



130th & Torrence & Norfolk Southern Grade Separation

Fact Sheet

Project Number: GS15a

Location: 130th Street, Torrence Ave., and Brainard Ave, Chicago, IL

Scope of Work: The project will eliminate the at-grade crossings of the two Norfolk Southern main tracks with 130th Street and Torrence Ave. This will be accomplished by lowering the profile of 130th Street and Torrence Avenue to fit under two new bridges that will carry the Norfolk Southern tracks. Brainard Avenue will also be lowered and directly connected to 130th Street at Torrence Ave to improve highway traffic flow. An existing bridge carrying two NICTD South Shore Line commuter rail tracks over the NS tracks and Torrence Ave. will also be re-built on a new alignment immediately south of the current structure. Components of the improvement include: lowering and realigning roadways, three railroad bridges (two for NS and one for NICTD); one roadway bridge; two pedestrian bridges, retaining walls; relocation of railroad tracks, new drainage system for the road with new pump station; lighting, traffic signals, and a mixed use path along 130th Street for pedestrians and bicyclists.

Daily Trains Affected:

- 24 freight trains

Benefits: Daily, 32,000 vehicles pass through the crossing, and it is a state designated truck route. Total daily vehicle delay is estimated at more than 200 hours. In 2030 daily traffic is forecasted to be 60,000 vehicles. The grade separation will eliminate delays for vehicles at this crossing. Constructing a grade separation at the NS tracks will also eliminate motor vehicle incidents attributed to lengthy queues at the crossing.

A Ford Motor Company Assembly Plant is located within the northwest quadrant of the 130th Street and Torrence Avenue intersection. The current grade crossing is located next to the Ford New Car Shipping Center and its separation was a critical improvement needed in order to attract and retain this employer. All new cars must be driven from the assembly to the Shipping Center over the crossing. Currently, freight trains can block the road into the facility for up to 20 minutes. When a freight train obstructs the road, two aspects of Ford's operations are affected: 1) Employees cannot enter the employee parking lot, and to access another entrance they would need to drive a 10-mile loop; 2) Finished cars driven off the assembly line are delayed in their arrival to Ford's nearby Shipping Yard where they are driven onto rail cars or trucks to be shipped throughout the U.S and the world. This grade separation will eliminate these issues and support the approx. 4,000 jobs at that site. The grade separation and realignment of the roadways is also expected to attract other industries to relocate to the Calumet area.

This location is designated a "911 Critical Crossing." This is a critical location for emergency services to access communities that have a high frequency of train movements or delays. The grade separation will eliminate this issue.

Communities Benefited

- Chicago – Hegewisch and South Deering community areas

Project Status:

Phase I – NEPA – Preliminary Design (30% Design)	Phase II – Final PS&E*	Phase III - Construction
<i>Complete</i>	<i>Complete</i>	Scheduled Start: Spring 2011

*Plans, Specifications & Estimates

Project Location Map



