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Engineering | Planning | Allied Services

Telegraph Road Station Pedestrian Underpass

February 21, 2017

Existing Site



Original Concept



Original Concept Details

- Jack and Bore construction method
- Large landscaped area “bowl” on the west side
- Extensive retaining walls required for the tunnel as well as for the ramp system
- Switchback ramps and stairs on the east side
- No rail outages required for this concept
- Estimated approximately \$12,000,000 to construct

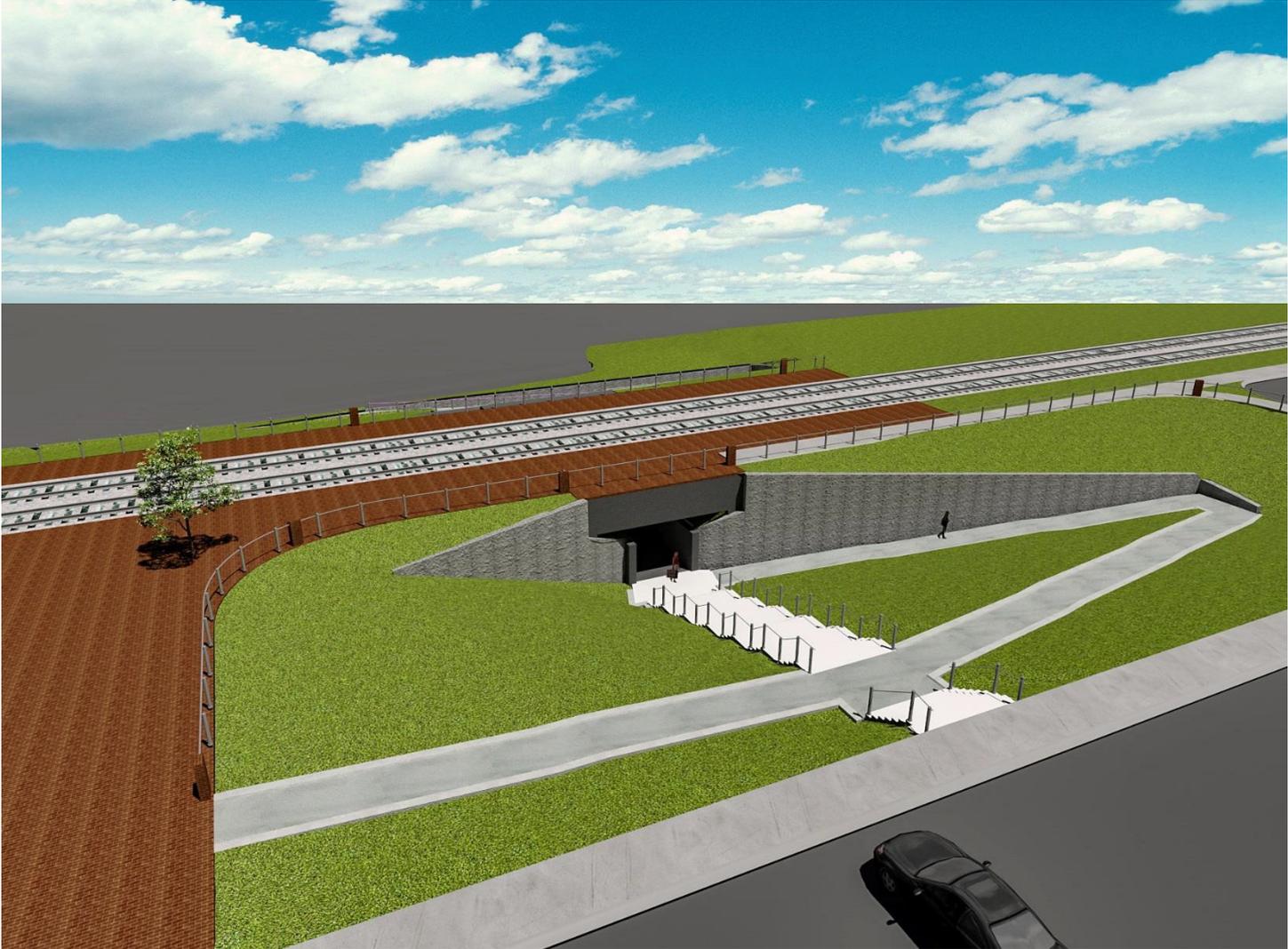
Existing Site



Current Concept – looking NE



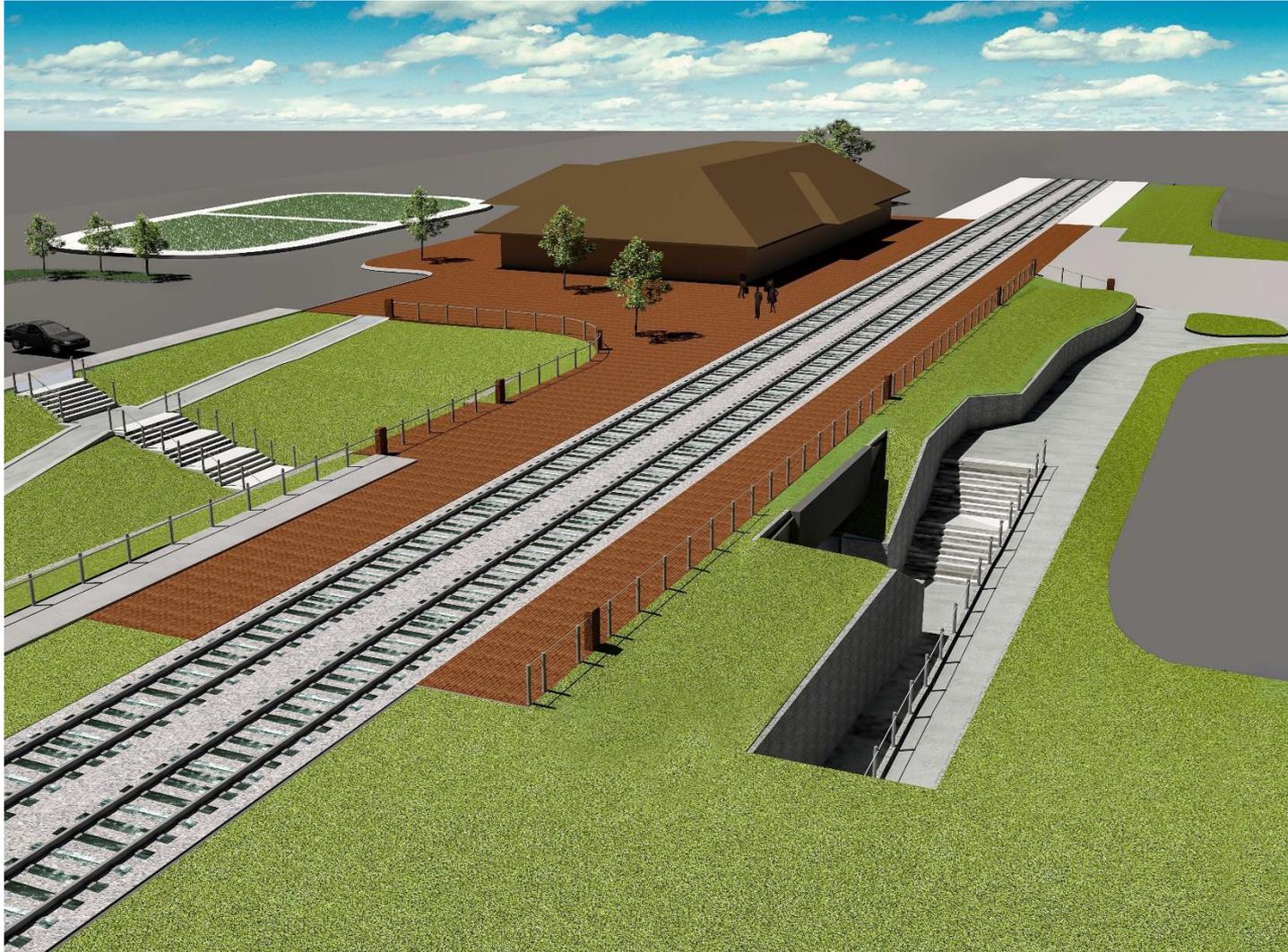
Current Concept – looking East



Current Concept – looking West



Current Concept – looking NW



Bridge Concept – Ravinia



Current Concept Details

- At proof of concept stage
- No detailed design
- Cut and Cover construction method
- Reduction in amount and size of retaining walls

Current Concept Details

- Requires temporary track outages
- Rough estimated savings of \$2.4M to \$2.6M
- Larger pool of contractors than Jack & Bore method
- Metra is supportive of the Cut & Cover construction method
 - Requires temporary outages of one track at a time
 - Allows certain construction activities to progress while trains are passing

Next Steps

- State funds being used for the project
- Consultant Selection and contract approval
- Update environmental and engineering studies
- IDOT review and approval required
- Prepare detailed design with IDOT and Metra input and approval
- Rough schedule outlook – assuming all funding in place
 - Start of construction – Spring of 2019



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Ramp Concept – Tinley Park

