

**75th Street Corridor Improvement Project
 Rock Island Connection Project - P2
 Risk Assessment**

Date: 2/4/26

| Topical Area | Cost vs. Schedule Impacted | Threat / Opportunity | Threat/Opp Description | Risk Mitigation | Segment(s) Impacted (CREATE, P2) | Risk Probability | Likelihood of Occurrence | | | Magnitude of Impact | | | Range of Cost Impacts | | | Range of Schedule Impacts (Months) | | |
|---|----------------------------|----------------------|--|---|----------------------------------|------------------|--------------------------|--------|------|---------------------|--------|------|-----------------------|--------|-------|------------------------------------|--------|------|
| | | | | | | | Low | Medium | High | Low | Medium | High | Low | Medium | High | Low | Medium | High |
| Removal / Demolition | | | | | | | | | | | | | | | | | | |
| ROW Demolition | Cost | Threat | Cost increase to demolish existing parcels | Budget contingencies to cover potential cost increases. | P2 | 50% | | x | | x | | | 5.0% | 10.0% | 15.0% | | | |
| Civil - Earthwork | | | | | | | | | | | | | | | | | | |
| Erosion Control (SW3P) | Schedule | Threat | Within means and control of design | Phase II designers will develop detailed designs and specifications for erosion control measures. | P2 | 15% | x | | | x | | | | | | 2 | 4 | 6 |
| Clear and Grub Trees for Access Roads | Schedule | Threat | Potential schedule threat due to workforce and environmental concerns (i.e. long eared bat migration) | Phase II designers are conducting an environmental re-evaluation to address and mitigate potential issues or changes identified during Phase I, ensuring they do not impact the construction schedule. | P2 | 50% | x | | | x | | | | | | 2 | 4 | 6 |
| Access Road | Cost | Threat | Access roads need to be built for contractors. TBD at final design | Phase II designers are coordinating the design of the access road as part of the final design process and in alignment with the Right-of-Way (ROW) professional services scope. | P2 | 20% | x | | | x | | | 5.0% | 10.0% | 15.0% | | | |
| Earth / Topsoil Excavation | Schedule | Threat | Sample material to determine weather it is special waste. Additional time for haul away of special waste | Phase II designers will identify designated on-site storage areas for excavated soil and fill materials. Special waste assessment will be updated prior to completing the final design to determine mitigation if necessary | P2 | 50% | | x | | | x | | | | | 2 | 4 | 6 |
| Trackwork | | | | | | | | | | | | | | | | | | |
| Final Design | Schedule | Threat | Modifications to track schematics or special trackwork causing realignment of tracks; new ROW or ENV impacts | The track, structure, and signal professional service providers are coordinating throughout the final design review process at key submittal stages (30%, 60%, and 90%) to minimize modifications to track schematics. | P2 | 20% | x | | | | x | | | | | 2 | 4 | 6 |
| New Track Construction | Cost | Threat | Potential procurement and regulatory (BABA) issues | Cost estimates must be updated throughout the design process, with Phase II designers providing updates at each design milestone. | P2 | 80% | | | | | | x | 5.0% | 10.0% | 15.0% | | | |
| Turnouts | Cost | Threat | Potential procurement and regulatory (BABA) issues | Cost estimates must be updated throughout the design process, with Phase II designers providing updates at each design milestone. | P2 | 80% | | | | | | x | 5.0% | 10.0% | 15.0% | | | |
| Crossovers | Cost | Threat | Potential procurement and regulatory (BABA) issues | Cost estimates must be updated throughout the design process, with Phase II designers providing updates at each design milestone. | P2 | 80% | | | | | | x | 5.0% | 10.0% | 15.0% | | | |
| Track Modifications | Schedule | Threat | Potential procurement and regulatory (BABA) issues | Cost estimates must be updated throughout the design process, with Phase II designers providing updates at each design milestone. | P2 | 80% | | x | | | x | | | | | 1 | 2 | 4 |
| Track Removal | Schedule | Threat | Design changes to track geometric layout requiring additional track replacement | Cost estimates must be updated throughout the design process, with Phase II designers providing updates at each design milestone. | P2 | 10% | x | | | x | | | | | | 2 | 4 | 8 |
| Track Removal | Cost | Threat | Design changes to track geometric layout requiring additional track replacement | Cost estimates must be updated throughout the design process, with Phase II designers providing updates at each design milestone. | P2 | 10% | x | | | x | | | 5.0% | 10.0% | 15.0% | | | |
| Construction Management (RR Force Acct) - Survey, Testing, Site Investigation, Inspection | Schedule | Opportunity | Advance placement of temporary and permanent track improvements (where possible) at the beginning of construction. (Opportunity) | The track, structure, and signal professional service providers are coordinating throughout the final design review process at key submittal stages (30%, 60%, and 90%) to coordinate Advance placement of temporary and permanent track improvements | P2 | 20% | x | | | x | | | | | | 2 | 4 | 6 |

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| | | | | | | | Low | Medium | High | Low | Medium | High | Low | Medium | High | Low | Medium | High |
| Subballast | Cost | Threat | Potential additional quantity required | Phase II designers will develop accurate quantity estimates for subballast and ballast, including appropriate contingency allowances. | P2 | 40% | | x | | x | | | 5.0% | 10.0% | 15.0% | | | |
| Signals & Systems | | | | | | | | | | | | | | | | | | |
| Interim Signal work to support cutovers and construction phasing. | Cost | Threat | Signal cost increase due to supply and regulatory (BABA) issues | Cost estimate updates must be performed throughout the design process. A preliminary signal professional services provider has been procured and is actively engaged. | P2 | 95% | | | | | | x | 5.0% | 10.0% | 15.0% | | | |
| Remove Existing Interlocking or Control Point (CP) | Cost | Threat | Additional interlocking or CP requiring removal | A preliminary signal professional services provider has been procured and is actively collaborating with the track and structure design teams to ensure coordinated design and construction. | P2 | 20% | x | | | x | | | 5.0% | 10.0% | 15.0% | | | |
| Automatic Block Signals | Cost | Threat | Signal cost increase due to supply and regulatory (BABA) issues | Cost estimate updates must be performed throughout the design process. A preliminary signal professional services provider has been procured and is actively engaged. | P2 | 95% | | | | | | x | 5.0% | 10.0% | 15.0% | | | |
| Structures | | | | | | | | | | | | | | | | | | |
| Geotechnical | Cost | Threat | Unexpected geotechnical issues requiring redesign of structural elements. | Geotechnical testing will be conducted as part of the design process, and its findings will be incorporated into the final design prior to letting. | P2 | 50% | | x | | x | | | 5.0% | 10.0% | 15.0% | | | |
| Bridge Repair Locations | Schedule | Threat | Permitting and scheduling - time intensive OUC review | Phase II designers are coordinating with CDOT's Office of Underground Coordination (OUC) at key design milestones—60%, 90%, and 100%—and will continue engagement throughout project construction. | P2 | 90% | | | | | | x | | | | 6 | 8 | 10 |
| Relocations (Roadway/Infrastructure) | Cost | Threat | Additional mitigation measures at known utility conflicts | Phase II designers have identified utility conflicts as part of the design process and are addressing them to ensure resolution prior to construction letting. | P2 | 50% | | x | | | | x | 10.0% | 20.0% | 50.0% | | | |
| Final Design | Cost | Threat | Potential structure design changes impacting constructions cost | Phase II designers will develop detailed designs and specifications. | P2 | 15% | x | | | x | | | 1.0% | 5.0% | 10.0% | | | |
| Viaducts | | | | | | | | | | | | | | | | | | |
| Viaducts | Cost | Threat | Changed regulation and/or city ordinances (External) | Phase II designers are coordinating efforts to initiate community mobility planning during the final design phase. Viaduct requirements will be incorporated into the final design deliverables and included in the construction scope. | P2 | 15% | x | | | x | | | 5.0% | 10.0% | 15.0% | | | |
| Viaducts | Schedule | Threat | Changed regulation and/or city ordinances (External) | Phase II designers are coordinating efforts to initiate community mobility planning during the final design phase. Viaduct requirements will be incorporated into the final design deliverables and included in the construction scope. | P2 | 15% | x | | | x | | | | | | 1 | 2 | 3 |
| Environmental Mitigation | | | | | | | | | | | | | | | | | | |
| Additional Community Mobility Improvements | Cost | Threat | Mobility improvements within communities TBD in Final Design | Phase II designers are coordinating efforts to initiate community mobility planning during the final design phase. Viaduct requirements will be incorporated into the final design deliverables and included in the construction scope. | P2 | 15% | x | | | x | | | 10.0% | 15.0% | 20.0% | | | |
| Drainage (non viaduct improvements) | Schedule | Threat | Permitting and scheduling - time intensive CDWM review | Phase II designers are coordinating with CDOT's Chicago Department of Water Management (CDWM) at key design milestones—60%, 90%, and 100%—and will continue engagement throughout project construction. | P2 | 90% | | | | | | x | | | | 6 | 8 | 10 |

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| | | | | | | | Low | Medium | High | Low | Medium | High | Low | Medium | High | Low | Medium | High |
| Contaminated Soil Disposal | Cost | Threat | Unknown contamination at removal sites | Phase II designers are conducting an environmental re-evaluation to address and mitigate potential issues or changes identified during Phase I, ensuring they do not impact the construction schedule. | P2 | 85% | | | x | | | x | 10.0% | 15.0% | 20.0% | | | |
| Visual Impact Minimization Measures | Cost | Threat | Scope of form liners at Viaducts, Structures, Flyovers TBD | Phase II designers are coordinating efforts to initiate community mobility planning during the final design phase. Viaduct requirements will be incorporated into the final design deliverables and included in the construction scope. | P2 | 80% | | | x | x | | | 10.0% | 15.0% | 20.0% | | | |
| Visual Impact Minimization Measures | Schedule | Threat | Scope of form liners at Viaducts, Structures, Flyovers TBD | Phase II designers are coordinating efforts to initiate community mobility planning during the final design phase. Viaduct requirements will be incorporated into the final design deliverables and included in the construction scope. | P2 | 80% | | | x | | x | | | | | 1 | 3 | 6 |
| Miscellaneous & Temporary Facilities | | | | | | | | | | | | | | | | | | |
| Flagging (RR Maintenance of Way) | Schedule | Threat | Labor constraints and overlapping activities require increased coordination with RR's | Railroad partners will engage during the final design phase to coordinate potential labor constraints related to flagging, ensuring these do not impact the construction schedule. | P2 | 80% | | | x | | | x | | | | 1 | 2 | 4 |
| Flagging (RR Maintenance of Way) | Cost | Threat | Labor constraints and overlapping activities require increased coordination with RR's | Railroad partners will engage during the final design phase to coordinate potential labor constraints related to flagging, ensuring these do not impact the construction schedule. | P2 | 80% | | | x | | | x | 5.0% | 10.0% | 15.0% | | | |
| Road (Permanent or Temporary) | Schedule | Threat | High coordination with lower number of roadway; RR are generally out of control of CDOT/IDOT/ICC concurrence | The Phase II Designer and Railroad team will engage and coordinate with CDOT, IDOT, and ICC to address impacted locations and minimize delays to the construction schedule and progress | P2 | 75% | | x | | | x | | | | | 1 | 2 | 4 |
| Bridge Repair Locations | Cost | Threat | Consecutive (or close by) bridge improvements may be delayed to minimize traffic impacts due to road closures | Phase II designers will engage and coordinate with impacted locations regarding the construction schedule and progress to minimize extended Maintenance of Traffic (MOT) impacts. | P2 | 50% | | | x | | | x | 5.0% | 10.0% | 15.0% | | | |
| Bridge Repair Locations | Schedule | Threat | Consecutive (or close by) bridge improvements may be delayed to minimize traffic impacts due to road closures | Phase II designers will engage and coordinate with impacted locations regarding the construction schedule and progress to minimize extended Maintenance of Traffic (MOT) impacts. | P2 | 50% | | | x | | | x | | | | 1 | 2 | 3 |
| Maintenance of Traffic (MOT) | Cost | Threat | Extended construction duration requiring extended MOT | Phase II designers are engaging and coordinating with impacted stakeholders regarding the construction schedule and progress to minimize extended Maintenance of Traffic (MOT) impacts. | P2 | 50% | | x | | x | | | 5.0% | 10.0% | 15.0% | | | |
| Maintenance of Traffic (MOT) | Schedule | Threat | Contractors need to develop MOT plan during non-construction months to get IDOT/CDOT approval | Phase II designers are developing the Maintenance of Traffic (MOT) plan as part of the final design submittal requirements | P2 | 50% | | x | | x | | | | | | 1 | 2 | 4 |
| Mobilization | Cost | Threat | Delay of construction start-up cost. | Phase II designers will develop detailed designs and specifications to include a mobilization and laydown plan. | P2 | 15% | x | | | x | | | 1.0% | 2.5% | 5.0% | | | |

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| | | | | | | | Low | Medium | High | Low | Medium | High | Low | Medium | High | Low | Medium | High |
| Utility | | | | | | | | | | | | | | | | | | |
| Acquisition | Cost | Threat | Acquisition of additional ROW parcels for utility relocations that were not identified in Phase I | All required Right-of-Way has been identified, and funding has been secured to acquire the necessary parcels. | P2 | 75% | | | x | | | x | 10.0% | 20.0% | 30.0% | | | |
| Remnant & Vacant Parcel Improvement | Cost | Threat | Scope of improvements to be coordinated with stakeholders | All required Right-of-Way has been identified, and funding has been secured to acquire the necessary parcels. Phase II designers will identify Remnant and Vacant parcels. | P2 | 60% | | x | | | x | | 10.0% | 15.0% | 20.0% | | | |
| Relocations (Roadway/Infrastructure) | Schedule | Threat | Additional mitigation measures at known utility conflicts. Permitting/utility coordination could impact schedule. Additional review of relocation between utility holders. | Phase II designers have identified utility conflicts as part of the design process and are addressing them to ensure resolution prior to construction letting. | P2 | 60% | | x | | | | x | | | | 4 | 8 | 12 |
| Relocations (RR ROW) | Schedule | Threat | Significant unknown utility conflicts may be present within RR ROW. Permitting/utility coordination could drastically impact schedule. Additional review of relocation between utility holders. | Phase II designers have identified utility conflicts as part of the design process and are addressing them to ensure resolution prior to construction letting. | P2 | 60% | | x | | | x | | | | | 4 | 8 | 12 |
| Relocations (RR ROW) | Cost | Threat | Significant unknown utility conflicts may be present within RR ROW. Permitting/utility coordination could drastically impact schedule. Additional review of relocation between utility holders. | Phase II designers have identified utility conflicts as part of the design process and are addressing them to ensure resolution prior to construction letting. | P2 | 20% | x | | | | x | | 10.0% | 20.0% | 30.0% | | | |
| ROW (Final Design) | | | | | | | | | | | | | | | | | | |
| Wrightwood Station Platform | Cost | Threat | Project completion delays. | Coordination will be aligned with the Metra station opening, which is dependent on predecessor activities. | P2 | 20% | x | | | | x | | 5.0% | 10.0% | 15.0% | | | |
| Land Acquisition of approximately 24 Parcels for P2 (funded by FY 2023 IL Competitive Freight Program grant and CREATE Program Partners) | Schedule | Opportunity | Acquisition of needed parcels occurring within earlier timing and all legal cost savings (opportunity). | Needed and required real estate interests have been identified. Funding for the identified parcels have been secured via FY 2023 IL Competitive Freight Program Grant and CREATE Program Partners in the approximate amount of \$6.5M. Attempt to avoid condemnation and truncated negotiations with willing property owners. | P2 | 75% | | | x | | | x | | | | 3 | 6 | 8 |
| Land Acquisition of approximately 24 Parcels for P2 (funded by FY 2023 IL Competitive Freight Program grant and CREATE Program Partners) | Schedule | Threat | Land Acquisition is always a risk in every capital project. Moreover, additional parcels may be identified in other phases not identified in Phase I. | Needed and required real estate interests have been identified. Funding for the identified parcels have been secured via FY 2023 IL Competitive Freight Program Grant and CREATE Program Partners in the approximate amount of \$6.5M. Attempt to avoid condemnation and stay within scheduled timing. | P2 | 75% | | | x | | | x | | | | 4 | 8 | 16 |
| Land Acquisition of approximately 24 Parcels for P2 (funded by FY 2023 IL Competitive Freight Program grant and CREATE Program Partners) | Cost | Threat | Land Acquisition is always a risk in every capital project. Moreover, additional parcels may be identified in other phases not identified in Phase I. | Needed and required real estate interests have been identified. Funding for the identified parcels have been secured via FY 2023 IL Competitive Freight Program Grant and CREATE Program Partners in the approximate amount of \$6.5M. Attempt to avoid condemnation and stay within scheduled timing. | P2 | 75% | | | x | | | x | 10.0% | 20.0% | 30.0% | | | |

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| | | | | | | | Low | Medium | High | Low | Medium | High | Low | Medium | High | Low | Medium | High |
| Approximately 16 Relocations for P2: 12 residential single-family relocations; 3 residential multifamily relocations; 1 commercial relocation | Schedule | Threat | Complex relocations and all applicable timing needs that consider the needs, quantity, and eligibility of relocatees - compliance with Uniform Act. The threat includes number of actual relocatees and those relocatees needs and eligibility. This could affect timing and schedule. | Multiple Relocation Agents are included in relocation services contract to assist relocation needs and relocatees. It is anticipated that relocation services and eligibility determinations will occur concurrently with negotiation/acquisition services. | P2 | 10% | x | | | | | | | | | 4 | 8 | 16 |
| Approximately 16 Relocations for P2: 12 residential single-family relocations; 3 residential multifamily relocations; 1 commercial relocation | Cost | Threat | Complex relocations and all applicable timing needs that consider the needs, quantity, and eligibility of relocatees - compliance with Uniform Act. The threat includes number of actual relocatees and those relocatees needs and eligibility. This could affect costs. | Multiple Relocation Agents are included in relocation services contract to assist relocation needs and relocatees. It is anticipated that relocation services and eligibility determinations will occur concurrently with negotiation/acquisition services. | P2 | 10% | x | | | | | | 10.0% | 20.0% | 30.0% | | | |
| ROW Consultant (funded by FY 2023 IL Competitive Freight Program grant and CREATE Program Partners) | Cost | Threat | Additional consultant fees for alternative ROW parcel acquisition; given contingency | The Right-of-Way (ROW) professional services scope and acquisition plan include contingencies to cover potential additional fees. A ROW consultant has been engaged, and a clear scope of work has been defined. Funding for the ROW consultant has been secured via FY 2023 IL Competitive Freight Program Grant and CREATE Program Partners in the approximate amount of \$1.3M. | P2 | 15% | x | | | | x | | 10.0% | 20.0% | 30.0% | | | |
| Professional Services | | | | | | | | | | | | | | | | | | |
| RR Labor Rate and/or Overhead Increase | Cost | Threat | Labor force negotiation | Phase II designers are incorporating cost estimation processes and contingencies to account for potential increases in labor rates. Each railroad is providing key information on labor rates and additives to support accurate forecasting. | P2 | 80% | | | x | | | | 5.0% | 10.0% | 15.0% | | | |
| Construction Management (Consultant) - Survey, Testing, Site Investigation, Inspection | Schedule | Opportunity | Identify opportunities to continue construction activities through winter months (where possible) i.e. - drill shafts | The structure professional service providers are evaluating opportunities to continue construction activities through winter months (where possible) i.e. - drill shafts. | P2 | 20% | x | | | | x | | | | | 2 | 4 | 6 |
| Project Management through Construction | Cost | Threat | Delays in project development or construction requiring additional funds for PM activities beyond forecast at contract execution | The program has dedicated resources assigned to monitor construction progress and mitigate potential delays | P2 | 40% | | x | | | | x | 5.0% | 10.0% | 15.0% | | | |
| Construction Management (Consultant and Force Account) - Survey, Testing, Site Investigation, Inspection | Cost | Threat | Additional track systems or infrastructure scope requiring additional survey, testing and/or inspection | Phase II designers have identified the necessary permitting requirements during the final design phase. | P2 | 10% | x | | | | x | | 5.0% | 10.0% | 15.0% | | | |