

**PROJECT EW2A**  
**FY 2023/2024 CRISI Application**  
**Statement of Work**



**PROJECT TITLE**

CRISI 2024 Grant Application for CREATE Project EW2A

**APPLICANT**

Illinois Department of Transportation

**PROJECT TRACK**

Track 3

**FEDERAL GRANT PROGRAM**

CRISI FY24

**IS THIS A RURAL PROJECT?**

No

**CITY/STATE**

Chicago IL

**URBANIZED AREA**

UACE 16264

**POPULATION OF URBANIZED AREA**

8,671,746

**IS THE PROJECT CURRENTLY PROGRAMMED?**

Yes: Illinois Department of Transportation Freight and Rail Plans, Illinois Long range Transportation Plan (LRTP), Chicago Metropolitan Agency for Planning LRTP

# STATEMENT OF WORK

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# STATEMENT OF WORK

## 4. Statement of Work

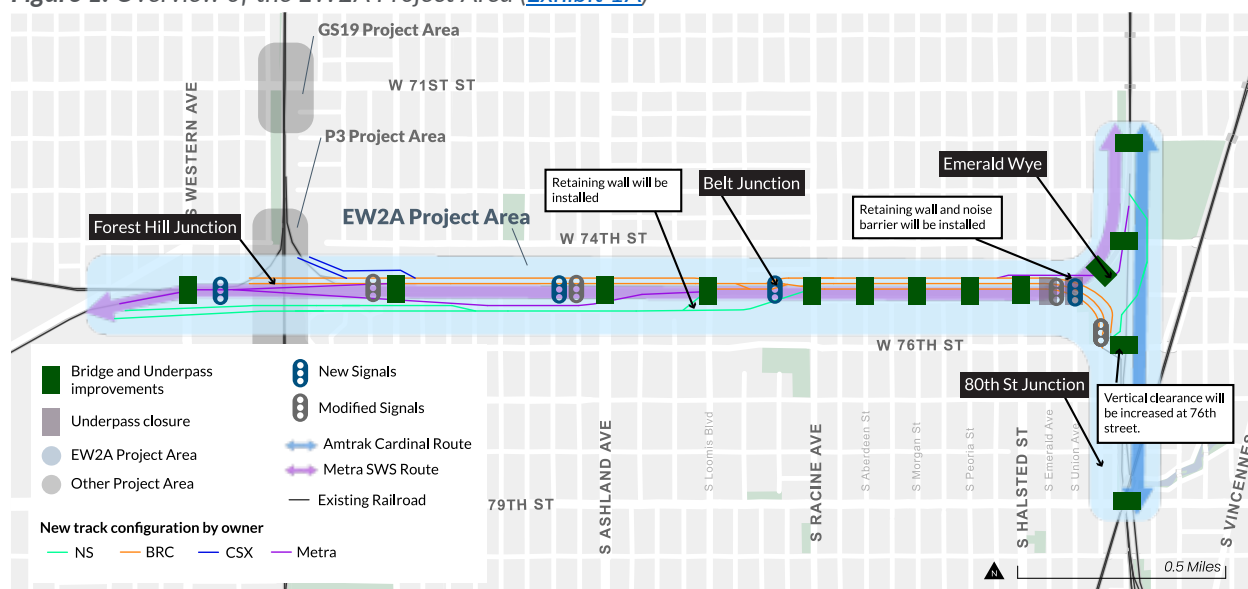
The Illinois Department of Transportation (IDOT) is pleased to submit this application for a Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant on behalf of the Chicago Region Environmental and Transportation Efficiency (CREATE) Program, for improvements to the EW2A segment of the 75<sup>th</sup> Street Corridor ("EW2A" or "the Project"). This document presents the Statement of Work (SOW) for EW2A, as requested in the CRISI Notice of Funding Opportunity (NOFO) on March 29, 2024. To the extent there is a conflict between the Narrative and this Statement of Work, the Narrative governs.

### 4.1 General Project Description

#### CREATE Project EW2A

CREATE Project EW2A project is located along a 3-mile corridor, parallel to 75th Street, between S Western Ave, W 74th St, and W 78th St, including Belt Junction and Forest Hill Junction. It is the next key phase of the [75th Street Corridor Improvement Project \(75th St CIP\)](#). Specifically, EW2A will reconfigure track segments and signals at Belt Junction; add a third track to the NS line; replace and restore 14 aging bridge and viaduct structures; and implement mobility improvements including new sidewalks and lighting on surface streets under seven viaducts. An [informational video](#) visualizing train movements and EW2A's improvements is provided here. Previously completed Project activities include planning, environmental clearance, and conceptual design. Public involvement is ongoing throughout the life of the Project. Design, right-of way acquisition, contractor procurement activities will be initiated in Q1 2026, with initiation of construction occurring by Q4 2026.

Figure 1. Overview of the EW2A Project Area ([Exhibit 1A](#))



**Project Context**

Project EW2A builds on Projects P3 and GS19, both of which are under construction and serve to separate Forest Hill Junction, one of America’s most congested rail junctions. These improvements to travel time, safety, and state of good repair are prerequisite for implementing future enhancements to NS Landers Intermodal Yard and for constructing the planned P2 Flyover, which will allow for the rerouting of Metra’s SouthWest Service (SWS) trains to the Rock Island District (RID) line, and ultimately to LaSalle St commuter rail station. Once complete, the shifting of SWS service to LaSalle St Station enables the expansion of Amtrak and Metra service at Chicago Union Station (CUS).

**Project Objective**

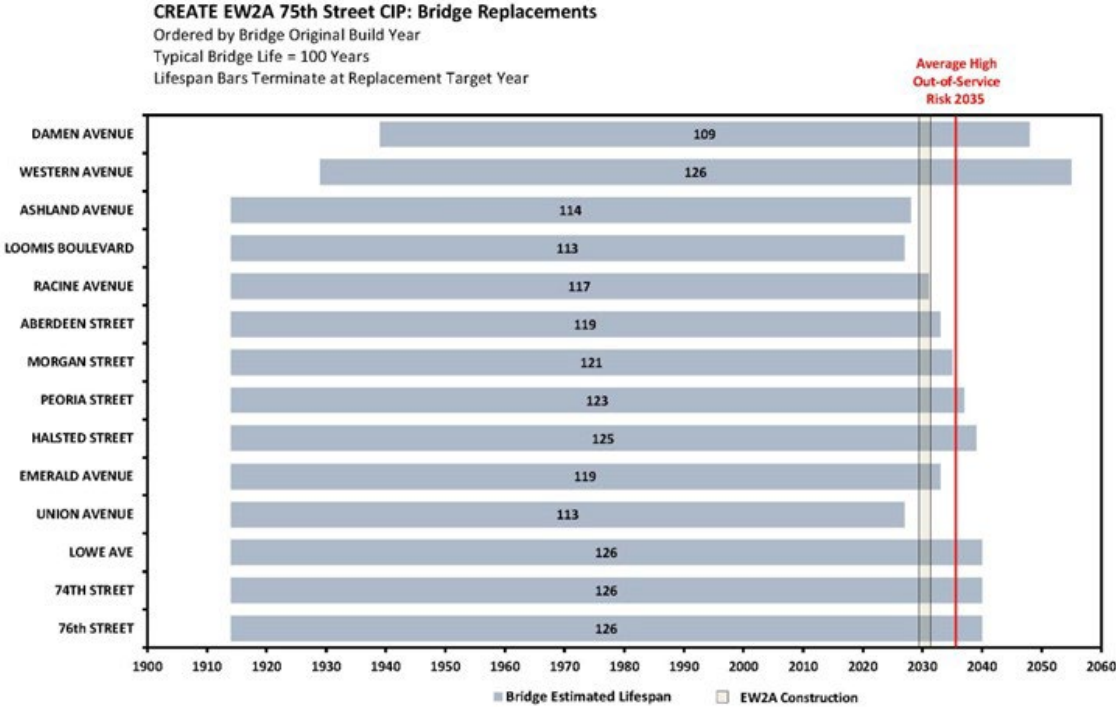
The overall goals of the CREATE Program are to improve freight and passenger rail operations, and to improve highway operations in the Chicago metropolitan area, while reducing the environmental impacts of rail operations. While EW2A is located wholly within the Chicago, IL urbanized area (UACE 16264), its impacts, and those of the CREATE Program as a whole, are national in scope, as it addresses a major chokepoint on a key national rail corridor.

Each day, approximately 90 freight trains travel through the EW2A corridor as well as 30 Metra commuter trains, and 3 Amtrak Cardinal trains weekly. Construction of EW2A will improve efficiency of this key junction in the Chicago Terminal (Terminal), specifically addressing the following transportation challenges:

*Rebuild Aging Infrastructure and Address Threats to Safety*

Shown in **Figure 2**, all structures along the corridor are over 100 years old, and to remain functional, require substantial ongoing maintenance. If rehabilitation or full replacement is not

Figure 2. EW2A Bridge Age Diagram ([Exhibit 1H](#))



Source: Belt Railroad of Chicago, Metra, Norfolk Southern

undertaken at these structures in the near term, the chance that at least one track will have to be taken out of service increases, as the Project's asset owners assume at least a 10% probability of this occurring in a year starting in 2032.<sup>1</sup> Such an occurrence would yield negative impacts, including threats to roadway safety at the viaducts; suspension of the Metra SWS line; increased travel times and delays throughout the Terminal; increased chokepoints in the national supply chain; and a decline in railcar and intermodal tonnage moving through Chicago, which would have a deleterious impact on the regional economy.

#### *Eliminate Rail Conflicts & Delays*

Existing track alignments within the Project area produce three rail-rail crossings for the seven rail operators that share the corridor, creating conflicts and bottlenecks that will be eliminated by the Project. Necessary train movements through these junctions must currently cross paths, allowing only one train to pass at any given time. At Belt Junction specifically, 30 Metra and 90 freight trains cross paths daily, making it a nationally unique convergence point for western and eastern Class I railroads and passenger service. This also increases gate-down time at at-grade rail-roadway crossings beyond the 75th St CIP corridor. EW2A will address these problems by reconfiguring track segments and adding new track, to create non-conflicting, parallel train paths at junction interlockings.

For a complete list of project benefits, see the [Benefit Cost Analysis Technical Memorandum](#) (BCA Tech Memo).

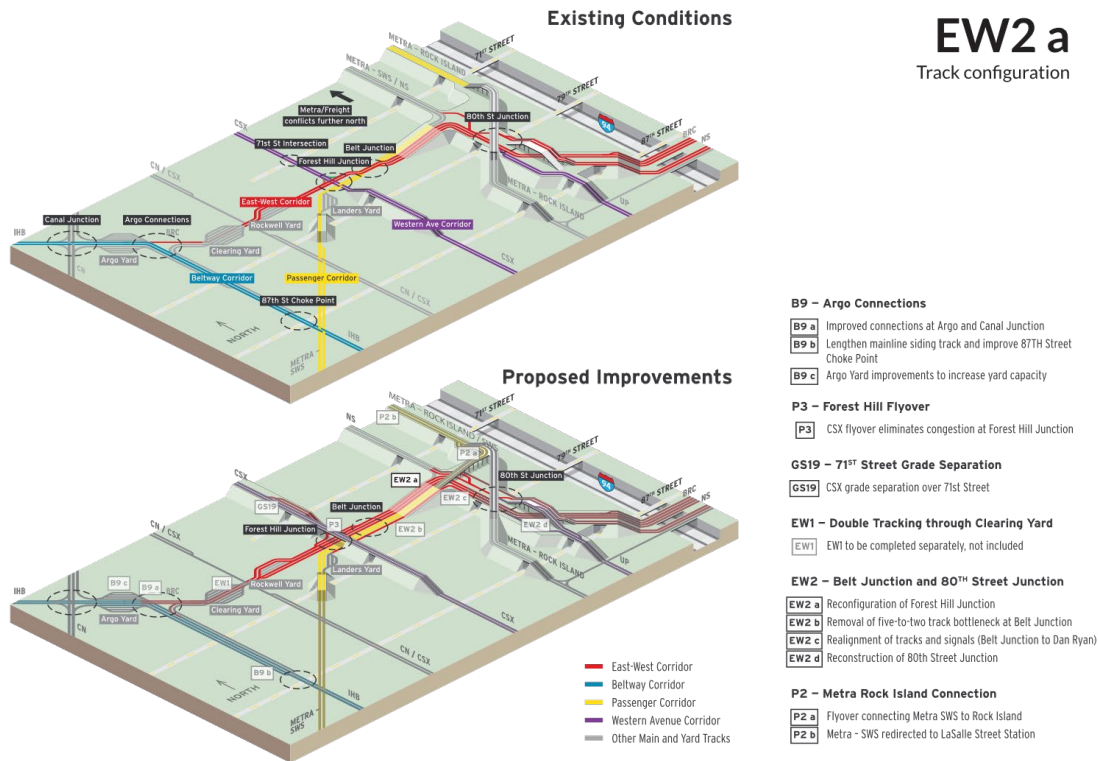
#### Work to be accomplished

IDOT and the CREATE specifically seek funding for EW2A's construction phase, the activities for which are detailed in **Section 4.3** (Project Scope) and **Section 6.5** (Approved Project Budget). The project will reconfigure track segments and signals at Belt Junction; add a third track to the NS line; replace and restore 14 aging bridge and viaduct structures; and implement mobility improvements including new sidewalks and lighting on surface streets under seven viaducts. As the 75<sup>th</sup> St CIP is elevated from the street level, Project EW2A does not include any at-grade crossing components. EW2A's redesign of track geometry and its installation of modernized signals, switches, and crossing gates will result in improved fluidity and reduced chokepoints and slow zones through the CREATE East-West Corridor and Pullman Junction. Additionally, the installation of an additional main track with a higher design speed is intended to improve travel speeds through Belt Junction. Fourteen grade separated structures that carry the railroad tracks over public streets will receive concrete repairs and patching, with full replacement occurring in certain sections (see **Section 4.3, Task 3**, p. 8).

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<sup>1</sup> [Exhibit 3A. RTC Modeling of CREATE EW2 and P2 Projects](#) (p.6)

Figure 3. EW2a Proposed Track Improvements ([Exhibit 1B](#))



### Project Impacts and Benefits

Between 2033-2052, EW2A’s improvements will yield 3,258 hours of avoided delay for passenger trains and 69,969 hours for freight trains in the Terminal ([BCA](#), p.12), by separating passenger and freight movements at Belt Junction, thereby reducing instances where one operator curtails the movement of another. This will benefit the national distribution of manufactured goods and natural resources, as Chicago continues to handle 67% of all east-west gateway traffic in the US, and 85% of all east-west intermodal traffic, and remains the top North American container port (handling 17.9 million Twenty Foot Equivalent Units annually).<sup>8</sup> Reduced delay will also increase efficiency of Metra’s and Amtrak’s passenger rail operations. Metra operates 30 SWS line trains daily through this corridor, connecting CUS with south suburban Cook and Will counties and handling 9,600 weekday riders).<sup>2</sup> Amtrak’s Cardinal service operates on this corridor as well, which carried 80,322 riders in 2022).<sup>3</sup>

The Project will also reduce crashes and auto-related injuries at the Project area viaducts by 30%, through implementation of community mobility improvements. Lastly, the Project will restore 14 railroad structures on the corridor that are over 100 years in age and prevent the subsequent freight congestion and passenger service suspension that would result from a partial bridge closure.

Through its community mobility scope, EW2A also improves roadway safety at the viaducts. In the Project’s [EIS](#), the City of Chicago identified numerous critical upgrades to the lighting,

<sup>2</sup> [Regional Transportation Authority Mapping and Statistics](#)

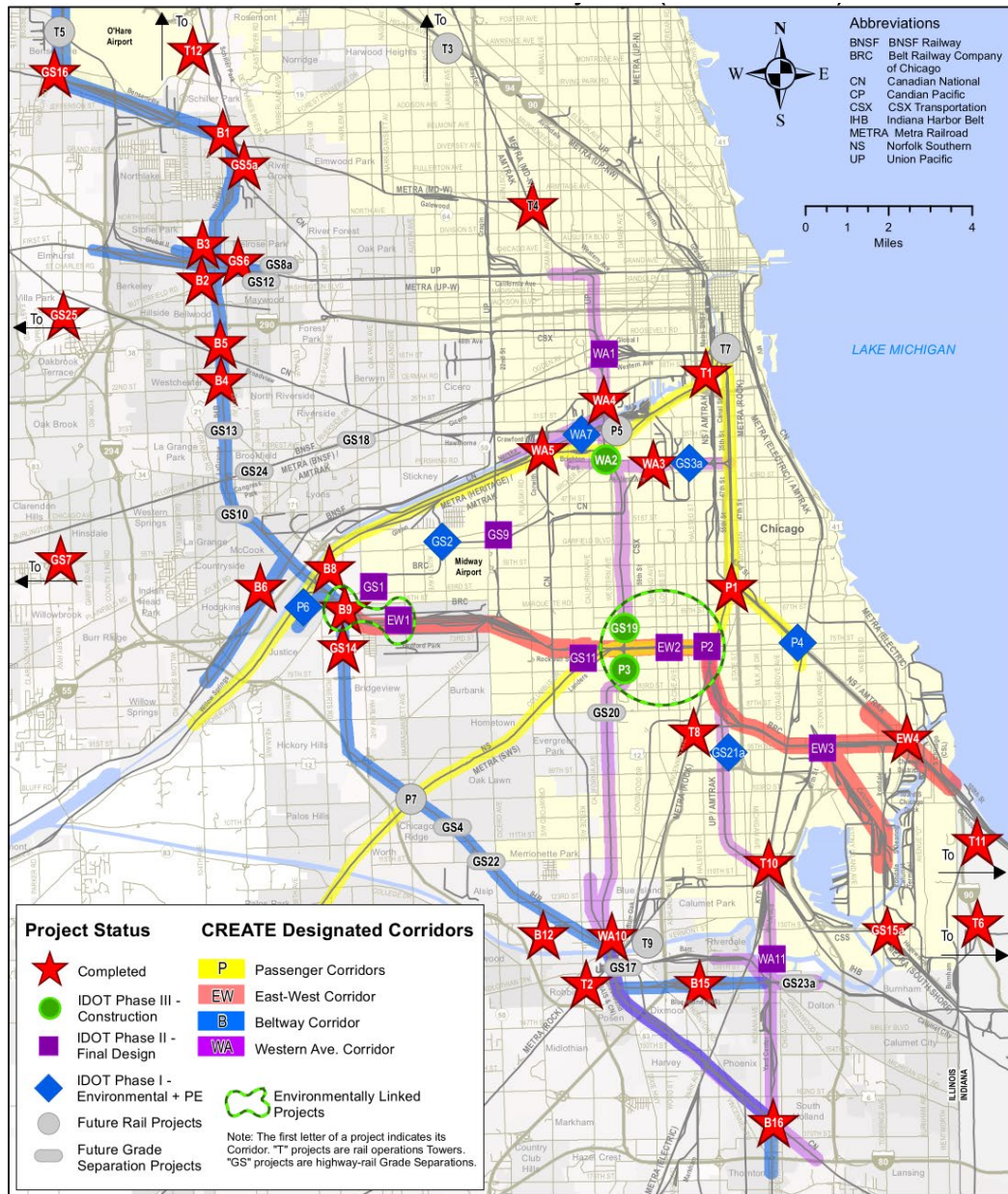
<sup>3</sup> [Amtrak Route Ridership \(FY 23 vs. FY22\)](#)

pavement, pedestrian accessibility, and drainage systems, to improve state of good repair, and to reduce accidents and crime. Through these improvements, detailed in [Exhibit 4. Environmental Commitments](#), EW2A enhances connectivity between neighborhoods for all roadway users.

### 4.2 Project Location

EW2A is located in Chicago IL – IN 2020 Census Designated Urban Area, comprising six Chicago communities: Auburn Gresham, Ashburn, Chatham, Chicago Lawn, Englewood, and Greater Grand Crossing. The EW2A project area is located along a 3-mile corridor, parallel to 75th Street, between S Western Ave, W 74th St, and W 78th St, including Belt Junction and

Figure 4. Status of CREATE Projects, as of 02/22/2023 ([Exhibit 1L](#))



Forest Hill Junction. The project footprint consists of approximately 1.32 acres and approximately 1373 ft total linear feet. An interactive map of the project area can be [here](#).

### **4.3 Project Scope**

The Project is divided into five tasks: (1) Project Administration and Management; (2) Track Work; (3) Structures Work; (4) Viaduct & Community Mobility Work; and (5) Signals Work. Approximate locations, quantities, additional scope details are expanded on in [Exhibit 2A. Detailed Project Scope](#) and [Exhibit 11. EW2A Segmentation Schematics](#).

#### **Task 1: Project Administration and Management**

##### *Subtask 1.1 Project Administration*

IDOT is the lead applicant and Recipient for this CRISI grant. IDOT is a department of the State of Illinois and a partner agency in the CREATE Program. IDOT will assume its traditional role related to financial management, partner coordination, and oversight of the environmental assessment process. Partnering agencies include the Association of American Railroads (AAR) whose members are listed below. Norfolk Southern will oversee the design and construction process, with IDOT and City of Chicago assisting with project oversight and permitting coordination.

The Recipient will perform all tasks required for the Project through a coordinated process involving affected railroad owners, operators, and funding partners, including:

- Illinois Department of Transportation (IDOT) - Program and funding lead
- Chicago Department of Transportation (CDOT) - funding partner, utility coordination, project oversight
- Cook County Department of Transportation and Highways (DoTH) - funding partner, project oversight
- Norfolk Southern (NS) – Lead railroad, funding partner, asset owner, final design, and construction oversight
- Association of American Railroads (AAR) – Program support, partner coordination
- The Belt Railway of Chicago (BRC) - funding partner, asset owner, project oversight
- Canadian National (CN) - funding partner, asset owner, project oversight
- CSX – funding partner, asset owner, project oversight support
- Union Pacific Railroad (UP) - funding partner, asset owner, project oversight
- Amtrak - funding partner, project oversight
- Metra - funding partner, asset owner, project oversight
- Federal Highway Administration (FHWA) – project oversight
- Federal Railroad Administration (FRA) – project oversight

The Recipient will facilitate the coordination of all activities necessary for implementation of the Project. The Recipient will:

- participate in a Project kickoff meeting with FRA and FHWA following award
- complete necessary steps to hire a qualified consultant/contractor to perform required Project work, as necessary
- hold regularly scheduled Project meetings with FRA and FHWA

- inspect and approve work as it is completed; and
- participate in other coordination, as needed.

*Subtask 1.2: Project Management Plan*

CREATE developed a Project Management Plan or PMP ([Exhibit 2P](#)) for all projects in the 75th St CIP in July 2020, which includes EW2A. It includes plans for the entire execution of the construction phase, including procurement, organizational management, controls, communication, documentation and reporting, and closeout. Specific project timing, milestones, and expenses for the work performed under EW2A are in detailed in [Exhibit 2B. Project Schedule](#) and [Exhibit 2C. Project Cost Estimate](#).

The Recipient will submit the PMP to FRA for review and approval. The Recipient will implement the Project as described in the approved PMP. The Recipient will not begin work on subsequent tasks until FRA has provided written approval of the PMP, unless FRA has provided pre-award authority for such work under **Section 6.6** of this Attachment 2 (p. 17). FRA will not reimburse the Recipient for costs incurred in contravention of this requirement.

FRA may require the Recipient to update the PMP. The Recipient will submit any such updates to FRA for review and approval, and FRA will determine if updates to the PMP require an amendment to this Agreement. The Project Budget and Project Schedule may be revised, consistent with Article 5 of Attachment 1 of this Agreement without amending this Agreement.

The Recipient will identify agreements governing the construction, operation, and maintenance of the Project in the PMP. If requested by FRA, the Recipient will provide FRA the final, executed copies of any agreements within ten business days of the request.

The PMP will be consistent with the FRA Guidance on Development and Implementation of Railroad Capital Projects (Railroad Capital Projects Guidance) and 49 U.S.C. § 22903, as applicable.

*Subtask 1.3: Project Closeout*

The Recipient will submit a Final Performance Report as required by Section 7 of Attachment 1 of this Agreement, which should describe the cumulative activities of the Project, including a complete description of the Recipient’s achievements with respect to the Project objectives and milestones.

*Table 1. Task 1 Deliverables.*

Deliverable ID	Subtask	Deliverable Name
1	1.1 Project Administration	IDOT Notice to Advertise
2	1.1 Project Administration	IDOT/FHWA Approval State Rail Agreement - Procurement/Construction
3	1.1 Project Administration	Bid & Award Construction
4	1.2 Project Management Plan	Project Management Plan
5	1.3 Project Closeout	Final Performance Report submitted to FRA and FHWA

**Task 2: Track Work**

EW2A consists of east-west track improvements along 75<sup>th</sup> St between S Western Ave, W 74th St, and W 78th St, including Belt Junction and Forest Hill Junction. Throughout construction, temporary track will be built to maintain operations as structures are rehabilitated and replaced.

*Subtask 2.1 Procurement*

NS is leading the process of procuring materials, equipment, and labor involved in track work, with oversight by IDOT. NS will be supported by other participating railroads (BRC, CSX, UP, CN, Metra, Amtrak) and AAR, through coordination and technical review.

*Subtask 2.2 Track Replacement and New Construction*

Track work includes the construction of new track and the shifting of existing track (including 33% tie renewal) along 75<sup>th</sup> St between S Western Ave, W 74th St, and W 78th St, including Belt Junction and Forest Hill Junction. Final alignments include a new NS mainline track, which will be built from the southeast of the segment to Landers Yard in the west, improving rail-rail conflicts at Belt Junction. At Forest Hill Junction, the east leg of BRC/CSX wye will be double tracked. NS/Metra track will be shifted at Emerald Wye, south of 74th St Junction, and west of Belt Junction to Landers Yard. C&WI track will also be shifted at Emerald Wye. BRC track will be realigned east of Belt Junction to 78<sup>th</sup> St.

Track work involves the replacement, rehabilitation, and new construction of track including:

- **Approximate New Track:** 17,700 linear ft (8,900 temporary and 8,800 final)
- **Approximate Shifted Track:** 45,000 linear ft (16,400 temporary and 28,600 final)
- **Approximate Track Removed:** 50,500 linear ft

Track materials and construction will comply with FRA standards (such as [49 CFR 213](#)), dictating the weight of the rail, crosstie type, and of quantity of switches. For an approximate breakdown of footage of track shifted and track added by line, see [Exhibit 2A](#).

*Table 2. Task 2 Deliverables*

Deliverable ID	Subtask	Deliverable Name
1	2.1 Procurement	Procured materials, equipment, and labor
2	2.2 Track Replacement and New Construction	Temporary Track Construction
3	2.2 Track Replacement and New Construction	Final Constructed and Shifted Track

**Task 3: Structures Work**

EW2A includes the replacement or rehabilitation of numerous rail structures over city streets. In total, 14 structures will receive work under this Project. There will be additional inspection through final design, at which point the design team may identify additional scope needed to be completed at each of the structures. The description of work for each structure is provided in **Table 3**, with expanded detail on these activities provided in [Exhibit 2A](#).

*Subtask 3.1 Procurement*

NS is leading the process of procuring materials, equipment, and labor involved in structures work, with oversight by IDOT. NS will be supported by AAR and other participating railroads through coordination and project oversight.

*Subtask 3.2 Structure Replacement, Rehabilitation & New Construction*

12 structures will be rehabilitated or partially replaced. 11 of these structures are deck beam supporting concrete ballast deck structures. The S Damen Ave structure is a through plate girder structure. Individual bays, decks, beams, and columns will be replaced, with some structures being widened to accommodate new track. Certain structures will have newly constructed retaining walls added. Structural piers will be removed within the roadway and crash protection beams will be added at the viaducts, improving both navigability and structural protections for all travelers.

*Table 3. List of Structures Requiring Replacement or Rehab.*

No.	Roadway Intersection	Approx. Bridge Length	No. of Tracks	Traffic Lanes Below	Owner	Description of Work
3.2.1	S Western Ave & W 75th St	115'	5	4	BRC, NS	Partial replacement
3.2.2	S Damen Ave & W 75th St	75'	4	2, plus 2 bike lanes	BRC, NS	Concrete repairs on the substructure (i.e., the foundation) and replaced above-ground superstructure bracing. Widening to accommodate an additional track
3.2.3	S Ashland Ave & W 75th St	70'	4	2	BRC, NS	Partial replacement
3.2.4	S Loomis Blvd & W 75th St	70'	2	2, plus 2 bike lanes	BRC, NS	Partial replacement
3.2.5	S Racine Ave & W 75th St	70'	5	2	BRC, NS	Partial replacement
3.2.6	S Aberdeen St & W 75th St	70'	5	2	BRC, NS	Partial replacement
3.2.7	S Morgan St & W 75th St	70'	5	2	BRC, NS	Partial replacement
3.2.8	S Peoria St & W 75th St	70'	5	2	BRC, NS, Metra	Partial replacement
3.2.9	S Halsted St & W 75th St	70'	5	2, plus 2 bike lanes	BRC, NS, Metra	Partial replacement. Northern half will be widened to accommodate an access road.

No.	Roadway Intersection	Approx. Bridge Length	No. of Tracks	Traffic Lanes Below	Owner	Description of Work
3.2.10	S Lowe Ave & W 75th St	29'	2	1	NS	Above ground superstructure replacement and substructure (foundation) rehab. Lowe will be lowered and drainage will be improved.
3.2.11	W 74th St & S Parnell Ave	70'	2	2	Metra	New deck, beams, cross girders, and columns. Three interior bays will be removed. Abutments to be repaired and rebuilt for new bay configuration.
3.2.12	W 76th St & S Parnell Ave	70'	4	2	BRC, NS, Metra	Replacement with new deck, beams, girders, and columns above foundation. Abutment repairs. W 76th St and affected side streets will be lowered.
3.2.13	East of S Peoria St	116'	5	N/A	BRC, NS, Metra	A new cast-in-place cantilever retaining wall
3.2.14	West of S Halsted St	309'	5	N/A	BRC, NS, Metra	A new cast-in-place cantilever retaining wall
3.2.15	S Halsted St to S Union Ave	609'	5	N/A	BRC, NS	A new cast-in-place cantilever retaining wall
3.2.16	East of S Union St	148'	3	N/A	BRC, NS	A new cast-in-place cantilever retaining wall
3.2.17	Noise Barrier H West of S Halsted St to S Lowe Ave	1311'	N/A	N/A	NS	A noise barrier will be constructed along the existing wall to Lowe.
3.2.18	Loomis SW Retaining Wall	TBD	N/A	N/A	TBD	Details to be determined from final design

*Subtask 3.3 Structure Closure*

Two of the fourteen structures will be closed and filled, with cul-de-sacs added to the residential streets as needed. These two structures are both deck beam supporting concrete ballast deck structures.

*Table 4. Structures to be Closed and Filled*

No.	Roadway Intersection	Approx. Bridge Length	No. of Tracks	Traffic Lanes Below	Owner	Description of Work
3.3.1	S Emerald Ave & W 75 <sup>th</sup> St	16'	5	N/A	BRC, NS	Existing single-span steel beam bridge will be filled between the abutments and proposed new track bed
3.3.2	S Union Ave & W 75 <sup>th</sup> St	70'	5	N/A	BRC, NS	Existing four-span steel beam bridge will be filled between the abutments and proposed new track bed. The roadway will be modified to become a cul-de-sac on either side of the tracks

*Table 5. Task 3 (Structures) Deliverables*

Deliverable ID	Subtask	Deliverable Name
1	3.1 Procurement	Procured materials, equipment, and labor
2	3.2 Structure Replacement, Rehabilitation & Construction	Implementation of structure replacement, rehabilitation & construction work
3	3.3 Structure Closure	Closed structures and streets

**Task 4: Viaduct & Community Mobility Work**

At most structures replaced or rehabilitated in Task 3, roadway viaducts will receive work with the goal of improving safety, security, and mobility for the surrounding community. In total, 13 segments of city streets will be improved:

- **Approximate Repaved Roads:** 13,300 sq yd
- **Approximate Sidewalks Improvement:** 7,900 sq yd
- **Approximate ADA Ramps Installed:** 33 ramps
- **Approximate Lighting Fixtures Replaced:** 200

There will be additional inspection throughout the final design stage, at which point the design team may identify additional scope necessary at each viaduct. Expanded detail on the mobility improvements listed by viaduct is provided in [Exhibit 2A](#).

*Subtask 4.1 Procurement*

NS will carry out the procurement of materials, labor, and equipment for the improvement of roadways, sidewalks, and lighting, with oversight by the City of Chicago and IDOT.

*Subtask 4.2 Roadway and Sidewalk Construction*

All roadways will be resurfaced or reconstructed as needed, and sidewalks within approximately 150 feet of the bridge will be repaired. At locations where ramps do not meet ADA guidelines, they will be reconstructed to be ADA accessible. Since a portion of Leland Giants Park will be used for temporary construction staging, the park will receive new landscaping.

*Subtask 4.3 Lighting Fixture Installation*

All lighting fixtures will be upgraded, to be compatible with new LED bulbs, versus the orange sodium vapor bulbs that have historically been used.

*Subtask 4.4 Drainage and Sewer Upgrades (as needed)*

At each viaduct, drainage conditions will be evaluated, with inlets and sewers reconstructed and new tie-ins added.

**Table 6.** Task 4 (Viaduct & Community Mobility) Deliverables

Deliverable ID	Subtask	Deliverable Name
1	Subtask 4.1 Procurement	Procured materials, equipment, and labor
2	Subtask 4.2 Roadway and Sidewalk Construction	Completed roadways and upgraded sidewalks
3	Subtask 4.3 Lighting Fixture Installation	LED Lighting Along Viaducts
4	Subtask 4.4 Drainage and Sewer Upgrades (as needed)	Assessed and upgraded drainage and sewer upgrades

**Task 5: Railroad Signals Work**

Signals will be repositioned, retrofitted, or added in the vicinity of S Damen Ave, Belt Junction, and W 74th St. New signals will be added at four locations along the corridor and existing and modified signals will be shifted to nine new locations. This will better align the signal network with the reconfigured track segments and will serve to update PTC and CTC technology on the corridor, improving control of train movements through the interlockings. These interfaces will be coordinated with NS, BRC, CN, UP, Metra, BNSF, CPKC, and Amtrak operations. The EW2A signal design will determine the final interfaces to align with track and structure construction. Detail on signal locations and activities is provided in **Table 7**.

*Subtask 5.1 Procurement*

NS is leading the process of procuring materials, equipment, and labor involved in signal work, with oversight by IDOT. NS will be supported by other participating railroads (BRC, CSX, UP, CN, Metra, Amtrak) and AAR, through coordination and technical review.

*Subtask 5.2 Signal construction and Relocation*

This Task includes relocation of signals to temporary track and new signals at control points.

*Table 7. Signals to be Installed, Moved or Reconfigured*

Roadway Area	Approx. Coordinates	Description of Work
<b>Stage A-1</b>		
Loomis Ave/Belt Junction	41°45'28.1" N 87°39'40.9" W	New signals for temporary Metra, NS Landers, and BRC track
Racine Ave	41°45'28.5" N 87°39'17.2" W	New signals for temporary BRC track
Union Ave	41°45'29.5" N 87°38'31.7" W	New signals for Emerald Wye turnout and temporary BRC track
<b>Stage A-2</b>		
Ashland Ave	41°45'27.7" N 87°39'53.0" W	Adjust signals for temporary NS Landers and BRC track
Loomis Ave/Belt Junction	41°45'28.1" N 87°39'40.9" W	Adjust signals for temporary NS Landers and BRC track
Union Ave	41°45'29.2" N 87°38'30.3" W	Adjust signals for Emerald Wye turnout and temporary BRC track
<b>Stage A-3</b>		
Western Ave	41°45'27.0" N 87°40'50.2" W	New signals for proposed Metra track and NS-Metra turnout
Damen Ave	41°45'27.7" N 87°40'24.7" W	Shift signals for BRC-CSX turnout
Loomis Ave/Belt Junction	41°45'28.1" N 87°39'40.9" W	Adjust signals for temporary NS Landers, BRC, and Metra track
76 <sup>th</sup> Street	41°45'23.6" N 87°38'22.6" W	Shift signals and signal bridge for proposed BRC track
<b>Stage A-4</b>		
76 <sup>th</sup> Street	41°45'23.6" N 87°38'22.6" W	Adjust signals for proposed BRC track
<b>Stage A-5</b>		
Damen Ave	41°45'28.0" N 87°40'23.1" W	Shift signals for BRC-CSX turnout
76 <sup>th</sup> Street	41°45'23.6" N 87°38'22.6" W	Adjust signals for proposed BRC track

*Table 8. Task 5 (Signal Construction) Deliverables*

Deliverable ID	Subtask	Deliverable Name
1	Subtask 5.1 Procurement	Procured materials, equipment, and labor
2	Subtask 5.2 Signal construction	New signals at temporary track
3	Subtask 5.2 Signal construction	New and relocated Signals around new finished track



## 6. Award and Project Financial Information

### 6.1 Award Amount

Agreement Federal Funds: \$291,179,049

### 6.2 Federal Obligation Information

Federal Obligation Type: Single

### 6.3 Federal Authorization and Funding Source

Authorizing Statute: 49 U.S.C. 24407(c)(3)

Appropriation: Consolidated Appropriations Act, 2023, Div. L Tit. I, Pub. L. 117-328 (2023 Appropriation, December 29, 2022), Consolidated Appropriations Act, 2024, Div. F. Tit. I, Pub. L. 118-42 (2024 Appropriation, March 9, 2023), FY 2023 and FY 2024 advance appropriations provided by and Division J of the Infrastructure Investment and Jobs Act (IIJA), Pub. L. No. 117-58 (November 15, 2021), \$7,724,132 in carryover FY 2022 appropriations, and \$2,000,000 in carryover from FY 2021 appropriations.

### 6.4 Funding Availability

All funding that is obligated under this Agreement remains available throughout the full duration of the Project's budget period.

### 6.5 Approved Project Budget

The estimated total Project cost under this Agreement is \$485,298,416.

FRA will contribute a maximum of 60 percent of the total Project cost, not to exceed the Agreement Federal Funds in **Section 6.1** of this Attachment 2 (p.15). FRA will fund the Project at the lesser amount of the Agreement Federal Funds or the FRA maximum contribution percentage of total Project costs.

The Recipient will contribute \$171,773,853 in Agreement Non-Federal Funds. Recipient's Agreement Non-Federal Funds are comprised of cash contributions.

The Recipient will complete the Project to FRA's satisfaction within the Approved Project Budget, subject to Article 5 of Attachment 1 of this Agreement.

*Table 10. Approved Project Budget by Major Construction Activity Category*

No.	Cost Categories	CRISI	%	Other Fed. Funds	%	Non-Federal	%	Total
1.0	Removals / Demolition	\$1,008,809	60%	\$0	0%	\$672,540	40%	<b>\$1,681,349</b>
2.0	Civil - Earthwork	\$12,289,132	60%	\$0	0%	\$8,192,754	40%	<b>\$20,481,886</b>
3.0	Track work	\$36,408,844	60%	\$5,586,378	9%	\$18,686,186	35%	<b>\$60,681,408</b>
4.0	Signals & Systems	\$34,024,387	60%	\$0	0%	\$22,682,924	40%	<b>\$56,707,311</b>
5.0	Structures	\$121,240,536	60%	\$16,759,136	8%	\$64,067,888	32%	<b>\$202,067,560</b>
6.0	Viaducts	\$9,262,704	60%	\$0	0%	\$6,175,136	40%	<b>\$15,437,840</b>

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No.	Cost Categories	CRISI	%	Other Fed. Funds	%	Non-Federal	%	Total
7.0	Environmental Mitigation	\$8,620,734	60%	\$0	0%	\$5,747,156	40%	<b>\$14,367,890</b>
8.0	Miscellaneous & Temporary Facilities	\$23,019,194	60%	\$0	0%	\$15,346,130	40%	<b>\$38,365,323</b>
9.0	Utility	\$4,585,497	60%	\$0	0%	\$3,056,998	40%	<b>\$7,642,496</b>
10.0	ROW	\$0	0%	\$0	0%	\$0	0%	<b>\$0</b>
11.0	Professional Services	\$40,719,212	60%	\$0	0%	\$27,146,141	40%	<b>\$67,865,353</b>
	Unallocated Contingency	\$0	0%	\$0	0%	\$0	0%	<b>\$0</b>
	<b>Total</b>	<b>\$291,179,049</b>	<b>60%</b>	<b>\$22,345,514</b>	<b>5%</b>	<b>\$171,773,853</b>	<b>35%</b>	<b>\$485,298,416</b>

\* Project costs are escalated to Year of Expenditure (YOE) dollars. The YOE is 2030.

Table 11. Approved Project Budget by Source

Funding Source	Total Amount	Percent of Total Cost
<b>Federal Share</b>	<b>\$313,524,563</b>	64.6%
Agreement Federal Funds	\$291,179,049	60.0%
CRISI	\$291,179,049	60.0%
Other Federal Funds	\$22,345,514	4.6%
Metra (FTA Formula Funding - 5307 or 5337 programs)	\$11,172,757	2.3%
Amtrak (FRA Annual Grant Funds)	\$11,172,757	2.3%
<b>Agreement Non-Federal Funds</b>	<b>\$171,773,853</b>	35.4%
State	\$58,929,003	12.1%
IDOT (State bond sources)	\$58,929,003	12.1%
Regional / Local	\$34,635,548	7.2%
Cook County (County motor fuel tax revenues)	\$29,049,169	6.0%
City of Chicago (municipal capital improvement funds)	\$5,586,379	1.2%
Private	\$78,209,302	16.1%
Class 1 Railroads	\$78,209,302	16.1%
<b>Total</b>	<b>\$485,298,416</b>	<b>100%</b>

### 6.6 Pre-Award Costs

None. Consistent with [2 CFR 200](#), costs incurred before the date of this Agreement are not allowable costs under this award. FRA will neither reimburse those costs under this award nor consider them as a non-Federal cost-sharing contribution to this award.

### 6.7 Phased Funding Agreement

Not applicable.

## 7. Performance Measurement Information

Provided below are the “baseline” and “post-project” performance measures for EW2A. The baseline value for “Daily Train Counts” represents the total daily train movements on the corridor (90 freight and 30 Metra trains daily, plus 3 Amtrak Carinal trains weekly), and its post-performance value represents the growth in train movements on the corridor by 2033, under the EW2A “Build Scenario” from CTCO’s Rail Traffic Controller (RTC) model (see [Exhibit 3A](#)). The “Delay Reduction” values are based on the combined hours of freight and passenger train delay, comparing the baseline with the EW2A Build scenario ([BCA](#), p.12). The “Maintenance Cost Savings” measure is derived from the assumption by participating railroad owners that the Project will reduce annual maintenance expenditures on the corridor’s structures by 90%, as the maintenance costs of a rail structure’s first 50 years of life mainly include inspection costs, versus routine repair costs ([BCA](#), p.22). Lastly, the value for the “Total contract dollars awarded to DBE’s” has been identified by applying the Program’s 21% DBE participation goal to EW2A’s budgeted “bid construction” work.

*Table 11. Performance Measurement Information*

Goal	Objective	Performance Measure	Description of Measure	Measurement	Reporting
Goal 1 Workforce Development, Job Quality, and Wealth Creation	Future Growth in Train Volumes	Daily Trains Counts	Total number of trains operating daily between mile posts BRC 13.2 [Western], NS 516.38 [72nd St.] and BRC 15.8 [79 <sup>th</sup> St]	<b>Pre-Project (Baseline) Performance as of:</b> 2024: 121  <b>Expected Post-Project Performance:</b> 2033: 180	<b>Frequency:</b> Annual  <b>Duration:</b> 2033-2036
	Delay Reduction	Reduced freight and passenger train delay (combined)	Combined hours of reduced freight and passenger train delay	<b>Pre-Project (Baseline) Performance as of:</b> 2024: 19,895  <b>Expected Post-Project Performance:</b> 2033: 17,085	<b>Frequency:</b> Annual  <b>Duration:</b> 2033-2036

Goal	Objective	Performance Measure	Description of Measure	Measurement	Reporting
	<b>Cost Competitive Operations</b>	Maintenance Cost Savings	The difference between the average “pre-build” and “post build” maintenance costs per structure	<b>Pre-Project (Baseline) Performance as of:</b> 2024: \$33,317  <b>Expected Post-Project Performance:</b> 2033: \$3,331	<b>Frequency:</b> Annual  <b>Duration:</b> 2033-2036
	<b>Equity in Contracting</b>	Total contract dollars awarded to DBE’s	Total contract dollars	<b>Pre-Project (Baseline) Performance as of:</b> 2026: N/A  <b>Expected Post-Project Performance:</b> 2033: \$ 36,250,000	<b>Frequency:</b> Annual  <b>Duration:</b> 2026-2036

## 8. Environmental Compliance

FRA signed a Final [Environmental Impact Statement](#) for this Project on September 19, 2014, and a finding of No Adverse Effects on historic properties on March 21, 2012. The Recipient is responsible for complying with environmental commitments, such as mitigation measures and/or design features, identified in **Section 4.4** of this Statement of Work (p.14) and described in detail in [Exhibit 4. EW2A Environmental Commitments](#). Should conditions or the scope of the action change, the Recipient must notify FRA and receive written response and notice to proceed before proceeding. FRA will evaluate whether this determination remains applicable or if additional environmental review is necessary.

## 9. Climate Change and Environmental Justice Impacts

### 9.1 Consideration of Climate Change and Environmental Justice Impacts

This Section identifies how the Project addresses climate change and environmental justice priorities. The Recipient certifies that rows marked with “X” in the following table are accurate:

<b>X</b>	The Project directly supports a Local/Regional/State Climate Action Plan that results in lower greenhouse gas emissions.
	The Project directly supports a Local/Regional/State Equitable Development Plan that results in lower greenhouse gas emissions.
	The Project directly supports a Local/Regional/State Energy Baseline Study that results in lower greenhouse gas emissions.

X	The Recipient or a Project partner used environmental justice tools, such as the EJSCREEN, to minimize adverse impacts of the Project on environmental justice communities.
X	The Project supports a modal shift in freight or passenger movement to reduce emissions or reduce induced travel demand.
	The Project utilizes demand management strategies to reduce congestion, induced travel demand, and greenhouse gas emissions.
	The Project incorporates electrification infrastructure, zero-emission vehicle infrastructure, or both.
	The Project supports the installation of electric vehicle charging stations.
X	The Project promotes energy efficiency.
	The Project serves the renewable energy supply chain.
X	The Project improves disaster preparedness and resiliency.
X	The Project avoids adverse environmental impacts to air or water quality, wetlands, and endangered species, such as through reduction in Clean Air Act criteria pollutants and greenhouse gases, improved stormwater management, or improved habitat connectivity.
	The Project repairs existing dilapidated or idle infrastructure that is currently causing environmental harm.
	The Project supports or incorporates the construction of energy- and location-efficient buildings.
X	The Project includes recycling of materials, use of materials known to reduce or reverse carbon emissions, or both.
	The Project includes other actions or attributes that address climate change and environmental justice.
	The Project does not include actions or attributes that address climate change and environmental justice but, before beginning construction of the Project, the Recipient will take relevant actions described below to address climate change and environmental justice impacts of the Project.

## 9.2 Supporting Narrative

### Supporting Climate Action Plan Goals Through Reduced Emissions

EW2A supports [Chicago's 2022 Climate Action Plan \(CAP\)](#) by delivering significant environmental benefits, including emissions reductions. The Project will cut idling and delay time by 3,258 hours from 2033-2052 ([BCA](#), p.12), through planned upgrades to track segments and signals, which will reduce Metra's and Amtrak's carbon dioxide (CO<sub>2</sub>), emissions by 2.5 metric tons annually and their fuel consumption by 248 gallons annually. By avoiding an increase in car VMT, due to the suspension of the SWS line from a potential track closure, EW2A also prevents an increase of 9,085 metric tons of combined emissions (CO<sub>2</sub>, NO<sub>x</sub>, SO<sub>x</sub>, PM<sub>2.5</sub>) from 2033-2052 ([BCA](#), p.15). By avoiding diversions to trucks that stem from a corridor closure, EW2A also prevents a combined 25,624 metric tons in emissions between 2047-2051 ([BCA](#), p.15). Additionally, by improving road conditions at the Project area's viaducts (benefitting 8 CTA fixed route bus routes and 3 dedicated City bike routes), EW2A encourages the use of active transportation modes, which produce fewer GHG emissions than passenger vehicles. As detailed in the [CAP](#), the City's carbon reduction goal of 62% by 2040 is heavily driven by reducing on-street transportation and railway emissions, which accounts for 1/6th of

that total reduction goal (p.16-17). In turn, by preventing emissions increases due to truck diversions and by encouraging a shift to low or no emission modes, EW2A supports the City’s climate action goals.

**Minimizing Impacts In Disadvantaged Communities**

The emissions reductions detailed above will also directly benefit surrounding environmental justice communities. As revealed by the [Climate and Economic Justice Screening Tool \(CEJST\)](#), most of the census tracts in the Project area rank around the 90th percentile for PM2.5, diesel particulate matter risk, and correlating health problems like asthma, reflecting the dire need to improve air quality in these communities (see [Exhibit 3G: CEJST Outputs](#)).

**Promoting Energy Efficiency**

EW2A also includes updating the viaduct lighting with new LED fixtures that reduce energy expense to the City, while providing brighter illumination. These LED fixtures are expected to have a lifespan of over ten years, as compared to about six years for HPSV fixtures, reducing operation and maintenance costs.

**Improving Stormwater Management & Resiliency**

The drainage improvements implemented at many viaducts also improve infrastructure resiliency against flash flooding events. As cited in the [CAP](#), these events occur more frequently in environmental justice areas, where deferred upgrades lead to poor drainage and increased combined sewer overflow events (p.14). This is supported by the CEJST, which finds many of the Project’s census tracts rank in the 90th percentile for “Projected Flood Risk” ([Exhibit 3G: CEJST Outputs](#)).

**Additional Environmental Improvements & Benefits**

EW2A includes tree planting, tree replacement and landscaping work near the intersection of S Hamilton Ave and W 75th Pl, and the 76<sup>th</sup> St viaduct of the NS line. The Project also includes the installation of a noise barrier wall at S Union Ave, to limit noise and vibration from rail operations. The railroads will also reduce noise and vibration through routine rail lubrication, grinding practices, and through continued deployment of Wheel Impact Load Detector (WILD) technology, to identify defective wheels and flat spots that contribute to wheel-to-rail interaction noise. Lastly, the Project will utilize recycled pavement for construction.

**10. Racial Equity and Barriers to Opportunity**

**10.1 Efforts to Improve Racial Equity and Reduce Barriers to Opportunity**

This Section identifies how the Project addresses efforts to improve racial equity and reduce barriers to opportunity. The Recipient certifies that rows marked with “X” in the following table are accurate:

	A racial equity impact analysis has been completed for the Project.
<b>X</b>	The Recipient or a Project partner has adopted an equity and inclusion program/plan or has otherwise instituted equity-focused policies related to project procurement, material sourcing, construction, inspection, hiring, or other activities designed to ensure racial equity in the overall delivery and implementation of the Project.
	The Project includes physical-barrier-mitigating land bridges, caps, lids, linear parks, and multimodal mobility investments that either redress past barriers to opportunity or

	that proactively create new connections and opportunities for underserved communities that are underserved by transportation.
X	The Project includes new or improved walking, biking, and rolling access for individuals with disabilities, especially access that reverses the disproportional impacts of crashes on people of color and mitigates neighborhood bifurcation.
X	The Project includes new or improved freight access to underserved communities to increase access to goods and job opportunities for those underserved communities.
X	The Recipient has taken other actions related to the Project to improve racial equity and reduce barriers to opportunity.
	The Recipient has not yet taken actions related to the Project to improve racial equity and reduce barriers to opportunity but, before beginning construction of the Project, the Recipient will take relevant actions described below to improve racial equity and reduce barriers to opportunity.

## 10.2 Supporting Narrative

### Approach to Inclusive Public Engagement

CREATE seeks input through public involvement, particularly engaging the environmental justice communities most directly served and impacted by the 75th St CIP. The 75th St CIP [Stakeholder Involvement Plan \(SIP\)](#) was completed in August 2020 to guide the collection and organization of input from all stakeholders. This ensured meaningful engagement with the community affected by the Project. The SIP is regularly updated and is informed by USDOT’s [“Promising Practices for Meaningful Public Involvement in Transportation Decision-Making Guide,”](#) to ensure the Project’s engagement and partnerships center on equity and inclusivity.

### Improving Community Connectivity in the Corridor

Aligning with the Justice40 Initiative, EW2A advances equity, multimodal options, and quality of life within recognized Areas of Persistent Poverty (APP) and Historically Disadvantaged Communities (HDC). The Project achieves this through its planned mobility to surface streets that cross through the corridor’s viaducts (listed in **Section 4.3 Project Scope, Task 4**, p. 11). These improvements benefit transit performance within these transportation cost-burdened communities, as eight CTA routes operate through the corridor (8,9, X9, 44,48,49, X49, 75), serving an estimated combined weekday ridership of 53,647. These improvements also benefit bicyclists and pedestrians (including those with physical disabilities), as three City bike routes cross the corridor (on Damen Ave, Loomis St, and Halsted St), and as sidewalks exist on all roads that cross the viaducts. These improvements will also strengthen access for emergency vehicles, school buses, and other critical roadway users, and improve access to key institutions and amenities. This includes implementing pedway and lighting improvements at Hamilton Park in the Englewood neighborhood (located at 73<sup>rd</sup> Street, west of the NS line), which will enable residents to safely access a popular local park that features a baseball field, outdoor pool, and tennis courts.

EW2A also improves connectivity with regional job centers and intermodal facilities like NS – Landers Intermodal Yard (reporting 382,329 annual lifts in 2021)<sup>4</sup>, by allowing Metra’s 30 daily trains to run separate, parallel movements from NS trains that exit and enter Landers, reducing

<sup>4</sup> [Exhibit 3I. CMAP - Chicago Intermodal Facility Lift Counts & Regional TEU Estimate, through 2021](#)

delay for all operators on the corridor, particularly in instances where one breaks down. By reducing delay in the Terminal, the Project benefits freight movement for other intermodal yards and logistics centers across the Chicago region, near O’Hare Airport (ORD), Lake Calumet and Will County.

**Equity-Focused Procurement & Delivery Policies**

Detailed in **Section 11**, CREATE maintains strong DBE goals and a mentor-protégé program, which increases participation and experience development for under-represented vendors. Specifically, \$39 million in awards to DBEs from the ten most recent general rail construction projects, and the Program’s mentor-protégé program is ongoing.

**11. Labor and Work**

**11.1 Efforts to Support Good-Paying Jobs and Strong Labor Standards**

This Section identifies the Project supports good-paying jobs and strong labor standards related to the Project. The Recipient certifies that rows marked with “X” in the following table are accurate:

	The Recipient or a Project partner has adopted the use of project labor agreements in the overall delivery and implementation of the Project.
<b>X</b>	The Recipient or a Project partner has adopted the use of local and economic hiring preferences in the overall delivery and implementation of the Project, subject to all applicable State and local laws, policies, and procedures
	The Recipient or a Project partner has adopted the use of registered apprenticeships in the overall delivery and implementation of the Project.
<b>X</b>	The Recipient or a Project partner will provide training and placement programs for underrepresented workers in the overall delivery and implementation of the Project
<b>X</b>	The Recipient or a Project partner will support free and fair choice to join a union in the overall delivery and implementation of the Project by investing in workforce development services offered by labor-management training partnerships or setting expectations for contractors to develop labor-management training programs.
	The Recipient or a Project partner will provide supportive services and cash assistance to address systemic barriers to employment to be able to participate and thrive in training and employment, including childcare, emergency cash assistance for items such as tools, work clothing, application fees and other costs of apprenticeship or required pre-employment training, transportation and travel to training and work sites, and services aimed at helping to retain underrepresented groups like mentoring, support groups, and peer networking.
<b>X</b>	The Recipient or a Project partner has documented agreements or ordinances in place to hire from certain workforce programs that serve underrepresented groups.
	The Recipient or a Project partner participates in a State/Regional/Local comprehensive plan to promote equal opportunity, including removing barriers to hiring and preventing harassment on work sites, and that plan demonstrates action to create an inclusive environment with a commitment to equal opportunity, including: a. affirmative efforts to remove barriers to equal employment opportunity above and beyond complying with Federal law;

	<p>b. proactive partnerships with the U.S. Department of Labor’s Office of Federal Contract Compliance Programs to promote compliance with EO 11246 Equal Employment Opportunity requirements;</p> <p>c. no discriminatory use of criminal background screens and affirmative steps to recruit and include those with former justice involvement, in accordance with the Fair Chance Act and equal opportunity requirements;</p> <p>d. efforts to prevent harassment based on race, color, religion, sex, sexual orientation, gender identity, and national origin;</p> <p>e. training on anti-harassment and third-party reporting procedures covering employees and contractors; and</p> <p>f. maintaining robust anti-retaliation measures covering employees and contractors.</p>
	The Recipient has taken other actions related to the Project to create good-paying jobs with the free and fair choice to join a union and incorporate strong labor standards
	The Recipient has not yet taken actions related to the Project to create good-paying jobs with the free and fair choice to join a union and incorporate strong labor standards but, before beginning construction of the Project, will take the relevant actions described below.

## 11.2 Supporting Narrative

As with all CREATE projects, the contractor work will be carried out by 100% union labor, including skilled and semi-skilled laborers, equipment operators and specialty craftspeople, represented by Laborers, Steel Workers, Electrical Workers, Heavy Equipment Operators, Brotherhood of Railroad Signalman, Brotherhood of Maintenance of Way Employees unions, and others. All contractor employees will be covered by Davis-Bacon Act ([23 USC 113](#)) requiring payment of prevailing wage rates. Additionally, EW2A is fully supported by the [Chicago Federation of Labor](#).

The implementation of EW2A will include high quality job creation and will focus on local workforce development. The Project will incorporate the CREATE Program’s Community Partnership, which emphasizes inclusion of disadvantaged business enterprises (DBE) in design and construction work. The contracted work element of the Project will include outreach to support local hiring in the surrounding communities, conducted in partnership with City Colleges, community organizations, and elected officials. IDOT data from 2022 showed that of CREATE’s ten most recent general rail construction projects, the Program achieved a DBE participation goal of 23%, exceeding its 21% target, representing \$39 million in completed awards. An additional \$30 million in DBE contract awards is planned through 2028. CREATE partners are also performing a procurement analysis for EW2A that will enable setting of project-specific construction DBE and local hiring goals, considering the technical capacity required to complete the work and the capabilities of local firms. CREATE also maintains a mentor-protégé program that advances participation and experience development for under-represented vendors.

CREATE also runs programming focused on increasing representation of under-represented groups in the Program’s contracted work. These include the [Get on Board \(GOB\)](#) events, which connect minority and DBE contractors with rail-industry prime contractors specializing in engineering, design and construction. GOB events educate contractors on how to become a certified DBE and/or a certified railroad contractor, and on upcoming bid opportunities.

Additionally, CREATE provides funding for construction industry qualifications trainings, and for on-the-job training in 75th St CIP construction projects, involving entry-level individuals who have graduated from IDOT's Highway Construction Careers Training Program (HCCTP). The HCCTP is offered at numerous Chicago area schools, including Dawson Technical Institute of Kennedy King College, South Suburban College, and Richard J. Daley College. To date, the HCCTP has advanced 600 graduates, 300 of which have been placed in highway careers. The CSX Railway Career Pathways Program is also held at Dawson Technical Institute, which prepares students for rail industry careers. In 2022, thirty-one students attended the program, and it continues to grow. NS has also contributed \$200,000 to [HIRE360](#)'s workforce development center, helping to cultivate Chicago's next generation of construction workers and DBE entrepreneurs. CREATE Partners have also funded STEAM programs in 75th St CIP communities since 2019, including over \$200,000 from NS to Chicago Public Schools and the Chicago Public Library Foundation. These programs encourage student interest in transportation, engineering, and technical fields throughout a CREATE project's design and construction phases. Partners also led bridge building competitions at elementary schools and RFP Competitions with local high schools, having engaged over 130 elementary and 30 high school students to date.