

75th Street Corridor Improvement Project

Rock Island Connection Project - P2

Risk Assessment

Date: 2/4/26

							Likelihood of Occurrence			Magnitude of Impact			Range of Cost Impacts			Range of Schedule Impacts (Months)		
Topical Area	Cost vs. Schedule Impacted	Threat / Opportunity	Threat/Opp Description	Risk Mitigation	Segment(s) Impacted (CREATE, P2)	Risk Probability	Low	Medium	High	Low	Medium	High	Low	Medium	High	Low	Medium	High
Removal / Demolition																		
ROW Demolition	Cost	Threat	Cost increase to demolish existing parcels	Budget contingencies to cover potential cost increases.	P2	50%		x		x			5.0%	10.0%	15.0%			
Civil - Earthwork																		
Erosion Control (SW3P)	Schedule	Threat	Within means and control of design	Phase II designers will develop detailed designs and specifications for erosion control measures.	P2	15%	x			x						2	4	6
Clear and Grub Trees for Access Roads	Schedule	Threat	Potential schedule threat due to workforce and environmental concerns (i.e. long eared bat migration)	Phase II designers are conducting an environmental re-evaluation to address and mitigate potential issues or changes identified during Phase I, ensuring they do not impact the construction schedule.	P2	50%	x			x						2	4	6
Access Road	Cost	Threat	Access roads need to be built for contractors. TBD at final design	Phase II designers are coordinating the design of the access road as part of the final design process and in alignment with the Right-of-Way (ROW) professional services scope.	P2	20%	x			x			5.0%	10.0%	15.0%			
Earth / Topsoil Excavation	Schedule	Threat	Sample material to determine weather it is special waste. Additional time for haul away of special waste	Phase II designers will identify designated on-site storage areas for excavated soil and fill materials. Special waste assessment will be updated prior to completing the final design to determine mitigation if necessary	P2	50%		x			x					2	4	6
Trackwork																		
Final Design	Schedule	Threat	Modifications to track schematics or special trackwork causing realignment of tracks; new ROW or ENV impacts	The track, structure, and signal professional service providers are coordinating throughout the final design review process at key submittal stages (30%, 60%, and 90%) to minimize modifications to track schematics.	P2	20%	x				x					2	4	6
New Track Construction	Cost	Threat	Potential procurement and regulatory (BABA) issues	Cost estimates must be updated throughout the design process, with Phase II designers providing updates at each design milestone.	P2	80%			x			x	5.0%	10.0%	15.0%			
Turnouts	Cost	Threat	Potential procurement and regulatory (BABA) issues	Cost estimates must be updated throughout the design process, with Phase II designers providing updates at each design milestone.	P2	80%			x			x	5.0%	10.0%	15.0%			
Crossovers	Cost	Threat	Potential procurement and regulatory (BABA) issues	Cost estimates must be updated throughout the design process, with Phase II designers providing updates at each design milestone.	P2	80%			x			x	5.0%	10.0%	15.0%			
Track Modifications	Schedule	Threat	Potential procurement and regulatory (BABA) issues	Cost estimates must be updated throughout the design process, with Phase II designers providing updates at each design milestone.	P2	80%		x			x					1	2	4
Track Removal	Schedule	Threat	Design changes to track geometric layout requiring additional track replacement	Cost estimates must be updated throughout the design process, with Phase II designers providing updates at each design milestone.	P2	10%	x			x						2	4	8
Track Removal	Cost	Threat	Design changes to track geometric layout requiring additional track replacement	Cost estimates must be updated throughout the design process, with Phase II designers providing updates at each design milestone.	P2	10%	x			x			5.0%	10.0%	15.0%			
Construction Management (RR Force Acct) - Survey, Testing, Site Investigation, Inspection	Schedule	Opportunity	Advance placement of temporary and permanent track improvements (where possible) at the beginning of construction. (Opportunity)	The track, structure, and signal professional service providers are coordinating throughout the final design review process at key submittal stages (30%, 60%, and 90%) to coordinate Advance placement of temporary and permanent track improvements	P2	20%	x			x						2	4	6

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Subballast	Cost	Threat	Potential additional quantity required	Phase II designers will develop accurate quantity estimates for subballast and ballast, including appropriate contingency allowances.	P2	40%		x		x			5.0%	10.0%	15.0%			
Signals & Systems																		
Interim Signal work to support cutovers and construction phasing.	Cost	Threat	Signal cost increase due to supply and regulatory (BABA) issues	Cost estimate updates must be performed throughout the design process. A preliminary signal professional services provider has been procured and is actively engaged.	P2	95%			x			x	5.0%	10.0%	15.0%			
Remove Existing Interlocking or Control Point (CP)	Cost	Threat	Additional interlocking or CP requiring removal	A preliminary signal professional services provider has been procured and is actively collaborating with the track and structure design teams to ensure coordinated design and construction.	P2	20%	x			x			5.0%	10.0%	15.0%			
Automatic Block Signals	Cost	Threat	Signal cost increase due to supply and regulatory (BABA) issues	Cost estimate updates must be performed throughout the design process. A preliminary signal professional services provider has been procured and is actively engaged.	P2	95%			x			x	5.0%	10.0%	15.0%			
Structures																		
Geotechnical	Cost	Threat	Unexpected geotechnical issues requiring redesign of structural elements.	Geotechnical testing will be conducted as part of the design process, and its findings will be incorporated into the final design prior to letting.	P2	50%		x		x			5.0%	10.0%	15.0%			
Bridge Repair Locations	Schedule	Threat	Permitting and scheduling - time intensive OUC review	Phase II designers are coordinating with CDOT’s Office of Underground Coordination (OUC) at key design milestones—60%, 90%, and 100%—and will continue engagement throughout project construction.	P2	90%			x			x				6	8	10
Relocations (Roadway/Infrastructure)	Cost	Threat	Additional mitigation measures at known utility conflicts	Phase II designers have identified utility conflicts as part of the design process and are addressing them to ensure resolution prior to construction letting.	P2	50%		x				x	10.0%	20.0%	50.0%			
Final Design	Cost	Threat	Potential structure design changes impacting constructions cost	Phase II designers will develop detailed designs and specifications.	P2	15%	x			x			1.0%	5.0%	10.0%			
Viaducts																		
Viaducts	Cost	Threat	Changed regulation and/or city ordinances (External)	Phase II designers are coordinating efforts to initiate community mobility planning during the final design phase. Viaduct requirements will be incorporated into the final design deliverables and included in the construction scope.	P2	15%	x			x			5.0%	10.0%	15.0%			
Viaducts	Schedule	Threat	Changed regulation and/or city ordinances (External)	Phase II designers are coordinating efforts to initiate community mobility planning during the final design phase. Viaduct requirements will be incorporated into the final design deliverables and included in the construction scope.	P2	15%	x			x						1	2	3
Environmental Mitigation																		
Additional Community Mobility Improvements	Cost	Threat	Mobility improvements within communities TBD in Final Design	Phase II designers are coordinating efforts to initiate community mobility planning during the final design phase. Viaduct requirements will be incorporated into the final design deliverables and included in the construction scope.	P2	15%	x			x			10.0%	15.0%	20.0%			
Drainage (non viaduct improvements)	Schedule	Threat	Permitting and scheduling - time intensive CDWM review	Phase II designers are coordinating with CDOT’s Chicago Department of Water Management (CDWM) at key design milestones—60%, 90%, and 100%—and will continue engagement throughout project construction.	P2	90%			x			x				6	8	10

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Contaminated Soil Disposal	Cost	Threat	Unknown contamination at removal sites	Phase II designers are conducting an environmental re-evaluation to address and mitigate potential issues or changes identified during Phase I, ensuring they do not impact the construction schedule.	P2	85%			x			x	10.0%	15.0%	20.0%			
Visual Impact Minimization Measures	Cost	Threat	Scope of form liners at Viaducts, Structures, Flyovers TBD	Phase II designers are coordinating efforts to initiate community mobility planning during the final design phase. Viaduct requirements will be incorporated into the final design deliverables and included in the construction scope.	P2	80%			x	x			10.0%	15.0%	20.0%			
Visual Impact Minimization Measures	Schedule	Threat	Scope of form liners at Viaducts, Structures, Flyovers TBD	Phase II designers are coordinating efforts to initiate community mobility planning during the final design phase. Viaduct requirements will be incorporated into the final design deliverables and included in the construction scope.	P2	80%			x		x					1	3	6
Miscellaneous & Temporary Facilities																		
Flagging (RR Maintenance of Way)	Schedule	Threat	Labor constraints and overlapping activities require increased coordination with RR's	Railroad partners will engage during the final design phase to coordinate potential labor constraints related to flagging, ensuring these do not impact the construction schedule.	P2	80%			x			x				1	2	4
Flagging (RR Maintenance of Way)	Cost	Threat	Labor constraints and overlapping activities require increased coordination with RR's	Railroad partners will engage during the final design phase to coordinate potential labor constraints related to flagging, ensuring these do not impact the construction schedule.	P2	80%			x			x	5.0%	10.0%	15.0%			
Road (Permanent or Temporary)	Schedule	Threat	High coordination with lower number of roadway; RR are generally out of control of CDOT/IDOT/ICC concurrence	The Phase II Designer and Railroad team will engage and coordinate with CDOT, IDOT, and ICC to address impacted locations and minimize delays to the construction schedule and progress	P2	75%		x			x					1	2	4
Bridge Repair Locations	Cost	Threat	Consecutive (or close by) bridge improvements may be delayed to minimize traffic impacts due to road closures	Phase II designers will engage and coordinate with impacted locations regarding the construction schedule and progress to minimize extended Maintenance of Traffic (MOT) impacts.	P2	50%			x			x	5.0%	10.0%	15.0%			
Bridge Repair Locations	Schedule	Threat	Consecutive (or close by) bridge improvements may be delayed to minimize traffic impacts due to road closures	Phase II designers will engage and coordinate with impacted locations regarding the construction schedule and progress to minimize extended Maintenance of Traffic (MOT) impacts.	P2	50%			X			X				1	2	3
Maintenance of Traffic (MOT)	Cost	Threat	Extended construction duration requiring extended MOT	Phase II designers are engaging and coordinating with impacted stakeholders regarding the construction schedule and progress to minimize extended Maintenance of Traffic (MOT) impacts.	P2	50%		x		x			5.0%	10.0%	15.0%			
Maintenance of Traffic (MOT)	Schedule	Threat	Contractors need to develop MOT plan during non-construction months to get IDOT/CDOT approval	Phase II designers are developing the Maintenance of Traffic (MOT) plan as part of the final design submittal requirements	P2	50%		x		x						1	2	4
Mobilization	Cost	Threat	Delay of construction start-up cost.	Phase II designers will develop detailed designs and specifications to include a mobilization and laydown plan.	P2	15%	x			x			1.0%	2.5%	5.0%			

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Utility																		
Acquisition	Cost	Threat	Acquisition of additional ROW parcels for utility relocations that were not identified in Phase I	All required Right-of-Way has been identified, and funding has been secured to acquire the necessary parcels.	P2	75%			x			x	10.0%	20.0%	30.0%			
Remnant & Vacant Parcel Improvement	Cost	Threat	Scope of improvements to be coordinated with stakeholders	All required Right-of-Way has been identified, and funding has been secured to acquire the necessary parcels. Phase II designers will identify Remnant and Vacant parcels.	P2	60%		x			x		10.0%	15.0%	20.0%			
Relocations (Roadway/Infrastructure)	Schedule	Threat	Additional mitigation measures at known utility conflicts. Permitting/utility coordination could impact schedule. Additional review of relocation between utility holders.	Phase II designers have identified utility conflicts as part of the design process and are addressing them to ensure resolution prior to construction letting.	P2	60%		x				x				4	8	12
Relocations (RR ROW)	Schedule	Threat	Significant unknown utility conflicts may be present within RR ROW. Permitting/utility coordination could drastically impact schedule. Additional review of relocation between utility holders.	Phase II designers have identified utility conflicts as part of the design process and are addressing them to ensure resolution prior to construction letting.	P2	60%		x			x					4	8	12
Relocations (RR ROW)	Cost	Threat	Significant unknown utility conflicts may be present within RR ROW. Permitting/utility coordination could drastically impact schedule. Additional review of relocation between utility holders.	Phase II designers have identified utility conflicts as part of the design process and are addressing them to ensure resolution prior to construction letting.	P2	20%	x			x			10.0%	20.0%	30.0%			
ROW (Final Design)																		
Wrightwood Station Platform	Cost	Threat	Project completion delays.	Coordination will be aligned with the Metra station opening, which is dependent on predecessor activities.	P2	20%	x			x			5.0%	10.0%	15.0%			
Land Acquisition of approximately 24 Parcels for P2 (funded by FY 2023 IL Competitive Freight Program grant and CREATE Program Partners)	Schedule	Opportunity	Acquisition of needed parcels occurring within earlier timing and all legal cost savings (opportunity).	Needed and required real estate interests have been identified. Funding for the identified parcels have been secured via FY 2023 IL Competitive Freight Program Grant and CREATE Program Partners in the approximate amount of \$6.5M. Attempt to avoid condemnation and truncated negotiations with willing property owners.	P2	75%			x			x				3	6	8
Land Acquisition of approximately 24 Parcels for P2 (funded by FY 2023 IL Competitive Freight Program grant and CREATE Program Partners)	Schedule	Threat	Land Acquisition is always a risk in every capital project. Moreover, additional parcels may be identified in other phases not identified in Phase I.	Needed and required real estate interests have been identified. Funding for the identified parcels have been secured via FY 2023 IL Competitive Freight Program Grant and CREATE Program Partners in the approximate amount of \$6.5M. Attempt to avoid condemnation and stay within scheduled timing.	P2	75%			x			x				4	8	16
Land Acquisition of approximately 24 Parcels for P2 (funded by FY 2023 IL Competitive Freight Program grant and CREATE Program Partners)	Cost	Threat	Land Acquisition is always a risk in every capital project. Moreover, additional parcels may be identified in other phases not identified in Phase I.	Needed and required real estate interests have been identified. Funding for the identified parcels have been secured via FY 2023 IL Competitive Freight Program Grant and CREATE Program Partners in the approximate amount of \$6.5M. Attempt to avoid condemnation and stay within scheduled timing.	P2	75%			x			x	10.0%	20.0%	30.0%			

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Approximately 16 Relocations for P2: 12 residential single-family relocations; 3 residential multifamily relocations; 1 commercial relocation	Schedule	Threat	Complex relocations and all applicable timing needs that consider the needs, quantity, and eligibility of relocatees - compliance with Uniform Act. The threat includes number of actual relocatees and those relocatees needs and eligibility. This could affect timing and schedule.	Multiple Relocation Agents are included in relocation services contract to assist relocation needs and relocatees. It is anticipated that relocation services and eligibility determinations will occur concurrently with negotiation/acquisition services.	P2	10%	x					x				4	8	16
Approximately 16 Relocations for P2: 12 residential single-family relocations; 3 residential multifamily relocations; 1 commercial relocation	Cost	Threat	Complex relocations and all applicable timing needs that consider the needs, quantity, and eligibility of relocatees - compliance with Uniform Act. The threat includes number of actual relocatees and those relocatees needs and eligibility. This could affect costs.	Multiple Relocation Agents are included in relocation services contract to assist relocation needs and relocatees. It is anticipated that relocation services and eligibility determinations will occur concurrently with negotiation/acquisition services.	P2	10%	x					x	10.0%	20.0%	30.0%			
ROW Consultant (funded by FY 2023 IL Competitive Freight Program grant and CREATE Program Partners)	Cost	Threat	Additional consultant fees for alternative ROW parcel acquisition; given contingency	The Right-of-Way (ROW) professional services scope and acquisition plan include contingencies to cover potential additional fees. A ROW consultant has been engaged, and a clear scope of work has been defined. Funding for the ROW consultant has been secured via FY 2023 IL Competitive Freight Program Grant and CREATE Program Partners in the approximate amount of \$1.3M.	P2	15%	x				x		10.0%	20.0%	30.0%			
Professional Services																		
RR Labor Rate and/or Overhead Increase	Cost	Threat	Labor force negotiation	Phase II designers are incorporating cost estimation processes and contingencies to account for potential increases in labor rates. Each railroad is providing key information on labor rates and additives to support accurate forecasting.	P2	80%			x			x	5.0%	10.0%	15.0%			
Construction Management (Consultant) - Survey, Testing, Site Investigation, Inspection	Schedule	Opportunity	Identify opportunities to continue construction activities through winter months (where possible) i.e. - drill shafts	The structure professional service providers are evaluating opportunities to continue construction activities through winter months (where possible) i.e. - drill shafts.	P2	20%	x			x						2	4	6
Project Management through Construction	Cost	Threat	Delays in project development or construction requiring additional funds for PM activities beyond forecast at contract execution	The program has dedicated resources assigned to monitor construction progress and mitigate potential delays	P2	40%		x			x		5.0%	10.0%	15.0%			
Construction Management (Consultant and Force Account) - Survey, Testing, Site Investigation, Inspection	Cost	Threat	Additional track systems or infrastructure scope requiring additional survey, testing and/or inspection	Phase II designers have identified the necessary permitting requirements during the final design phase.	P2	10%	x			x			5.0%	10.0%	15.0%			