

## SCHEDULE NARRATIVE

The Illinois Department of Transportation (IDOT), serving as the lead agency and a Chicago Region Environmental and Transportation Efficiency (CREATE) Program partner, has worked in coordination with CREATE partner railroads—Northeast Illinois Regional Commuter Rail Corporation (d.b.a. Metra), Norfolk Southern (NS), and Belt Railway Company of Chicago (BRC)—to develop an estimated project schedule for Rock Island Connection Project (P2). The P2 schedule was developed in P6 Primavera schedule (.xer) and organized using the ‘474’ activity code.

Project Planning and Project Development under FRA’s Development Stage are complete for P2 with the approval of the [Final Environmental Impact Statement \(FEIS\)](#) and [Record of Decision \(ROD\)](#) in 2014, followed by preliminary design approval in 2015 as part of IDOT’s Phase I Preliminary Engineering and Environmental Studies for the 75<sup>th</sup> Street Corridor Improvement Project (75<sup>th</sup> St CIP), which includes CREATE projects P3, GS19, P2, and EW2. An EIS reevaluation was conducted in 2017 ([see 75<sup>th</sup> St CIP 2017 EIS Reevaluation](#)) to verify the environmental conditions and FEIS/ROD conclusions remained accurate and valid.

Final design—FRA’s Implementation Stage—is currently underway and fully funded. IDOT classifies final design and right-of-way (ROW) as Phase II Final Engineering. Final design began in 2020 and includes track, bridge, and ROW. P2 design has progressed through reviews with the State, local agencies, and key stakeholders. ROW work began with an assessment of required parcel acquisition (P2 ROW Acquisition Part A), completed in 2024. ROW acquisition (P2 ROW Acquisition Part B) is ongoing in coordination with the State and is expected to conclude in January 2027. EW2 ROW acquisition is shown as some EW2 parcels are needed to support the P2 construction and will be prioritized for completion first. As part of final design, certain environmental documents from the EIS phase—including technical memoranda and related studies—will be reevaluated and updated before finalizing the Phase II (final design) report. Approval of the Phase II report is planned for June 2027 and will include removal, civil, structural, track, drainage and signal plans as well as relevant standards, specifications, and environmental documentation.

Advancement to construction, designated as Phase III by IDOT, is contingent upon securing federal funding. The schedule assumes FRA will award the grant in July 2026, with a grant agreement executed in June 2027 that enables P2 bid procurement. The Project Management Plan is anticipated to be approved by FRA by June 2028, allowing construction activities to begin.

P2 construction will begin with the bid procurement in July 2027 and construction permitting starting in July 2028. NS and BRC improvements are anticipated to be constructed in five stages ([Exhibit 1C. P2 Schematic and Staging Overview](#)) from approximately January 2030 to December 2032. The P2 flyover is anticipated to be built from April 2029 to January 2033, with the project considered substantially complete once the flyover is open to traffic in January 2033. Project closeout and IDOT acceptance are expected by December 2033. Construction is not subject to seasonal or third-party restrictions and revenue service will continue uninterrupted during P2 construction.

### Schedule Risk Management

The project schedule was developed in April 2023 using the USDOT's Cost and Schedule Risk Assessment (CSRA) process. To validate schedule accuracy, IDOT, in coordination with the Federal Highway Administration (FHWA), completed a CSRA for 75th St CIP (Exhibit 2C: 75th St CIP Cost and Schedule Risk Assessment). The CSRA identified three major schedule risks relevant to 75<sup>th</sup> CIP and P2:

- Risk 1: Permitting – CDOT Office of Underground Coordination (OUC) and Chicago Department of Water Management (CDWM)  
*Mitigation:* Phase II (final design) designers will coordinate with OUC and CDWM at 60%, 90%, and 100% design milestones and will continue to maintain engagement during construction.
- Risk 2: Utility Coordination within Railroad ROW  
*Mitigation:* Phase II designers have identified utility conflicts and are addressing them to ensure resolution before letting.
- Risk 3: Acquisitions and Relocations  
*Mitigation:* All required ROW has been identified, and acquisition funding is secured. The ROW consultant will follow the Uniform Relocation Assistance and Real Property Acquisition Policies Act and collaborate with local organizations and elected officials to support outreach and minimize delays.

The 75<sup>th</sup> St Corridor Management Consultant (CMC) coordinates monthly with the railroad partners leading 75<sup>th</sup> CIP design and construction to monitor schedule risks, including those related to P2. In addition, the 2023 CSRA risk register was updated in January 2026 for P2 ([P2 Risk Assessment](#)), reflecting both the major schedule risks above and additional minor risks.