

75th Street Corridor Improvement Project

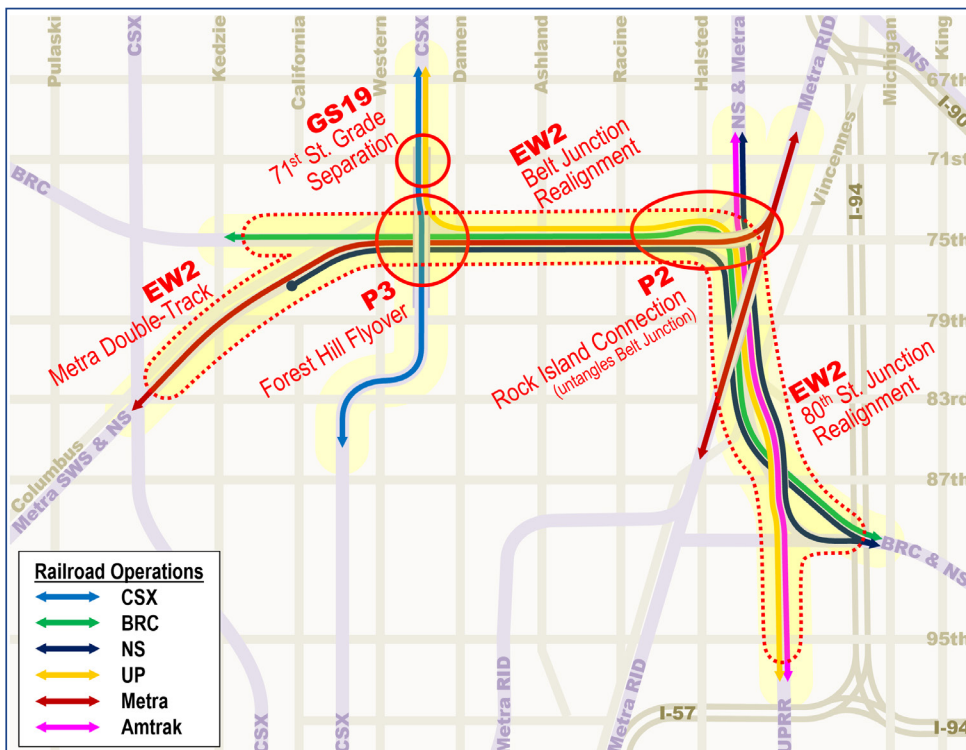
December 2024

SCOPE OF WORK

The 75th Street Corridor Improvement Project (75th Street CIP) is a group of four projects that make up the most complex piece of the overall CREATE Program. These projects are being implemented together due to their logistical and environmental commonalities as well as their proximity. The four projects are located along two passenger and four freight rail lines. By removing conflicts between freight and passenger trains and eliminating the grade crossing at 71st Street, the 75th Street CIP will eliminate 18,500 annual train passenger hours of delay; increase train reliability, speed and capacity; and eliminate congestion, delays and idling for motorists.

Associated signals, tracks, crossovers, and bridgework improvements will be incorporated into the 75th Street CIP projects, as well as Community Mobility Improvements (CMIs). The CMIs include sidewalk and curb repairs, street repaving, tree planting, and bus stop and pedestrian safety improvements. The projects will also repair streets under viaducts, including pavement, sidewalks, ADA curb ramps, drainage, and lighting.

75TH CIP PROJECTS LOCATION MAP



Daily Trains Affected

90 Freight Trains
(CSX, NS, UP, BRC, CN, CP)

30 Metra Trains
(SouthWest Service)

2 Amtrak Trains
(Cardinal Service)

Communities Benefited

City of Chicago Community Areas: Auburn Gresham, Chatham, Englewood, Greater Grand Crossing, Ashburn, Gresham, Chicago Lawn, West Englewood, Roseland, and Washington Heights.

Suburban Communities along the Metra SouthWest Service Line in Cook County and Will County



Forest Hill Flyover (P3) under construction.

FOREST HILL FLYOVER (P3) & 71ST STREET GRADE SEPARATION (GS19)

SCOPE:

- Forest Hill Flyover (P3) is constructing a bridge that will eliminate or significantly reduce conflicts between BRC, CSX, NS and Metra trains.
- 71st Street Grade Separation (GS19) is also constructing a road-rail grade separation of the CSX freight line over 71st Street.

BENEFITS:

- P3: The rail-rail flyover at 75th Street will eliminate conflict between 30 SouthWest Service Metra trains and 35 freight trains operating daily on the Western Avenue Corridor (CSX). This project will reduce freight train and Metra delays and increase fluidity of rail service.
- GS19: The road-rail grade crossing separation at 71st Street will reduce neighborhood traffic delay and eliminate the risk of collision rail crossing, where people walking, bicycling and driving along 71st Street must currently wait for trains to pass.

PROJECT CONSTRUCTION DETAILS:

- Construction for P3 and GS19 is currently underway.
- The P3 and GS19 projects have linked construction schedules. Construction began in October 2022 and completion is anticipated in Q3 2027.
- The estimated total cost for the Forest Hill Flyover and 71st Street Grade Separation projects is \$380 million. In 2018, the U.S. Department of Transportation awarded \$132 million to the CREATE Program partners through the Infrastructure for Rebuilding America (INFRA) grant program for the 75th Street Corridor Improvement and Argo Connections (B9) projects. The federal investment, combined with \$260 million in state, local, and private railroad funding is supporting the construction of the P3 and GS19 projects.

COMMUNITY MOBILITY IMPROVEMENTS:

- These improvements fulfill certain Federal Environmental Impact Statement (FEIS) commitments linked to the P3/ GS19 Projects.
- The CMIs include sidewalk and curb repairs, street repaving, tree planting, and bus stop and pedestrian safety improvements in the neighborhoods within 1/4 mile of the railroad work. The projects will also repair streets under viaducts, which includes pavement, sidewalks, ADA curb ramps, drainage, and lighting.

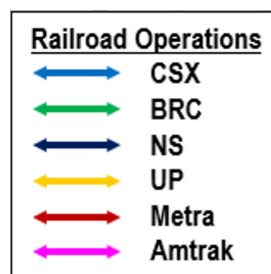


Forest Hill (P3) project location



CREATE P3 groundbreaking ceremony held in October 2022

FOREST HILL FLYOVER (P3) & 71ST STREET GRADE SEPARATION (GS19) MAP



80TH STREET JUNCTION REPLACEMENTS (EW2)

SCOPE:

- Belt Junction and 80th Street Junction Replacements (EW2) will reconfigure the Belt Railway Company (BRC) main tracks between the Dan Ryan Expressway and Belt Junction, eliminating multiple conflicting paths by Metra SouthWest Service and Amtrak trains with BRC, Norfolk Southern and Union Pacific tracks.
- EW2 will also create physical space for the related Rock Island Connection (P2) flyover project.

BENEFITS:

- This project will eliminate the most congested rail chokepoint in the Chicago Terminal, the Belt Junction, where 30 Metra and 90 freight trains cross each other's paths per day.
- The Amtrak Cardinal service performance is also expected to improve by eliminating freight conflicts in the vicinity of 80th Street.

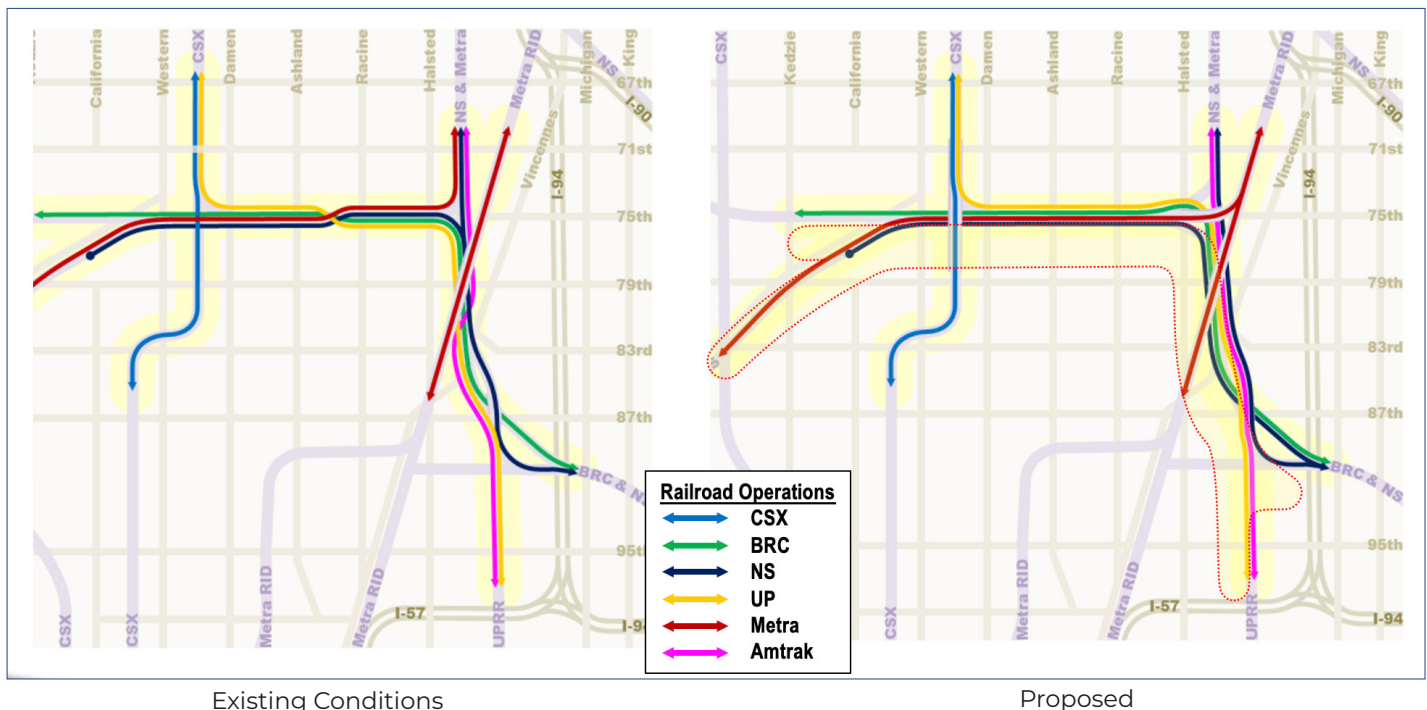
COMMUNITY MOBILITY IMPROVEMENTS:

- Additional CMLs will be implemented in the surrounding neighborhoods within 1/4 mile of the railroad work. The CMLs include sidewalk and curb repairs, street repaving, tree planting, and bus stop and pedestrian safety improvements. The projects will also repair streets under viaducts which includes pavement sidewalks, ADA curb ramps, drainage, and lighting.

PROJECT STATUS:

- Final design for EW2 is underway.
- Design completion expected in 2026.
- Estimated \$1B - \$1.5B needed for construction.

80TH STREET JUNCTION REPLACEMENTS (EW2) PROJECT MAPS



ROCK ISLAND CONNECTION (P2)

SCOPE:

- Rock Island Connection (P2) will construct a second main track for Metra’s SouthWest Service operations from near Wrightwood Station to east of Halsted Street, connecting with Metra’s Rock Island District.
- P2 will also build a flyover structure to connect the Metra SouthWest Service to the Rock Island Line in the vicinity of 74th and Normal and 75th and Parnell.

BENEFITS:

- This project will allow Metra SouthWest Service trains to access LaSalle Street Station instead of Union Station, which will increase capacity for the Metra SouthWest Service. This will also free capacity at Union Station for future increased Amtrak service.

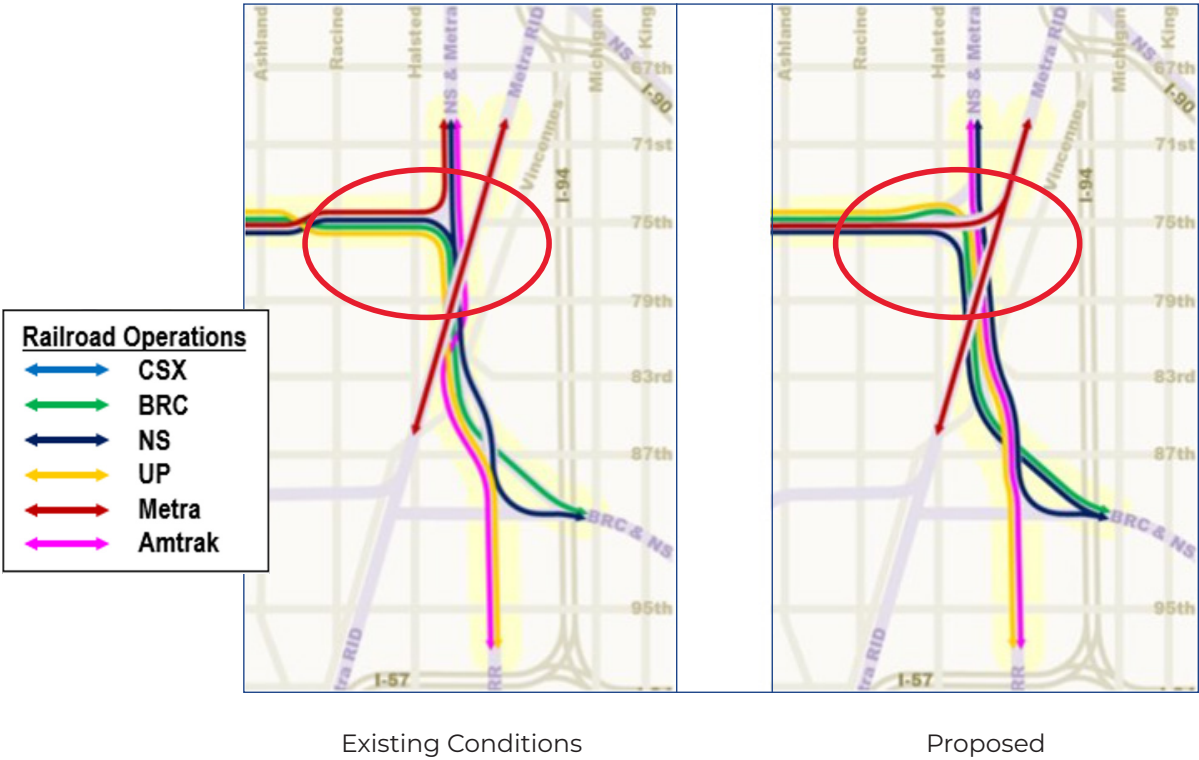
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- Additional CMLs will be implemented in the surrounding neighborhoods within 1/4 mile of the railroad work. The CMLs include sidewalk and curb repairs, street repaving, tree planting, and bus stop and pedestrian safety improvements. The projects will also repair streets under viaducts which includes pavement sidewalks, ADA curb ramps, drainage, and lighting.

PROJECT STATUS:

- Final design for P2 is underway.
- Design completion expected in 2026.
- Estimated \$300M - \$400M needed for construction.

ROCK ISLAND CONNECTION (P2) PROJECT MAPS



75TH STREET CORRIDOR IMPROVEMENT PROJECT STATUS

Phase I NEPA – Preliminary Design	Phase II Final Plans, Specifications and Estimates	Phase III Construction
Complete	EW2 – Underway P2 – Underway	GS19 – Underway P3 – Underway

In 2018, the U.S. Department of Transportation awarded \$132 million to the CREATE partners through the Infrastructure for Rebuilding America (INFRA) grant program. This grant award secured funding for the 75th Street CIP’s final design and partial construction. The federal investment combined with state, local and private money will fund the design of P2, P3, EW2, and GS19 and construction of P3 and GS19. The CREATE partners will continue to seek funding to construct EW2 and P2.



Construction team drilling shafts for the Forest Hill Flyover (P3) Project.



Construction team placing structural steel for the Forest Hill Flyover (P3) Project.