

Signalization - Ogden Junction to 75th Street

January 2022

SCOPE OF WORK

This project will install a new bi-directional computerized Traffic Control System (TCS) on a seven-mile segment of the CSX rail line along the CREATE Western Avenue Corridor. Approximately 15 hand-thrown switches will be upgraded to power switches. At the CSX 59th Street Yard, signals and switches will be upgraded to improve flexibility in mainline operations. One of the CSX mainlines will be upgraded between 51st Street and 71st Street from the existing 10 mph maximum speed to allow 25 mph operations.

The project will install a new eastward connection to the Belt Railway from a CSX main line. All work will take place within the existing railroad right-of-way. Bridges at 35th Street and 36th Street will be reconstructed to accommodate the proposed increase in speed. All of this work will be within existing railroad right-of-way.

BENEFITS

New computerized signaling will alleviate a number of issues in the WA2 corridor. The corridor currently has limited operational flexibility due to an inefficient signal and switching system and high volumes of trains making many different types of movements. This results in low operating speeds, limited operational flexibility, congestion and delay. This project will improve trains travel time throughout the segment from 2 hours to 20 minutes.

The WA2 corridor is currently controlled by a single-direction Automated Block Signal (ABS) system which limits operational speeds and flexibility. Trains travel much slower than the permitted range of 10 to 40 mph due to congestion. Additionally, trains needing access to one of the four yards in the area travel at slower speeds as they approach or leave the yard.

Operations are significantly hindered by multiple hand-thrown switches which require conductors to exit the train, manually align the switch and return to the train. Trains experience 15 to 30 minutes of delay for every switch the conductor is required to hand operate.

The signal system upgrades will provide greater visibility to the train dispatcher and enhances the dispatcher's ability to route more trains through the corridor, expanding overall capacity. Resulting in improved operations at the four intermodal yards that each serve five or more intermodal trains per day.

Together with CREATE Project WA1, quicker interchanges will be enabled between CSX and UP trains and existing delays for Metra Heritage Corridor riders due to freight trains will be mitigated.

Location

Ogden and Western Avenue to 75th Street, west of Damen Avenue

Chicago Community Areas: Brighton Park, Chicago Lawn, East Garfield Park, Gage Park, Lower West Side, McKinley Park, New West Side, New City, North Lawndale, South Lawndale, and West Englewood.

Chicago, IL

Daily Trains Affected

35 Freight Trains

6 Metra Trains
(Heritage Corridor)

10 Amtrak Trains
(Lincoln and Texas Eagle Service)

Communities Benefited

Communities along the Metra Heritage Corridor Line

Communities along the Amtrak Lincoln Service serving Joliet, Bloomington-Normal, Springfield, IL; and St. Louis, MO. Communities along the Amtrak Texas Eagle service between Chicago and San Antonio, TX.

Cook County and Will County

PROJECT STATUS

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

PROJECT LOCATION MAP

