

# 95TH STREET AT THE UNION PACIFIC RAILROAD GS21a PROJECT



Public Information Meeting  
March 26, 2026



# // TODAY'S PRESENTERS



**Soliman Khudeira**  
Chicago Department of  
Transportation



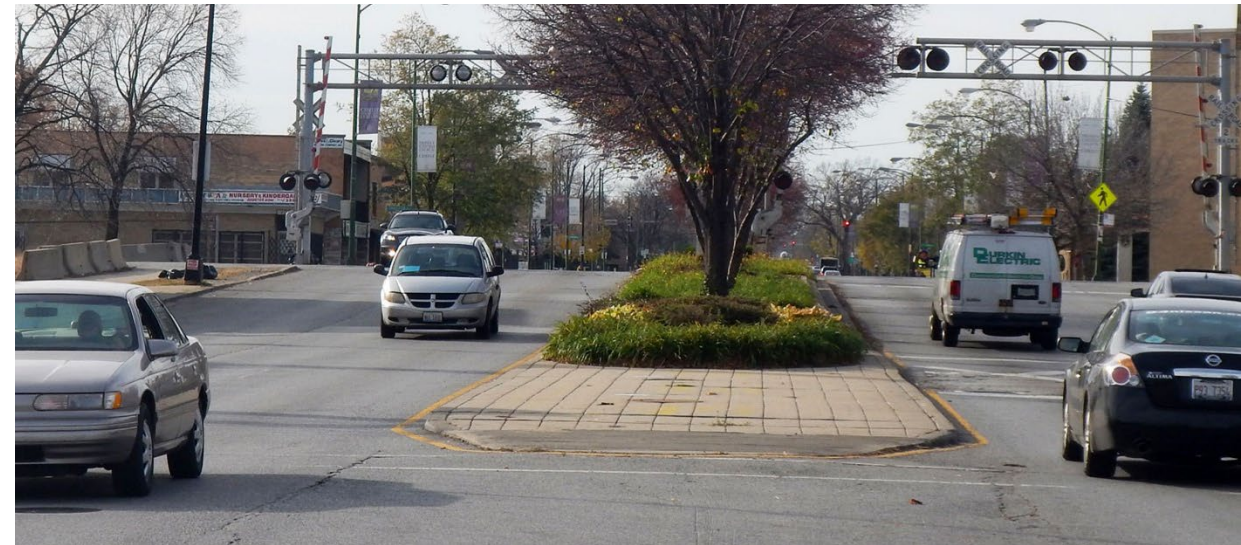
**Robin Beaman**  
Beaman Incorporated  
CDOT Consultant



**Tony Pakeltis**  
Parsons  
CDOT Consultant

# // AGENDA

- Project Overview
- Purpose and Need
- Alternatives Considered
- Preferred Ultimate Alternative
- Interim Improvements
- Next Steps
- Questions and Comments





# PROJECT OVERVIEW



# // PROJECT OVERVIEW



# // PROJECT SCHEDULE

## Phase I: 2018 – 2<sup>nd</sup> Quarter 2026

### Preliminary Engineering and Environmental Study

- Data Collection
- Field Studies
- Develop Purpose & Need
- Identify and Evaluate Alternatives
- Select the Preferred Alternative
- Public Information Meeting (March 26, 2026)
- Design Approval

## Phase II: 2027\*

**Final Design**  
(Interim  
Improvements  
Only)

## Phase III: 2028\*

**Construction**  
(Interim  
Improvements  
Only)

\*Dependent on funding availability and project readiness

# // PUBLIC INVOLVEMENT

## Community Advisory Group:

- CAG 1 – April 16, 2019
- CAG 2 – June 27, 2019
- CAG 3 – July 28, 2020
- CAG 4 – September 27, 2021

## Public Information Meeting:

- Public Information Meeting –  
March 26, 2026





# PURPOSE AND NEED



# // PROJECT DETAILS

**23,000**

Cars Daily

**2,600**

Trucks Daily

**700**

CTA and Pace  
Buses Daily

**26**

Freight and  
Amtrak Trains

# // PURPOSE AND NEED STATEMENT

## Mobility Needs

- The existing at-grade crossing is a conflict between 95th Street users and trains.
- Trains blocking the crossing result in delays for all users of 95th Street.
- Trains blocking the crossing affect emergency vehicle response times.

## Safety Needs

- Conflicts between the railroad and the traveling public create safety concerns.
- Vehicles, pedestrians, and bicyclists are not prevented from entering the railroad right-of-way.
- Rear end crashes may also be affected by drivers' behavior when crossing the tracks.

# // PURPOSE AND NEED STATEMENT

## Purpose of the Project:

- The purpose of the project is to improve mobility and safety for all users in the project study area

## Project Needs:

- Improve mobility
- Enhance safety





# ORIGINAL ALTERNATIVES CONSIDERED



# // ORIGINAL ALTERNATIVES CONSIDERED

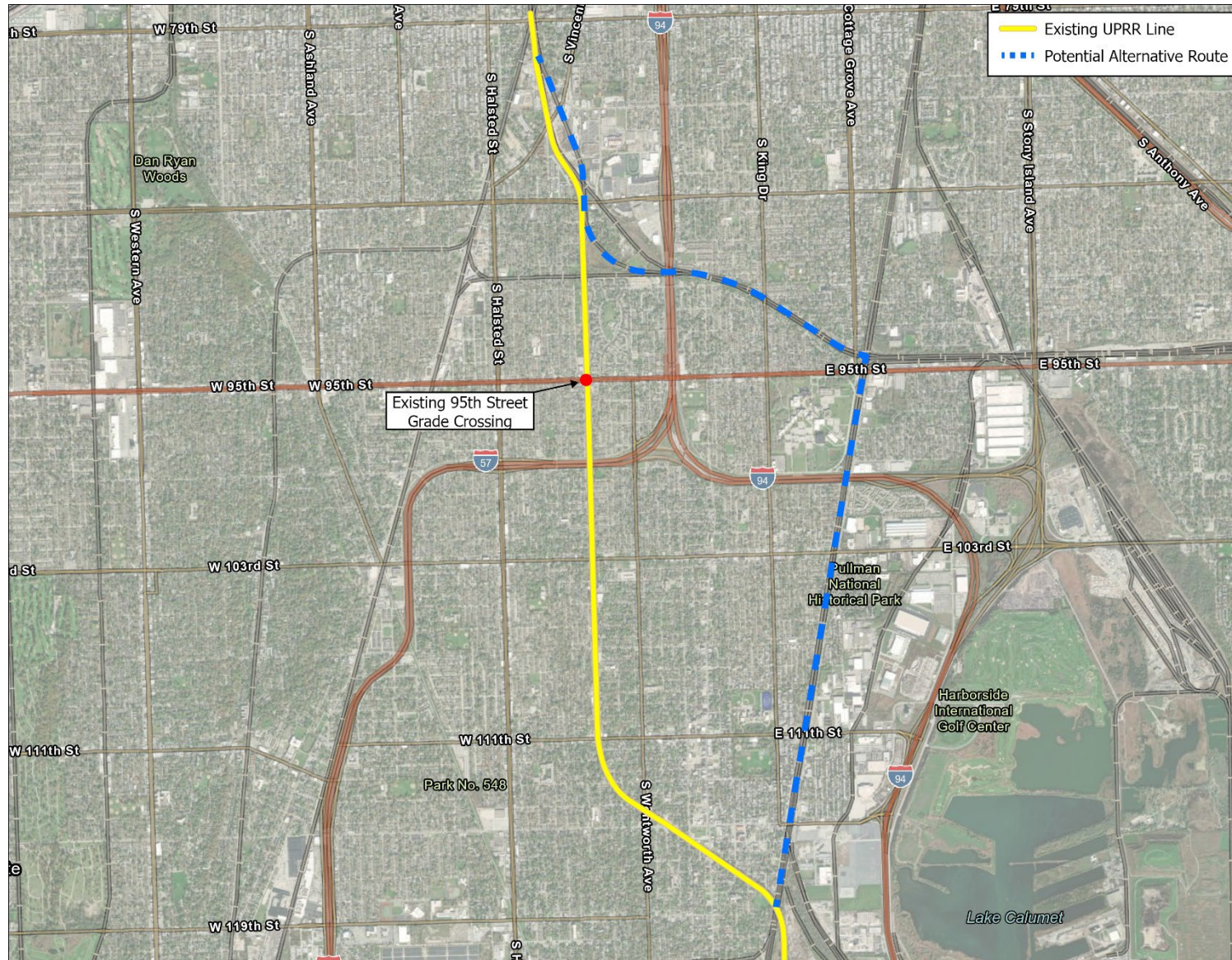
- **Alternative #1:** No Build (Do Nothing)
- **Alternative #2:** UPRR Relocation
- **Alternative #3:** Railroad over 95<sup>th</sup> Street
- **Alternative #4:** Railroad under 95<sup>th</sup> Street
- **Alternative #5:** 95<sup>th</sup> Street over Railroad
- **Alternative #6:** 95<sup>th</sup> Street under Railroad
- **Alternative #7:** 95<sup>th</sup> Street under Railroad with Offset Alignment
- **Alternative #8:** Hybrid

# // Alternative #1: No Build (Do Nothing)

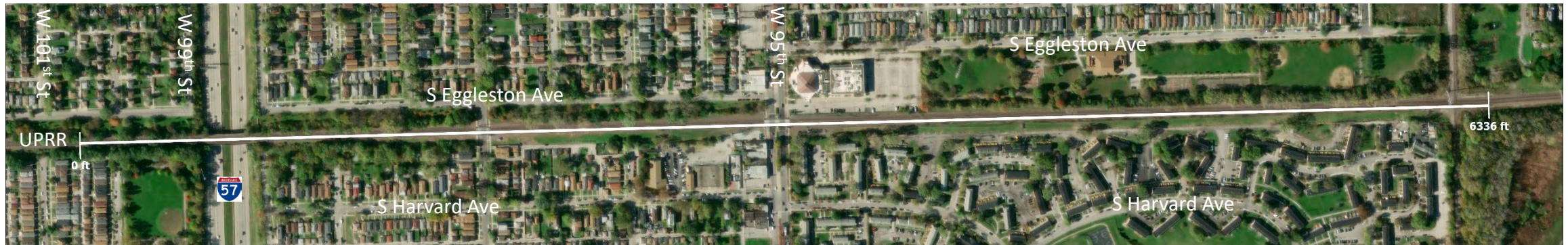
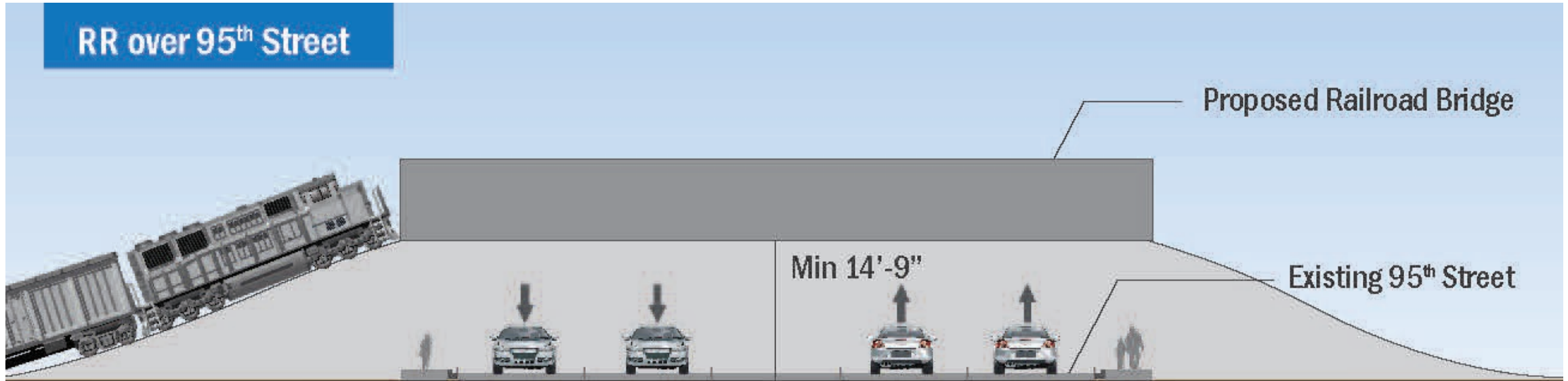
- No improvement to the UPRR at-grade crossing at 95th Street.
- The railroad tracks and roadway remain at the same grade.
- Does not meet Purpose & Need (i.e., improve mobility or enhance safety)



# // Alternative #2: UPRR Relocation

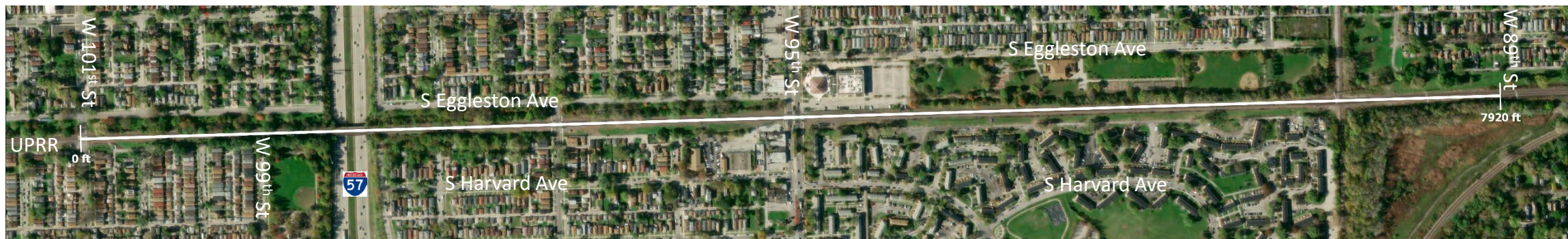
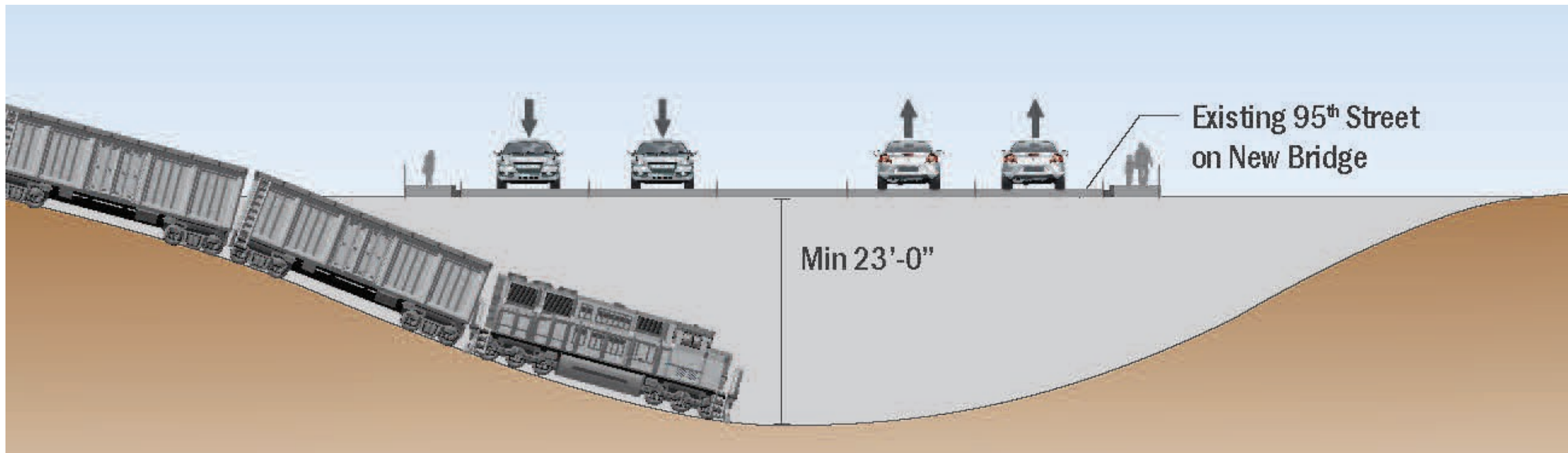


# // Alternative #3: Railroad over 95th Street



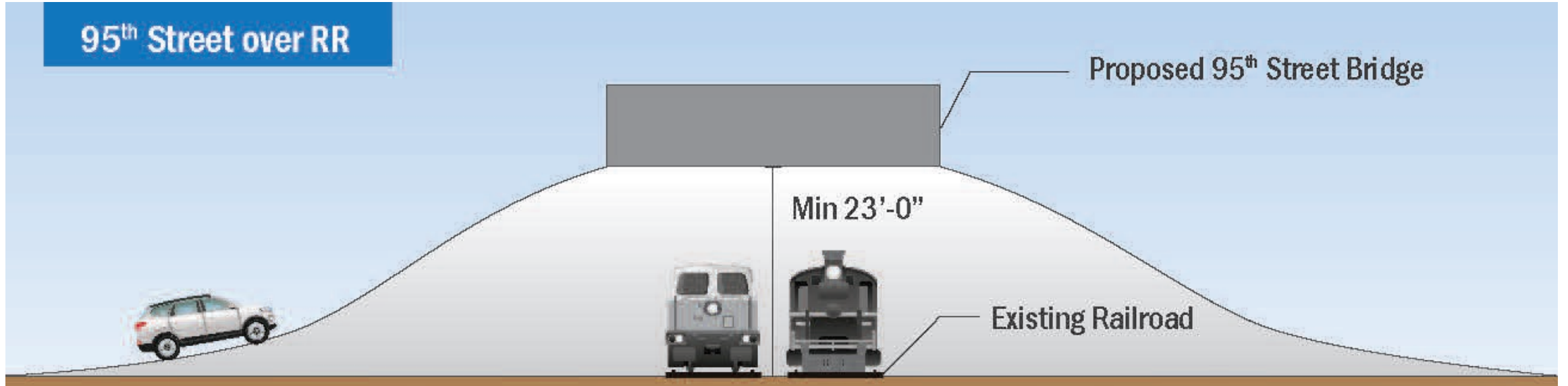
Length of railroad improvements = 1.2 miles

# // Alternative #4: Railroad under 95th Street



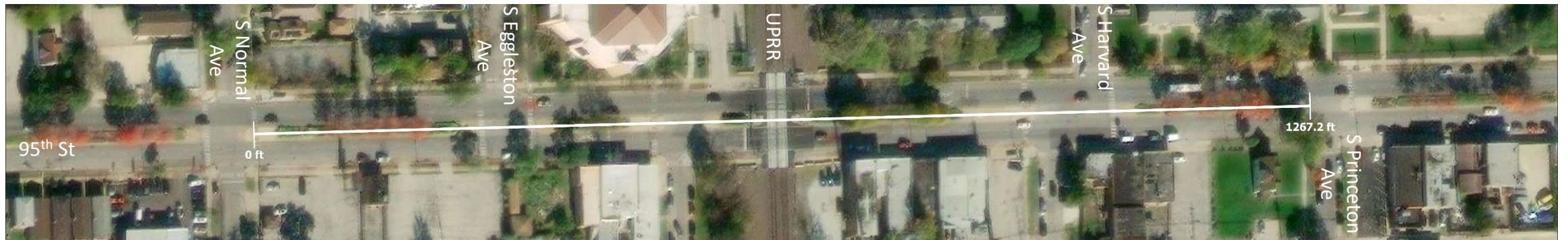
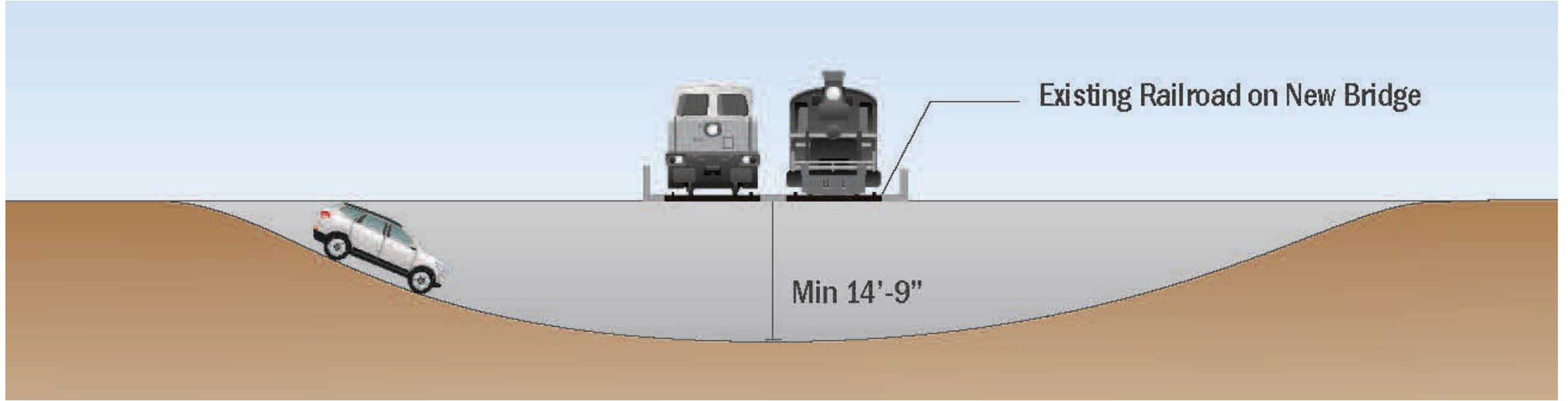
Length of railroad improvements = 1.5 miles

# // Alternative #5: 95th Street over Railroad



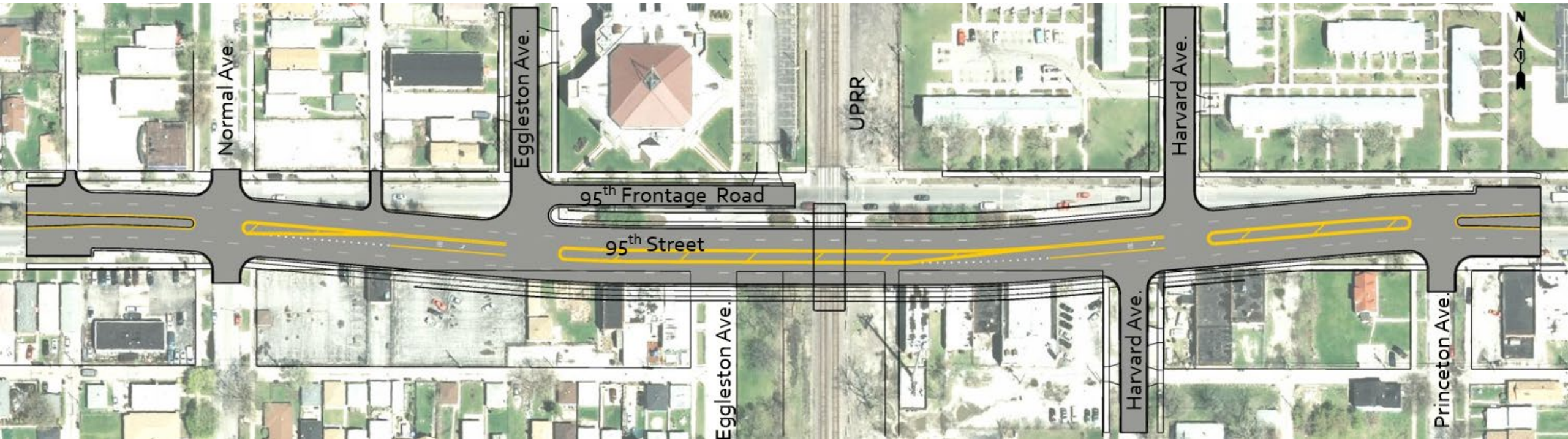
Length of roadway improvements = 0.37 miles

# // Alternative #6: 95th Street under Railroad



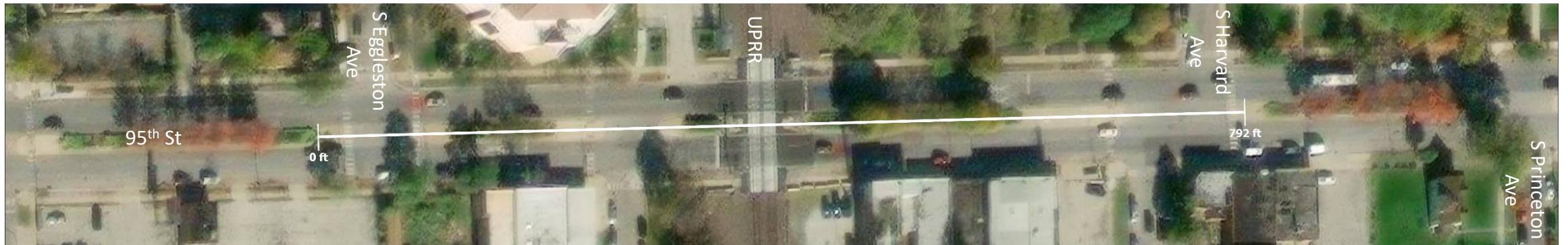
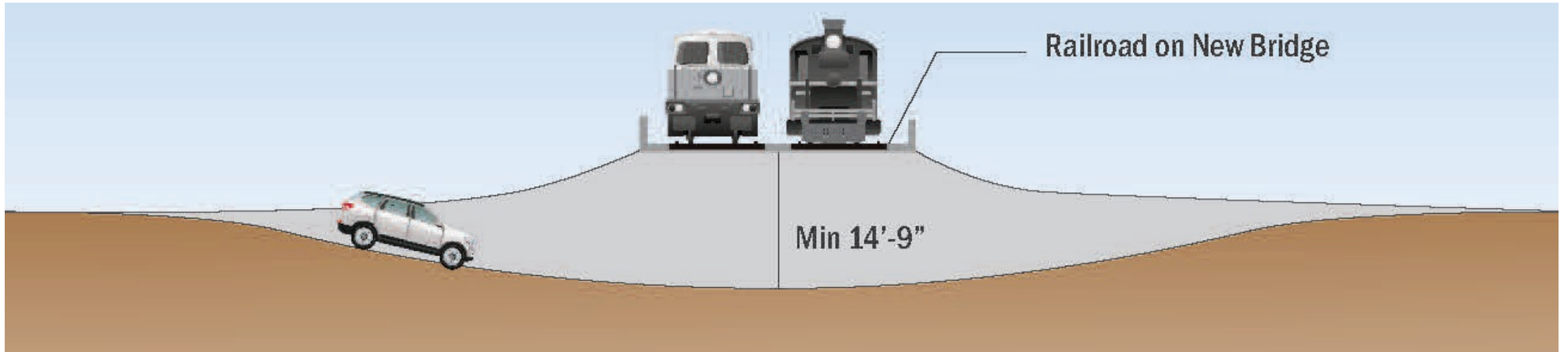
Length of roadway improvements = 0.24 miles

# // Alternative #7: 95th Street under Railroad with Offset Alignment



Length of roadway improvements = 0.32 miles

# // Alternative #8: Hybrid



Length of improvements = 0.15 miles (roadway), 0.71 miles (railroad)

# // FEASIBLE ALTERNATIVES

**Alternative #6**

**95th Street under Railroad**

**Alternative #8**

**Hybrid**











# // EVALUATION CRITERIA

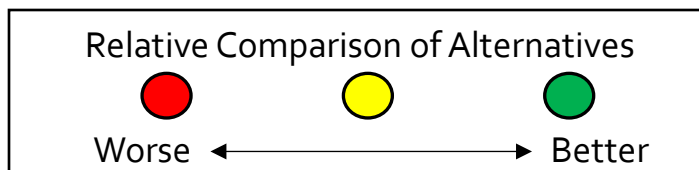
**Performance**

**Constructability  
and Community  
Effects**











**Economically  
Reasonable**

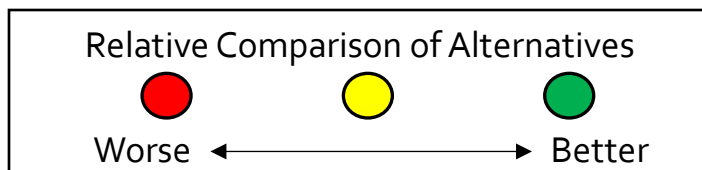
# // EVALUATION OF FEASIBLE ALTERNATIVES

PERFORMANCE	Alt #6: 95 <sup>th</sup> Street Under RR	Alt #8: Hybrid
Eliminate conflicts between trains and vehicles		
During construction, minimize disruption to 95 <sup>th</sup> Street traffic and freight and passenger trains		
Minimize right-of-way impacts		
Minimize environmental resources impacts		
Accommodate adjacent stakeholder and railroad access		



# // EVALUATION OF FEASIBLE ALTERNATIVES

Constructability and Community Effects	Alt #6: 95 <sup>th</sup> Street Under RR	Alt #8: Hybrid
Enhance project corridor appearance		
Minimize impacts		
Accommodate pedestrian and cyclist traffic along 95 <sup>th</sup> Street		
Facilitate construction and minimal disruptions		
<b>Economically Reasonable</b>		





# PREFERRED ULTIMATE ALTERNATIVE



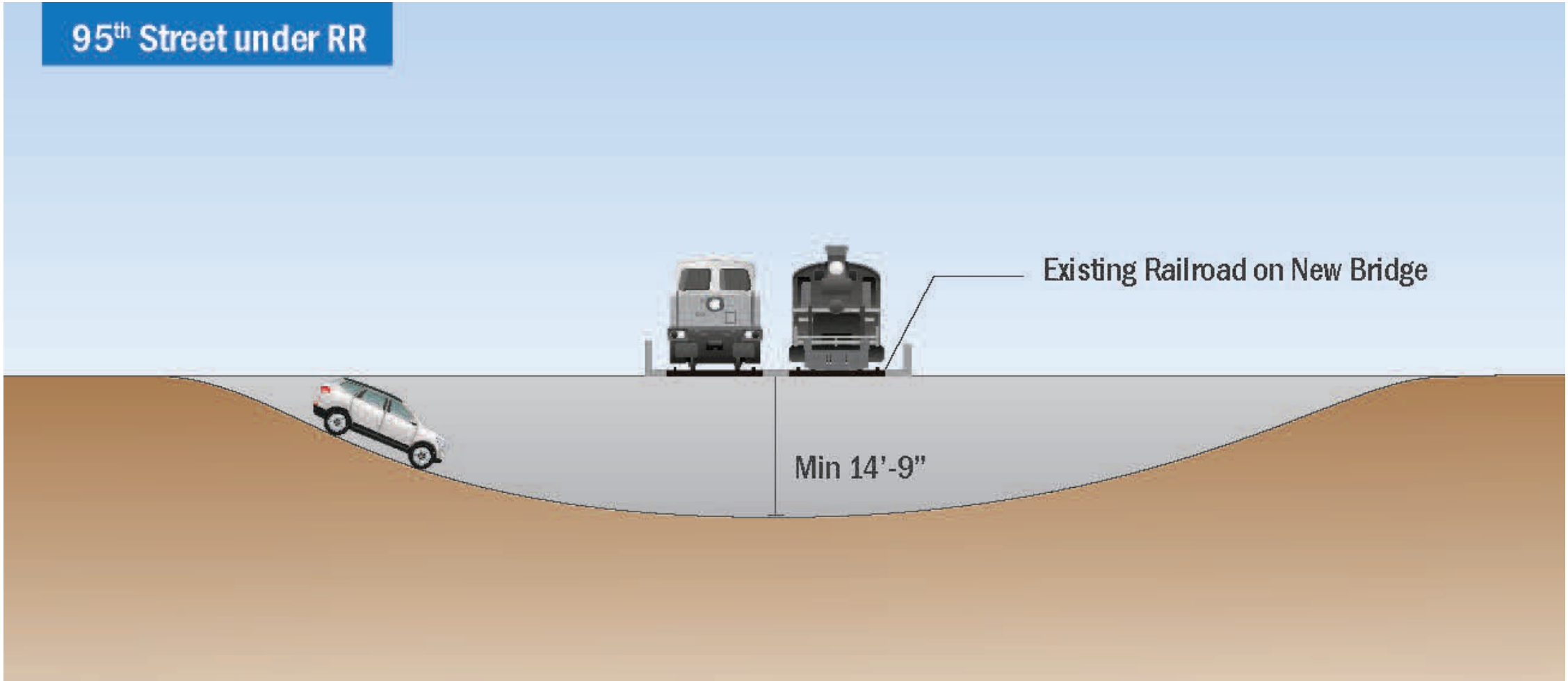
# // PREFERRED ULTIMATE ALTERNATIVE

## Alternative #6: 95th Street under Railroad

95<sup>th</sup> Street under RR

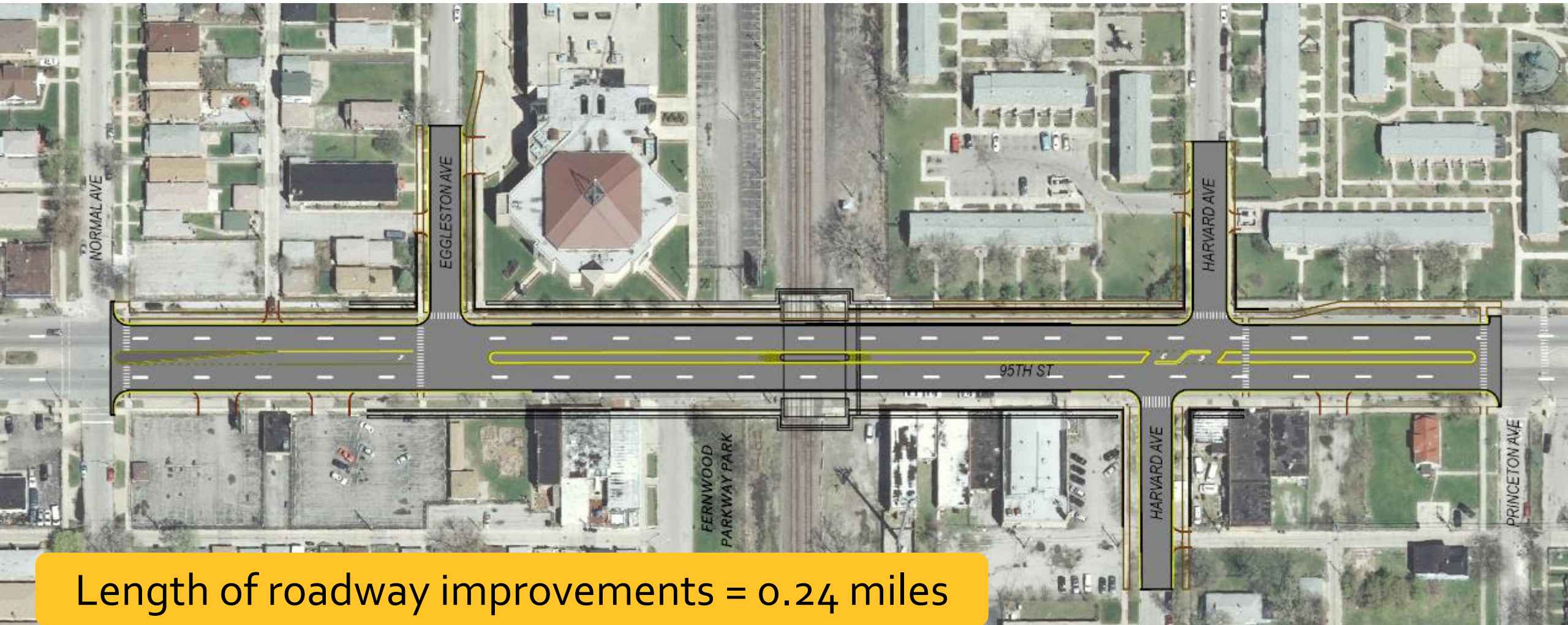
Existing Railroad on New Bridge

Min 14'-9"



# // PREFERRED ULTIMATE ALTERNATIVE

## Alternative #6: 95th Street under Railroad





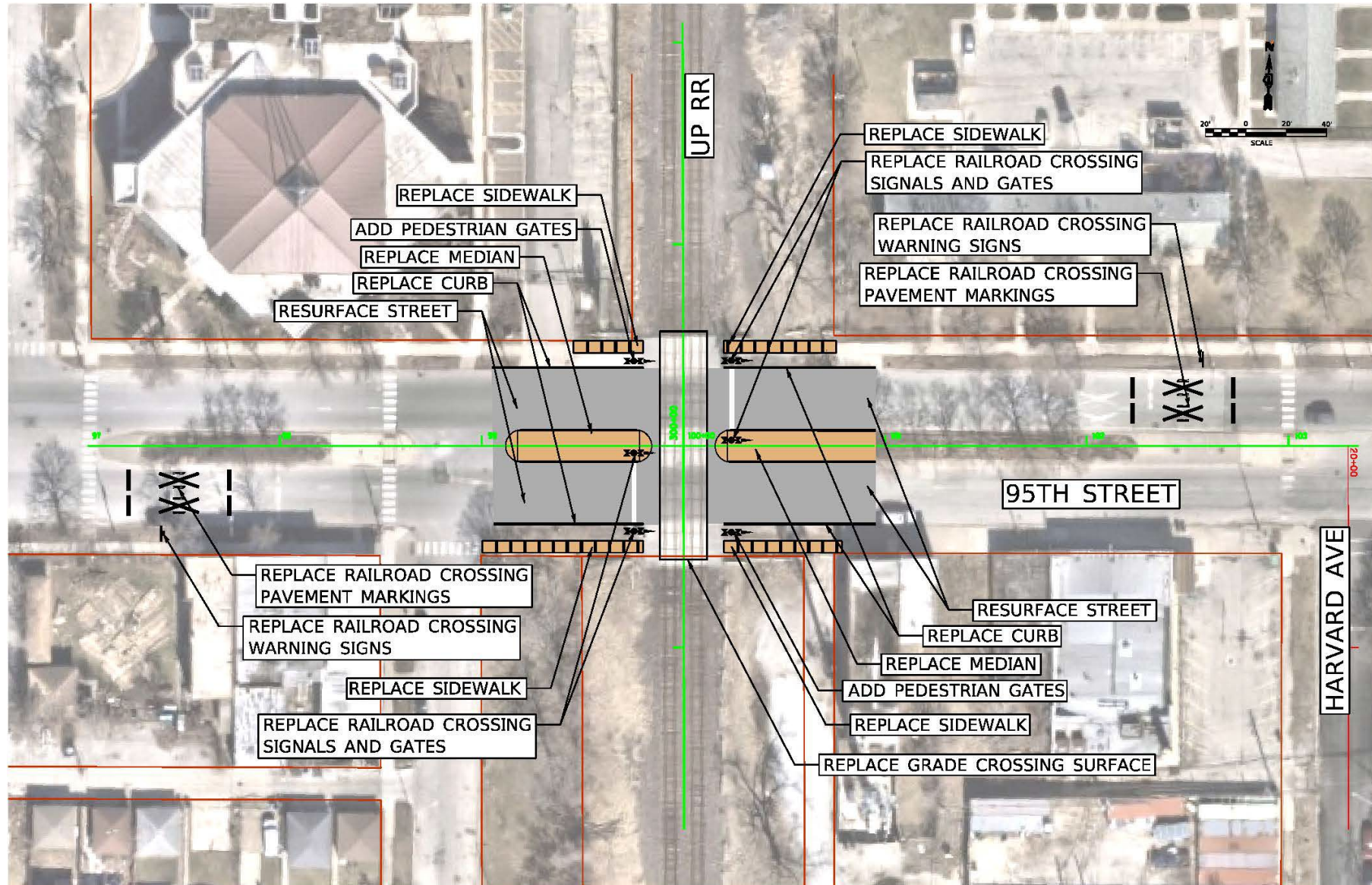
# INTERIM IMPROVEMENTS



# // PROPOSED INTERIM IMPROVEMENTS

- Due to impacts and community concerns, CDOT is deferring the grade separation at this time.
- To address project area purpose & needs, interim improvements are proposed. This includes:
  - Replace the existing railroad warning signals and gates
  - Add pedestrian gates
  - Replace the grade crossing surface
  - Replace the sidewalks adjacent to the grade crossing
  - Replace the concrete median adjacent to the grade crossing
  - Replace the warning signs and pavement markings to match current standards
  - Resurface the pavement and replace curbs

# // PROPOSED INTERIM IMPROVEMENTS



# // PROPOSED INTERIM IMPROVEMENTS

## Replace the Existing Railroad Warning Signals and Gates



# // PROPOSED INTERIM IMPROVEMENTS

## Add Pedestrian Gates



Existing condition



Example of pedestrian gate

# // PROPOSED INTERIM IMPROVEMENTS

## Replace the Grade Crossing Surface



Facing North



Facing South

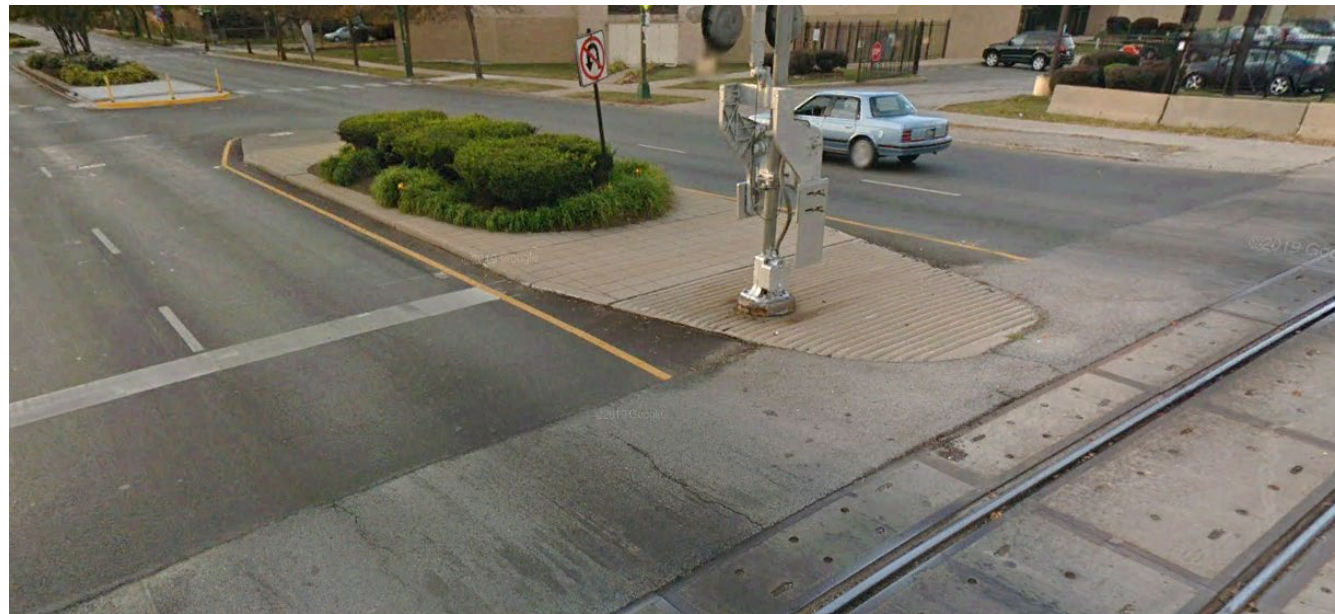
# // PROPOSED INTERIM IMPROVEMENTS

## Replace the Sidewalks Adjacent to the Grade Crossing

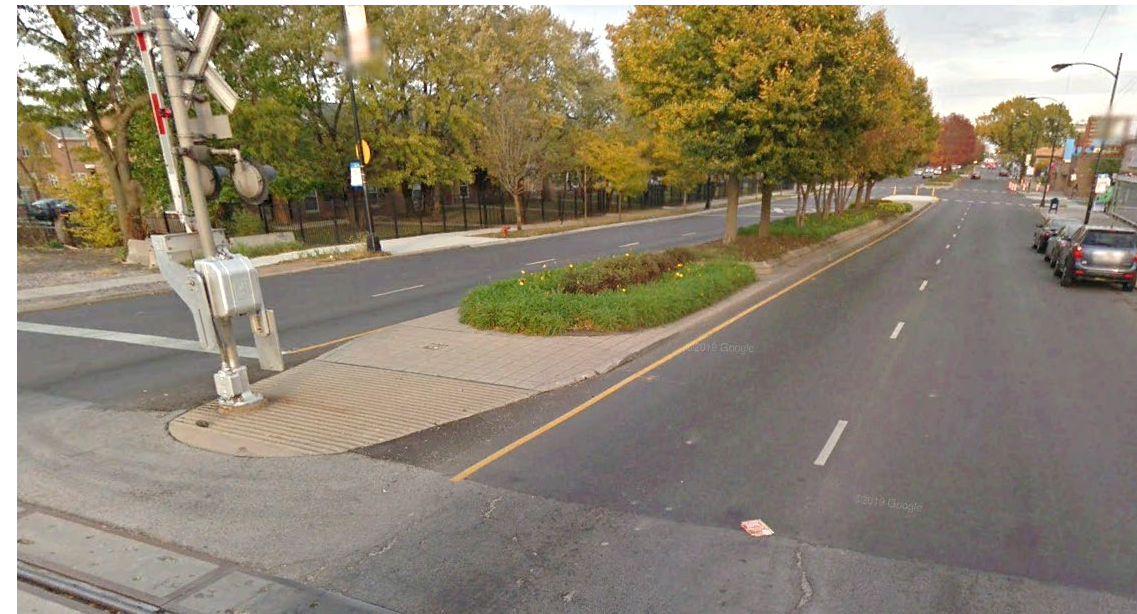


# // PROPOSED INTERIM IMPROVEMENTS

## Replace the Concrete Median Adjacent to the Grade Crossing



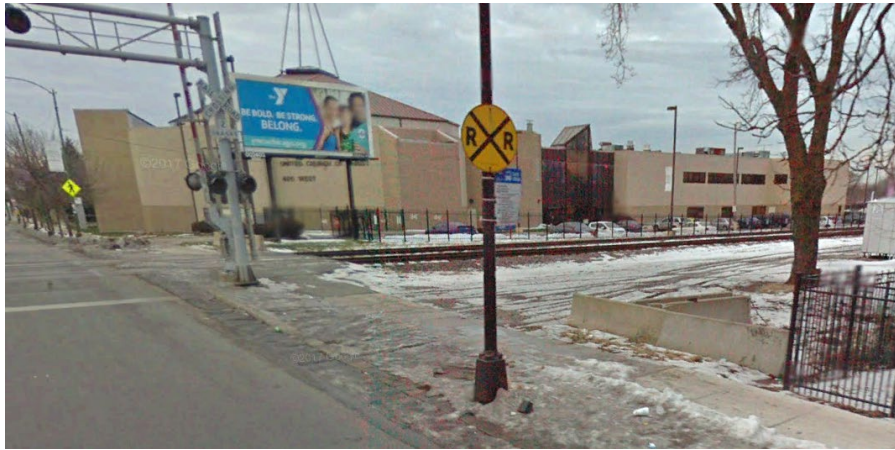
**West Concrete Median**



**East Concrete Median**

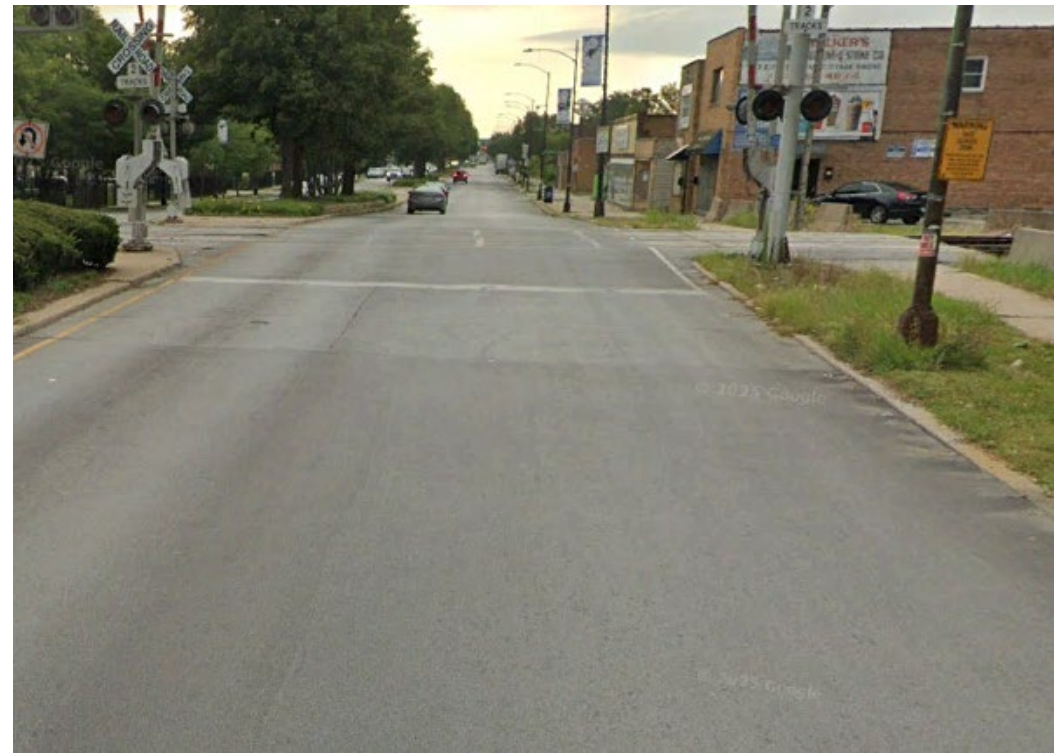
# // PROPOSED INTERIM IMPROVEMENTS

Replace the Warning Signs and Pavement Markings to Match Current Standards



# // PROPOSED INTERIM IMPROVEMENTS

## Resurface the Pavement and Replace Curbs





# NEXT STEPS



# // NEXT STEPS

<b>Complete Project Development Report</b>	<b>2<sup>nd</sup> Quarter 2026</b>
<b>Obtain FHWA/FRA Phase I Design Approval</b>	<b>2<sup>nd</sup> Quarter 2026</b>
<b>Proceed to Phase II Final Design of the Interim Improvements</b>	<b>2027*</b>
<b>Construct the Interim Improvements</b>	<b>2028*</b>

\*Dependent on funding availability and project readiness



# QUESTIONS/ COMMENTS



# // SHARE YOUR FEEDBACK

Send your comments by April 10, 2026

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# THANK YOU

