



LaGrange/Broadview Signalization

Fact Sheet

Project Number: B4/B5

Location: From near the intersection of Erie St. and Eastern Ave. in Bellwood, IL to near the intersection of 47th Ave and East in LaGrange, IL

Scope of Work: Project B4/B5 will install a new bi-directional computerized Traffic Control System (TCS) along a seven-mile segment of the Indiana Harbor Belt (IHB). This project will upgrade over a dozen hand-thrown switches to power switches.

The project will upgrade IHB track from a siding track to a mainline track. The installation of a new Control Point (CP Broadview) will include installing a universal crossover to the CN, enabling trains to switch tracks when traveling in either direction.

In addition, the project proposes upgrading the West Pass siding track to a controlled, signaled siding. New control points will be added at CP Madison, CP Broadview, and CP 22nd St.

Another control point (CP Rose) will be reconfigured and the current hand-operated switches at Lake St. will be replaced with power switches and included as part of a new control point – CP Rose Lake. The project also will include installing higher-speed crossovers at CP LaGrange. All of this work will be within the existing railroad right-of-way.

Daily Trains Affected:

Freight – 56 trains (CN, CP, IHB, CSX, UP, and NS)

Benefits:

Most trains currently spend up to 2 hours traversing the limits of this project due to the hand-thrown switches and restricted speeds. B4/B5 signal improvements and powering of hand thrown switches will allow trains to pass through this segment in as little as 20 minutes. These improvements will allow increased operating speeds to 30 mph from a “restricted speed” (between 1 and 20 mph). The project also allows greater flexibility for simultaneous and bidirectional train movements through the addition of two control points.

At the northern end of the project area trains enter and exit Proviso Yard. With the signal improvements, more options will exist to move trains in and out of the yard and pass around stationary trains waiting for route availability.

The signal system upgrades will provide greater visibility for the train dispatcher, enabling him or her to know the exact locations of trains in the area. This enhances the dispatcher's ability to route more trains through the territory, expanding overall capacity. Additionally, greater flexibility to keep trains moving reduces conflict with at-grade highway crossings at the south end of the project area in LaGrange and La Grange Park (47th and East/Eberly, Cossitt, Lincoln Ave, Shawmut, Harding Ave., and 31st Ave.)

Communities Benefited

- Bellwood, Broadview, LaGrange Park, LaGrange, McCook, Melrose Park

Project Status:

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

*Plans, Specifications & Estimates

Project Location Map

