



## 75<sup>th</sup> Street Corridor Improvement Project

### Fact Sheet

Project Website: [www.75thcip.org](http://www.75thcip.org)

**Project Numbers:** P2, P3, EW2, GS 19

**Location:** City of Chicago; north limit--69<sup>th</sup> St.; south limit--100<sup>th</sup> St.; east limit--the Dan Ryan Expressway (I-90/94); west limit--Central Park Ave. City of Chicago Community Areas: Auburn Gresham, Chatham, Englewood and Greater Grand Crossing, Ashburn, Gresham, Chicago Lawn, West Englewood, Roseland, and Washington Heights.

**Scope of Work:** Alternatives are being developed to address conflicts between CSX, BRC, UP, NS and Metra. The approach will consider reconfiguring the Belt Railway of Chicago (BRC) main tracks between the Dan Ryan and Belt Junction where four freight railroads conflict with each other and Metra's SouthWest Service operations (EW2). The project will consider constructing a second main track for Metra's SouthWest Service operations from near Wrightwood Station to Western Avenue (P2). The project will consider reconfiguring and building a third BRC main track, and constructing a flyover to connect the Metra SouthWest Service to the Rock Island Line in the vicinity of 74<sup>th</sup> and Normal and 75<sup>th</sup> and Parnell (EW2 and P2). This project will consider constructing a bridge that significantly reduces conflicts between CSX and BRC, Metra and NS (P3). The project will also consider constructing a road-rail grade separation of 71<sup>st</sup> St. and the CSX freight line (GS19). Associated signals, tracks, crossovers, and bridge work are included in the project.

#### **Daily Trains Affected:**

- Metra SouthWest Service – 30 trains per weekday
- Amtrak – 2 Cardinal Service trains to Indianapolis and points to the East
- Freight – 90 trains (CSX, NS, UP, BRC, CN, CP)

#### **Benefits:**

This project will eliminate the most congested rail chokepoint in the Chicago terminal district, Belt Junction, where more than 80 Metra and freight trains per day cross each other's paths. The rail-rail flyover at 75<sup>th</sup> Street will eliminate conflict between 30 SouthWest Service Metra trains and 35 freight trains operating on the Western Avenue Corridor (CSX). The construction of an additional main line for Metra operation and the rail-rail flyover connection will reduce congestion and freight conflicts and will connect Metra's SouthWest Service with the existing Rock Island District tracks, increasing capacity and improving reliability. Currently, Metra trains experience an annual average of more than 18,500 passenger hours of delay at the P2 project location, 5,000 passenger hours of delay at P3 project location and more than 9,000 passenger hours of delay at the Project EW2 location (Belt Junction), which would be relieved.

This project will allow SouthWest Service trains access to LaSalle Street Station instead of Union Station, which increases capacity for SouthWest Service trains while also freeing capacity at Union Station for increased Amtrak service and proposed high-speed rail. This project also is expected to improve Amtrak Cardinal service performance by eliminating freight conflicts in the vicinity of 80<sup>th</sup> Street. The road-rail grade crossing separation at 71<sup>st</sup> Street will also reduce neighborhood traffic delay and improve safety.

**Communities Benefited:**

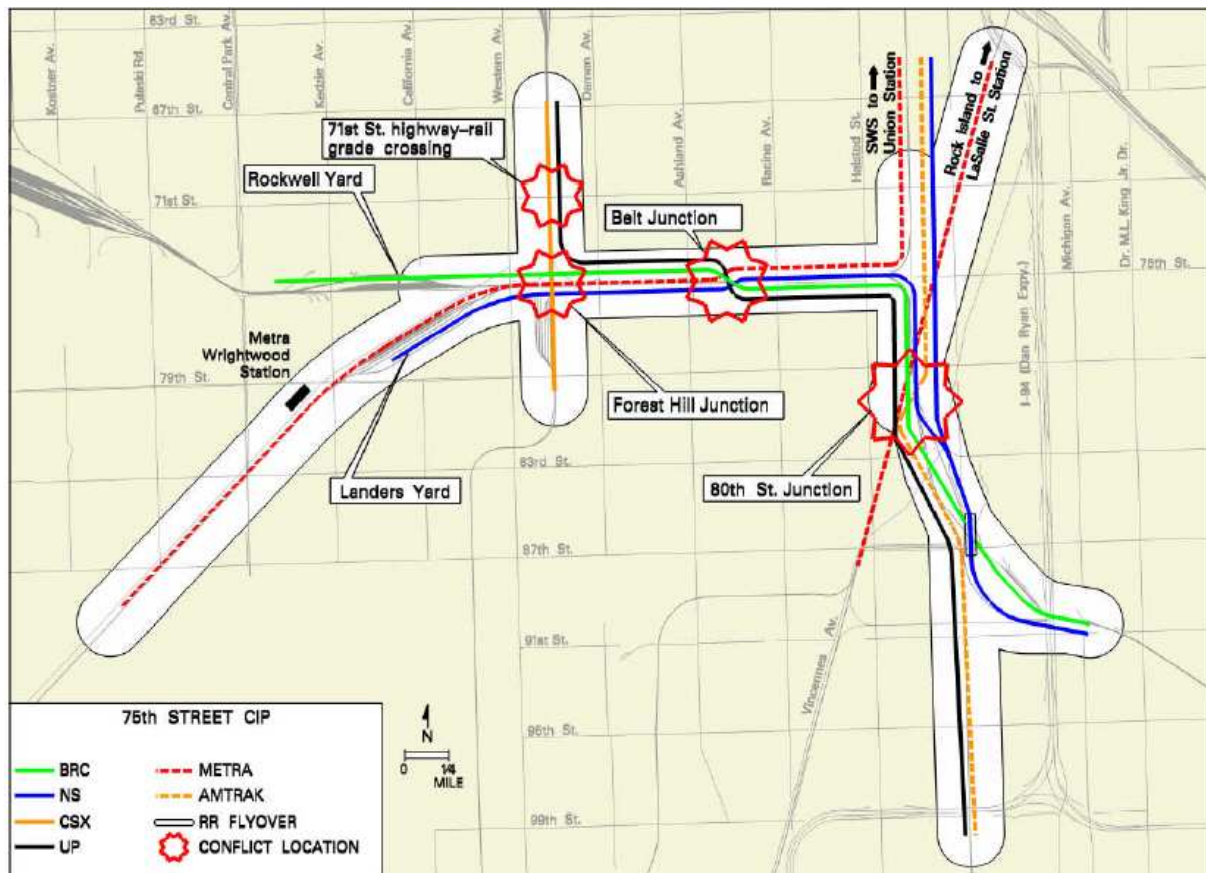
- Communities along the Metra SouthWest Service Line
- Cook County and Will County

**Project Status:**

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

\*Plans, Specifications & Estimates

**Existing Conditions Schematic**



5/27/11