

75th Street Corridor Improvement Project

January 2022

SCOPE OF WORK

The 75th Street Corridor Improvement Project (75th Street CIP) is a group of four projects that make up the most complex piece of the overall CREATE Program and were advanced as a singular project due to their logistical and environmental similarities. The four projects take place along two passenger and four freight rail lines. The 75th Street CIP includes:

- Forest Hill Flyover (P3) will consider constructing a bridge that significantly reduces conflicts between BRC, CSX, NS and Metra.
- 71st Street Grade Separation (GS19) will consider constructing a road-rail grade separation of 71st Street and the CSX freight line.
- Belt Junction and 80th Street Junction Replacements (EW2) will consider reconfiguring the BRC main tracks between the Dan Ryan Expressway and Belt Junction, where four freight railroads conflict with each other and Metra's SouthWest Service operations.
- Rock Island Connection (P2) will consider constructing a second main track for Metra's SouthWest Service operations from near Wrightwood Station to Western Avenue.
- EW2 and P2 will also 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 74th and Normal and 75th and Parnell.
- Associated signals, tracks, crossovers, and bridgework improvements will be incorporated into the 75th Street CIP projects

BENEFITS

This project will eliminate the most congested rail chokepoint in the Chicago Terminal, the Belt Junction, where 30 Metra and 90 freight trains cross each other's paths per day. The rail-rail flyover at 75th Street will eliminate conflict between 30 SouthWest Service Metra trains and 35 freight trains operating daily on the Western Avenue Corridor (CSX). The construction of an additional main line for Metra operation and the rail-rail flyover connection will reduce freight congestion and conflicts and will connect Metra's SouthWest Service with the existing Rock Island District tracks, increasing capacity and improving reliability.

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

Location

North limit – 69th Street;
South limit – 100th Street;
East limit –
Dan Ryan Expressway (I-90/94);
West limit –
Central Park Avenue
Chicago, IL

Daily Trains Affected

90 Freight Trains
(CSX, NS, UP, BRC, CN, CP)
30 Metra Trains
(SouthWest Service)
2 Amtrak Trains
(Cardinal Service)

Communities Benefited

City of Chicago Community Areas: Auburn Gresham, Chatham, Englewood, Greater Grand Crossing, Ashburn, Gresham, Chicago Lawn, West Englewood, Roseland, and Washington Heights.
Communities along the Metra SouthWest Service Line
Cook County and Will County

PROJECT STATUS

Phase I NEPA – Preliminary Design	Phase II Final Plans, Specifications and Estimates	Phase III Construction
Complete	GS19 – Complete EW2 – Underway P2 – Underway	P3 – Underway

In 2018, the U.S. Department of Transportation awarded \$132 million to the CREATE partners through the Infrastructure for Rebuilding America (INFRA) grant program. This grant award secured funding for the 75th Street CIP’s final design and partial construction. The federal investment combined with state, local and private money will fund the design of P2, P3, EW2, and GS19 and construction of P3 and GS19. The CREATE partners will continue to seek funding to construct EW2 and P2.

PROJECT LOCATION MAP

