IPRO 307 Intermodal Container Facility Innovations for the Chicago Area – Focus on Kankakee County

> Sponsored By: Mi-Jack Products Hazel Crest, IL

The Problem

- The Intermodal Facility (Train to Truck/Truck to Train)
 - Property/Land
 - ATMS (Automated Transfer Management System)
 - Warehouses and Housing

- Transportation Enhancement
 - Illiana Exway & Kankakee Connector
 - Viaduct Enhancement
 - High Speed Freight Rail

Goals

- To design an intermodal facility utilizing the ATMS system
 - In-City
 - Out-of-City
- To plan transportation enhancements in the Kankakee area

The Teams

(6-Civil, 5-ArchE, 5-Arch, 1-Mech, 1-Aero) Capstone

- Intermodal Facility
 - Site Selection
 - Greenfield/Brownfield Development
 - Site Planning
 - Housing
 - Warehouses
- Transportation Enhancement
 - Kankakee Connector
 - Viaduct
 - High Speed Freight Rail

Part 1

The Proposed Intermodal Facilities



Image not available

RR YARDS and GRADE CROSSINGS in ILLINOIS and MISSOURI



Kladzyk/Rohter 2011 Source: NTAD 2011 Possible Locations for Intermodal Facilities in Kankakee, Il



In City

90 Acres Intermodal Only

Out City

Intermodal Warehousing Residential



Total: 3,500 Acres Estimated Job Creation: 12,000 Residential = 10% Acres required for housing in apartments: 90 (including circulation)

REZONING PROCESS FOR KANKAKEE COUNTY

APPLICATION

BASE FEE: \$600 PER ACRE: 0-50 \$30 PER ACRE 51-100 \$20 PER ACRE 101+ 10\$ PER ACRE 3500 ACRES SITE \$600 + \$10*3500 = \$35.600





APPLICATION CHECKLIST

SITE/PLOT PLAN PLAT OF SURVEY/FLOODPLAIN SURVEY AERIAL PHOTOGRAPH NATURAL RESOURCE INVENTORY REPORT ECOCAT REPORT

APPROXIMATE TOTAL COST = \$100,000

Warehouse Design (20 – 1 million sq ft buildings)

Program

- storage space
- office space
- loading docks
 - rail
 - trucks
- light industrial space
- 30% refrigerated space
- 4'-4" docks for trucks

Materials

- steel structure
 - extra structural capacity to handle future additions
- (corrugated) metal siding
- batt insulation (R-Value: 3.25 per inch)
- (reflective) radiant barrier (R-Value: 3.85 per inch)
- concrete floor with epoxy coating
 - hardened for heavy industrial vehicles
- truss
 - 72" deep and 50'-69' span
 - Supermegatruss- 128' span

Dimensions of the warehouse: Area 1,000,000 ft² L 2,000 ft x W 500 ft x H 25 ft Dimensions of the loading gate: H 8.5 ft x W 8 ft 50 ft span, 3 gates can be placed between 2 structural columns.



Assumptions: Midway Airport Outdoor Design Conditions Zone 5 of ASHRAE Recommendation Guide.

Heat Loss Charts



Total Loss: 12,032,734 Btu/h

Total Loss: 8,656,231 Btu/h

Part 2

Transportation Enhancements





Viaduct Enhancement



Figure 1: Viaduct Model

Figure 2: All-Level View

Figure 3: Viaduct Model from Angle



Time Space from St. Louis to Kankakee

Results

- Total weight of the train is roughly 27 million lbs
- The aerodynamic drag force is negligible in comparison
- The locomotives can easily overcome this force

	Velocity (mph)	Drag Force (lbf)
8000 ft Train	60	116820
	90	262845
10000 ft Train	60	145165
	90	326622