Appendix E

Description of Alternatives

- Final EIS Addendum E, Description of Alternatives, July 2022

Chicago Red Line Extension Project

Description of Alternatives

Final EIS Addendum E

July 2022

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Abbreviations

ADA	Americans with Disabilities Act
API	area of potential impact
CHA	Chicago Housing Authority
CMAP	Chicago Metropolitan Agency for Planning
CN/MED	Canadian National/Metra Electric District
Conrail	Consolidated Rail Corporation
CSS & SBRR	Chicago South Shore & South Bend Railroad
CTA	Chicago Transit Authority
EA	Environmental Assessment
EIS	Environmental Impact Statement
FTA	Federal Transit Administration
IHB	Indiana Harbor Belt Railroad
MED	Metra Electric District
MWRD	Metropolitan Water Reclamation District of Greater Chicago
NEPA	National Environmental Policy Act
NICTD	Northern Indiana Commuter Transportation District
NS	Norfolk Southern Railway
RLE	Red Line Extension
TIP	Transportation Improvement Program
UPRR	Union Pacific Railroad

Section 1 - Background Information

The Chicago Transit Authority (CTA), as project sponsor to the Federal Transit Administration (FTA), proposes to extend the existing Red Line heavy rail transit service 5.6 miles south from the existing 95th/Dan Ryan terminal to Chicago's Far South Side, terminating near 130th Street. The proposed Red Line Extension (RLE) Project would include four new stations near 103rd Street, 111th Street, Michigan Avenue, and 130th Street. Multimodal connections at each station would include bus, bike, pedestrian, and park & ride facilities. This project is one part of the Red Ahead Program to extend and enhance the entire Red Line.

CTA undertook an extensive Alternatives Analysis process from 2006 to 2009 that considered multiple modes and corridor options for the RLE Project. The Chicago Transit Board designated the Union Pacific Railroad (UPRR) Rail Alternative as the Locally Preferred Alternative on August 12, 2009. Based on further technical analysis and public input, CTA selected the UPRR Rail Alternative as the NEPA Preferred Alternative in August 2014. The Draft EIS, published on October 6, 2016, disclosed the environmental benefits and impacts of the No Build Alternative and the two UPRR Rail Alternative options: the East Option and the West Option.

The UPRR Rail Alternative East and West Options would be elevated and generally run south along I-94 Bishop Ford Freeway from 95th/Dan Ryan terminal, then curve west along the north side of I-57 Expressway (within the I-57 right-of-way) for nearly ½ mile until reaching the UPRR corridor near Eggleston Avenue. The alignment would then turn south to follow the UPRR corridor, either east or west of the existing UPRR tracks, to Prairie Avenue, where the RLE Project would cross over the Metra Electric District (MED) tracks near 119th Street. South of 119th Street, the East and West Options would follow the same alignment southeast along the Northern Indiana Commuter Transportation District/Chicago South Shore & South Bend Railroad (NICTD/CSS & SBRR) right-of-way using a portion of the Norfolk Southern Railway (NS) and Consolidated Rail Corporation (Conrail) right-of-way to the terminus of the RLE Project at 130th Street. Southeast of the Canadian National (CN)/MED tracks, the elevated RLE Project, as described in the Draft EIS, would descend to an at-grade profile, travel past the proposed 120th Street yard and shop, and terminate at the 130th Street station located north of 130th Street.

Subsequent to the publication of the Draft EIS, continued design and outreach by CTA resulted in the selection of the Preferred Alignment for the RLE Project. The Preferred Alignment was announced to the public on January 26, 2018. The Preferred Alignment is a hybrid of the East and West Options of the UPRR Rail Alternative presented in the Draft EIS. CTA reviewed multiple locations for a cross-over area that would maximize the benefits and reduce the impacts of the East and West Options. The UPRR provided comments on the Draft EIS where they expressed their preference for the West Option due to concerns for the proximity of the East Option to their tracks.

All hybrid options considered in selecting the Preferred Alignment of the UPRR Alternative started with the West Option and crossed over from the west to the east side of the UPRR tracks north of 115th Street to minimize property impacts. Comparative analysis of parcel impacts and alignment with the goals of the RLE Project identified the vicinity of 108th Place as the cross-over location that would provide the greatest benefit. A cross-over in the vicinity of 108th Place would preserve viable businesses, minimize impacts on schools, residences, and the historic Roseland Pumping Station, and preserve properties slated for future development surrounding the station areas. However, additional engineering refined the alignment further, which moved the UPRR crossing north from 108th Place to 107th Place. The refinement would lower the 111th Street station platform height and would lower the profile of the elevated structure.

After the announcement of the Preferred Alignment in 2018, CTA continued to conduct stakeholder coordination and further develop design plans. Public outreach, stakeholder input, and agency coordination have continued to influence CTA's ongoing design efforts. Norfolk Southern Railway (NS) shared their plans for future potential access to the CN/MED tracks to the north of Kensington Yard and the national freight rail network at that location. This access would allow restoration of a former connection that the Michigan Central Railroad had with the CN/MED tracks, which were then owned by the Illinois Central Railroad. The 120th Street yard and shop presented in the Draft EIS would have precluded future potential access and access to All American Recycling located west of the railroad tracks (11900 S. Cottage Grove Avenue). The All American Recycling facility is served by the NS is served by the NS via its joint ownership of Conrail and the Indiana Harbor Belt Railroad (IHB). This coordination with NS resulted in additional adjustments to the Preferred Alignment near the 120th Street yard and shop. The 120th Street yard and shop and the tracks south to 130th Street were shifted approximately 100 feet to the west to accommodate NS railroad access to All American Recycling and potential improvements to the national freight rail network, namely a future connection from the NS track to CN tracks along the MED corridor. In addition, this design refinement would provide a rail connection to facilitate rail delivery of ballast, ties, and other material to support CTA operations.

In 2019, CTA began exploring an opportunity to relocate the 130th Street station, the terminating station of the RLE Project, to a location south of 130th Street. The Draft EIS had originally proposed the station location north of 130th Street. In 2017, after publication of the Draft EIS, the Chicago Housing Authority (CHA) demolished Blocks 11, 12, and 13 of the Altgeld Gardens neighborhood, creating an opportunity to relocate the station south of 130th Street to the area of the demolished blocks. The demolition of Blocks 11, 12, and 13 of Altgeld Gardens was an activity completed by CHA and was independent and unrelated to the RLE Project. CTA evaluated the station relocation for feasibility. Meetings were held with partner agencies and stakeholder groups of residents in the station area with these agencies and groups expressing support for the station relocation. The

design refinement relocated the station from north of 130th Street, as presented in the Draft EIS, to south of 130th Street, adjacent to the Altgeld Gardens neighborhood.

Since the publication of the Draft EIS and the selection of the Preferred Alignment, three design refinements were made as discussed above: (1) the location of the 107th Place cross-over between UPRR East and West alignment options evaluated in the Draft EIS required for selection of a hybrid Preferred Alignment; (2) refinement of the 120th Street yard and shop location; and (3) relocation of the 130th Street station to extend the Preferred Alignment farther south so the 130th Street station would be within the Altgeld Gardens neighborhood. These design refinements were evaluated in a Supplemental Environmental Assessment (EA). The agency coordination and outreach associated with the Supplemental EA have influenced the design refinements incorporated into the Preferred Alignment analyzed in this Final EIS, shown in **Figure 1-1**.

The following sections describe the two alternatives being evaluated as part of the Final EIS, the No Build Alternative and the Preferred Alignment.

CN/MED = Canadian National/Metra Electric District, NICTD/CSS & SBRR = Northern Indiana Commuter Transportation District/Chicago South Shore & South Bend Railroad

Figure 1-1: Preferred Alignment

Section 2 - No Build Alternative

Projects done to satisfy the requirement of the National Environmental Policy Act (NEPA) require analysis of the No Build Alternative. Comparison with the Build Alternatives helps to assess the relative benefits and impacts of the other alternatives being evaluated. The No Build Alternative is carried into the Final EIS phase of the project development regardless of its performance versus the Build Alternatives under consideration. No new infrastructure would be constructed as part of the No Build Alternative.

The No Build Alternative is defined as the existing transportation system plus any committed transportation improvements that are already in the Chicago Metropolitan Agency for Planning (CMAP) Transportation Improvement Program (TIP). The No Build Alternative includes all projects currently programmed in the fiscally constrained portion of the CMAP *FY 2019-2024 TIP* that are within the project area. The primary change to the No Build Alternative since the Draft EIS is that the 95th/Dan Ryan terminal improvements were completed in January of 2019; they were noted as future improvements in the Draft EIS.

2.1 Infrastructure

No new infrastructure would be constructed as part of the No Build Alternative other than projects already committed through the CMAP TIP and regular maintenance of existing track and structures.

2.2 Stations and Parking

No new stations would be constructed as part of the No Build Alternative.

2.3 Yard

The 98th Street Yard and Shop at the south end of the existing Red Line would continue to be used for Red Line trains. The No Build Alternative does not include any improvements to this yard; however, the 98th Street Yard and Shop would need to be replaced as it is past its useful life.

2.4 Operating Plan

As part of the No Build Alternative, bus transit service would be focused on the preservation of existing services and projects. Bus routes in the vicinity of the RLE Project are not expected to change as part of the No Build Alternative.

Section 3 - Union Pacific Railroad Alternative – Preferred Alignment

The Draft EIS evaluated the East and West Options of the UPRR Alternative (**Figure 3-1**). Impacts resulting from the East or West Options were disclosed, and proposed mitigation measures were presented in the Draft EIS. After the publication of the Draft EIS, CTA continued to refine the RLE Project and selected the Preferred Alignment, which is a combination of the East and West Options of the UPRR Alternative presented in the Draft EIS (see **Figure 3-1**). The Preferred Alignment maximizes the benefits of both the East and West Options and minimizes the range of impacts that would come from the selection of one option over the other. The impacts and mitigation measures of the Preferred Alignment are presented in the Final EIS document, which was influenced by the agency and public comments received on the Draft EIS, at the Preferred Alignment open house, and on the Supplemental EA. **Figure 3-1** shows the UPRR East and West Options as presented in the Draft EIS beside the Preferred Alignment that highlights the design refinements presented in this addendum. The three design refinements listed below are described in detail in the next section:

- 107th Place cross-over
- 120th Street yard and shop refinement
- 130th Street station relocation

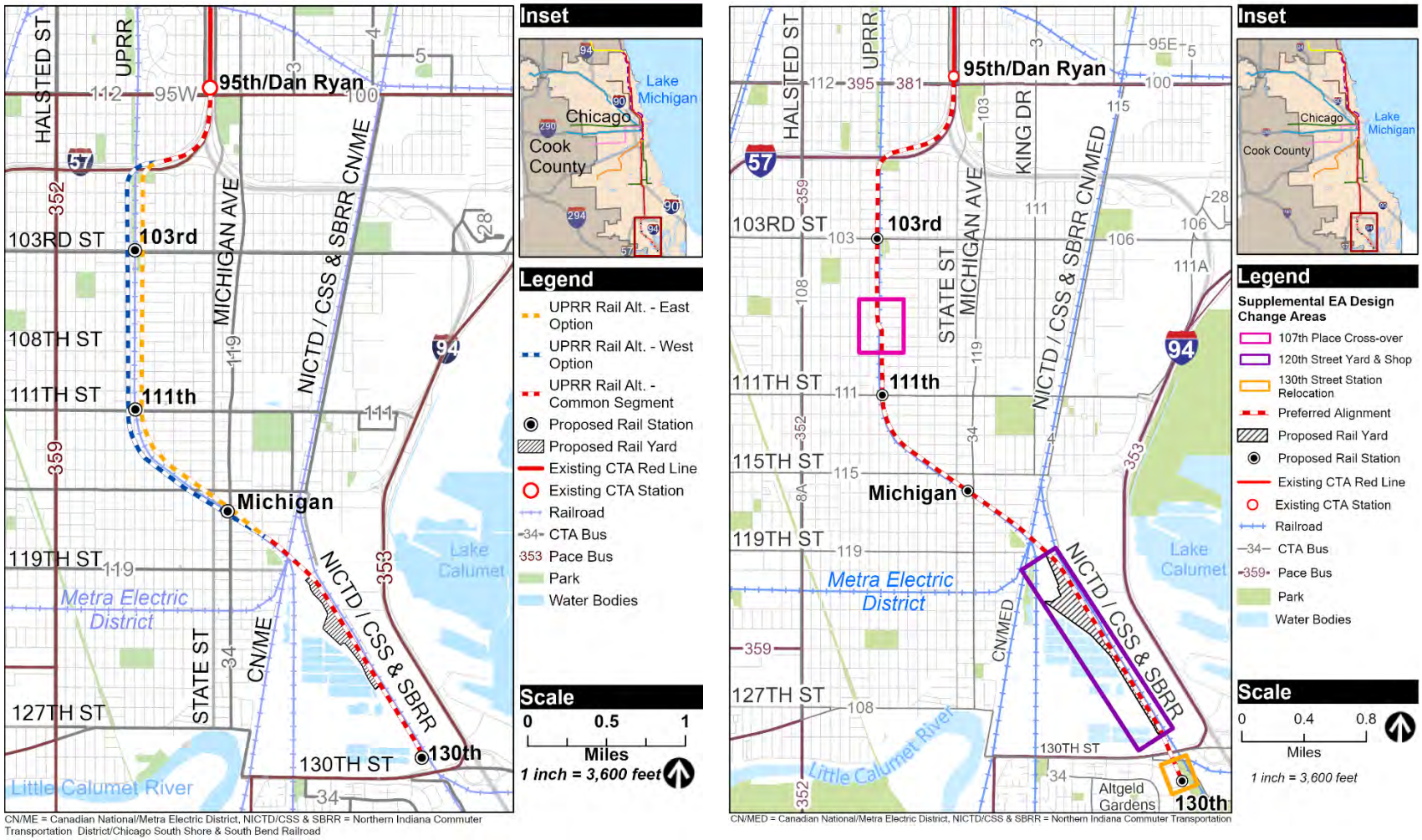


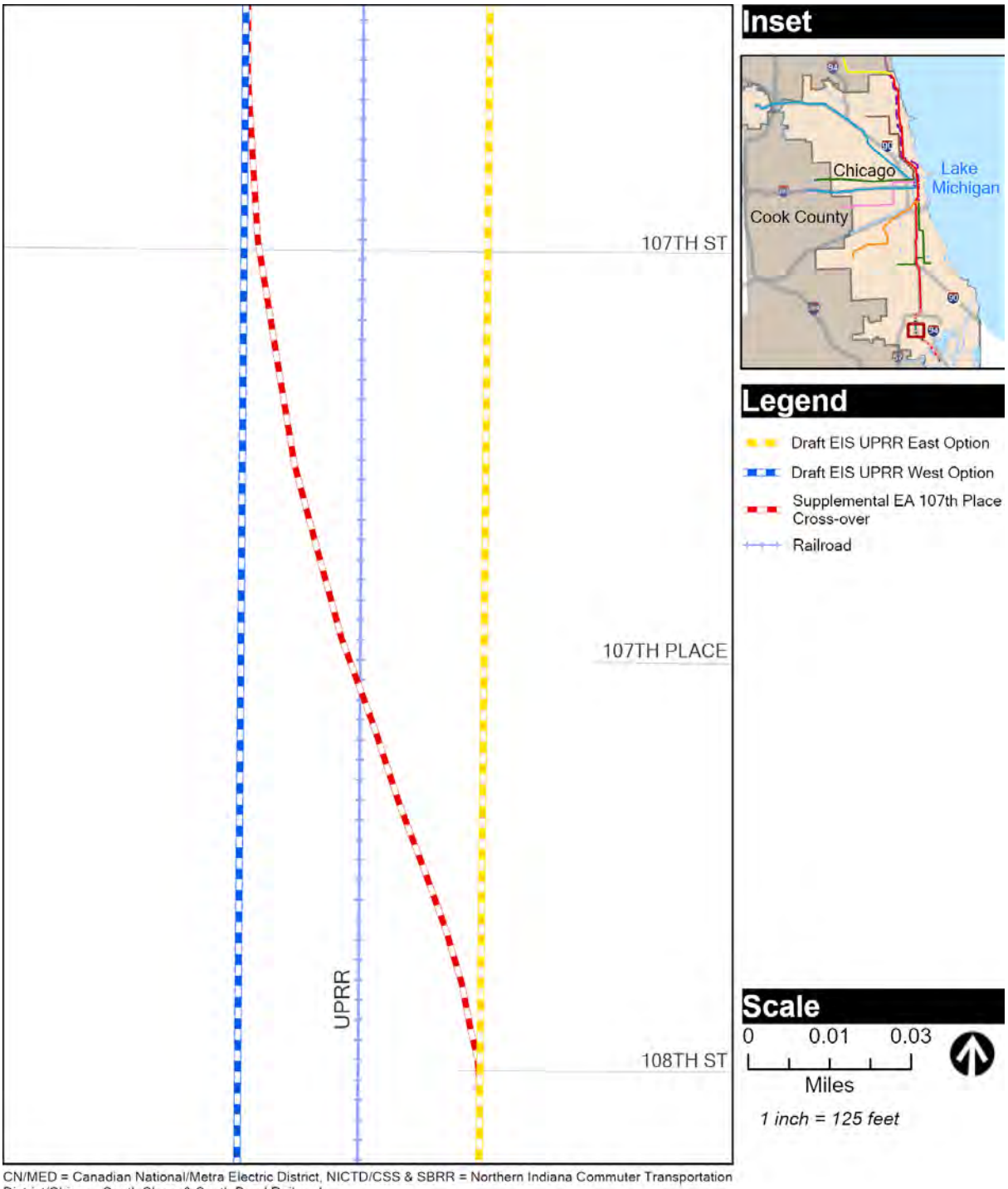
Figure 3-1: Left- East and West Options of the UPRR Rail Alternative (Draft EIS), Right- Preferred Alignment (Final EIS)

3.1 Design Refinements Since the Draft EIS

3.1.1 107th Place Cross-over

Based on public feedback received on the Draft EIS as well as subsequent project planning and engineering work, the Preferred Alignment for the RLE Project was selected in 2018. Engineering was conducted to determine the optimum location to cross over the UPRR tracks. **Figure 3-1** shows the East and West Options from the Draft EIS and **Figure 3-2** features the location of the 107th Place cross-over that is part of the Preferred Alignment. CTA reviewed multiple locations for a cross-over area that would maximize the benefits and reduce the impacts of the East and West Options. The UPRR provided comments on the Draft EIS where they expressed their preference for the West Option due to concerns for the East Option's proximity to their tracks. All hybrid options considered started with the West Option and crossed over from the west to the east side of the UPRR tracks north of 115th Street, with refinements to the East Option alignment to address the UPRR comment regarding proximity to their tracks.

Comparative analysis of parcel impacts and alignment with the goals of the RLE Project identified 108th Place as the cross-over location that would provide the greatest benefit. The cross-over at the 108th Place location would preserve viable businesses; minimize impacts to schools, residences, and the historic Roseland Pumping Station; and preserve parcels slated for future development surrounding the station areas. The hybrid option was then presented to the public as the Preferred Alignment on January 26, 2018. However, additional engineering refined the alignment further, which moved the UPRR crossing north from 108th Place to 107th Place. The refinement would lower the 111th Street station platform height; would lower the profile of the elevated structure; and would place the crossing at 107th Place. **Appendix F** contains plans and profiles for the 107th Place cross-over.



CN/MED = Canadian National/Metra Electric District, NICTD/CSS & SBRR = Northern Indiana Commuter Transportation District/Chicago South Shore & South Bend Railroad

Figure 3-2: 107th Place Cross-over Location

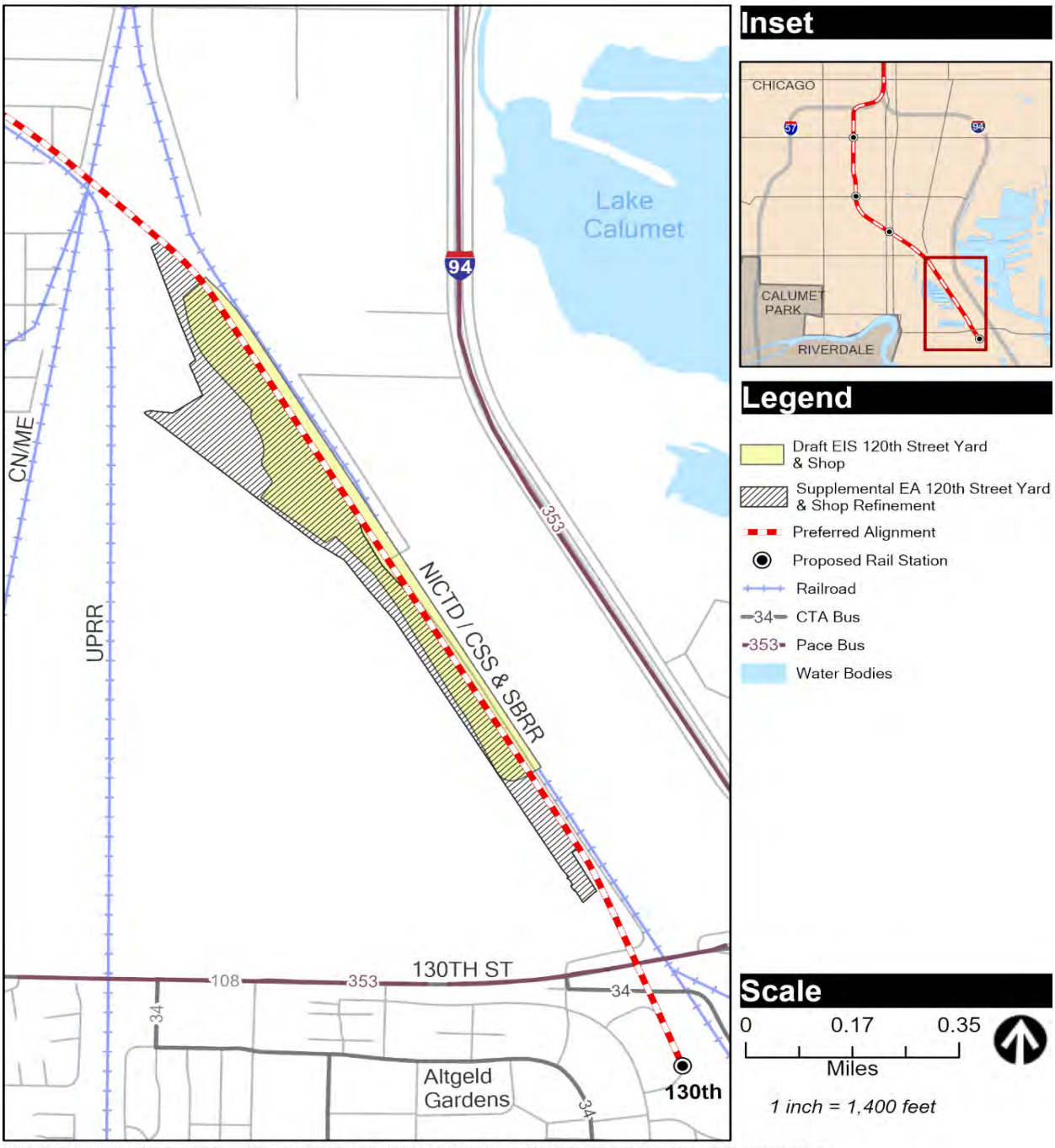
3.1.2 120th Street Yard and Shop Refinement

The 120th Street yard and shop would provide a larger, modern railcar storage and repair facility for CTA at the south end of the RLE Project, and it would replace the function of the existing 98th Yard and Shop as a maintenance facility. The property selected for the yard and shop was originally a rail yard for the Michigan Central Railroad, known as the Kensington Yard. NS now owns the Kensington Yard property, which has had all the yard trackage removed. Presently, only a single spur track exists, which provides rail access to the All American Recycling facility at 11900 S. Cottage Grove Avenue from the south.

After the announcement of the Preferred Alignment, CTA continued to conduct stakeholder coordination and further design plans. NS shared their plans for future potential access to the CN/MED tracks to the north of Kensington Yard and potential improvements to the national freight rail network at that location. This access would allow restoration of a former connection that the Michigan Central Railroad had with the CN/MED tracks, which were then owned by the Illinois Central Railroad. The restoration of the former connection would not be part of the RLE Project. The 120th Street yard and shop presented in the Draft EIS would preclude that future potential access and access to All American Recycling. The All American Recycling facility is served by the NS via trackage rights to Conrail on which the IHB also operates. This coordination with NS resulted in adjustments to the Preferred Alignment near the 120th Street yard and shop (see **Figure 3-3**) to accommodate:

- 100-foot-wide right-of-way for the NS line immediately west of the NICTD/CSS & SBRR.
- Future connection from the NS track to CN tracks along the MED corridor.
- Maintain connection from the NS tracks to the All American Recycling facility.
- Rail connection to facilitate rail delivery of ballast, ties, and other material to CTA.

Based on these considerations, the 120th Street yard and shop and the tracks south to 130th Street were shifted approximately 100 feet to the west. This shift resulted in the project footprint expanding into areas that were not included in the previous analysis disclosed in the Draft EIS. **Appendix F** contains plans and profiles for the 120th Street yard and shop refinement.



CN/ME = Canadian National/Metra Electric District, NICTD/CSS & SBRR = Northern Indiana Commuter Transportation District/Chicago South Shore & South Bend Railroad

Figure 3-3: 120th Street Yard and Shop Refinement

3.1.3 130th Street Station Relocation

The Draft EIS proposed a terminal station, the 130th Street station, located north of 130th Street adjacent to the Metropolitan Water Reclamation District of Greater Chicago (MWRD) Calumet Reclamation Plant. This location was selected and determined to be the most viable option for the RLE Project's terminus station at the time of the Draft EIS. However, there were concerns about pedestrians needing to cross 130th Street to access the station. The ability to connect the transit station to the Altgeld Gardens neighborhood was limited due to the existing four-lane roadway that would separate the neighborhood from the proposed station. In addition, the station would be located with MWRD facilities on both sides of it, and concerns were raised about potential odors from the wastewater treatment plant.

In 2017, after publication of the Draft EIS, CHA demolished Blocks 11, 12, and 13 of Altgeld Gardens. The demolition of Blocks 11, 12, and 13 of Altgeld Gardens was an activity completed by CHA and was independent and unrelated to the RLE Project. This created an opportunity to relocate the station south of 130th Street to the area of the demolished blocks. In 2019, CTA began exploring a possibility to relocate the 130th Street station to this location south of 130th Street. CTA evaluated the station relocation for feasibility. Meetings were held with partner agencies and stakeholder groups of residents in the station area with these agencies and groups expressing support for the station relocation. CTA therefore proposed a location change for the 130th Street station.

The refinement would relocate the station from north of 130th Street, as presented in the Draft EIS, to south of 130th Street, adjacent to the Altgeld Gardens neighborhood as shown in **Figure 3-1**. The station area concept is shown in **Figure 3-4**. **Appendix F** contains plans and profiles for the 130th Street station relocation. The station platform would be at-grade located south of 130th Street. A station entrance would be located at the terminus of the extension north of 132nd Street. A five-bay bus turnaround would be located to the west of the main station for direct transfers. A park & ride facility would be located northwest of the station platform, with another station entrance at the top level to bridge over the tracks to access the station platform for park & ride transfers. CTA Transportation Offices would also be located at the terminus, with a connection to the park & ride facility and nearby station entrance. The Transportation Offices would include office space and restroom facilities for station personnel.

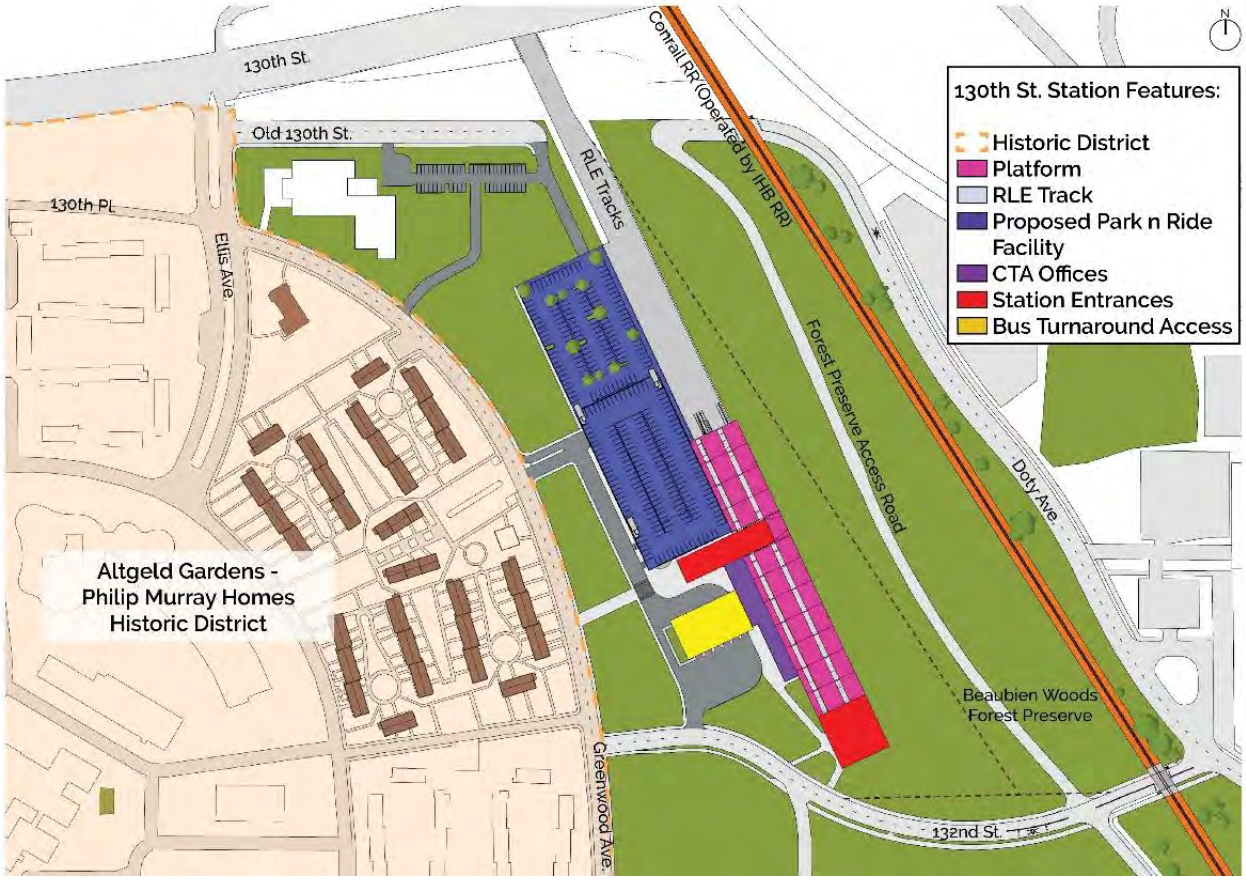


Figure 3-4: 130th Street Station Concept

The proposed station south of 130th Street would offer many benefits over the north station location, including:

- Creating better transit connections with the existing bus services that run within the Altgeld Gardens neighborhood.
- Providing pedestrian access to the station using neighborhood roadways while not having to cross 130th Street.
- Being closer and more accessible for Altgeld Gardens' residents and Carver Military Academy High School students.
- Providing safer and more secure access for transit users by avoiding the need to use a walking path under the 130th Street viaduct or cross 130th Street at-grade.

- Providing better transit access to the Beaubien Woods Forest Preserve.
- Being farther from the MWRD plant and the odors potentially associated with it.
- Avoiding interaction with truck traffic entering and exiting the MWRD plant.
- Better opportunities for future development.
- Supporting objectives in the 2013 Altgeld *Gardens - Philip Murray Homes Master Plan* for improving transportation options and access to jobs, services, and retail.

3.2 Infrastructure

Several infrastructure improvements would be made as part of the Preferred Alignment. Projects already committed through the CMAP TIP would be constructed as described for the No Build Alternative. Regular maintenance of existing track and structures would continue.

The CTA Red Line heavy rail transit tracks would be extended south to 130th Street from the existing 95th/Dan Ryan Terminal, turning west along the north side of the I-57 right-of-way on elevated tracks, which would turn south and proceed down through Fernwood Parkway directly adjacent on the west side of the UPRR right-of-way until 107th Place, where the elevated tracks would cross over the UPRR. The tracks would proceed south along the east side of the UPRR until the CN/MED tracks, where the tracks would cross over and descend to grade. The tracks would then travel southeast until the terminal station at 130th Street.

The elevated substructure would consist of reinforced cast-in-place concrete hammerhead piers on drilled shafts or steel piles. The superstructure would consist of steel girders or concrete box segmental girders, with a concrete closed deck supporting direct fixation track with welded rail.

Minimum vertical clearances would be 14 feet 9 inches. At locations where the Preferred Alignment would cross the UPRR tracks, the minimum vertical clearance would be 23 feet 4 inches. Span lengths between piers would be based on site conditions, geometrics, and clearance requirements. Longer spans than typical would be required when crossing certain elements, such as I-57, the UPRR, and the CN/MED tracks.

Electrical substations would be installed along the tracks to provide power to the trains. Six substations would be constructed, at 95th, 103rd, 110th, 116th, 120th, and 130th Streets. The location of these substations can be seen in **Appendix F**.

No roadways that currently cross the UPRR tracks would be severed by the RLE Project. However, numerous streets and alleys would be shortened to accommodate the new tracks. Cul-de-sacs

would be built at the end of these shortened streets and alleys to allow traffic to turn around. These streets include 103rd Place, 104th Street, 105th Street, 109th Place, 110th Street, 111th Place, 112th Street, 112th Place, 113th Street, Princeton Avenue, Yale Avenue, Perry Avenue, and Calumet Avenue. Additionally, Old 130th Street would be permanently closed at the location of the RLE tracks where they cross the existing Old 130th Street at grade. The primary access to the Carver Military Academy High School via Greenwood Avenue to 132nd Street would be maintained, as would the secondary access along Doty Avenue south of the high school.

3.3 Stations and Parking

Four stations would be included in the RLE Project: 103rd Street, 111th Street, Michigan Avenue, and 130th Street.

All stations would have island platforms, 26 feet wide and 520 feet long, while the 130th Street station would have an additional platform. Platforms would be built to accommodate ten-car trains. All stations would be accessible in line with the Americans with Disabilities Act (ADA), including elevators to accommodate users with mobility challenges. Station footprints are depicted on the plans and profiles as noted in the sections below.

All stations would include bus connections and park & ride facilities.

3.3.1 103rd Street Station

The 103rd Street station would be an elevated structure that would be located between approximately 102nd Place and 104th Street. There would be ground level entrances on both the north and south side of 103rd Street. Parking would be provided south of the station along the west side of the UPRR right-of-way in a new surface lot between 103rd Place and 104th Street that would contain 175 parking spaces. The CTA bus route #103 would provide a connection to this station. A new electrical substation would be located in the southeast corner of the parking lot. **Appendix F** contains plans and profiles for the 103rd Street station. **Figure 3-5** shows an example rendering of the 103rd Street station.

Figure 3-5: Example rendering of the 103rd Street station looking north from 103rd Street

3.3.2 111th Street Station

The 111th Street station would be an elevated structure that would be located between approximately 109th Place and 111th Street. The primary ground level entrance would be located along the north side of 111th Street, with a secondary entrance at the south side of 110th Street. Parking would be provided south of 111th Street on the east side of the UPRR right-of-way, from 111th Street to 111th Place, in a surface lot that would contain 225 parking spaces. The CTA bus route #111 would provide a connection to this station. An electrical substation would be located directly north of the station south of 109th Place. Part of the station would occupy the existing parking lot used by the Agape Community Center at 342 W. 111th Street, eliminating its off-street parking to the west of the building. A new parking lot and access point to the loading dock east of the Agape Community Center would be provided as part of the RLE Project. **Appendix F** contains plans and profiles for the 111th Street station.

3.3.3 Michigan Avenue Station

The Michigan Avenue station would be an elevated structure that would be located between State Street and Michigan Avenue. The primary ground level entrance would be located along the west side of Michigan Avenue directly north of the UPRR embankment, and the secondary entrance located on the east side of Michigan Avenue across the street from the primary entrance. Parking would be provided north of the station and east of State Street in a surface parking lot containing 180 parking spaces. CTA bus routes would provide connections to the station. **Appendix F** contains plans and profiles for the Michigan Avenue station. **Figure 3-6** shows an example rendering of the Michigan Avenue station.

Figure 3-6: Example rendering of the Michigan Avenue station looking west

3.3.4 130th Street Station

The 130th Street station would be a ground-level facility located south of 130th Street and east of the Altgeld Gardens neighborhood. It would be the new terminal station of the CTA Red Line. The entrances to the station would be located on the south and west side of the station. Three tracks would be located in the station, two of which would be served by a central platform and one of which would be served by a platform on the west side. Access to the central platform would be from

the south end at ground level, as well as from the middle of the platform via an overhead pedestrian bridge which would be accessible by both stairs and elevators on both sides of the bridge.

130th Street station would include a park & ride facility with a four-level garage and surface parking lot to provide a total of 760 parking spaces. (The parking layout would accommodate future parking expansion if the parking demand increases.) A bus turnaround with bus bays would be provided. CTA and Pace bus routes would provide connections to the station. **Appendix F** contains plans and profiles for the 130th Street station. **Figure 3-7** shows an example of the 130th Street station.

Figure 3-7: Example rendering of the 130th Street station looking west from Beaubien Woods Forest Preserve

3.4 Yard and Shop

A yard and shop facility would be sited on a combination of industrial/vacant land to the east of the CN/MED tracks and west of the NICTD/CSS & SBRR tracks at approximately 120th Street and Cottage Grove Avenue. The yard would be entirely at grade and would have a capacity to hold up to 330 CTA rail cars, with room for additional tracks that could expand the capacity to 360 cars. A nominal amount of parking for employees would be included at the yard. A preliminary schematic layout of the yard is shown in **Figure 3-8**.

A pair of 500-foot transload tracks for transfers of ballast and similar material between the NS and the CTA would be constructed at the north edge of the yard. The shop would contain a wheel truing track, annual inspection tracks, two regular inspection tracks, and a wash track. The 98th Street Yard and Shop at the south end of the existing Red Line could continue to be used for Red Line trains. The CTA would repurpose the existing 98th Street Shop for other uses once the new revenue shop at 120th Street is constructed. **Appendix F** contains plans for the 120th Street yard and shop.

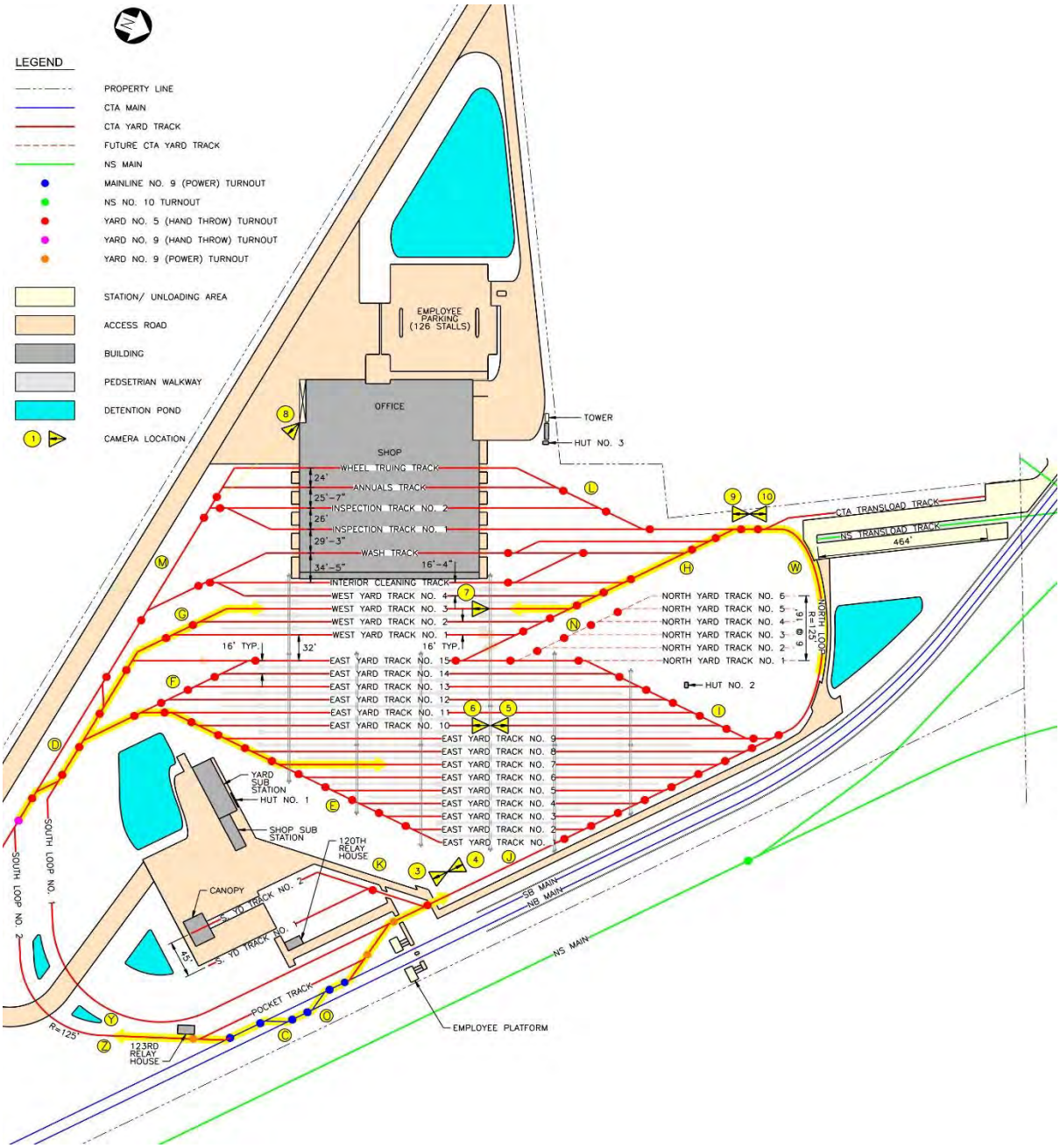


Figure 3-8: Schematic of 120th Street yard and shop

3.5 Operating Plan

The RLE Project would operate 24 hours a day, each day of the year. Service frequency is anticipated to be the same as with the current service at the 95th/Dan Ryan terminal—approximately 3-minute to 6-minute headways during morning and afternoon peak hours. Headways during off-peak periods during the day would be approximately 6-10 minutes. Headways at night (between 1 AM and 4 AM) would be approximately 15 minutes. Service frequency would be adjusted to accommodate demand once the RLE service is implemented.

Based on the estimated running time for the RLE Project, an additional 78 railcars would be required as part of this project. The additional 78 railcars would include 64 railcars to meet the peak period schedule, plus 14 spare railcars. Train sets would be eight cars long. No additional railcars would be purchased as part of the RLE Project. Stations and track alignment would accommodate ten-car trains to maintain the option of running ten-car trains in the future. With the extension of the Red Line, some existing bus routes would be rerouted to feed into the new stations.

The potential exists for UPRR freight trains to affect access to the facilities in the Preferred Alignment at the proposed 103rd Street and 111th Street stations. At these two stations areas, the UPRR is at-grade; passing freight railroad trains would interrupt pedestrian and vehicle access to the proposed RLE stations. All park & ride lots would be located on the same side of the UPRR as the proposed stations. Park & ride users would not need to cross the UPRR while walking from their vehicles to the station. At the Michigan Avenue station, the UPRR is grade separated on an embankment with a viaduct over Michigan Avenue so that access to the Red Line station could be maintained using Michigan Avenue as it passes underneath the UPRR.

Section 4 - References Cited

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