



IHB Grade Crossing of 71st Street

Fact Sheet

Project Number: GS14

Location: 71st Street between Sholer Ave. and S. Octavia Ave., Bridgeview, IL

Scope of Work: The proposed project involves grade separation of four CSX and Indiana Harbor Belt rail tracks and 71st Street in the Village of Bridgeview. The location is immediately west of a 20,000 seat multi-use stadium (Toyota Park) and is used as a primary ingress/egress route to the stadium parking lots. The CSX and Indiana Harbor Belt (IHB) railroads operate four tracks crossing 71st street at grade through the project area. These tracks have access to the CSX intermodal facility and the Belt Railway of Chicago Clearing Yard located 1.5 miles northeast of the project.

Daily Trains Affected:

- 80 freight trains

Benefits: This roadway (71st Street between Roberts Road and Harlem Avenue) is designated as one of two primary access routes feeding the stadium. The construction of a grade separation would maintain acceptable access to the stadium and related development on the stadium site.

At 71st Street, the railroad facility consists of four tracks: the west track is an industry track and is not signaled, the east track accesses the Bedford Park Yard, and the two center tracks are the primary through tracks. Given the location and geometry of the tracks entering the Bedford Park Yard, the speeds of the freight trains crossing 71st Street range from five to 10 mph. These slow speeds result in lengthy delays at 71st Street, often up to 10 minutes. During events at the stadium, nearly 1,600 vehicles use 71st Street for stadium ingress/egress.

Daily, 4,400 vehicles pass through the crossing, 15 percent of which are trucks. Total daily vehicle delay is estimated at 31 hours. In 2030 daily vehicle traffic is forecasted to be 7,000. The grade separation will eliminate delays for vehicles at this crossing.

Within the study area, from 2004 to 2006, 24 highway crashes occurred. Ten of the crashes are attributed to malfunctioning railroad automatic gates. A majority of the crashes are a result of railroad gate closures. Constructing a grade separation at the CSX tracks will eliminate the fixed object crashes and those attributed to lengthy queues at the crossing.

Communities Benefited

- Bridgeview, IL

Project Status:

Phase I – NEPA – Preliminary Design (30% Design)	Phase II – Final PS&E*	Phase III - Construction
<i>Complete</i>	<i>Underway</i>	

*Plans, Specifications & Estimates

Project Location Map



3/16/10