Shore Drive, approximately 3 miles east (see Figure 1). The other route, which would serve traffic east of the viaduct, is Wentworth Avenue north to 65<sup>th</sup> Street. Wentworth Avenue is a two-way major north-south arterial south of 65<sup>th</sup> Street. It becomes one-way northbound north of 65<sup>th</sup> Street and serves as the east frontage road to the Dan Ryan Expressway. Wells Avenue is the one-way southbound pair to Wentworth Avenue north of 65<sup>th</sup> Street and serves as the west frontage road to the Expressway. 65<sup>th</sup> Street tees into Wentworth Avenue from the west one block north of 66<sup>th</sup> Street and extends to Racine Avenue, a distance of approximately 1.25 miles.



**CREATE PROJECT P-1**  
**Proposed Viaduct Closure Report**  
**66<sup>th</sup> and 60<sup>th</sup> Streets**  
**Regional Location Map**

**FIGURE 1**



**LEGEND**

	Possible Closure Sites		Hospitals
	Police Stations		Parks
	Fire Stations		School Grounds
	Libraries		Aldermanic Wards
	Community Areas		

**CREATE PROJECT P-1**  
**Proposed Viaduct Closure Report**  
**66<sup>th</sup> and 60<sup>th</sup> Streets**  
**Study Area**

0      0.25      0.5 miles

**SCALE**

**FIGURE 2**



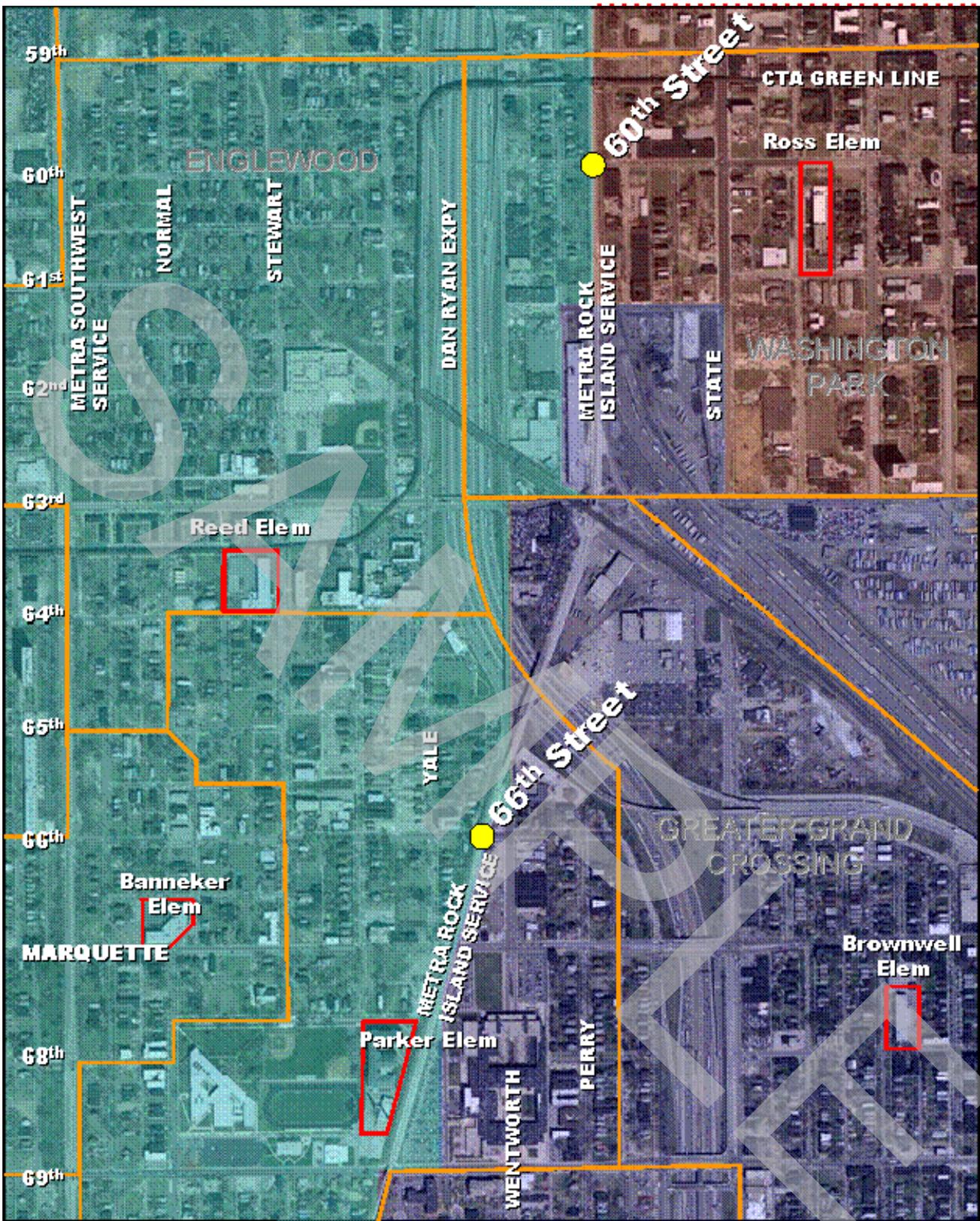
The bridge itself carries two sets of railroad tracks over 66<sup>th</sup> Street via a 3-span steel structure that provides a surveyed vertical clearance of 12.16 feet and a posted vertical clearance of 11 feet, 10 inches. The two-way street is 30.5 feet in width under the structure with two 14-foot wide sidewalks that are cordoned off by piers. The bridge is not considered historic or significant.

## **B. Local Service Considerations**

**Chicago Public Schools:** Parker Elementary School (see Figure 3) is located at 6800 S. Stewart Avenue which is south and west of the viaduct. The eastern school district boundary is Perry Avenue up to the Dan Ryan Expressway, then north along the Dan Ryan to 64<sup>th</sup> Street. The only residential areas within the school district boundaries east of the viaduct include Perry Avenue between 66<sup>th</sup> Street and Marquette Road, and 66<sup>th</sup> Street between Wentworth and Perry Avenues. While students living in that area might now use the 66<sup>th</sup> Street viaduct, they would not experience an increase in travel time or distance if they used Marquette Road.

High school students who choose to attend their neighborhood high school would attend Robeson High School for ninth through twelfth grades (see Figure 4). Robeson High School is located at 6835 S. Normal Avenue, also south and west of the viaduct. The eastern high school district boundary is the Dan Ryan Expressway between 65<sup>th</sup> Street and the split with the Chicago Skyway. The boundary then extends along the Skyway to 71<sup>st</sup> Street. Similar to the Parker Elementary School boundaries, Perry Avenue and the short segment of 66<sup>th</sup> Street are the only residential areas located east of the 66<sup>th</sup> Street viaduct and north of Marquette Road. Those students would travel south on Perry Avenue to Marquette Road and would not experience an increase in travel time or distance.

**Determination – No Impact.** Because there are only 1.5 blocks of residences east of the viaduct and north of Marquette Road for either the elementary or the high school district, and both schools are located south of Marquette Road, there would be no adverse travel time or distance for the students. Sidewalks are available along the entire length of the alternate routes.



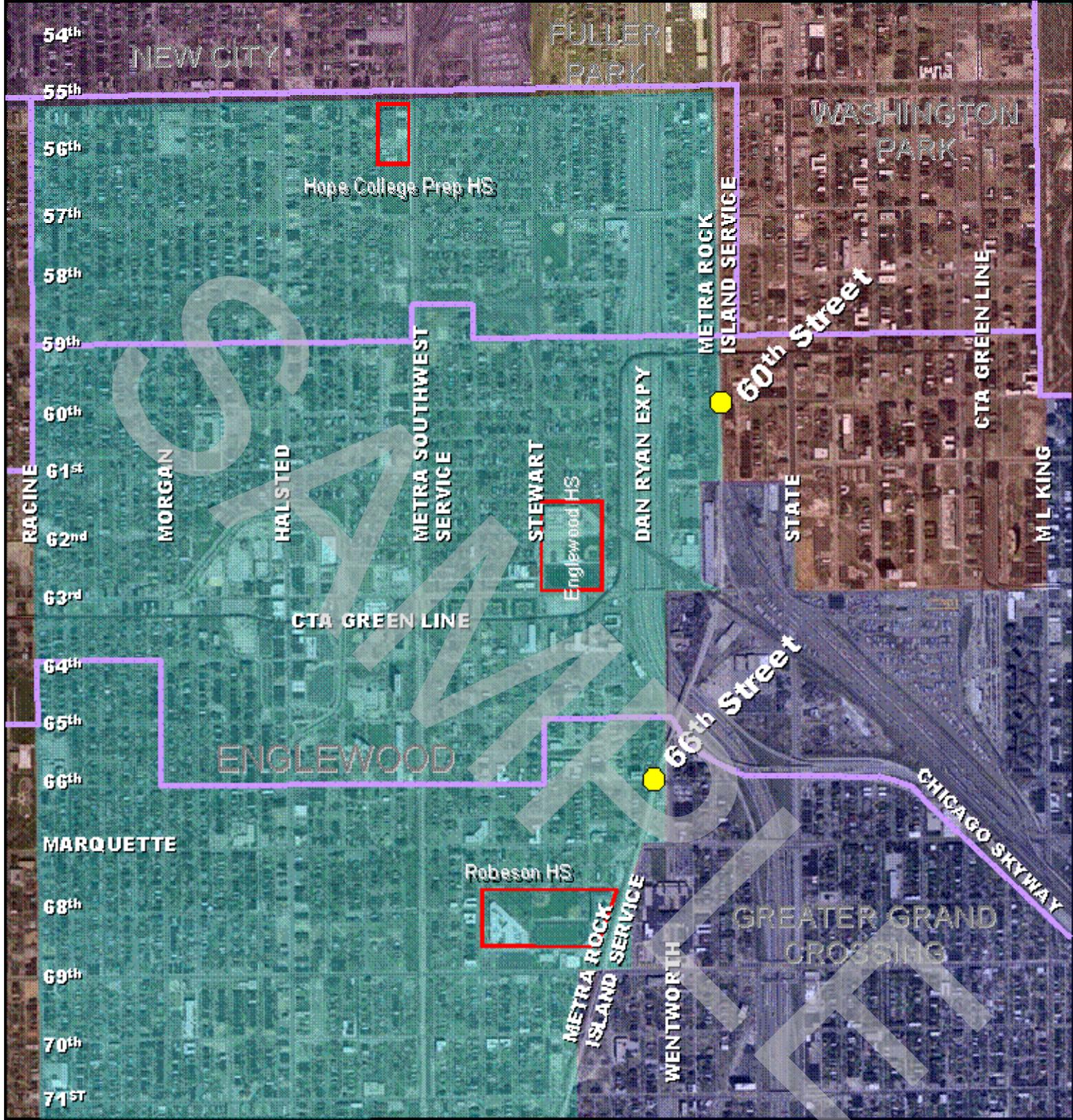
LEGEND	
	Possible Closure Sites
	Elementary Schools
	School District Boundary
	Community Areas

**CREATE PROJECT P-1**  
**Proposed Viaduct Closure Report**  
**Chicago Elementary Schools &**  
**District Boundaries**

0      0.25      0.5 miles

**SCALE**

**FIGURE 3**



LEGEND	
	Possible Closure Sites
	School District Boundary
	High Schools
	Community Areas

**CREATE PROJECT P-1**  
**Proposed Viaduct Closure Report**  
**Chicago High Schools & District Boundaries**

0      0.25      0.5 miles

SCALE

**FIGURE 4**

**Chicago Transit Authority:** There are no bus routes located along 66<sup>th</sup> Street. The nearest east-west routes are located along 69<sup>th</sup> and 63<sup>rd</sup> Streets and the nearest north-south route is located along Wentworth Avenue. There are two Red Line train stations located within 0.5 miles of the area, one located at 69<sup>th</sup> Street and the Dan Ryan Expressway and the second at 63<sup>rd</sup> Street and the Dan Ryan. There is also a Green Line station located within one mile of the area, at 63<sup>rd</sup> Street and Halsted Street. These are all shown on Figure 5 – Public Transportation.

**Determination – No Impact.** Due to the lack of immediate or adjacent public transit facilities, no impact is expected. Alternate pedestrian routes for travel to the Red Line Stations and the Green Line Station will not result in any adverse travel time or distance.

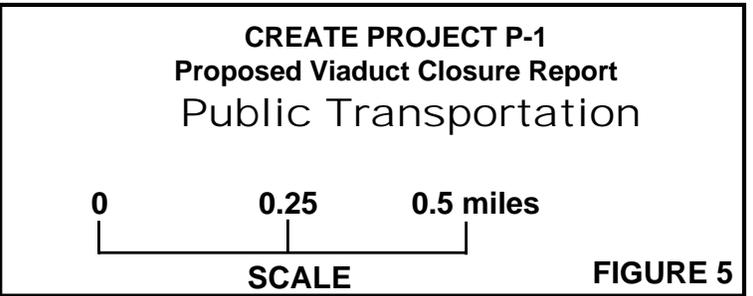
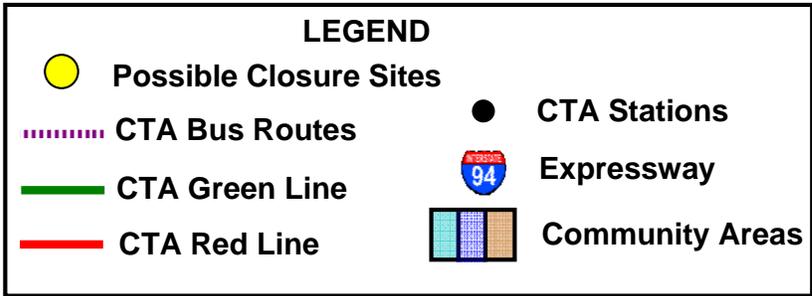
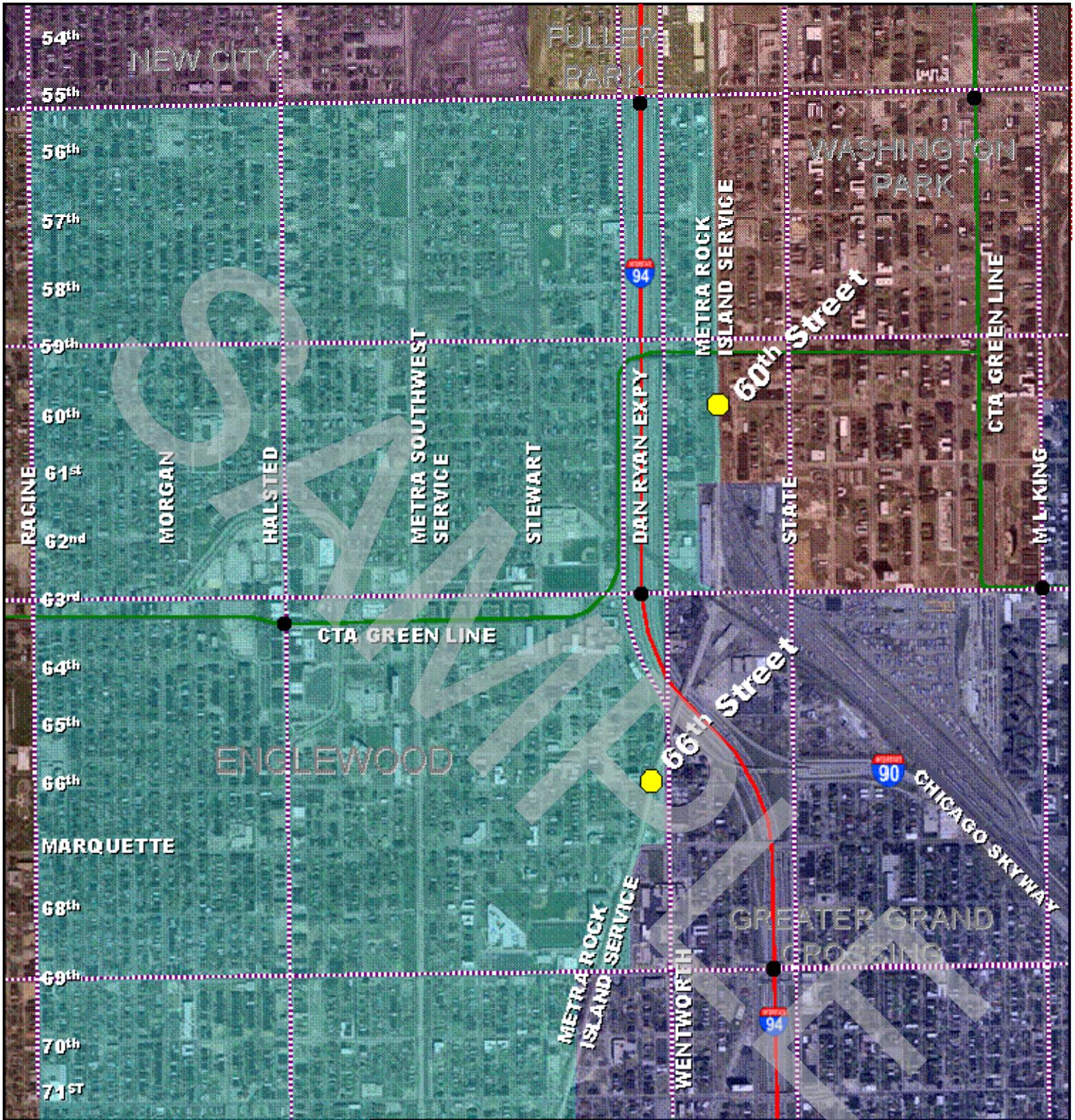
**Chicago Police Department:** The area west of the Dan Ryan Expressway is served by the 7<sup>th</sup> Police District which is located at 6120 S. Racine Avenue, approximately 1.25 miles west and 0.5 miles north of the subject viaduct (see Figure 6 – Police & Fire Station Facilities). Only a small area of the 7<sup>th</sup> District is located east of the 66<sup>th</sup> Street viaduct. This area is bounded by the Metra RID tracks on the west, the Dan Ryan Expressway on the north and east, and Marquette Road on the south. Alternate routes to access this area include Wentworth Avenue or Marquette Road, both of which have viaducts under the Metra RID tracks. Using Marquette Road instead of 66<sup>th</sup> Street to access this area would have a slight increase in travel distance. However, because Marquette Road is an arterial roadway and has a higher posted speed than 66<sup>th</sup> Street (a local street), there would be little difference in travel time.

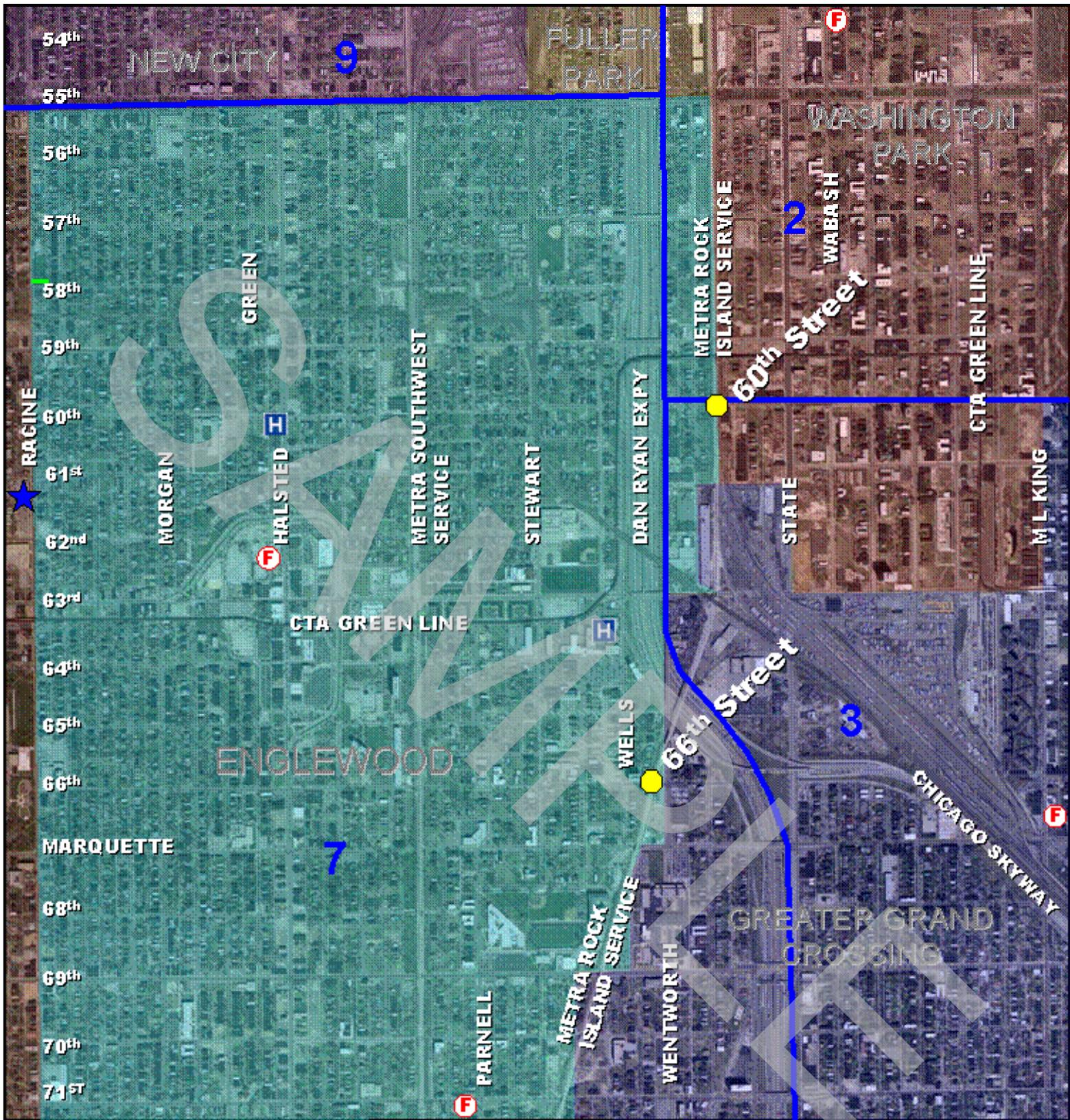
**Determination – No Impact.** Residents in the area should not experience an increase in police response time.

**Chicago Fire Department:** The 66<sup>th</sup> Street viaduct is approximately the same distance from three different fire stations: 6204 S. Green Street (12 blocks), 7101 S. Parnell Avenue (10 blocks), and 432 E. 67<sup>th</sup> Street (11 blocks) (see Figure 6). Responders from the Parnell Avenue Station or the 67<sup>th</sup> Street Station would travel along Marquette Road to access properties either east or west of the viaduct, with no increase in travel distance or time. From the Green Street Station, responders would travel east on 63<sup>rd</sup> Street, then south on Wells Street and Wentworth Avenue, again with no anticipated increase in travel distance or time.

**Determination – No Impact.** The response times and access routes from any of the three nearest fire stations would not be adversely affected by the 66<sup>th</sup> Street viaduct closure because the responders would typically not travel along 66<sup>th</sup> Street any further than necessary since it is a local residential route.

**Chicago Public Libraries:** The nearest Chicago Public Library branch is the Kelly Branch located at 6151 S. Normal Boulevard (see Figure 7 – Chicago Parks and Libraries). This branch is not served directly by 66<sup>th</sup> Street, therefore there would be no impact to the area if the viaduct were closed. Pedestrians and vehicles from east of the





**LEGEND**

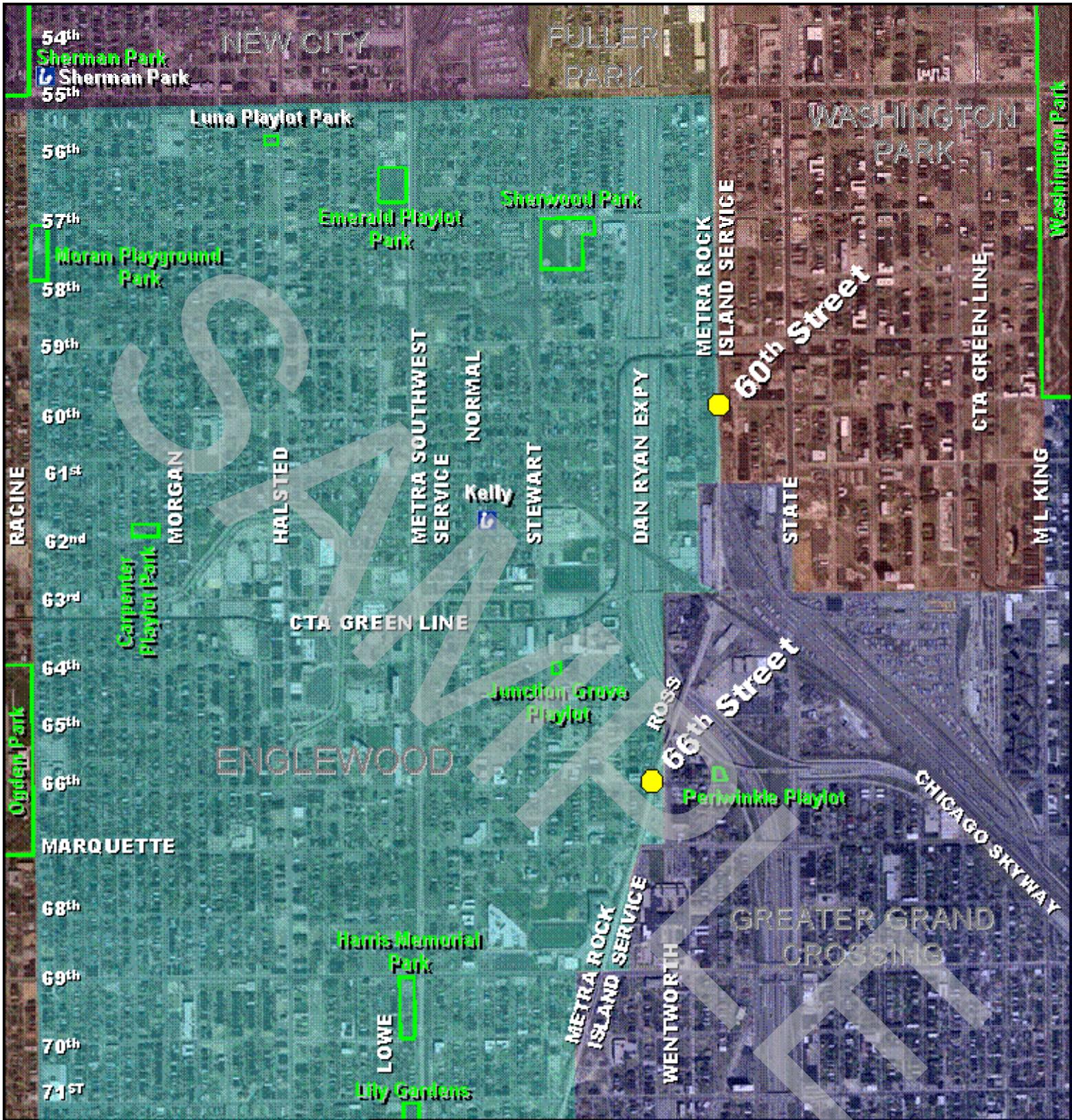
- Possible Closure Sites
- ★ Police Stations
- F Fire Stations
- 7 Police District
- H Hospitals
- Police District Boundary
- Community Areas

**CREATE PROJECT P-1**  
**Proposed Viaduct Closure Report**  
**Police & Fire Service**

0                      0.25                      0.5 miles

**SCALE**

**FIGURE 6**



**LEGEND**

- Possible Closure Sites
- Libraries
- Parks
- Community Areas

**CREATE PROJECT P-1**  
**Proposed Viaduct Closure Report**  
**Chicago Parks and Libraries**

0      0.25      0.5 miles

**SCALE**

**FIGURE 7**

Metra RID railroad tracks would be able to access the library via Wentworth Avenue to 65<sup>th</sup> or 63<sup>rd</sup> Streets, then west to Normal Boulevard.

**Determination – No Impact.** A closure would not impact access to the local library branches.

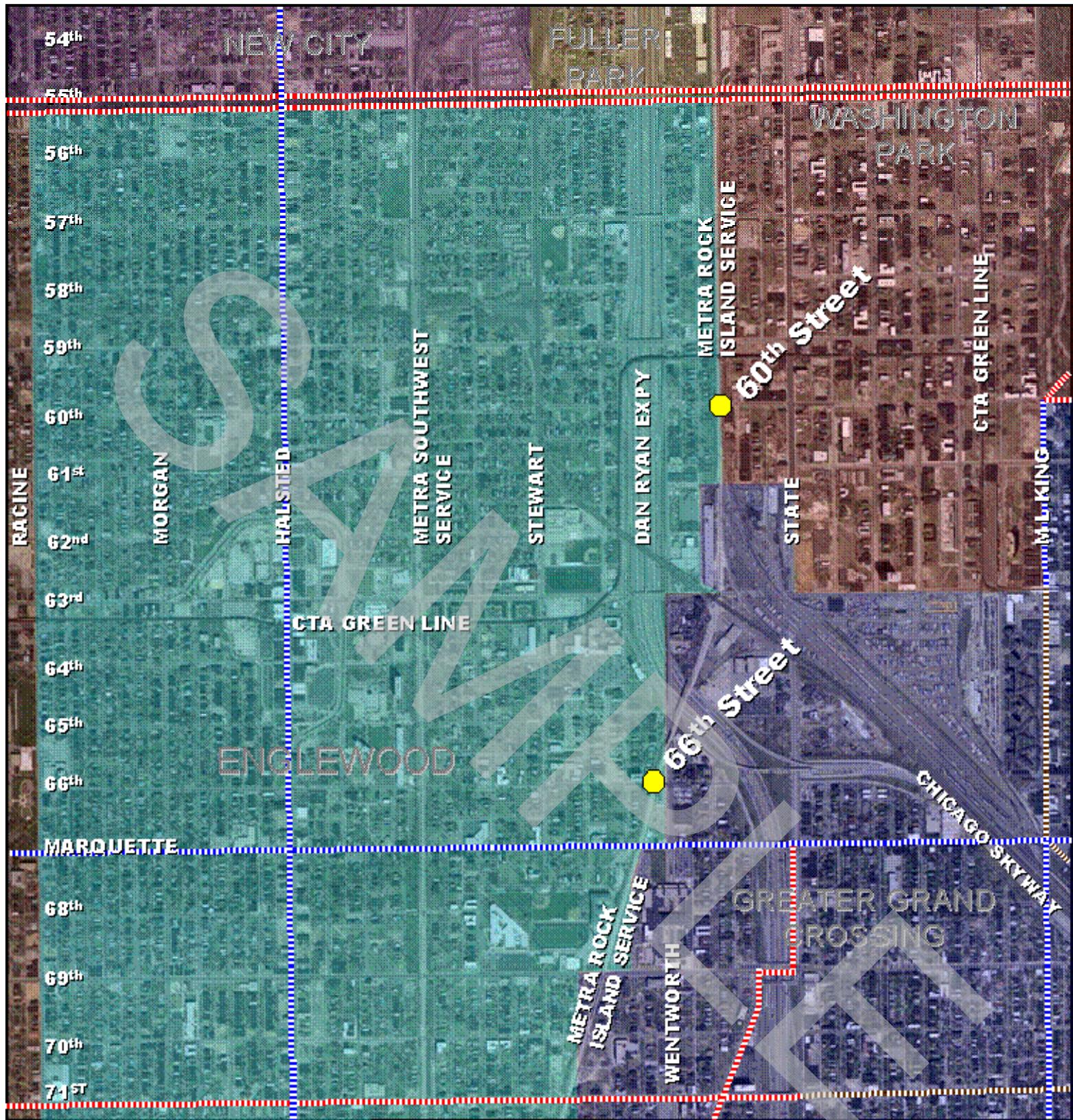
**Chicago Parks:** There are three Chicago Parks within the 66<sup>th</sup> Street viaduct study area. The Periwinkle Playlot is served directly by 66<sup>th</sup> Street east of the viaduct (see Figure 7). Pedestrian traffic from west of the viaduct between Marquette Road and 65<sup>th</sup> Street would have two options to access the park: 1) travel south to Marquette Road, then east to Wentworth Avenue, and north to 66<sup>th</sup> Street or 2) travel northeast on Ross Avenue to Wentworth Avenue, then south to 66<sup>th</sup> Street. The first option would have an additional travel distance of two blocks, or approximately 0.25 miles, and 5 to 6.5 minutes of additional travel time for pedestrians, assuming an average walking speed of 3.5 to 4.5 feet per second. The second option would also have an additional travel distance of approximately two blocks, or just over 0.2 miles, and an additional travel time of 4.5 to 5.5 minutes.

Junction Grove Playlot is located at 345 W. 64<sup>th</sup> Street. It is located two blocks north and east of the 66<sup>th</sup> Street viaduct. Since the Periwinkle Playlot is located east of the viaduct, it is unlikely that anyone east of the viaduct would use the Junction Grove Playlot. For users located west of the viaduct, there will be no changes to their access to the Junction Grove Park.

Harris (Ryan) Memorial Park is located between Lowe Avenue and the Metra Southwest Service tracks south of Marquette Road. Pedestrians from east of the viaduct could use Marquette Road to travel west to the park without adverse travel distance or increased travel time.

**Determination – Minor Impact.** A closure would have minor impact on travel time and distance to the Periwinkle Playlot but only for park users living between Marquette Road and 65<sup>th</sup> Street west of the viaduct. This park is a neighborhood-type park so it is likely that users would not travel from very far away. There would be no impact on users of Junction Grove Playlot or Harris (Ryan) Memorial Park.

**Bicycle Access:** Due to the closure of 66<sup>th</sup> Street, bicycle traffic would be diverted to either Marquette Road or Wentworth Avenue and would use the viaduct on either of those streets to cross under the Metra RID tracks. This would add approximately 0.25 miles of additional travel distance, and about 2 minutes of travel time, assuming a bicycle travel speed of approximately 7 miles per hour. Neither 66<sup>th</sup> Street nor Wentworth Avenue has existing bike lanes. Both the Chicago Bike Map and the Chicagoland Bicycle Federation Map were reviewed to identify existing and proposed bike lanes and recommended on-street routes. A short segment of bike lane exists on Marquette Road in the vicinity of the Dan Ryan Expressway overpass and bike lanes are proposed for the remainder of Marquette Road. It is also listed as a recommended on-street bicycle route. Both 66<sup>th</sup> Street and Wentworth Avenue are not listed as recommended on-street bicycle routes. This bike route information is shown on Figure 8.



LEGEND	
	Possible Closure Sites
	Proposed Bike Lanes
	Existing Bike Lanes
	Recommended Routes
	Community Areas

**CREATE PROJECT P-1**  
Proposed Viaduct Closure Report  
Bike Routes

0      0.25      0.5 miles

SCALE

**FIGURE 8**

**Determination – Minor Impact.** A closure would have a minor impact on bicycle travel times, but would cause no impacts to local bicycle lanes. Adverse travel for bicycles would only occur when both the origin and destination are in close proximity and on opposite sides of the 66<sup>th</sup> Street viaduct. Otherwise, the mitigating action required to eliminate impacts is simply a change in crossing preference with negligible or no adverse travel.

### **C. Traffic Patterns**

Formal vehicular and pedestrian traffic counts and short term observations were completed at the 66<sup>th</sup> Street viaduct during various time periods. Formal counts were taken on February 10, 2005 and January 26, 2006. Short term observations during other times of the day also occurred on those two dates. Based on this information, it was estimated that 66<sup>th</sup> Street carries an Average Annual Daily Traffic (AADT) value of 600 total vehicles, none of which were trucks during the observations.

During the formal morning counts, a total peak hour volume of 45 to 50 vehicles were observed. Formal counts were not taken during the other time periods, but based on observations during those periods traffic did not increase considerably during any of the other times.

Pedestrian traffic in the morning period was a total of ten pedestrians. Pedestrian observations made during other visits substantiated that there was a fairly low average hourly volume of pedestrians using this viaduct. These counts and observations were taken when school was in session. Both were relatively mild weather days with no precipitation. Based on this, 66<sup>th</sup> Street at the viaduct does not appear to be a major route for either Parker Elementary School or Robeson High School students.

There are no permanent changes in access to the Dan Ryan Expressway in the vicinity of 66<sup>th</sup> Street, therefore closure of the viaduct will have no impact on traffic accessing the expressway.

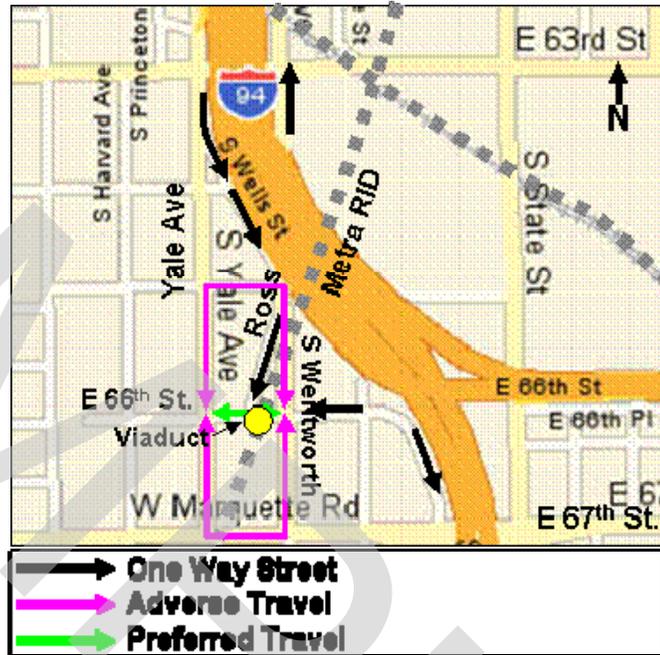
### **D. Expected Impacts and Proposed Mitigation**

**Pedestrians:** A closure of the viaduct at 66<sup>th</sup> Street would divert pedestrians to the crossings available on either Marquette Road or Wentworth Avenue. This would require an additional travel distance of two blocks, equivalent to approximately 0.25 miles and up to 6.5 minutes of extra travel time depending on the route chosen.

**Determination – Minor Impact.** It is anticipated that a substantial percentage of these pedestrians either originate from or are destined for places to the north or south of 66<sup>th</sup> Street and not to a destination along 66<sup>th</sup> Street itself. As a result, use of the alternate crossings at either Marquette Road or Wentworth Avenue may result in little increase in travel time or distance.

**Vehicles:** Vehicles traveling on 66<sup>th</sup> Street would have the option of using Yale Avenue or Wentworth Avenue to travel south to Marquette Road or north to 65<sup>th</sup> Street. Both options require an additional travel distance of two blocks (see inset on next page). Both Marquette Road and Wentworth Avenue have a mix of residential and commercial areas more conducive for through traffic, therefore no infrastructure improvements are anticipated for the rerouted traffic. In addition, the existing viaducts on both Marquette Road and Wentworth Avenue are greater than 13 feet, 6 inches and therefore are less restrictive for large trucks than the existing 66<sup>th</sup> Street viaduct.

In order to complete an efficient “turn-around”, vehicles entering 66<sup>th</sup> Street traveling east from Yale Avenue would require either a cul-de-sac or a T-shaped turn-around immediately west of the viaduct. In addition, Ross Avenue, which is one-way southbound, tees into 66<sup>th</sup> Street immediately west of the viaduct. Ross Avenue would connect to the cul-de-sac or turn-around. There is only one driveway along this segment of 66<sup>th</sup> Street which is for The Yale, a historical apartment building. The cul-de-sac should have a minimum outside radius of 25 feet in order to allow passenger cars to make the customary U-turn movement.



Single unit trucks could make the U-turn by reversing only once, but multi-unit trucks require a minimum radius of 40 feet and would no longer access this street other than by backing out. Vehicles from the east would turn on Wentworth Avenue to travel north or south.

**Determination – Minor Impact.** 66<sup>th</sup> Street has a very low AADT value, and existing geometry and traffic control on either Wentworth Avenue or Marquette Road could accommodate the additional traffic diverted by the proposed closure of the Metra RID viaduct on 66<sup>th</sup> Street. Either a cul-de-sac or turn-around would need to be constructed for the segment of 66<sup>th</sup> Street between Ross and Yale Avenues.

**Utilities:** There are two water mains underneath the 66<sup>th</sup> Street viaduct, a 12-inch and a 30-inch. An 8-inch sewer extends from under the viaduct and flows east to the sewer along Wentworth Avenue. There is also a 9-duct ComEd bank under the viaduct. Only two of the ducts are filled.

**Determination – Major Impact.** The 30-inch water main could potentially be left in place. However, future maintenance and repairs would be costly since it would be located under the embankment for the rail line and access to the main would be difficult

to provide. Based on coordination with the Chicago Department of Water Management, a determination will need to be made on whether to reroute the main, which would cause a major impact to the area, or to leave it in place. The 12-inch main may be able to be abandoned between Ross Avenue and Wentworth Avenue, but the Chicago Department of Water Management will need to be contacted to verify this. The sewer does not accept water from west of the viaduct and since it flows east to the Wentworth Avenue sewer, it probably can be removed or abandoned. It is possible that the ComEd duct bank could remain in place, although protection during construction of the retaining walls and verification that the duct can handle the load of the additional embankment would be required.

**E. Impact Summary**

The analyses reviewed how the closure of the 66<sup>th</sup> Street viaduct would impact access, travel patterns, and travel times with respect to community features such as schools, parks, libraries, transit, as well as police and fire response service, and provision of local utilities. It was determined that there would be the following level of impacts:

<b>Potential Closure Impacts to the Area</b>			
<b>Street</b>	<b>No Impacts</b>	<b>Minor Impacts</b>	<b>Major Impacts</b>
<b>66<sup>th</sup> Street</b>	Chicago Transit Authority	Chicago Parks	Local Utilities
	Chicago Police Department	Pedestrian Traffic	
	Chicago Fire Department	Vehicle Traffic	
	Chicago Public Libraries	Bicycle Traffic	
	Chicago Public Schools		
	Chicago Bicycle Lanes		

**F. Project Impacts and Costs without Street Closure**

Since coordination with the necessary utility companies and City departments has not occurred yet, detailed cost estimates have not been prepared. This section discusses relative cost increases in addition to the project impacts. It is anticipated that substantial impact to cost and design flexibility would be incurred if the 66<sup>th</sup> Street viaduct were kept open. The existing vertical clearance is only 12.16 feet and does not meet the City of Chicago’s minimum clearance standard of 13.5 feet. To meet that minimum, the viaduct extension would require some combination of raising the rail or lowering the roadway approximately 1.5 feet. With the close proximity of the Wentworth Avenue and Dan Ryan Expressway structures to the north, raising the rail would also require that those structures be raised to meet the new rail profile. Since both are being reconstructed as part of this project, the cost and scope of work increases would be minor.

If the rail profiles are not raised, there is no impact to design flexibility from the railroad standpoint. However, detailed engineering of the 66<sup>th</sup> Street pavement, sub-base, drainage and utilities would need to be completed to determine if lowering the roadway is an option to provide the minimum vertical clearance. With the close proximity of Ross

Avenue (approximately 25 feet west) and Wentworth Avenue (approximately 100 feet east), the change in pavement elevation at the viaduct would also affect the pavement along both streets, particularly Ross Avenue. In addition, both water mains and the sewer would need to be replaced. If it is feasible to lower the pavement, the cost and scope of work increase would be major for a fairly short segment of roadway.

### **G. Overall Assessment**

Closing the 66<sup>th</sup> Street viaduct would potentially have one major impact (local utilities) and several minor impacts to the area. There are two water mains (12-inch and 30-inch), an 8-inch sewer, and a ComEd duct bank presently located under the viaduct. Coordination with the Chicago Department of Water Management and with ComEd will be required to determine the exact extent of impact to these utilities. However, for the purposes of this report, the impact to the utilities has been assumed to be a major impact but could be found to be minor after more details are developed. The minor impacts are primarily on access to one park, and pedestrian, vehicular and bicycle traffic. The Periwinkle Playlot is located on 66<sup>th</sup> Street at Perry Avenue, less than two blocks east of the viaduct. Users of this park that live west of the viaduct would be impacted by the closure. However, this is a neighborhood-type park which draws users from a small geographic area and nearby alternate routes are available. All pedestrian, vehicular and bicycle traffic which currently uses the 66<sup>th</sup> Street viaduct would be diverted to either Marquette Road (67<sup>th</sup> Street) one block south or to 65<sup>th</sup> Street one block north, via Wentworth Avenue. With the relatively low volume of pedestrians, vehicles and bicycles observed using the viaduct, use of these alternate routes would not put an undue burden on these routes.

A cul-de-sac would need to be constructed on the west side of the Metra RID tracks to accommodate vehicular traffic, particularly from Ross Road which runs parallel to the tracks and is a one-way southbound roadway.

The viaduct presently has a substandard vertical clearance (less than the minimum standard of 13.5 feet). Raising this structure to the minimum standard would also require raising the Wentworth Avenue and Dan Ryan Expressway structures to the north, resulting in a small increase in project cost and no change to the project scope. If instead the roadway underneath was lowered to provide the standard minimum clearance, the utilities located under the roadway would be impacted. This would also result in an increase in the scope of work and project costs.

### **H. Conclusion**

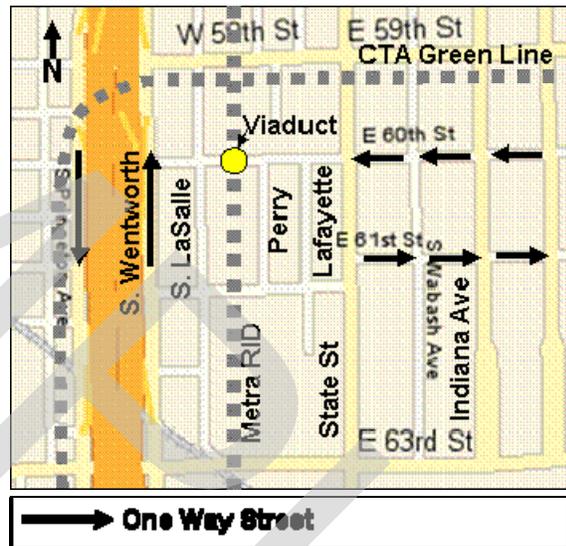
In summary, the closure of this viaduct results in one major and several minor impacts. The major impact would be to utilities which currently are located under the viaduct pavement. Some of those utilities may be able to remain in place and others may be able to be abandoned. Based on the comparison of adverse community impacts to the project benefit if the viaduct is closed, it is recommended that the 66<sup>th</sup> Street viaduct be closed.

## II. 60<sup>th</sup> Street Viaduct

### A. Site and Route Description

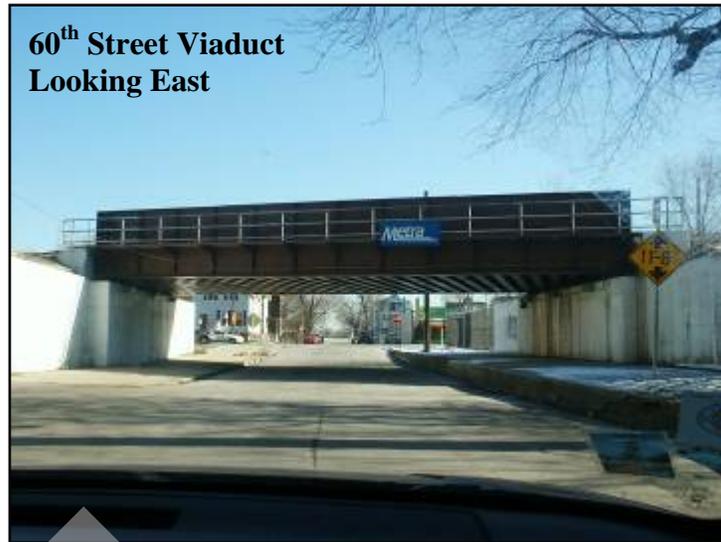
The bridge being considered for closure is the viaduct that carries the Metra Rock Island District (RID) rail corridor over 60<sup>th</sup> Street. A regional location map was included earlier in this report as Figure 1 on page 1. Figure 2 on page 3 provides a more detailed view of the study area including community areas (shaded), Aldermanic Ward boundaries, police and fire stations, libraries, hospitals, parks and schools. The 60<sup>th</sup> Street viaduct is located on the border between the Englewood and Washington Park communities. It is located in the 20<sup>th</sup> Aldermanic Ward.

The inset to the right shows the street network in the immediate vicinity, including one-way streets. 60<sup>th</sup> Street is an east-west two-way street between Wentworth Avenue and State Street. The land use is industrial east of the viaduct and residential west of it. It does not extend further west and terminates at the Dan Ryan Expressway. Between State Street and Indiana Avenue, 60<sup>th</sup> Street is one-way westbound. East of Indiana Avenue it again becomes two-way, but terminates at Prairie Avenue because of the Green Line. East of the Green Line at Calumet Avenue, 60<sup>th</sup> Street continues as a two-way road to the east. The speed limit on 60<sup>th</sup> Street is 30 mph and it currently carries approximately 125 vehicles per day. Sidewalks are provided along both the north and south sides of the street.



The alternate routes to 60<sup>th</sup> Street are 59<sup>th</sup> Street and 61<sup>st</sup> Street, one block to the north and south, respectively. 59<sup>th</sup> Street is a two-way street of mostly commercial establishments and extends about six miles west to Cicero Avenue and about 0.75 mile east to King Drive (see Figure 1 on page 2). Between Wentworth Avenue (adjacent to the Dan Ryan Expressway) and State Street, a distance of 0.25 miles, 61<sup>st</sup> Street is a two-way mixed-use street of residential and commercial establishments. At State Street, 61<sup>st</sup> Street is an offset intersection with the east leg located approximately 180 feet north of the west leg. It is one-way eastbound between State Street and Indiana Avenue, and two-way for the block between Indiana Avenue and Prairie Avenue. Similar to 60<sup>th</sup> Street, it terminates at Prairie Avenue because of the Green Line. East of the Green Line at Calumet Avenue, 61<sup>st</sup> Street continues as a two-way road to the east.

The bridge itself currently carries three sets of railroad tracks over 60<sup>th</sup> Street. It is a single-span steel structure that provides a surveyed vertical clearance of 12.6 feet and a posted vertical clearance of 11 feet, 8 inches (see inset). The two-way street is 37.5 feet in width under the structure with two 14-foot wide sidewalks. The bridge is not considered historic or significant.



### **B. Local Service Considerations**

**Chicago Public Schools:** 60<sup>th</sup> Street east of State Street serves Ross Elementary School which is located at 6059 S. Wabash Avenue (see Figure 3 on page 5). The Ross School district area includes students living between the Metra RID tracks and the Dan Ryan Expressway, which is the west boundary for the district. Students living west of the viaduct would need to travel north to 59<sup>th</sup> Street or south to 61<sup>st</sup> Street to travel east to the school. This results in an extra travel distance of approximately two blocks, less than 0.25 miles, or 4.5 to 6 minutes of additional travel time, assuming a travel speed of 3.5 to 4.5 feet per second. None of the other elementary schools shown on the map would be impacted by the closure.

High school students who choose to attend their neighborhood high school would attend Englewood High School, Englewood Achievement Center, or Englewood Evening School, all located at 6201 S. Normal Avenue (see Figure 4 on page 6). Because the district boundaries cover areas both east and west of the Dan Ryan Expressway, students living east of the Expressway must already use either 59<sup>th</sup> Street or 63<sup>rd</sup> Street to cross over the Expressway. There is no pedestrian access under the expressway. As a result, they will experience no increase in travel time or distance.

**Determination – Minor Impact.** With the location of Ross Elementary School along the south side of 60<sup>th</sup> Street east of State Street, students living west of the Metra RID tracks would need to travel north to 59<sup>th</sup> Street or south to 61<sup>st</sup> Street to travel to the school. This results in additional travel distance of approximately two blocks, or 4.5 to 6 additional minutes of travel time. There was a relatively low volume of students observed walking along 60<sup>th</sup> Street, therefore the impacts are considered minor. There would be no adverse travel time or distance for students attending Englewood High School.

**Chicago Transit Authority:** There are no bus routes located along 60<sup>th</sup> Street. The nearest east-west route is located along 59<sup>th</sup> Street and the nearest north-south routes are located along Wentworth Avenue and State Street. There are two Red Line train stations located in the area, one at Garfield Boulevard and the Dan Ryan Expressway and the second located at 63<sup>rd</sup> Street and the Dan Ryan Expressway. There are Green Line stations at both 63<sup>rd</sup> Street and Halsted Street, and at Garfield Boulevard and Prairie Avenue. These are all shown on Figure 5 – Public Transportation on page 8.

**Determination – No Impact.** Due to the lack of immediate or adjacent public transit facilities, no impact is expected. Alternate pedestrian routes for travel to the Red Line Stations and the Green Line Station will not result in any adverse travel time or distance.

**Chicago Police Department:** The 2<sup>nd</sup> Police District serves the area north of 60<sup>th</sup> Street and the 3<sup>rd</sup> Police District serves the area south of 60<sup>th</sup> Street. The west boundary for each district is the Dan Ryan Expressway. The 2<sup>nd</sup> District station is located at 5101 S. Wentworth Avenue and the 3<sup>rd</sup> District station is located at 7040 S. Cottage Grove Avenue. Figure 6 on page 9 shows the district boundaries but not the 2<sup>nd</sup> and 3<sup>rd</sup> District station locations. Because the 60<sup>th</sup> Street viaduct is located on the boundary between the two districts and other viaducts exist on 61<sup>st</sup> Street, one block south, and 59<sup>th</sup> Street, one block north, there would be no adverse impact on police service to the area.

**Determination – No Impact.** Residents in the area should not experience any increase in police response time.

**Chicago Fire Department:** The nearest fire station that serves this area is located at 5349 S. Wabash Avenue, located six blocks north and three blocks east of the viaduct (see Figure 6 on page 9). The fire department, while accessing the area west of the Metra RID railroad tracks, would not be adversely affected by the 60<sup>th</sup> Street closure because access can be provided from 59<sup>th</sup> Street to LaSalle Street, one block west of the tracks. The second nearest station is at 432 E. Marquette Road (67<sup>th</sup> Street) located eight blocks south and eight blocks east of the viaduct. Again, there would be negligible increase in response time since access can be provided west of the tracks via Wentworth Avenue.

**Determination – No Impact.** Residents in the area should experience no increase in response time.

**Chicago Public Libraries:** The nearest Chicago Public Library is the Kelly Branch located at 6151 S. Normal Boulevard (see Figure 7 on page 10 – Chicago Parks and Libraries). The Kelly Branch is located west of the Dan Ryan Expressway. All pedestrians and vehicles from east of the Dan Ryan Expressway, either east or west of the Metra RID tracks, presently need to access the library via 59<sup>th</sup> Street or 63<sup>rd</sup> Street in order to cross over the Dan Ryan. Closure of the 60<sup>th</sup> Street viaduct would have no impact on travel distance or travel time to the Kelly Branch.

The next nearest library is the Bessie Coleman Branch, located at 731 E. 63<sup>rd</sup> Street. It is 1.5 miles away, nearly twice the distance as the Kelly Branch, and therefore would probably not be utilized by residents in the vicinity of the 60<sup>th</sup> Street viaduct.

**Determination – No Impact.** A closure would not impact access to the local library branches.

**Chicago Parks:** This segment of 60<sup>th</sup> Street does not serve any Chicago Parks, so there would be no adverse impact to the area if the 60<sup>th</sup> Street crossing were closed. The nearest park to the 60<sup>th</sup> Street viaduct is Sherwood Park located at 5701 S. Shields Avenue (see Figure 7 on page 10). Because it is located north of 59<sup>th</sup> Street and west of the Dan Ryan Expressway, closure of the 60<sup>th</sup> Street viaduct would have no adverse impact on travel time or distance since vehicles or pedestrians need to travel north to 59<sup>th</sup> Street to cross west over the Dan Ryan Expressway. There is also a major park in the area, Washington Park, which is bounded by 60<sup>th</sup> Street on the south, King Drive on the west, 51<sup>st</sup> Street on the north and Cottage Grove Avenue on the east. Because the segment of 60<sup>th</sup> Street between Indiana Avenue and State Street is one-way westbound, residents in the vicinity of the 60<sup>th</sup> Street viaduct must travel north to 59<sup>th</sup> Street today to travel east to the park, therefore there will be no adverse impact on travel time or distance to Washington Park.

**Determination – No Impact.** A closure would not impact access to local parks.

**Bicycle Access:** Due to the closure of 60<sup>th</sup> Street, bicycle traffic would be diverted to either the 59<sup>th</sup> Street or 61<sup>st</sup> Street viaducts. Both alternatives would add an additional 0.25 miles of travel distance or approximately two minutes of travel time assuming a bicycle travel speed of 7 miles per hour. Both the Chicago Bike Map and the Chicagoland Bicycle Federation Map were reviewed to identify existing and proposed bike lanes and recommended on-street routes. 60<sup>th</sup> Street and its alternatives, 59<sup>th</sup> Street and 61<sup>st</sup> Street, do not have bike lanes nor are bike lanes proposed for these roads. Also, according to the two maps, none of these three streets are recommended on-street bicycle routes. This information is shown on Figure 8 on page 12.

**Determination – Minor Impact.** A closure would have a minor impact on bicycle travel times and routing, but would cause no impacts to local bicycle lanes.

### **C. Traffic Patterns**

Formal vehicular and pedestrian traffic counts and short term observations were completed at the 60<sup>th</sup> Street viaduct during various peak and off-peak time periods. A formal count was conducted on January 26, 2006. Short term observations during other times of the day also occurred on that date and in February 2005. Based on this information, it was determined that 60<sup>th</sup> Street carries an Average Annual Daily Traffic (AADT) value of 125 total vehicles, of which 20 percent were observed as trucks.

During the formal morning count, a total peak hour volume of 10 vehicles was observed. Based on the observations during the other periods, traffic volumes were consistent during the other times.

Pedestrian traffic in the morning period was a total of eight pedestrians, of which six were children. Pedestrians were not observed during other monitoring visits which supports the conclusion that there is a fairly low average hourly volume of pedestrians using this viaduct. These counts and observations were taken late January and late February 2006 when school was in session. Both were relatively mild weather days with no precipitation. Based on this, 60<sup>th</sup> Street does not appear to be a major route for either Ross Elementary School or Edgewood High School students.

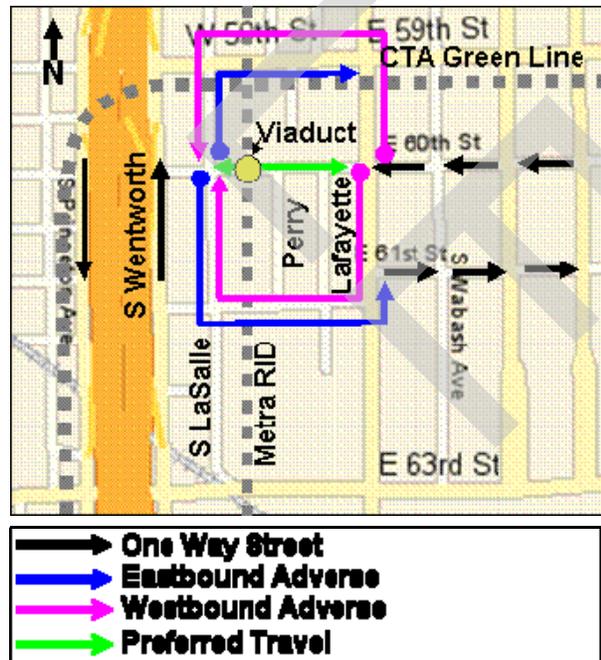
The southbound Dan Ryan Expressway exit ramp and the northbound entrance ramp at 59<sup>th</sup> Street are being closed with the improvements to the expressway itself. This traffic will likely use the entrance and exit ramps at 63<sup>rd</sup> Street. Since this segment of 60<sup>th</sup> Street does not have continuity to the east or west, none of that traffic presently uses the 59<sup>th</sup> Street ramps would use 60<sup>th</sup> Street to travel to or from the 63<sup>rd</sup> Street ramps. Therefore the closure of the viaduct would not have an impact on access to the Dan Ryan.

**D. Expected Impacts and Proposed Mitigation**

**Pedestrians:** Due to the closure at 60<sup>th</sup> Street, pedestrians would be diverted to use the crossings at 59<sup>th</sup> Street or 61<sup>st</sup> Street. Pedestrians would need to walk an additional two blocks, or approximately 4.5 to 6 minutes of additional travel time.

**Determination – Minor Impact.** Due to the low volume of pedestrian traffic and minimal additional travel time and distance, this closure has been deemed a minor impact to pedestrian traffic.

**Vehicles:** The nearest crossing for eastbound or westbound vehicular traffic is located either at 59<sup>th</sup> Street, one block to the north, or at 61<sup>st</sup> Street, one block to the south. Both options require an additional travel distance of two blocks (see inset to right). Since the volume of diverted traffic is very low, no infrastructure improvements are anticipated for the rerouted traffic. In addition, eastbound traffic originating from the vicinity of the viaduct cannot continue east on 60<sup>th</sup> Street past State



Street since it becomes one-way westbound at that location. As a result, eastbound traffic is already required to divert to other parallel routes.

The existing viaduct on 59<sup>th</sup> Street has a minimum vertical clearance of 13 feet, 6 inches and the one on 61<sup>st</sup> Street has a minimum vertical clearance between 12 feet, 6 inches and 13 feet, 6 inches. As a result, the alternate routes would be less restrictive for large trucks.

There is only one driveway on 60<sup>th</sup> Street between Perry Avenue and the viaduct. It is located immediately east of the viaduct and is a commercial driveway. It is not recommended that a cul-de-sac be constructed on 60<sup>th</sup> Street east of the tracks since proper advance signing should be adequate to warn unfamiliar drivers of the need to turn at Perry Avenue. By maintaining the existing street width between Perry Avenue and the viaduct, access to the commercial property for larger vehicles would not be impacted. On the west side, 60<sup>th</sup> Street could be closed east of LaSalle Street since no driveways access that block.

**Determination – Minor Impact.** Due to the low volume of vehicular through traffic this closure has been deemed a minor impact to vehicular traffic since existing nearby alternate routes are currently available. The alternate routes would be able to accommodate the additional traffic without additional capacity or geometric improvements.

**Utilities:** There is a 6-inch water main running under the viaduct but no fire hydrants feed off the segment between LaSalle Street and Perry Avenue. There are also an 8-duct Chicago Bureau of Electricity (BOE) conduit bank and a 5-duct SBC conduit bank under the viaduct.

**Determination – Minor Impact.** The water main may be able to be abandoned between LaSalle Street and Perry Avenue. This would require additional coordination with the Chicago Department of Water Management. Both BOE and SBC will need to be contacted to determine if their duct banks can remain or would need to be rerouted through the area which would cause a minor impact to the area.

## **E. Impact Summary**

The analyses reviewed how the closure of the 60<sup>th</sup> Street viaduct would impact access, travel patterns, and travel times with respect to community features such as schools, parks, libraries, transit, as well as police and fire response service, and provision of local utilities. It was determined that there would be the following level of impacts:

Potential Closure Impacts to the Area			
Street	No Impacts	Minor Impacts	Major Impacts
60 <sup>th</sup> Street	Chicago Transit Authority	Chicago Public Schools	
	Chicago Public Libraries	Bicycle Traffic	
	Chicago Parks	Local Utilities	
	Chicago Police Department	Pedestrian Traffic	
	Chicago Bicycle Lanes	Vehicle Traffic	
	Chicago Fire Department		

**F. Project Impacts and Costs without Street Closure**

It is anticipated that substantial impact to cost and design flexibility would be incurred if the 60<sup>th</sup> Street viaduct remained open. The existing vertical clearance is only 12.6 feet which is less than the City of Chicago’s minimum clearance standard of 13.5 feet. This viaduct is located less than one block south of the east-west Green Line crossing. The Metra RID currently goes under the Green Line. Any new Metra RID tracks must be back to existing grade by this point to maintain the required vertical clearance under the Green Line. There are no feasible options to raise the rail elevation to provide the minimum clearance of 13.5 feet over 60<sup>th</sup> Street without significant costs and impacts to the Green Line.

The only option to providing the minimum vertical clearance is to lower the road by almost one foot. Detailed engineering of the 60<sup>th</sup> Street pavement, sub-base, drainage and utilities would need to be completed to determine if lowering the roadway is an option to provide the minimum vertical clearance. This would result in an increase of both scope of work and costs.

**G. Overall Assessment**

Closing the 60<sup>th</sup> Street viaduct will have no major impacts to the neighborhood. There would be several minor impacts which include access to one school, increases in travel time and distance for pedestrians, vehicles and bicycles, and potential relocation of several local utilities. Pedestrians in particular would see an increased travel distance of approximately 0.25 miles, with an increase in travel time of 4.5 to 5.5 minutes. Vehicular and bicycle traffic would also experience minor increases in travel distance. With the very low volume of pedestrians, vehicles and bicycles observed using the viaduct, diversion of these volumes would not place an undue burden on the alternate routes.

The viaduct presently has a substandard vertical clearance (less than 13.5 feet). Raising this bridge would not be feasible because of the close proximity of the Green Line crossing one block to the north. The new tracks must return to existing grade by that point to maintain the vertical clearance under the Green Line. If the viaduct were to remain open, and the vertical clearance was provided by lowering the roadway, the utilities located under the roadway would be impacted. This would result in additional scope of work and an increase to project costs.

With closure of the viaduct, 60<sup>th</sup> Street could be closed at LaSalle Street to the west. At Perry Avenue signage would be added directing traffic south on Perry Avenue. Maintaining the existing 60<sup>th</sup> Street pavement between Perry Avenue and the viaduct would allow access to be maintained for larger vehicles to the single driveway immediately east of the viaduct.

## **H. Conclusion**

In summary, the closure of this viaduct results in minor impacts. Based on the comparison of adverse community impacts to the project benefit of closing the viaduct, it is recommended that the 60<sup>th</sup> Street viaduct be closed.

SAMPLE

**Appendix A**  
**Correspondence**

## Draft Proposed Viaduct Closure Report

Prepared by: (Preparer Name)

March 16, 2006

FHWA Comments as follows:

1. Executive Summary, page I – Revise definitions of major, minor and no impact. These categories are used throughout the document to indicate the relative level of impacts to general public travel (vehicular, bicycle and pedestrian), emergency response services, and utilities. The definitions address impacts to the general public travel and emergency response services, but do not address utilities. You may want to have a definition of major, minor and no impact for each of the three areas (general public travel, emergency services, and utilities).
2. General comment – place page numbers on all of the pages (currently, the pages with figures do not have page numbers).
3. Executive Summary, page iv, under Conclusion heading, first sentence – A new category of impact is introduced here – “significant impact.” I suggest that we only use either “major,” “minor,” or “no” impact categories here. Potentially change to read “Based on the analyses performed, both viaduct closures would have minor impacts on the adjacent community.”
4. Page 1, inset – Add “Perry Ave.” label.
5. Page 14, inset – Add “Yale Ave.” label.
6. Page 15, under heading F., second paragraph, last two sentences – Change “lowering the pavement” to “roadway the roadway.”
7. Section II. – General comment. When referring to the previous figures, include the figure’s page number.
8. Page 17, inset – Add “State St.” and “Indiana Ave.” labels.
9. Page 18, under heading B., first paragraph, third sentence – Change “tracks” to “viaduct.”
10. Page 21, last paragraph, first sentence – Change to read “There is only one driveway on 60<sup>th</sup> Street between Perry Avenue and the viaduct.”
11. Page 23, second paragraph, second and third sentence - Change “lowering the pavement” to “roadway the roadway.”

12. Page 23, under heading G., third paragraph, first sentence – This sentence indicates that 60<sup>th</sup> Street would be close between Perry Avenue and the viaduct; however, on page 21 (last paragraph, third sentence), it is indicated that there would be advance signing at Perry to warn drivers. I suggest we indicate that signing will be used to warn drivers and not indicate that we'll close 60<sup>th</sup> Street at Perry Ave.

SAMPLE

## MINUTES OF MEETING

CREATE Project P-1  
Railroad Improvement Project at 63<sup>rd</sup> and State Streets  
Job No. P-30-006-04  
Cook County

### **Coordination Meeting #17**

Date: March 22, 2006  
Time: 2:00 p.m.  
Place: FHWA, 3250 Executive Drive, Springfield, IL  
Attendance: See Sign-in Sheet (Attachment A)

The purpose of the meeting was to discuss action items for the project, project schedule, log of risks, web site, the status of the environmental studies, project reports, and the public meeting for Project P-1.

#### I. Action Items and Meeting Minutes

distributed copies of the minutes from the February 22, 2006 status meeting. Outstanding issues were identified on IDOT's new table format and were discussed. Key issues are described below:

Air Quality Conformance is through the consultation process and conformity is approved. **FHWA and IDOT concurred that this item may be closed.**

IDOT requested that [redacted] **provide the boring locations and geotechnical boring locations in ArcView/GIS format.** NS requested a **key map for the [redacted] boring locations.** They also asked that [redacted] be told not to cross NS's property during field work.

Several people are not receiving group emails for the project. [redacted] **will update the email list.**

#### II. Administration

##### A. Log of Risks

The Log of Risks was discussed. Item 4 (Part B) was elevated to Medium Risk because it affects the schedule for obtaining Design Approval. IDOT indicated that Federal funds for Part B would not be available any sooner than July 1, 2006. The Resolution for Item 8 (viaduct closure) was updated to indicate that the study has been submitted for review and comment.

B. Schedules

A more detailed bar schedule was presented for the completion of Part A. The key work items include viaduct closure approval, noise studies, and special waste studies. Then the ECAD must be updated and approved. A public meeting is anticipated for June 2006 and a public hearing in November 2006. To achieve Design Approval by April 2007, the Part B supplement processing needs to start in June or July 2006.

A schedule showing three design and construction scenarios was also presented. The difference in the schedules depends mostly on the timing of proceeding with procurement of the design contract. Beginning the contracting process while Phase 1 is still underway would speed up the process. Waiting until receipt of design approval to start the contracting process would be the slowest process.

The viaduct closure process schedule was presented. Ms. Jimenez of CDOT identified that three months are required to process material through City Council. In the first month, the sponsoring Alderman or Department presents to the full Council and the item is referred to Committee. In the second month, a Committee hearing occurs and action is referred to full Council. In the third month, full Council action is taken. She noted that the Council is on recess during August. If processing occurs within the August timeframe, the overall process would be four months.

C. Web Site

The project website was displayed. The project name on the top should be changed from "Englewood Flyover" to "Railroad Improvement Project at 63<sup>rd</sup> and State Streets". The website work should be added to the Action Item list.

III. Environmental Studies

The ECAD status sheet was reviewed. The remaining items are discussed below:

A. Special Waste Studies

has applied for entry to Metra's property to conduct the Special Waste investigations. Field work is scheduled for May 8, 2006 for borehole identification and May 22-24, 2006 for obtaining samples. A copy of the application was included in the meeting handouts. NS asked that not cross their property from the access site (Waste Transfer Station), but rather via 61<sup>st</sup> Street.

B. Noise

Noise methodology training was presented earlier in March. attended the meeting. Noise studies are proceeding.

C. Viaduct Closures

Obtaining Aldermanic and City Council approval is a long lead item for ECAD approval. The Viaduct Closure Study was submitted. FHWA and IDOT have provided comments. Comments from CTCO were provided at the meeting. They include: 1) it is unclear if "Wentworth Avenue Viaduct" is referring to the street or the viaduct, and 2) a statement should be added that these bridges are not historic or significant.

IV. Reports

A. Bridge Condition Reports

The Bridge Condition Report for the 67<sup>th</sup> Street bridge was submitted at the meeting (and mailed to Metra who was not in attendance).

B. Geotechnical Studies

IDOT and Metra have approved the structure boring layout and is preparing their right-of-entry permit to conduct the work.

V. Public Meeting for P-1

Two meetings have been held with the legislators, with one more meeting yet to be scheduled. provided Larry Wilson of IDOT various maps and information that were used at the Legislator meetings.

Prior to conducting the Public Meeting, suggested to meet again with both Aldermen since it has been approximately a year since the first meeting. It was decided to conduct the meetings through CDOT once the Public Meeting date is known. Then, the purpose of the meeting will be to update the Aldermen of the project purpose and scope, go over the issues, and remind them of the benefits of the viaduct closures.

VI. Other Topics

submitted a draft schematic design for the project. Much work is needed to meet the presentation format and signal information needs to be added. They asked for the existing condition be placed on one sheet and submitted for approval. Then, place the proposed on a separate sheet. The proposed will be used for staging.

was provided a summary of unit prices from various railroads for various track related construction items.

The meeting adjourned at 3:00 p.m. The next meeting has is scheduled for April 19, 2006 at 2:00 p.m. at CTCO's offices.

## RECORD OF TELEPHONE CONVERSATION

<b>Date:</b> 5/15/2006	<b>Time:</b> 1:30 p.m.	<b>Job No.:</b>	P401040017
<b>Contact:</b>	Tom Kaeser	<b>File No.:</b>	
<b>Company:</b>	CDOT	<b>Project:</b>	CREATE P-1
<b>Phone:</b>	312/742-5148	<b>Subject:</b>	Viaduct Closure Study Comments

### Summary of Conversation

I called Tom to get his comments on the Viaduct Closure Study. He had the following comments:

1. The cul-de-sac recommended on 66<sup>th</sup> Street should have a 25 ft. radius, not a 30 ft. radius.
2. 60<sup>th</sup> Street was called an “industrial street”. We need to be sure trucks can still gain access to the property on 60<sup>th</sup> Street.
3. For both roads Tom recommended checking the City’s website for vertical clearance information for the viaducts on the alternate routes. This should be noted in the report.
4. A statement should be added on whether any of the permanent ramp closures along the Dan Ryan would cause traffic to reroute to either of these viaducts and whether these viaduct closures would have an impact on those routes.

### Follow-Up Obligations

KMM to revise study.

By: KMM

cc:

CREATE Project P-1  
Railroad Improvement Project at 63<sup>rd</sup> and State Streets  
Job No. P-30-006-04  
PTB 131/26  
Cook County

### **Disposition of Comments**

**Comments Prepared by:** FHWA, March 16, 2006  
IDOT, March 24, 2006  
CTCO, March 22, 2006  
Metra, April 19, 2006  
CDOT, May 3, 2006

**Responses Prepared by:** May 11, 2006

### **FHWA Comments:**

1. Executive Summary, page I – Revise definitions of major, minor and no impact. These categories are used throughout the document to indicate the relative level of impacts to general public travel (vehicular, bicycle and pedestrian), emergency response services, and utilities. The definitions address impacts to the general public travel and emergency response services, but do not address utilities. You may want to have a definition of major, minor and no impact for each of the three areas (general public travel, emergency services, and utilities).

***Response:*** *These have been expanded to cover general public travel, emergency services and utilities.*

2. General comment – place page numbers on all of the pages (currently, the pages with figures do not have page numbers).

***Response:*** *Concur.*

3. Executive Summary, page iv, under Conclusion heading, first sentence – A new category of impact is introduced here – “significant impact.” I suggest that we only use either “major,” “minor,” or “no” impact categories here. Potentially change to read “Based on the analyses performed, both viaduct closures would have minor impacts on the adjacent community.”

***Response:*** *Concur. The sentence has been revised.*

4. Page 1, inset – Add “Perry Ave.” label.

***Response:*** *Concur.*

5. Page 14, inset – Add “Yale Ave.” label.

***Response:*** *Concur.*

6. Page 15, under heading F., second paragraph, last two sentences – Change “lowering the pavement” to “roadway the roadway.”

***Response:*** *Concur.*

7. Section II. – General comment. When referring to the previous figures, include the figure’s page number.

***Response:*** *Concur.*

8. Page 17, inset – Add “State St.” and “Indiana Ave.” labels.

***Response:*** *Concur.*

9. Page 18, under heading B., first paragraph, third sentence – Change “tracks” to “viaduct.”

***Response:*** *Concur.*

10. Page 21, last paragraph, first sentence – Change to read “There is only one driveway on 60<sup>th</sup> Street between Perry Avenue and the viaduct.”

***Response:*** *Concur.*

11. Page 23, second paragraph, second and third sentence - Change “lowering the pavement” to “roadway lowering the roadway.”

***Response:*** *Concur.*

12. Page 23, under heading G., third paragraph, first sentence – This sentence indicates that 60<sup>th</sup> Street would be close between Perry Avenue and the viaduct; however, on page 21 (last paragraph, third sentence), it is indicated that there would be advance signing at Perry to warn drivers. I suggest we indicate that

signing will be used to warn drivers and not indicate that we'll close 60<sup>th</sup> Street at Perry Ave.

**Response:** *Concur. This has been reworded noting that 60<sup>th</sup> Street will be kept open to the driveway but signed to direct all other traffic to turn south on Perry Avenue.*

**IDOT Comments:**

1. Pages 13 and 20, Traffic Patterns. It would be useful to identify the date(s) and timeframes when traffic and pedestrian counts were conducted.

**Response:** *This information has been added.*

2. Page 19, Chicago Police Department, sentence beginning with "Figure 6..." This sentence states that no police stations are identified on Figure 6. Figure 6 does show 1 police station.

**Response:** *The station shown on Figure 6 is for the 7<sup>th</sup> District. This has now been identified on the figure and clarified in the text.*

**CTCO Comments:**

1. It is unclear if "Wentworth Avenue Viaduct" is referring to the street or the viaduct.

**Response:** *"Wentworth Avenue Viaduct" was referring to the street. This has been clarified in the report.*

2. A statement should be added that these bridges are not historic or significant.

**Response:** *This statement has been added for both bridges.*

**Metra Comments:**

1. The statement that raising the 66<sup>th</sup> Street structure to provide the required minimum vertical clearance over the roadway would also require raising the Wentworth Avenue and Dan Ryan Expressway structures would result in an

increased cost is not a strong argument for removing the viaduct. These two structures are already being rebuilt and the incremental cost would not be enough to justify the closing of the viaduct. However, it was agreed that this was not the same case for the 60<sup>th</sup> Street viaduct since raising it would affect the Green Line structure.

**Response:** *Concur. This statement was revised in the report.*

2. Mr. Wettstein also questioned the use of “viaduct closure” versus “street closure” throughout the report.

**Response:** *Per a discussion with CDOT, “viaduct closure” is the correct phrase for this report.*

#### **CDOT Comments:**

1. The cul-de-sac recommended on 66<sup>th</sup> Street should have a 25-foot radius, not a 30-foot radius.

**Response:** *Concur.*

2. 60<sup>th</sup> Street was called an “industrial street”. We need to be sure trucks can still gain access to the property on 60<sup>th</sup> Street.

**Response:** *Concur. This has been revised to state that 60<sup>th</sup> Street will remain open to allow access for the one driveway east of the viaduct but that signing will be added to direct all other traffic to turn south on Perry Avenue.*

3. For both roads, it was recommended to check the City’s website for vertical clearance information for the viaducts on the alternate routes. This should be noted in the report.

**Response:** *Information on vertical clearances on alternate routes has been added to the report. All alternate routes are less restrictive (greater clearance) than the routes proposed for closure.*

4. A statement should be added on whether any of the permanent ramp closures along the Dan Ryan would cause traffic to reroute to either of these viaducts and whether these viaduct closures would have an impact on those routes.

**Response:** *The permanent ramp closures have been discussed for each of the streets under Section C, Traffic Patterns.*