



Illinois Department
of Transportation



CREATE

KEEPING THE GO IN CHICAGO

ROCK ISLAND CONNECTION PROJECT – P2

CONSOLIDATED RAIL
INFRASTRUCTURE AND SAFETY
IMPROVEMENTS PROGRAM

SUBMITTED TO:
FEDERAL RAILROAD ADMINISTRATION

SUBMITTED BY:
ILLINOIS DEPARTMENT OF TRANSPORTATION

FY2025-2026

Statement of Work | Rock Island Connection – P2

Key Objectives, Milestones and Deliverables

The key objectives of [the Project](#) are to construct the P2 Flyover (see **Figure 1**), complete track work reconfiguration, and improve associated rail, signal, and community infrastructure improvements to improve safety, eliminate passenger and freight conflicts, and make operations faster and more reliable. Milestones and deliverables are included in the project schedule (**Figure 4**).

Figure 1 Project Location



1.1.1 Project Components and Tasks for Construction Phase

P2 prepares the region's infrastructure for anticipated growth in passenger and freight movements. AAR's Rail Traffic Controller (RTC) model, which simulates train performance in the Chicago Terminal with and without the construction of P2, indicates that total annual train miles in the Terminal are expected to increase by 1.25 million between 2025 and 2050 (see [Exhibit 3B. Train Growth Results and Calculations](#)).

P2 is a component of the greater [75th St. CIP](#). P2's scope was developed to have independent utility as a standalone project, **as well as enable future projects that depend on its construction**. The Project includes the following components:

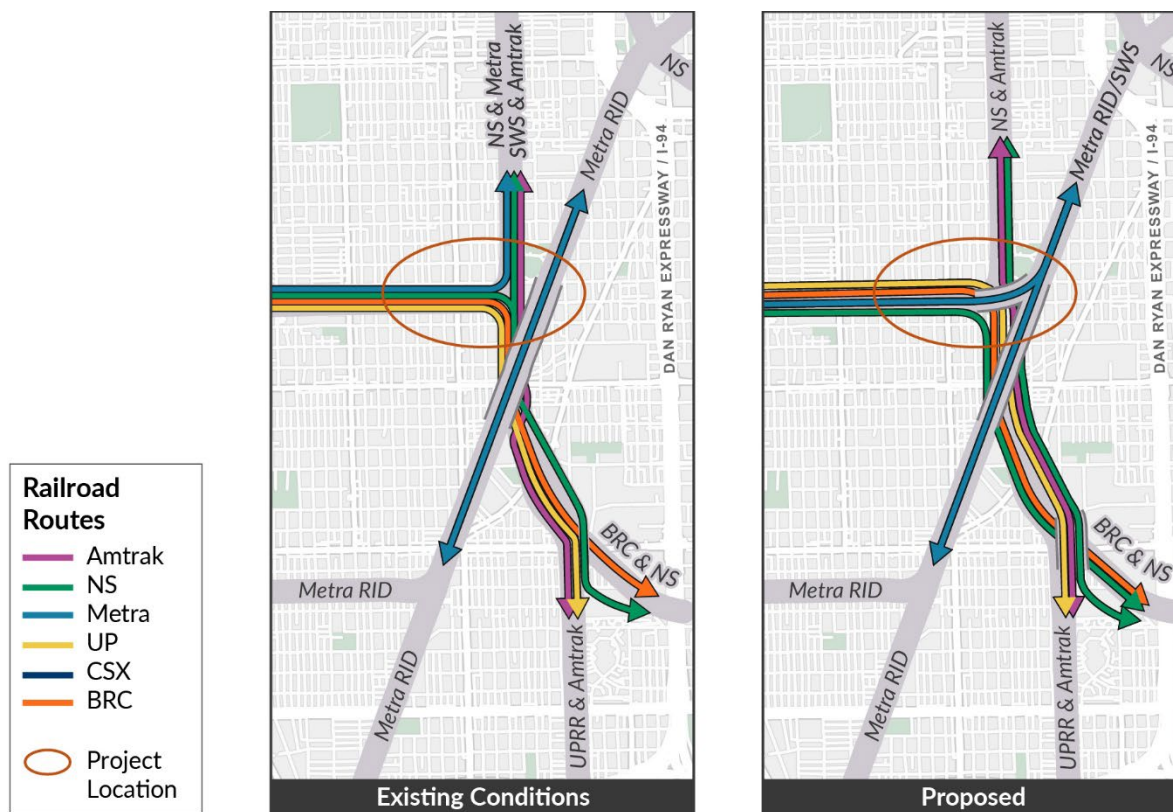
- Structures Work-Flyover:** The proposed P2 flyover structure begins at the west along the Metra SWS tracks, between Peoria and Halsted Streets, rising to its maximum height over the BRC tracks near Union Ave. From there, it descends along a curve to the northeast, where it connects to the existing Metra RID tracks, near Hamilton Park and 74th St. **Figure 2** shows the details of the P2 flyover and **Figure 3** demonstrates the operational improvements associated with the development of P2.
- Track Work:** East of Belt Junction, tracks will be reconfigured to six lines, grouped into three alignments. The first alignment group includes three BRC tracks (the northernmost tracks) established in [Federally funded EW2A](#) (refer to the [Project Narrative](#)), while the second alignment includes two new Metra tracks relocated to the south, and the third alignment is the new NS Landers Main as the southernmost track. The two Metra tracks (Alignment 2) rise from an existing grade of 0.35% to a near 2% grade west of the Peoria St. Bridge, crossing over the three BRC tracks near the existing Union Ave. Bridge. The three BRC tracks (Alignment 1) remain at their current grade, as they curve to the southeast using an approximately 5-degree 45-minute curve toward 79th Street to the south. The two new Metra tracks connect to Metra's *Rock Island District (RID)* tracks using #20 turnouts near 75th St. and S. Parnell Ave. and enable continuation to LaSalle Street Station. In total, nearly 4,200 feet of double track will be constructed, along with four #20 crossovers. A temporary shoofly will be constructed for the bridge improvements at 73rd and 74th St. To support P2 improvements including the realignment of BRC tracks and the NS Landers Main, NS will implement track enhancements along the 75th St. east-west corridor, spanning Western Ave. and Union Ave., and the north-south corridor between 74th St. and 78th St. This includes the construction of approximately 8,200 feet of new track. Furthermore, approximately 19,600 feet of track will be shifted with 33% timber crosstie renewal and ballast renewal. Four new power operated turnouts and five new power crossovers will facilitate a fully automated, dispatcher-controlled route.
- Signals Work:** New switches, signals, and bungalows will be added at seven distinct locations on the existing and newly constructed segments along the corridor.
- Community Mobility Improvements:** The Chicago Department of Transportation (CDOT) will implement various street improvements at six viaduct locations—73rd St., 74th St. east of Normal Ave., Normal Ave. north of 75th St., 75th St. at Normal, Halsted St., and Peoria St.—along the corridor and within the surrounding neighborhoods up to one-quarter (1/4) mile from the railroad work. Improvements including ADA ramps, LED lighting fixtures, sidewalk and pedestrian enhancements, pavement replacement, sewer upgrades, and landscaping will improve safety and useability for pedestrians, motorists, commercial vehicles and families walking and driving below the railroad bridges. At the 73rd St. viaduct, upgrades will also improve the pedestrian tunnel under the Metra *RID* to provide enhanced access to Hamilton Park from the east.

Figure 2 Future P2 Flyover Visualization



Under existing conditions, these services compete for shared track capacity, leading to congestion and delays. Upon completion, the P2 flyover will grade separate freight and passenger movements, enabling more efficient and reliable operations. The Project will also reroute 30 weekday Metra SWS trains from Chicago Union Station (CUS) to LaSalle Street Station (which currently accommodates Metra's *Rock Island District (RID)*). This will reduce congestion on critical passenger rail approaches to CUS, improving operational fluidity, and it will also reinforce efficient, multimodal rail access (commuter and intercity) to downtown Chicago. By rerouting SWS to the *RID* line, Metra service to LaSalle Steet Station will be faster and more reliable, while Amtrak and NS service to CUS will be less congested and efficient.

Figure 3 Existing Operations and Proposed Improvements



1.1.2 Proposed Schedule

FRA's Systems Planning Stage for P2 was completed through the CREATE Program's Final Feasibility Plan, a feasibility study defining the costs, impacts, and development activities for all 70 Program projects, including P2, and serves as a Tier I Environmental Impact Statement (EIS). The Final Feasibility Plan was completed in 2007, and last modified in 2011. Following the Final Feasibility Plan, CREATE Projects advance through IDOT's three project phases: Phase I Preliminary Engineering and Environmental Studies, Phase II Final Engineering, and Phase III Construction. IDOT's Phase I encompasses all elements of FRA's Lifecycle Development Stage—Project Planning and Development—which were completed for P2 with the approval of the 75th St CIP [Final EIS \(FEIS\)](#) and [Record of Decision \(ROD\)](#) in 2014, followed by preliminary design approval in 2015. Because more than eight years have passed since FHWA approved the 2017 EIS reevaluation due to the overall 75th St CIP cost and phasing constraints, certain EIS documents—such as the EIS technical memorandum and related studies—will be reevaluated and updated.

IDOT's Phases II and III correspond to FRA's Implementation Stage, covering Final Design and Construction. P2 final design is fully funded and began in 2020. Phase II includes track and bridge design as well as land acquisition needs and real property interests (ROW, fee, and easements). Final design is currently underway and will be completed by June 2027 as shown in Figure 6. Land acquisition needs and real property

interests to be acquired from private property owners have been identified and will also be completed by June 2027. P2's detailed project schedule and narrative are available on the [application website](#). Construction will commence with bid procurement in October 2027, followed by construction starting in April 2028 and largely complete by 2032 with construction close out in late 2033. Community engagement has been occurring and will continue throughout the Project.

Figure 4 Project Schedule: Milestones and Deliverables

Task, Milestone, or Deliverable	2024				2025				2026				2027				2028				2029				2030				2031				2032				2033			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Track Design																																								
Bridge Design																																								
ROW Acquisition																																								
Final Design Report																																								
Grant Agreement																																								
FRA Project Management Plan																																								
Bid /Contractor Procurement																																								
Construction																																								
Community Engagement																																								

