

# 130th/Torrence and Norfolk Southern Grade Separation

June 2022

## SCOPE OF WORK

This project eliminated the at-grade crossings of the two Norfolk Southern main tracks with 130<sup>th</sup> Street and Torrence Avenue. This was accomplished by lowering the profile of 130<sup>th</sup> Street and Torrence Avenue to provide adequate clearance under two new bridges that carry the Norfolk Southern tracks. Brainard Avenue was also lowered and directly connected to 130<sup>th</sup> Street at Torrence Avenue to improve highway traffic flow. An existing bridge carrying two NICTD South Shore Line commuter rail tracks over the NS tracks and Torrence Avenue was also re-built on a new alignment immediately south of the old structure. Components of the improvement included: lowering and realigning roadways, building three new railroad bridges (two for NS and one for NICTD); building one new roadway bridge; building two pedestrian bridges; relocating railroad tracks; installing a new drainage system for the road with new pump station; lighting, traffic signals, and a new path along 130<sup>th</sup> Street for pedestrians and bicyclists.

## BENEFITS

Daily, 27,400 vehicles pass through the new grade separation. Additionally, Pace route 358 with 37 daily buses crosses the area. Prior to the completion of the grade separation, total daily vehicle delay was estimated at more than 240 hours. The grade separation eliminated delays for vehicles at this crossing as well as the potential of vehicle-train crashes.

A Ford Motor Company Assembly Plant is located within the northwest quadrant of the 130<sup>th</sup> Street and Torrence Avenue intersection. The grade separation is located next to the Ford New Car Shipping Center and the separation was a critical improvement needed in order to attract and retain this employer. All new cars must be driven from the assembly plant to the Shipping Center across the grade separation. Previously, freight trains could block the road into the facility for up to 20 minutes. When a freight train obstructed the road, two aspects of Ford's operations were affected: 1) Employees could not enter the employee parking lot, and to access another entrance they needed to drive a 10-mile loop; 2) Finished cars driven off the assembly line were 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 eliminated these issues and supported the approximately 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," which is a critical location for emergency services to access communities that have a high frequency of train movements or delays. The grade separation eliminated this issue.

### Location

130<sup>th</sup> Street, Torrence Ave,  
and Brainard Avenue  
Chicago, IL

### Daily Trains Affected

52 Freight Trains

### Communities Benefited

Chicago – Hegewisch and South  
Deering community areas

## PROJECT PHOTO



PROJECT STATUS

Phase I NEPA – Preliminary Design	Phase II Final Plans, Specifications and Estimates	Phase III Construction
Completed	Completed	Completed

PROJECT LOCATION MAP

