

CREATE Component Project Preliminary Screening Worksheet

CREATE Component Project Profile

Project Identifier	WA4 (Western Ave to Ash Street)	
Objective, Intent of Project	Efficiently connect the BNSF Chicago and BNSF Chillicothe Subdivisions to eliminate the safety issue of long reverse moves.	
Description of Proposed Work/ Improvements	Construct new track from Western Avenue Interlocking on the BNSF Chicago Sub to CP 46 on the Chillicothe Sub. Rehab bridge over the Chicago Sanitary and Ship Canal, and install switches to cross the CN Freeport Sub. Install crossovers between new track and B&OCT(CSX) Blue Island Subdivision. Install CTC signaling over length of the project.	
Location:	BNSF, NS, CSX and CN	
Owner(s)	Former Panhandle ROW	
Route/Line	Western Ave Interlocking to CP 46 near California Ave.	
Project Limits	Chicago – Douglas Park, South Lawndale, Little Village, and Brighton Park	
Local Community		
Potential Environmental Issues Needing Further Study	No issues appear to need greater detail than normally accomplished through ECAD process.	
Project Status	Engineering: Preliminary layout and estimate. Detailed signal and track design need to be completed.	
Estimated Project Costs (Level of Confidence)	Construction \$ 15.2 Million R/W \$ 0 Contingencies \$ 3.6 Million	Planning Estimate Preliminary Engineering Estimate
Adjoining CREATE Projects (Proj.#, Line, distance)	A. WA2	
	B. C3/C4	
	C. WA5	
	D.	
	E.	
Other Related Projects (Nature of Relationship)	G. WA1	
	H.	
	I.	
	J.	
Comments/Notes:		

Individual Component Project Logical Termini Test – Determine 1) sufficient length and scope; 2) independent utility; and 3) restriction of alternatives.				
1) Sufficient Length & Scope Determination				
Does the proposed project have sufficient length and scope to broadly address environmental issues? If no, modify project limits. After project limits are modified, ensure project profile is accurate, then proceed to project linkage test.				Y/N
				Y
2) Independent Utility and 3) Restriction of Alternatives Determination				
		Discussion	Y/N	Rationale
Linkage to Project WA-2	Independent Utility?	Project WA2 would only cause signal software programming considerations in WA4.	Y	Project WA4 is to construct a connection directly linking BNSF Chicago and Chillicothe Subs. WA4 is fully usable without WA2.
	Restriction of Alternatives?	None	N	Project WA4 does not restrict alternatives in WA2.
Linkage to Project C-3/C-4	Independent Utility?	Project C3/C4 would only cause signal software programming considerations in WA4.	Y	Project WA4 is to construct a connection directly linking BNSF Chicago and Chillicothe Subs. WA4 is fully usable without C3/C4.
	Restriction of Alternatives?	None	N	Project WA4 does not restrict alternatives in C3/C4.
Linkage to Project WA-5	Independent Utility?	Project WA5 would only cause signal software programming in WA-4.	Y	Project WA4 is to construct a connection directly linking BNSF Chicago and Chillicothe Subs. WA4 is fully usable without WA5.

	Restriction of Alternatives?	None	N	Project WA4 does not restrict alternatives in project WA5.
Linkage to Project WA1	Independent Utility? Does the project have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made?	Project WA1 would have no affect on WA4	Y	Project WA1 is to increase train speeds, increase capacity, improve utilization of trackage and reduce congestion on the north end of the Western Avenue Corridor. WA1 is fully usable without WA4.
	Restriction of Alternatives? Does the project restrict the consideration of alternatives for other reasonably foreseeable transportation improvements?	None	N	Project WA4 does not restrict alternatives in WA1.

<p>If no linkages, prepare Component Project Purpose and Need Statement.</p> <p>Project is now ready to be processed through an ECAD</p>	<p>Project WA-4 is to construct a connection directly linking BNSF Chicago and Chillicothe Subs.</p> <p>Form Completed: 06/16/08 Form Revised: 02/??/04 Form Revised: NN/NN/08</p>			
<p>If linkages, go to next page</p>	<p>NONE</p>			

CREATE Component Project Preliminary Screening Worksheet

CREATE Component Project Profile

Project Identifier	C-3 (Ogden Junction to Ash Street)	
Objective, Intent of Project	Increase capacity from Ash St. to Ogden Junction.	
Description of Proposed Work/ Improvements	Construct a new mainline where the former Panhandle main existed, paralleling the Western Avenue Corridor. Includes associated signal work, crossovers, and rail bridge rehabilitation.	
Location:	NS	
Owner(s)	Old Panhandle ROW	
Route/Line	From a connection to the Altenheim Subdivision and to B&OCT(CSX) at Ogden Junction south to the Brighton Park Interlocking.	
Project Limits	Chicago Community Areas – Brighton Park and McKinley Park	
Local Community		
Potential Environmental Issues Needing Further Study	No issues appear to need greater detail than normally accomplished through ECAD process.	
Project Status	Engineering: Preliminary layout and estimate. Ground survey and detailed signal design needs to be completed.	
Estimated Project Costs (Level of Confidence)	Construction \$ 4.5 Million	Planning Estimate
	R/W \$ 0 Contingencies \$ TBD	Preliminary Engineering Estimate
Adjoining Projects (Proj.#, Line, distance)	A. C-1/C-2	
	B. WA-1	
	C. C-4	
	D. WA-4	
Other Related Projects (Nature of Relationship)	E. Brighton Park Interlocking	
	F.	
	G.	
	H.	
Comments/Notes:		

Individual Component Project Logical Termini Test – Determine 1) sufficient length and scope; 2) independent utility; and 3) restriction of alternatives.				
1) Sufficient Length & Scope Determination				
Does the proposed project have sufficient length and scope to broadly address environmental issues? If no, modify project limits. After project limits are modified, ensure project profile is accurate, then proceed to project linkage test.				Y/N
				Y
2) Independent Utility and 3) Restriction of Alternatives Determination				
		Discussion	Y/N	Rationale
Linkage to Project C-1/C-2	Independent Utility? <i>Does the project have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made?</i>	C-3 adds capacity (new track) to existing WA Corridor and is independent of C-1/C-2.	Y	Project C-3 is to construct a new single main track from Ash St. to Ogden Junction to increase capacity. C-3 is fully usable without C-1/C-2.
	Restriction of Alternatives? <i>Does the project restrict the consideration of alternatives for other reasonably foreseeable transportation improvements?</i>	None	N	Project C-3 does not restrict alternatives in C-1/C-2.
Linkage to Project WA-1	Independent Utility?	Project WA-1 would only cause signal software programming considerations in C-3.	Y	Project C-3 is to construct a new single main track from Ash St. to Ogden Junction to increase capacity. C-3 is fully usable without WA-1.
	Restriction of Alternatives?	None	N	Project C-3 does not restrict alternatives in WA-1.

Linkage to Project C-4	Independent Utility?	None	N	Project C-3 is to construct a new single main track from Ash St. to Ogden Junction to increase capacity. C-3 is not fully usable without C-4. Therefore the projects are linked.
	Restriction of Alternatives?	C-4 would not be built if C-3 were not.	Y	Project C-3 does restrict alternatives in C-4. Therefore the projects are linked.
Linkage to Project WA-4	Independent Utility?	None.	Y	Project C-3 is to construct a new single main track from Ash St. to Ogden Junction to increase capacity. C-3 is fully usable without WA-4.
	Restriction of Alternatives?	None	N	Project C-3 does not restrict alternatives in WA-4.
Linkage to Project Brighton Park Interlocking	Independent Utility?	Project C-3 would only cause signal software programming considerations in the Brighton Park Interlocking project.	Y	Project C-3 is to construct a new single main track from Ash St. to Ogden Junction to increase capacity. C-3 is fully usable without the Brighton Park Interlocking.
	Restriction of Alternatives?	None	N	Project C-3 does not restrict alternatives in Brighton Park Interlocking.
Linkage to Project F	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project G	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project H	Independent Utility?			
	Restriction of Alternatives?			
If no linkages, prepare Component Project				

<p>Preliminary Purpose and Need Statement.</p> <p>Project is now ready to be processed through an ECAD</p>	
<p>If linkages, go to next page</p>	
<p>List Component Projects that Constitute the Linked Project</p>	<p>C-3, C-4</p>

CREATE Linked Project Profile

Project Identifier	C-3/C-4 (Ogden Junction to Ash Street/ Ash Street)	
Objective, Intent of Project	Establish a new movement between B&OCT(CSX) Altenheim Subdivision and CN Freeport Subdivision, allowing CN trains direct access and increased capacity to the WA Corridor.	
Description of Proposed Work/ Improvements	Construct a new mainline where the former Panhandle main existed, paralleling the Western Avenue Corridor. Includes associated signal work, crossovers, and rail over highway and rail over water bridge rehabilitation. Construct connection to Freeport Subdivision and B&OCT(CSX) Blue Island Subdivision.	
Location: Owner(s)	B&OCT(CSX), NS and CN	
Route/Line	Old Panhandle ROW	
Project Limits	From a connection to the Altenheim Subdivision and to B&OCT(CSX) at Ogden Junction south to the Brighton Park Interlocking.	
Local Community	Chicago Community Areas – Brighton Park, McKinley Park, North Lawndale and South Lawndale	
Potential Environmental Issues Needing Further Study	No issues appear to need greater detail than normally accomplished through ECAD process.	
Project Status	Engineering: Preliminary layout and estimate. Ground survey and detailed signal design needs to be completed.	
Estimated Project Costs (Level of Confidence)	Construction \$ 6.2 Million R/W \$ 0 Contingencies \$ TBD	Planning Estimate Preliminary Engineering Estimate
Adjoining CREATE Projects (Proj.#, Line, distance)	A. C-1/C-2	
	B. C-5/C-6/C-8/C-9/C-10/C-11/C-12/P-4	
	C. WA-1	
	D. WA-2	
	E. WA-4	
	F. WA-5	

Other Related Projects (Nature of Relationship)	G. Brighton Park Interlocking			
	H.			
	I.			
	J.			
Comments:				
Individual Component Project Logical Termini Test – Determine 1) sufficient length and scope; 2) independent utility; and 3) restriction of alternatives.				
1) Sufficient Length & Scope Determination				
Does the proposed project have sufficient length and scope to broadly address environmental issues? If no, modify project limits. After project limits are modified, ensure project profile is accurate, then proceed to project linkage test.			Y/N	
			Y	
2) Independent Utility and 3) Restriction of Alternatives Determination				
		Discussion	Y/N	Rationale
Linkage to Project C-1/C-2	Independent Utility? <i>Does the project have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made?</i>	C-3/C-4 adds capacity (new track) to existing WA Corridor and is independent of C-1/C-2.	Y	Project C-3/C-4 is to connect B&OCT(CSX) Altenheim Subdivision and CN Freeport Subdivision allowing CN trains direct access and increase capacity to the WA Corridor. C-3/C-4 is fully usable without C-1/C-2.
	Restriction of Alternatives? <i>Does the project restrict the consideration of alternatives for other reasonably foreseeable transportation improvements?</i>	None	N	Project C-3/C-4 does not restrict alternatives in C-1/C-2.

Linkage to Project C-5/C-6/C-8/C-9/C-10/C-11/C-12/P-4	Independent Utility?	Trains utilizing C-5/C-6/C-8/C-9/C-10/C-11/C-12/P-4 would still be able to switch to existing tracks at Brighton Park and near Ash Street if C-3/C-4 is not implemented.	Y	Project C-3/C-4 is to connect B&OCT(CSX) Altenheim Subdivision and CN Freeport Subdivision allowing CN trains direct access and increase capacity to the WA Corridor. C-3/C-4 is fully usable without C-5/C-6/C-8/C-9/C-10/C-11/C-12/P-4.
	Restriction of Alternatives?	None	N	Project C-3/C-4 does not restrict alternatives in C-5/C-6/C-8/C-9/C-10/C-11/C-12/P-4.
Linkage to Project WA-1	Independent Utility?	Project WA-1 would only cause signal software programming considerations in C-3/C-4.	Y	Project C-3/C-4 is to connect B&OCT(CSX) Altenheim Subdivision and CN Freeport Subdivision allowing CN trains direct access and increase capacity to the WA Corridor. C-3/C-4 is fully usable without WA-1.
	Restriction of Alternatives?	None	N	Project C-3/C-4 does not restrict alternatives in WA-1.
Linkage to Project WA-2	Independent Utility?	Project C-3/C-4 would only cause signal software programming considerations in WA-2.	Y	Project C-3/C-4 is to connect B&OCT(CSX) Altenheim Subdivision and CN Freeport Subdivision allowing CN trains direct access and increase capacity to the WA Corridor. C-3/C-4 is fully usable without WA-2.
	Restriction of Alternatives?	None	N	Project C-3/C-4 does not restrict alternatives in WA-2.

Linkage to Project WA-4	Independent Utility?	Project C-3/C-4 would only cause signal software programming considerations in WA-4		Project C-3/C-4 is to connect the BNSF Chicago and Chillicothe Subdivisions, avoiding long reverse moves. C-3/C-4 is fully usable without WA-4.
	Restriction of Alternatives?	None	N	Project C-3/C-4 does not restrict alternatives in WA-4
Linkage to Project WA-5	Independent Utility?	Significant distance between these two projects and neither has an impact on the other. (~ 1 mile)	Y	Project C-3/C-4 is to connect B&OCT(CSX) Altenheim Subdivision and CN Freeport Subdivision allowing CN trains direct access and increase capacity to the WA Corridor. C-3/C-4 is fully usable without WA-5.
	Restriction of Alternatives?	None	N	Project C-3/C-4 does not restrict alternatives in WA-5.
Linkage to Project Brighton Park Interlocking	Independent Utility?	Project C-3/C-4 would only cause signal software programming considerations in the Brighton Park Interlocking project.	Y	Project C-3/C-4 is to connect B&OCT(CSX) Altenheim Subdivision and CN Freeport Subdivision allowing CN trains direct access and increase capacity to the WA Corridor. C-3/C-4 is fully usable without the Brighton Park Interlocking.
	Restriction of Alternatives?	None	N	Project C-3/C-4 does not restrict alternatives in Brighton Park Interlocking.

<p>Linked Project Preliminary Purpose and Need</p> <p>Project is now ready to be processed through an ECAD</p>	<p>The purpose of this proposed action is to establish a new movement between B&OCT(CSX) Altenheim Subdivision and CN Freeport Subdivision, allowing CN trains direct access and increased capacity to the WA Corridor.</p> <p>Form Completed: 01/21/04 Form Revised: 06/02/04 Form Revised: NN/NN/08</p>
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