

CREATE CORRIDORS AND PROJECTS

NOVEMBER 2009

Chicago Region Environmental and Transportation Efficiency Program

LEGEND	
CORRIDORS	
—	Beltway
—	East-West
—	Passenger
—	Western Ave

Final Feasibility Plan

Amendment 1

November 2009



Chicago Region Environmental and Transportation Efficiency (CREATE) Program

FINAL FEASIBILITY PLAN (AMENDMENT 1)


AAR, President & CEO

11/2/09
Date of Approval


IDOT, Secretary of Transportation

11-3-09
Date of Approval


CDOT, Commissioner

11/02/09
Date of Approval


FHWA, Illinois Division Administrator

11/9/2009
Date of Approval

The following persons may be contacted for additional information concerning this document:

Mr. Bernardo Bustamante, P.E.
Create Program Manager
Federal Highway Administration
200 W Adams Street, Suite 330
Chicago, Illinois 60606

Telephone: 312-391-8765

Ms. Luann Hamilton
Deputy Commissioner
Chicago Department of Transportation
30 N. LaSalle, 5th Floor
Chicago, IL 60602
Telephone: 312-744-1987

Mr. George Weber
Bureau Chief, Bureau of Railroads
Illinois Department of Transportation
Division of Public and Intermodal
Transportation
100 W. Randolph St., Suite 6-600
Chicago, IL 60601
Telephone : 312-793-4222

Reason for Amendment

When the Chicago Region Environmental and Transportation Efficiency (CREATE) Program was initially reviewed by the Federal Highway Administration (FHWA), it was determined that a tiered environmental process would be required to ensure that the overall proposed program was analyzed from an environmental perspective, consistent with National Environmental Policy Act (NEPA) requirements, prior to analyzing the project-specific proposals. In order to meet the intent of tiering, the FHWA developed a program-specific environmental strategy, known as the SPEED Strategy, for the CREATE Program. Integral components of the SPEED Strategy are the Feasibility Plan and Preliminary Screening (FP&PS) documents. The FP&PS were prepared in lieu of preparing a Tier 1 Environmental Impact Statement for the CREATE Program.

The FP&PS contains a list of projects that includes the scope (objective/intent, work description, and preliminary purpose and need) of each project, the goals and objectives of the CREATE Program, and the resultant net benefits realized through the implementation of the entire CREATE Program. Revisions to the CREATE Program have the potential to invalidate the FP&PS through changing the overall scope of the program, changing the goals and objectives of the program, and/or changing the net benefits of the program.

If CREATE Program revisions are necessary due to unforeseen circumstances, the process for revising the program needs to ensure that the integrity of the FP&PS is maintained as a legally grounded basis for subsequent project-level NEPA decisions. Revisions include deleting proposed projects, adding proposed projects or revising the proposed projects within the CREATE Program. During implementation of the CREATE program, FHWA recognized that some revisions were small and the overall impact was minor and easily discerned. Consequently, more than one process for documenting changes was established. A major revision would be considered an FP&PS amendment while a minor one would be considered a FP&PS modification. These terms are also used in the planning process for changes to a Transportation Improvement Plan, and the concept is similar. A third process is also available to accommodate emergency revisions where time is critical and the revisions may occur due to unforeseeable events.

An amendment to the August 2005 CREATE final feasibility plan is necessary at this point as a result of the Surface Transportation Board's approval of a Canadian National Railway (CN) acquisition. The CN's acquisition allows them to route trains around Chicago, and eliminates their need for one of the rail corridors (Central Corridor). Most of this corridor is expected to be deleted but accommodations are still needed. This amendment will also address whether the CREATE Program goals and objectives, program's national, region, and local benefits continue to be met, and will include a revised, updated project summary table of all projects and a component preliminary screening worksheet for any revised or added project.

Revised Corridors:

The CREATE Central Corridor was originally designed to provide a new route between the southern terminus of the CN Waukesha Subdivision (at Madison St in River Forest) and the CN Chicago Subdivision just south of Grand Crossing (75th and South Chicago Ave, Chicago). It was conceived in response to three needs:

1. Provide CN with an alternate routing through the Chicago region, thereby eliminating freight from the CN Chicago Subdivision north of 75th St (Grand Crossing).
2. Provide an alternative routing into Chicago Union Station for Amtrak trains from New Orleans and Carbondale. This routing would eliminate the time-consuming backing moves that are currently required for these trains to access Chicago Union Station. Along with the alternate CN routing in the item above, this would eliminate any need for the CN line north of Grand Crossing (75th Street.) Together needs 1 and 2 will enable the closing of the St Charles Air Line, one of the CREATE Strategies under Goal 1.1.5: *Provide national, regional and local economic benefits.*
3. Provide capacity relief to Norfolk Southern along their Chicago line in order to accommodate the additional trains that will be routed there from the CN Chicago Subdivision.

With the completion of CN's acquisition of the Elgin, Joliet and Eastern (EJE), and a subsequent letter from senior management, CN confirmed they will no longer require the CREATE Central Corridor. However, elements of the south half of the corridor are still needed in order to satisfy needs #2 and #3. These elements have been combined into a revised CREATE P4 project. Another small piece of the Central Corridor is required in the vicinity of Brighton Park in order to support network capacity and redundancy. This is now known as the WA7 project. Further information on these projects can be found in the Screening Worksheets found in the Preliminary Screening document.

Revised Component Projects:

The complete list of CREATE Projects as amended can be found on Page 63. Here are the changes to the list since the original Feasibility Plan was published in 2003:

1. Change the project limit between contiguous projects B12 and B13 in order to better correspond with planned phasing of the work. No change in scope or cost was involved.
2. Update planned design for projects C3, C4 and WA4. After the CN announced plans to seek acquisition of the EJE, these projects were reexamined. It was determined that with changes to WA4, its dependency on project C3 could be eliminated. Thus, WA4 was environmentally delinked from projects C3 and C4, allowing WA4 to progress despite the uncertainty about the need for C3 and C4. The delinking was posted on the www.createprogram.org website on October 1, 2008, and was effective as of the day of

posting. Projects C3 and C4 remain environmentally linked. No increase in scope or cost was involved.

3. Project limits on the EW2 portion of linked project EW2/P2/P3 have been extended geographically south and east to encompass additional scope. This additional scope is designed to further reduce conflicting movements among the BRC, NS and UP at the 80th St crossovers. This change increases project cost, but will reduce operating costs and delays through this critical bottleneck area. This scope revision was posted on the www.createprogram.org website on May 8, 2009, and was effective as of the date of posting.
4. Upon further review of project EW2/P2/P3 and surrounding projects, it was determined that project GS19 is environmentally linked to EW2/P2/P3. Therefore this project is now known as EW2/P2/P3/GS19.
5. Minor changes in project limits due to signal placement have taken place since May 8, 2009. The current limits are shown in this document. No changes in cost or scope were involved.
6. Costs have been updated throughout the document on the basis of engineering design and on the increase in construction materials and equipment costs, especially for railroad work.

Validity of CREATE Program goals, objectives and benefits

The original goals and strategies for the CREATE Program, as outlined in Section 1.1 of the Final Feasibility Plan, are still valid, and will still be met by the Program as described in the amended Feasibility Plan.

Benefits from the CREATE program fall under the same categories as originally described. While costs have gone up due to inflation over 6 years, benefits have also increased commensurately. Updated costs for each component project are included under the final preliminary & screening section. A current review and refresh of the CREATE benefits study is in process, and there is no reason to believe that CREATE's benefit cost ratio will do anything but improve. CREATE is still an attractive project for achieving congestion reduction, air quality improvements, safety improvements, passenger rail delay reductions and local, regional and national economic benefits.

Abstract

This CREATE Program - Feasibility Plan is the first step in the Systematic, Project Expediting, Environmental Decision-making (SPEED) Strategy developed for the CREATE Program by the Federal Highway Administration Illinois Division Office. The Feasibility Plan is an ensemble of existing documents and includes the Joint Statement of Understandings, the Amendments To Joint Statement of Understandings, the Program Level Goals and Strategies, the Component Project Chronology and Selection Rationale, a List of Component Projects, an Outreach Summary for this program to date, a Public Involvement Summary for this document and the

Preliminary Screening, a description of the National Public Benefits as a result of CREATE, and a description of the Local and Regional Benefits as a result of CREATE.

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Executive Summary

The CREATE Program is a first-of-its-kind public/private partnership that provides an extraordinary transportation improvement opportunity for one of the world's busiest and most complex rail networks. This multi-modal program (freight rail, passenger rail and highway) capitalizes on a rare, but fragile spirit of collaboration amongst competitors to provide significant benefits to the Chicago region and the nation.

With this in mind, the Federal Highway Administration (FHWA) Illinois Division Office, in cooperation with the Illinois Department of Transportation and the Chicago Department of Transportation, developed the Systematic, Project Expediting, Environmental Decision-making (SPEED) Strategy to address the CREATE Program in total (see page 10 for description of the SPEED process and page 12 for the SPEED flow chart). The SPEED Strategy supports systematic decision-making, provides an expeditious method of moving low risk component projects forward, and assesses potential environmental impacts in a proportional, graduated way.

The SPEED Strategy began with the development of this document, the CREATE Program – Feasibility Plan (see the first green box in the SPEED flowchart on page 12). The CREATE Program – Feasibility Plan is an ensemble of existing documents. The following chapters are included in the Feasibility Plan:

- **SPEED Strategy** - describes the SPEED Strategy including how and why the strategy was developed and how the process is to be carried out. Also included is a SPEED Strategy flow chart.
- **Joint Statement of Understanding (JSU)** – describes the program scope, the core responsibilities of the partners, the key relationships between partners, and summarizes how changes in scope and overall budget will be managed.
- **Program Level Goals and Strategies** – describes the goals and strategies for the CREATE Program as a whole.
- **Component Project Chronology and Selection Rationale** – describes the rationale and history of how component projects were selected to be part of the CREATE Program.
- **List of Component Projects** – lists the component projects selected as part of the CREATE Program.
- **Outreach Summary** – describes the public outreach efforts that have taken place to date.
- **Public Involvement Summary** – describes the public involvement activities in respect to this document.
- **National Public Benefits** – describes the national public benefits that will result from the implementation of CREATE.

- **Local and Regional Benefits** - describes the local and regional benefits that will result from the implementation of CREATE.
- **CREATE Plan Presentation Schedule** – lists the presentations given on the CREATE Plan.
- **CREATE Endorsements** – lists the people and organizations that have endorsed the CREATE program.

The cost estimate for the CREATE Program which is included in the Joint Statement of Understandings, the Amendment To Joint Statement of Understandings Regarding the Proposed CREATE Project, and Appendices A, B and E was prepared by the Illinois Department of Transportation (IDOT), the Chicago Department of Transportation (CDOT) and the participating railroads. The cost estimate has not been reviewed or verified by the US DOT. Additionally, the cost estimates for the CREATE projects included in the Preliminary Screening were prepared by the IDOT, the CDOT and the participating railroads. Although the cost estimates have been updated for this amendment, the cost estimates have not been reviewed or verified by the US DOT.

If federal funds are provided for the implementation of the CREATE Program, the US DOT will require the IDOT, the CDOT and the participating railroads to provide conceptual design cost estimates for each project within six months of receiving any portion of the federal funds provided for implementation. The cost estimates for each component project will be reviewed and verified by the US DOT before federal participation.

SPEED Strategy

All Federal Actions, including projects and programs entirely or partly financed, assisted, conducted, regulated, or approved by a federal agency, are covered under the National Environmental Policy Act of 1969 (NEPA). The primary objectives of NEPA are that an Agency have available and fully consider detailed information regarding environmental effects at the time a decision is made and that this same information be made available to interested and/or affected persons, agencies and organizations before decisions are made and before actions are taken. The CREATE program will be partly financed with federal funds and is considered a Federal Action that falls under NEPA.

As described in the Executive Summary, the CREATE Program is a first-of-its-kind public/private partnership that provides an extraordinary transportation improvement opportunity for one of the world's busiest and most complex rail networks. This multi-modal program (freight rail, passenger rail and highway) capitalizes on a rare spirit of collaboration amongst competitors to provide significant benefits to the Chicago region and the nation.

However, along with this partnership comes environmental challenges which must be overcome to succeed both with CREATE and the NEPA process. Environmental challenges include the partners' expectations that for CREATE to be successful, the component projects will be implemented without delays, the CREATE objectives will be achieved and the benefits from CREATE will be maximized. At the same time, for the NEPA process to be successful, the public confidence in the integrity of the process must be maintained, impacts must be avoided or minimized, and environmental benefits must be maximized.

The traditional methods to handle the environmental analysis for the component projects would be on a project-by-project basis or with a Tiered or Programmatic Environmental Impact Statement (EIS) for the CREATE Program as a whole. Each of these methods has their advantages and disadvantages. The project-by-project method, while seeming logical in the eyes of the partners in that it would allow them to pick and choose projects for construction sequencing and would allow a quick start to the low risk projects, could be vulnerable to legal challenges related to segmentation. If challenged legally, major delays could then be experienced. If a Tiered EIS is utilized, vulnerability to legal challenges due to segmentation would be limited. However, the Tiered EIS approach would be considered overkill for the low risk projects and would delay the start of these low risk projects until the completion of the Tiered EIS. Thus, a new NEPA compliant decision-making strategy needed to be developed for CREATE to succeed.

With this in mind, the FHWA Illinois Division Office, in cooperation with the Illinois Department of Transportation and the Chicago Department of Transportation, developed the Systematic, Project Expediting, Environmental Decision-making (SPEED) Strategy (see flow chart on page 8). The SPEED Strategy addresses the CREATE Program in total, it supports systematic decision-making, it provides an expeditious method of moving low risk component projects forward, and it assesses potential environmental impacts in a proportional, graduated way.

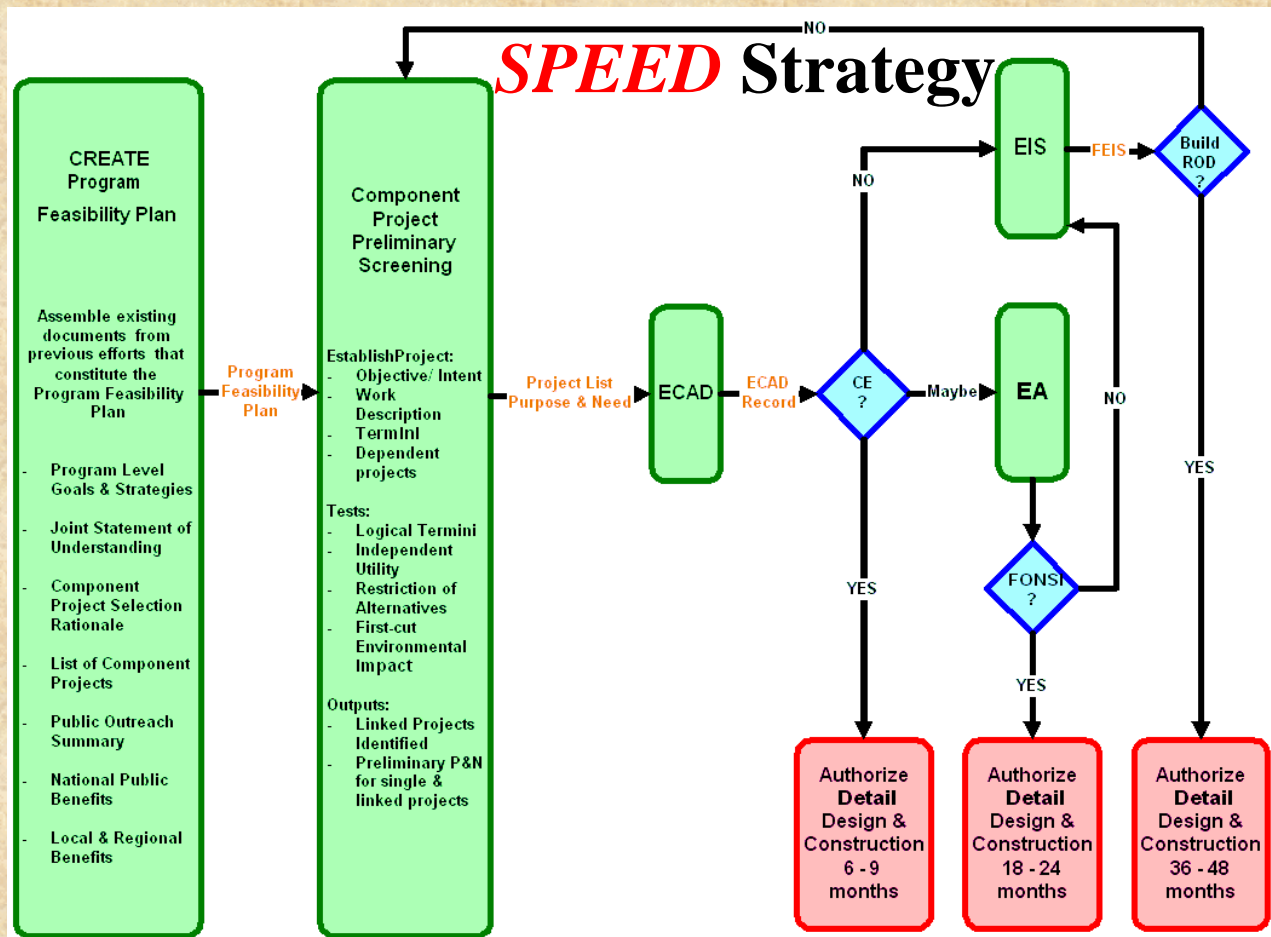
The SPEED Strategy began with the development of this document, the CREATE Program – Feasibility Plan (see the first green box in the SPEED flowchart on page 8). The CREATE Program – Feasibility Plan is an ensemble of existing documents and includes the Program Level Goals and Strategies, the Joint Statement of Understanding, the Component Project Chronology and Selection Rationale, a List of Component Projects, a public Outreach Summary for this program to date, a Public Involvement Summary for this document, a description of the National Public Benefits as a result of CREATE and a description of the Local and Regional Benefits as a result of CREATE.

The next step in the SPEED Strategy was the CREATE Program – Component Project Preliminary Screening (see the second green box in the SPEED flowchart on page 8). This step established each project through identifying its objective/intent, a work description and project limits. Each component project was subjected to three tests during this screening: 1) logical termini, 2) independent utility, and 3) restriction of alternatives. The outputs of this screening are the identification of linked projects and a preliminary Purpose and Need for all stand-alone component projects and linked projects.

All stand-alone component projects and linked projects identified in the screening step are then processed through an Environmental Class of Action Determination (ECAD). The FHWA Illinois Division and the Illinois Department of Transportation (IDOT) jointly developed the ECAD process. The ECAD process evaluates and documents the expected impacts from a proposed action and allows FHWA to make a determination of what environmental class of action the project should be processed at (categorical exclusion (CE), Environmental Assessment (EA), or EIS). During the required public involvement process for the ECADs, if a component project includes an alternative that results in road closures, those alternatives, as well as possible mitigation measures, will be presented at those meetings for public review and comment. The final decision to implement those closures will be made based on this public input. If the FHWA determines through the ECAD that the project is classified as a CE, the project then can proceed to authorization for detailed design and construction. If FHWA determines through the ECAD that the project should be elevated to an EA, an EA would need to be completed to determine if any significant impacts are involved in the implementation of the project. If the EA does not identify any significant impacts, a Finding of No Significant Impacts (FONSI) is issued by the FHWA and the project can proceed to authorization for detailed design and construction. If the ECAD process or an EA identifies significant impacts as a result of implementing a project, an EIS is required. After completion and approval by FHWA of the Draft and Final EIS, the FHWA will issue a Record of Decision (ROD). If a build alternative is selected in the ROD, the project can then proceed to authorization for detailed design and construction.

The SPEED Strategy provides methodical project screening and decision making and proportionally assesses impacts while still enabling rapid start-up of the low risk projects and limiting risks of delays from legal challenges based on segmentation issues.

SPEED Strategy Flowchart



JOINT STATEMENT OF UNDERSTANDINGS REGARDING THE PROPOSED CREATE PROJECT

PREAMBLE

The Chicago Regional Environmental and Transportation Efficiency Project (**CREATE**) (the Project) is a joint effort of (i) the Association of American Railroads (AAR), acting for and on behalf of The Burlington Northern and Santa Fe Railway Company (BNSF), Canadian National Railway Company (CN), Canadian Pacific Railway Company (CP), CSX Transportation, Inc. (CSX), Norfolk Southern Railway Company (NS), Union Pacific Railroad Company (UP), and Commuter Rail Division of the Regional Transportation Authority (Metra), (ii) the Illinois Department of Transportation (IDOT), and (iii) the Chicago Department of Transportation (CDOT) (AAR, IDOT and CDOT are referred to collectively as the “Stakeholders”), to restructure, modernize and expand the freight and passenger rail facilities and highway grade separations in the Chicago metropolitan area (the “Region”) while reducing the environmental and social impacts of rail operations on the general public. The National Railroad Passenger Corporation (Amtrak) has been consulted in connection with the Project and may subsequently join in this effort, if it chooses to do so, on terms mutually agreeable to it and the parties hereto.

The Stakeholders recognize that the Region, as a place in the nation where six of the seven Class 1 freight railroads converge, is the predominant rail transportation hub of the United States. Nearly a quarter of the nation’s rail shipments move to or through the Region. The Region’s rail traffic (freight and passenger, including commuter) and highway traffic (commercial and personal) are all estimated to increase substantially in the future.

Over the past five years, the railroad industry has spent over \$1.2 billion benefiting the Region for capital replacement and infrastructure improvements. Further, with the creation of the Chicago Transportation Coordination Office (CTCO) and subsequent improvements in train planning and communications, the time required to move freight across the Region has improved significantly. However, to further improve velocity and to accommodate the growing demands placed upon it, including increasing intermodal traffic, railroad infrastructure in the Region must be enhanced. Expanded rail capacity will also remove the growth pressure on further highway improvements.

Freight transportation efficiency in the Region has a ripple effect on the movement of goods throughout the United States, into Canada and Mexico, and to other international destinations. Much of the traffic handled in Chicago moves to or from the Nation's coasts, including to or from every major seaport in the USA and Canada. Capacity and efficiency improvements in the Region are vital to both economic and security interests of the USA and, due to greatly increased international flows under NAFTA, also to the rest of the continent.

Chicago's growing passenger rail service is an integral part of the Region's and the nation's transportation services. It benefits the community by removing automobile traffic from roadways and, by virtue of removing automobile traffic, reducing automobile emissions. This, in turn, reduces air pollution across the metropolitan area. Existing at-grade rail crossings diminish the reliability, capacity, and growth capabilities of commuter and intercity passenger rail lines, especially on the south and southwest parts of the Region. The Project's proposed rail-over-rail grade separations will enable service to be added to these lines, improving reliability and reducing travel times. Proposed grade crossing improvements and rail/rail and rail/road grade separations also will improve safety.

The Project will include the development of five rail transportation corridors (the “Corridors”), as depicted in the drawing attached hereto as Exhibit A. Four of the Corridors (the Central Corridor, the Beltway Corridor, the Western Avenue Corridor, and the East-West Corridor) will be primarily for handling freight traffic in the Chicago metropolitan area. The Passenger Express Corridor will be primarily for handling commuter and interstate passenger traffic. The individual components (the “Components”) included in the Project are set out in the book entitled ‘CREATE: Chicago Region Environmental And Transportation Efficiency Project,’ dated June 6, 2003 (the “Plan”), which is incorporated herein by reference. The development of the Corridors will include the upgrading of existing track structure, the double-tracking or triple-tracking of certain lines, the construction of grade separations and flyovers, the installation of new or improved signaling, and various other additions and improvements totaling approximately 70 discrete projects within the Corridors. The Project also will include certain improvements (e.g., grade separation projects) on existing rail lines outside the Corridors.

This document is a Joint Statement of Understandings agreed upon by the Stakeholders as a basis for seeking funding for the Project.

I. Objectives

The Project has the following overall objectives:

1. To improve safety at proposed grade-separated locations and in rail operations;
2. To eliminate or to reduce many points of direct conflict between rail Corridors and the Region’s street and highway network, by grade-separating the crossing

points, and reducing conflicts at other crossing points by improving the velocity and flow of rail traffic;

3. To eliminate points of conflict between rail corridors, especially among the five principal Corridors, reducing congestion, delays, and adverse social and environmental impacts resulting from current inefficiencies, with points where Metra and Amtrak service are restricted by freight operations addressed in the Project by rail-over-rail grade separations;
4. To reduce fuel consumption by, and emissions from, both locomotives and waiting autos and trucks;
5. To limit the growth of traffic congestion on the Region's highways;
6. To reroute rail freight and intercity passenger operations off the rail corridor known as the St. Charles Airline, thereby reducing impacts of rail operations on the south lakefront and providing additional acreage for open space and other land uses;
7. To modernize and increase the capacity of rail facilities (track, signals, bridges, and yards) to more efficiently handle today's rail traffic and to meet the demands of future traffic increases;
8. To connect the Corridors to each other more effectively and to foster the smooth and efficient flow of goods and people within and through the Region, as well as to and from other parts of the United States, including international traffic moving through the country's major ports; and

9. To generally improve the efficiency and reliability of the Corridors to better serve national security.

II. Terms and Conditions

The Project is subject to the following overall Terms and Conditions, and the Stakeholders agree to pursue federal, state, local and private funding (in addition to the Railroads' funds)

("Additional Funding") on the basis of such Terms and Conditions:

1. The individual railroad members of AAR participating in the Project are BN, CN, CP, CSX, NS, UP, Metra, and Amtrak if it chooses to participate on mutually acceptable terms (collectively, the Participating Railroads). It is anticipated that the proposed Corridor construction will generally be on property owned by the Participating Railroads and the Switching Railroad subsidiaries of some of them, namely The Belt Railway Company of Chicago, the Baltimore & Ohio Chicago Terminal, and the Indiana Harbor Belt Railroad. The Participating Railroads agree to cause such Switching Railroads to take such actions as may be required to implement the Project on the terms set forth herein. In some instances the Project will require that third-party properties be acquired for the Project. The Participating Railroads and Amtrak will be the principal users of the Project lines.
2. The City of Chicago will participate in the Project through its Department of Transportation (CDOT), as will the State of Illinois through the Illinois Department of Transportation (IDOT).

3. In order to coordinate the Project and to assure compliance with governmental requirements, there will be a joint governance structure (Governance Structure), as agreed to by the Stakeholders.
4. The Project will include the construction and/or improvement of numerous individual Components, many of which have independent utility. However, the Project shall constitute one integrated Project that has been designed to foster improved commuter and intercity rail passenger service, improved street traffic fluidity through grade separations and other highway enhancements, a more efficient rail freight transportation system within and through the Region, with improved safety and security. Prior to or during implementation, it is anticipated that refinements in the planned Components will likely be necessary. However, Components shall not be added to or deleted from the Project or materially changed, without the unanimous consent of all Stakeholders.
5. Although the Participating Railroads will realize substantial benefits as a result of the Project, the general public will achieve the preponderance of the benefits through improved safety, air quality, security, and automobile commuting times, reduced truck congestion, continued growth of the Region's economy, and more efficient movement of rail freight across the nation and to Canada and Mexico and other international destinations. The Stakeholders agree that funding of the Project should be supplied by the various parties hereto in a manner commensurate with the distribution of these and other benefits. They further agree that substantial governmental funding will be necessary to implement the Project. IDOT and CDOT agree that the Project is a high priority for them and

commit to seek all necessary funding, and to expend such funding, if obtained, on the Project.

6. The preliminary estimated total cost of the design and construction of the Project is \$1.534 billion. Such estimate, which is based upon conceptual engineering, includes the estimated costs of environmental assessment and remediation, acquisition of third-party properties (or interests therein) required for the Project and relocation costs with respect thereto, and provision for project management, inflation and contingencies. The overall cost estimate will be refined as further information is developed. The Participating Railroads are willing to make a capital contribution over the construction period in an amount which reflects the benefits (as determined by the Participating Railroads and agreed to by CDOT and IDOT prior to the execution of this Joint Statement) they are expected to receive from the Project. Except as provided in paragraph 7 of this Section II, the parties hereto agree that the Participating Railroads' direct monetary contribution to the Project shall be \$232 million (Railroad Financial Contribution) based upon the agreement by the parties hereto as to the value of the expected benefits to the Participating Railroads. Except as provided in Section IV hereof, the Railroad Financial Contribution to the Project shall be contingent upon a binding commitment that establishes the availability, on terms and conditions satisfactory to the Participating Railroads, of all Additional Funding and of third-party properties necessary to complete the entire Project. If such commitment cannot be obtained by the targeted date for commencement of construction of the Project, changes in these Terms and Conditions, including changes in the timing for

funding the Railroad Financial Contribution and Component sequencing, satisfactory to all the Stakeholders, would be required for the Project to proceed. Additional Funding sources satisfactory to the Participating Railroads sufficient to pay for the balance of the then-current estimated project cost must be secured in order for the Railroads to be obligated to make the Railroad Financial Contribution. The Participating Railroads voluntarily are committing to contribute the Railroad Financial Contribution during Component construction for the benefits they will receive during the life of the Project, and they will own and maintain the railroad infrastructure Components once completed. Accordingly, it is the understanding of the parties hereto that the Railroad Financial Contribution to the Project shall be limited as stated above. Furthermore, the parties hereto do not intend that there be special user fees, taxes or other similar assessments targeted toward the Participating Railroads or their customers for the purpose of funding the publicly funded portion of the Project.

7. Since the Railroad Funding Contribution is limited to \$232 million, any increases in the estimated project cost developed as the result of final engineering and refining the estimated cost must be funded from Additional Funding; provided, however, that during the construction phase, the party having responsibility for construction of each Component as indicated on Exhibit B will be responsible for the on-budget and on-time completion of such Component in accordance with the plans and cost estimates based on final engineering, subject to events beyond the control of such party, including reasonably unforeseeable site conditions and *force majeure*. Additionally, an event beyond the control of such party would

occur when the lowest responsive and responsible public bid for a rail-to-rail grade separation project Component is above the final engineering estimate; provided, however, that the responsible party will, at the direction of the Stakeholders, use reasonable efforts to redesign the Component and/or to seek different assumptions reasonably acceptable to all Stakeholders that are incorporated into the design or staging of that Component. To the extent possible under applicable funding, savings on any Component (including unused contingency reserves), except on rail infrastructure Components of CN, may be used to offset overruns on other Components, such savings being first applied to Components in the same category (i.e., Railroad Components, Metra Components, and Public Components, all as further described in Exhibit B, which shall each constitute separate categories), and then subject to the approval of all the Stakeholders across such categories of Components. Because CN is the only Participating Railroad vacating its current route through Chicago and constructing a new route, CN savings, if any, on anticipated expenditures for rails, ties, ballast, signals, and related items on any of its rail infrastructure Components along the new Central Corridor route may be used only to offset overruns on such items on other rail infrastructure Components along the Central Corridor, and not for any other Project Component of any category. It is believed that the estimated Project cost includes sufficient contingencies to cover reasonably unforeseeable conditions, including *force majeure*. However, in the event of a cost overrun as the result of events beyond the control of the responsible party, including reasonably unforeseeable site conditions and *force majeure* that exceeds such

contingencies, additional funding from sources other than the Participating Railroads will be required.

8. The Stakeholders note that the success of the Project will be dependent upon public support, and agree to work cooperatively with each other, and with the appropriate federal, state, and regional officials, especially the other affected local governmental entities of the Region, to develop broad support for the Project. CDOT and IDOT shall take the lead in developing such public support.
9. To the extent that properties belonging to third parties need to be acquired (temporarily or permanently) in order to permit construction of the Project, CDOT and IDOT will take the lead in acquiring, and will acquire, such property (or interests therein), by voluntary transaction, condemnation or otherwise. All costs associated with such acquisition (including, without limitation, costs of land acquisition, permitting, environmental mitigation, and any relocation assistance) will be treated as costs of the Project. Notwithstanding the foregoing, if any Participating Railroad is liable for environmental mitigation of a pre-existing environmental condition on any such property, such Railroad shall be required to pay for such mitigation to the extent that it would be liable therefor in the absence of the Project; provided, however, that any additional mitigation costs resulting from the specific Project requirements or the Project construction shall be a Project cost. All such properties (or such interests) needed for highway-rail grade separation shall be retained by or transferred to the appropriate public entity. Any property (or such interests) so acquired that is needed for railroad rights-of-way or facilities shall be conveyed to the Participating Railroad(s) or Switching Railroad

that owns or controls such Corridor segment, subject to appropriate easements and other customary conditions and restrictions for publicly-owned highways and bridges, as a capital contribution to the Project (in addition to the Additional Funding). The Participating Railroads will convey to the public agency owning any highway or bridge, as a capital contribution to the Project (in addition to the Railroad Financial Contribution), appropriate rights, including easements or other property interests (subject to appropriate easements for Railroad access and other customary conditions and restrictions) in any Railroad property required for any project, highway or bridge that is to be publicly owned.

10. CDOT and IDOT shall also take the lead, with Participating Railroad assistance, in obtaining necessary environmental or regulatory approvals, and in performing any necessary environmental mitigation, as a cost of the Project. Notwithstanding the foregoing, if any Participating Railroad is liable for environmental mitigation of a pre-existing environmental condition on any property owned or controlled by a party hereto that is to be used for the Project, such Railroad shall be required to pay for such mitigation to the extent that it would be liable therefore in the absence of the Project; provided, however, that any additional mitigation costs resulting from the specific Project requirements or the Project construction shall be a Project cost. The Participating Railroads shall jointly or individually obtain any regulatory approvals needed from the Surface Transportation Board.
11. In accordance with the agreed Governance Structure, the Participating Railroads will be responsible for the design, construction and/or implementation of all Railroad Components, Metra will be responsible for design, construction and/or

implementation of all Metra Components, and IDOT or CDOT (or their designees) will be responsible for the design and construction of all Public Components. After completion of construction, each Component shall become the property of the party that owns or controls (via easement or otherwise) substantially all of the property on which it is constructed or installed, with the public highway portions or grade crossing safety overpasses of each grade separation owned by the appropriate public body. Each owner shall then be responsible for maintenance, operation, management and dispatch on its property.

12. CDOT and IDOT will be responsible for the Project Component entitled Viaduct Improvement/Grade Crossing Safety Program on Exhibit B hereto, receiving Project Component funding based upon an allocation to be approved by IDOT and CDOT.
13. In each case, the Participating Railroads, IDOT and CDOT shall each be permitted to review the design, construction and/or implementation of the Project Components developed by the other parties, with approvals needed from affected parties. Reviews must be accomplished in a reasonable amount of time, as determined by the Stakeholders, and approvals shall not be unreasonably withheld. In each case, the party responsible for construction shall ensure that construction does not unreasonably impair traffic flows, whether by highway or rail.
14. Sequencing of the Components shall be approximately as indicated on Exhibit C hereto, subject to such changes as may be agreed to by all the Stakeholders.

15. The Stakeholders acknowledge CN's need to access the CWI line for its Central Corridor operations and agree that the line shall be available for CN's use upon:
- (1) the satisfactory completion, in Metra and NS' reasonable judgment, of the Project's 74th Street and Englewood Components, or (2) prior to the completion of the Components, should Metra and NS determine in their sole and absolute discretion, after consulting with CN, to grant CN access to their respective properties. The Stakeholders further acknowledge the City's interest in the termination of rail operations on the St. Charles Airline. The Stakeholders agree that the termination of such operations shall occur upon (1) the satisfactory completion, in CN's judgment, of all elements of the Central Corridor, or (2) CN's determination, in consultation with the other owners of the St. Charles Airline, that the Central Corridor is completed to the level necessary for operation thereover.

III. Scope of Work

The scope of work for the Project is outlined in the Plan. CDOT and IDOT will coordinate a process to obtain comments from other governmental entities and civic organizations regarding the implementation of specific Components. Any changes in scope will require the approval of all Stakeholders.

IV. Additional Design

IDOT has agreed to contribute \$10 million and, upon IDOT's payment of such \$10 million, the Participating Railroads have agreed to contribute \$2.5 million, to developing more detailed engineering for the Components to be identified by the parties hereto within thirty (30) days of

the date hereof. The necessary documentation for such funding will be promptly executed by the parties hereto. Such contributions shall be credited against the respective parties' obligations hereunder.

V. Definitive Agreements

Except for the provisions of Article IV, which shall be enforceable upon execution of this Statement, the terms of this Joint Statement of Understandings will be implemented and become enforceable to the extent effectuated by definitive agreements, containing such terms and conditions as are mutually satisfactory to the parties hereto. If such definitive agreements have not been executed by December 31, 2004, this Statement shall be of no further force or effect.

VI. Counterparts

This Joint Statement of Understandings may be executed in two or more counterparts, each of which shall be deemed an original and all of which together shall be considered one and the same statement.

VII. Effective Date

This Joint Statement shall be effective upon receiving the authorized signatures of each of the parties below.

VIII. Signatures

Illinois Department of Transportation: /s/ Timothy W. Martin
Date: 6/13/03

Chicago Department of Transportation: /s/ Miguel d'Escoto
Date: 6/13/03

Association of American Railroads: /s/ Ed Hamberger
Date: 6/13/03

Exhibit A

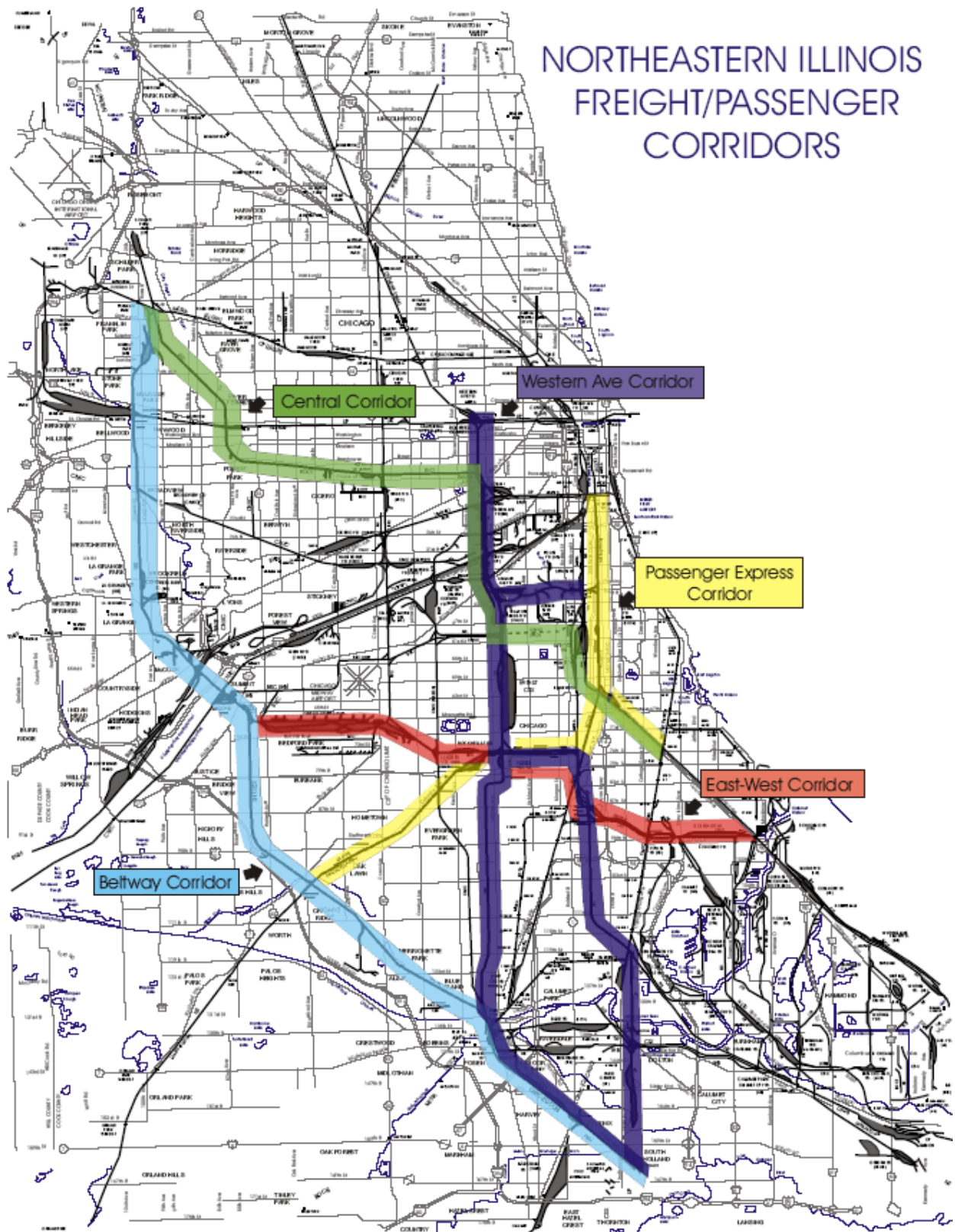


Exhibit B

The CREATE Project falls into three categories (Project Categories): Railroad improvements, excluding the grade separation of intersecting rail lines (Railroad Components); rail-over-rail separations (Passenger Components); and public improvements, including highway grade separations, and the Viaduct Improvement/Grade Crossing Safety Program (Public Components), all as described more specifically below. The party listed below shall be responsible for the construction of the designated Component in accordance with the JSU.

Project	Responsible Entity	Project Category
Viaduct Program	CDOT/IDOT	Public Component
Highway Grade Separation Components	CDOT/IDOT	Public Component
Safety Program	CDOT/IDOT	Public Component
Land acquisition, relocation, environmental assessments and remediation for the CREATE Project	CDOT/IDOT	Public Component
B1	CP/Metra	Railroad Component
B2	UP	Railroad Component
B3	UP	Railroad Component
B4	IHB, as directed by Owners	Railroad Component
B5	IHB, as directed by Owners	Railroad Component
B6	CSX	Railroad Component
B8	CSX	Railroad Component
B9	CSX	Railroad Component
B12	CSX	Railroad Component
B13	CN	Railroad Component
B15	IHB, as directed by Owners	Railroad Component
B16	UP	Railroad Component
WA1	UP	Railroad Component
WA2	CSX	Railroad Component
WA3	NS	Railroad Component
WA4	BNSF	Railroad Component
WA5	BNSF	Railroad Component
WA-8	NA	Railroad Component
WA10	CSX	Railroad Component
WA11	CSX	Railroad Component
EW1	BRC, as directed by Owners	Railroad Component
EW2	BRC, as directed by Owners	Railroad Component
EW3	NS	Railroad Component
EW4	NS	Railroad Component
C-1; C-2;C-3	CN	Railroad Component

Project	Responsible Entity	Project Category
C-4, C-5; C-6;	CN	Railroad Component
C-7	CN	Railroad Component
C-8	CN	Railroad Component
C-9	CN	Railroad Component
C-10	CN	Railroad Component
C-11	CN	Railroad Component
C-12	CN	Railroad Component
C-13	NS	Railroad Component
P1	Metra	Passenger Component
P2	Metra	Passenger Component
P3	Metra	Passenger Component
P4	NS	Passenger Component
P5	Metra	Passenger Component
P6	Metra	Passenger Component
P7	Metra	Passenger Component

JOINT STATEMENT REGARDING CREATE GOVERNANCE STRUCTURE

This Joint Statement Regarding CREATE Governance Structure is entered into in order to implement the JSU (as defined below) and in particular to describe the Governance Structure (as defined in the JSU) agreed to by the Stakeholders (as defined in the JSU) as contemplated by Section II, Paragraph 3 of the JSU.

Statement of Purpose:

- Describes the core responsibilities of the organizations involved in the implementation of the CREATE Project as described in the Joint Statement of Understandings (JSU) dated June __, 2003, between (i) the Association of American Railroads (AAR), acting for and on behalf of Burlington Northern and Santa Fe Railway Company (BNSF), Canadian National Railway Company (CN), Canadian Pacific Railway Company (CP), CSX Transportation, Inc. (CSX), Norfolk Southern Railway Company (NS), Union Pacific Railroad Company (UP), and Commuter Rail Division of the Regional Transportation Authority (Metra), (ii) the State of Illinois, through the Illinois Department of Transportation (IDOT), and (iii) the City of Chicago, through the Chicago Department of Transportation (CDOT); The National Railroad Passenger Corporation (Amtrak) has been consulted in connection with the Project and may subsequently join in this effort, if it chooses to do so on terms mutually agreeable to it and the parties hereto;
- Outlines key relationships between those organizations, and,
- Summarizes how changes in scope or overall budget will be managed.

The Illinois Department of Transportation (IDOT) will be the lead public agency in the programming and grant administration of all public grant funds. The CREATE Project falls into three categories (Project Categories): Railroad improvements, excluding the grade separation of intersecting rail lines (Railroad Components); rail-to-rail separations (Metra Components); and public improvements, including rail-to-highway separations, and the Viaduct Improvement/Grade Crossing Safety Program (Public Components), all as described more specifically in the chart in Exhibit B of the JSU. To the extent that any matters of project administration and cost management affect only a Project Category (excluding changes of scope or sequencing), they may be resolved by the Component Project Managers (as defined below) responsible for the Components in such Project Category.

Metra, Class I Railroads, IHB, BRC and IDOT/CDOT Component Project Managers (Component Project Managers):

- Designated by the entity listed in the chart in Exhibit B of the JSU (Railroad, IDOT, or CDOT) responsible for managing, directing the design, cost estimating, and construction of a Component of the CREATE Project.

- Manages from preliminary engineering through final design, construction, and final audit individual Project Components, as identified in the JSU or as may be modified by the Stakeholder Committee from time to time.
- Directs the construction of the Project Components for which the Project Manager is responsible (see following chart) within the approved budgets, subject to force majeure relief and other conditions not reasonably foreseeable (as further described in the JSU), and in compliance with IDOT grant terms and conditions.
- Submits, through the Project Office, all levels of engineering for review by CTCO and other involved railroads or public agencies for verification that scope and cost estimate assumptions accurately portray the manner in which the Component can be constructed, both from the perspective of train performance and work window availability.
- Advises the Project Office of Project Component status and costs incurred to date, at frequencies set by the Project Office.
- Advises the Project Office, in advance of committing to the change, of any anticipated cost overrun that will affect the overall Project cost or any scope change, whether or not the change or overrun is expected to require an IDOT grant amendment.
- Works with Public Information Working Group through the Project Office on potential and ongoing community concerns and community information needs.

CTCO:

- Advises the Project Office and Component Project Managers whether scope and cost estimate assumptions accurately portray the manner in which the Component can be constructed, taking into consideration the need to maintain train performance and provide appropriate work windows.
- Approves the assumptions regarding train operation and performance incorporated into final designs, construction assumptions, and, as may be appropriate, estimates of Component costs before final authority is given to the Component Project Manager to construct.
- Coordinates with the Project Office and the involved Component Project Manager to maximize train flows during construction while minimizing costs associated with schedule or work window conflicts.
- Reviews and comments on operational impacts of proposed Component scope changes, as may be requested by Project Office.

Project Office:

- Administratively, retained by AAR, but responsible to Stakeholder Committee.
- Costs paid for out of the CREATE Project budget.
- Includes accounting and engineering skills to track budget and construction progress information received from Component Project Managers; prepares progress reports for Management Committee; and, anticipates problems and identifies opportunities to solve problems or improve processes.
- Coordinates Component Project Manager work with CTCO to maximize train flows during construction while minimizing costs associated with schedule or work window conflicts.

- Approves final designs, construction assumptions and final estimates of Component costs submitted by Component Project Manager before final authority is given to Component Project Manager to solicit bids or to construct.
- Assists Component Project Managers with IDOT grant application, award, and management processes, giving as much additional support as may be required or requested.
- Assists Component Project Managers' accounting personnel with grant or cash-flow questions, and identifies possible solutions if problems need to be elevated.
- Coordinates and monitors project schedules with Component Project Managers and CTCO, advising Management Committee of schedule status and anticipated problems.
- Analyzes or initiates requests related to project scope and/or cost changes affecting the overall Project, making recommendation to Management Committee if action is proposed.
- Responsible for preparing reports for Component Project Managers on:
- Grant compliance requirements, identifying any problems with same being experienced or caused by a Component Project Manager; and,
- Costs to date (including obligations) and projected by Component against the overall budget.
- Facilitates Component Project Manager meetings with Public Information Working Group and assists in anticipating, addressing and mitigating community concerns.

Management Committee:

- Comprised of one member from CTCO, Metra, BNSF, UP, NS, CSX, CP, CN, AAR, CDOT and IDOT.
- Makes decisions by unanimous agreement, although any member may elevate an issue to the Stakeholder Committee.
- Provides direction to Project Office consistent with Stakeholder Committee decisions and, at a minimum, attempts to develop recommendations for Stakeholder Committee action, including reviewing and approving Project Office invoices and proposed changes in Project scope and budgets.
- Any member of the Management Committee or its representative can elevate to the Management Committee any decision of the Project Office and no action shall be taken on such decision until resolved by such Committee.

Public Information Working Group:

- Comprised of one member from CTCO, Metra, BNSF, UP, NS, CSX, CP, CN, AAR, CDOT and IDOT.
- Assists Project Office and Component Project Managers in identifying potential and ongoing community concerns and community information needs.
- Coordinates with the Advocacy Committee, as may be required from time to time.

Stakeholder Committee:

- Comprised of three people: Chairman of Policy Committee (as selected by the Railroads); the Commissioner of CDOT; and the Secretary of IDOT.
- Makes decisions by unanimous agreement.
- Approves changes in Project scope or budget; changes in sequencing of work to be undertaken as funds become available; and appropriateness of grant contract changes that relate to Project scope or budget changes.

Interpretation:

This Joint Statement Regarding CREATE Governance Structure should be read and construed as a single integrated document with the JSU. Definitions of terms found in the JSU should be applied to the terms as used in this Joint Statement.

Counterparts:

This Joint Statement Regarding CREATE Governance Structure may be executed in two or more counterparts, each of which shall be deemed an original and all of which together shall be considered one and the same Joint Statement.

Effective Date:

This Joint Statement shall be effective upon receiving the authorized signatures of each of the parties below.

Signatures:

Illinois Department of Transportation: /s/ Timothy W. Martin
Date: 6/13/03

Chicago Department of Transportation: /s/ Miguel d'Escoto
Date: 6/13/03

Association of American Railroads: /s/ Ed Hamberger
Date: 6/13/03

**AMENDMENT TO JOINT STATEMENT OF UNDERSTANDINGS
REGARDING THE PROPOSED CREATE PROJECT**

WHEREAS, on June 13, 2003, the (i) Association of American Railroads, acting for and on behalf of The Burlington Northern and Santa Fe Railway Company, Canadian National Railway Company, Canadian Pacific Railway Company, CSX Transportation Inc., Norfolk Southern Railway Company, Union Pacific Railroad Company, and Commuter Rail Division of the Regional Transportation Authority; (ii) the Illinois Department of Transportation, and (iii) the Chicago Department of Transportation, entered into a Joint Statement of Understandings Regarding the Proposed CREATE Project (“JSOU”) to progress a joint effort to restructure, modernize and expand the freight and passenger rail facilities and highway grade separations in the Chicago metropolitan area while reducing the environmental and social impacts of rail operations on the general public;

WHEREAS, this joint effort, designated as the Chicago Regional Environmental and Transportation Project, or CREATE, includes the construction and/or improvement of numerous individual identified Public, Metra, and Railroad Components that are incorporated in the JSOU and that constitute the integrated Project, with a preliminary estimated total cost of the design and construction of the Project set forth in the JSOU at \$1.534 billion;

WHEREAS, the JSOU was agreed upon by the Stakeholders as a basis for seeking funding for the Project with the further the understanding of the Stakeholders that the terms of the JSOU would be implemented and become enforceable to the extent effectuated by mutually acceptable definitive agreements, and if such definitive agreements were not executed by December 31, 2004 the JSOU would be of no further force and effect;

WHEREAS, the definitive agreements were, in part, contingent upon the inclusion therein of

binding commitments establishing the availability, on terms and conditions satisfactory to the Participating Railroads of all Additional Funding (in excess of the Railroad Financial Contribution) necessary to complete the entire Project;

WHEREAS, although it is presently deemed unlikely that the availability of the Additional Funding will be established by December 31, 2004, the Stakeholders desire that efforts to establish the availability of Additional Funding continue until June 30, 2005, and that the JSOU remain in effect among the Stakeholders through such date; and

WHEREAS, the Participating Railroads are also willing to commence the construction and/or improvement of certain Railroad Components prior to the execution by the Stakeholders of definitive agreements regarding the Project, provided that the cost of completion of such Railroad Components are credited against the respective Participating Railroad's obligations under the JSOU.

NOW THEREFORE, the Stakeholders, as the date hereof, amend the JSOU as follows:

1. Section V of the JSOU is amended by deleting, on the fifth line, the date of "December 31, 2004" and inserting in lieu thereof the date of June 30, 2005.
2. The following subsection 16 is added at the end of Section II:

"To the extent that any Participating Railroad undertakes the construction and/or improvement of an individual Railroad or Metra Component after October 1, 2004 and prior to the execution of the definitive agreements described in Section V hereof, the investment of the Participating Railroad in the design, construction, and/or implementation of such Railroad or Metra Component shall be considered a contribution of the Participating Railroads to the Project and shall be credited against the Railroad Financial Contribution

hereunder, provided that the Stakeholders approve the design, budget and sequence for such Railroad or Metra Component construction and/or improvement and such construction and/or improvement is otherwise in accordance with the terms and conditions set forth herein. For each such credited construction and/or improvement, the Stakeholders (through the Management Committee described in the Joint Statement Regarding CREATE Governance Structure executed by the Stakeholders on June 13, 2003) shall thereafter also seek a determination from the U.S. Department of Transportation that the construction and/or improvement meet eligibility requirements for federal funding.”

3. Except as otherwise provided herein, capitalized terms shall have the same meaning as in the JSOU.
4. This Amendment to the JSOU may be executed in two or more counterparts, each of which shall be deemed an original and all of which together shall be considered one and the same statement.
5. This Amendment to the JSOU shall be effective upon receiving the authorized signatures of each of the parties below.

Illinois Department of Transportation:
Date: 12/23/04

/s/ Timothy W. Martin

Chicago Department of Transportation:
Date: 12/23/04

/s/ Miguel d'Escoto

Association of American Railroads:
Date: 12/23/04

/s/ Edward R. Hamberger

**SECOND AMENDMENT TO JOINT STATEMENT OF UNDERSTANDINGS
REGARDING THE PROPOSED CREATE PROJECT**

WHEREAS, on June 13, 2003 the (i) Association of American Railroads, acting for and on behalf of The Burlington Northern and Santa Fe Railway Company, Canadian National Railway Company, Canadian Pacific Railway Company, CSX Transportation, Inc., Norfolk Southern Railway Company, Union Pacific Railroad Company, and Commuter Rail Division of the Regional Transportation Authority; (ii) the Illinois Department of Transportation, and (iii) the Chicago Department of Transportation, entered into a Joint Statement of Understandings Regarding the Proposed CREATE Project (“JSOU”) to progress a joint effort to restructure, modernize and expand the freight and passenger rail facilities and highway grade separations in the Chicago metropolitan area while reducing the environmental and social impacts of rail operations on the general public;

WHEREAS, this joint effort, designated as the Chicago Regional Environmental and Transportation Project, or CREATE, includes the construction and/or improvement of numerous individual identified Public, Metra, and Railroad Components that are incorporated in the JSOU and that constitute the integrated Project, with a preliminary estimated total cost of the design and construction of the Project set forth in the JSOU at \$1.534 billion;

WHEREAS, the JSOU was agreed upon by the Stakeholders as a basis for seeking funding for the Project with the further understanding of the Stakeholders that the terms of the JSOU would be implemented and become enforceable to the extent effectuated by mutually acceptable definitive agreements; and if such definitive agreements were not executed by December 31, 2004 (which was extended by an amendment to the JSOU to June 30, 2005), the JSOU would be of no further force and effect;

WHEREAS, although it is presently deemed unlikely that the availability of the Additional Funding will be established by June 30, 2005, the Stakeholders desire that efforts to establish the availability of Additional Funding continue until December 31, 2005 and that the JSOU remain in effect among the Stakeholders through such date;

WHEREAS, the JSOU envisioned that Amtrak may subsequently join in the effort on mutually satisfactory terms and conditions; and

WHEREAS, Amtrak has reached a mutually satisfactory agreement with the Participating Railroads as to Amtrak's current level of participation in the effort.

NOW THEREFORE, the Stakeholders, as the date hereof, amend the JSOU as follows:

1. Section V of the JSOU, as amended, is further amended by deleting, in the fifth line, the date of "June 30, 2005" and inserting in lieu thereof the date of "December 31, 2005".
2. In the first paragraph of the PREAMBLE of the JSOU the last sentence is stricken and the words "National Railroad Passenger Corporation (Amtrak)" are added after "(CSX)," in the fifth line.
3. Except as otherwise provided herein, capitalized terms shall have the same meaning as in the JSOU.
4. This Amendment to the JSOU may be executed in two or more counterparts, each of which shall be deemed an original and all of which together shall be considered one and the same statement.

5. This Amendment to the JSOU shall be effective upon receiving the authorized signatures of each of the parties below.

Illinois Department of Transportation: /s/ Timothy W. Martin

Date: June 24, 2005

Chicago Department of Transportation: /s/ Cheri Heramb

Date: June 24, 2005

Association of American Railroads: /s/ Ed Hamberger

Date: June 24, 2005

**THIRD AMENDMENT TO JOINT STATEMENT OF UNDERSTANDINGS
REGARDING THE PROPOSED CREATE PROGRAM**

WHEREAS, on June 13, 2003 the (i) Association of American Railroads, acting for and on behalf of The Burlington Northern and Santa Fe Railway Company (hereinafter referred to as “BNSF Railway Company”), Canadian National Railway Company, Canadian Pacific Railway Company, CSX Transportation, Inc., Norfolk Southern Railway Company, Union Pacific Railroad Company, and Commuter Rail Division of the Regional Transportation Authority (and, by amendment dated June 24, 2005, the National Railroad Passenger Corporation); (ii) the Illinois Department of Transportation, and (iii) the City of Chicago, acting by and through its Department of Transportation (“City”), entered into a Joint Statement of Understandings Regarding the Proposed CREATE Project (hereinafter referred to as “Program”) (“JSOU”) to progress a joint effort to restructure, modernize and expand the freight and passenger rail facilities and highway grade separations in the Chicago metropolitan area while reducing the environmental and social impacts of rail operations on the general public; and

WHEREAS, this joint effort, designated as the Chicago Region Environmental and Transportation Efficiency Program, or CREATE, includes the construction and/or improvement of numerous individual identified Public, Metra, and Railroad Components that are incorporated in the JSOU and that constitute the entire Program, with a preliminary estimated total cost of the design and construction of the Program set forth in the JSOU at \$1.534 billion; and

WHEREAS, the JSOU was agreed upon by the Stakeholders as a basis for seeking funding for the Program with the further understanding of the Stakeholders that the terms of the JSOU would be implemented and become enforceable to the extent effectuated by mutually acceptable definitive agreements; and if such definitive agreements were not executed by December 31,

2004 (which was extended by two previous amendments to the JSOU to December 31, 2005), the JSOU would be of no further force and effect; and

WHEREAS, notwithstanding that the availability of Additional Funding was not established as of December 31, 2005, the Stakeholders believe that certain identified Program benefits can be realized by the completion of a portion of the Program Components comprising elements of the entire Program (“Initial Components”); and

WHEREAS, the Stakeholders are willing to move forward toward implementation of the Initial Components under certain specific terms and conditions and subject to certain contingencies as described herein; and

WHEREAS, the parties are further willing to support efforts to continue to seek the Additional Funding necessary to implement the entire Program as contemplated by the JSOU.

NOW THEREFORE, the Stakeholders, as of the date hereof, hereby agree to amend the JSOU as follows:

1. The Components set forth and described in Attachment 1 hereto, with the total cost shown as \$331 million, comprise the Initial Components which will be moved forward if the conditions and contingencies stated in Sections 2 through 7 below are met.
2. The Participating Railroads’ direct monetary contribution to the Initial Components is limited to \$101 million (“Initial Components Railroad Financial Contribution”). The Initial Components Railroad Financial Contribution shall be applied to any of the Projects listed in Attachment 1 other than the Highway-Rail Grade Separations Project shown as the first Project on Attachment 1 (“Highway-Rail Grade Separations Project”); provided, however, that Amtrak’s contribution shall be applied only to

- Project P-1. (Metra's contribution is subject to the receipt of necessary State of Illinois transportation funding which has yet to be authorized.)
3. Public funds consisting of federal funds in the amount of \$100 million, or so much thereof as may be made available to IDOT by actions of the federal government including but not limited to obligation limitations, rescissions, and allocations (positive or negative) of revenue aligned budget authority, shall be contributed to any of the Projects comprising the Initial Components, other than the Highway-Rail Grade Separations Project. Such funds shall be administered and contributed through and by IDOT and shall constitute a portion of the Initial Components Additional Funding. The Initial Components Railroad Financial Contribution shall be contingent upon the availability and receipt of such public funds.
 4. As set forth in Attachment 1, the cost of the Projects, other than the Highway-Rail Grade Separations Project, is \$231 million. To cover the full costs of such Projects, funding from City in the amount of \$30 million is anticipated; and such funding shall constitute a portion of the Initial Components Additional Funding. While City believes such public funding will be forthcoming, the funding shall be subject to City's legislative authorization and the availability of federal and state funds (other than those contemplated in Sections 2 and 3 above) but shall not be a condition for the Initial Components Railroad Financial Contribution or the other portions of the Initial Components Additional Funding; provided, however, that the definitive agreements referenced in Section 6 below will address any changes in the event that any or all of such funding from City is not realized.

5. Public funding for the Highway-Rail Grade Separations Project in the amount of \$100 million shall be from IDOT and subject to Illinois legislative authorization. Such funding shall constitute a portion of the Initial Components Additional Funding; however, such funding shall not be a condition for the Initial Components Railroad Financial Contribution or the other portions of the Initial Components Additional Funding described herein; provided, however, that the definitive agreements referenced in Section 6 below will address any changes necessary in the event that any or all of such funding from IDOT is not realized. Funding for the Highway-Rail Grade Separations Project will be provided as set forth in Attachment 1. The City's funding could be expended on the Highway-Rail Grade Separations Project if: (a) such funding is necessary to complete such Project; (b) at least \$25 million of City's funding has been made available for the other Projects listed in Attachment 1, other than OP-5; and (c) all of the Stakeholders agree.
6. Pursuant to Article V of the JSOU, the terms of the JSOU, as amended, will be implemented and become enforceable to the extent effectuated by definitive agreements, containing such terms and conditions as are mutually satisfactory to the Stakeholders. Article V of the JSOU, as previously amended, is hereby further amended by deleting, in the fifth line, the date of "December 31, 2005" and inserting in lieu thereof the date of "December 31, 2009". Such definitive agreements will include, without limitation, agreements as to the amount of work to be completed, the sequence, the schedule, and the funding requirements for the progression of each of the Projects in Attachment 1 and the availability, on terms and conditions satisfactory to the Stakeholders, of the public funding referenced in Section 3 above and of all

- third party properties necessary to complete the Initial Components. The definitive agreement among the Stakeholders to replace this JSOU, as amended, shall also address: (a) the process for prioritizing or modifying the Projects in the event that the aggregate costs exceed the Initial Components Railroad Financial Contribution and the Initial Components Additional Funding, due to any shortfalls in federal funding to be contributed to the Program or due to the unavailability of any or all of the anticipated public funding from City or from IDOT; and (b) an appropriate governance structure for the Initial Components which takes into account the extent to which each of the Stakeholders have met their respective contribution targets hereunder.
7. Notwithstanding the provisions of Article IV of the JSOU, as amended, the Initial Components Railroad Financial Contribution and the Initial Components Additional Funding shall be in addition to, and not offset by, any IDOT or Participating Railroad financial contribution made in accordance with said Article IV.
 8. The Stakeholders agree to advocate that priority for any additional public funding received for a subsequent phase of the CREATE Program be given to Project P-2. This provision shall not be construed to prohibit securing or expending designated funding for other CREATE Projects in the Initial Components or any subsequent Components.
 9. In the first and second lines of the PREAMBLE of the JSOU, the word “Project” is stricken and the word “Program” is inserted in lieu thereof; and, in the JSOU and all three amendments thereto (including the titles of the documents), the term “Project”

- when used to refer to the CREATE Program shall be deleted and the term “Program” shall be inserted in lieu thereof.
10. In the JSOU and all three amendments thereto, the term “Chicago Department of Transportation” shall be replaced by “City of Chicago, acting by and through its Department of Transportation” and the term “CDOT” shall be replaced by “City” wherever such terms appear.
 11. Paragraph 7 of Article II of the JSOU is amended by striking the following in the tenth and eleventh lines: “rail-to-rail grade separation.”
 12. Paragraph 9 of Article II of the JSOU is amended by adding the following after the words “environmental mitigation” in the sixth line: “demolition of existing buildings, securing of parcels,”.
 13. Paragraph 5 of Article II of the JSOU is amended by adding at the end thereof the following sentence: “The Stakeholders acknowledge that all such government funding will represent a capital contribution to the Program and not payment in exchange for services or property provided, or to be provided, by the Participating Railroads.”
 14. Except to the extent inconsistent with the terms of this Third Amendment, all of the provisions of the JSOU will apply to the Initial Components as if: (a) the Initial Components were the Program; (b) the Initial Components Railroad Financial Contribution were the Railroad Financial Contribution; (c) the Initial Components Additional Funding were the Additional Funding and (d) Attachment 1 hereto were the Plan and Exhibit C with respect to the identification of the Components.

15. Except as otherwise provided herein, capitalized terms shall have the same meaning as in the JSOU.
16. The JSOU (including the provisions of Article V regarding definitive agreements), as previously amended and as further amended hereby, is reinstated by the Stakeholders and remains in full force and effect with respect to the Initial Components. In all other respects, no party shall have any other liability or obligation under the JSOU, as amended; provided, however, that: (1) the Stakeholders will continue to support efforts to seek the Additional Funding necessary to move forward the entire Program originally contemplated by the JSOU; and (2) if the Additional Funding is realized, the Stakeholders further agree to work, at such time, in good faith to effect a definitive agreement for the entire Program which, taking into account any changed circumstances, reflects as closely as possible the objectives, understandings, and railroad contribution limitations regarding the entire Program as set forth in the original JSOU.
17. This Third Amendment to the JSOU may be executed in two or more counterparts, each of which shall be deemed an original and all of which together shall be considered one and the same statement.
18. This Third Amendment to the JSOU shall be effective upon receiving the authorized signatures of each of the parties below.

Illinois Department of Transportation:

By: /s/ Milton R. Sees

Date: 2/9/09

City of Chicago, acting by and through its Department of Transportation:

By: /s/ Thomas G. Byrne

Date: 12/16/08

Association of American Railroads:

By: /s/ Edward R. Hamberger

Date: 11/24/08

CREATE Program Initial Components Plan

Project #	Location	Project Scope
Highway-Rail Grade Separations	Chicago - Various	6 Grade Separations including 95th Street (GS-21), Columbus (GS-11), Archer Ave. (GS-9)
B1	Tower B-12	CP double mainline connection to Beltway at B12
B2	Proviso	Construct new main on UP: Elmhurst-Provo Jct., upgrade IHB connection to 25 mph
B3	In Bellwood, connecting to Proviso Yard	Install 2nd parallel connection at Melrose between Proviso Yd and IHB, associated crossovers and signal modifications.
B4	LaGrange	Install TCS signaling on all tracks CP LaGrange-CP Hill. Includes upgrade of 21 runner to mainline
B5	Broadview	Install Universal crossover, to include switches and signals, at CP Broadview, and power connection to the CN
B6	McCook	Construct 2nd southwest connection between IHB and BNSF. Install single left crossover for BNSF to Argo
B8	Argo-CP Canal	Upgrade TCS signaling Argo to CP Canal

CREATE Program Initial Components Plan

Project #	Location	Project Scope
B9	Argo	Upgrade Connection
B12	CP Francisco to CP 123rd Street	Add Additional Mainline CP Francisco to CP 123rd St
B13	Blue Island Jct.	Upgrade IHB-CN connection at Blue Is Jct.
B15	CP Harvey - Dolton	Install TCS between CP Harvey to Dolton
WA1	Ogden Jct.	Re-align & Signalize Ogden Jct for double track connection from UP to BOCT & CJ Mains
WA2	CTC on CSX	Install TCS signaling on BOCT between Ogden Jct and 75th Street (Forest Hill)
WA3	CJ	Install TCS signaling CJ tracks between Ogden Jct and CP518, add additional mainline along Ashland Ave Yard, and extension of Yard Switching Lead
WA4	BNSF Chicago Sub to BNSF Chillicothe Sub	Construct connection directly linking BNSF Chicago and Chillicothe Subs
WA5	Corwith Tower	Upgrade track, signal, and reconfigure Corwith Interlocking and remote CN Corwith Tower

CREATE Program Initial Components Plan

Project #	Location	Project Scope
WA10	Blue Island Jct.	Install universal interlocked connections between BOCT and CN to facilitate directional running
WA11	Dolton	Upgrade and reconfigure Dolton interlocking
EW1	Clearing Yard	Construct 2 new main tracks, reconstruct thoroughfare, and rearrange connections. Impacts Beltway Corridor - Argo Connection
EW2	80th Street	Improve track & signals for flexibility of routes from 80th St to Forest Hill & 74th St.
EW3	Pullman Jct.	Re-align Pullman Jct. to incorporate BRC and NS mains from Pullman to 80th Street
EW4	CP 509	Improve connection from East-West Corridor to NS Mainline at CP 509
P1	Englewood	Grade separate Metra and NS
P2	74th Street	Grade separate Metra and BRC and connect Metra to Rock Island route

CREATE Program Initial Components Plan

Project #	Location	Project Scope
P3	75th Street (Forest Hill)	Grade Separate CSX & NS to carry Metra's SW service, building a double-track bypass of NS Landers Yd for Metra, extending to Ashburn; and connect Landers Yd to BRC tracks.
P7	Chicago Ridge	Grade Separate Metra and IHB (CSX)
OP5	Viaduct Improvement Program, Chicago	City-Wide
OP7	Property Acquisition, Relocation, Environmental	Railroad (including Metra) Projects
OP8	Contingency, Inflation, and Program Management	Contingency on Railroad Construction

\$331 million is allocated to the CREATE Program Initial Components Plan as follows. \$100 million is allocated to the Highway-Rail Grade Separations project. \$231 is allocated to the remaining CREATE Program Initial Components Plan projects.

Program Level Goals and Strategies

1.1 Goals and Strategies

Chicago, the nation's preeminent rail hub, consists of 2,796 miles of existing rail network encompassing an area of 16,000 acres. Currently 37,500 rail cars per day travel through the Chicago hub each year, with this number expected to increase to 67,000 per day by 2020. The existing system experiences motorist, passenger and freight rail delays and congestion on a daily basis. If changes to the system are not implemented, these issues will only get worse. Failure to address these issues will have major effects not only locally but nationally. The local effects alone are enormous:

- If rail capacity issues are not addressed studies show that Chicago will lose \$2 billion in production and 17,000 jobs in the next two decades.
- If rail capacity issues are not addressed, freight that is carried by rail will now move to truck, increasing congestion and increasing air pollutant emissions on our highways. The demands upon the local roads and highways in the Chicago region will be overwhelming if this freight is moved from steel wheel to rubber tire.
- If rail capacity issues are not addressed, delay to METRA passengers will increase. Currently 73 million local passenger trips are logged annually, relieving substantial stress on the highway system.

The national implications of a failure to act are likewise debilitating:

- When multiplier effects are included, the Chicago rail network is associated with 5 million jobs nationwide, \$782 billion in output and \$217 billion in annual wages. For over 150 years, Chicago has been the rail capital of the nation and the world.
- Chicago is the only city in the country where six major North American railroads meet to interchange freight. Failing to address these infrastructure issues will trickle down to inefficiencies throughout the nationwide freight network.
- Seven of the rail lines entering Chicago are part of the Strategic Rail Corridor Network, rail lines that are critical to national defense.

The State of Illinois and the City of Chicago have joined with the passenger and freight railroads serving the Chicago region to establish Program Level Goals and Strategies of the CREATE Program to address these issues. The Program level goals of the CREATE Program were developed and are as follows:

- Improve the efficiency and reliability of local and national passenger and freight rail service in and through the Chicago region;
- Reduce motorist, passenger rail and freight rail delays to travel in and through the Chicago region;
- Reduce highway and rail traffic congestion in the Chicago region;
- Improve rail-highway grade crossing safety in the Chicago region;
- Provide national, regional and local economic benefits;

- Provide environmental (air quality) benefits for the Chicago region; and
- Provide national, regional and local energy benefits.

The following sections describe the strategies developed in the CREATE Program to achieve these identified goals.

1.1.1 Goal: Improve the efficiency and reliability of local and national passenger and freight rail service in and through the Chicago region

Strategies:

- Provide a rail transportation system that will meet future rail traffic demands.
- Reduce passenger rail to freight rail conflict points.
- Provide rail traffic operations upgrades.
- Increase passenger rail capacity.
- Improve intermodal operations (rail to truck transfers).

1.1.2 Goal: Reduce motorist, passenger rail and freight rail delays to travel in and through the Chicago region.

Strategies:

- Encourage passenger rail ridership.
- Reduce rail to highway conflict points.
- Reduce passenger rail to freight rail conflict points.
- Provide rail traffic operations upgrades.

1.1.3 Goal: Reduce highway and rail traffic congestion in the Chicago region.

Strategies:

- Reduce rail to highway conflict points.
- Reduce passenger rail to freight rail conflict points.
- Provide rail traffic operations upgrades.
- Encourage passenger rail ridership.

1.1.4 Goal: Improve rail-highway grade crossing safety in the Chicago region.

Strategies:

- Reduce rail to highway conflict points.
- Encourage passenger rail ridership.

1.1.5 Goal: Provide national, regional and local economic benefits.**Strategies:**

- Achievement of goals 1.1.1 through 1.1.3 above. This will:
 - reduce the size of inventories required to be kept by rail customers;
 - maximize freight rail customer responsiveness and flexibility to their own customers;
 - result in time savings (economic savings) for motorist, passenger and freight rail;
 - encourage increased ridership of passenger rail (thus helping more to reduce delays and congestion); and
 - reduce investment in new highway construction.
- Achievement of goal 1.1.4 above. This will:
 - Reduce accidents and associated cost of property damage, personal injuries, and fatalities.
- Closing of the St. Charles Airline. This will result in residential and commercial development in this area and will provide a permanent tax revenue increase.
- Successful implementation of the CREATE Program. This will provide construction related economic benefits such as jobs, materials, and services. This will also prevent the loss of production and jobs in the next two decades.

1.1.6 Goal: Provide environmental (air quality) benefits for the Chicago region.**Strategies:**

- Achievement of goals 1.1.1 through 1.1.3 above. This will:
 - reduce train emissions due to reduction in train idling times caused by delays; and
 - reduce motor vehicle emissions due to reduction idling times caused by delays.

1.1.7 Goal: Provide national, regional and local energy benefits.**Strategies:**

- Achievement of goals 1.1.1 through 1.1.3 above. This will:
 - Reduce the amount of energy consumption from trains and motor vehicles due to reduction in idling times caused by delays.

1.2 Conclusion

The Goals and Strategies described above were then used in the decision-making process to identify transportation improvement projects that would successfully achieve the stated goals. The full implementation of these projects will improve the efficiency and reliability of the passenger and freight rail service, reduce delays and congestion, improve safety, and provide economic, environmental and energy benefits for the region.

Component Project Chronology and Selection Rationale

Early Studies and Public Planning Efforts:

The Chicago Area Transportation Study (CATS), which is also the Chicago region's Metropolitan Planning Organization (MPO), has long recognized the need to consider rail freight in its regional planning efforts. It has published brochures and convened committee meetings to foster a greater understanding regarding the significance of this sector in the Chicago region and to develop plans for freight transportation improvements.

A June 1990 CATS report entitled "Freight Movements and Urban Congestion in the Chicago Area" sought to "solicit participation from the freight industry... and to recommend or incorporate freight oriented measures into the comprehensive program"¹. While the report projected future growth, it focused on the impact of grade crossings, viaduct clearance limitations and truck congestion on highways.

In 1993, the Chicagoland Chamber of Commerce set up an Intermodal Task Force, consulting with the City of Chicago Department of Transportation (CDOT), the City of Chicago Department of Planning and Development (DPD), CATS and the Illinois Department of Transportation (IDOT). They provided testimony on the need for greater freight planning as part of the 2010 Transportation Plan public hearing process, and indicated the need for freight planning to be included in the 2020 plan².

Even earlier studies had been prepared proposing elimination of the St. Charles Airline which runs through an area south of Chicago's central business district where new residential growth has been occurring. The line runs under McCormick Place and then west parallel to 16th Street, crossing the Metra Rock Island Main Line and then west over the South Branch of the Chicago River. This line restricts development in the area and gives rise to commuter/freight conflicts with Metra's operation in and out of LaSalle Street Station.

CDOT and IDOT studied alternative routes to eliminate the St. Charles Airline as early as 1984 with up to six possible routes being considered³. In the mid 1990s, a proposed route was developed using an out of service section of a Norfolk Southern (NS) line in the Grand Crossing neighborhood connecting to the Conrail (CR) Chicago Line near 73rd Street. In May 1994, a report prepared by DPD was presented to the Chicago Plan Commission requesting the Commission to call for negotiations that would result in abandonment of the St. Charles Airline and a plan for redevelopment of the area⁴. The report lists the extensive public benefits to be realized from this action.

¹ "FREIGHT MOVEMENTS AND URBAN CONGESTION IN THE CHICAGO AREA – Report on Freight Activities for Operation Green Light", John P. Reilly, Chief Freight Planner, Chicago Area Transportation Study, June 1990.

² "Recent Actions of the Chicagoland Chamber of Commerce's Intermodal Task Force", Intermodal Task Force, October 6, 1993.

³ "Replacing St. Charles Airline/Bridgeport District IC", Illinois Department of Transportation Memorandum, January 26, 1990.

⁴ "REPORT OF THE CHAIRMAN ON THE PROPOSED ABANDONMENT OF THE ST. CHARLES AIR LINE", Chicago Plan Commission, May 25, 1994.

Three years later, a civic organization, Lambda Alpha International, convened a one day symposium on the St. Charles Airline issue and invited railroad officials, planners, developers, financial analysts and other civic groups to consider the issue and make recommendations. The report on the results of this Community Assistance Panel Program prophetically recommends that “It is necessary to examine rail consolidation on a more comprehensive basis by determining the actual costs and implications associated with relocation, traffic patterns, aging infrastructure, dated buildings, and the effect on Union Pacific, Wisconsin Central, Metra, Amtrak and others... The railroad participants need internal systems that can effectively address issues pertaining to operating control”⁵.

1998 - Industry Mergers and Severe Winter Focus Public Attention on Need for Freight Planning

During the winter of 1998-1999, a severe snowstorm paralyzed the freight rail service in Chicago and the resulting freight congestion hampered Metra service. At the same time, the Canadian National Railway was seeking federal approval from the Surface Transportation Board (STB) to acquire the Illinois Central, which was the major freight user of the St. Charles Airline. The City of Chicago urged the STB to not permit the merger until the abandonment of the St. Charles Airline had been resolved, since increased rail traffic from the merger would have negative community impacts⁶. The pending purchase and split of Conrail by NS and CSX also was expected to result in traffic flow changes that needed to be considered.

In early 1999, the Association of American Railroads (AAR) created the Chicago Planning Group (CPG), made up of members of each Class I freight railroad servicing the Chicago region, plus the Belt Railway Company, Illinois Harbor Belt Railroad, Amtrak and Metra, to study and recommend solutions to the congestion that limited rail operations in the region. An article written by a former Federal Railroad Administrator for an industry magazine captures the almost historical significance of the establishment of the CPG, the importance of the region to the national rail freight network, and the need for a comprehensive plan to address growth and minimize congestion⁷. At the same time, U.S. Congressman William Lipinski, whose district is crisscrossed by at-grade railroad tracks, called publicly for an Alameda corridor type program for the Chicago region to address freight and passenger traffic congestion⁸.

The CPG studied potential improvements including improved signaling, expansion of main track capacity, and grade separation of some Metra operations from freight routes on the south and southwest side of Chicago. The CPG also collected lists of highway rail grade crossings that were problematic for rail operations and highway users and created a grade separation priority listing. As noted in Crain’s Chicago Business, one of the biggest issues to be addressed was rail and highway crossings⁹. The proposed rail infrastructure and highway grade separation project

⁵ “THE ST. CHARLES AIRLINE: A ONCE AND FUTURE GREENWAY?”, Community Assistance Panel Program Report, March 4, 1997.

⁶ “Fight over train tracks threatens rail merger”, CRAIN’S Chicago Business, Kevin Knapp, December 14, 1998.

⁷ “VIEWPOINT – One small step in Chicago”, Gil Carmichael.

⁸ “A plan to uncork rail bottleneck”, Chicago Tribune, John Schmeltzer, April 7, 1999.

⁹ “Untangling Chicago’s snarled rail system”, CRAIN’S Chicago Business, Kevin Knapp, June 14, 1999.

lists were completed in a study dated June 1999¹⁰. However, in the absence of a means to evaluate the effectiveness of proposed improvements and their potential for public benefits, the plan did not move forward. To aid in studying the Chicago Terminal, the CPG authorized the development of a computer model to simulate freight and passenger operations in Chicago.

1999 – 2001 CTCO Established and Planning Continues

In late 1999, the Chicago Transportation Coordination Office (CTCO) was established by the CPG to develop managerial solutions wherever possible to railroad operating problems in Chicago, to work with public agencies on the public impacts of rail service, and to assist in continuing the capital planning process. Housed in a Metra facility on the south side of downtown, the CTCO first attacked operational problems that could be resolved without capital expenditures. Coordination and communication was improved between railroads to minimize train idling in neighborhoods due to trains waiting for another railroad's crew to take over operation of the train, or waiting for track space to clear up in a freight yard.

An emergency operations process was established so that when a flood in the Midwest, a strike on the West Coast, a blizzard in the region or a bridge outage in the East disrupted normal freight train patterns, agreed upon re-routings and staging outside of the region would minimize congestion and ensure the network would become fluid as soon as feasible. When Chicago officials raised concerns that "911" emergency routes were periodically being blocked by trains, a process was set up to minimize such occurrences, and also to advise emergency responders when a problem kept the crossing blocked longer than an agreed upon amount of time.

Finally, between 1998 and 2003, the railroad industry was investing over \$1.2 billion of capital in infrastructure replacements or improvements for the region. To minimize the disruption this construction could cause, the CTCO regularly reviewed all railroad's proposed construction schedules and coordinated projects to ensure undue disruption would not occur due to such construction.

While such efforts did much to reduce delays, there was still agreement that capital improvements were needed to address the concerns raised. In spring of 2000, a civic planning organization, the Metropolitan Planning Council, sponsored a conference of business leaders and experts to discuss the region's freight infrastructure, what other regions of the country were doing to address freight mobility, and what future conditions could be anticipated. After this conference, a Freight Transportation Working Group was set up by civic groups to research the issue further and make recommendations to the region's planners and leaders.

In December 2000, Mayor Daley of the City of Chicago wrote the STB noting the importance of the region to the nation's rail industry and the economy, but stressing the need for coordinated

¹⁰ "Report of the Infrastructure Committee to the Chicago Planning Committee", June 1999.

planning¹¹. The STB responded in January 2001 with a letter to the AAR asking that further coordination and planning occur¹².

In spring 2001, the Chicago Rail Task Force was established, including representatives from freight railroads and CDOT with goals that included improving communication, addressing community issues, and developing solutions to long-term regional rail issues. The task force continued to meet throughout the year and sought a plan that would address growth and congestion twenty years hence.

2002: Computer Model Analyzes Improvements and Public Involvement

In April 2002, Business Leaders for Transportation published a report entitled “Critical Cargo: A Regional Freight Action Agenda”¹³. This group was led by Chicago Metropolis 2020 (established by the Commercial Club of Chicago), the Chicagoland Chamber of Commerce and the Metropolitan Planning Council and was a follow up to the 2000 conference noted earlier. The report cites the significance of rail freight to the region and makes three recommendations:

1. “Organize public/private support for a package of priority capital improvements to the region’s freight network that will expand capacity, lessen gridlock, and support job expansion”, including joint-use freight corridors, construction of 40 highway/rail grade separations and upgrading of 55 miles of intermodal connector highways.
2. “Secure \$20 million in federal funding support over the next two years to cover the public portion of planning for the priorities above.”
3. Establish a public/private entity to plan, coordinate and finance improvements to the region’s freight transportation system.

The report was well received and the press covered its findings.

The CPG retained a consultant to run computer simulation of the region’s rail network. The simulation was done using software called Rail Traffic Controller (RTC) developed by Berkley Simulation, a company based in Berkley, CA.

The simulation model covered 893 miles of main and terminal track in the region, consisting of 119 interlockings, 4698 control points, and nearly 3000 freight and passenger trains with operations defined over a 96-hour period of actual operation in mid November 1999.

Operational data was collected for the 96 hour base period which ran from Wednesday at noon to Sunday at noon to test both weekday and weekend operations. From the base period operational data the first simulation model (known as the Base Case) was completed in January 2001. After

¹¹ December 20, 2000 letter from Mayor Richard M. Daley to Linda Morgan, Chairman of the Surface Transportation Board.

¹² January 26, 2001 letter from Linda Morgan, Chairman of the Surface Transportation Board to Edward R. Hamberger, President and CEO, Association of American Railroads.

¹³ “CRITICAL CARGO – A Regional Freight Action Agenda for jobs, economic growth and quality of life in metropolitan Chicago”, Business Leaders for Transportation, April 2002.

careful review, by the CTCO, it was determined that the simulation duplicated actual train operation in the region, which was defined as the geographic area within the Elgin, Joilet & Eastern Railroad (but not including the EJ&E in the simulations). The Base Case had actual delays built into it. In June 2001, a second simulation was done, taking out all artificial delays to determine how well the Chicago Terminal could run in ideal or better-managed conditions. The model results (Case 2a) indicated that there were considerable improvements that could be made using better management processes.

In parallel with the development of Case 2a, the CTCO initiated a number of operational (non-infrastructure) improvements through 2000 and 2001 with results consistent with Case 2a.

The model was then updated with minor infrastructure changes that occurred in 1999 and 2000 and updated with new train files that represented traffic levels at the end of 2001. Case 3a was verified to represent current train operations, but Case 3a identified or verified a number of choke points in the region that limited capacity¹⁴.

One of the clear findings from the model was the profound impact the extensive commuter rail service within the region has on freight rail operations. During the morning and evening rush hours, the model showed how not only freight service on lines with commuter service but also freight trains that had to cross or interchange traffic with other freight lines came to a crawl. In real life, when there was an operating problem with track or train crews, the commuter trains were delayed by such freight occurrences. With commuter service proposed to expand on the Heritage Corridor and the Southwest Service, improvements were needed if such service was to be reliable and not further degrade freight mobility in the region. In addition, Metra and Amtrak were also studying passenger handling constraints at Chicago Union Station. One of the proposals long under consideration (and included in the IDOT/CDOT plan noted above), was relocation of some of the Chicago Union Station services to LaSalle Street Station, but infrastructure improvements would be needed to make this physically possible and then to ensure these trains could operate reliably.

In Case 3a, trains were restricted to traditional routes, mainly using owners' lines through the region. A new case (3aa) was developed that allowed the model to route trains over most routes to optimize performance. It assumed that crews were qualified over all routes and the model was allowed to find the optimum route for each train. The model found that most trains were already following ideal routes, but it did reroute some to faster, more efficient routes. After review by CTCO, some trains were changed to routes identified by the simulation. However, this case showed that to improve operations further, there needed to be improvements in infrastructure.

A route using CN, NS, Metra, and some private property from Grand Crossing to Brighton Park (similar to the route studied in the earlier IDOT-CDOT study) looked the most promising but did not meet the needs of other railroads to improve the overall flow of traffic in Chicago.

In April 2002, a three-day meeting was held by all the railroads to discuss possible infrastructure improvements to the region. Each railroad was to propose projects that each felt would most improve operations. A rule was established that the project did not need to be on that railroad's

¹⁴ "Chicago Rail Improvement Study – Case 3a Results", Chicago Planning Group, July 2002.

route. The projects could be on the switch carriers or even on the lines of roads with which the proposing railroad interchanged.

Over a hundred projects were proposed, but it soon became apparent that many railroads had proposed the same projects and that 88% of the projects fell on a group of tracks, later identified as the Beltway, East West, Western Ave. and Passenger Corridors. During the next few months, through a collaborative and iterative process, the projects were refined with better cost estimates and design changes. Some were set aside as the railroads felt they represented excess capacity in areas that currently were not congested. The final group of projects was developed in August 2002. After careful review by all the freight railroads, Metra and Amtrak, the plan was not approved, as there was no consensus on the plan.

During the fall and winter of 2002/2003, work groups continued to work to refine the plan to be acceptable to all parties. The route that had been earlier studied by IDOT and CDOT and later by the CN and NS was reviewed and modified. A route named the Central Corridor was engineered and added to the August 2002 plan with other projects dropped on the Beltway Corridor due to the capacity created on the Central Corridor. Some changes were also made in the grade separation projects due to traffic flow diversion to the Central Corridor. CDOT also requested the inclusion of additional improvements in the plan, and budgets for viaduct repair and crossing safety improvements¹⁵.

As part of the CTCO's work with the City of Chicago on "911" grade crossings, a list of such critical crossings within the City was developed and provided to the CTCO. This list was considered when assembling the top priority crossings for grade separation. An Illinois Commerce Commission working paper on grade crossing delay identified the thirty crossings in the region that were estimated to delay the greatest number of vehicles and the thirty that caused the greatest amount of time delay. These lists were considered in identifying high priority crossings for separations. The DuPage Council of Mayors had its list of priority crossings for grade separations, which was also considered. Also, the Critical Cargo report included a listing of 19 grade crossings that CATS had identified as problems, based largely on US DOT calculations of relative risk for accidents at individual crossings.

A new case of the simulation model was prepared, 5aa, which utilized 2002 train traffic volumes, process improvements, full implementation of the CREATE program, and allowed the model to find the optimum route for each train. Case 5aa demonstrated that many of the choke points had been addressed with quantifiable operational improvements. IDOT and CDOT then reviewed the plan, proposed minor changes and a final plan, as revised, was issued June 6, 2003¹⁶. It is this collection of components that are the subject of this process. At least two more simulation runs of the model will be developed that include future levels of train traffic volumes for the no build and full implementation of the CREATE program. The results from these simulations will be used to assess the impacts of each project during the NEPA process.

¹⁵ September 20, 2002 letter from Miguel d'Escoto, Commissioner, Chicago Department of Transportation to Edward R. Hamberger, President and CEO, Association of American Railroads.

¹⁶ "CREATE – Chicago Region Environmental And Transportation Efficiency Project", June 6, 2003. Subsequently, the June 6 plan was slightly revised and an August 1, 2003 version was completed.

Later in June 2003, IDOT, CDOT and AAR entered into a “Joint Statement of Understandings Regarding the Proposed CREATE Project” (JSU)¹⁷ (17). The JSU outlines the significance of rail mobility to the region, the commitment of the parties to pursue a combination of public and private funding for the proposed project, and which parties are responsible for constructing which components.

Component projects shall not be added to or deleted from the Program or materially changed, without the unanimous consent of all Stakeholders. Changes in sequencing of the component projects as described in the JSU are subject to agreement by all of the Stakeholders. Any Management Committee Member that identifies a need for significant modification to an existing component project, or the addition or deletion of a component project, must submit the proposal to the Management Committee for review and approval. If approved, the Management Committee will submit these changes to the Stakeholder Committee for final approval. Subsequent to this approval, there would be a determination of the need to revise this Feasibility Plan. The Preliminary Screening document would be modified to reflect the change. An ECAD would be prepared if an existing component project was significantly modified or a new component project was added.

¹⁷ “Joint Statement of Understandings Regarding the Proposed CREATE Project”

Revised List of Component Projects - Beltway Corridor

Project Number	Location	Project Scope	Owners
B1	Tower B-12	CP double mainline connection to Beltway at B12 and install connection from IHB to CN	CP / METRA / IHB / CN
B2	Proviso	Construct new main on UP: Elmhurst-Provo Jct and upgrade IHB connection to 25 mph.	IHB / UP
B3	Melrose	Install a second parallel connection between the IHB and Proviso Yard through the Melrose Connection to facilitate simultaneous moves.	IHB / UP
B4	LaGrange	Install TCS signaling on all tracks CP LaGrange-CP Rose Lake. Includes upgrade of 21 runners to mainline.	IHB
B5	Broadview	Install Universal crossover, to include switches and signals, at CP Broadview, and power connection to the CN.	IHB / CN
B6	McCook	Construct 2nd southwest connection between IHB and BNSF. Install single left crossover for BNSF to Argo.	CSX / BNSF
B8	Argo - CP Canal	Upgrade TCS signaling Argo to CP Canal.	CSX
B9	Argo	Provide double track connection, BOCT to BRC, East / West Corridor. Project includes crossovers at 71st St.	BRC / CSX
B12	CP Francisco to CP 123rd Street	Add Additional Mainline CP Francisco to CP 123rd St.	CSX
B13	Blue Island Jct	Upgrade IHB-CN connection at Blue Is Jct.	CN
B15	CP Harvey - Dolton	Install TCS between CP Harvey to Dolton	IHB
B16	Thornton Jct	Install new interlocked southwest connection between CN and UP/CSXT	UP / CN

Western Ave Corridor

Project Number	Location	Project Scope	Owners
WA1	Ogden Jct	Re-align & Signalize Ogden Jct for double track connection from UP to BOCT & CJ Mains	CSX / NS / UP
WA2	Ogden Jct	Install TCS signaling on BOCT between Ogden Jct and 75th Street (Forest Hill)	CSX
WA3	Ogden Jct	Install TCS signaling CJ tracks between Ogden Jct and CP518, add additional mainline along Ashland Ave Yard, and extension of Yard Switching Lead	NS
WA4	BNSF Chicago Sub to BNSF Chillicothe Sub	Construct connection directly linking BNSF Chicago and Chillicothe Subs.	BNSF / CN / NS CSX
WA5	Corwith Tower	Upgrade track, signal, and reconfigure Corwith Interlocking and remote CN Corwith Tower	BNSF / CN
WA7	Brighton Park	Install connections in Northwest and Southwest quadrants for movement between CN Joliet Line and B&OCT (Western Avenue Corridor.)	TBD
WA10	Blue Island Jct	Install universal interlocked connections between BOCT and CN to facilitate directional running.	CN / CSX
WA11	Dolton	Upgrade and reconfigure Dolton interlocking.	IHB / CSX / UP

Central Corridor

Project Number	Location	Project Scope	Owners
C-1	Altenheim Sub	Upgrade double track between former WC property and Ogden Jet. Renew bridges, power connection to BRC at 14th Street,	CSX
C-2	Ogden Jet	Install universal crossovers between mains, and preserve all existing connections to BOCT and CJ.	CSX
C-3	Ogden Jet. to Ash Street	Construct Single main track and preserve the BNSF connections from project WA-4.	NS
C-4	Ash Street	Remove diamond, build connection between Central Corridor and BNSF Route for movement to the CN Hawthorne Line.	BNSF / CN / CSX / NS
C-5	Brighton Park	Install connections in Northwest and Southwest quadrants for movement between Central Corridor and Joliet Line.	CN
C-6	Brighton Park to CP Damen	Construct new double track from Brighton Park to new Control Point to be constructed near Damen Ave. Install universal crossovers on CN 49th Street Line, and connections to allow movement from NS 49th Street Line to former Elsdon Sub.	CN
C-8	CP Damen to CP 57th Street	Construct new double track. Remove some trackage from former CWI to CP 518 leaving single track connection to new CWI Main from CP 518 to CP 57th St.	METRA / NS
C-9	CP 57th Street	Install connections from NS 51st Street Yard and new CWI Main to current CWI, and end of double track for Central Corridor. Create new Control Point called CP 57th Street	METRA / NS
C-10	CP 57th Street to Dan Ryan Bridge	Construct single track for Central Corridor, and single track for parallel NS yard extension from 51st Street Yard to NS Chicago Subdivision.	CITY
C-11	Dan Ryan Bridge	Install new bridge and single track for Central Corridor over Dan Ryan Expressway	STATE
C-12	Dan Ryan Bridge to 73rd Street	Construct single track for Central Corridor including universal crossovers at Englewood to the NS.	NS

East – West Corridor

Project Number	Location	Project Scope	Owners
EW1	Clearing Yard	Construct 2 new main tracks, reconstruct thoroughfare, and rearrange connections.	BRC
EW2	80th St	Improve track & signals for flexibility of routes from 80th St to Forest Hill & 74th St.	BRC / METRA / NS / UP
EW3	Pullman Jct.	Re-align Pullman Jct. to incorporate BRC and NS mains from Pullman to 80th Street	BRC / NS
EW4	CP 509	Improve connection from East-West Corridor to NS Mainline at CP 509	BRC / NS

Passenger Express Corridor

Project Number	Location	Project Scope	Owners
P1	Englewood	Grade separate Metra over NS	METRA / NS
P2	74th Street	Grade separate Metra over BRC and connect Metra to Rock Island route.	BRC / METRA / NS
P3	75th Street (Forest Hill)	Grade separate BOCT over BRC / Metra / NS.	BRC / CSX / NS / METRA
P4	Grand Crossing	Install interlocked connection between CN and NS. Construct additional capacity for passenger operations on the NS Chicago Subdivision. Construct double track connection along new alignment from CP 57th St. to NS Chicago Subdivision. Install interlocked southwest connection between CN and NS. Construct new main line capacity between Grand Crossing and CP518 (Pershing Ave.) This work includes track on new alignment between the intersection of 57th and Lowe and the intersection of 62nd and Wells. Includes all associated signal work, grading work, crossovers, and other bridge work. Also includes connection from CN to unused NS bridge in the Grand Crossing Area.	CN / NS / METRA
P5	Brighton Park	Grade Separate CN over CSX / NS.	CN / CSX / NS
P6	CP Canal	Grade Separate CN over IHB.	CN / CSX
P7	Chicago Ridge	Grade Separate Metra/NS over IHB.	CSX / METRA / NS

Other Projects

Project Number	Location	Project Scope	Owners
1	Chicago Various	Technology Improvements related to Visibility and Electronic Requests.	Railroads
2	Chicago Various	Elimination of 10 Towers through upgrade and remoting to new location. Note: Corwith Tower, 21st Street, 16th Street, and Dolton are included in the Corridor Projects.	Railroads
3	Chicago Various	Viaduct Improvement Program *	IDOT/CDOT
4	Chicago Various	Grade Crossing Safety Program **	IDOT/CDOT

*The Viaduct Improvement Program could include rehabilitation/reconstruction of viaducts, as well as potential viaduct removals.

** The Grade Crossing Safety Program could include rehabilitation/reconstruction of grade crossings, as well as potential grade crossing closures.

List of Chicago Area Road Crossings for Grade Separation Projects

Project Number	Owner	Line	Speed	Crossing	M. P.	DOT #	RRDT F, A, C	Crossing AADT	Lanes	Corridor
GS1	BRC	BRC	25	63rd Street	4.13	869221F	30,0,0	HVY	4	
GS2	BRC	BRC	25	Central Ave	1.41	326918E	30,0,0	HVY	6	
GS3a ¹	NS	CJ	10	Morgan	0.63	243177N	53,0,0	MED	2	Western
GS4	IHB	IHB	40	Central Ave, Chicago Ridge	20	163578S	77,0,0	HVY	4	Beltway
GS5²	CSX	Blue Island Sub	20	127th Street, Blue Island	DC 16.0	163419K	22,0,0	HVY	4	Western
GS5a ³	IHB	IHB Main	25	Grand Ave., Franklin Park	38.8	326729H	32,0,0	HVY	4	Beltway
	CN	Waukesha	25		15.5	689633V	8,0,0		4	Central
GS6	UP	Geneva Sub	50/40	25th Ave Melrose	11.7	174010L	25,0,60	HVY	4	
GS7 ⁴	BNSF	BNSF	70	Belmont Road, Downers Grove	22.61	079537J	40,6,97	HVY	4	
GS8a ⁵	UP	Geneva Sub	70	5 th Avenue, Maywood	10.5	173998Y	25,0,60	MED	4	
GS9	BRC	BRC	25	Archer Ave, Chicago	8	843806F	26,0,0	HVY	4	
GS10	IHB	IHB	25	47th/East Ave, LaGrange	30.09	326851A	56,0,0	HVY	4	Beltway

¹ This project proposal was refined by determining that a grade separation will be considered only at Morgan Street rather than considering a grade separation at either Morgan Street or Racine Avenue. This decision was documented and approved by the CREATE Stakeholder Committee in Resolution #01-04.

² This project proposal was removed from the CREATE Program per conversations between IDOT, CDOT, CSX and Mayor Donald Peloquin (City of Blue Island). This decision was documented and approved by the CREATE Stakeholder Committee in Resolution #02-04.

³ The project at Grand Avenue in Franklin Park, identified in the CREATE Program as Project GS-5a, is not included in the CREATE SPEED Strategy process. An ECAD was signed for this project on April 10, 2001. During the development of the CREATE Program, Mayor Daniel Pritchett of Franklin Park requested that the project be added to the CREATE Program. Subsequently, Project GS5a was identified by the CREATE Partners as a previously planned project whose implementation would improve rail operations in the Chicago Region. It was determined that Project GS5a would be included in the CREATE Program even though the project was already under development and its implementation was planned prior to the development of the CREATE Program. This decision was documented and approved by the CREATE Stakeholder Committee in Resolution #05-04. Project GS5a has independent utility and does not restrict alternatives on any other project within the CREATE program, and therefore does not influence any of the projects or project alternatives in the SPEED Strategy. GS5a is currently under construction and is scheduled to be completed in October 2006.

⁴ The project proposal at Belmont Road in Downers Grove, identified in the CREATE Program as Project GS7, is not included in the CREATE SPEED Strategy process. An Environmental Assessment was completed for this project on May 1, 2002 and was issued a Finding of No Significant Impact (FONSI) on June 5, 2002. During the development of the CREATE Program, Project GS7 was identified by the CREATE Partners as a previously planned project whose implementation would improve rail operations in the Chicago Region. It was determined that Project GS7 would be included in the CREATE Program even though the project was already under development and its implementation was planned prior to the development of the Program. Project GS7 has independent utility and does not restrict alternatives on any other project within the CREATE program, and therefore does not influence any of the projects or project alternatives in the SPEED Strategy. The project is awaiting funding and is not under construction at this time.

⁵ This project proposal was revised per Ronald Serpico's (President, Village of Melrose Park) letter dated November 14, 2003, requesting that no grade separation be considered at 19th Avenue, and agreement by Mayor Ralph W. Conner (Village of Maywood) to support the consideration of a grade separation at 5th Avenue in Maywood. This decision was documented and approved by the CREATE Stakeholder Committee in Resolution #03-04.

Project Number	Owner	Line	Speed	Crossing	M. P.	DOT #	RRDT F, A, C	Crossing AADT	Lanes	Corridor
	IHB	IHB		East Ave., LaGrange	30.05	326850T	56,0,0	HVY	4	Beltway
GS11	BRC	BRC	25	Columbus, Chicago	12.9	843823W	32,0,0	HVY	4	East West
GS12	UP	Geneva Sub	60/45	1st Avenue, Maywood	10.3	173996K	25,0,60	HVY	4	
GS13	IHB	IHB	30	31st Street, LaGrange Park	31.4	326859E	56,0,0	HVY	4	Beltway
GS14	IHB	IHB	40	71st Street, Bridgeview	25.8	163586J	77,0,0	MED	2	Beltway
GS-15 ⁶	NS	Chicago Dist	25	Torrence Ave., Chicago	B507.3	478712Y	24,0,0	HVY	4	
GS15a ⁷	NS	Chicago Dist	25	Torrence Ave., Chicago	B507.3	478712Y	24,0,0	HVY	4	
	NS	Chicago Dist	25	130 th Street, Chicago	B507.4	478713F	24,0,0	HVY	4	
GS16	CPRS	Elgin sub	70/40	Irving Park Road, Bensenville	B0.3	372159V	18,0,0	HVY	4	
GS17	CSX	Barr Sub	30	Western Ave, Blue Island	DC 14.6	163415H	41,0,0	HVY	4	
GS18	BNSF	BNSF	70	Harlem, Berwyn	10.13	079493L	40,6,97	HVY	4	
GS19	CSX	Blue Island Sub	40	71st Street, Chicago	DC 22.9	163446G	33,0,0	HVY	2	Western
GS20	CSX	Blue Island Sub	20	87th Street, Chicago	DC 21.0	163437H	22,0,0	HVY	4	Western
GS-21 ⁶	NS	Chicago Dist	25	130th Street, Chicago	B507.4	474813F	24,0,0	HVY	4	
GS21a ⁸	UP	Village Grove Sub	25	95th Street, Chicago	10.63	86721E	77,0,0	MED	4	Western
GS22	IHB	IHB	40	115th Street, Alsip	17.3	163576D	77,0,0	MED	4	Beltway
GS23a ⁹	IHB	IHB Main	30	Cottage Grove, Dolton	10.5	326886B	32,0,0	MED	2	
	CSX	Barr Sub			9.97	163616D	27,0,0	MED	2	
GS24	BNSF	BNSF	70	Maple Ave, Brookfield	12.73	079503P	40,6,97	MED	2	
GS25	UP	Geneva Sub	70/40	Roosevelt Road, West Chicago	33.02	174983M	75,0,60	HVY	4	

⁶ The CREATE Program initially listed GS15 and GS21 as separate project proposals. Torrence Avenue and 130th Street will be spanned with one bridge, therefore the CREATE Program was revised to list Projects GS15 and GS21 as one project identified as GS15a. This decision was documented and approved by the CREATE Stakeholder Committee in Resolution #07-04.

⁷ The project at Torrence Avenue and 130th Street in Chicago, identified in the CREATE Program as Project GS15a, is not included in the CREATE SPEED Strategy process. An ECAD was signed for this project in October 7, 2002. During the development of the CREATE Program, Project GS15a was identified by the CREATE Partners as a previously planned project whose implementation would improve rail operations in the Chicago Region. It was determined that Project GS15a would be included in the CREATE Program even though the project was already under development and its implementation was planned prior to the development of the Program. Project GS15a has independent utility and does not restrict alternatives on any other project within the CREATE program, and therefore does not influence any of the projects or project alternatives in the SPEED Strategy. GS-15a is currently under construction and is scheduled to be completed in 2008/2009.

⁸ This project proposal was added to the CREATE Program per request by State Senator Monique Davis and formally identified in a letter dated October 1, 2004 from the CREATE Stakeholder Committee to Alderman Brookins (21st Ward). This decision was documented and approved by the CREATE Stakeholder Committee in Resolution #06-04.

⁹ This project proposal was revised per Mayor William Shaw's (Village of Dolton) letter dated April 22, 2004, requesting that no grade separation be considered at 19th Avenue, but that a grade separation be considered at Cottage Grove. This decision was documented and approved by the CREATE Stakeholder Committee in Resolution #04-04.

Outreach Summary

Upon announcement of the CREATE Program in June 2003, the partners began meeting with elected officials at each level of government. Meetings were held with civic and business organizations interested in freight issues. The partners also reached out to groups that would benefit from CREATE. Public presentations were accomplished for any interested parties. The Public Information/Advocacy Committee meets once a month to discuss issues and to continue the momentum for public participation.

Elected Officials

At the local level, affected aldermen in the City of Chicago were briefed on the CREATE Program by a CDOT representative and a railroad employee from the line that affected that ward. Then, all 50 aldermen were notified via letter about the program.

The Metropolitan Mayors Caucus, a coalition of mayors from 270 communities in Northeastern Illinois that work together on issues of mutual concern, has joined with the CREATE partners to work with all of the affected suburban communities. Two working groups have been established. The North Suburban Working Group (communities north of I-290) is chaired by Mayor Pritchett of Franklin Park. The South Suburban Working Group (communities south of I-290) is chaired by Mayor Peloquin of Blue Island. Several meetings have been hosted to discuss the program.

At the State level, affected Senators and Representatives were briefed on the CREATE Program by IDOT and CDOT representatives. Additionally, presentations for the Illinois General Assembly Transportation Committees are currently being scheduled. Both the House and Senate transportation chairmen have received briefings on CREATE. State legislators have been receiving individual briefings on the program. Over 30 have been completed.

At the Federal level, affected congressional representatives were contacted prior to the June 2003 announcement. The three CREATE stakeholders, the Illinois Department of Transportation's Secretary, the Chicago Department of Transportation's Commissioner, and the President and CEO of the Association of American Railroads, met personally with the Illinois Congressional Delegation. Meetings were held with select House and Senate transportation committee leaders. There have been three subsequent meetings with legislators, congressional staff and Department of Transportation officials in Washington, D.C.

The partners have provided numerous tours of CREATE project locations for all levels of government.

Public Outreach

The CREATE partners approached groups directly or were contacted to give presentations. Groups included civic, public interest, business associations, and engineering societies. The CREATE partners participated in over 35 public or organizational presentations from July through December 2003, and 30 from January to August 2004. A complete list of presentations

is attached. The CREATE partners have secured endorsements from many of the business, civic, and governmental organizations. (See Appendix D)

Media outreach has been used to distribute information about the program to the general public and has been successful in alerting many interested groups about the program. A list of media coverage is included in Appendix E.

A plan to reach out to local organizations such as chambers of commerce, rotary clubs, community organizations, etc. is currently being drafted.

During the environmental, preliminary engineering, and final design processes, the CREATE partners and their consultants will hold community meetings to explain the projects and get feedback to guide implementation.

Public Involvement Summary for the Draft Feasibility Plan and Draft Preliminary Screening

Two identical Public Meetings were held on May 25, 2005 at Kennedy-King College, 6800 South Wentworth Avenue, Chicago, Illinois and on May 26, 2005 at the Blue Island Recreation Center, 2805 West 141st Street, Blue Island, Illinois from 3:00 p.m. to 7:00 p.m. The purpose of the meetings was to present the Draft Feasibility Plan and Preliminary Screening, provide an overview of the CREATE Program, describe the environmental process being used for the Program and obtain public input.

Legal notices were placed in the May 11, 2005 editions of the Daily Southtown and Chicago Defender, and the May 12, 2005 editions of the Chicago Sun-Times and Hoy Chicago. Display advertisements were placed in the May 18, 2005 edition of Hoy Chicago, May 19, 2005 edition of the Daily Southtown, and May 20, 2005 editions of the Chicago Sun-Times and Chicago Defender. Copies of the legal notices, display advertisements, and certificates of publication are attached as Exhibit A. Letters of invitation were sent to Chicago Aldermen. A copy of the mailing list and typical letter are attached as Exhibit B.

The meetings were held in an open house format beginning with a sign-in table at the meeting. A total of 30 people signed the attendance register at the May 25 meeting, and 11 people signed the attendance register at the May 26 meeting. A copy of the public meeting attendance register is included as Exhibit C. Each attendee was provided with a project brochure, then directed to view the audio-visual (AV) computer slide presentation that lasted approximately 15 minutes. The presentation described the CREATE Program history, provided an overview of the entire CREATE Program, discussed the need for improvements, depicted the component project locations, and provided an overview of the environmental process that is being used for the CREATE Program.

At the conclusion of the AV presentation, the attendees were directed to a second room where the exhibits were on display. Representatives from the Illinois Department of Transportation, the Chicago Department of Transportation, the Federal Highway Administration, the railroad companies, and TranSystems Corporation were available to provide information and answer questions.

Comment sheets were made available for those choosing to provide written comments during the meeting or for mailing after the meeting. Two written comments were received during the meetings and two comments were received after the meetings. Copies of the written comments and responses are attached as Exhibit D. The predominant topic of discussion at the meetings focused on the provision of jobs for residents living in the neighborhoods where the projects are located.

EXHIBIT A

**Legal Notices, Display Advertisements, and
Certifications of Publication**

CERTIFICATE OF PUBLICATION

MIDWEST SUBURBAN PUBLISHERS, INC.

The undersigned corporation does hereby certify that it is the publisher of the DAILY SOUTHTOWN that said DAILY SOUTHTOWN is a secular newspaper that has been published daily in the County of Cook and Will and State of Illinois, continuously for more than one year prior to the first publication of the notice appended, and is of general circulation throughout the said Counties and State and that -it is a newspaper as defined in "An Act to Revise The Law in Relation to Notices". As amended by an Act approved July 17, 1959 - Illinois Compiled Statutes, Chapter 715 (ILCS 5/0.01 *et seq.*)

That the notice appended was published in the DAILY SOUTHTOWN, INC., on

MAY 11, 2005

IN WITNESS WHEREOF, The DAILY SOUTHTOWN, INC., has caused this certificate to be signed and its corporate seal affixed hereto at Tinley Park, Illinois, this 11th Day of MAY., A. D., 2005.

By: _____



Authorized Agent

Counties of Cook & Will
State of Illinois
Subscribed and sworn en route
before me this 11th
Day of MAY., 2005.



Notary Public

LEGAL NOTICE
Public Information Meeting

CREATE Feasibility Plan
NOTICE IS HEREBY GIVEN that the CREATE Team, a public/private partnership between the State of Illinois, City of Chicago, Metra, and the nation's freight railroads, will hold two identical Open House Public Information Meetings concerning the Feasibility Plan for the CREATE (Chicago Region Environmental and Transportation Efficiency) Program. The meetings will be held on Wednesday, May 25, 2005 at Kennedy-King College, 6800 South Wentworth Avenue, Chicago, IL 60621 from 3:00 p.m. to 7:00 p.m., and on Thursday, May 26, 2005 at the Blue Island Recreation Center, 2805 West 141st Street, Blue Island, IL 60406 from 3:00 p.m. to 7:00 p.m.

An audio-visual slide show will begin every half hour starting at 3:00 p.m. with the last showing at 6:30 p.m. Exhibits will be on display with members of the CREATE Team available to discuss the project and answer any questions. Written comments will be accepted at the meeting or at CREATE/CTCO, 1501 South Canal Street, Chicago, IL 60607 for a period of two weeks following the meetings (June 9, 2005).

The Program consists of over 70 individual railroad improvement projects within Cook and DuPage Counties.

Copies of the Draft Feasibility Study are available for review at the Chicago Department of Transportation, Division of Project Development, 30 North LaSalle Street, Suite 500, Chicago, IL and at the Illinois Department of Transportation, Bureau of Programming, 201 West Center Court, Schaumburg, IL 60196. They are also available at the following public library locations: Chicago Harold Washington Library Center - 400 South State Street; Chicago-Woodson Regional Library-9525 South Halsted Street; Chicago-Sulzer Regional Library-4455 North Lincoln Avenue; Melrose Park-801 North Broadway (19th Avenue); Broadview-2226 S. 16th Avenue; LaGrange-10 West Cossitt Avenue; Summit-6233 South Archer Road; Chicago Ridge-10400 Oxford Avenue; Blue Island-2433 York Street; South Holland-16250 Wausau Avenue. Copies of the Draft Feasibility Study will also be available at the Public Information Meeting.

Both meetings will be accessible to persons with disabilities. Anyone needing special assistance should contact Ms. Eve Rodriguez at (312) 744-2617. Persons planning to attend who will need a sign language interpreter or other similar accommodations should notify the City of Chicago at (312) 744-7215 at least five days prior to the meeting.

0000061667-01

"OFFICIAL SEAL"

L. Conrad

Notary Public, State of Illinois

My Commission Expires March 2, 2008

CHICAGO SUN-TIMES

THE BRIGHT ONE

LEGAL NOTICE

Public Information Meeting

CREATE Feasibility Plan
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I, Michael H. Dismuke, the authorized agent of the Sun-Times Company do hereby certify that an advertisement, of which the annexed printed slip is a true copy, was published on:

May 12, 2005

to-wit 1 time(s) in all editions of the SUN-TIMES, a newspaper published in the City of Chicago, County of Cook, and the State of Illinois, and of general circulation throughout said county and state.

In Witness Whereof, and by virtue of authority duly vested in me by The Sun-Times Company, I have hereto

set my hand this 12 Day of May A.D. 2005.

Michael H. Dismuke

Authorized Agent of the Sun-Times Company

Subscribed and sworn to before me

This 12 Day of May A.D. 2005

Richard E. Nardini

Notary Public

"OFFICIAL SEAL"

Richard E. Nardini

Notary Public, State of Illinois
My Commission Exp. 07/19/2008

REUNIÓN DE INFORMACIÓN

Le invitamos a asistir a una reunión de información pública sobre la viabilidad del programa CREATE (Chicago Region Environmental and Transportation Efficiency). La reunión será realizada por el equipo de CREATE, una alianza pública/privada entre el estado de Illinois, la ciudad de Chicago, Metra y los ferrocarriles nacionales de carga. El programa consiste en más de 70 proyectos individuales de mejora de los ferrocarriles en los condados Cook y DuPage.

Se realizarán dos reuniones similares:

En Chicago

Fecha: Miércoles, 25 de mayo del 2005
Hora: 3:00 p.m. a 7:00 p.m.
Local: Kennedy-King College
6800 S. Wentworth Avenue
Chicago, IL 60621

En los suburbios

Fecha: Jueves, 26 de mayo del 2005
Hora: 3:00 p.m. a 7:00 p.m.
Local: Blue Island Recreation Center
2805 West 141st Street
Blue Island, IL 60406

Objetivo de la reunión:

- Presentar el Plan de Viabilidad para el Programa
- Presentar las revisiones ambientales y el procesamiento
- Obtener la opinión del público

Una muestra audiovisual se ofrecerá cada media hora a partir de las 3:00 pm., la última será a las 6:30 de la tarde. La exhibición estará apoyada por miembros del equipo CREATE, dispuestos a hablar del proyecto y contestar cualquier pregunta.

Ambas reuniones serán accesibles a personas con limitaciones físicas. Aquellos que necesiten ayuda especial deben ponerse en contacto con la Sra. Eva Rodríguez en el (312) 744-2617. Las personas que necesiten un intérprete de lenguaje de señas u otras atenciones similares deberán notificar a la Ciudad de Chicago en el (312) 744-7215 (TTY) al menos cinco días antes de la reunión.

Las copias del Estudio de Viabilidad Preliminar están disponibles para la revisión en los locales siguientes:

Chicago Department of Transportation
Division of Project Development
30 North LaSalle Street, Suite 500
Chicago, IL 60602
Ms. Eve Rodríguez (312) 744-2617

Illinois Department of Transportation
Bureau of Programming
201 West Center Court
Schaumburg, IL
Mr. Michael Matkovic (847) 705-4393

También hay copias disponibles en las siguientes bibliotecas públicas:

Chicago Harold Washington Library Center - 400 South State Street; Chicago-Woodson Regional Library-9525 South Halsted Street; Chicago-Sulzer Regional Library-4455 North Lincoln Avenue; Melrose Park-801 North Broadway (19th Avenue); Broadview-2226 S. 16th Avenue; LaGrange-10 West Cossitt Avenue; Summit-6233 South Archer Road; Chicago Ridge-10400 Oxford Avenue; Blue Island-2433 York Street; South Holland-16250 Wausau Avenue.



CREATE

KEEPING THE GO IN CHICAGO

Transystems

CERTIFICATE OF PUBLICATION

MIDWEST SUBURBAN PUBLISHERS, INC.

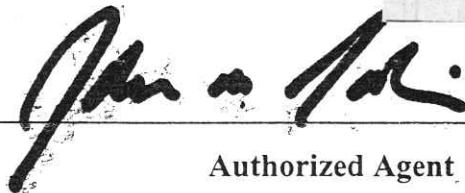
The undersigned corporation does hereby certify that it is the publisher of the DAILY SOUTHTOWN that said DAILY SOUTHTOWN is a secular newspaper that has been published daily in the County of Cook and Will State of Illinois, continuously for more than one year to the first publication of the notice appended, and general circulation throughout the said Counties and and that -it is a newspaper as defined in "An Act to E The Law in Relation to Notices". As amended by a approved July 17, 1959 - Illinois Compiled Sta Chapter 715 (ILCS 5/0.01 et seq.)

That the notice appended was published in the D SOUTHTOWN, INC., on

MAY 19, 2005

IN WITNESS WHEREOF, The DAILY SOUTHTOWN INC., has caused this certificate to be signed a corporate seal affixed hereto at Tinley Park, Illinois 19th Day of MAY., A. D., 2005.

By: _____


Authorized Agent

Counties of Cook & Will
State of Illinois
Subscribed and sworn en route
before me this 19th
Day of MAY., 2005.


Notary Public

INFORMATION MEETING

You are invited to attend a Public Information Meeting for the feasibility of the CREATE (Chicago Region Environmental and Transportation Efficiency) Program. The meeting is being hosted by the CREATE Team, a public/private partnership between the State of Illinois, City of Chicago, Metra, and the nation's freight railroads. The Program consists of over 70 individual railroad improvement projects within Cook and DuPage Counties.

Two identical meetings are being held:

Chicago Location
Date: Wednesday, May 25, 2005
Time: 3:00 p.m. to 7:00 p.m.
Location: Kennedy-King College
6800 S. Wentworth Avenue
Chicago, IL 60621

Suburban Location
Thursday, May 26, 2005
3:00 p.m. to 7:00 p.m.
Blue Island Recreation Center
2805 West 141st Street
Blue Island, IL 60406

Purpose of the Meeting:

- *To present the Feasibility Plan for the Program
- *To present the environmental reviews and processing
- *To obtain public input

An audio-visual slide show will begin every half hour starting at 3:00 p.m. with the last showing at 6:30 p.m. Exhibits will be on display with members of the CREATE Team available to discuss the project and answer any questions.

Both meetings will be accessible to persons with disabilities. Anyone needing special assistance should contact Ms. Eve Rodriguez at (312) 744-2617. Persons planning to attend who will need a sign language interpreter or other similar accommodations should notify the City of Chicago at (312) 744-7215 (TTY) at least five days prior to the meeting.

Copies of the Draft Feasibility Study are available for review at the following locations:

Chicago Department of Transportation
Division of Project Development
30 North LaSalle Street, Suite 500
Chicago, IL 60602
Ms. Eve Rodriguez (312)744-2617

Illinois Department of Transportation
Bureau of Programming
201 West Center Court
Schaumburg, IL 60196
Mr. Michael Matkovic (847) 705-4393

Copies are also available at the following Public Library Locations:

Chicago Harold Washington Library Center - 400 South State Street; Chicago-Woodson Regional Library-9525 South Halsted Street; Chicago-Sulzer Regional Library-4455 North Lincoln Avenue; Melrose Park-801 North Broadway (19th Avenue); Broadview-2226 S. 16th Avenue; LaGrange-10 West Cossitt Avenue; Summit-6233 South Archer Road; Chicago Ridge-10400 Oxford Avenue; Blue Island-2433 York Street; South Holland-16250 Wausau Avenue.

0000066165-01

"OFFICIAL SEAL"

L. Conrad

Notary Public, State of Illinois

My Commission Expires March 2, 2008

CHICAGO SUN-TIMES

THE BRIGHT ONE

I, Michael H. Dismuke, the authorized agent of the Sun-Times Company do hereby certify that an advertisement, of which the annexed printed slip is a true copy, was published on:

May 20, 2005

to-wit 1 time(s) in all editions of the SUN-TIMES, a newspaper published in the City of Chicago, County

of Illinois, and of general

circulation in said county and state.

and by virtue of authority duly

granted to the Sun-Times Company, I have hereto

subscribed and sworn to before me this 20 Day of May A.D. 2005.

Dismuke

of the Sun-Times Company

Subscribed before me

this 20 day of May A.D. 2005

E. J. Nardini

Notary Public

INFORMATION MEETING

You are invited to attend a Public Information Meeting for the feasibility of the CREATE (Chicago Region Environmental and Transportation Efficiency) Program. The meeting is being hosted by the CREATE Team, a public/private partnership between the State of Illinois, City of Chicago, Metra, and the nation's freight railroads. The Program consists of over 70 individual railroad improvement projects within Cook and DuPage Counties.

Two identical meetings are being held:

Chicago Location	Suburban Location
Date: Wednesday, May 25, 2005	Thursday, May 26, 2005
Time: 3:00 p.m. to 7:00 p.m.	3:00 p.m. to 7:00 p.m.
Location: Kennedy-King College	Blue Island Recreation Center
6800 S. Wentworth Avenue	2805 West 141st Street
Chicago, IL 60621	Blue Island, IL 60406

Purpose of the Meeting:

- To present the Feasibility Plan for the Program
- To present the environmental reviews and processing
- To obtain public input

An audio-visual slide show will begin every half hour starting at 3:00 p.m. with the last showing at 6:30 p.m. Exhibits will be on display with members of the CREATE Team available to discuss the project and answer any questions.

Both meetings will be accessible to persons with disabilities. Anyone needing special assistance should contact Ms. Eve Rodriguez at (312) 744-2617. Persons planning to attend who will need a sign language interpreter or other similar accommodations should notify the City of Chicago at (312) 744-7215 (TTY) at least five days prior to the meeting.

Copies of the Draft Feasibility Study are available for review at the following locations:

Chicago Department of Transportation	Illinois Department of Transportation
Division of Project Development	Bureau of Programming
30 North LaSalle Street, Suite 500	201 West Center Court
Chicago, IL 60602	Schaumburg, IL
Ms. Eve Rodriguez (312) 744-2617	Mr. Michael Matkovic (847) 705-4393

Copies are also available at the following Public Library Locations:

Chicago Harold Washington Library Center - 400 South State Street; Chicago-Woodson Regional Library-9525 South Halsted Street; Chicago-Sulzer Regional Library-4455 North Lincoln Avenue; Melrose Park-801 North Broadway (19th Avenue); Broadview-2226 S. 16th Avenue; LaGrange-10 West Cossitt Avenue; Summit-6233 South Archer Road; Chicago Ridge-10400 Oxford Avenue; Blue Island-2433 York Street; South Holland-16250 Wausau Avenue.

"OFFICIAL SEAL"

Richard E. Nardini

Notary Public, State of Illinois
My Commission Exp. 07/19/2008

EXHIBIT B

**Typical Letter and Mailing List to
Chicago Alderman**



CREATE

KEEPING THE GO IN CHICAGO

CHICAGO REGION
ENVIRONMENTAL AND
TRANSPORTATION
EFFICIENCY PROGRAM

CREATE PROGRAM
c/o CTCO
1501 S. CANAL STREET
CHICAGO, IL 60607-5204

CREATE Feasibility Plan Cook and DuPage Counties, Illinois

May 12, 2005

Alderman Manuel Flores
1st Ward
2058 N. Western Ave.
Chicago, IL 60647

Dear Alderman Flores,

On behalf of the CREATE Partners, I cordially invite you to attend an Open House Public Information Meeting concerning the feasibility of the CREATE (Chicago Region Environmental and Transportation Efficiency) Program, a historic public/private partnership between the State of Illinois, City of Chicago, Metra, and the nation's freight railroads. A project of national economic significance, CREATE proposes to invest \$1.5 billion in critically needed capital improvements to increase the efficiency of the region's rail infrastructure. CREATE would reduce train delays and congestion throughout the Chicago area by focusing on five rail corridors. Regionally, CREATE will enhance passenger and freight rail service, reduce motorist delays, increase public safety, improve air quality, and create jobs.

You are invited to attend either of the identical Open House Public Information Meetings scheduled to present the CREATE Feasibility Plan:

	<u>Chicago Location</u>	<u>Suburban Location</u>
Date:	Wednesday, May 25, 2005	Thursday, May 26, 2005
Time:	3:00 p.m. to 7:00 p.m.	3:00 p.m. to 7:00 p.m.
Location:	Kennedy-King College 6800 S. Wentworth Avenue Chicago, IL 60621	Blue Island Recreation Center 2805 West 141 st Street Blue Island, IL 60406

Exhibits will be on display and an audio-visual slide show will begin every half-hour beginning at 3:00 p.m., with the last showing beginning at 6:30 p.m. The public will have an opportunity to provide comments, and members of the CREATE Team will be present to answer any questions.

Alderman Manuel Flores
May 12, 2005
Page 2

Copies of the CREATE Feasibility Study are available for public inspection at the Chicago Department of Transportation, Division of Project Development, 30 North LaSalle Street, Suite 500; Harold Washington Library Center, 400 South State Street; Woodson Regional Library, 9525 South Halsted Street; and Sulzer Regional Library, 4455 North Lincoln Avenue, as well as seven suburban library locations and the Illinois Department of Transportation District 1 headquarters in Schaumburg.

We have also enclosed a copy of the public meeting advertisement, which was published in the May 11th editions of the Chicago Defender and Daily Southtown, and the May 12th editions of the Chicago Sun Times and Hoy Chicago. A display advertisement will be published in the same newspapers approximately 5 days before the meetings.

Should you have any questions, please feel free to contact Ms. Eve Rodriguez of my staff at (312) 744-2617.

Very truly yours,

A handwritten signature in black ink, appearing to read 'Miguel d'Escoto', with a stylized flourish at the end.

Miguel d'Escoto
Commissioner
Chicago Department of Transportation

Aldermanic Ward Offices

<u>Alderman</u>	<u>Address</u>	<u>Phone</u>	<u>Fax</u>	<u>Contact or Cell #</u>
1. Flores, Manuel	2058 N. Western 60647	278-0101	278-2541	
2. Haithcock, Madeline L.	449 E. 35 th St. 60616	924-0014	924-5950	
3. Tillman, Dorothy J.	4645 S. King Dr. 60653	373-3228	373-8293	
4. Preckwinkle, Toni	4646 S. Drexel Ave 60653	536-8103	536-7296	
5. Hairston, Leslie A.	1900 E. 71 st St. 60649	324-5555	324-1585	
6. Lyle, Freddrenna M.	406 E. 75 th St. 60619	846-7006	846-9104	Rosemarie
7. Beavers, William M.	2552 E. 79 th St. 60649	731-1515	933-5535	
8. Stroger, Todd H.	8539 S. Cottage Grove 60619	874-3300	224-2425	
9. Beale, Anthony A.	34 E. 112 th Pl. 60628	785-1100	785-2790	Annette
10. Pope, John A.	3522 E. 106 th St. 60617	721-1999	721-5945	
11. Balcer, James A.	3659 S. Halsted St. 60609	254-6677	254-8776	
12. Cardenas, George A.	4650 S. Western Ave. 60629	523-8250	523-8440	Mark W.
13. Olivo, Frank J.	6500 S. Pulaski Rd. 60629	581-8000	581-9414	
14. Burke, Edward M.	2650 W. 51 st St 60632	471-1414	471-1648	
15. Thomas, Theodore (Ted)	6236 S. Western Ave. 60636	778-9609	778-9819	
16. Coleman, Shirley A.	1249 W. 63 rd St. 60636	918-1670	918-1665	
17. Thomas, Latasha R.	7811 S. Racine Ave. 60620	723-0908	723-1156	Michelle
18. Murphy, Thomas W.	8146 S. Kedzie Ave. 60652	471-1991	471-2227	
19. Rugai, Virginia A.	10444 S. Western Ave. 60643	238-8766	238-9049	
20. Troutman, Arenda	5859 S. State St. 60621	324-5224	684-3701	
21. Brookins, Howard, Jr.	9612 S. Halsted St. 60628	881-9300	881-9383	
22. Munoz, Ricardo	2500 S. St. Louis Ave. 60623	762-1771	762-1825	447-1762
23. Zalewski, Michael R.	6247 S. Archer Ave. 60638	582-4444	582-3332	
24. Chandler, Michael D.	4325 W. Roosevelt Rd. 60624	522-2400	522-2454	
25. Solis, Daniel S.	2439 S. Oakley Blvd. 60608	843-1200	523-9900	
26. Ocasio, Billy	3236 W. Division St. 60651	276-4269	276-4272	
27. Burnett, Walter, Jr.	1463 W. Chicago Ave. 60622	(312)432-1995	432-1049	
28. Smith, Ed H.	259 N. Pulaski Rd., 60624	533-0900	533-6199	
29. Carothers, Isaac S.	5937 W. Madison St. 60644	261-4646	261-8687	
30. Reboyas, Ariel E.	3348 N. Milwaukee Ave. 60641	794-3095	794-8576	
31. Suarez, Regner	4502 W. Fullerton Ave 60639	276-9100	276-2596	Carmen
32. Matlak, Theodore	1824 W. Webster 60614	227-1100	384-1874	
33. Mell, Richard F.	3649 N. Kedzie Ave. 60618	478-8040	478-8006	
34. Austin, Carrie M.	507 W. 111 th St. 60628	928-6961	928-8562	
35. Colón, Rey	2710 N. Sawyer Ave. 60647	365-3535	365-7391	
36. Banks, William J.P.	6839 W. Belmont Ave 60634	622-3232	622-6250	
37. Mitts, Emma M.	5344 W. North Ave. 60639	745-2894	745-3749	
38. Allen, Thomas R.	5817 W. Irving Pk. Rd. 60634	545-3838	283-3343	Donna
39. Laurino, Margaret	4404 W. Lawrence Ave. 60630	736-5594	736-2333	
40. O'Connor, Patrick J.	5850 N. Lincoln Ave. 60659	769-1140	769-3804	
41. Doherty, Brian G.	6650 N. Northwest Hwy. 60631	792-1991	792-1997	
42. Natarus, Burton F.	121 N. LaSalle St. 60602	(312)744-3062	744-1728	
43. Daley, Vi	735 W. Wrightwood Ave 60614	327-9111	327-7103	
44. Tunney, Thomas	1057 W. Belmont Ave 60657	525-6034	525-5058	
45. Levar, Patrick J.	5205 N. Milwaukee Ave. 60630	545-2545	545-7106	
46. Shiller, Helen	4544 N. Broadway Ave 60640	878-4646	878-4920	
47. Schulter, Eugene C.	4237 N. Lincoln Ave. 60618	348-8400	348-8480	
48. Smith, Mary Ann	5533 N. Broadway Ave. 60640	784-5277	784-5033	
49. Moore, Joe	7356 N. Greenview St. 60626	338-5796	338-5989	
50. Stone, Bernard L.	6199 N. Lincoln Ave. 60659	764-5050	583-7823	

(Please note all area codes are 773 unless otherwise indicated.)

Revised May 10, 2005

EXHIBIT C

Public Meeting Attendance Registers

Public Meeting Register

Project: CREATE Feasibility Plan

Location: Hennedy-King College Date: May 25, 2005 Time: 3:00 to 7:00

To be added to the mailing list for this project, please provide your complete address below.

	Name (Please Print)	Address	Representing
P	1. Cassandra Sudduth	5859 S. State	Self <input type="checkbox"/>
		Chgo. IL Zip 60621	Aiderman Other: Arenda Troutman
L	2. Consuelo R. Miller	319. S. Wabash, 210	Self <input type="checkbox"/>
		Chicago Zip 60605	Resource Business Other: Group, Inc.
E	3. Paul McKinley	V.O.T.E 411. com	Self <input checked="" type="checkbox"/>
		google Zip	Other:
A	4. J. Minter	P.O. Box 368443	Self <input checked="" type="checkbox"/>
		Chicago IL Zip 60636	Other:
S	5. CARL McFERREN	954 W. WASHINGTON	Self <input checked="" type="checkbox"/>
		CHgo. IL Zip 60607	Other:
E	6. LOAN HAMPTON	Zip	Self <input type="checkbox"/>
		Other:	Other:
7.	Paul Stewart	205 W. Wabash Dr. 1020	Self <input type="checkbox"/>
		Chgo. IL Zip 60606	Other: Resolute Consulting
P	8. Susan McDaniel	7659 S. EMERALD	Self <input type="checkbox"/>
		Chicago Zip 60620	Other: 17 WARD TASK FORCE
R	9. MARVIN SLATER	7520 S. UNION	Self <input type="checkbox"/>
		Chicago Zip 766	Other: 17 WARD TASK
I	10. Ronald Ewing	5936 Thorp	Self <input type="checkbox"/>
		Chgo Zip 60643	Other: 17 Ward Task
N	11. Jason Wells	7538 S. Union	Self <input type="checkbox"/>
		Zip 60620	Other:
T	12. F.A. LITTLEFOOT	6934 S. STEWART	Self <input checked="" type="checkbox"/>
		CHICAGO Zip 60621	Other:

Public Meeting Register

Project: CREATE Feasibility Plan

Location: Kennedy-King College

Date: May 25, 2005 Time: 3:00 to 7:00

To be added to the mailing list for this project, please provide your complete address below.

	Name (Please Print)	Address	Representing
P	1.	Corporation Consultants LTD	Self <input type="checkbox"/>
		P.O. Box 288986 Chicago, IL Zip 60628	Other: <input checked="" type="checkbox"/>
L	2.	7.3rd Avenue	Self <input type="checkbox"/>
		Zip	Other:
E	3.	Jerome J. Hinkle	Self <input checked="" type="checkbox"/>
		10222 Timshulce Blvd. Grosshulce MI Zip 49240	Other:
A	4.	Richard Gill	Self <input checked="" type="checkbox"/>
		1700 E 56th St #1109 Chicago Zip 60637	Other:
S	5.	Wayne S. S. S.	Self <input checked="" type="checkbox"/>
		CHICAGO 60624 11921 S. Wallace Zip	Other:
E	6.	Jerome Bias II	Self <input checked="" type="checkbox"/>
		7156 S. Euclid Ave Chicago Zip 60649	Other:
P	7.	HENRY P. WILSON	Self <input type="checkbox"/>
		6508 S. Paulina 4800 S. Lake PK #708 Zip 60615	Other:
R	8.	Ularsee Manar	Self <input type="checkbox"/>
		Zip 60615	Other: x Trinal, Inc.
I	9.	CHRIS LACKNER	Self <input type="checkbox"/>
		CG & A Zip	Other: CG & A
N	10.	Tim Selover	Self <input checked="" type="checkbox"/>
		2023 W. School CHICAGO IL Zip 60618	Other:
T	11.	Jerry WEAVER	Self <input type="checkbox"/>
		354 W. 65th Chicago Zip 60621	Other: NED Corp.
	12.	HAI BASKIN	Self <input checked="" type="checkbox"/>
		Chicago, IL 6448 S. Green Zip	Other:

Public Meeting Register

Project: CREATE Feasibility Plan

Location: Kennedy-King College Date: May 25, 2005 Time: 3:00 to 7:00

To be added to the mailing list for this project, please provide your complete address below.

	Name (Please Print)	Address	Representing
P	1. NANCY SEEER	804 FOREST	Self <input checked="" type="checkbox"/> Nancy Seeer
		EVANSTON Zip 60202	Other: Associate, Ltd.
L	2. Drane Campione	1430 Prairie Trail	Self <input type="checkbox"/>
		Grayslake Zip 60030	Other: Beresca
E	3. Prince Riley	407 S. DEARBORN	Self <input checked="" type="checkbox"/>
		Zip 60605	Other:
A	4. Tony Pakeltis	34 W. JACKSON	Self <input checked="" type="checkbox"/>
		WILMA PARK Zip 60181	Other:
S	5.		Self <input type="checkbox"/>
		Zip	Other:
E	6.		Self <input type="checkbox"/>
		Zip	Other:
	7.		Self <input type="checkbox"/>
		Zip	Other:
P	8.		Self <input type="checkbox"/>
		Zip	Other:
R	9.		Self <input type="checkbox"/>
		Zip	Other:
I	10.		Self <input type="checkbox"/>
		Zip	Other:
N	11.		Self <input type="checkbox"/>
		Zip	Other:
T	12.		Self <input type="checkbox"/>
		Zip	Other:

Public Meeting Register

Project: CREATE Feasibility Plan

Location: Kennedy-King College Date: May 25, 2005 Time: 3:00 to 7:00

To be added to the mailing list for this project, please provide your complete address below.

	Name (Please Print)	Address	Representing
P	1. Doug Knuth	One North Franklin	Self <input type="checkbox"/>
		Chicago Zip 60606	Other: <u>EK</u>
L	2. CRAIG WILLIAMS	ONE No FRANKLIN	Self <input type="checkbox"/>
		CHICAGO Zip 60606	Other: <u>EC</u>
E	3. C. Witherspoon	407 S. Dearborn	Self <input type="checkbox"/>
		Zip 60605	Other: <u>Witherspoon Marketing</u>
A	4.		Self <input type="checkbox"/>
		Zip	Other:
S	5.		Self <input type="checkbox"/>
		Zip	Other:
E	6.		Self <input type="checkbox"/>
		Zip	Other:
P	7.		Self <input type="checkbox"/>
		Zip	Other:
R	8.		Self <input type="checkbox"/>
		Zip	Other:
I	9.		Self <input type="checkbox"/>
		Zip	Other:
N	10.		Self <input type="checkbox"/>
		Zip	Other:
T	11.		Self <input type="checkbox"/>
		Zip	Other:
	12.		Self <input type="checkbox"/>
		Zip	Other:

Public Meeting Register

Project: CREATE Feasibility Plan

Location: Blue Island Recreation Center Date: May 26, 2005 Time: 3:00 to 7:00

To be added to the mailing list for this project, please provide your complete address below.

	Name (Please Print)	Address	Representing
P	1. Cary D. Lewis	120 W. Center Court	Self <input type="checkbox"/>
		Schaumburg Zip 60196	Other: <u>IDOT</u>
L	2. CHUCK ALLEN	1501 S CANAL	Self <input type="checkbox"/>
		CHICAGO Zip 60607 <u>60607</u>	Other: <u>NS/CRCO</u>
✓ E	3. Laurence Rohrer	311 Addison Rd	Self <input type="checkbox"/>
		Riverside Zip 60546	Other: <u>IIT</u>
A	4. NOÉ GALLARDO	547 W. Jackson BLVD	Self <input type="checkbox"/>
		Chgo, IL Zip 60661	Other: <u>METRA</u>
S	5. JOE ALONZO	30 N. LaSalle ST.	Self <input type="checkbox"/>
		Chgo, IL Zip 60602	Other: <u>CDOT</u>
E	6. Lynne Corrao		Self <input type="checkbox"/>
		Zip	Other: <u>METRA</u>
7.	Juni Piffen		Self <input type="checkbox"/>
		Zip	Other: <u>metra</u>
✓ P	8. Norine Hughes	Ad Rugai 121 N. LaSalle	Self <input type="checkbox"/>
		Chgo IL Zip 60655	Other: <u>Ad Rugai</u>
✓ R	9. Armando Salih	205 W. Wacker	Self <input checked="" type="checkbox"/>
		Chgo Zip 60606	Other:
✓ I	10. Heather Shadur	20 N. Wacker Drive	Self <input checked="" type="checkbox"/>
		Chicago, IL Zip 60622	Other:
N	11. Amy Belk	IDOT	Self <input checked="" type="checkbox"/>
		Zip	Other:
T	12.		Self <input type="checkbox"/>
		Zip	Other:

EXHIBIT D

Written Comments And Responses



ARENDA TROUTMAN

ALDERMAN 20TH WARD
5859 S. STATE
CHICAGO, ILLINOIS 60621
TELEPHONE (773) 324-5224
FAX: (773) 684-3701

**CITY COUNCIL
CITY OF CHICAGO**

CITY HALL ROOM 300
121 NORTH LA SALLE STREET
CHICAGO, ILLINOIS 60602
TELEPHONE: (312) 744-6840
FAX: (312) 744-4491

COMMITTEE MEMBERSHIPS
HISTORICAL LANDMARK PRESERVATION
(CHAIRMAN)
HOUSING AND REAL ESTATE
(VICE-CHAIRMAN)
BUDGET AND GOVERNMENT OPERATIONS
BUILDINGS
COMMITTEES, RULES AND ETHICS
EDUCATION
FINANCE
POLICE AND FIRE
ZONING

June 9, 2005

Ms. Amy Welk
Transportation Systems Planner
Division of Public Transportation
Illinois Department of Transportation
310 S. Michigan Avenue
Chicago, Illinois 60604

Re: Written Comments- CREATE

Dear Ms. Welk:

This letter will serve as the Office of the 20th Ward Alderman Arenda Troutman's "written comments", as promulgated in the CREATE Feasibility Plan, outlined in the Public Information meeting LEGAL NOTICE.

WRITTEN COMMENTS

1. CREATE should expand its membership to include Political, Business and Community Leadership;
2. CREATE should partner with and fund a Utility Management Curriculum at Englewood High School and Kennedy-King College.
3. CREATE should mandate that the members of the Association of American Railroads establish a Minority Business Development (MBE) Program to insure Economic Development within the footprint of the "Central Corridor Flyover". CREATE should contract with a minority consultant that can assist in achieving this goal.
4. CREATE should mandate that the members of the Association of American Railroads establish a Minority Jobs Program to insure Economic Development with the footprint of the "Central Corridor Flyover". CREATE should contract with a minority consultant to achieve this goal.

Ltr. To Amy Welk
IDOT re: Written Comments – CREATE
June 9, 2005
Page 2

5. TRAN SYSTEMS Corporation should disclose what percentage (%) of its business is currently being contracted to minority businesses (i.e., percentage Black, Hispanic, etc.)
6. TRAN SYSTEMS Corporation should disclose what percentage (%) of its workforce is minority (i.e., percentage Black, Hispanic, etc.)
7. TRAN SYSTEMS Corporation should contract with a minority consultant to assist with increasing its minority business contracting and minority hiring.
8. TRAN SYSTEMS Corporation has administered over three hundred-thirty (330) Federal Projects. What minority partners did TSC have? How much was spent with minority vendors?
9. TRAN SYSTEMS Corporation lists as one of its services, Economic Impact Studies. I am requesting that TSC perform a Economic Impact Study to include the following:
 - How many Jobs/Minority Jobs would be created?
 - How many Small and Minority Businesses would benefit?
 - How much revenue would be generated?
 - The Economic Impact Study will analyze both Pre and Post “Flyover” construction, and the continued Economic Impact of the Flyover once it is up and running.
10. I am requesting a Transportation Forum that would include Executive Management Representatives from ALL the Railroads involved in the Corridor Project. The Forum’s Agenda will include Economic Development.
11. I am requesting that my office have input when CREATE Incorporates the public comments into the “preferred plan”, as promulgated in your Public Participation Work Tasks, CREATE Project P-1.

Thanking you in advance for your support in this endeavor.

Sincerely,

ARENDA TROUTMAN
Alderman 20th Ward

AT:VG/tjh



ARENDA TROUTMAN

ALDERMAN 20TH WARD
5859 S. STATE
CHICAGO, ILLINOIS 60621
TELEPHONE (773) 324-5224
FAX: (773) 684-3701

CITY COUNCIL
CITY OF CHICAGO

CITY HALL ROOM 300
121 NORTH LA SALLE STREET
CHICAGO, ILLINOIS 60602
TELEPHONE: (312) 744-6840
FAX: (312) 744-4491

COMMITTEE MEMBERSHIPS
HISTORICAL LANDMARK PRESERVATION
(CHAIRMAN)
HOUSING AND REAL ESTATE
(VICE-CHAIRMAN)
BUDGET AND GOVERNMENT OPERATIONS
BUILDINGS
COMMITTEES, RULES AND ETHICS
EDUCATION
FINANCE
POLICE AND FIRE
ZONING

June 9, 2005

Mr. William C. Thompson, P.E.
CREATE Railroad Program Manager
Association of American Railroads
1501 S. Canal Street
Chicago, Illinois 60607-5204

Re: Written Comments- CREATE

Dear Mr. Thompson:

This letter will serve as the Office of the 20th Ward Alderman Arenda Troutman's "written comments", as promulgated in the CREATE Feasibility Plan, outlined in the Public Information meeting LEGAL NOTICE.

WRITTEN COMMENTS

1. CREATE should expand it's membership to include Political, Business and Community Leadership;
2. CREATE should partner with and fund a Utility Management Curriculum at Englewood High School and Kennedy-King College.
3. CREATE should mandate that the members of the Association of American Railroads establish a Minority Business Development (MBE) Program to insure Economic Development within the footprint of the "Central Corridor Flyover". CREATE should contract with a minority consultant that can assist in achieving this goal.
4. CREATE should mandate that the members of the Association of American Railroads establish a Minority Jobs Program to insure Economic Development with the footprint of the "Central Corridor Flyover". CREATE should contract with a minority consultant to achieve this goal.

Ltr. To Wm C. Thompson
IDOT re: Written Comments – CREATE
June 9, 2005
Page 2

5. TRAN SYSTEMS Corporation should disclose what percentage (%) of its business is currently being contracted to minority businesses (i.e., percentage Black, Hispanic, etc.)
6. TRAN SYSTEMS Corporation should disclose what percentage (%) of its workforce is minority (i.e., percentage Black, Hispanic, etc.)
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 - How many Small and Minority Businesses would benefit?
 - How much revenue would be generated?
 - The Economic Impact Study will analyze both Pre and Post “Flyover” construction, and the continued Economic Impact of the Flyover once it is up and running.
10. I am requesting a Transportation Forum that would include Executive Management Representatives from ALL the Railroads involved in the Corridor Project. The Forum’s Agenda will include Economic Development.
11. I am requesting that my office have input when CREATE Incorporates the public comments into the “preferred plan”, as promulgated in your Public Participation Work Tasks, CREATE Project P-1.

Thanking you in advance for your support in this endeavor.

Sincerely,

ARENDA TROUTMAN
Alderman 20th Ward

AT:VG/tjh

CREATE Feasibility Plan
Cook and DuPage Counties, Illinois

July 7, 2005

Alderman Arenda Troutman
20th Ward
5859 S. State Street
Chicago, IL 60621

Dear Alderman Troutman,

Thank you for your letters of June 9, 2005 to the Illinois Department of Transportation and the Association of American Railroads (AAR) that included comments related to the CREATE Draft Feasibility Plan and Draft Preliminary Screening documents. Our response has been coordinated with the AAR.

CREATE is proposed to be a federally funded transportation project, and thus solicits participation of interested parties through the public involvement process. A summary of the general outreach activities that are being accomplished is included in the Feasibility Plan. To date, the CREATE Team has made over 90 presentations of the CREATE Program to various political, business, community, and professional associations. A listing of the presentation forums including dates can be found in Appendix C of the Feasibility Plan. An interactive public involvement process will continue throughout the development of each component project in the CREATE Program, including the Railroad Improvement Project at 63rd and State Streets (CREATE Project P-1) and the improvements along the Central Corridor in the Englewood neighborhood.

A number of your comments relate to the inclusion of minorities and creation of job opportunities. A Railroad Career Expo was co-sponsored by the CREATE Participating Railroads (which includes the six Class I railroads, Metra, and Amtrak) and the Mayor's Office of Workforce Development, in April 2005. Another Expo is anticipated in the future. Additionally, since federal funds are anticipated for implementing CREATE, it is planned that a Disadvantaged Business Enterprise (DBE) goal will be established for individual CREATE construction contracts. However, direct funding of outside programs is not an allowed use of the federal funding for this project.

TranSystems Corporation is one of five lead engineering firms that have been hired to date for the CREATE Program. A DBE goal was established for each of these firms, and they are meeting or exceeding their goal. In addition, each firm must strive for workforce diversity and is required to submit their Consultant's Employee Utilization and EEO/AA/Title VI Section forms.

Alderman Arenda Troutman
July 7, 2005
Page 2

As the Central Corridor and other projects progress, an analysis of the projects' social and economic impacts will be included in their environmental studies. The studies will assess the existing conditions as well as the associated impacts, both beneficial and adverse, of the proposed improvements.

The message received at the public meetings held on May 25th and May 26th was very clear. There is a big concern for jobs and economic opportunities for residents and businesses surrounding the CREATE projects. As we move forward, we intend to continue dialog with your office, community groups, and the general public. CREATE Team members will continue to be part of this coordination effort.

Thank you for your continued interest in the CREATE Program. Should you have any questions, please feel free to contact Ms. Eve Rodriguez, 312-744-2732 or 744-CREATE.

Very truly yours,

The CREATE Partners

The following comments were provided by Mr. Carl D. McFerren:

TranSystems Corporation:

Over the past five years TransSystems Corporation has provided services on more than 330 Federal Government Projects. Who are your Minority Partners? How much has TSC spent with Minority Businesses?

The City of Chicago is requesting TSC provide an Economic Impact Study to determine the following:

What would be the significance of a Minority Owned Intermodal Freight Consolidator that receives 25% of all inbound/outbound TOFC/TEU's in the Chicago Railroad Market. How many jobs would be created? What would be the revenue generated from this venture? How many railroads would be involved?

What would be the significance of a Minority Owned Fuel Marketing Firm that receives 25% of all diesel fuels, solvents and lubricants contracts purchased by the railroads? How many jobs would be created? What would be the revenue generated from this venture? How many railroads would be involved?

What would be the significance of a Minority Owned Janitorial and Industrial Supply Firm that receives 25% of all Railroad orders? How many jobs would be created? What would be the revenue from this venture? How many Railroads are involved?

Analyze the Railroads Supplier Diversity Programs. Does it transcend to their Minority Vendor's?

Schedule a Transportation Forum that includes Executive Management from all Railroads.

Where are major Locomotive Maintenance, Car repair shops, track maintenance and inventory warehouses?

Response:

TranSystems Corporation is one of five lead engineering firms that have been hired to date for the CREATE Program. A DBE goal was established each of these firms, and they are meeting or exceeding their goal. In addition, each firm must strive for workforce diversity and is required to submit their Consultant's Employee Utilization and EEO/AA/Title VI Section forms.

As the Central Corridor and other projects progress, an analysis of the projects' social and economic impacts will be included in their environmental studies. The studies will assess the existing conditions as well as the associated impacts, both beneficial and adverse, of the proposed improvements.

**Public Meeting
Comment Sheet**
CREATE FEASIBILITY PLAN
May 25, 2005

Written statements and opinions may be submitted during the Public Meeting or mailed to CREATE/CTCO and received no later than June 9, 2005, for consideration in the program. Correspondence should be addressed to:

CREATE/CTCO
1501 S. Canal
Chicago, IL 60607

Comment:

~~I LIKE A COPY~~

I'D LIKE TO REQUEST A COPY OF THE
FEASIBILITY PLAN (MAY 2005)

Name: MARTIN MARK CARTER
Address: 1616 S. DRAKE
CHICAGO, ILL 60623
Email: VOTE411@YAHOO.COM



June 10, 2005

Mr. Mark Carter
1616 South Drake
Chicago, IL 60623

Reference: CREATE Feasibility Study

Dear Mr. Carter:

In accordance with your request, we have enclosed one (1) copy of the May 2005 Feasibility Plan that was available at the May 25, 2005 Public Meeting at Kennedy-King College.

Thank you for your interest in the CREATE Program.

Very truly yours,

TranSystems Corporation

A handwritten signature in black ink, appearing to read "Charles J. Stenzel".

Charles J. Stenzel, P.E.

enclosure

CREATE FEASIBILITY PLAN
May 25, 2005

Written statements and opinions may be submitted during the Public Meeting or mailed to CREATE/CTCO and received no later than June 9, 2005, for consideration in the program. Correspondence should be addressed to:

CREATE/CTCO
1501 S. Canal
Chicago, IL 60607

Comment:

PLEASE PLACE MY NAME ON THE
SNAIL MAIL NEWSLETTER LIST AND
ANY OTHER SNAIL MAIL RESOURCES AVAILABLE

Name: MISS F.A. LIGHTFOOT
Address: 6934 S. STEWART
CHICAGO, IL 60621
Email: SNAKE MAIL ONLY



CH-Chuck Stenzel

From: CH-Chuck Stenzel
Sent: Friday, June 10, 2005 7:50 AM
To: everodriguez@cityofchicago.org
Subject: Name from Public Meeting

Hi Eve,
Please add the following person to the mailing list for the CREATE newsletter. Her request was made at the May 25, 2005 Public Meeting.

Miss F.A. Lightfoot
6934 S. Stewart
Chicago, IL 60621

Thanks,
Chuck

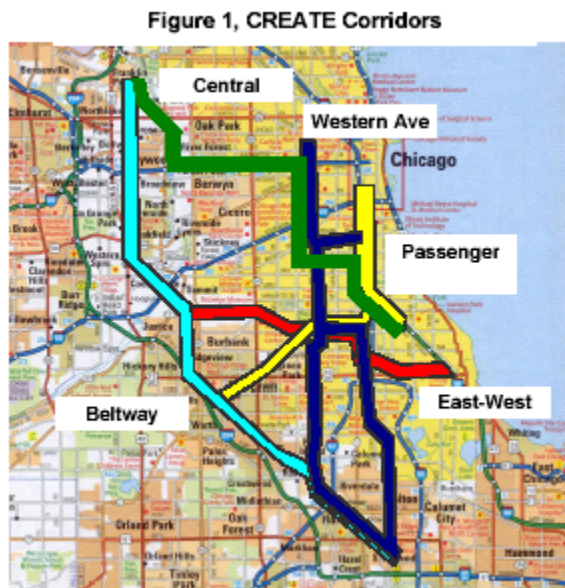
Appendix A – National Public Benefits¹

September 23, 2003

The Chicago Region Environmental and Transportation Efficiency Program: National Public Benefits

Overview

Major U.S. and Canadian railroads, in cooperation with city and state governments, have proposed the Chicago Region Environmental and Transportation Efficiency (CREATE) Program. CREATE will include numerous improvements to both railroad infrastructure and the local highway system in the Chicago region. The most important of these improvements are:



- Grade separation of six railroad-railroad crossings (rail-rail “flyovers”), to eliminate train interference and associated delay, primarily between passenger and freight trains;
- Grade separation of 25 highway-rail crossings, to reduce motorist delay, improve safety, eliminate crossing accidents, decrease energy consumption, and reduce air pollution; and
- Additional rail connections, crossovers, trackage, and other improvements to expedite passenger and freight train movements in five rail corridors traversing the Chicago region (see Figure 1).

The CREATE Program — structured as a public-private partnership including local and state government, the federal government, and the freight and passenger railroads serving Chicago — will require six years to complete and cost an estimated \$1.5 billion. It will produce significant local, regional, and national benefits. This paper provides an overview of estimated national benefits of the CREATE Program.

The National Significance of the CREATE Program

The quality of transportation infrastructure has long been a major contributor to our nation’s economic growth and the development of international trade. Since its emergence as an important commercial center and a key transportation hub for both passengers and freight in the mid-19th century, Chicago has relied upon its transportation system to support the region’s — and much of the nation’s — economic activity.

¹Appendix A was prepared by the CREATE Partners (IDOT, CDOT and the Participating Railroads) with no involvement of the US DOT. The US DOT has not verified this information.

Today, Chicago is by far the busiest rail freight gateway in the United States. Chicago handles more than 37,500 rail freight cars each day. Twenty years from now, that number is expected to have increased to 67,000 cars per day. CREATE will help both railroads and the Chicago area cope with this sharp increase in freight volume, while concurrently producing substantial improvements for motorists and rail passengers.

Figure 2, Rail Mixed Carload Traffic



The importance of the Chicago region to U.S. rail movements is readily apparent from the major lines radiating from Chicago on the maps of rail mixed carload (Figure 2) and intermodal traffic (Figure 3)¹.

Each year, the CREATE corridors handle rail freight valued at approximately \$350 billion², including significant volumes of NAFTA traffic moving across the integrated North American rail system. More than 60 percent of the rail freight moving through the Chicago region is high-value traffic, including intermodal service and finished vehicles — traffic with the most demanding service requirements³.

The multiplier effects of these trade flows and services result in approximately 5 million jobs, \$782 billion in output, and \$217 billion in wages nationwide⁴. The traffic handled by the CREATE corridors accounts for approximately \$10 billion (29 percent) of the revenues earned by U.S. Class I freight railroads.

Figure 3, Rail Intermodal Traffic



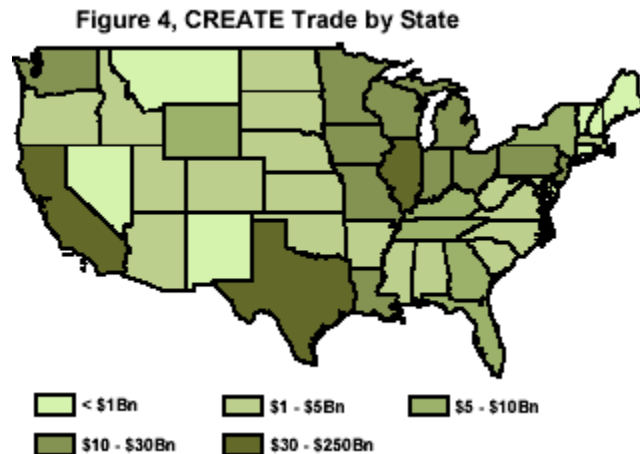
¹ Rail traffic maps are from AASHTO's *Freight-Rail Bottom Line Report*, pp. 24–25. Unit train traffic of coal and grain is not included.

² A set of appendices containing detailed information from the analyses that support this and other figures presented in this paper is available upon request.

³ On a value basis, this traffic accounts for over 50 percent of the finished vehicles handled by rail throughout the United States, and about 60 percent of rail intermodal freight.

⁴ Represents the value of goods and services exchanged as a result of the initial \$350 billion change in demand.

The economic activity of the CREATE corridors extends far beyond the Chicago region, affecting every state. Some 58 percent of the jobs and 61 percent of the CREATE Program's rail freight flows originate and/or terminate outside of Illinois. After Illinois, the four states most affected are California (8 percent of trade value), Texas (7 percent), Ohio (3 percent) and New Jersey (3 percent) (Figure 4).



Chicago is also home to a vibrant rail passenger system. Amtrak served more than 2 million intercity passengers traveling to or from Chicago in 2002, on an average of some 50 trains per day.

The Chicago area's rail network is also critical to our nation's security. Seven of the rail lines entering Chicago are part of the national Strategic Rail Corridor Network (StracNet) under the Railroads for National Defense program.

National Public Benefits Generated By CREATE

In recent decades, changes in the U.S. economy have driven businesses to rely increasingly on transportation to enable them to draw from more distant suppliers and to reach new markets — while managing their businesses to minimize inventories and maximize responsiveness and flexibility.

Inventory Reductions

The CREATE Program will expedite the movement of rail cargo — with a value of more than \$350 billion in the first year — through the Chicago region, saving money for rail customers who will be able to reduce their inventory levels. The estimated inventory savings have a present value of \$40 million. Moreover, the improved reliability of rail service via Chicago will allow rail customers to make further reductions in their inventories in future years, producing additional savings which have not been estimated.

Highways and Highway Congestion Relief

Chicago's role as a major transportation hub means the Chicago region is increasingly interrelated not just with Illinois and the Midwest, but with the rest of the United States and the international marketplace. Because what happens in Chicago in terms of transportation greatly affects the rest of the nation, the ability of Chicago-area transportation infrastructure to meet new demands has become critical to the competitiveness and efficiency of businesses throughout the nation. Attaining this ability will require that adequate investments are made to provide the necessary transportation capacity.

In January 2003, highway and transportation agencies of the individual states, through their American Association of State Highway and Transportation Officials (AASHTO)⁵, released the *Freight-Rail Bottom Line Report*, which analyzed whether the U.S. freight rail system's capacity can keep pace with the expected huge growth in transportation demand over the next 20 years. The extensive report highlights the freight rail industry's benefits to our nation, estimates rail investment needs and the capability of railroads to meet those needs, and, importantly, quantifies the consequences of *not* investing adequately in freight rail.

The report concludes that public policy would be well served by public sector funding that helped freight rail reach its potential. Largely because of its cost effectiveness, freight rail (including intermodal) is crucial to the global competitiveness of U.S. industries and can be a critical factor in retaining and attracting industries that are central to state and regional economies. It can dramatically reduce highway-related costs. It is fuel-efficient and generates less air pollution per ton-mile than trucking, and is a preferred mode for hazardous materials shipments because of its positive safety record. Freight rail is also vital to military mobilization and provides critically needed transportation system redundancy in national emergencies.

The report emphasizes that “[t]he present need is to treat the key elements at the top of the system: nationally significant corridor choke points, intermodal terminals and connectors, and urban rail interchanges. Investments at this level hold the most promise of attracting and retaining freight-rail traffic through improvements in service performance.”⁶ The CREATE Program is precisely the type of strategic investment envisioned by AASHTO.

In fact, two of the specific corridors analyzed in the *Freight-Rail Bottom Line Report* traverse Chicago: Southern California to New York/New Jersey via Chicago, which connects the nation's largest three metropolitan areas and its largest two ports, and Detroit to Mexico⁷. The east-west route through Chicago handles much of the nation's intermodal traffic and is a vital link in “landbridge” services between Asia and the Northeast/Mid-Atlantic region, while the north-south route is a key NAFTA corridor. AASHTO projects that by 2020, railroads will carry 67 percent of the tonnage in the Southern California–New York/New Jersey corridor and 52 percent of the tonnage in the Detroit–Mexico corridor. Without an investment of public funds, rail tonnage could be reduced by up to 38 percent — resulting in an additional 2.7 billion vehicle-miles traveled by trucks in these two corridors.

Nationally, the report estimates that an investment of \$30 billion in public funds in freight rail infrastructure would yield tremendous returns, including at least \$10 billion in reduced highway needs⁸ and \$238 billion in reduced highway user costs (decreased travel time, operating costs,

⁵ AASHTO is a nonprofit, nonpartisan association representing highway and transportation departments in the 50 states, the District of Columbia and Puerto Rico.

⁶ AASHTO, *Freight-Rail Bottom Line Report*, p. 5.

⁷ *ibid*, pp. 111, 120.

⁸ The “highway needs” figure here does not include the costs of improvements to bridges, interchanges, local roads, new roads or system enhancements. If these were included, the estimates could double.

and accident costs)⁹ over 20 years. These findings led AASHTO to conclude that “relatively small investments in the nation’s freight railroads can be leveraged into relatively large public benefits for the nation’s highway infrastructure, highway users, and freight shippers.”¹⁰ The analysis estimated investment costs and benefits at the national level, assuming that freight railroads carry 2.9 billion tons in 2020 — an increase of 888 million tons, or 44 percent, from 2000 — thereby maintaining their current share of intercity freight traffic. While the returns for an individual investment — even one as significant as CREATE — may not be precisely proportionate, the relationships developed in AASHTO’s national analysis can be used to approximate the national public benefits of CREATE: the public expenditure can be expected to yield more than \$10 billion in reduced highway needs and highway user costs for the nation over a 20-year period.

⁹ Estimated using the Federal Highway Administration’s Highway Economic Requirements System (HERS) simulation model. HERS is used by the U.S. Department of Transportation as the basis for its reports to Congress on highway investment needs.

¹⁰ AASHTO, *Freight-Rail Bottom Line Report*, p. 62.

Appendix B – Local and Regional Benefits¹

September 23, 2003

The Chicago Region Environmental and Transportation Efficiency Program: Local and Regional Benefits

Program Description

The Chicago Region Environmental and Transportation Efficiency (CREATE) Program will include numerous improvements to both railroad infrastructure and the local road system in the Chicago region, the most important of which are:

Figure 1, CREATE Corridors



- Grade separation of six railroad-railroad crossings (rail-rail “flyovers”), to eliminate train interference and associated delay, primarily between passenger and freight trains;
- Grade separation of 25 highway-rail crossings, to reduce motorist delay, improve safety, eliminate crossing accidents, decrease energy consumption, and reduce air pollution; and
- Additional rail connections, crossovers, trackage, and other improvements to expedite train movements in five rail corridors traversing the Chicago region (Figure 1).

The CREATE Program - structured as a public-private partnership including local and state government, the Federal government, and the freight and passenger railroads serving Chicago - will require six years to complete and cost an estimated \$1.5 billion.

Scope of Economic Activity in the CREATE Corridors

Chicago is a major hub for rail freight shipments moving from, to, or through the Chicago region. Each year, the CREATE corridors handle rail freight valued at approximately \$350 billion^{2,1} including significant volumes of NAFTA traffic moving across the integrated North American rail system. Over 60 percent of the rail freight moving through the Chicago region is high value traffic - including intermodal service (both double stack and conventional) and finished vehicles - traffic with the most demanding service requirements. On a value basis, this

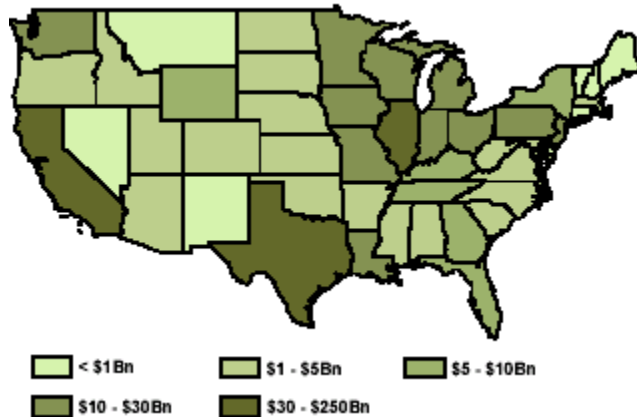
¹ The text for Appendix B was prepared by the CREATE Partners (IDOT, CDOT and the Participating Railroads) with no involvement of the US DOT.

² A set of appendices containing detailed information from the analyses that support this and other figures presented in this paper is available upon request.

traffic accounts for over 50 percent of the finished vehicles handled by rail throughout the U.S., and about 60 percent of rail intermodal freight.

The multiplier effects of these trade flows and services result in approximately 5 million jobs, \$782 billion in output, and \$217 billion in wages nationwide³. The traffic handled by the CREATE corridors accounts for about \$10 billion (29 percent) of the revenues earned by U.S. Class I freight railroads. The enormous magnitude of the Chicago region's activity means that even very small percentage improvements in efficiency can produce very large public benefits.

Figure 2, CREATE Trade by State



Additionally, the economic activity of the CREATE corridors extends far beyond the Chicago region, affecting every state. Some 58 percent of the jobs and 61 percent of the CREATE Program's rail freight flows originate and/or terminate outside of Illinois. After Illinois, the four states most affected are California (8 percent of trade value), Texas (7 percent), Ohio (3 percent) and New Jersey (3 percent) (Figure 2).

Chicago is also home to a vibrant rail passenger system. Amtrak served more than 2 million intercity passengers traveling to or from Chicago in 2002, on an average of approximately 50 trains per day. In addition, Chicago's commuter railroads, which operate more than 770 trains each weekday, carried nearly 73 million local passenger trips including weekend passengers.

Program Benefits

The CREATE Program will produce substantial, long-term national and regional economic benefits, plus significant environmental and energy benefits. The Chicago region will receive at least \$595 million⁴ in benefits related to rail passengers, motorists, and safety, plus air quality improvements valued at \$1.1 billion; construction-related benefits for the Chicago region will total \$2.2 billion.

Regional Economic Benefits of the CREATE Program (\$ Millions)	
Rail Passenger Service	
✓ Commuters' time saved	\$190
✓ New highway construction reduced	77
Motorists	
✓ Reduced delays at grade crossings	202
Safety	
✓ Highway accidents reduced	94
✓ Grade crossing accidents reduced	32
Construction	
✓ Wages, materials, and other purchases (including 16,217 employee-years)	2,194
Air Quality	
✓ Emission reductions (valued at CMAQ grant levels)	1,120
Additional Benefits	
✓ Improved rail freight service to Chicago region	
✓ Enhanced delivery of emergency services	
✓ Lakefront land use increased	
✓ Facilitate reduced "rubber tire" interchanges	
✓ Energy conservation	

³ Representing the value of goods and services exchanged as a result of the initial \$350 billion change in demand.

⁴ Present value of 2003–2042 benefits, in 2003 dollars, using a 5.875 percent public real discount rate. The 40-year planning horizon used for this analysis is sufficient to capture the majority of the benefits on a discounted basis.

Rail passenger service will be improved by the construction of six rail-to-rail flyovers, reducing conflicts between freight and passenger trains and saving time for rail passengers. Improved service will encourage additional commuters to shift to rail service, and reduce the need for future highway construction. Motorists will experience reductions in delays as a result of the construction of 25 new highway-rail grade separations, and the improved fluidity of rail operations affecting remaining at-grade crossings. These improvements to the rail and highway infrastructure will produce major safety benefits for the Chicago region, by reducing the number of highway accidents and the number of accidents and injuries at highway-rail grade crossings. The Chicago region will also benefit from the creation of an annual average of over 2,700 fulltime construction-related jobs and material and other purchases of \$365 million during the 6-year construction phase.

In addition to these readily-quantifiable benefits, the Chicago region will realize benefits from several other sources. First, rail customers in the Chicago region will receive higher quality, more reliable freight service. Second, public safety will be significantly enhanced, because six of the 25 crossings are Chicago 911 “Critical Crossings,”⁵ and many of the crossings in suburban areas are similarly vital for the provision of emergency services. Third, the conversion of the St. Charles Airline route from rail use to mixed park, residential, and commercial use will provide both economic and social benefits. Fourth, the improvements to the Chicago region’s rail system should permit the railroads, which have recently made substantial progress in reducing the number of “rubber tire interchanges,” to further improve their intermodal operations. To the extent that these truck movements over the Chicago region’s highways and streets can be reduced further, the need for roadway maintenance expenditures by local governments and municipalities will be diminished. Finally, the reduction in fuel consumption by railroads and motorists will reduce emissions of major pollutants by thousands of tons annually.

For this analysis, the Chicago region’s economy includes the 13 counties in three states that are in the Chicago–Kenosha–Gary Consolidated Metropolitan Statistical Area (CMSA):

Illinois		Indiana	Wisconsin
Cook	Kankakee	Lake	Kenosha
DeKalb	Kendall	Porter	
DuPage	Lake		
Grundy	McHenry		
Kane	Will		

These long-term regional benefits are described in more detail below:

Rail Commuter Time Savings

The CREATE Program improvements — especially the rail-to-rail flyovers, which will largely separate rail passenger operations from rail freight operations — will result in more reliable commuter rail service, reduced travel times, and increased capacity on the existing SouthWest and Heritage lines, and will permit the use of the LaSalle Street Station — freeing capacity at Chicago’s Union Station. Faster travel times and improved reliability will enable the commuter

⁵ Crossings that have been identified by the City of Chicago as critical for delivery of emergency services.

rail service to attract additional passengers who would otherwise travel by personal auto, both currently and in future years. The present value of the time that will be saved by current and additional rail commuters is estimated to be \$115 million on the SouthWest line and \$17 million on the Heritage line, for a total savings of \$132 million. In addition, the time expected to be saved by current rail commuters who switch to these two lines has a present value of up to \$58 million, producing a total time savings valued at up to \$190 million.

New Highway Construction Reduced

The reduction in commuters traveling by personal auto will reduce vehicle-miles traveled (VMT) by an estimated 29 million per year in the SouthWest Service, resulting in \$66 million less investment in highway construction to handle those trips. The Heritage Corridor improvements will reduce highway travel by 5 million VMT annually, saving about \$11 million in highway investment. Thus, the CREATE Program will save at least \$77 million in highway construction that would otherwise be necessary. Additional savings will be realized as current commuter rail users switch to these two lines and drive shorter distances.

Highway Accidents Reduced

In addition to the construction savings that result from less highway travel, there will be fewer accidents, less damage to property, and fewer fatalities. The discounted value of these benefits is \$77 million for the SouthWest Service and \$17 million for the Heritage Corridor, for a total savings of \$94 million.

Local Highway Delay Reduction

The CREATE Program proposes to separate 25 key grade crossings. The highway-rail grade separation projects, together with the associated crossing closings, will reduce delays for Chicago-area motorists at grade crossings. The present value of the reductions in driver delay at the 25 crossings is \$72 million⁶. In addition, as a result of train re-routings and more fluid train movement, motorists who use 163 additional crossings will experience delay reductions with an estimated discounted value of \$130 million, for a total motorists' delay savings of \$202 million.

Grade Crossing Accidents Reduced

Safety benefits for the 25 crossings were based on safety incident data collected between 1977 and 2001. The present value of the sum of incidents is estimated to be \$32 million through 2042.

Energy and Environmental Benefits

The improvements in railroad operations that will result from the CREATE Program will reduce the railroads' diesel fuel consumption by 7 million gallons in 2007, rising to 18 million gallons in 2042 as rail traffic grows. In the first full year of operations, 2007, locomotive emissions will be reduced by nearly 1,453 tons of oxides of nitrogen (NOx), 225 tons of carbon monoxide, 80 tons of volatile organic compounds (VOC), and 51 tons of particulate matter. By 2042, the annual savings will reach 2,195 tons of NOx, 534 tons of CO, 121 tons of VOC, and 72 tons of PM as a result of traffic growth⁷.

⁶ Chicago Planning Group: Grade Separations, July 5, 2002.

⁷ The estimated reduction in locomotive emissions reflects EPA's projections for average emissions factors for the locomotive fleet under current emissions standards, which are being phased in (U.S. EPA, *Emission Factors for Locomotives*, EPA420-F-97-051, Table 9, page 5).

Additionally, the decrease in highway vehicle delays that will result at the 25 highway-rail grade crossings that are separated and at the 163 at-grade crossings is projected to result in significant reductions in emissions from vehicular traffic, including 213 tons of CO, 24 tons of VOC, and 6 tons of NO_x in 2007. By 2042, with expected increases in vehicular traffic, the reduction in annual emissions will have reached 397 tons of CO, 45 tons of VOC, and 12 tons of NO_x⁸.

The money requested of Congress would be money well spent to reduce NO_x emissions, because on the basis of Federal air quality funds provided per ton of NO_x reduced, the CREATE Program compares favorably with the Chicago metropolitan planning organization's (CATS) calculations of the results of projects funded under CMAQ. If the CREATE Program were to be funded purely on the basis of NO_x reduction at the same rate that Chicago CMAQ projects were funded in 2003, this would equate to \$1.12 billion in Federal funds related just to NO_x reducing aspects of the CREATE Program (60,802 tons of NO_x eliminated over 40 years).

Lakefront Land Use Increased

As part of the CREATE Program, the existing St. Charles Airline railway route will be converted from rail use and its rail traffic will be shifted to other corridors — primarily the Central Corridor. Portions of the St. Charles Airline right-of-way will be converted to park land, while other sections will be used for residential and commercial development. The City of Chicago will gain additional “green space” — yet will also benefit from the multi-year construction projects, involving both housing developments and retail establishments, and a substantial, permanent increase in property tax revenues.

Construction Benefits During CREATE Program Construction

The CREATE Program will also produce a significant boost in construction employment and related economic activity throughout the Chicago region over the course of the 6-year construction phase. This demand will reverberate throughout the region's economy producing additional economic activity; these effects were analyzed at three levels:

- Direct effects include the purchases of materials used for construction and the payment of wages and salaries to construction workers.
- Indirect effects include the secondary effects that result when directly connected supply industries purchase materials or labor to produce goods or services needed to meet the new demand generated by the earlier, initial activity.
- Induced effects result from the additional spending by the workers associated with direct or indirect economic activity.

The construction-related benefits will include an estimated annual average of over 2,700 fulltime job equivalents and over \$365 million in output over the 6-year construction period. During the peak year of construction, the CREATE Program would employ nearly 4,000 workers and generate economic activity valued at more than \$525 million. Additional construction-related benefits would accrue beyond the Chicago economic region — both throughout the United States and in other countries.

⁸ Vehicular emissions are based on current emission standards, and do not assume future reductions in emissions per vehicle-mile traveled (VMT) as a result of possible legislative action or changes in pollution technologies.

Conclusion

The State of Illinois and the City of Chicago have joined with the passenger and freight railroads serving the region to identify critically needed improvements to the Chicago region's rail and highway transportation infrastructure. The resulting Chicago Region Environmental and Transportation Efficiency Program, a public-private partnership, will improve rail passenger service on the SouthWest and Heritage corridors, and construct 25 highway-rail grade separation projects, which will reduce motorist delay, increase safety, and provide environmental and energy benefits for the Chicago region's residents.

Appendix C – CREATE PLAN PRESENTATION SCHEDULE

2003 Presentations:

July 9 – Union League Club

July 17 - Northeastern Illinois Planning Commission

July 17 - Campaign for Sensible Growth

July 18 – Northwestern Indiana Regional Planning Commission

July 22 – Affected Suburban Mayors

July 22 - Campaign for Sensible Growth Steering Committee

July 23 – Metropolitan Mayors Caucus

August 1 – Business Leaders for Transportation

August 18 – Illinois State Chamber of Commerce

August 20 – Illinois Section of the American Society of Civil Engineers

August 21- Metropolitan Planning Council’s Transportation Committee

August – United Neighborhood Organization

**Sept. 8 – American Association of State Highway Transportation Officials (AASHTO) -
Annual Conference**

**Sept. 9 – Illinois Road and Transportation Builders Association - General Membership
Meeting**

Sept. 11-12 – IDOT Planning Conference

Sept 11-12 – American Association of Port Authorities

Sept 14-16 – AASHTO Standing Committee on Rail Transportation

Sept 16 - Metropolitan Mayors Caucus Working Group

Sept 16 - DuPage Mayors and Managers

Sept. 24 - Women’s Transportation Seminar

2003 Presentations (Continued):

Sept 25 – Chicagoland Chamber of Commerce Transportation Committee

Sept 25 - Northwest Municipal Conference

Sept 25 – American Automobile Association

September - IDOT meeting with Federal Highway Administration

IDOT meeting with Federal Railroad Administration

October 3 – Chicagoland Electronic Commerce Initiative - Government Affairs

October 8 - Chicago Rail Task Force Meeting with Surface Transportation Board

October 11 – Midwest High Speed Rail Coalition

October – Meeting with Federal Highway Administrator Mary Peters

October 15 – Illinois Society of Professional Engineers

October 16 - French American Chamber of Commerce

October 17 – League of Women Voters

October 21-22 – Railway Age Passenger Trains on Freight Railroad Conference

October 23 – American Road and Transportation Builders Association

October 28 – High Speed Ground Transportation Association

October – Southland Chamber of Commerce

West Suburban Chamber

November 6 – University of Illinois at Chicago

November 10 – Chicago Central Area Committee

November 19 – Chicago Building Congress

November 20 - Blue Island Rail Simulation, Metropolitan Mayors Caucus

December 4 – Calumet Area Industrial Commission

2004 Presentations:

January 2-6 – National Research Council Conference and Exhibition

January 8 - CATS Policy Committee

January 12 & 13 – Transportation Research Board

February - Intermodal Association of Chicago

March 1 – United Transportation Union

March 10 – Friends of the Chicago River

March 20 – Midwest High Speed Rail Spring Conference

March 22-23 – Transportation Research Forum

March 23 -National Corn Producers Meeting

April 8 - Chicago Minority Business Council

April 8 - Federation of Women Contractors

April 8 - IDOT Annual Illinois Rail/Highway Meeting

April 14 - Railway Supply Institute Legislative Conference

April 20 – Winfield Chamber of Commerce

April 21 - Latin American Chamber of Commerce

April 22 - American Association of Port Authorities

April 27 - LaGrange Park Board

April 29 - DuPage Railroad Safety Council

May 13 - Wheaton Chamber of Commerce

May 20 - Latin American Chamber of Commerce

May 26-28 – Women in Transportation National Conference

2004 Presentations (Continued):

June 5 – United Transportation Union “Tri-State Railroad Conference”

June 15 – Bloomingdale, Itasca, Roselle, Bartlett, Addison Chambers of Commerce

July 1 - Institute of Transportation/ District IV Annual Meeting

July 13 – Metropolitan Planning Council - Freight Rail Investment and Rail Corridor Development Opportunities

July 27 – American Public Transportation Association/AASHTO/Community Transportation Association of America Conference

August 25 - Greater Auburn-Gresham Development Corporation

October 1 - IDOT Fall Planning Conference

October 8 – American Council of Engineering Companies

October 21 – Country Club Hills Chamber of Commerce

November – National League of Cities

2005 Presentations:

January 10 - Transportation Research Board

January 11 - Transportation Research Board

January 19 - Crystal Lake Chamber of Commerce

January 26 – Maywood Village Board

February 16 – National Traffic and Transportation Conference

February 19 – Geographic Society of Chicago

March 15 - Orland Park/ Homer Glenn / Tinley Park Chambers of Commerce

March 16 - Elmhurst League of Women Voters

2005 Presentations (Continued):

March 23 - Village of Dixmoor/Phoenix & Posen

April 6 - Center for Transportation Research's Annual Symposium

April 12 - International Air Rail Organization

April 18 - Transportation Revenue Management Group

April 19 – AASHTO Standing Committee on the Environment

April 20 – Chicago Area Transportation Study (CATS) “Partners in Progress” Meeting

April 23 - CATS “Partners in Progress” Meeting

April 26 - CATS “Partners in Progress” Meeting

April 26 – AASHTO – FHWA Freight Transportation Partnership

April 27 - 17th Ward Community Redevelopment Advisory Council Meeting

April 28 - Village of Steger & Steger Chamber of Commerce

April 28 – American Association of Port Authorities

May 5 – Greater Northern Michigan Avenue Association

May 25 – CREATE Draft Feasibility Plan and Draft Preliminary Screening public meeting

May 26 - CREATE Draft Feasibility Plan and Draft Preliminary Screening public meeting

June 15 – American Society of Civil Engineers

June 29 – CATS “Partners in Progress” Meeting

2006 Presentations (partial):

May 4 – North American Rail Shippers Association

June 14 – Alderman Freddrenna Lyle

July 17 – Metropolitan Mayors Caucus Transportation Committee

August 30 – Illinois Section – American Society of Civil Engineers

2006 Presentations (continued):

September 20 – Transportation for Illinois Coalition

October 17 – US Environmental Protection Agency – Region 5

October 27 – Hispanic American Construction Industry Association

November 6 – Rail-Volution

November 21 – Making the Chicago Region More Competitive in the Global Supply Chain

December 6 – Illinois Chamber of Commerce – Infrastructure Council

2007 Presentations:

January 17 - Chicago Chapter of the ASCE

January 22-26 – Transportation Research Board

February 14 – HACIA Briefing

**February 21 - Air & Waste Management Association – Lake Michigan States
Section**

February 22 – Chicago Mortgage Attorneys

March 1 - Illinois House Railroad Transportation Committee

March 14 – Archer Heights Civic Association, Chicago

April 4 - Illinois House Railroad Transportation Committee Hearing

April 5 - University of Illinois Spring Structures Conference

**April 18-19 - National Surface Transportation Policy and Revenue Study
Commission**

May 15 – Black Contractors United

May 16 – National Association of Purchasing Managers

June 28 – CREATE Civic & Congressional Stakeholder Meeting

2007 Presentations (continued):

July 7 – TRB Summer Conference

July - Mississippi Valley Conference

July 30 - American Superintendents Association National Meeting

August 2 - National TRB Local and Regional Rail Freight Transport Committee

August - Northwestern Transportation Center - CREATE Review and Brighton Park

Aug. 9 - Texas Transportation Summit

Sept. 9 - Union League Club - Transportation Committee

Sept. 12 - ARTBA Conference Call

Sept. 12 - ASME Rail Transportation Division

Sept. 13 – American Council of Railroad Women

Oct. 10 – IL Chamber of Commerce – Infrastructure Council

Oct. 11 - Chicago Industrial Properties/Transportation & Logistics Conf.

Oct 17-18 – EPA Air Quality Conference

Oct. 18 – IL House Appropriations Public Safety Committee

October 23 - 2007 Railroad Environmental Conference – University of Illinois at Urbana-Champaign

Nov. 9 – Metropolitan Mayors Caucus, CREATE Task Force

Nov. 14 – WisDOT Annual Freight Railroad Conference

Nov. 28 – Chicago Metropolitan Agency for Planning Board Meeting

Dec. 10 – French Railway Experts

2008 Presentations:

January 15 - Transportation Research Board

January – TRB Annual Meeting session: “Railroad Coordination in Chicago “

- Case for a Coordinated Approach to Railroad Operations in the Chicago Area (P08-1044)

- Update on Chicago Region Environmental and Transportation Efficiency Project (P08-1100)

- Development of Chicago Common Operational Picture (P08-1103)

January 17 – Midwest Association of Rail Shippers

January 17 – CREATE Project P1 Public Hearing

January 23 – WTS

February 21 – Civic Outreach Breakfast

February 26 – Teamwork Englewood

March 6 – Illinois Chamber of Commerce -- Infrastructure Council

March 20 - Federation of Women Contractors Monthly Meeting

March 25 – University of Illinois – Chicago – CREATE update

April 1 - Mississippi Valley Freight Conference, Indianapolis

April 7 –Transit Financial Learning Exchange (

May 30 - National League of Cities, Surface Transportation Executive Committee

June 3-5 – North America’s SuperCorridor Coalition, Inc.

June 16 – The Honorable James L. Oberstar

June 26 – Journal of Commerce, Real Estate Forum

September 5 - National Association of Regional Councils - Peer to Peer Freight Planning Exchange

2008 Presentations (Continued):

September 16 - DC Congressional Briefing

September 18 - Railway Insurance Managers Association (RIMA) annual meeting

**September 24 - American Railway Engineering and Maintenance of Way
Association (AREMA)**

October 9 - Southwest Association of Rail Shippers (SWARS)

November 6th - CREATE citywide briefing

November 11th – Western Railway Club

2009 Presentations:

**January 9 – National Railroad Construction and Maintenance Association
Conference**

January 9 – Civic/Business Stakeholders Meeting

March 4-5 – Inland Ports Across North America Conference

March 11-13 - The 5th Annual Public Private Partnerships USA Summit

April 7 - Transit Financial Learning Exchange

April 15- Illinois Institute of Technology – Public Private Partnerships

**May 11 - U.S. DOT/U.S. Department of Commerce – “Game Changers in the Supply Chain
Infrastructure: Are We Ready to Play?”**

- Panel: National Freight Policy-Meeting Tomorrow's Demands

Appendix D – CREATE ENDORSEMENTS

Partners: State of Illinois, City of Chicago, and Association of American Railroads (Metra)

ENDORSEMENTS AS OF AUGUST 2005

Federal Legislators:

Speaker Hastert
Congressman Lipinski
Senator Durbin

State Legislators:

Senator Kirk Dillard (R-24th District)
Senator Susan Garrett (D - 29th District)
Senator Dave Sullivan (R-33rd District)
Representative Suzanne Bassi (R-54th District)
Representative Maria Berrios (D-39th District)
Representative Rich Bradley (D-40th District)
Representative John Fritchey (D-11th District)
Representative Julie Hamos (D – 18th District)
Representative Carolyn Krause (R-66th District)
Representative Eileen Lyons (R-82nd District)
Representative Harry Osterman (D-14th District)
Representative Terry Parke (R-44th District)
Representative Angelo “Skip” Saviano (R-77)
Representative Tim Schmitz (R - 49th District)
Representative Arthur Turner (D- 9th District)
Representative Karen Yarbrough (D-7th District)

Metropolitan Mayors Caucus

Northwest Municipal Conference
Mayor Michael Smith, New Lenox
President Rae Rupp Srch, Village of Villa Park
President Al Larson, Village of Schaumburg

Chambers of Commerce

Illinois Chamber of Commerce
Chicagoland Chamber of Commerce
Southland Chamber of Commerce

Key Trade and Membership Organizations

Consulate General of Belgium- Wallonia Trade Office
Consulting Engineers Council of Illinois
Environmental Law & Policy Center
Federation of Women Contractors
Illinois Road and Transportation Builders Association

Metropolitan Planning Council
Metropolis 2020
Midwest High Speed Rail Coalition`
Union League Club
United Transportation Union – Illinois Legislative Board
World Business Chicago

Businesses and Organizations

Accurate Steel Installers, Inc.
Aldridge Electric
Block Heavy & Highway Products
Bollinger, Lach & Associates
Bowman, Barrett & Associates Inc.
Bridge Technology Incorporated
Canino Electric Co.
Carr Lumber & Manufacturing (Randy Carr)
Central Blacktop Company
Clark Dietz, Inc.
DLK Civic Design
Edwards & Kelcey
Gallagher Asphalt
Harry O Hefter - Associates, Inc.
Infrastructure Engineering Inc.
Jade Carpentry Contractors Inc.
K-Five Construction Corp
Kristine Fallon Associates, Inc.
Law Office of Elias Gordan
Maintenance Coatings Co.
Marsh Inc.
Metro Commuter Newspaper
Molter Corp
Packer Technologies International, Inc.
Patrick Engineering
Perdel Contracting Corporation
Roughneck Concrete Drilling & Sawing Co.
Royal Crane Service
Schoenbeck Corporation
TranSystems Corporation
UTS Global, Inc.

ADDITIONAL ENDORSEMENTS SINCE 2005:

State Legislators

Senator Christine Radogno (R-41st District)
Senator Dale Risinger (R-37th District)

Representative John D’Amico (D-13th District)
Representative Mary Flowers (D-31st District)
Representative Lou Lang (D-16th District)
Representative Linda Chapa LaVia (D-83rd District)
Representative Karen May (D-58th District)
Representative Susana Mendoza (D-1st District)
Representative Rosemary Mulligan (R-65th District)
Representative Elaine Nekritz (D-57th District)
Representative Michael Tryon (R-64th District)

Chambers of Commerce

Chicagoland Chamber of Commerce
Illinois State Black Chamber of Commerce

Metropolitan Planning Organizations

Chicago Metropolitan Agency for Planning

Key Trade and Membership Organizations

Chicago Southland Economic Development Corporation
Chicago United
Choose DuPage
Economic Development Council of the Bloomington-Normal Area
???Grain and Feed Association of Illinois
Illinois Corn Growers
Midwest Interstate Passenger Rail Commission
????Renewable Fuels Association
South Suburban Mayors & Managers Association
Springfield Convention and Visitors Bureau
Women’s Business Development Center

Businesses and Organizations

Ames Construction
Banner Personnel
Cambridge Systematics, Inc.
Caterpillar Logistics Services, Inc.
Ford Motor Company
Potash Corp
Progress Rail Services
ProLogis
USG
Vulcan Materials

Universities and Colleges

Bradley University
Michigan State University
Michigan Technological University

Local Governments

City of Carbondale, IL
City of Centralia, IL
City of Effingham, IL

Appendix E – CREATE PRESS AND MEDIA COVERAGE

June 2003

“Chicago’s Clogged Rail System to be Overhauled”, The Wall Street Journal, June 16, 2003
“Plan Aims to Unclog Area’s Rail Congestion”, Chicago Tribune, June 16, 2003
“Money is Missing Link in Rail Plan”, Crain’s Chicago Business, June 16, 2003
“Chicago, Railroads Join to Break Traffic Jams”, Chicago Sun-Times, June 17, 2003
“Lipinski Wants Railroads to Pay More for Rehab”, Chicago Tribune, June 17, 2003
“Chicago’s 21st Century Train Hub”, Chicago Tribune, June 17, 2003
“\$1.5 billion Plan on Track for Easing Train Gridlock”, The Daily Southtown, June 17, 2003
“Uncle Sam Comes Through on Rail Yard Congestion”, Chicago Sun-Times, June 18, 2003
“Hastert Endorses Transit Projects”, Crain’s Chicago Business, June 23, 2003
“Chicago, RRs Finalize \$1.5B Rail Realignment”, Rail Business, June 23, 2003
“The Chicago Plan”, Traffic World, June 23, 2003
“Hearing Addresses Rail Financing”, AASHTO Journal, June 27, 2003
“House Subcommittee Panel Debates Rail Infrastructure Needs”, Washington Letter on Transportation, June 30, 2003

CBS 2 News- June 16th – 11 a.m., 4:30 p.m., 10 p.m., June 17th – 5 a.m.

NBC 5 News – June 16th – 11 a.m., 4:30 p.m.

ABC 7 News – June 16th - 4 p.m., 6 p.m., June 17th – 5 a.m., 6:30 a.m.

WGN 9 News – June 16th – 9 p.m., June 17th – 5:30 a.m., 8 a.m.

August 2003

Not Just Power: U.S. Bridges Roads, Water and Sewage Systems in Sorry Shape, World News Tonight with Peter Jennings (ABC News), August 20, 2003

July 2003

“Chicago Shows Capital Partnerships En Vogue”, Rail Business, July 14, 2003

“Battling Trucks, Trains Gain Steam”, The Wall Street Journal, July 25, 2003

“Chicago: If You Want to Know Railroads, You’ve Got to Know Chicago”, Trains Magazine-Special Issue, July 2003

“The Chicago Plan: Relief at Last?”, Railway Age, July 2003

September 2003

“Transit: Powwow on Key Projects This Week”, Crain’s Chicago Business, September 29, 2003

“Pulling Out the Stops”, Chicago Tribune, September 30, 2003

“Big Fix for Chicago? Here’s the Plan”, Trains Magazine, September 2003

“Chicago Plans Ambitious Railway PPP Scheme”, IRJ, September 2003

October 2003

“Ways to Boost Chicago Business”, Chicago Sun-Times, October 7, 2003

“Rail Upgrades Key to Smooth-Rolling Economy”, Chicago Sun Times, October 17, 2003

“It’s Time to Invest in Region’s Rail System”, Daily Herald, October 17, 2003

“Rail Upgrade Crucial to the Region”, Daily Southtown, October 19, 2003

“Lipinski Looks for Endorsement”, Crain’s Chicago Business, October 20, 2003

“Chicago Rail Plan Means Big Business to the Region”, Metro Commuter, October 2003

“Clearing Up Congestion in the Heartland”, Logistics Today, October 2003
“Railroads Cooperate to Unclog Chicago Hub”, Civil Engineering, October 2003
Cable Access- League of Women Voters, CREATE Presentation by Luann Hamilton

January 2004

“Train Fix gets Federal Muscle”, Chicago Tribune, January 29, 2004
“Steam Builds to Fund Major Freight Rail Fixes”, Chicago Tribune, January 26, 2004
“How the Chicago Plan Spells Relief”, Railway Age, January 6, 2004

February 2004

“CREATE- A Big Step Towards High Speed Rail”, Midwest Rail Report, February 2004

April 2004

“Engineering Contracts Awarded for Chicago Plan”, Railway Age, April 21, 2004
“Legislators Eye Special Road Projects”, CongressDaily, April 21, 2004

May 2004

“Many Problems with ‘Enhancement’”, The Star, May 16, 2004

June 2004

“Wanted: Transit Vision”, Crain’s, June 21st, 2004

August 2004

“Big Boost Coming for Transit and Road Plans”, August 30, 2004

September 2004

“Rail Study Supports Bid for Aid; AAR-Financed Study Says Tax Incentives Can Help Shift Freight from Highways to Railroads,” Journal of Commerce, September 26, 2004
“Getting Around: Study: Don’t Keep on Truckin’,” Chicago Tribune, September 20, 2004

October 2004

“Chicago’s Money Bottleneck: Backers Say Massive Project to Improve Freight Flow Through Chicago is Bottled Up in Washington,” Traffic World, October 11, 2004
“On the Record...with STB Chairman Roger Nober,” Railway Age, October, 2004

December 2004

“Cargo Congestion Worsens: Lengthening Delays on Local Rails, Highways,” Crain’s, December 20, 2004
“Overburdened Roads, Rails Could Stall Chicago Economy,” Chicago Sun-Times, December 20, 2004
“Chicago Metropolis 2020 Proposes Way to Avoid Congestion and Job Losses,” PR Newswire, December 20, 2004
“8-4-8 Show,” Chicago Public Radio, December 21, 2004
“Aging US Rail Network is Stuck in a One-Track World: Record Freight Flows Highlight Issues Facing a System that Helped Transform the Country in the 19th Century,” Financial Times, London, September 13, 2004

February 2005

“The City Winds Down,” The Economist, February 2005

April 2005

“Southland Native Trying to Untie the Area's Rail Mess,” Daily Southtown, April 18, 2005

January 2006

Stuart Luman, “At the Center of it all: CREATE,” Crain’s Chicago Business, Page 12, January 2, 2006

Response: A letter to the Editor, signed by Edward Hamberger, President of AAR, Crain’s Chicago Business, January 20, 2006

“Leaders letting area down on crucial rail plan,” Crain’s Chicago Business, January 23, 2006

“Relative Speed,” Letter to the Editor by Edward Hamberger, President & CEO, Assn. of American Railroads, Crain's Chicago Business, January 30, 2006

March 2006

Jim Giblin, “Financing Create: Look elsewhere for funding solutions,” Crain’s Chicago Business_Op-Ed, Page 24, March 20, 2006

“Railroads on track to revival,” Freight boom benefits Chicago, Chicago Tribune, March 27, 2006

April 2006

“Solutions eyed for traffic /rail snags,” The Beverly Review, April 12, 2006

May 2006

“Stresses Importance of City’s Rail System,” Southwest News-Herald, May 4, 2006

Craig Barner, “Rail Upgrades: How to Relocate a Grand Railroad,” Midwest Construction, May 2006

Rob Ernest, “Trying to hit a moving target,” Changing rules can hamper agencies’ quest for federal funds. Trains Magazine, Pages 28-29, May 2006

July 2006

“Letter: State must help pay for rail improvements,” Journal-Standard, July 3, 2006

“Prepare for looming boost in freight traffic,” Chicago Sun-Times, July 5, 2006

“Freight rail operations need support,” News-Star, Pioneer Press, July 5, 2006

Jim Giblin, “Creative Solutions needed to finance CREATE,” Progressive Railroading, July 2006

September 2006

“Getting Freight Plan on Track,” Chicago Tribune, September 18, 2006

September 2006 (cont’d)

“Railroad Safety in Chicago area could be improved”, ABC 7 News website & broadcast coverage with General Assignment Reporter “Paul Meincke”, September 18, 2006

“Chicago Plan: Relief at Last?” Railwayage.com, September 18, 2006

“Rail Project Starts off Small”, Chicago Tribune, September 19, 2006

“Bill May Improve Rail Lines”, Southwest News Herald, September 28, 2006

“Progressive Railroading”, Pages 54 & 62, September 2006

October 2006

“Program to upgrade rails may help area roads,” Liberty Suburban Newspaper, October 11, 2006

“Delays Plague Southwest Service,” Daily Southtown, October 18, 2006
John Gallagher, “Stressed Out Service”, Traffic World, October 30, 2006

November 2006

“Reducing wait for Freight,” Pioneer Local/Wilmette, November 30, 2006

December 2006

Larry Kaufman, “Let the finger-pointing about CREATE begin,” Argus Rail Business, December 4, 2006

“Getting CREATE-ive,” Journal of Commerce, Ted Prince, December 11, 2006

January 2007

“Checking in on last year’s issues,” Crain’s Magazine, Christina Galoozis, January 1, 2007

“IANA’s Top Priorities for 2007,” Traffic World, January 22, 2007

February 2007

“Chicago rail plan ready to chug,” Indiana Economic Digest, Keith Benman, February 3, 2007

“Report calls for \$8.8 billion a year for transportation,” Crain’s Magazine, February 8, 2007

“Railroad Firms Bringing Aboard Lawmakers’ Lobbyist Relatives,” Washington Post, Elizabeth Williamson, February 8, 2007

“Feds release funds for Chicago’s CREATE Program; seven projects slated to start construction,” Progressive Railroading, February 16, 2007

“Historic Train Highlights Rail Travel’s Past and Future,” The State Journal Register, February 28, 2007

“Railroad Advocates Head to Springfield in Hopes of Additional Funding,” WBBM News Radio 780

30-second item - WICS-TV (Springfield ABC Affiliate)

March 2007

“Lobbyists ride Amtrak special to Illinois capital to push for CREATE funding,” Trains Magazine, Matt Van Hattem, March 1, 2007

“Railroad group presses for funding,” Rockford Register Star, Kiyoshi Martinez, March 2, 2007

“CREATE Train Rolls in Springfield to Lobby Legislators for Illinois’ \$100 Million Allotment,” Progressive Railroading Magazine, March 5, 2007

March 2007 (cont’d)

“State Must Join Efforts to Ease Train Congestion,” Franklin Park Herald-Journal, March 8, 2007

“Bulldozers at the ready in Windy City,” Progressive Railroading, Jeff Stagl, March 8, 2007

“Underpass Work May Start in 08,” Downers Grove Reporter, March 13, 2007

“CAIC participates in CREATE Day”, Calumet Area Industrial Commission Newsletter,

March 20, 2007

April 2007

“Freight rail funds urged Lipinski testifies before state panel,” Chicago Tribune, Stanley Ziemba, April 10, 2007

“Lipinski wants local railroad improvements,” Southwest News-Herald, Richard Sensenbrenner, April 12, 2007

“On the Move,” Daily Southtown, April 12, 2007

“Rail executives, customers make urgent call for infrastructure improvements,” Traffic World, John Boyd, April 23, 2007

“Illinois Legislature Urged to Match Funds for Chicago Rail Project,” Rail News, April 24, 2007

“Lobbying in the Land of Lincoln,” Progressive Railroading, Jeff Stagl, April 2007

“Building Freight’s Future,” Urban Land, Jerry Szatan, April 2007

May 2007

“CREATIng a Plan: All Aboard,” Midwest Construction, Craig Barner, May 2007

July 2007

Midwest High Speed Rail Association e-newsletter, Brighton Park coverage, July 11, 2007

“Upgrade program running on rails,” Chicago Tribune, Jon Hilkevitch, July 16, 2007

CLTV – Interview with Jon Hilkevitch, July 16, 2007

August 2007

“Franklin Park: Transportation Celebration,” Franklin Park Herald-Journal, Cathryn Gran, August 22, 2007

“A Grand Plan,” Chicago Sun-Times, Monifa Thomas, August 27, 2007

September 2007

“Franklin Park: Construction Complete,” Franklin Park Herald-Journal, Cathryn Gran, September 5, 2007

“Rail deal offers city a remedy,” Crain’s, Bob Tita, September 10, 2007

October 2007

“Why CN is adding ‘J’,” The Journal of Commerce, Lawrence H. Kaufman, October, 22, 2007

November 2007

“Capacity to CREATE,” Progressive Railroading, Desiree Hanford, November, 2007

December 2007

“Chicago CREATE’s Cooperative Program for Rail Improvements,” HDR Newsletter, Paula Pionton, S.E., December 2007

“Heavy traffic on highway bill,” Crain’s Chicago Business, Paul Merrion, December 10, 2007

“Globalization splits Chicago’s economy,” Crain’s Chicago Business, Greg Hinz, December 17, 2007

“Railroaded”, Chicago Sun-Times, December 30, 2007

2008 – Partial coverage

April 2008

“Create Update: Belt Railway, NS Line Upgrades Underway,” Progressive Railroading, April 15, 2008

“To keep freight rolling, Ill. has to grease the hub,” Paul O’Connor, Crain’s Chicago Business, April 21, 2008

“CN chief: Chicago will lose rail status if expansion blocked,” Crain’s Chicago Business, Bob Tita, April 22, 2008

“Attacking the gridlock,” Chicago Tribune editorial, April 24, 2008

“CREATE partners to break ground on signal system project,” Progressive Railroading editorial staff, April 25, 2008

“Easing a Rail Bottleneck,” Chicago Tribune, John Hilkevitch, April 27, 2008

“Create partners to break ground on signal system project,” Progressive Railroading, April 28, 2008

“They’re working on the railroad,” Southtown Star, Guy Tridgell, April 29, 2008

“To keep the freight rolling, Ill has to grease the hub,” ChicagoBusiness, Paul O’Connor, April 29, 2008

“Nation needs infrastructure planning ‘overhaul’, report states,” Progressive Railroading, April 30, 2008

May 2008

“Suburban rail acquisition likely to meet little federal opposition,” Crain’s Chicago Business, Bob Tita, May 2, 2008

“CREATE: posting incremental progress in Chicago,” Progressive Railroading, May 19, 2008

“CREATE Partners break ground for project in southwest Cook County, IL,” Railway Age, May, 2008

“Needed action to ease train congestion.” Daily Herald, May 14, 2008

“Biggert: Spend CREATE funds on the EJ&E, Southtown Star, Guy Tridgell, May 17, 2008

January 2009

“Signals indicate funding on track for plan to unsnarl rail traffic,” Crain’s Chicago Business, January 2, 2009

February 2009

“Freight Rail Component of economic stimulus funding, AAR says,” Progressive Railroading, February 12, 2009

“Obama’s Stimulus Package: Big Ideas, Grand Plans, Modest Budgets,” Michael Cooper, New York Times, February 15, 2009

“CREATE partners complete Corwith interlocking project,” Progressive Railroading, February 26, 2009

Midwestern Governor’s Association highlights CREATE in Surface Transportation Recommendations report

March 2009

“Region’s transportation wish list gets review,” Crain’s Chicago Business, March 27, 2009
American Society of Civil Engineers released its 2009 Report Card for America's Infrastructure and the CREATE program was cited as a case study

April 2009

“Untangling the Chicago Knot”, Journal of Commerce, April 20, 2009

" Freight Train Network Suffers Lack of Modernization", The NewsHour with Jim Lehrer, April 21, 2009

“NRC’s Baker provides insight on stimulus bill’s rail-industry projects,” Progressive Railroading, April 23, 2009

May 2009

“Rail gets a piece of stimulus funds,” Trains Magazine

Appendix F – Public Involvement Summary for the Final Feasibility Plan and Final Preliminary Screening (Amendment 1)

Public Information Notice #3

CREATE Program FP&PS Amendment 1

Date: August 12, 2009

The Federal Highway Administration, Illinois Department of Transportation, Chicago Department of Transportation and Association of American Railroads have agreed to modifications to the CREATE Program in response to changing needs. In particular, the full Central Corridor, as defined in the original CREATE Feasibility Plan & Preliminary Screening (FP&PS), is no longer required. Major portions of the southern half of the Central Corridor are being retained, however, to provide a new direct route (over the NS Chicago Line) for Amtrak trains from New Orleans and Carbondale into Chicago Union Station, while minimizing impacts to Amtrak and freight service already using this line. These improvements are now part of the P4 project. Also, the C5 project has been largely retained and is now known as the WA7 project. The rationale for these changes is that the CN has an alternate route available and no longer requires the Central Corridor.

Revised documents, namely Amendment 1 to the CREATE Feasibility Plan and Amendment 1 to the CREATE Preliminary Screening document, are available by following this [link](#). These documents show new or modified content as markups and deleted content as strikethroughs. All other text has been retained from the original FP&PS documents.

You are invited to comment on the changes to these documents. You may submit comments:

1. Via email to info@createprogram.org
2. Via telephone/voicemail at 312-793-3507
3. Via mail delivery at the address below:

Lawrence Wilson

Illinois Department of Transportation

100 W Randolph St., Suite 6-600

Chicago, IL 60601-3229

Comments must be received via email or telephone, or postmarked via mail delivery, by September 11, 2009.

Thank you.

Comments from the Public:

From: fin5@comcast.net [fin5@comcast.net]
Sent: Friday, September 11, 2009 11:39 PM
To: info@createprogram.org; info@createprogram.org
Subject: CREATE Program FP&PS Amendment 1

Dear Mr. Wilson,

Please do not make changes to the CREATE plan as outlined in the above Amendment.

The CN aquisition of the EJ&E Railroad is currently in legal appeal. The #1 concern among the **1000's of Illinois residents** that issued concerns about this transaction was increased traffic congestion. Another major concern was emergency response. Aside from the sale of the EJ&E to CN being overturned, these issues would be remedied with grade separations at crossings with the significant vehicular traffic resulting in an enormous incremental expense. The EJ&E "arc" has 1/2 the grade separations in place than the "inner spoke" railroad lines. In addition, many of the towns along the EJ&E were not built to accomodate a mass increase in trains.

Already we have had a negative impact since my son started school last week; a CN train experienced over a 25 minute delay at the Cuba Road intersection that caused school children stuck on an idle bus, stuck at the street corner waiting and delay and disruption to the start of the school day.

As long as this railroad transaction is in legal appeal, it would be premature go forward with this amendment!!!
Thank you.

Rita Finley
resident of Deer Park IL

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September 11, 2009

Mr. Lawrence Wilson
Illinois Department of Transportation
100 West Randolph Street
Suite 6-600
Chicago, IL 60601-3229

VIA E-MAIL: INFO@CREATEPROGRAM.ORG

*RE: Public Information Notice #3 on
CREATE Program FP & PS Amendment 1*

Dear Mr. Wilson,

Please accept these comments on the modifications in the CREATE program as outlined on August 12 in the above-referenced documents. These comments are made on behalf of the TRAC Coalition. TRAC (The Regional Answer to Canadian National) is a coalition of suburban leaders that have joined forces to ensure that the quality of life of more than one million residents in numerous Chicagoland communities is not adversely impacted by the purchase of the EJ&E rail line by Canadian National Railway (CN). TRAC includes municipal and county leaders from Lake, Cook, McHenry, Kane, DuPage and Will Counties. Barrington Communities Against CN Rail Congestion (BCACNRC) represents the interests of Barrington area communities and is an active member of TRAC.¹

While TRAC has been, and continues to be, highly supportive of CREATE's goals of facilitating the flow of freight through the region while managing the negative regional impact of freight congestion in the greater Chicagoland area, TRAC is opposed to the August 12 CREATE amendments for the following reasons:

1. The Surface Transportation Board (STB) Decision approving the acquisition of the EJ&E rail line by CN is still subject to a legal appeal before the United States Court of Appeals for the District of Columbia Circuit, and as such any changes in the CREATE plan based on the original STB Decision approving CN's freight traffic shift to the EJ&E remain premature absent the final ruling of the Appeals Court. This issue is of key importance as opponents of the transaction have long argued before the STB that CREATE should have been evaluated as an alternative to CN's proposed acquisition of the EJ&E. Therefore, it is vital that the federal courts decide the

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issue prior to making any modifications in the CREATE project plans lest these changes become moot as a result of the Court's decision.

2. If TRAC ultimately fails to prevail in its legal appeal of the STB Decision before the federal court, the EJ&E corridor must become a *de facto* linked geographical area for CREATE planning purposes lest its continued omission makes the CREATE planning and the SPEED Strategy environmental review process necessitated by National Environmental Policy Act (NEPA) requirements vulnerable to legal challenge. As a result, it is premature for CREATE to attempt to re-prioritize projects that may ultimately take priority behind projects of greater priority along the EJ&E.

Very early on in the STB proceedings reviewing CN's proposed acquisition of the EJ&E, TRAC communities pointed out to the Board that CREATE was a reasonable alternative to the purchase of the EJ&E:

*"CREATE is a reasonable alternative and it could meet each of the three purposes of the Proposed Transaction. The Central Corridor of CREATE, together with CN's existing trackage rights would allow CN to connect the five CN rail lines in the Chicago area and thereby create operational improvements throughout the CN system; and it would facilitate expanded business opportunities for EJ&E shippers. Absent a revised agreement with the EJ&E, CN would not have access to East Joliet Yard or Kirk Yard. However, such an agreement with the EJ&E is a reasonably foreseeable possibility. Moreover, CN could establish an automated classification yard like it presently plans for Kirk Yard and replicate the more modest plans it has for East Joliet Yard at CN's Markham, Glenn or Hawthorne Yards. CN has considerable yard capacity in the Chicago area and presently classifies cars at Glenn, Hawthorne and Markham Yards. CN also would need the cooperation of non-Applicant railroads, but CREATE provides ample opportunities for such cooperation, and (as Barrington pointed out in its Scoping Comments at 11) SEA has an obligation to look at reasonable alternatives outside of the Board's jurisdiction and has done so in preparation of other Environmental Impact Statements. 40 C.F.R. § 1502.14(c)."*²

The fact that the STB failed to evaluate CREATE as an alternative indicates to opponents that the STB NEPA review process can be easily "gamed" in that the STB's logic in rejecting a review of CREATE as an alternative to the EJ&E acquisition acts to invite narrow statements of purpose by an applicant railroad for the specific purpose of eliminating potential STB review of reasonable alternatives as required by NEPA.

It would seem that this gamesmanship impacted the CREATE planning process based on our current review of the CREATE Program Feasibility Plan Amendment 1. It was apparently clear to all involved in CREATE as early as 2003 that CN was planning an *alternative route* through Chicago based on the June 13, 2003 "Joint Statement of Understandings Regarding the Proposed CREATE Projects" and signed by representatives of the Illinois Department of Transportation, the Chicago Department of Transportation and the Association of American Railroads:

"Because CN is the only Participating Railroad vacating its current route through Chicago and constructing a new route, CN savings, if any, on anticipated expenditures for rails, ties, ballast,

Page 2

signals, and related items on any of its rail infrastructure Components along the new Central Corridor route may be used only to offset overruns on such items on other rail infrastructure Components along the Central Corridor, and not for any other Project Component of any category.”¹⁰

Opponents of the EJ&E acquisition now have in 2009 explicit acknowledgement from CREATE through this August 12 amendment document that CREATE can be viewed as nothing other than an alternative to CN's acquisition of the EJ&E:

“An amendment to the August 2005 CREATE final feasibility plan is necessary at this point as a result of the Surface Transportation Board's approval of a Canadian National Railway (CN) acquisition. The CN's acquisition allows them to route trains around Chicago, and eliminates their need for one of the rail corridors (Central Corridor). Most of this corridor is expected to be deleted but accommodations are still needed. This amendment will also address whether the CREATE Program goals and objectives, program's national, region, and local benefits continue to be met, and will include a revised, updated project summary table of all projects and a component preliminary screening worksheet for any revised or added project.”¹¹

In fact, the acquisition of the EJ&E as the selected alternative to CN's continued operations along the CREATE Central Corridor runs counter to CREATE's very goals of serving as a first-of-its-kind public-private partnership that is meant to take a long-term planning and implementation perspective on improving the reliability and efficiency of freight rail service in the Chicago Region while: reducing motorist, passenger rail and freight rail delays to travel to and in the Chicago region; reducing highway congestion in the region; improving rail-highway grade crossings safety; improving the efficiency and reliability of local rail passenger service; and, providing air quality benefits to the region. In reality, CN's acquisition of the EJ&E only serves to *expand* the geographical footprint of the problems that CREATE is meant to address in the region.

The consequences of CN's choice to pursue a self-serving alternative to CREATE by acquiring the EJ&E for its operations that traverse the greater Chicago land region has immense future repercussions for both federal and regional taxpayers if TRAC is not successful on appeal. The three linked CREATE projects that are eliminated in this amendment as a result of the acquisition of the EJ&E amount to a construction cost estimate of \$143.3 million.⁵ However, by its *de facto* expansion of the Chicago region's freight congestion to include the EJ&E, CN will necessitate a huge investment in grade separation projects necessary to reduce highway congestion along the EJ&E and its parallel negative impacts on grade crossing safety and air quality. Adding to the detrimental financial impact on taxpayers is the reality that CN's high-volume operations along the EJ&E will make the proposed Metra STAR line commuter rail service exponentially more costly than had originally been anticipated (and may doom it entirely.)

TRAC has compiled a list of 26 critical infrastructure improvement projects along the EJ&E amounting to \$1.07 billion in total cost that will mitigate the most serious harms that EJ&E communities will experience if the CN acquisition of the EJ&E is allowed to stand as decided by the STB. This sum amounts to over seven times the savings that would be realized by deleting the three projects that CREATE now considers unnecessary due to CN's purchase of the EJ&E. While \$1.07 billion is a substantial sum to invest in grade separation projects along the EJ&E, it would clearly be warranted based on the infrastructure in place along the EJ&E compared to grade separations that are in place along current CN lines. Only 27.5% of road to rail



crossings along the EJ&E are grade-separated, while a full 58% of rail to road crossings along the current CN lines have a grade separation in place.⁶

Absent TRAC's success before the DC Court of Appeals, adequate infrastructure funding *must* be allocated to begin addressing this inequality given the freight volumes CREATE projects the region will experience within the next two decades. If the STB decision is allowed to stand by the federal appeals court, taxpayers will be burdened with bearing the costs associated with these improvements *in addition to* the public costs associated with the \$3.05 billion the CREATE program is now estimated to cost. In addition, the other five Class I railroads participating in CREATE will see a portion of the public funds that could have been used to relieve freight congestion for all of them directed at projects that will relieve congestion only for CN along the EJ&E. Ultimately, this gives CN a competitive advantage the other Class I's won't have in competing for shipper business.

TRAC has been wholly supportive of the CREATE program as we believe that it is the best mechanism for the region to work effectively with all the Class I railroads in effectuating needed investments in rail-related infrastructure in a way that minimizes negative impacts on the millions of people who live and work in the greater Chicagoland region. However, that being said, there are some flaws in the CREATE process that have been highlighted by CN's actions vis-à-vis the EJ&E acquisition. These flaws must be addressed if TRAC is not successful in its appeal of the STB decision approving CN's acquisition of the EJ&E.

The reality that potentially impacted communities along the EJ&E were not brought into the CREATE process in 2003 to insure that adequate planning assessments were made based on the knowledge that CN was planning on an alternative Chicago route is problematic as it now impacts public confidence in the integrity of the CREATE planning process by failing to ensure that negative environmental impacts were avoided or minimized and benefits maximized *throughout the entirety of the greater Chicagoland region*. It is logical to assume that the CREATE members knew in 2003 that the EJ&E was one of the likely alternatives that CN would be considering for its new route. While TRAC understands that the consensus basis for decision-making in CREATE may have played a role in the oversight that kept EJ&E communities in the dark until the acquisition was announced in September 2007, all parties should have recognized this as a fatal flaw in need of remedy in 2003.

The decision to limit the parties at the planning table is especially troubling given that the economic analysis supporting the need for CREATE was based on a definition that "the Chicago region's economy includes the 13 counties in three states that are in the Chicago-Kenosha-Gary Consolidated Metropolitan Statistical Area (CMSA): (1) Illinois: Cook, DeKalb, DuPage, Grundy, Kane, Kankakee, Kendall, Lake, McHenry, Will; (2) Indiana: Lake, Porter; (3) Wisconsin: Kenosha."⁷ To justify vast public expenditures in rail-related infrastructure by using economic data from this broad geographic area, while devising a CREATE plan of projects that benefits only Chicago and Cook County demonstrates an unfortunate parochialism.

The simple truth of the matter is that the growth in the greater Chicagoland region is centered in the TRAC communities – it is the area where most of the region's population and jobs growth is currently concentrated and is expected to occur in the future. In addition, the TRAC communities lie immediately next to the fastest-growing area of the Chicago region, specifically northern Will, northeastern Kendall, eastern Kane, and McHenry Counties. In 2007, DuPage, Kane, Kendall, McHenry and Will Counties had a combined

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population of 2,517,000, and they had accounted for 92% of all population growth of the Chicago region in the 2000-2007 period. By contrast, Cook County (where CN has historically moved its freight traffic and the CREATE projects located) was the only county in the region to decline (-1.7%) in total population since 2000.⁸

In 2007, those counties that surround the EJ&E line had a population of 3,227,401 with 1,479,352 jobs (not including Kendall County.) This area of the Northeastern Illinois region has become an economic engine for the area and hundreds of thousands of residents of other counties commute through the TRAC communities every day. CN's acquisition of the EJ&E rail line as its new route around the Chicago core and the expected large increases in freight rail traffic on the currently lightly used tracks necessitates making the inclusion of the EJ&E geographical area a *de facto* part of the CREATE program if the TRAC legal appeal ultimately fails.

The necessity for including a CN-owned EJ&E into the CREATE project planning process is not a recent topic of discussion. This concept has been discussed extensively at regional planning meetings over the course of the last two years. TRAC communities were led to believe at a council of government meeting in May 2009⁹ (when this necessity was raised) that there was no current opportunity to amend the CREATE projects list. If the door can now be opened to amend the CREATE projects list to delete CN projects along the Central Corridor, we wonder why it couldn't be opened earlier to insure that the EJ&E was included immediately into the CREATE program's project list.

TRAC acknowledges that the CREATE record of building the first-ever private-public partnership to deal with freight congestion issues is laudable. This type of long-term planning is a model that positions the region for achieving the maximum economic benefits of remaining the nation's rail hub while minimizing negative quality of life issues for the region's residents. TRAC believes that the foundation for the future success of CREATE relies upon the assurance that there is a true multi-party commitment to pursuing the CREATE goals jointly. If parties to CREATE can peel off from that commitment because the public financing challenge proves to be overly time-consuming there seems little reason for CREATE to exist. Ultimately, the CREATE planning process must guide action, not serve as a mechanism for securing public funds that simply become shovel brigade to the evolving operational whims of an individual railroad.

With the legal appeal of the CN acquisition of the EJ&E still undecided, TRAC respectfully requests that any amendments to the CREATE program be rescinded until the region knows exactly how the rail freight infrastructure needs in the area will be defined as a result of the decisions made by the federal courts.

Sincerely,

Karen Darch



TRAC Co-Chair
President, Village of Barrington
kdarch@barrington-il.gov

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¹ TRAC and BCAC/NRC have been comprised of numerous communities since their inception: DuPage County, Hawthorn Woods, Barrington Township, Aurora, Naperville, West Chicago, New Lenox, Bartlett, Frankfort, Barrington, Wayne, Will County, Lake Zurich, Warrenville, Griffith, IL, Mokena, Barrington Hills, Plainfield, Lake Zurich Fire Protection District, Barrington Hills, Deer Park, Lake Barrington, North Barrington, South Barrington, Cuba Township, and Tower Lakes. While all communities remain interested in protecting the region's interests with respect to the EIS/E acquisition, those communities that signed mitigation agreements with CN have been prohibited from having an ongoing membership in TRAC by the terms of those agreements.

² May 23, 2008 letter from Barrington Village President Karen Darch on behalf of the Barrington communities to Victoria Rutson, Chief of the STB's Section on Environmental Analysis.

³ "CREATE Program Feasibility Plan Amendment 1" p. 27.

⁴ *Id.* at 3.

⁵ "CREATE Program Final Preliminary Screening" p.9 detailing deleted projects 12, 13 & 14.

⁶ Calculated based on "DEIS Chapter 3, STB Finance Docket No. 35087" p. 51 (3.2-17) table of crossings (Table 3.2-11. Rail Crossings by Category)

⁷ "CREATE Program Final Feasibility Plan" p. B-3.

⁸ Area Population [Sources: U.S. Census Bureau; Chicago Metropolitan Agency for Planning (CMAP)]

Area	1990	2000	1990-2000		2007	2000-2007		2030 Forecast
			# Change	% Change		# Change	% Change	
DuPage	781,666	904,161	122,495	16%	929,192	25,031	2.77%	1,003,702
Itane	317,471	404,119	86,648	27%	501,021	96,902	23.98%	718,464
Rendall	39,413	54,544	15,131	38%	96,818	42,274	77.50%	Not Avail.
Lake	516,418	644,356	127,938	25%	710,241	65,885	10.22%	841,860
McHenry	183,241	260,077	76,836	42%	315,943	55,866	21.48%	457,594
Will	357,313	502,266	144,953	41%	673,586	171,320	34.11%	1,076,446

⁹ Discussion with representative of the Metropolitan Mayors Caucus at the May 2009 Northwest Municipal Conference Board meeting.

Responses to the Public:



Illinois Department of Transportation

Division of Public and Intermodal Transportation
100 West Randolph Street / Suite 6-600 / Chicago, Illinois / 60601

October 29, 2009

Rita Finley
Deer Park, IL
(via email)

Dear Ms. Finley:

Thank you for your comments of September 11, 2009 on Amendment 1 to the Final Feasibility Plan and Preliminary Screening.

In response to your comment that the CN-EJ&E decision is under appeal, the participants in CREATE took action to amend the CREATE Program because the acquisition has been approved and completed; the acquisition therefore represents the status quo. The change to CREATE is appropriate because the CN no longer requires the northern portion of the Central Corridor, and will not support it financially. Thus, all CREATE partners agreed that the unneeded portion of the Central Corridor would be deleted from the CREATE Program.

If the full Central Corridor were retained, as your comment suggests, the CREATE Partners would be pursuing the upgrade of a corridor that none of them currently need. This would be a poor investment under the current circumstances.

Once all public comments have been reviewed and responses sent, they will be posted on the CREATE website along with the final disposition of the Amendment.

I empathize with your concern about delayed trains blocking traffic. These delays happen all over the region. Many of these delays are due to chokepoints in the existing rail network. The participants in CREATE are working to address many of these rail and highway chokepoints.

Thank you again for your comments. Your email, as well as this response, are being posted on the CREATE website, along with the Federal Highway Administration decision on adoption of the Amendment.

Sincerely,

A handwritten signature in black ink, appearing to read 'Lawrence B. Wilson'.

Lawrence B. Wilson
Section Chief Rail Program Planning
Illinois Department of Transportation



Illinois Department of Transportation

Division of Public and Intermodal Transportation
100 West Randolph Street / Suite 6-600 / Chicago, Illinois / 60601

October 29, 2009

The Honorable Karen Darch
Co-Chair - The Regional Answer to the Canadian National
President
Village of Barrington
200 South Hough Street
Barrington, Illinois 60010

Dear President Darch:

This letter is in response to yours of September 11, 2009, commenting on the CREATE Final Feasibility Plan and Preliminary Screening Amendment 1. Our responses to the two numbered comments, directly relevant to the Amendment, are as follows:

1. TRAC comment: "The Surface Transportation Board (STB) Decision approving the acquisition of the EJ&E rail line by CN is still subject to a legal appeal before the United States Court of Appeals for the District of Columbia Circuit, and as such any changes in the CREATE plan based on the original STB Decision approving CN's freight traffic shift to the EJ&E remain premature absent the final ruling of the Appeals Court. This issue is of key importance as opponents of the transaction have long argued before the STB that CREATE should have been evaluated as an alternative to CN's proposed acquisition of the EJ&E. Therefore, it is vital that the federal courts decide the issue prior to making any modifications in the CREATE project plans lest these changes become moot as a result of the Court's decision.

IDOT Response: CN's acquisition of EJ&E is a fait accompli, having been approved by the STB in December, 2008. A number of parties, including members of TRAC, tried to obtain a stay of the STB order to no avail. Despite the fact that the STB decision is being appealed, the sale did go through and CN took possession of the EJ&E around February 1, 2009. The proposed removal of parts of the Central Corridor from the CREATE Program was based on the CN informing the CREATE partners via the freight railroads that CN no longer needed the Central Corridor, and would no longer be contributing money toward its construction. Without the primary user of the north end of the Central Corridor supporting that work, it would not be feasible to pursue that portion of CREATE. As a result, efforts to modify the plan were undertaken. The agreements between the agencies and private companies pursuing CREATE clearly allow for changes in the program if all stakeholders agree. In the case of Amendment 1 to the Final Feasibility Plan, all stakeholders are in agreement, as will be indicated by signature pages to be included in the

final post-comment version; moreover, further changes to the Plan can be made down the road if all parties agree that such changes are warranted due to changed conditions.

2. TRAC comment: "If TRAC ultimately fails to prevail in its legal appeal of the STB Decision before the federal court, the EJ&E corridor must become a de facto linked geographical area for CREATE planning purposes lest its continued omission makes the CREATE planning and the SPEED Strategy environmental review process necessitated by National Environmental Policy Act (NEPA) requirements vulnerable to legal challenge. As a result, it is premature for CREATE to attempt to re-prioritize projects that may ultimately take priority behind projects of greater priority along the EJ&E."

IDOT response: Any freight traffic shift that occurred is due to CN's acquisition of EJ&E, not due to any actions by the CREATE partners. As stated above, the CREATE partners are simply proceeding with those projects that they all support, and for which grant funds have been awarded. Even after the shift of traffic to the EJ&E line, the great majority of the rail traffic congestion remains within Cook County. The 25 grade separation projects which remain in the CREATE program include many of the worst grade crossings in the greater Chicago area in terms of motorist delay. The CREATE Program has been available to the public since 2005, with numerous outreach efforts and opportunities for public comment.

Your letter, as well as this response, are being posted on the CREATE website, along with the Federal Highway Administration decision on adoption of the Amendment.

Thank you for your interest in the CREATE Program.

Sincerely,



Lawrence B. Wilson
Section Chief Rail Program Planning

CREATE CORRIDORS AND PROJECTS

NOVEMBER 2009

Chicago Region Environmental and Transportation Efficiency Program

LEGEND	
CORRIDORS	
—	Beltway
—	East-West
—	Passenger
—	Western Ave

Final Preliminary Screening

Amendment 1

November 2009

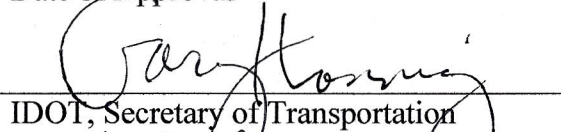


Chicago Region Environmental and Transportation Efficiency (CREATE) Program

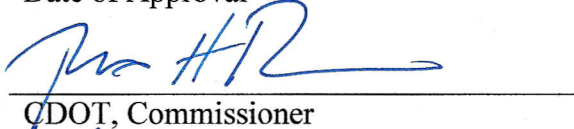
FINAL PRELIMINARY SCREENING (AMENDMENT 1)


AAR, President & CEO

11/2/09
Date of Approval


IDOT, Secretary of Transportation

11-3-09
Date of Approval


CDOT, Commissioner

11/02/09
Date of Approval


FHWA, Illinois Division Administrator

11/9/2009
Date of Approval

The following persons may be contacted for additional information concerning this document:

Mr. Bernardo Bustamante, P.E.
Create Program Manager
Federal Highway Administration
200 W Adams Street, Suite 330
Chicago, Illinois 60606

Telephone: 312-391-8765

Ms. Luann Hamilton
Deputy Commissioner
Chicago Department of Transportation
30 N. LaSalle, 5th Floor
Chicago, IL 60602
Telephone: 312-744-1987

Mr. George Weber
Bureau Chief, Bureau of Railroads
Illinois Department of Transportation
Division of Public and Intermodal
Transportation
100 W. Randolph St., Suite 6-600
Chicago, IL 60601
Telephone: 312-793-4222

Abstract: This Component Project Preliminary Screening is the second step in the Systematic, Project Expediting, Environmental Decision-making (SPEED) Strategy developed for the CREATE Program by the Federal Highway Administration Illinois Division Office. This Preliminary Screening establishes the objective/intent, the work description and the limits of the proposed work for each component project. It tests for Logical Termini, Independent Utility and Restriction of Alternatives of each component project to determine if it can be environmentally analyzed as a stand-alone project or if it is linked to one or more other component projects. The

results of this Preliminary Screening are the identification of component project linkages and the development of a preliminary Purpose and Need for each stand-alone or “linked” project.

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Executive Summary

As part of the Systematic, Project Expediting, Environmental Decision-making (SPEED) Strategy developed for the CREATE Program by the Federal Highway Administration (FHWA) Illinois Division Office (see page 6 of the CREATE Program Feasibility Plan), the second step in the process after development of the Feasibility Plan is to complete a Component Project Preliminary Screening of each individual component project. This Component Project Preliminary Screening establishes the objective/intent, the work description and the limits of the proposed work for each component project. Each component project was then tested for Logical Termini, Independent Utility and Restriction of Alternatives to determine if the component project could be environmentally analyzed as a stand-alone project or should be linked to one or more other component projects. The results of this screen are the identification of component project linkages and the development of a preliminary Purpose and Need for each stand-alone or “linked” project.

The FHWA Illinois Division Office developed a form to methodically and logically walk all parties through this Preliminary Screening process. The form captures pertinent information about the component project such as the objective of the project, the description of proposed work, project limits, owners of the rail lines, the rail routes involved, and lists adjoining CREATE component projects and other related projects in the vicinity.

The form includes queries to determine the logical termini of projects - does the proposed project have sufficient length and scope to broadly address environmental issues? If it is determined that the project does not have logical termini, the project limits are adjusted accordingly. Once logical termini are established, the relationship between the component project being analyzed and each adjoining CREATE project and/or other related projects listed earlier in the form are evaluated to determine if there is a linkage between the two projects. The linkage, or non-linkage, of the two projects is determined by testing independent utility - does the project have independent utility or independent significance, i.e., is it usable and is it a reasonable expenditure even if no additional transportation improvements in the area are made; and restriction of alternatives - does the project restrict the consideration of alternatives for other reasonably foreseeable transportation improvements? If no linkages are found, the component project can proceed as a stand-alone project. A preliminary Purpose and Need for the project is developed and added to the form to complete the process.

However, if it is determined that one or more projects are linked to the project being analyzed, the second part of the form is completed. This portion of the form combines all the pertinent information from each component project found to have linkage into one “linked” project. Once again, adjoining CREATE projects and other potentially related transportation improvements are listed. The relationship between these listed projects and the new “linked” project is evaluated to determine if there are additional linkages. Any projects identified as having linkages are also combined into the new “linked” project. This process continues until all linkages are identified. After all linkages have been identified, a “linked” project preliminary Purpose and Need is developed and the process is completed.

Representatives of the FHWA, Illinois Department of Transportation (IDOT), Chicago Department of Transportation (CDOT), and the Railroads (CTCO) analyzed a total of 66 projects through this process as documented in the following pages. The process resulted in the identification of 46 stand-alone component projects and 6 “linked” projects. These 52 projects will now proceed to the next step in the SPEED Strategy, the Environmental Class of Action Determination (ECAD), where the Purpose and Need for each project will be refined, linkages will be examined further, environmental impacts will be assessed, and the level of environmental documentation will be determined.

Subsequently, project changes already approved have altered the numbers above. Including the changes in this document, there are now 48 stand-alone component projects and 3 “linked projects.”

The cost estimates for the CREATE projects included in the Preliminary Screening were prepared by the Illinois Department of Transportation (IDOT), the Chicago Department of Transportation (CDOT) and the participating railroads. Although the cost estimates have been updated for this amendment, some of the cost estimates have not been reviewed or verified by the US DOT. If federal funds are provided for the implementation of the CREATE Program, the US DOT will require the IDOT, the CDOT and the participating railroads to provide conceptual design cost estimates for each component project within six months of receiving any portion of the federal funds provided for implementation. The cost estimates for each component project will be reviewed and verified by the US DOT before federal participation.

Project Summary Table

	Project Identifier	Preliminary Purpose & Need	Description of Proposed Work/Improvements	Const. \$	R/W \$
1	B1 (Tower B-12)	The purpose of this proposed action is to bypass through trains around the CPR Bensenville Yard on existing Metra tracks to expedite through trains, relieve congestion within the yard, and reduce delays at at-grade crossings.	Install 4 sets of crossovers and associated signaling west of Metra Tower B-12 in the town of Franklin Park, connecting the Metra main tracks 1 and 2 with the CPR #3 and 4 leads, to allow parallel moves to the Beltway Corridor from the Metra Milwaukee West (Elgin Subdivision) mainlines.	12.7	0
2	B2 (UP 3rd Mainline)	The purpose of this proposed action is to provide additional capacity and reduce congestion between Elmhurst and the IHB in the Proviso Yard area to handle 56 Metra and 30 freight trains per day.	Construct an additional track on the UP Geneva Subdivision between Elmhurst and 25th Ave. (3.5 miles), including the construction of a bridge over Addison Creek. Construct a flyover connection between IHB and UP connecting the IHB mains with Proviso Yard and the new third main track. The proposed improvement upgrades the connection track to IHB to 20 mph. Includes associated signal work.	57.6	Yes – TBD
3	B3 (Melrose Connection)	The purpose of this proposed action is to reduce conflicts and delays on the Melrose connection between UP and IHB.	Install a second parallel track at Melrose between Proviso Yard and the IHB mains, associated crossovers and signal modifications.	8.8	Yes – TBD
4	B4/B5 (LaGrange TCS/ Broadview)	The purpose of this proposed action is to improve the flow of traffic, increase train speeds and increase corridor capacity between CP LaGrange and CP Hill on the Beltway Corridor and to CN Freeport subdivision.	Install TCS signaling on tracks #1, 2, and 21 between CP LaGrange and CP Hill. Upgrade track #21 to a main track from a running track, increasing speed to 30 mph from “restricted speed”. Create a new CP “Broadview”, with universal crossovers to be installed.	19.8	0
5	B6 (McCook Connection)	The purpose of this proposed action is to improve the speed and capacity between the BNSF and IHB at CP McCook.	Construct second southwest connection between BNSF and IHB/B&OCT(CSX). Extend present connection an additional 7000 feet and increase speed to 25 mph. Add additional crossover on IHB/B&OCT(CSX) trackage.	14	Yes - TBD

	Project Identifier	Preliminary Purpose & Need	Description of Proposed Work/ Improvements	Const. \$	R/W \$
			Signalize to provide visibility and electronic route request capability.		
6	B8 (Argo to CP Canal TCS)	The purpose of this proposed action is to increase train speeds and capacity between CP Argo and CP Canal.	Install TCS signaling.	4.2	0
7	B9/EW1 (Argo Connections / Clearing Main Lines)	The purpose of this proposed action is to provide a new East-West Corridor for through trains at Clearing Yard and improves connection to Beltway Corridor at CP Argo	Create a double track connection between the BRC and IHB/B&OCT(CSX) at Argo by installing new crossovers and upgrading lead tracks. Construct two new main tracks (~35,000 feet of total new trackage) around Clearing Yard between Hayford and CP Argo. Any BRC tracks utilized for new mainline will be replaced with additional track on current yard property. Associated signal work. Includes modifying highway bridges at Cicero and Pulaski Streets.	55	Maybe – TBD
8	B12 (3 rd Mainline 123 rd Street to CP Francisco)	The purpose of this proposed action is to increase capacity and decrease average travel time between CP Francisco and CP 123rd St.	A third main will be constructed along the Beltway Corridor, including constructing new track and the upgrading of some existing track, between CP Francisco and CP 123rd St. Includes a new Rail bridge over 127 th Street. Includes associated signal work.	23.9	0
9	B13 (Blue Island Junction Connection)	The purpose of this proposed action is to increase train speeds through Blue Island Junction between IHB and CN.	Upgrade CN connecting track and associated switches between CN Elsdon Subdivision and IHB and increase speeds to 25 mph. Includes associated signal work.	3.5	0
10	B15 (TCS Blue Island Yard Running Tracks)	The purpose of this proposed action is to increase train speeds around Blue Island Yard, between CP Harvey and Dolton.	Install TCS signaling between CP Harvey and Dolton, and install power switches at School St. and at the Northwest connection at Ashland Ave.	4.1	0
11	B16 (Thornton Junction)	The purpose of this proposed action is to reestablish a former connection to connect the Beltway and Western	Install new interlocked connection between CN and UP/CSX in the southwest	4.1	Yes - TBD

	Project Identifier	Preliminary Purpose & Need	Description of Proposed Work/Improvements	Const. \$	R/W \$
	Connection)	Avenue Corridors.	quadrant of the current crossing at Thornton Junction. Includes associated signal work.		
12	C-1/C-2 (Altenheim Subdivision/ Ogden Junction)	The purpose of this proposed action is to restore the Altenheim Subdivision of B&OCT(CSX) to mainline standards and improve the efficiency of operations of the Altenheim Subdivision.	Upgrade existing double track on the Altenheim Subdivision between the CN/Waukesha Subdivision and Ogden Junction. Add a power connection to the BRC at 14th St. Reconstruct all bridges. Includes associated signal work. Install universal crossovers near the east end of the double tracked Altenheim Subdivision.	30.6	0
13	C-3/C-4 WA-4 (Ogden Junction to Ash Street/ Ash Street/BNSF Connector)	The purpose of this proposed action is to establish a new movement between B&OCT(CSX) Altenheim Subdivision and CN Freeport Subdivision, allowing CN trains direct access and increased capacity to the WA Corridor. Also, improve safety by eliminating long reverse moves between the BNSF Chicago and BNSF Chillicothe Subdivisions.	Construct a new mainline where the former Panhandle main existed, paralleling the Western Avenue Corridor. Includes associated signal work, crossovers, and rail over highway and rail over water bridge rehabilitation. Construct connection to Freeport Subdivision and B&OCT(CSX) Blue Island Subdivision. Construct new track between 21st Street and 32nd Street.	15.7	0
14	C-5/C-6/C-8/C-9/C-10/C-11/C-12 P-4 (Central Corridor from Brighton Park to Grand Crossing)	The purpose of this proposed action is to increase rail capacity, reduce circuitous routing, and improve the efficiency of train movements, while also providing CN with a route across Chicago that has sufficient clearance for double stack trains.	Construct single and double main track between Brighton Park and Grand Crossing, including bridges over B&OCT at 49 th Street, Dan Ryan Expressway at 62 nd Street, and at several city streets along the Chicago skyway between 63 rd and 73 rd Streets. This work includes rehabilitation of existing track, new track on existing ROW and track on new alignment in the vicinity of 47 th Street and Oakley, in the vicinity of 49 th and Union, and between the intersection of 57 th and Lowe and the intersection of 62 nd and Wells. Includes all associated signal work, grading work, crossovers, and other bridge work. Also includes connection to unused NS track in the Grand Crossing Area.	97	Yes— TBD

	Project Identifier	Preliminary Purpose & Need	Description of Proposed Work/ Improvements	Const. \$	R/W \$
	EW-1	EW-1 was linked to B-9. See B-9/EW-1 above in Row 7.			
15	EW2/P2/P3/GS19 (80 th Street to Forest Hill/74 th Street Flyover/75 th Street Flyover)	The purpose of this proposed action is to reduce congestion and delays between 80 th Street and Forest Hill, increase capacity for Metra, and eliminate rail traffic conflicts between the Metra Southwest service and the B&OCT(CSX), the NS and the BRC Mainline (Belt Junction), which allows access to LaSalle Street Station instead of Union Station.	Reconfigure the BRC Main tracks between 80 th Street and Belt Junction, eliminate Belt Junction, reconfigure and build a third BRC track, and construct a flyover to connect the Metra Southwest service to the Rock Island Line. Includes associated signals, tracks, crossovers, and bridge work. This work includes track on new alignment between the intersection of 74 th and Normal and the intersection of 75 th and Parnell. It includes constructing a bridge that significantly reduces conflicts between B&OCT(CSX) and NS, and Metra. It also includes constructing a double-tracked bypass of NS Landers Yard for Metra, extending to Ashburn; and a connection from Landers Yard to the BRC mainlines. It also includes grade separating 71st St from the B&OCT (CSX).	496	Yes - TBD
16	EW3 (Pullman Junction)	The purpose of this proposed action is to improve train operations at Pullman Junction.	Realign Pullman Junction and add crossovers to connect BRC and NS mains from Pullman Junction to 80th St. into the East-West Corridor. Includes associated signal work.	6.8	0
17	EW4 (CP 509 Connection)	The purpose of this proposed action is to improve train speeds from NS Mainline to BRC Mainline at CP 509.	Connect the BRC and NS signal systems and minor track realignment and grading.	0.3	0
18	P1 (Englewood Flyover)	The purpose of this proposed action is to eliminate significant rail delays between Metra's Rock Island District and NS freight, and AMTRAK operations at Englewood Interlocking.	Construct a triple-tracked bridge to carry Metra operations over the four tracks of NS, a possible fifth track for a High Speed Rail connection to Indiana and the single track of the proposed new Central Corridor (CN).	146.3	Yes - TBD
	P2	P-2 was linked to EW-2. See EW-			

	Project Identifier	Preliminary Purpose & Need	Description of Proposed Work/Improvements	Const. \$	R/W \$
		2/P-2/P-3 above in Row 15.			
	P3	P-3 was linked to EW-2/P-2. See EW-2/P-2/P-3 above in Row 15.			
	P4	P-4 was linked to C-5/C-6/C-8/C-9/C-10/C-11/C-12. See C-5/C-6/C-8/C-9/C-10/C-11/C-12/P-4 above in Row 14.	-	-	-
19	P4 (Pershing Ave. to Grand Crossing)	The purpose of this proposed action is to provide a new direct route for Amtrak trains from New Orleans or Carbondale into Chicago Union Station, and to provide capacity relief on the Norfolk Southern Chicago Line for the additional Amtrak trains.	Construct new mainline capacity between Grand Crossing and CP518 (Pershing Ave.) This work includes track on new alignment between the intersection of 57 th and Lowe and the intersection of 62 nd and Wells. Includes all associated signal work, grading work, crossovers, and other bridge work.	87.1	Yes - TBD
19 20	P5 (Brighton Park Flyover)	The purpose of this proposed action is to reduce congestion and delays by eliminating passenger and freight train conflicts at Brighton Park.	Construct a double-tracked bridge to carry CN Joliet Subdivision/Metra Heritage Corridor over the Western Avenue Corridor. and proposed Central Corridor (five tracks). Includes associated signal and bridge work.	90	Yes - TBD
20 21	P6 (CP Canal)	The purpose of this proposed action is to reduce congestion and delays by eliminating passenger and freight train conflicts at CP Canal.	Construct a double-tracked bridge to carry two CN main tracks over the Beltway Corridor (two existing tracks and a future track), so that passenger trains operated by Metra and Amtrak on CN's line, as well as CN's freight traffic, can avoid conflicts with the 76 daily freight trains on the Beltway Corridor. Includes associated signal work.	90	Maybe - TBD
21 22	P7 (Chicago Ridge)	The purpose of this proposed action is to reduce congestion and delays by eliminating passenger and freight train conflicts at Chicago Ridge.	Construct a grade-separated structure to carry NS/Metra Southwest Service either over or under the Beltway Corridor (two existing tracks and a future track) and an at-grade crossing at Ridgeland Avenue in Chicago Ridge. Includes associated signal work. May include construction of a new Metra Station.	58.4	Yes - TBD

	Project Identifier	Preliminary Purpose & Need	Description of Proposed Work/Improvements	Const. \$	R/W \$
22 23	WA1 (Ogden Junction)	The purpose of this proposed action is to improve train flows and increase capacity between B&OCT(CSX)/NS and UP at Ogden Junction.	Reconfigure and signalize Ogden Junction for double-track connection from UP to B&OCT(CSX) and NS mains. Speeds will be increased from 15 to 25 mph by adding electronic request technology. Includes closure of one street underpass (Arthington Street). Includes minor track construction, additional crossovers and associated signal work.	16.8	0
23 24	WA2 (Ogden Junction to 75 th Street)	The purpose of this proposed action is to increase train speeds, increase capacity, improve utilization of trackage and reduce congestion on the Western Avenue Corridor from Ogden Junction south to 75th Street.	Install new TCS signaling on the B&OCT(CSX), to include replacing hand-throw crossovers with power-operated switches.	19.1	0
24 25	WA3 (Ogden Junction to CP 518)	The purpose of this proposed action is to increase train speeds, reduce congestion and add capacity along the NS (CR&I/CJ) mains between Ogden Junction and CP 518.	Install TCS signaling along the NS mains from Ogden Junction to CP 518, add a mainline to the Ashland Avenue Yard, extend the Ashland Ave. Yard lead, and automate hand-throw crossovers.	26.2	Yes - TBD
-	WA4	WA 4 was linked to C 3/C 4. See C 3/C 4/WA 4 above in Row 13.	-	-15.1	-
26	WA4	The purpose of this proposed action is to efficiently connect the BNSF Chicago and BNSF Chillicothe Subdivisions to eliminate the safety issue of long reverse moves.	Construct new track from Western Avenue Interlocking on the BNSF Chicago Sub to CP46 on the Chillicothe Sub. Rehab bridge over the Chicago Sanitary and Ship Canal, and install switches to cross the CN Freeport Sub. Install crossovers between new track and B&OCT(CSX) Blue Island Subdivision. Install CTC signaling over length of project.	15.2	0
25 27	WA5 (Corwith Tower)	The purpose of this proposed action is to improve train operations through Corwith Interlocking.	Automate Corwith Tower (remote), upgrade track and signals and reconfigure the Corwith Interlocking.	14	0
28	WA7	The purpose of this proposed action is to connect the Western Ave. Corridor with the CN Joliet	Install connections in the northwest and southwest quadrants of the Brighton Park	8.0	Yes - TBD

	Project Identifier	Preliminary Purpose & Need	Description of Proposed Work/ Improvements	Const. \$	R/W \$
		Subdivision.	Interlocking for movements between the B&OCT (CSX) and the CN Joliet Sub. Includes associated signal work.		
26 29	WA10 (Blue Island Junction)	The purpose of this proposed action is to provide new access allowing better flexibility and efficient utilization of the Western Avenue Corridor, East/West Corridor and a portion of the Beltway Corridor.	Install universal interlocked connections between the B&OCT(CSX) Blue Island Subdivision and the CN Elsdon Subdivision at Blue Island Junction. Includes removal of one CN track over IHB Mainline. Also includes associated signal work.	7.4	0
27 30	WA11 (Dolton)	The purpose of this proposed action is to increase train speeds, capacity, and reliability at Dolton Interlocking.	Upgrade and reconfigure the B&OCT(CSX)/UP connection at Dolton Interlocking, and construct a third main with direct access from B&OCT(CSX) and Barr Yard to the UP main. Includes addition of crossovers on IHB Mainline and automate Dolton Tower (remote). Includes associated signal work.	17.4	0
28 31	GS1 (Belt Railway Company crossing of 63 rd Street)	The purpose of this proposed action is to reduce roadway congestion and improve safety at the at-grade crossing of 63 rd Street by the BRC 59 th Street Line.	Construct a grade-separation structure to route highway either over or under the railroad.	47-68.7	11.5
29 32	GS2 (Belt Railway Company crossing of Central Avenue)	The purpose of this proposed action is to reduce roadway congestion and improve safety at the at-grade crossing of Central Ave. by the BRC.	Construct a grade-separation structure to route highway either over or under the railroad.	47-54	22.1
30	GS-3 (NS crossing of Racine Ave. or Morgan St.)¹	The purpose of this proposed action is to reduce roadway congestion and improve safety at the at-grade crossing of Racine Ave. or Morgan St. by the NS.	Construct a grade separation structure to route highway either over or under the railroad.	45	Yes— TBD
30	GS3a (NS)	The purpose of this proposed action	Construct a grade-separation	45-71.6	9.2

¹ This project proposal was refined by determining that a grade separation will be considered only at Morgan Street rather than considering a grade separation at either Morgan Street or Racine Avenue. This decision was documented and approved by the CREATE Stakeholder Committee in Resolution #01-04.

	Project Identifier	Preliminary Purpose & Need	Description of Proposed Work/ Improvements	Const. \$	R/W \$
33	crossing of Morgan Street)	is to reduce roadway congestion and improve safety at the at-grade crossing of Morgan St. by the NS.	structure to route highway either over or under the railroad.		
34	GS4 (IHB crossing of Central Avenue)	The purpose of this proposed action is to reduce roadway congestion and improve safety at the at-grade crossing of Central Ave. by the B&OCT(CSX).	Construct a grade-separation structure to route highway either over or under the railroad.	45 47.3	8.3
32	GS-5 (CSX crossing of 127 th Street) ²	The purpose of this proposed action is to reduce roadway congestion and improve safety at the at-grade crossing of 127th St. by the B&OCT(CSX) Blue Island Subdivision.	Construct a grade separation structure to route highway either over or under the railroad.	15	Yes TBD

² This project proposal was removed from the CREATE Program per conversations between IDOT, CDOT, CSX and Mayor Donald Peloquin (City of Blue Island). This decision was documented and approved by the CREATE Stakeholder Committee in Resolution #02-04.

32 35	GS5a (IHB and CN crossing of Grand Avenue) ³	The purpose of this proposed action is to reduce roadway congestion and improve safety at the at-grade crossing of Grand Avenue by the IHB and the CN.	Construct a grade-separation structure to route highway either over or under the railroad.	49	Yes-TBD
33 36	GS6 (UP crossing of 25 th Avenue)	The purpose of this proposed action is to reduce roadway congestion and improve safety at the at-grade crossing of 25 th Ave. by the UP.	Construct a grade-separation structure to route highway either over or under the railroad.	45-32.9	1.2
34 37	GS7 (BNSF crossing of Belmont Road) ⁴	The purpose of this proposed action is to reduce roadway congestion and improve safety at the at-grade crossing of Belmont Road by the BNSF.	Construct a grade-separation structure to route highway either over or under the railroad.	45-52.7	Yes – TBD
35	GS 8 (UP crossing of 19th Avenue)⁵	The purpose of this proposed action is to reduce roadway congestion and improve safety at the at-grade crossing of 19th Ave. by the UP.	Construct a grade separation structure to route highway either over or under the railroad.	45	Yes – TBD
35 38	GS8a (UP crossing of 5 th Avenue)	The purpose of this proposed action is to reduce roadway congestion and improve safety at the at-grade crossing of 5 th Ave. by the UP.	Construct a grade-separation structure to route highway either over or under the railroad.	45 46.4	10.1

³ The project at Grand Avenue in Franklin Park, identified in the CREATE Program as Project GS-5a, is not included in the CREATE SPEED Strategy process. An ECAD was signed for this project on April 10, 2001. During the development of the CREATE Program, Mayor Daniel Pritchett of Franklin Park requested that the project be added to the CREATE Program. Subsequently, Project GS5a was identified by the CREATE Partners as a previously planned project whose implementation would improve rail operations in the Chicago Region. It was determined that Project GS-5a would be included in the CREATE Program even though the project was already under development and its implementation was planned prior to the development of the CREATE Program. This decision was documented and approved by the CREATE Stakeholder Committee in Resolution #05-04. Project GS-5a has independent utility and does not restrict alternatives on any other project within the CREATE program, and therefore does not influence any of the projects or project alternatives in the SPEED Strategy. GS5a is currently under construction and is scheduled to be completed in October 2006.

⁴ The project proposal at Belmont Road in Downers Grove, identified in the CREATE Program as Project GS-7, is not included in the CREATE SPEED Strategy process. An Environmental Assessment was completed for this project on May 1, 2002 and was issued a Finding of No Significant Impact (FONSI) on June 5, 2002. During the development of the CREATE Program, Project GS-7 was identified by the CREATE Partners as a previously planned project whose implementation would improve rail operations in the Chicago Region. It was determined that Project GS-7 would be included in the CREATE Program even though the project was already under development and its implementation was planned prior to the development of the CREATE Program. Project GS-7 has independent utility and does not restrict alternatives on any other project within the CREATE program, and therefore does not influence any of the projects or project alternatives in the SPEED Strategy. The project is awaiting funding and is not under construction at this time.

⁵ This project proposal was revised per Ronald Serpico's (President, Village of Melrose Park) letter dated November 14, 2003, requesting that no grade separation be considered at 19th Avenue, and agreement by Mayor Ralph W. Conner (Village of Maywood) to support the consideration of a grade separation at 5th Avenue in Maywood. This decision was documented and approved by the CREATE Stakeholder Committee in Resolution #03-04.

36 39	GS9 (Belt Railway Company crossing of Archer Avenue)	The purpose of this proposed action is to reduce roadway congestion and improve safety at the at-grade crossing of Archer Ave. by the BRC.	Construct a grade-separation structure to route highway either over or under the railroad.	45 48.7	15.9
37 40	GS10 (IHB crossing of 47 th Street and East Avenue)	The purpose of this proposed action is to reduce roadway congestion and improve safety at the at-grade crossing of 47 th St. and East Ave. by the IHB.	Construct a grade-separation structure to route highway either over or under the railroad.	45 48	7.1
38 41	GS11 (Belt Railway Company crossing of Columbus Avenue)	The purpose of this proposed action is to reduce roadway congestion and improve safety at the at-grade crossing of Columbus Ave. by the BRC.	Construct a grade-separation structure to route highway either over or under the railroad.	45 35.8	303
30 42	GS12 (UP crossing of 1 st Avenue)	The purpose of this proposed action is to reduce roadway congestion and improve safety at the at-grade crossing of 1st Ave. by the UP.	Construct a grade-separation structure to route highway either over or under the railroad.	45 62.5	14.4
40 43	GS13 (IHB crossing of 31 st Street)	The purpose of this proposed action is to reduce roadway congestion and improve safety at the at-grade crossing of 31 st St. by IHB.	Construct a grade-separation structure to route highway either over or under the railroad.	45 61.7	15
44 44	GS14 (IHB crossing of 71 st Street)	The purpose of this proposed action is to reduce roadway congestion and improve safety at the at-grade crossing of 71st St. by the B&OCT(CSX).	Construct a grade-separation structure to route highway either over or under the railroad.	45 52.5	5.3
42	GS 15/GS 21 (NS crossing of Torrence Avenue and 130th Street) ⁶	To reduce roadway congestion and improve safety at the at-grade crossings of Torrence Ave. and 130th Street by the NS.	Construct grade separation structures to route highway under the railroad.	30	Yes TBD

⁶ The CREATE Program initially listed GS15 and GS21 as separate project proposals. Torrence Avenue and 130th Street will be spanned with one bridge, therefore the CREATE Program was revised to list Projects GS15 and GS21 as one project identified as GS15a. This decision was documented and approved by the CREATE Stakeholder Committee in Resolution #07-04.

42 45	GS15a (NS crossing of Torrence Avenue and 130 th Street) ⁷	The purpose of this proposed action is to reduce roadway congestion and improve safety at the at-grade crossing of Torrence Ave. and 130 th St. by the NS.	Construct a grade-separation structure to route highway either over or under the railroad.	68 161.9	3.5
43 46	GS16 (CP crossing of Irving Park Road)	The purpose of this proposed action is to reduce roadway congestion and improve safety at the at-grade crossing of Irving Park Road by the CPR.	Construct a grade-separation structure to route highway either over or under the railroad.	45 100.3	7.8
44 47	GS17 (CSX crossing of Western Avenue)	The purpose of this proposed action is to reduce roadway congestion and improve safety at the at-grade crossing of Western Ave. by the B&OCT(CSX).	Construct a grade-separation structure to route highway either over or under the railroad.	45 51.1	5
45 48	GS18 (BNSF crossing of Harlem Avenue)	The purpose of this proposed action is to reduce roadway congestion and improve safety at the at-grade crossing of Harlem Ave. by the BNSF.	Construct a grade-separation structure to route highway either over or under the railroad.	45-64.4	35.8
47 50	GS20 (CSX crossing of 87 th Street)	The purpose of this proposed action is to reduce roadway congestion and improve safety at the at-grade crossing of 87th St. by the B&OCT(CSX).	Construct a grade-separation structure to route highway either over or under the railroad.	45-28.6	15.2
	GS-21	See GS 15/GS 21 above in Row 42.			
48 51	GS21a (UP crossing of 95 th Street) ⁸	The purpose of this proposed action is to reduce roadway congestion and improve safety at the at-grade crossing of 95 th St. by the UP.	Construct a grade-separation structure to route highway either over or under the railroad.	45-51	9

⁷ The project at Torrence Avenue and 130th Street in Chicago, identified in the CREATE Program as Project GS15a, is not included in the CREATE SPEED Strategy process. An ECAD was signed for this project in October 7, 2002. During the development of the CREATE Program, Project GS15a was identified by the CREATE Partners as a previously planned project whose implementation would improve rail operations in the Chicago Region. It was determined that Project GS-15a would be included in the CREATE Program even though the project was already under development and its implementation was planned prior to the development of the Program. Project GS-15a has independent utility and does not restrict alternatives on any other project within the CREATE program, and therefore does not influence any of the projects or project alternatives in the SPEED Strategy. GS15a is currently under construction and is scheduled to be completed in 2008/2009.

⁸ This project proposal was added to the CREATE Program per request by State Senator Monique Davis and formally identified in a letter dated October 1, 2004 from the CREATE Stakeholder Committee to Alderman Brookins (21st Ward). This decision was documented and approved by the CREATE Stakeholder Committee in Resolution #06-04

49 52	GS22 (IHB crossing of 115 th Street)	The purpose of this proposed action is to reduce roadway congestion and improve safety at the at-grade crossing of 115th St. by the B&OCT(CSX).	Construct a grade-separation structure to route highway either over or under the railroad.	45 31.5	17.2
50	GS-23 (UP crossing of 144 th Street) ⁹	The purpose of this proposed action is to reduce roadway congestion and improve safety at the at-grade crossing of 144th St. by the UP/CSX.	Construct a grade separation structure to route highway either over or under the railroad.	15	Yes TBD
50 53	GS23a (IHB and CSX crossing of Cottage Grove)	The purpose of this proposed action is to reduce roadway congestion and improve safety at the at-grade crossing of Cottage Grove by the IHB and CSX.	Construct a grade-separation structure to route highway either over or under the railroad.	45 41.8	4
54 54	GS24 (BNSF crossing of Maple Avenue)	The purpose of this proposed action is to reduce roadway congestion and improve safety at the at-grade crossing of Maple Ave. by the BNSF.	Construct a grade-separation structure to route highway either over or under the railroad.	15 45.7	19.6
52 55	GS25 (UP crossing of Roosevelt Road)	The purpose of this proposed action is to reduce roadway congestion and improve safety at the at-grade crossing of Roosevelt Road by the UP.	Construct a grade-separation structure to route highway either over or under the railroad.	33.6 33	7.7
Total Program Construction Cost (2009)				2.647B	

The updated estimated total cost of the design and construction of the Program as of 2009 is \$3.05 billion. This estimate, which is based upon conceptual engineering, includes revised costs of environmental assessment and remediation, right of way, and provision for project management, inflation and contingencies.

⁹ This project proposal was revised per Mayor William Shaw's (Village of Dolton) letter dated April 22, 2004, requesting that no grade separation be considered at 19th Avenue, but that a grade separation be considered at Cottage Grove. This decision was documented and approved by the CREATE Stakeholder Committee in Resolution #04-04.

CREATE Component Project Preliminary Screening Worksheet

CREATE Component Project Profile

Project Identifier	B1 (Tower B12)	
Objective, Intent of Project	Bypass through trains around the CPR Bensenville Yard on existing Metra tracks to expedite through trains, relieve congestion within the yard, and reduce delays at at-grade crossings.	
Description of Proposed Work/ Improvements	Install 4 sets of crossovers and associated signaling west of Metra Tower B12 in the town of Franklin Park, connecting the Metra main tracks 1 and 2 with the CPR #3 and #4 leads, to allow parallel moves to the Beltway Corridor from the Metra Milwaukee West (Elgin Subdivision) mainlines.	
Location:	Metra, CPR, IHB, CN	
Owner(s)	Metra: Milwaukee West, CPR: Elgin subdivision, IHB Mainline, CN Waukesha subdivision.	
Route/Line	Project located within the CPR Elgin subdivision right-of-way between the grade crossings of Scott Street on the Elgin subdivision, and Chestnut St. on the IHB Mainline and the CN Waukesha subdivision.	
Project Limits	Franklin Park, IL	
Local Community		
Potential Environmental Issues Needing Further Study	No issues appear to need greater detail than normally accomplished through ECAD process.	
Project Status	Engineering: Preliminary layout and estimate. Ground survey and detailed signal design needs to be completed.	
Estimated Project Costs (Level of Confidence)	Const \$ 12.7 Million R/W \$ 0 Contingencies \$ TBD	Planning Estimate Preliminary Engineering Estimate
Adjoining CREATE Projects	A. B3	
(Proj.#, Line, distance)	B. GS5a	
	C.	
	D.	
Other Related Projects	E.	
(Nature of Relationship)	F.	
	G.	
	H.	
Comments/Notes:		

Individual Component Project Logical Termini Test – Determine 1) sufficient length and scope; 2) independent utility; and 3) restriction of alternatives.				
1) Sufficient Length & Scope Determination				
Does the proposed project have sufficient length and scope to broadly address environmental issues? If no, modify project limits. After project limits are modified, ensure project profile is accurate, then proceed to project linkage test.				Y/N
				Y
2) Independent Utility and 3) Restriction of Alternatives Determination				
		Discussion	Y/N	Rationale
Linkage to Project B3	Independent Utility? Does the project have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made?	Significant distance between these two projects and neither has an impact on the other. (3.5 miles)	Y	Project B1 is to bypass through trains around the CPR Bensenville Yard on existing Metra mainlines to expedite through trains, relieve congestion within the yard, and reduce delays at at-grade crossings. B1 is fully usable without B3.
	Restriction of Alternatives? Does the project restrict the consideration of alternatives for other reasonably foreseeable transportation improvements?	3.5 miles away from B1	N	Project B1 does not restrict alternatives in B3.

Linkage to Project GS5a	Independent Utility?	The crossovers in project B1 would not be affected, with or without the construction of GS5a.	Y	Project B1 is to bypass through trains around the CPR Bensenville Yard on existing Metra mainlines to expedite through trains, relieve congestion within the yard, and reduce delays at at-grade crossings. B1 is fully usable without the GS5a project.
	Restriction of Alternatives?	None	N	Project B1 does not restrict alternatives in the GS5a project.
Linkage to Project C	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project D	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project E	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project F	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project G	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project H	Independent Utility?			
	Restriction of Alternatives?			
If no linkages, prepare Component Project Preliminary Purpose and Need Statement. Project is now ready to be processed through an ECAD		The purpose of this proposed action is to bypass through trains around the CPR Bensenville Yard on existing Metra tracks to expedite through trains, relieve congestion within the yard, and reduce delays at at-grade crossings.		
If linkages, go to next page		Form Completed: 01/16/04 Form Revised: 10/29/04 Form Revised: 05/08/09		
		NONE		

CREATE Component Project Preliminary Screening Worksheet

CREATE Component Project Profile

Project Identifier	B2 (UP 3rd Mainline)	
Objective, Intent of Project	Provide additional capacity and reduce congestion between Elmhurst and the IHB in the Proviso Yard area to handle 56 Metra and 30 freight trains per day.	
Description of Proposed Work/ Improvements	Construct an additional track on the UP Geneva Subdivision between Elmhurst and 25th Ave. (3.5 miles), including the construction of a bridge over Addison Creek. Construct a flyover connection between IHB and UP connecting the IHB mains with Proviso Yard and the new third main track. The proposed improvement upgrades the connection track to IHB to 20 mph. Includes associated signal work.	
Location:	UP, IHB	
Owner(s)	UP Geneva Subdivision, Metra/UP West Line, IHB Mainline	
Route/Line	From near 25th Avenue in Melrose Park west along the current UP ROW to the west end of Proviso Yard near I-294.	
Project Limits	Elmhurst, Melrose Park, Bellwood and Berkeley, IL	
Local Community		
Potential Environmental Issues Needing Further Study	No issues appear to need greater detail than normally accomplished through ECAD process. A drainage ditch may need to be relocated. Potential in-stream work and wetlands impact.	
Project Status	Engineering: Preliminary layout and estimate. Ground survey and detailed signal design needs to be completed.	
Estimated Project Costs (Level of Confidence)	Construction \$ 57.6 Million R/W \$ Yes - TBD Contingencies \$ TBD	Planning Estimate Preliminary Engineering Estimate
Adjoining CREATE Projects	A. B3	
(Proj.#, Line, distance)	B. B4/B5	
	C. GS6	
	D.	
	E.	
Other Related Projects (Nature of Relationship)	F.	
	G.	
	H.	
Comments/Notes:		

Individual Component Project Logical Termini Test – Determine 1) sufficient length and scope; 2) independent utility; and 3) restriction of alternatives.				
1) Sufficient Length & Scope Determination				
Does the proposed project have sufficient length and scope to broadly address environmental issues? If no, modify project limits. After project limits are modified, ensure project profile is accurate, then proceed to project linkage test.				Y/N
				Y
2) Independent Utility and 3) Restriction of Alternatives Determination				
		Discussion	Y/N	Rationale
Linkage to Project B3	Independent Utility? Does the project have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made?	B2 and B3 are physically close to each other, but are on separate routes and would not affect each other.	Y	Project B2 is to provide additional capacity and reduce congestion between Elmhurst and the IHB by bypassing Proviso Yard. B2 is fully usable without B3.
	Restriction of Alternatives? Does the project restrict the consideration of alternatives for other reasonably foreseeable transportation improvements?	None	N	B2 does not restrict alternatives in B3.
Linkage to Project B4/B5	Independent Utility?	None	Y	Project B2 is to provide additional capacity and reduce congestion between Elmhurst and the IHB by bypassing Proviso Yard. B2 is fully usable without B4/B5.
	Restriction of Alternatives?	Project B2 would only cause signal software programming considerations in B4/B5.	N	Project B2 does not restrict alternatives in B4/B5.

Linkage to Project GS6	Independent Utility?	None	Y	Project B2 is to provide additional capacity and reduce congestion between Elmhurst and the IHB by bypassing Proviso Yard. B2 is fully usable without GS6.
	Restriction of Alternatives?	B2 would only cause design considerations in the implementation of GS6 and would not restrict consideration of reasonable alternatives.	N	Project B2 does not restrict alternatives in GS6.
Linkage to Project D	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project E	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project F	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project G	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project H	Independent Utility?			
	Restriction of Alternatives?			
<p>If no linkages, prepare Component Project Preliminary Purpose and Need Statement.</p> <p>Project is now ready to be processed through an ECAD</p>	<p>The purpose of this proposed action is to provide additional capacity and reduce congestion between Elmhurst and the IHB in the Proviso Yard area to handle 56 Metra and 30 freight trains per day.</p> <p>Form Completed: 01/16/04 Form Revised: 03/30/04 Form Revised: 05/08/09</p>			
If linkages, go to next page	NONE			

CREATE Component Project Preliminary Screening Worksheet

CREATE Component Project Profile

Project Identifier	B3 (Melrose Connection)	
Objective, Intent of Project	Reduce conflicts and delays on Melrose connection between UP and IHB.	
Description of Proposed Work/ Improvements	Install a second parallel track at Melrose between Proviso Yard and the IHB mains, associated crossovers and signal modifications.	
Location:	UP and IHB	
Owner(s)	IHB Mainline	
Route/Line	A new track (1000 to 1500 feet) will be extended from the City Lead track, paralleling the South Wye track to a new connection with the IHB No. 21 track at CP Hill.	
Project Limits	Bellwood, IL	
Local Community		
Potential Environmental Issues Needing Further Study	No issues appear to need greater detail than normally accomplished through ECAD process.	
Project Status	Engineering: Preliminary layout and estimate. Ground survey and detailed signal design needs to be completed.	
Estimated Project Costs (Level of Confidence)	Construction \$ 8.8 Million R/W \$ No Contingencies \$ TBD	Planning Estimate Preliminary Engineering Estimate
Adjoining CREATE Projects	A. B1	
(Proj.#, Line, distance)	B. B2	
	C. B4/B5	
	D. GS6	
Other Related Projects	E.	
(Nature of Relationship)	F.	
	G.	
	H.	
Comments/Notes:		

Individual Component Project Logical Termini Test – Determine 1) sufficient length and scope; 2) independent utility; and 3) restriction of alternatives.				
1) Sufficient Length & Scope Determination				
Does the proposed project have sufficient length and scope to broadly address environmental issues? If no, modify project limits. After project limits are modified, ensure project profile is accurate, then proceed to project linkage test.				Y/N
				Y
2) Independent Utility and 3) Restriction of Alternatives Determination				
		Discussion	Y/N	Rationale
Linkage to Project B1	Independent Utility? <i>Does the project have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made?</i>	Significant distance between these two projects and neither has an impact on the other. (3.5 miles)	Y	Project B3 is to reduce conflicts and delays on Melrose connection between UP and IHB. B3 is fully usable without B1.
	Restriction of Alternatives? <i>Does the project restrict the consideration of alternatives for other reasonably foreseeable transportation improvements?</i>	3.5 miles away from B3	N	Project B3 does not restrict alternatives in B1.
Linkage to Project B2	Independent Utility?	B2 and B3 are physically close to each other, but are on separate routes and would not affect each other.	Y	Project B3 is to reduce conflicts and delays on Melrose connection between UP and IHB. B-3 is fully usable without B2.
	Restriction of Alternatives?	None	N	Project B3 does not restrict alternatives in B2.

Linkage to Project B4/B5	Independent Utility?	None	Y	Project B3 is to reduce conflicts and delays on Melrose connection between UP and IHB. B3 is fully usable without B4/B5.
	Restriction of Alternatives?	Project B3 would only cause signal software programming considerations in B4/B5.	N	Project B3 does not restrict alternatives in B4/B5.
Linkage to Project GS6	Independent Utility?	GS6 and B3 are physically close to each other, but are on separate routes and would not affect each other.	Y	Project B3 is to reduce conflicts and delays on Melrose connection between UP and IHB. B3 is fully usable without GS6.
	Restriction of Alternatives?	None	N	Project B3 does not restrict alternatives in GS-6.
Linkage to Project E	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project F	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project G	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project H	Independent Utility?			
	Restriction of Alternatives?			
If no linkages, prepare Component Project Preliminary Purpose and Need Statement. Project is now ready to be processed through an ECAD	The purpose of this proposed action is to reduce conflicts and delays on the Melrose connection between UP and IHB. Form Completed: 01/21/04 Form Revised: 03/30/04 Form Revised: 05/08/09			
If linkages, go to next page	NONE			

CREATE Component Project Preliminary Screening Worksheet

CREATE Component Project Profile

Project Identifier	B4 (LaGrange TCS)	
Objective, Intent of Project	To improve the flow of traffic, increase train speeds and increase corridor capacity between CP LaGrange and CP Hill on the Beltway Corridor.	
Description of Proposed Work/ Improvements	Install TCS signaling on tracks #1, 2, and 21 between CP LaGrange and CP Rose. Upgrade track #21 to a main track from a running track, increasing speed to 30 mph from "restricted speed". Power up switches on West Pass siding track.	
Location:	IHB	
Owner(s)	IHB Mainline	
Route/Line	Between CP LaGrange and CP Rose along the Beltway Corridor.	
Project Limits	Bellwood, Broadview, LaGrange Park, LaGrange, McCook, Melrose Park	
Local Community		
Potential Environmental Issues Needing Further Study	No issues appear to need greater detail than normally accomplished through ECAD process.	
Project Status	Engineering: Preliminary layout and estimate. Ground survey and detailed signal design needs to be completed.	
Estimated Project Costs (Level of Confidence)	Construction \$ 6.5 Million R/W \$ 0 Contingencies \$ TBD	Planning Estimate Preliminary Engineering Estimate
Adjoining CREATE Projects	A. B2	
(Proj.#, Line, distance)	B. B3	
	C. B5	
	D. GS13	
Other Related Projects	E. I-290 IDOT Project – possible reconstruction of IHB bridge over I-290.	
(Nature of Relationship)	F.	
	G.	
	H.	
Comments/Notes:		

Individual Component Project Logical Termini Test – Determine 1) sufficient length and scope; 2) independent utility; and 3) restriction of alternatives.				
1) Sufficient Length & Scope Determination				
Does the proposed project have sufficient length and scope to broadly address environmental issues? If no, modify project limits. After project limits are modified, ensure project profile is accurate, then proceed to project linkage test.				Y/N
				Y
2) Independent Utility and 3) Restriction of Alternatives Determination				
		Discussion	Y/N	Rationale
Linkage to Project B2	Independent Utility? <i>Does the project have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made?</i>	None	Y	Project B4 is to improve the flow of traffic, increase train speeds and increase corridor capacity between CP LaGrange and CP Rose on the Beltway Corridor. B4 is fully usable without B2.
	Restriction of Alternatives? <i>Does the project restrict the consideration of alternatives for other reasonably foreseeable transportation improvements?</i>	Project B2 would only cause signal software programming considerations in B4.	N	Project B4 does not restrict alternatives in B2.

Linkage to Project B3	Independent Utility?	None	Y	Project B4 is to improve the flow of traffic, increase train speeds and increase corridor capacity between CP LaGrange and CP Rose on the Beltway Corridor. B4 is fully usable without B3.
	Restriction of Alternatives?	Project B3 would only cause signal software programming considerations in B4.	N	Project B4 does not restrict alternatives in B3.
Linkage to Project B5	Independent Utility?	The purpose of B4 is to upgrade the signal system along the corridor, and B-5 upgrades the switches at a connection along the corridor.	N	Project B4 is to improve the flow of traffic, increase train speeds and increase corridor capacity between CP LaGrange and CP Rose on the Beltway Corridor. B4 is not fully usable without B5. Therefore the projects are linked.
	Restriction of Alternatives?	None	N	Project B4 does not restrict alternatives in B5.
Linkage to Project GS13	Independent Utility?	The physical characteristic of track layout does not change and thus does not affect the design of GS13.	Y	Project B4 is to improve the flow of traffic, increase train speeds and increase corridor capacity between CP LaGrange and CP Rose on the Beltway Corridor. B4 is fully usable without GS13.
	Restriction of Alternatives?	None	N	Project B4 does not restrict alternatives in GS13.

Linkage to Project IDOT I-290	Independent Utility?	The B4 project is within the limits of the IDOT I-290 project, but does not affect the consideration of alternatives in the IDOT I-290 project because track layout does not change.	Y	Project B4 is to improve the flow of traffic, increase train speeds and increase corridor capacity between CP LaGrange and CP Rose on the Beltway Corridor. B4 is fully usable without the IDOT I-290 project.
	Restriction of Alternatives?	None	N	Project B4 does not restrict alternatives in the IDOT I-290 project.
Linkage to Project F	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project G	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project H	Independent Utility?			
	Restriction of Alternatives?			
If no linkages, prepare Component Project Preliminary Purpose and Need Statement. Project is now ready to be processed through an ECAD		Form Revised 05/08/09		
If linkages, go to next page				

List Component Projects that Constitute the Linked Project	B4 and B5	
CREATE Linked Project Profile		
Project Identifier	B4/B5 (LaGrange TCS/Broadview)	
Objective, Intent of Project	To improve the flow of traffic, increase train speeds and increase corridor capacity between CP LaGrange and CP Hill on the Beltway Corridor and to CN Freeport subdivision.	
Description of Proposed Work/Improvements	Install TCS signaling on tracks #1, 2, and 21 between CP LaGrange and CP Rose Lake. Upgrade track #21 to a main track from a running track, increasing speed to 30 mph from "restricted speed". Power up switches on West Pass siding track. Create a new CP "Broadview", with universal crossovers to be installed.	
Location:	IHB and CN	
Owner(s)	IHB Mainline	
Route/Line	Between CP LaGrange and CP Rose along the Beltway Corridor. (From near the intersection of Erie St. and Eastern Ave. in Bellwood, IL to near the intersection of Ogden Ave. and S. Tilden Ave. in LaGrange, IL.)	
Project Limits	Bellwood, Broadview, LaGrange Park, LaGrange, McCook, and Melrose Park IL	
Local Community		
Potential Environmental Issues Needing Further Study	No issues appear to need greater detail than normally accomplished through ECAD process.	
Project Status	Engineering: Preliminary layout and estimate. Ground survey and detailed signal design needs to be completed.	
Estimated Project Costs (Level of Confidence)	Construction \$ 19.8 Million R/W \$ 0 Contingencies \$ TBD	Planning Estimate Preliminary Engineering Estimate
Adjoining CREATE Projects	A. B2	
(Proj.#, Line, distance)	B. B3	
	C. GS13	
	D. B6	

Other Related Projects (Nature of Relationship)	E. I-290 IDOT Project – possible reconstruction of IHB bridge over I-290.		
	F.		
	G.		
	H.		
Comments:			
Individual Component Project Logical Termini Test – Determine 1) sufficient length and scope; 2) independent utility; and 3) restriction of alternatives.			
1) Sufficient Length & Scope Determination			
Does the proposed project have sufficient length and scope to broadly address environmental issues? If no, modify project limits. After project limits are modified, ensure project profile is accurate, then proceed to project linkage test.			Y/N
			Y
2) Independent Utility and 3) Restriction of Alternatives Determination			
	Discussion	Y/N	Rationale

Linkage to Project B2	Independent Utility? <i>Does the project have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made?</i>	Project B2 would only cause signal software programming considerations in B4/B5.	Y	Project B4/B5 is to improve the flow of traffic, increase train speeds and increase corridor capacity between CP LaGrange and CP Rose on the Beltway Corridor and to CN Freeport subdivision. B4/B5 is fully usable without B2.
	Restriction of Alternatives? <i>Does the project restrict the consideration of alternatives for other reasonably foreseeable transportation improvements?</i>	None	N	Project B4/B5 does not restrict alternatives in B2.
Linkage to Project B3	Independent Utility?	None	Y	Project B4/B5 is to improve the flow of traffic, increase train speeds and increase corridor capacity between CP LaGrange and CP Rose on the Beltway Corridor and to CN Freeport subdivision. B4/B5 is fully usable without B3.
	Restriction of Alternatives?	Project B3 would only cause signal software programming considerations in B4/B5.	N	Project B4/B5 does not restrict alternatives in B-3.
Linkage to Project GS13	Independent Utility?	None	Y	Project B4/B5 is to improve the flow of traffic, increase train speeds and increase corridor capacity between CP LaGrange and CP Rose on the Beltway Corridor and to CN Freeport subdivision. B-4/B5 is fully usable without GS13.

	Restriction of Alternatives?	The physical characteristic of track layout does not change and thus does not affect the design of GS13.	N	Project B4/B5 does not restrict alternatives in GS13.
Linkage to Project IDOT I-290	Independent Utility?	The B4/B5 project is within the limits of the IDOT I-290 project, but does not affect the consideration of alternatives in the IDOT I-290 project because track layout does not change	Y	Project B4/B5 is to improve the flow of traffic, increase train speeds and increase corridor capacity between CP LaGrange and CP Rose on the Beltway Corridor and to CN Freeport subdivision. B4/B5 is fully usable without the IDOT I-290 project.
	Restriction of Alternatives?	None	N	Project B-4/B-5 does not restrict alternatives in the IDOT I-290 project.
Linkage to Project B6	Independent Utility?	Significant distance between these two projects and neither has an impact on the other. (2.5 miles)	Y	Project B4/B5 is to improve the flow of traffic, increase train speeds and increase corridor capacity between CP LaGrange and CP Rose on the Beltway Corridor and to CN Freeport subdivision. B4/B5 is fully usable without B6.
	Restriction of Alternatives?	None	N	Project B4/B5 does not restrict alternatives in B6.
Linkage to Project F	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project G	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project H	Independent Utility?			
	Restriction of Alternatives?			
Linked Project Preliminary Purpose and Need Project is now ready to	The purpose of this proposed action is to improve the flow of traffic, increase train speeds and increase corridor capacity between CP LaGrange and CP Rose on the Beltway Corridor and to CN Freeport subdivision.			

be processed through an ECAD	Form Completed: 01/21/04 Form Revised: 03/31/04 Form Revised 05/08/09
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CREATE Component Project Preliminary Screening Worksheet

CREATE Component Project Profile

Project Identifier	B6 (McCook Connection)	
Objective, Intent of Project	Improve the speed and capacity between the BNSF and IHB at CP McCook.	
Description of Proposed Work/ Improvements	Construct second southwest connection between BNSF and IHB/B&OCT(CSX). Extend present connection an additional 7000 feet and increase speed to 25 mph. Add additional crossover on IHB/B&OCT(CSX) trackage. Signalize to provide visibility and electronic route request capability.	
Location:	BNSF and B&OCT(CSX)	
Owner(s)	IHB Mainline and BNSF Chillicothe Subdivision	
Route/Line	From the BNSF to IHB/B&OCT(CSX) trackage just south of CP McCook.	
Project Limits	McCook, IL	
Local Community		
Potential Environmental Issues Needing Further Study	No issues appear to need greater detail than normally accomplished through ECAD process.	
Project Status	Engineering: Preliminary layout and estimate. Ground survey and detailed signal design needs to be completed.	
Estimated Project Costs (Level of Confidence)	Construction \$ 14 Million R/W \$ No Contingencies \$ TBD	Planning Estimate Preliminary Engineering Estimate
Adjoining CREATE Projects	A. B4/B5	
(Proj.#, Line, distance)	B. B8	
	C.	
	D.	
	E.	
Other Related Projects (Nature of Relationship)	F.	
	G.	
	H.	
Comments/Notes:		

Individual Component Project Logical Termini Test – Determine 1) sufficient length and scope; 2) independent utility; and 3) restriction of alternatives.				
1) Sufficient Length & Scope Determination				
Does the proposed project have sufficient length and scope to broadly address environmental issues? If no, modify project limits. After project limits are modified, ensure project profile is accurate, then proceed to project linkage test.				Y/N
				Y
2) Independent Utility and 3) Restriction of Alternatives Determination				
		Discussion	Y/N	Rationale
Linkage to Project B4/B5	Independent Utility? <i>Does the project have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made?</i>	Significant distance between these two projects and neither has an impact on the other. (2.5 miles)	Y	Project B6 is to improve the speed and capacity between the BNSF and IHB at CP McCook. B6 is fully usable without B4/B5.
	Restriction of Alternatives? <i>Does the project restrict the consideration of alternatives for other reasonably foreseeable transportation improvements?</i>	None	N	Project B6 does not restrict alternatives in B4/B5.
Linkage to Project B8	Independent Utility?	Project B6 would only cause signal software programming considerations in B8.	Y	Project B6 is to improve the speed and capacity between the BNSF and IHB at CP McCook. B6 is fully usable without B8.
	Restriction of Alternatives?	None	N	Project B6 does not restrict alternatives in B8.

Linkage to Project C	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project D	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project E	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project F	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project G	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project H	Independent Utility?			
	Restriction of Alternatives?			
<p>If no linkages, prepare Component Project Preliminary Purpose and Need Statement.</p> <p>Project is now ready to be processed through an ECAD</p>	<p>The purpose of this proposed action is to improve the speed and capacity between the BNSF and IHB at CP McCook.</p> <p>Form Completed: 01/21/04 Form Revised: 03/30/04 Form Revised 05/08/09</p>			
If linkages, go to next page	NONE			

CREATE Component Project Preliminary Screening Worksheet

CREATE Component Project Profile

Project Identifier	B8 (Argo to CP Canal TCS)	
Objective, Intent of Project	To increase train speeds and capacity between CP Argo and CP Canal.	
Description of Proposed Work/ Improvements	Install TCS signaling.	
Location:	B&OCT(CSX)	
Owner(s)	IHB Mainline	
Route/Line	Between CP Canal and CP Argo. (From near the intersection of Pielet Drive and West 59 th St. in Summit, IL to near the intersection of Archer Ave. and West 63 rd St. Place in Argo, IL.)	
Project Limits	Summit, IL	
Local Community		
Potential Environmental Issues Needing Further Study	No issues appear to need greater detail than normally accomplished through ECAD process. Project is within the I&M Canal National Heritage Corridor.	
Project Status	Engineering: Preliminary layout and estimate. Ground survey and detailed signal design needs to be completed.	
Estimated Project Costs (Level of Confidence)	Construction \$ 4.2 Million R/W \$ 0 Contingencies \$ TBD	Planning Estimate Preliminary Engineering Estimate
Adjoining CREATE Projects	A. B6	
(Proj.#, Line, distance)	B. B9/EW1	
	C. P6	
	D.	
Other Related Projects	E.	
(Nature of Relationship)	F.	
	G.	
	H.	
Comments/Notes:		

Individual Component Project Logical Termini Test – Determine 1) sufficient length and scope; 2) independent utility; and 3) restriction of alternatives.				
1) Sufficient Length & Scope Determination				
Does the proposed project have sufficient length and scope to broadly address environmental issues? If no, modify project limits. After project limits are modified, ensure project profile is accurate, then proceed to project linkage test.				Y/N
				Y
2) Independent Utility and 3) Restriction of Alternatives Determination				
		Discussion	Y/N	Rationale
Linkage to Project B6	Independent Utility? <i>Does the project have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made?</i>	Project B6 would only cause signal software programming considerations in B8.	Y	Project B8 is to increase train speeds and capacity between CP Argo and CP Canal. B8 is fully usable without B6.
	Restriction of Alternatives? <i>Does the project restrict the consideration of alternatives for other reasonably foreseeable transportation improvements?</i>	None	N	Project B8 does not restrict alternatives in B6.
Linkage to Project B9/EW1	Independent Utility?	Project B9/EW1 would only cause signal software programming considerations in B8.	Y	Project B8 is to increase train speeds and capacity between CP Argo and CP Canal. B8 is fully usable without B9/EW1.
	Restriction of Alternatives?	None	N	Project B8 does not restrict alternatives in B9/EW1.

Linkage to Project P-6	Independent Utility?	Project P6 would only cause signal software programming considerations in B8.	Y	Project B8 is to increase train speeds and capacity between CP Argo and CP Canal. B8 is fully usable without P6.
	Restriction of Alternatives?	None	N	Project B8 does not restrict alternatives in P6.
Linkage to Project D	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project E	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project F	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project G	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project H	Independent Utility?			
	Restriction of Alternatives?			
If no linkages, prepare Component Project Preliminary Purpose and Need Statement. Project is now ready to be processed through an ECAD	The purpose of this proposed action is to increase train speeds and capacity between CP Argo and CP Canal. Form Completed: 01/21/04 Form Revised: 03/30/04 Form Revised 05/08/09			
If linkages, go to next page	NONE			

CREATE Component Project Preliminary Screening Worksheet

CREATE Component Project Profile

Project Identifier	B9 (Argo Connections)	
Objective, Intent of Project	Improve connection between the East-West and Beltway Corridors at CP Argo.	
Description of Proposed Work/ Improvements	Create a double track connection between the BRC and IHB/B&OCT(CSX) at CP Argo by installing new crossovers and upgrading lead tracks. Provide additional improvements to remove switching activities from the IHB mains.	
Location:	B&OCT(CSX) and BRC	
Owner(s)	IHB Mainline	
Route/Line	IHB Mainline between 62 nd Street and 71 st Street.	
Project Limits	Summit, and Bedford Park and Bridgeview, IL	
Local Community		
Potential Environmental Issues Needing Further Study	No issues appear to need greater detail than normally accomplished through ECAD process. Project is within the I&M Canal National Heritage Corridor.	
Project Status	Engineering: Preliminary layout and estimate. Ground survey and detailed signal design needs to be completed.	
Estimated Project Costs (Level of Confidence)	Construction \$ 9.8 Million R/W \$ 0 Contingencies \$ TBD	Planning Estimate Preliminary Engineering Estimate
Adjoining CREATE Projects	A. B8	
(Proj.#, Line, distance)	B. GS14	
	C. EW1	
	D.	
	E.	
Other Related Projects (Nature of Relationship)	F.	
	G.	
	H.	
Comments/Notes:		

Individual Component Project Logical Termini Test – Determine 1) sufficient length and scope; 2) independent utility; and 3) restriction of alternatives.				
1) Sufficient Length & Scope Determination				
Does the proposed project have sufficient length and scope to broadly address environmental issues? If no, modify project limits. After project limits are modified, ensure project profile is accurate, then proceed to project linkage test.				Y/N
				Y
2) Independent Utility and 3) Restriction of Alternatives Determination				
		Discussion	Y/N	Rationale
Linkage to Project B8	Independent Utility? <i>Does the project have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made?</i>	Project B9 would only cause signal software programming considerations in B8.	Y	Project B9 is to improve the connection between the East-West and Beltway Corridors at CP Argo. B9 is fully usable without B8.
	Restriction of Alternatives? <i>Does the project restrict the consideration of alternatives for other reasonably foreseeable transportation improvements?</i>	None	N	Project B9 does not restrict alternatives in B-8.
Linkage to Project GS14	Independent Utility?	Significant distance between these two projects and neither has an impact on the other. (0.8 mile)	Y	Project B9 is to improve the connection between the East-West and Beltway Corridors at CP Argo. B9 is fully usable without GS14.
	Restriction of Alternatives?	None	N	Project B-9 does not restrict alternatives in GS-14.

Linkage to Project EW1	Independent Utility?	Project B9 will physically connect to project EW1 and is not fully usable without EW1.	N	Project B9 to improve the connection between the East-West and Beltway Corridors at CP Argo. B9 is not fully usable without EW1. Therefore the projects are linked.
	Restriction of Alternatives?	The physical connection between these two projects would restrict the design and utility of both projects.	Y	Project B9 does restrict alternatives in EW1. Therefore the projects are linked.
Linkage to Project D	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project E	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project F	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project G	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project H	Independent Utility?			
	Restriction of Alternatives?			
If no linkages, prepare Component Project Preliminary Purpose and Need Statement. Project is now ready to be processed through an ECAD	Form Revised 05/08/09			
If linkages, go to next page				

List Component Projects that Constitute the Linked Project	B9 and EW1	
CREATE Linked Project Profile		
Project Identifier	B9/EW1 (Argo Connections/ Clearing Main Lines)	
Objective, Intent of Project	Create a new East-West Corridor that provides dedicated route for through trains at Clearing Yard and improves connection to Beltway Corridor at CP Argo.	
Description of Proposed Work/ Improvements	Create a double track connection between the BRC and IHB/B&OCT(CSX) at Argo by installing new crossovers and upgrading lead tracks. Construct two new main tracks (35,000 feet of total new trackage) around Clearing Yard between Hayford and CP Argo. Any existing BRC yard tracks utilized for new mainline will be replaced with additional track on current yard property. Associated signal work. Includes modifying highway bridges at Cicero and Pulaski Streets.	
Location: Owner(s) Route/Line Project Limits Local Community	B&OCT(CSX) and BRC	
	IHB Mainline and BRC Clearing Yard	
	IHB Mainline between 62 nd Street and 71 st Street and BRC Clearing Yard from IHB/BRC connection at the intersection of 65 th and 76 th Avenue to the intersection of 75 th and Hohman Streets.	
	Summit, Bedford Park and Bridgeview, IL and in Chicago Community Areas - Ashburn, Chicago Lawn, Clearing and West Lawn	
Potential Environmental Issues Needing Further Study	No issues appear to need greater detail than normally accomplished through ECAD process. Project is within the I&M Canal National Heritage Corridor.	
Project Status	Engineering: Preliminary layout and estimate. Ground survey and detailed signal design needs to be completed.	
Estimated Project Costs (Level of Confidence)	Construction \$ 45.2 Million R/W \$ –0 Contingencies \$ TBD	Planning Estimate
		Preliminary Engineering Estimate
Adjoining CREATE Projects (Proj.#, Line, distance)	A. B8	
	B. GS14	
	C. EW2/P2/P3/GS19	
	D.	

Other Related Projects (Nature of Relationship)	E.			
	F.			
	G.			
	H.			
Comments:				
Individual Component Project Logical Termini Test – Determine 1) sufficient length and scope; 2) independent utility; and 3) restriction of alternatives.				
1) Sufficient Length & Scope Determination				
Does the proposed project have sufficient length and scope to broadly address environmental issues? If no, modify project limits. After project limits are modified, ensure project profile is accurate, then proceed to project linkage test.			Y/N	
			Y	
2) Independent Utility and 3) Restriction of Alternatives Determination				
		Discussion	Y/N	Rationale
Linkage to Project B8	Independent Utility? <i>Does the project have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made?</i>	Project B9/EW1 would only cause signal software programming considerations in B-8.	Y	Project B9/EW1 is to create a new East-West Corridor that provides dedicated route for through trains at Clearing Yard and improves connection to Beltway Corridor at CP Argo. B9/EW1 is fully usable without B8.
	Restriction of Alternatives? <i>Does the project restrict the consideration of alternatives for other reasonably foreseeable transportation improvements?</i>	None	N	Project B9/EW1 does not restrict alternatives in B8.

Linkage to Project GS14	Independent Utility?	Significant distance between these two projects and neither has an impact on the other. (0.8 mile)	Y	Project B9/EW1 is to create a new East-West Corridor that provides dedicated route for through trains at Clearing Yard and improves connection to Beltway Corridor at CP Argo. B9/EW1 is fully usable without GS14.
	Restriction of Alternatives?	None	N	Project B9/EW1 does not restrict alternatives in GS14.
Linkage to Project EW2/P2/P3/GS19	Independent Utility?	Significant distance between these two projects and neither has an impact on the other.	Y	Project B-9/EW-1 is to create a new East-West Corridor that provides dedicated route for through trains at Clearing Yard and improves connection to Beltway Corridor at CP Argo. B9/EW1 is fully usable without EW2/P2/P3/GS19.
	Restriction of Alternatives?	None	N	Project B-9/EW-1 does not restrict alternatives in EW2/P2/P3/GS19.
Linkage to Project D	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project E	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project F	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project G	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project H	Independent Utility?			
	Restriction of Alternatives?			

Linked Project Preliminary Purpose and Need Project is now ready to be processed through an ECAD	<p>The purpose of this proposed action is to provide a new East-West Corridor for through trains at Clearing Yard and improves connection to Beltway Corridor at CP Argo.</p> <p>Form Completed: 01/21/04 Form Revised: 06/02/04 Form Revised 05/08/09</p>
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CREATE Component Project Preliminary Screening Worksheet

CREATE Component Project Profile

Project Identifier	B12 (3rd Mainline 123rd Street to CP Francisco)	
Objective, Intent of Project	To increase capacity and decrease average travel time between CP Francisco and CP 123rd St and the Cal Sag Channel.	
Description of Proposed Work/ Improvements	A third main will be constructed along the Beltway Corridor, including constructing new track and the upgrading of some existing track, between CP 123rd St. and the Cal Sag Channel. Includes a new Rail bridge over 127 th Street. Includes associated signal work.	
Location:	Owner(s)	B&OCT(CSX)
	Route/Line	IHB Mainline
	Project Limits	Between Cal Sag Channel and CP 123 rd St.
	Local Community	Alsip and Blue Island
Potential Environmental Issues Needing Further Study	No issues appear to need greater detail than normally accomplished through ECAD process.	
Project Status	Engineering: Preliminary layout and estimate. Ground survey and detailed signal design needs to be completed.	
Estimated Project Costs (Level of Confidence)	Construction \$ 23.9 Million R/W \$ 0 Contingencies \$ TBD	Planning Estimate Preliminary Engineering Estimate
Adjoining CREATE Projects	A. B13	
(Proj.#, Line, distance)	B. GS22	
	C. WA10	
	D.	
Other Related Projects	E.	
(Nature of Relationship)	F.	
	G.	
	H.	
Comments/Notes:		

Individual Component Project Logical Termini Test – Determine 1) sufficient length and scope; 2) independent utility; and 3) restriction of alternatives.				
1) Sufficient Length & Scope Determination				
Does the proposed project have sufficient length and scope to broadly address environmental issues? If no, modify project limits. After project limits are modified, ensure project profile is accurate, then proceed to project linkage test.				Y/N
				Y
2) Independent Utility and 3) Restriction of Alternatives Determination				
		Discussion	Y/N	Rationale
Linkage to Project B13	Independent Utility? Does the project have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made?	Project B13 would only cause signal software programming considerations in B12.	Y	Project B12 is to increase capacity and decrease average travel time between CP Francisco and CP 123rd St. B12 is fully usable without B13.
	Restriction of Alternatives? Does the project restrict the consideration of alternatives for other reasonably foreseeable transportation improvements?	None	N	Project B12 does not restrict alternatives in B13.
Linkage to Project GS22	Independent Utility?	Significant distance between these two projects and neither has an impact on the other. (1.5 miles)	Y	Project B12 is to increase capacity and decrease average travel time between CP Francisco and CP 123rd St. B12 is fully usable without GS22.
	Restriction of Alternatives?	None	N	Project B12 does not restrict alternatives in GS22.

Linkage to Project WA10	Independent Utility?	WA10 and B12 are physically close to each other, but are on separate routes and would not affect each other.	Y	Project B12 is to increase capacity and decrease average travel time between CP Francisco and CP 123 rd St. B12 is fully usable without WA10.
	Restriction of Alternatives?	None	N	Project B12 does not restrict alternatives in WA10.
Linkage to Project D	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project E	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project F	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project G	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project H	Independent Utility?			
	Restriction of Alternatives?			
If no linkages, prepare Component Project Preliminary Purpose and Need Statement. Project is now ready to be processed through an ECAD	The purpose of this proposed action is to increase capacity and decrease average travel time between CP Francisco and CP 123 rd St. Form Completed: 01/21/04 Form Revised: 03/30/04 Form Revised: 05/08/09			
If linkages, go to next page	NONE			

CREATE Component Project Preliminary Screening Worksheet

CREATE Component Project Profile

Project Identifier	B13 (Blue Island Junction Connection)	
Objective, Intent of Project	To increase train speeds through Blue Island Junction between IHB and CN.	
Description of Proposed Work/ Improvements	Upgrade rail on CN connecting track and upgrade existing crossover at CP Broadway. associated switches between CN Elsdon Subdivision and IHB and increase speeds to 25 mph. Includes associated signal work.	
Location:	B&OCT(CSX) and CN	
Owner(s)	IHB Mainline and CN Elsdon Subdivision	
Route/Line	From CP Francisco to CP Broadway, along the Beltway Corridor and the CN connecting track.	
Project Limits	Blue Island, IL	
Local Community		
Potential Environmental Issues Needing Further Study	No issues appear to need greater detail than normally accomplished through ECAD process.	
Project Status	Engineering: Preliminary layout and estimate. Ground survey and detailed signal design needs to be completed.	
Estimated Project Costs (Level of Confidence)	Construction \$ 3.5 Million R/W \$ 0 Contingencies \$ TBD	Planning Estimate Preliminary Engineering Estimate
Adjoining CREATE Projects	A. B12	
(Proj.#, Line, distance)	B. WA10	
	C. B16	
	D. B15	
Other Related Projects	E.	
(Nature of Relationship)	F.	
	G.	
	H.	
Comments/Notes:		

Individual Component Project Logical Termini Test – Determine 1) sufficient length and scope; 2) independent utility; and 3) restriction of alternatives.				
1) Sufficient Length & Scope Determination				
Does the proposed project have sufficient length and scope to broadly address environmental issues? If no, modify project limits. After project limits are modified, ensure project profile is accurate, then proceed to project linkage test.				Y/N
				Y
2) Independent Utility and 3) Restriction of Alternatives Determination				
		Discussion	Y/N	Rationale
Linkage to Project B12	Independent Utility? <i>Does the project have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made?</i>	Project B13 would only cause signal software programming considerations in B12.	Y	Project B13 is to increase train speeds through Blue Island Junction between IHB and CN. B13 is fully usable without B12.
	Restriction of Alternatives? <i>Does the project restrict the consideration of alternatives for other reasonably foreseeable transportation improvements?</i>	None	N	Project B13 does not restrict alternatives in B12.
Linkage to Project WA10	Independent Utility?	WA10 and B13 are physically close to each other, but are on separate routes and would not affect each other.	Y	Project B13 is to increase train speeds through Blue Island Junction between IHB and CN. B13 is fully usable without WA10.
	Restriction of Alternatives?	None	N	Project B13 does not restrict alternatives in WA10.

Linkage to Project B16	Independent Utility?	Significant distance between these two projects and neither has an impact on the other. (5.5 miles)	Y	Project B13 is to increase train speeds through Blue Island Junction between IHB and CN. B13 is fully usable without B16.
	Restriction of Alternatives?	None	N	Project B13 does not restrict alternatives in B16.
Linkage to Project B15	Independent Utility?	Significant distance between these two projects and neither has an impact on the other (2 miles), and B-15 would only cause signal software programming considerations in B-13.	Y	Project B13 is to increase train speeds through Blue Island Junction between IHB and CN. B13 is fully usable without B15.
	Restriction of Alternatives?	None	N	Project B13 does not restrict alternatives in B15.
Linkage to Project E	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project F	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project G	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project H	Independent Utility?			
	Restriction of Alternatives?			
If no linkages, prepare Component Project Preliminary Purpose and Need Statement. Project is now ready to be processed through an ECAD		The purpose of this proposed action is to increase train speeds through Blue Island Junction between IHB and CN. Form Completed: 01/21/04 Form Revised: 03/30/04 Form Revised: 05/08/09		
If linkages, go to next page		NONE		

CREATE Component Project Preliminary Screening Worksheet

CREATE Component Project Profile

Project Identifier	B15 (TCS Blue Island Yard Running Tracks)	
Objective, Intent of Project	To increase train speeds around Blue Island Yard, from CP Harvey to Dolton.	
Description of Proposed Work/ Improvements	Install TCS signaling between CP Harvey and Dolton, and install power switches at School St. and at the Northwest connection at Ashland Ave.	
Location:	IHB	
Owner(s)	IHB Mainline	
Route/Line	Between the CPs on either side of Blue Island Yard (CP Harvey and Dolton). (From the intersection of Western Ave. and 140 th St. in Blue Island, IL to the intersection of 140 th St. and Indiana Ave. in Dolton, IL.)	
Project Limits	Blue Island, Riverdale and Dolton, IL	
Local Community		
Potential Environmental Issues Needing Further Study	No issues appear to need greater detail than normally accomplished through ECAD process.	
Project Status	Engineering: Preliminary layout and estimate. Ground survey and detailed signal design needs to be completed.	
Estimated Project Costs (Level of Confidence)	Construction \$ 4.1 Million R/W \$ 0 Contingencies \$ TBD	Planning Estimate Preliminary Engineering Estimate
Adjoining CREATE Projects	A. B13	
(Proj.#, Line, distance)	B. WA11	
	C.	
	D.	
Other Related Projects	E.	
(Nature of Relationship)	F.	
	G.	
	H.	
Comments/Notes:		

Individual Component Project Logical Termini Test – Determine 1) sufficient length and scope; 2) independent utility; and 3) restriction of alternatives.				
1) Sufficient Length & Scope Determination				
Does the proposed project have sufficient length and scope to broadly address environmental issues? If no, modify project limits. After project limits are modified, ensure project profile is accurate, then proceed to project linkage test.				Y/N
				Y
2) Independent Utility and 3) Restriction of Alternatives Determination				
		Discussion	Y/N	Rationale
Linkage to Project B13	Independent Utility? <i>Does the project have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made?</i>	Significant distance between these two projects and neither has an impact on the other (2 miles), and B-13 would only cause signal software programming considerations in B-15.	Y	Project B15 is to increase train speeds around Blue Island Yard, from CP Harvey to Dolton. B15 is fully usable without B13.
	Restriction of Alternatives? <i>Does the project restrict the consideration of alternatives for other reasonably foreseeable transportation improvements?</i>	None	N	Project B15 does not restrict alternatives in B13.
Linkage to Project WA11	Independent Utility?	WA11 would only cause signal software programming considerations in B-15.	Y	Project B15 is to increase train speeds around Blue Island Yard, from CP Harvey to Dolton. B15 is fully usable without WA-11.
	Restriction of Alternatives?	None	N	Project B15 does not restrict alternatives in WA11.

Linkage to Project C	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project D	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project E	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project F	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project G	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project H	Independent Utility?			
	Restriction of Alternatives?			
<p>If no linkages, prepare Component Project Preliminary Purpose and Need Statement.</p> <p>Project is now ready to be processed through an ECAD</p>	<p>The purpose of this proposed action is to increase train speeds around Blue Island Yard, between CP Harvey and Dolton.</p> <p>Form Completed: 01/21/04 Form Revised: 03/30/04 Form Revised: 05/08/09</p>			
If linkages, go to next page	NONE			

CREATE Component Project Preliminary Screening Worksheet

CREATE Component Project Profile

Project Identifier	B16 (Thornton Junction Connection)	
Objective, Intent of Project	To reestablish a former connection to connect the Beltway and Western Avenue Corridors.	
Description of Proposed Work/ Improvements	Install new interlocked connection between CN and UP/CSX in the southwest quadrant of the current crossing at Thornton Junction. Includes associated signal work.	
Location:	CN and UP/CSX	
Owner(s)	CN Elsdon Subdivision and UP Villa Grove Subdivision	
Route/Line	In the southwest quadrant of the Thornton Interlocking. (Near State Street and 168th Street)	
Project Limits	South Holland, IL	
Local Community		
Potential Environmental Issues Needing Further Study	No issues appear to need greater detail than normally accomplished through ECAD process.	
Project Status	Engineering: Preliminary layout and estimate. Ground survey and detailed signal design needs to be completed.	
Estimated Project Costs (Level of Confidence)	Construction \$ 4.1 Million R/W \$ Yes - TBD Contingencies \$ TBD	Planning Estimate Preliminary Engineering Estimate
Adjoining CREATE Projects	A. B13	
(Proj.#, Line, distance)	B. WA11	
	C. GS-23	
	D.	
	E.	
Other Related Projects (Nature of Relationship)	F.	
	G.	
	H.	
Comments/Notes:		

Individual Component Project Logical Termini Test – Determine 1) sufficient length and scope; 2) independent utility; and 3) restriction of alternatives.				
1) Sufficient Length & Scope Determination				
Does the proposed project have sufficient length and scope to broadly address environmental issues? If no, modify project limits. After project limits are modified, ensure project profile is accurate, then proceed to project linkage test.				Y/N
				Y
2) Independent Utility and 3) Restriction of Alternatives Determination				
		Discussion	Y/N	Rationale
Linkage to Project B13	Independent Utility? <i>Does the project have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made?</i>	Significant distance between these two projects and neither has an impact on the other. (5.5 miles)	Y	Project B16 is to establish a connection between the Beltway and Western Avenue Corridors. B16 is fully usable without B13.
	Restriction of Alternatives? <i>Does the project restrict the consideration of alternatives for other reasonably foreseeable transportation improvements?</i>	None	N	Project B16 does not restrict alternatives in B13.
Linkage to Project WA11	Independent Utility?	Significant distance between these two projects and neither has an impact on the other. (4.5 miles)	Y	Project B16 is to establish a connection between the Beltway and Western Avenue Corridors. B16 is fully usable without WA11.
	Restriction of Alternatives?	None	N	Project B16 does not restrict alternatives in WA11.

Linkage to Project GS-23	Independent Utility?	Significant distance between these two projects and neither has an impact on the other. (3.5 miles)	Y	Project B-16 is to establish a connection between the Beltway and Western Avenue Corridors. B-16 is fully usable without GS-23.
	Restriction of Alternatives?	None	N	Project B-16 does not restrict alternatives in GS-23.
Linkage to Project D	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project E	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project F	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project G	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project H	Independent Utility?			
	Restriction of Alternatives?			
<p>If no linkages, prepare Component Project Preliminary Purpose and Need Statement.</p> <p>Project is now ready to be processed through an ECAD</p>	<p>The purpose of this proposed action is to reestablish a former connection to connect the Beltway and Western Avenue Corridors.</p> <p>Form Completed: 01/21/04 Form Revised: 03/30/04 Form Revised 05/08/09</p>			
If linkages, go to next page	NONE			

CREATE Component Project Preliminary Screening Worksheet

CREATE Component Project Profile

Project Identifier	C-1 (Altenheim Subdivision)	
Objective, Intent of Project	To restore the Altenheim Subdivision of B&OCT(CSX) to mainline standards.	
Description of Proposed Work/ Improvements	Upgrade existing double track on the Altenheim Subdivision between the CN/Waukesha Subdivision and Ogden Junction. Add a power connection to the BRC at 14th St. Reconstruct all bridges. Includes associated signal work.	
Location:	B&OCT(CSX)	
Owner(s)	B&OCT(CSX) Altenheim Subdivision	
Route/Line	Madison St. on the west and Ogden Junction on the east.	
Project Limits	Oak Park, IL and Forest Park, IL and Chicago Community Areas — Austin and North Lawndale	
Local Community		
Potential Environmental Issues Needing Further Study	No issues appear to need greater detail than normally accomplished through ECAD process.	
Project Status	Engineering: Preliminary layout and estimate. Ground survey and detailed signal design needs to be completed.	
Estimated Project Costs (Level of Confidence)	Construction \$ 28.9 R/W \$ 0 Contingencies \$ TBD	Planning Estimate Preliminary Engineering Estimate
Adjoining CREATE Projects	A. C-2	
(Proj.#, Line, distance)	B. WA-1	
	C. C-3/C-4/WA-4	
	D.	
Other Related Projects (Nature of Relationship)	E. IDOT I-290 Project — possible need to acquire ROW from the railroad.	
	F.	
	G.	
	H.	
Comments/Notes:		

Individual Component Project Logical Termini Test—Determine 1) sufficient length and scope; 2) independent utility; and 3) restriction of alternatives.				
1) Sufficient Length & Scope Determination				
Does the proposed project have sufficient length and scope to broadly address environmental issues? If no, modify project limits. After project limits are modified, ensure project profile is accurate, then proceed to project linkage test.				Y/N
				Y
2) Independent Utility and 3) Restriction of Alternatives Determination				
		Discussion	Y/N	Rationale
Linkage to Project C-2	Independent Utility? Does the project have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made?	C-2 would not be constructed without C-1.	N	Project C-1 is to restore the Altenheim Subdivision of B&OCT(CSX) to mainline standards. C-2 is not fully usable without C-1. Therefore the projects are linked.
	Restriction of Alternatives? Does the project restrict the consideration of alternatives for other reasonably foreseeable transportation improvements?	None	Y	Project C-2 does not restrict alternatives in C-1.
Linkage to Project WA-1	Independent Utility?	WA-1 upgrades the connection between UP and CSX/NS. C-1 restores out of service Altenheim Subdivision and would not require the implementation of WA-1.	Y	Project C-1 is to restore the Altenheim Subdivision of B&OCT(CSX) to mainline standards. C-1 is fully usable without WA-1.
	Restriction of Alternatives?	None	N	Project C-1 does not restrict alternatives in WA-1.

Linkage to Project C-3/C-4/WA-4	Independent Utility?	C-3/C-4/WA-4 adds capacity (new track) to existing WA Corridor and is independent of C-1/C-2.	Y	Project C-1 is to restore the Altenheim Subdivision of B&OCT(CSX) to mainline standards. C-1 is fully usable without C-3/C-4/WA-4.
	Restriction of Alternatives?	None	N	Project C-1 does not restrict alternatives in C-3/C-4/WA-4.
Linkage to Project IDOT I-290	Independent Utility?	None	Y	Project C-1 is to restore the Altenheim Subdivision of B&OCT(CSX) to mainline standards. C-1 is fully usable without the IDOT I-290 project.
	Restriction of Alternatives?	The C-1 corridor is within the project limits of the I-290 project, but does not affect the consideration of alternatives in the I-290 project.	N	Project C-1 does not restrict alternatives in IDOT I-290 project.
Linkage to Project E	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project F	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project G	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project H	Independent Utility?			
	Restriction of Alternatives?			
If no linkages, prepare Component Project Preliminary Purpose and Need Statement. Project is now ready to be processed through an ECAD				
If linkages, go to next page				

List Component Projects that Constitute the Linked Project	C-1 and C-2	
CREATE Linked Project Profile		
Project Identifier	C-1/C-2 (Altenheim Subdivision/Ogden Junction)	
Objective, Intent of Project	To restore the Altenheim Subdivision of B&OCT(CSX) to mainline standards and improve the efficiency of operations of the Altenheim Subdivision.	
Description of Proposed Work/Improvements	Upgrade existing double track on the Altenheim Subdivision between the CN/Waukesha Subdivision and Ogden Junction. Add a power connection to the BRC at 14th St. Reconstruct all bridges. Includes associated signal work. Install universal crossovers near the east end of the double-tracked Altenheim Subdivision.	
Location: — Owner(s)	B&OCT(CSX)	
Route/Line	B&OCT(CSX) Altenheim Subdivision	
Project Limits	From Madison St. in Forest Park, IL to Ogden Junction near 12 th St. in Chicago.	
Local Community	Oak Park and Forest Park, IL and Chicago Community Areas — Austin and North Lawndale.	
Potential Environmental Issues Needing Further Study	No issues appear to need greater detail than normally accomplished through ECAD process.	
Project Status (Percent Design Complete)	Engineering: Preliminary layout and estimate. Ground survey and detailed signal design needs to be completed.	
Estimated Project Costs (Level of Confidence)	Construction \$ 30.6 Million R/W \$ 0 Contingencies \$ TBD	Planning Estimate Preliminary Engineering Estimate
Adjoining CREATE Projects (Proj.#, Line, distance)	A. C-3/C-4/WA-4 B. WA-1 C. D.	

Other Related Projects (Nature of Relationship)	E. IDOT I-290 Project — possible need to acquire ROW from the railroad.			
	F.			
	G.			
	H.			
Comments:				
Individual Component Project Logical Termini Test — Determine 1) sufficient length and scope; 2) independent utility; and 3) restriction of alternatives.				
1) Sufficient Length & Scope Determination				
Does the proposed project have sufficient length and scope to broadly address environmental issues? If no, modify project limits. After project limits are modified, ensure project profile is accurate, then proceed to project linkage test.	Y/N			
	Y			
2) Independent Utility and 3) Restriction of Alternatives Determination				
	Discussion	Y/N	Rationale	
Linkage to Project C-3/C-4/WA-4	Independent Utility? Does the project have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made?	C-3/C-4/WA-4 adds capacity (new track) to existing WA Corridor and is independent of C-1/C-2.	Y	Project C-1/C-2 is to restore the Altenheim Subdivision of B&OCT(CSX) to mainline standards. C-1/C-2 is fully usable without C-3/C-4/WA-4.
	Restriction of Alternatives? Does the project restrict the consideration of alternatives for other reasonably foreseeable transportation improvements?	None	N	Project C-1/C-2 does not restrict alternatives in C-3/C-4/WA-4.

Linkage to Project WA-1	Independent Utility?	WA-1 upgrades the connection between UP and CSX/NS. C-1/C-2 restores out of service Altenheim Subdivision and would not require the implementation of WA-1.	Y	Project C-1/C-2 is to restore the Altenheim Subdivision of B&OCT(CSX) to mainline standards. C-1/C-2 is fully usable without WA-1.
	Restriction of Alternatives?	None	N	Project C-1/C-2 does not restrict alternatives in WA-1.
Linkage to Project IDOT I-290	Independent Utility?	None	Y	Project C-1/C-2 is to restore the Altenheim Subdivision of B&OCT(CSX) to mainline standards. C-1/C-2 is fully usable without the IDOT I-290 project.
	Restriction of Alternatives?	The C-1/C-2 corridor is within the project limits of the I-290 project, but does not affect the consideration of alternatives in the I-290 project.	N	Project C-1/C-2 does not restrict alternatives in IDOT I-290 project.
Linkage to Project D	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project E	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project F	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project G	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project H	Independent Utility?			
	Restriction of Alternatives?			
Linked Project Preliminary Purpose and Need Project is now ready to be processed through an ECAD		The purpose of this proposed action is to restore the Altenheim Subdivision of B&OCT(CSX) to mainline standards and improve the efficiency of operations of the Altenheim Subdivision. Form Completed: 01/21/04 Form Revised: 06/02/04		

CREATE Component Project Preliminary Screening Worksheet

CREATE Component Project Profile

Project Identifier	C-3 (Ogden Junction to Ash Street)	
Objective, Intent of Project	Increase capacity from Ash St. to Ogden Junction.	
Description of Proposed Work/ Improvements	Construct a new mainline where the former Panhandle main existed, paralleling the Western Avenue Corridor. Includes associated signal work, crossovers, and rail bridge rehabilitation.	
Location:	NS	
Owner(s)	Old Panhandle ROW	
Route/Line	From a connection to the Altenheim Subdivision and to B&OCT(CSX) at Ogden Junction south to the Brighton Park Interlocking.	
Project Limits	Chicago Community Areas — Brighton Park and McKinley Park	
Local Community		
Potential Environmental Issues Needing Further Study	No issues appear to need greater detail than normally accomplished through ECAD process.	
Project Status	Engineering: Preliminary layout and estimate. Ground survey and detailed signal design needs to be completed.	
Estimated Project Costs (Level of Confidence)	Construction \$ 4.5 Million RAW \$ 0 Contingencies \$ TBD	Planning Estimate Preliminary Engineering Estimate
Adjoining Projects (Proj.#, Line, distance)	A. C-1/C-2 B. WA-1 C. C-4 D. WA-4	
Other Related Projects (Nature of Relationship)	E. Brighton Park Interlocking F. G. H.	
Comments/Notes:		

Individual Component Project Logical Termini Test – Determine 1) sufficient length and scope; 2) independent utility; and 3) restriction of alternatives.				
1) Sufficient Length & Scope Determination				
Does the proposed project have sufficient length and scope to broadly address environmental issues? If no, modify project limits. After project limits are modified, ensure project profile is accurate, then proceed to project linkage test.			Y/N	
			Y	
2) Independent Utility and 3) Restriction of Alternatives Determination				
		Discussion	Y/N	Rationale
Linkage to Project C-1/C-2	Independent Utility? <i>Does the project have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made?</i>	C-3 adds capacity (new track) to existing WA Corridor and is independent of C-1/C-2.	Y	Project C-3 is to construct a new single main track from Ash St. to Ogden Junction to increase capacity. C-3 is fully usable without C-1/C-2.
	Restriction of Alternatives? <i>Does the project restrict the consideration of alternatives for other reasonably foreseeable transportation improvements?</i>	None	N	Project C-3 does not restrict alternatives in C-1/C-2.
Linkage to Project WA-1	Independent Utility?	Project WA-1 would only cause signal software programming considerations in C-3.	Y	Project C-3 is to construct a new single main track from Ash St. to Ogden Junction to increase capacity. C-3 is fully usable without WA-1.
	Restriction of Alternatives?	None	N	Project C-3 does not restrict alternatives in WA-1.

Linkage to Project C-4	Independent Utility?	None	N	Project C-3 is to construct a new single main track from Ash St. to Ogden Junction to increase capacity. C-3 is not fully usable without C-4. Therefore the projects are linked.
	Restriction of Alternatives?	C-4 would not be built if C-3 were not.	Y	Project C-3 does restrict alternatives in C-4. Therefore the projects are linked.
Linkage to Project WA-4	Independent Utility?	WA-4 and C-4 have linkage to each other due to areas of common trackage in each project. C-4 is linked to C-3 (see above) and thus WA-4 is linked to C-3.	Y	Project C-3 is to construct a new single main track from Ash St. to Ogden Junction to increase capacity. C-3 is not fully usable without WA-4, due to WA-4's linkage to C-4. Therefore the projects are linked.
	Restriction of Alternatives?	None	N	Project C-3 does not restrict alternatives in WA-4.
Linkage to Project Brighton Park Interlocking	Independent Utility?	Project C-3 would only cause signal software programming considerations in the Brighton Park Interlocking project.	Y	Project C-3 is to construct a new single main track from Ash St. to Ogden Junction to increase capacity. C-3 is fully usable without the Brighton Park Interlocking.
	Restriction of Alternatives?	None	N	Project C-3 does not restrict alternatives in Brighton Park Interlocking.
Linkage to Project F	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project G	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project H	Independent Utility?			
	Restriction of Alternatives?			

<p>If no linkages, prepare Component Project Preliminary Purpose and Need Statement.</p> <p>Project is now ready to be processed through an ECAD</p>	
<p>If linkages, go to next page</p>	

List Component Projects that Constitute the Linked Project	C-3, C-4 and WA-4	
CREATE Linked Project Profile		
Project Identifier	C-3/C-4/WA-4 (Ogden Junction to Ash Street/ Ash Street/BNSF Connector)	
Objective, Intent of Project	Establish a new movement between B&OCT(CSX) Altenheim Subdivision and CN Freeport Subdivision, allowing CN trains direct access and increased capacity to the WA Corridor. Also, improve safety by eliminating long reverse moves between the BNSF Chicago and BNSF Chillicothe Subdivisions.	
Description of Proposed Work/ Improvements	Construct a new mainline where the former Panhandle main existed, paralleling the Western Avenue Corridor. Includes associated signal work, crossovers, and rail over highway and rail over water bridge rehabilitation. Construct connection to Freeport Subdivision and B&OCT(CSX) Blue Island Subdivision. Construct new track between 21st Street and 32nd Street.	
Location: — Owner(s) Route/Line Project Limits Local Community	B&OCT(CSX), NS and CN	
	Old Panhandle ROW	
	From a connection to the Altenheim Subdivision and to B&OCT(CSX) at Ogden Junction south to the Brighton Park Interlocking.	
	Chicago Community Areas — Brighton Park, McKinley Park, North Lawndale and South Lawndale	
Potential Environmental Issues Needing Further Study	No issues appear to need greater detail than normally accomplished through ECAD process.	
Project Status	Engineering: Preliminary layout and estimate. Ground survey and detailed signal design needs to be completed.	
Estimated Project Costs (Level of Confidence)	Construction \$ 15.7 Million	Planning Estimate
	R/W \$ 0	
	Contingencies \$ TBD	Preliminary Engineering Estimate
Adjoining CREATE Projects (Proj.#, Line, distance)	A. C-1/C-2	
	B. C-5/C-6/C-8/C-9/C-10/C-11/C-12/P-4	
	C. WA-1	
	D. WA-2	
	E. WA-5	

Other Related Projects (Nature of Relationship)	F. Brighton Park Interlocking			
	G.			
	H.			
	I.			
Comments:				
Individual Component Project Logical Termini Test—Determine 1) sufficient length and scope; 2) independent utility; and 3) restriction of alternatives.				
1) Sufficient Length & Scope Determination				
Does the proposed project have sufficient length and scope to broadly address environmental issues? If no, modify project limits. After project limits are modified, ensure project profile is accurate, then proceed to project linkage test.				Y/N
				Y
2) Independent Utility and 3) Restriction of Alternatives Determination				
		Discussion	Y/N	Rationale
Linkage to Project C-1/C-2	Independent Utility? Does the project have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made?	C-3/C-4/WA-4 adds capacity (new track) to existing WA Corridor and is independent of C-1/C-2.	Y	Project C-3/C-4/WA-4 is to connect B&OCT(CSX) Altenheim Subdivision and CN Freeport Subdivision allowing CN trains direct access and increase capacity to the WA Corridor. C-3/C-4/WA-4 is fully usable without C-1/C-2.
	Restriction of Alternatives? Does the project restrict the consideration of alternatives for other reasonably foreseeable transportation improvements?	None	N	Project C-3/C-4/WA-4 does not restrict alternatives in C-1/C-2.

Linkage to Project C-5/C-6/C-8/C-9/C-10/C-11/C-12/P-4	Independent Utility?	Trains utilizing C-5/C-6/C-8/C-9/C-10/C-11/C-12/P-4 would still be able to switch to existing tracks at Brighton Park and near Ash Street if C-3/C-4/WA-4 is not implemented.	Y	Project C-3/C-4/WA-4 is to connect B&OCT(GSX) Altenheim Subdivision and CN Freeport Subdivision allowing CN trains direct access and increase capacity to the WA Corridor. C-3/C-4/WA-4 is fully usable without C-5/C-6/C-8/C-9/C-10/C-11/C-12/P-4.
	Restriction of Alternatives?	None	N	Project C-3/C-4/WA-4 does not restrict alternatives in C-5/C-6/C-8/C-9/C-10/C-11/C-12/P-4.
Linkage to Project WA-1	Independent Utility?	Project WA-1 would only cause signal software programming considerations in C-3/C-4/WA-4.	Y	Project C-3/C-4/WA-4 is to connect B&OCT(GSX) Altenheim Subdivision and CN Freeport Subdivision allowing CN trains direct access and increase capacity to the WA Corridor. C-3/C-4/WA-4 is fully usable without WA-1.
	Restriction of Alternatives?	None	N	Project C-3/C-4/WA-4 does not restrict alternatives in WA-1.
Linkage to Project WA-2	Independent Utility?	Project C-3/C-4/WA-4 would only cause signal software programming considerations in WA-2.	Y	Project C-3/C-4/WA-4 is to connect B&OCT(GSX) Altenheim Subdivision and CN Freeport Subdivision allowing CN trains direct access and increase capacity to the WA Corridor. C-3/C-4/WA-4 is fully usable without WA-2.

	Restriction of Alternatives?	None	N	Project C-3/C-4/WA-4 does not restrict alternatives in WA-2.
Linkage to Project WA-5	Independent Utility?	Significant distance between these two projects and neither has an impact on the other. (~1 mile)	Y	Project C-3/C-4/WA-4 is to connect B&OCT(CSX) Altenheim Subdivision and CN Freeport Subdivision allowing CN trains direct access and increase capacity to the WA Corridor. C-3/C-4/WA-4 is fully usable without WA-5.
	Restriction of Alternatives?	None	N	Project C-3/C-4/WA-4 does not restrict alternatives in WA-5.
Linkage to Project Brighton Park Interlocking	Independent Utility?	Project C-3/C-4/WA-4 would only cause signal software programming considerations in the Brighton Park Interlocking project.	Y	Project C-3/C-4/WA-4 is to connect B&OCT(CSX) Altenheim Subdivision and CN Freeport Subdivision allowing CN trains direct access and increase capacity to the WA Corridor. C-3/C-4/WA-4 is fully usable without the Brighton Park Interlocking.
	Restriction of Alternatives?	None	N	Project C-3/C-4/WA-4 does not restrict alternatives in Brighton Park Interlocking.
Linkage to Project G	Independent Utility?			
	Restriction of Alternatives?			

Linked Project Preliminary Purpose and Need Project is now ready to be processed through an ECAD	<p>The purpose of this proposed action is to establish a new movement between B&OCT(CSX) Altenheim Subdivision and CN Freeport Subdivision, allowing CN trains direct access and increased capacity to the WA Corridor. Also, improve safety by eliminating long reverse moves between the BNSF Chicago and BNSF Chillicothe Subdivisions.</p> <p>Form Completed: 01/21/04 Form Revised: 06/02/04</p>
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CREATE Component Project Preliminary Screening Worksheet

CREATE Component Project Profile

Project Identifier	C-5 (Brighton Park)	
Objective, Intent of Project	Construct Central Corridor through Brighton Park Interlocking and connections to the CN Joliet Subdivision.	
Description of Proposed Work/ Improvements	Install connections in the northwest and southwest quadrants of the Brighton Park Interlocking for movements between the Central Corridor and the existing Joliet Sub. Upgrade Western Avenue Industrial Track to mainline standards. Includes associated signal work.	
Location:	NS and CN	
Owner(s)	NS Western Avenue Industrial track and CN Joliet Subdivision/Metra Heritage Corridor	
Route/Line	Archer Avenue to 35 th Street on the Panhandle and Brighton Park to Rockwell on the CN Joliet Subdivision.	
Project Limits	Chicago Community Area — Brighton Park.	
Local Community		
Potential Environmental Issues Needing Further Study	No issues appear to need greater detail than normally accomplished through ECAD process.	
Project Status	Engineering: Preliminary layout and estimate. Ground survey and detailed signal design needs to be completed.	
Estimated Project Costs (Level of Confidence)	Construction \$ 5.4 Million RAW \$ Yes—TBD Contingencies \$ TBD	Planning Estimate Preliminary Engineering Estimate
Adjoining CREATE Projects	A. C-3/C-4/WA-4	
(Proj.#, Line, distance)	B. C-6	
	C. C-8	
	D. C-9	
	E. C-10	
	F. C-11	
	G. C-12	
	H. P-4	
	I. WA-2	
	J. P-5	

Other Related Projects (Nature of Relationship)	K.
	L.
	M.
	N.
Comments/Notes:	

Individual Component Project Logical Termini Test – Determine 1) sufficient length and scope; 2) independent utility; and 3) restriction of alternatives.				
1) Sufficient Length & Scope Determination				
Does the proposed project have sufficient length and scope to broadly address environmental issues? If no, modify project limits. After project limits are modified, ensure project profile is accurate, then proceed to project linkage test.				Y/N
				Y
2) Independent Utility and 3) Restriction of Alternatives Determination				
		Discussion	Y/N	Rationale
Linkage to Project C-3/C-4/WA-4	Independent Utility? Does the project have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made?	Trains utilizing C-5 would still be able to switch to existing tracks at Brighton Park and near Ash Street if C-3/C-4/WA-4 is not implemented.	Y	Project C-5 is construct Central Corridor through Brighton Park Interlocking and connections to the CN Joliet Subdivision. C-5 is fully usable without C-3/C-4/WA-4.
	Restriction of Alternatives? Does the project restrict the consideration of alternatives for other reasonably foreseeable transportation improvements?	None	N	Project C-5 does not restrict alternatives in C-3/C-4/WA-4.

Linkage to Project C-6	Independent Utility?	Mainline and Southwest quadrant connection is not usable without C-6.	N	Project C-5 is to construct Central Corridor through Brighton Park Interlocking and connections to the CN Joliet Subdivision. C-5 is not fully usable without C-6. Therefore the projects are linked.
	Restriction of Alternatives?	Without C-5, C-6 has no useful northern connection.	Y	Project C-5 does restrict alternatives in C-6. Therefore the projects are linked.
Linkage to Project C-8	Independent Utility?	Mainline and Southwest quadrant connection is not usable without C-6 and C-8.	N	Project C-5 is to construct Central Corridor through Brighton Park Interlocking and connections to the CN Joliet Subdivision. C-5 is not fully usable without C-6 and C-8. Therefore the projects are linked.
	Restriction of Alternatives?	See Note in C-6 above.	Y	Project C-5 does restrict alternatives in C-6 and C-8. Therefore the projects are linked.
Linkage to Project C-9	Independent Utility?	Mainline and Southwest quadrant connection is not usable without C-6, C-8 and C-9.	N	Project C-5 is to construct Central Corridor through Brighton Park Interlocking and connections to the CN Joliet Subdivision. C-5 is not fully usable without C-6, C-8, and C-9. Therefore the projects are linked.
	Restriction of Alternatives?	None	Y	Project C-5 does restrict alternatives in C-6, C-8, and C-9. Therefore the projects are linked.

Linkage to Project C-10	Independent Utility?	Mainline and Southwest quadrant connection is not usable without C-6, C-8, C-9 and C-10.	N	Project C-5 is to construct Central Corridor through Brighton Park Interlocking and connections to the CN Joliet Subdivision. C-5 is not fully usable without C-6, C-8, C-9, and C-10. Therefore the projects are linked.
	Restriction of Alternatives?	None	Y	Project C-5 does restrict alternatives in C-6, C-8, C-9 and C-10. Therefore the projects are linked.
Linkage to Project C-11	Independent Utility?	Mainline and Southwest quadrant connection is not usable without C-6, C-8, C-9, C-10 and C-11.	N	Project C-5 is to construct Central Corridor through Brighton Park Interlocking and connections to the CN Joliet Subdivision. C-5 is not fully usable without C-6, C-8, C-9, C-10 and C-11. Therefore the projects are linked.
	Restriction of Alternatives?	None	Y	Project C-5 does restrict alternatives in C-6, C-8, C-9, C-10 and C-11. Therefore the projects are linked.

Linkage to Project C-12	Independent Utility?	Mainline and Southwest quadrant connection is not usable without C-6, C-8, C-9, C-10, C-11 and C-12.	N	Project C-5 is to construct Central Corridor through Brighton Park Interlocking and connections to the CN Joliet Subdivision. C-5 is not fully usable without C-6, C-8, C-9, C-10, C-11 and C-12. Therefore the projects are linked.
	Restriction of Alternatives?	None	Y	Project C-5 does restrict alternatives in C-6, C-8, C-9, C-10, C-11, and C-12. Therefore the projects are linked.
Linkage to Project P-4	Independent Utility?	Mainline and Southwest quadrant connection is not usable without C-6, C-8, C-9, C-10, C-11, C-12 and P-4.	N	Project C-5 is to construct Central Corridor through Brighton Park Interlocking and connections to the CN Joliet Subdivision. C-5 is not fully usable without C-6, C-8, C-9, C-10, C-11 C-12 and P-4. Therefore the projects are linked.
	Restriction of Alternatives?	None	N	Project C-5 does restrict alternatives in P-4.
Linkage to Project WA-2	Independent Utility?	C-5 and WA-2 are physically close to each other, but are on separate routes and would not affect each other.	Y	Project C-5 is to construct Central Corridor through Brighton Park Interlocking and connections to the CN Joliet Subdivision. C-5 is fully usable without WA-2.
	Restriction of Alternatives?	None	N	Project C-5 does not restrict alternatives in WA-2.

Linkage to Project P-5	Independent Utility?	P-5 is to grade separate the Metra Heritage corridor from the WA and Central Corridors.	Y	Project C-5 is to construct Central Corridor through Brighton Park Interlocking and connections to the CN Joliet Subdivision. C-5 is fully usable without P-5.
	Restriction of Alternatives?	None	N	Project C-5 does not restrict alternatives in P-5.
Linkage to Project	Independent Utility?			
	Restriction of Alternatives?			
<p>If no linkages, prepare Component Project Preliminary Purpose and Need Statement.</p> <p>Project is now ready to be processed through an ECAD</p>				
If linkages, go to next page				

List Component Projects that Constitute the Linked Project	C-5, C-6, C-8, C-9, C-10, C-11, C-12 and P-4	
CREATE Linked Project Profile		
Project Identifier	C-5/C-6/C-8/C-9/C-10/C-11/C-12/P-4 (Central Corridor from Brighton Park to Grand Crossing)	
Objective, Intent of Project	Increase rail capacity, reduce circuitous routing, reduce community impacts of rail operations, improve the efficiency of train movements, while also providing CN with a route across Chicago that has sufficient clearance for double-stack trains.	
Description of Proposed Work/Improvements	Construct single and double main track between Brighton Park and Grand Crossing, including bridges over B&OCT at 49th Street, Dan Ryan Expressway at 62nd Street, and at several city streets along the Chicago skyway between 63rd and 73rd Streets. This work includes rehabilitation of existing track, new track on existing ROW and track on new alignment in the vicinity of 47th Street and Oakley, in the vicinity of 49th and Union, and between the intersection of 57th and Lowe and the intersection of 62nd and Wells. Includes all associated signal work, grading work, crossovers, and other bridge work. Also includes connection to unused NS track in the Grand Crossing Area.	
Location: — Owner(s) Route/Line Project Limits Local Community	NS, Metra, CN, City of Chicago, IDOT	
	NS Panhandle, CN 49th Street Line, Metra CWI, NS Chicago Line, and NS former NKP Line	
	Brighton Park at 35th Street to Grand Crossing at 83rd Street	
	Chicago Community Areas — Avalon Park, Brighton Park, Chatham, Englewood, Fuller Park, Greater Grand Crossing, and New City.	
Potential Environmental Issues Needing Further Study	Yes — requires ROW acquisition and displacements.	
Project Status	Engineering: Preliminary layout and estimate.	
Estimated Project Costs (Level of Confidence)	Construction \$ 97 Million R/W \$ Yes – TBD Contingencies \$ TBD	Planning Estimate
		Preliminary Engineering Estimate
Adjoining CREATE Projects (Proj.#, Line, distance)	A. C-3/C-4/WA-4	
	B. P-4	
	C. EW-2/P-2	
	D. P-5	

	E. WA-2			
Other Related Projects (Nature of Relationship)	F. IDOT Dan Ryan Project			
	G. Brighton Park Interlocking			
	H.			
	I.			
Comments:				
Individual Component Project Logical Termini Test—Determine 1) sufficient length and scope; 2) independent utility; and 3) restriction of alternatives.				
1) Sufficient Length & Scope Determination				
Does the proposed project have sufficient length and scope to broadly address environmental issues? If no, modify project limits. After project limits are modified, ensure project profile is accurate, then proceed to project linkage test.	Y/N			
	Y			
2) Independent Utility and 3) Restriction of Alternatives Determination				
	Discussion	Y/N	Rationale	
Linkage to Project C-3/C-4/WA-4	Independent Utility? Does the project have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made?	Trains utilizing C-5/C-6/C-8/C-9/C-10/C-11/C-12/P-4 would still be able to switch to existing tracks at Brighton Park and near Ash Street if C-3/C-4/WA-4 is not implemented.	Y	Project C-5/C-6/C-8/C-9/C-10/C-11/C-12/P-4 is to connect the CN Chicago Subdivision with the CN Joliet and Freeport Subdivisions. C-5/C-6/C-8/C-9/C-10/C-11/C-12/P-4 is fully usable without C-3/C-4/WA-4.
	Restriction of Alternatives? Does the project restrict the consideration of alternatives for other reasonably foreseeable transportation improvements?	None	N	Project C-5/C-6/C-8/C-9/C-10/C-11/C-12/P-4 does not restrict alternatives in C-3/C-4/WA-4.

Linkage to Project P-1	Independent Utility?	None	Y	Project C-5/C-6/C-8/C-9/C-10/C-11/C-12/P-4 is to connect the CN Chicago Subdivision with the CN Joliet and Freeport Subdivisions. C-5/C-6/C-8/C-9/C-10/C-11/C-12/P-4 is fully usable without P-1.
	Restriction of Alternatives?	C-5/C-6/C-8/C-9/C-10/C-11/C-12/P-4 would only cause design considerations in the implementation of P-1 and would not restrict consideration of reasonable alternatives.	N	Project C-5/C-6/C-8/C-9/C-10/C-11/C-12/P-4 does not restrict alternatives in P-1.
Linkage to Project EW-2/P-2	Independent Utility?	EW-2/P-2 has independent utility in that it reduces congestion and delays between 80th Street and Forest Hill, and separates Metra Southwest service from BRC Mainline (Belt Junction), which allows access to LaSalle Street Station instead of Union Station. EW-2/P-2 is fully usable without C-5/C-6/C-8/C-9/C-10/C-11/C-12/P-4.	Y	Project C-5/C-6/C-8/C-9/C-10/C-11/C-12/P-4 is to connect the CN Chicago Subdivision with the CN Joliet and Freeport Subdivisions. C-5/C-6/C-8/C-9/C-10/C-11/C-12/P-4 is fully usable without EW-2/P-2.
	Restriction of Alternatives?	None	N	Project C-5/C-6/C-8/C-9/C-10/C-11/C-12/P-4 does not restrict alternatives in EW-2/P-2.

Linkage to Project P-5	Independent Utility?	P-5 is a grade separation of the CN and NS/B&OCT(CSX).	Y	Project C-5/C-6/C-8/C-9/C-10/C-11/C-12/P-4 is to connect the CN Chicago Subdivision with the CN Joliet and Freeport Subdivisions. C-5/C-6/C-8/C-9/C-10/C-11/C-12/P-4 is fully usable without P-5.
	Restriction of Alternatives?	C-5/C-6/C-8/C-9/C-10/C-11/C-12/P-4 would cause design considerations in the implementation of P-5.	N	Project C-5/C-6/C-8/C-9/C-10/C-11/C-12/P-4 does not restrict alternatives in P-5.
Linkage to IDOT Dan Ryan Project	Independent Utility?	None	Y	Project C-5/C-6/C-8/C-9/C-10/C-11/C-12/P-4 is to connect the CN Chicago Subdivision with the CN Joliet and Freeport Subdivisions. C-5/C-6/C-8/C-9/C-10/C-11/C-12/P-4 is fully usable without the IDOT Dan Ryan project.
	Restriction of Alternatives?	It will be beneficial to coordinate construction between these two projects, but would not restrict consideration of reasonable alternatives in either project.	N	Project C-5/C-6/C-8/C-9/C-10/C-11/C-12/P-4 does not restrict alternatives in the IDOT Dan Ryan project.

Linkage to Project Brighton Park Interlocking	Independent Utility?	Brighton Park Interlocking has begun construction and would only cause signal software programming considerations in C-5/C-6/C-8/C-9/C-10/C-11/C-12/P-4.	Y	Project C-5/C-6/C-8/C-9/C-10/C-11/C-12/P-4 is to connect the CN Chicago Subdivision with the CN Joliet and Freeport Subdivisions. C-5/C-6/C-8/C-9/C-10/C-11/C-12/P-4 is fully usable without the Brighton Park Interlocking project.
	Restriction of Alternatives?	None	N	Project C-5/C-6/C-8/C-9/C-10/C-11/C-12/P-4 does not restrict alternatives in the Brighton Park Interlocking project.
Linkage to Project WA-2	Independent Utility?	C-5/C-6/C-8/C-9/C-10/C-11/C-12/P-4 and WA-2 are physically close to each other, but are on separate routes and would not affect each other.	Y	Project C-5/C-6/C-8/C-9/C-10/C-11/C-12/P-4 is to connect the CN Chicago Subdivision with the CN Joliet and Freeport Subdivisions. C-5/C-6/C-8/C-9/C-10/C-11/C-12/P-4 is fully usable without WA-2.
	Restriction of Alternatives?	None	N	Project C-5/C-6/C-8/C-9/C-10/C-11/C-12/P-4 does not restrict alternatives in WA-2.
Linked Project Preliminary Purpose and Need Project is now ready to be processed through an ECAD	<p>The purpose of this proposed action is to increase rail capacity, reduce circuitous routing, reduce community impacts of rail operations, improve the efficiency of train movements, while also providing CN with a route across Chicago that has sufficient clearance for double-stack trains.</p> <p>Form Completed: 01/21/04 Form Revised: 06/02/04</p>			

CREATE Component Project Preliminary Screening Worksheet

CREATE Component Project Profile

Project Identifier	EW2 (80th Street to Forest Hill)	
Objective, Intent of Project	Reduce congestion and delays between 80 th Street and Forest Hill.	
Description of Proposed Work/ Improvements	Reconfigure the BRC Main tracks between 80 th Street and Belt Junction, eliminate Belt Junction, and reconfigure and build a third BRC mainline. Includes associated signal, track, crossovers, and bridge work.	
Location:	BRC, NS, UP	
Owner(s)	BRC Mainline	
Route/Line	From Forest Hill (along the Western Avenue Corridor) on the west to 80th St. on the east.	
Project Limits	Chicago Community Areas — Auburn Gresham and Chatham	
Local Community		
Potential Environmental Issues Needing Further Study	No issues appear to need greater detail than normally accomplished through ECAD process.	
Project Status	Engineering: Preliminary layout and estimate. Ground survey and detailed signal design needs to be completed.	
Estimated Project Costs (Level of Confidence)	Construction \$ 100 Million R/W \$ Yes - TBD Contingencies \$ TBD	Planning Estimate Preliminary Engineering Estimate
Adjoining CREATE Projects	A. P-2	
(Proj.#, Line, distance)	B. B-9/EW-1	
	C. EW-3	
	D. P-3	
	E. WA-2	
	F. GS-11	
Other Related Projects	G.	
(Nature of Relationship)	H.	
	I.	
	J.	
Comments/Notes:		

Individual Component Project Logical Termini Test—Determine 1) sufficient length and scope; 2) independent utility; and 3) restriction of alternatives.				
1) Sufficient Length & Scope Determination				
Does the proposed project have sufficient length and scope to broadly address environmental issues? If no, modify project limits. After project limits are modified, ensure project profile is accurate, then proceed to project linkage test.				Y/N
				Y
2) Independent Utility and 3) Restriction of Alternatives Determination				
		Discussion	Y/N	Rationale
Linkage to Project P-2	Independent Utility? <i>Does the project have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made?</i>	EW-2 cannot be achieved without the implementation of P-2.	N	Project EW-2 is to reduce congestion and delays between 80 th Street and Forest Hill. EW-2 is not fully usable without P-2. Therefore the projects are linked.
	Restriction of Alternatives? <i>Does the project restrict the consideration of alternatives for other reasonably foreseeable transportation improvements?</i>	EW-2 cannot be achieved without the implementation of P-2.	Y	Project EW-2 does restrict alternatives in P-2. Therefore the projects are linked.
Linkage to Project B-9/EW-1	Independent Utility?	Significant distance between these two projects and neither has an impact on the other.	Y	Project EW-2 is to reduce congestion and delays between 80 th Street and Forest Hill. EW-2 is fully usable without B-9/EW-1.
	Restriction of Alternatives?	None	N	Project EW-2 does not restrict alternatives in B-9/EW-1.

Linkage to Project EW-3	Independent Utility?	Significant distance between these two projects and neither has an impact on the other.	Y	Project EW-2 is to reduce congestion and delays between 80 th Street and Forest Hill. EW-2 is fully usable without EW-3.
	Restriction of Alternatives?	None	N	Project EW-2 does not restrict alternatives in EW-3.
Linkage to Project P-3	Independent Utility?	P-3 is to separate the Metra from the B&OCT(CSX) at 75 th Street and is independent.	Y	Project EW-2 is to reduce congestion and delays between 80 th Street and Forest Hill. EW-2 is fully usable without P-3.
	Restriction of Alternatives?	P-3 is to separate the Metra from the B&OCT(CSX) at 75 th Street and would not restrict consideration of reasonable alternatives for EW-2, or vice versa.	N	Project EW-2 does not restrict alternatives in P-3.
Linkage to Project WA-2	Independent Utility?	Project EW-2 would only cause signal software programming considerations in WA-2.	Y	Project EW-2 is to reduce congestion and delays between 80 th Street and Forest Hill. EW-2 is fully usable without WA-2.
	Restriction of Alternatives?	None	N	Project EW-2 does not restrict alternatives in WA-2.
Linkage to Project GS-11	Independent Utility?	None	Y	Project EW-2 is to reduce congestion and delays between 80 th Street and Forest Hill. EW-2 is fully usable without GS-11.
	Restriction of Alternatives?	EW-2 would only cause design considerations in GS-11 and would not restrict consideration of reasonable alternatives.	N	Project EW-2 does not restrict alternatives in GS-11.
Linkage to Project G	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project H	Independent Utility?			
	Restriction of Alternatives?			

If no linkages, prepare Component Project Preliminary Purpose and Need Statement. Project is now ready to be processed through an ECAD	
If linkages, go to next page	

List Component Projects that Constitute the Linked Project	EW-2 and P-2	
CREATE Linked Project Profile		
Project Identifier	EW-2/P-2 (80 th Street to Forest Hill/74 th Street Flyover)	
Objective, Intent of Project	Reduce congestion and delays between 80 th Street and Forest Hill, and separate Metra Southwest service from BRC Mainline (Belt Junction), which allows access to LaSalle Street Station instead of Union Station.	
Description of Proposed Work/Improvements	Reconfigure the BRC Main tracks between 80 th Street and Belt Junction, eliminate Belt Junction, reconfigure and build a third BRC track, and construct Metra Flyover to connect southwest service to the Rock Island Line. Includes associated signals, tracks, crossovers, and bridge work. This work includes track on new alignment between the intersection of 74 th and Normal and the intersection of 75 th and Parnell.	
Location: — Owner(s) Route/Line Project Limits Local Community	BRC, NS, UP, Metra	
	BRC Mainline, Metra Southwest Service	
	From Forest Hill (along the Western Avenue Corridor) on the west to 80th St. on the east and to the intersection of 74 th Street and Normal.	
	Chicago Community Areas — Auburn Gresham, Chatham, Englewood and Greater Grand Crossing	
Potential Environmental Issues Needing Further Study	Yes — requires ROW acquisition and displacements.	
Project Status	Engineering: Preliminary layout and estimate. Ground survey and detailed signal design needs to be completed.	
Estimated Project Costs (Level of Confidence)	Construction \$ 191 Million R/W \$ Yes – TBD Contingencies \$ TBD	Planning Estimate
		Preliminary Engineering Estimate
Adjoining Projects (Proj.#, Line, distance)	A. B-9/EW-1	
	B. EW-3	
	C. WA-2	
	D. P-3	
	E. P-4	
	F. C-5/C-6/C-8/C-9/C-10/C-11/C-12/P-4	
	G. GS-11	

	H. GS-21a		
Other Related Projects (Nature of Relationship)	I.		
	J.		
	K.		
	L.		
Comments:			
Individual Component Project Logical Termini Test—Determine 1) sufficient length and scope; 2) independent utility; and 3) restriction of alternatives.			
1) Sufficient Length & Scope Determination			
Does the proposed project have sufficient length and scope to broadly address environmental issues? If no, modify project limits. After project limits are modified, ensure project profile is accurate, then proceed to project linkage test.			Y/N
			Y
2) Independent Utility and 3) Restriction of Alternatives Determination			
	Discussion	Y/N	Rationale

Linkage to Project B-9/EW-1	Independent Utility? <i>Does the project have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made?</i>	Significant distance between these two projects and neither has an impact on the other.	Y	Project EW-2/P-2 is to reduce congestion and delays between 80 th Street and Forest Hill, and separates Metra Southwest service from BRC Mainline (Belt Junction) and allows it to access LaSalle Street Station instead of Union Station. EW-2/P-2 is fully usable without B-9/EW-1.
	Restriction of Alternatives? <i>Does the project restrict the consideration of alternatives for other reasonably foreseeable transportation improvements?</i>	None	N	Project EW-2/P-2 does not restrict alternatives in B-9/EW-1.
Linkage to Project EW-3	Independent Utility?	Significant distance between these two projects and neither has an impact on the other.	Y	Project EW-2/P-2 is to reduce congestion and delays between 80 th Street and Forest Hill, and separates Metra Southwest service from BRC Mainline (Belt Junction) and allows it to access LaSalle Street Station instead of Union Station. EW-2/P-2 is fully usable without EW-3.
	Restriction of Alternatives?	None	N	Project EW-2/P-2 does not restrict alternatives in EW-3.
Linkage to Project WA-2	Independent Utility?	Project EW-2/P-2 would only cause signal software programming considerations in WA-2.	Y	Project EW-2/P-2 is to reduce congestion and delays between 80 th Street and Forest Hill, and separates Metra Southwest service from BRC Mainline (Belt Junction) and allows access to LaSalle Street Station instead of Union Station. EW-2/P-2 is fully usable without WA-2.

	Restriction of Alternatives?	None	N	Project EW-2/P-2 does not restrict alternatives in WA-2.
Linkage to Project P-3	Independent Utility?	P-3 is to separate the Metra from the B&OCT(CSX) at 75 th Street and is independent.	Y	Project EW-2/P-2 is to reduce congestion and delays between 80 th Street and Forest Hill, and separates Metra Southwest service from BRC Mainline (Belt Junction) and allows it to access LaSalle Street Station instead of Union Station. EW-2/P-2 is fully usable without P-3.
	Restriction of Alternatives?	P-3 is to separate the Metra from the B&OCT(CSX) at 75 th Street and would not restrict consideration of reasonable alternatives for EW-2/P-2, or vice versa. <i>Revised on 6/30/05. Due to additional analysis accomplished during the preparation of the ECAD, the following conclusion was determined:</i> P-3 is to separate the Metra from the B&OCT(CSX) at 75 th Street and would restrict consideration of reasonable alternatives for EW-2/P-2.	Y	Project EW-2/P-2 does restrict alternatives in P-3.
Linkage to Project P-1	Independent Utility?	Significant distance between these two projects and neither has an impact on the other.	Y	Project EW-2/P-2 is to reduce congestion and delays between 80 th Street and Forest Hill, and separates Metra Southwest service from BRC Mainline (Belt Junction) and allows it to access LaSalle Street Station instead of Union Station. EW-2/P-2 is fully usable without P-1.
	Restriction of Alternatives?	None	N	Project EW-2/P-2 does not restrict alternatives in P-1.

Linkage to Project C-5/C-6/C-8/C-9/C-10/C-11/C-12/P-4	Independent Utility?	EW-2/P-2 has independent utility in that it reduces congestion and delays between 80 th Street and Forest Hill, and separates Metra Southwest service from BRC Mainline (Belt Junction) which allows access to LaSalle Street Station instead of Union Station. EW-2/P-2 is fully usable without C-5/C-6/C-8/C-9/C-10/C-11/C-12/P-4.	Y	Project EW-2/P-2 is to reduce congestion and delays between 80 th Street and Forest Hill, and separates Metra Southwest service from BRC Mainline (Belt Junction) and allows access to LaSalle Street Station instead of Union Station. EW-2/P-2 is fully usable without C-5/C-6/C-8/C-9/C-10/C-11/C-12/P-4.
	Restriction of Alternatives?	None	N	Project EW-2/P-2 does not restrict alternatives in C-5/C-6/C-8/C-9/C-10/C-11/C-12/P-4.
Linkage to Project GS-11	Independent Utility?	None	Y	Project EW-2/P-2 is to reduce congestion and delays between 80 th Street and Forest Hill, and separates Metra Southwest service from BRC Mainline (Belt Junction) and allows access to LaSalle Street Station instead of Union Station. EW-2/P-2 is fully usable without GS-11.
	Restriction of Alternatives?	EW-2/P-2 would only cause design considerations in GS-11 and would not restrict consideration of reasonable alternatives.	N	Project EW-2/P-2 does not restrict alternatives in GS-11.

Linkage to Project GS-21a	Independent Utility?	The implementation of GS-21a would only affect train operations in EW-2/P-2. EW-2/P-2 would be fully useful without GS-21a.	Y	Project EW-2/P-2 is to reduce congestion and delays between 80 th Street and Forest Hill, and separates Metra Southwest service from BRC Mainline (Belt Junction) and allows access to LaSalle Street Station instead of Union Station. EW-2/P-2 is fully usable without GS-21a.
	Restriction of Alternatives?		N	Project EW-2/P-2 does not restrict alternatives in GS-21a.
If no linkages, prepare Component Project Preliminary Purpose and Need Statement. Project is now ready to be processed through an ECAD.				
If linkages, go to next page				

List Component Projects that Constitute the Linked Project	EW-2, P-2 and P-3	
CREATE Linked Project Profile		
Project Identifier	EW-2/P-2/P-3 (80 th Street to Forest Hill/74 th Street Flyover/75 th Street Flyover)	
Objective, Intent of Project	Reduce congestion and delays between 80 th Street and Forest Hill, increase capacity for Metra, and eliminate rail traffic conflicts between the Metra Southwest service and the B&OCT(CSX), the NS and the BRC Mainline (Belt Junction), which allows access to LaSalle Street Station instead of Union Station.	
Description of Proposed Work/Improvements	Reconfigure the BRC Main tracks between 80 th Street and Belt Junction, eliminate Belt Junction, reconfigure and build a third BRC track, and construct a flyover to connect the Metra Southwest service to the Rock Island Line. Includes associated signals, tracks, crossovers, and bridge work. This work includes track on new alignment between the intersection of 74 th and Normal and the intersection of 75 th and Parnell. It includes constructing a bridge that significantly reduces conflicts between B&OCT(CSX) and NS, and Metra. It also includes constructing a double-tracked bypass of NS Landers Yard for Metra, extending to Ashburn; and a connection from Landers Yard to the BRC mainlines.	
Location: — Owner(s) Route/Line Project Limits Local Community	BRC, NS, UP, Metra, B&OCT(CSX)	
	BRC Mainline, Metra Southwest Service, NS/Metra Southwest Service line and B&OCT(CSX) Blue Island Subdivision	
	North limit: 71 st St., South limit: 83 rd St., East limit: Normal; West limit: Central Park. Project is mainly along 75 th St. rail corridor.	
	Chicago Community Areas — Auburn Gresham, Chatham, Englewood and Greater Grand Crossing, Ashburn, Gresham, Chicago Lawn, and West Englewood	
Potential Environmental Issues Needing Further Study	Yes — requires ROW acquisition and displacements.	
Project Status	Engineering: Preliminary layout and estimate. Ground survey and detailed signal design needs to be completed.	
Estimated Project Costs (Level of Confidence)	Construction \$ 251 Million R/W \$ Yes — TBD Contingencies \$ TBD	Planning Estimate
		Preliminary Engineering Estimate
Adjoining Projects	A. B-9/EW-1	
	B. EW-3	

(Proj.#, Line, distance)	C. WA-2		
	D. P-7		
	E. P-4		
	F. C-5/C-6/C-8/C-9/C-10/C-11/C-12/P-4		
	G. GS-11		
	H. GS-21a		
Other Related Projects (Nature of Relationship)	I.		
	J.		
	K.		
	L.		
Comments:			
Individual Component Project Logical Termini Test – Determine 1) sufficient length and scope; 2) independent utility; and 3) restriction of alternatives.			
1) Sufficient Length & Scope Determination			
Does the proposed project have sufficient length and scope to broadly address environmental issues? If no, modify project limits. After project limits are modified, ensure project profile is accurate, then proceed to project linkage test.			Y/N
			Y
2) Independent Utility and 3) Restriction of Alternatives Determination			
	Discussion	Y/N	Rationale

Linkage to Project B-9/EW-1	Independent Utility? <i>Does the project have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made?</i>	Significant distance between these two projects and neither has an impact on the other.	Y	Project EW-2/P-2/P-3 is to reduce congestion and delays between 80 th Street and Forest Hill, increase capacity for Metra, and eliminate rail traffic conflicts between the Metra Southwest service and the B&OCT(CSX), the NS and the BRC Mainline (Belt Junction), which allows access to LaSalle Street Station instead of Union Station. EW-2/P-2/P-3 is fully usable without B-9/EW-1.
	Restriction of Alternatives? <i>Does the project restrict the consideration of alternatives for other reasonably foreseeable transportation improvements?</i>	None	N	Project EW-2/P-2/P-3 does not restrict alternatives in B-9/EW-1.
Linkage to Project EW-3	Independent Utility?	Significant distance between these two projects and neither has an impact on the other.	Y	Project EW-2/P-2/P-3 is to reduce congestion and delays between 80 th Street and Forest Hill, increase capacity for Metra, and eliminate rail traffic conflicts between the Metra Southwest service and the B&OCT(CSX), the NS and the BRC Mainline (Belt Junction), which allows access to LaSalle Street Station instead of Union Station. EW-2/P-2/P-3 is fully usable without EW-3.
	Restriction of Alternatives?	None	N	Project EW-2/P-2/P-3 does not restrict alternatives in EW-3.

Linkage to Project WA-2	Independent Utility?	Project EW-2/P-2 would only cause signal software programming considerations in WA-2.	Y	Project EW-2/P-2/P-3 is to reduce congestion and delays between 80 th Street and Forest Hill, increase capacity for Metra, and eliminate rail traffic conflicts between the Metra Southwest service and the B&OCT (CSX), the NS and the BRC Mainline (Belt Junction), which allows access to LaSalle Street Station instead of Union Station. EW-2/P-2/P-3 is fully usable without WA-2.
	Restriction of Alternatives?	None	N	Project EW-2/P-2/P-3 does not restrict alternatives in WA-2.
Linkage to Project P-7	Independent Utility?	Significant distance between these two projects and neither has an impact on the other. (4 miles)	Y	Project EW-2/P-2/P-3 is to reduce congestion and delays between 80 th Street and Forest Hill, increase capacity for Metra, and eliminate rail traffic conflicts between the Metra Southwest service and the B&OCT (CSX), the NS and the BRC Mainline (Belt Junction), which allows access to LaSalle Street Station instead of Union Station. EW-2/P-2/P-3 is fully usable without P-7.
	Restriction of Alternatives?	None	N	Project EW-2/P-2/P-3 does not restrict alternatives in P-7.

Linkage to Project P-1	Independent Utility?	Significant distance between these two projects and neither has an impact on the other.	Y	Project EW-2/P-2/P-3 is to reduce congestion and delays between 80 th Street and Forest Hill, increase capacity for Metra, and eliminate rail traffic conflicts between the Metra Southwest service and the B&OCT(CSX), the NS and the BRC Mainline (Belt Junction), which allows access to LaSalle Street Station instead of Union Station. EW-2/P-2/P-3 is fully usable without P-1.
	Restriction of Alternatives?	None	N	Project EW-2/P-2/P-3 does not restrict alternatives in P-1.
Linkage to Project C-5/C-6/C-8/C-9/C-10/C-11/C-12/P-4	Independent Utility?	EW-2/P-2/P-3 has independent utility in that it reduce congestion and delays between 80 th Street and Forest Hill, increase capacity for Metra, and eliminate rail traffic conflicts between the Metra Southwest service and the B&OCT(CSX), the NS and the BRC Mainline (Belt Junction), which allows access to LaSalle Street Station instead of Union Station. EW-2/P-2/P-3 is fully usable without C-5/C-6/C-8/C-9/C-10/C-11/C-12/P-4.	Y	Project EW-2/P-2/P-3 is to reduce congestion and delays between 80 th Street and Forest Hill, increase capacity for Metra, and eliminate rail traffic conflicts between the Metra Southwest service and the B&OCT(CSX), the NS and the BRC Mainline (Belt Junction), which allows access to LaSalle Street Station instead of Union Station. EW-2/P-2/P-3 is fully usable without C-5/C-6/C-8/C-9/C-10/C-11/C-12/P-4.
	Restriction of Alternatives?	None	N	Project EW-2/P-2/P-3 does not restrict alternatives in C-5/C-6/C-8/C-9/C-10/C-11/C-12/P-4.

Linkage to Project GS-11	Independent Utility?	None	Y	Project EW-2/P-2/P-3 is to reduce congestion and delays between 80 th Street and Forest Hill, increase capacity for Metra, and eliminate rail traffic conflicts between the Metra Southwest service and the B&OCT(CSX), the NS and the BRC Mainline (Belt Junction), which allows access to LaSalle Street Station instead of Union Station. EW-2/P-2/P-3 is fully usable without GS-11.
	Restriction of Alternatives?	EW-2/P-2/P-3 would only cause design considerations in GS-11 and would not restrict consideration of reasonable alternatives.	N	Project EW-2/P-2/P-3 does not restrict alternatives in GS-11.
Linkage to Project GS-21a	Independent Utility?	The implementation of GS-21a would only affect train operations in EW-2/P-2/P-3. EW-2/P-2/P-3 would be fully useful without GS-21a.	Y	Project EW-2/P-2/P-3 is to reduce congestion and delays between 80 th Street and Forest Hill, increase capacity for Metra, and eliminate rail traffic conflicts between the Metra Southwest service and the B&OCT(CSX), the NS and the BRC Mainline (Belt Junction), which allows access to LaSalle Street Station instead of Union Station. EW-2/P-2/P-3 is fully usable without GS-21a.
	Restriction of Alternatives?		N	Project EW-2/P-2/P-3 does not restrict alternatives in GS-21a.

<p>Linked Project Preliminary Purpose and Need</p> <p>Project is now ready to be processed through an ECAD</p>	<p>The purpose of this proposed action is to reduce congestion and delays between 80th Street and Forest Hill, increase capacity for Metra, and eliminate rail traffic conflicts between the Metra Southwest service and the B&OCT(CSX), the NS and the BRC Mainline (Belt Junction), which allows access to LaSalle Street Station instead of Union Station.</p> <p>Form Completed: 01/22/04 Form Revised: 10/29/04 Form Revised: 6/30/05</p>
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CREATE Component Project Preliminary Screening Worksheet

CREATE Component Project Profile		
Project Identifier	EW2 (Ashburn to the Dan Ryan)	
Objective, Intent of Project	Reduce congestion and delays between the Dan Ryan and Ashburn.	
Description of Proposed Work/ Improvements	Reconfigure the BRC, Metra, NS, and UP tracks between the Dan Ryan and Ashburn, eliminate Belt Junction, and reconfigure and build a third BRC mainline. Also construct a double-tracked bypass of NS Landers Yard for Metra, extending to Ashburn; and a connection from Landers Yard to the BRC mainlines. Includes associated signal, track, crossovers, and bridge work.	
Location: Owner(s) Route/Line Project Limits Local Community	BRC, NS, UP	
	BRC Mainline	
	From Ashburn on the west to the Dan Ryan on the east.	
	Chicago Community Areas – Ashburn, Auburn Gresham, Chatham, Roseland and Washington Heights	
Potential Environmental Issues Needing Further Study	No issues appear to need greater detail than normally accomplished through ECAD process.	
Project Status	Engineering: Preliminary layout and estimate. Ground survey and detailed signal design needs to be completed.	
Estimated Project Costs (Level of Confidence)	Construction \$ 130 Million R/W \$ Yes - TBD Contingencies \$ TBD	Planning Estimate Preliminary Engineering Estimate
Adjoining CREATE Projects (Proj.#, Line, distance)	A. P2	
	B. B9/EW1	
	C. EW3	
	D. P3	

	E. WA2		
	F. GS11		
Other Related Projects (Nature of Relationship)	G.		
	H.		
	I.		
	J.		
Comments/Notes:			
Individual Component Project Logical Termini Test – Determine 1) sufficient length and scope; 2) independent utility; and 3) restriction of alternatives.			
1) Sufficient Length & Scope Determination			
Does the proposed project have sufficient length and scope to broadly address environmental issues? If no, modify project limits. After project limits are modified, ensure project profile is accurate, then proceed to project linkage test.			Y/N
			Y
2) Independent Utility and 3) Restriction of Alternatives Determination			
	Discussion	Y/N	Rationale

Linkage to Project P2	Independent Utility? <i>Does the project have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made?</i>	EW2 cannot be achieved without the implementation of P2.	N	Project EW2 is to reduce congestion and delays between the Dan Ryan and Ashburn. EW2 is not fully usable without P2. Therefore the projects are linked.
	Restriction of Alternatives? <i>Does the project restrict the consideration of alternatives for other reasonably foreseeable transportation improvements?</i>	EW2 cannot be achieved without the implementation of P2.	Y	Project EW2 does restrict alternatives in P2. Therefore the projects are linked.
Linkage to Project B9/EW1	Independent Utility?	Significant distance between these two projects and neither has an impact on the other.	Y	Project EW2 is to reduce congestion and delays between the Dan Ryan and Ashburn. EW2 is fully usable without B9/EW1.
	Restriction of Alternatives?	None	N	Project EW2 does not restrict alternatives in B9/EW1.
Linkage to Project EW3	Independent Utility?	Significant distance between these two projects and neither has an impact on the other.	Y	Project EW2 is to reduce congestion and delays between the Dan Ryan and Ashburn. EW2 is fully usable without EW3.
	Restriction of Alternatives?	None	N	Project EW2 does not restrict alternatives in EW3.
Linkage to Project P3	Independent Utility?	P3 is to separate the Metra from the B&OCT(CSX) at 75 th Street and is independent.	Y	Project EW2 is to reduce congestion and delays between the Dan Ryan and Ashburn. EW2 is fully usable without P3.
	Restriction of Alternatives?	P3 is to separate the Metra from the B&OCT(CSX) at 75 th Street and would not restrict consideration of reasonable alternatives for EW2, or vice versa.	N	Project EW2 does not restrict alternatives in P3.

Linkage to Project WA2	Independent Utility?	Project EW2 would only cause signal software programming considerations in WA2.	Y	Project EW2 is to reduce congestion and delays between the Dan Ryan and Ashburn. EW2 is fully usable without WA2.
	Restriction of Alternatives?	None	N	Project EW2 does not restrict alternatives in WA2.
Linkage to Project GS11	Independent Utility?	None	Y	Project EW2 is to reduce congestion and delays between the Dan Ryan and Ashburn. EW2 is fully usable without GS11.
	Restriction of Alternatives?	EW2 would only cause design considerations in GS11 and would not restrict consideration of reasonable alternatives.	N	Project EW2 does not restrict alternatives in GS11.
Linkage to Project GS21a	Independent Utility?	The implementation of GS21a would only affect train operations in EW2. EW2 would be fully useful without GS21a.	Y	Project EW2 is to reduce congestion and delays between the Dan Ryan and Ashburn. EW2 is fully usable without GS21a.
	Restriction of Alternatives?		N	Project EW2 does not restrict alternatives in GS21a.
Linkage to Project G	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project H	Independent Utility?			
	Restriction of Alternatives?			
If no linkages, prepare Component Project Preliminary Purpose and Need Statement.	Form Revised: 05/04/09 Form Revised: 05/11/09			

Project is now ready to be processed through an ECAD	
If linkages, go to next page	

List Component Projects that Constitute the Linked Project	EW-2 and P-2	
CREATE Linked Project Profile		
Project Identifier	EW2/P2 (Dan Ryan to Ashburn/74 th Street Flyover)	
Objective, Intent of Project	Reduce congestion and delays between the Dan Ryan and Ashburn, and separate Metra Southwest service from BRC Mainline (Belt Junction), which allows access to LaSalle Street Station instead of Union Station.	
Description of Proposed Work/Improvements	Reconfigure the BRC, Metra, NS and UP Main tracks between the Dan Ryan and Ashburn, eliminate Belt Junction, reconfigure and build a third BRC track, and construct Metra Flyover to connect southwest service to the Rock Island Line. Also construct a double-tracked bypass of NS Landers Yard for Metra, extending to Ashburn; and a connection from Landers Yard to the BRC mainlines. Includes associated signals, tracks, crossovers, and bridge work. This work includes track on new alignment between the intersection of 74 th and Normal and the intersection of 75 th and Parnell.	
Location: Owner(s) Route/Line Project Limits Local Community	BRC, NS, UP, Metra	
	BRC Mainline, Metra Southwest Service	
	From Ashburn (along the Western Avenue Corridor) on the west to the Dan Ryan on the east and to the intersection of 74 th Street and Normal.	
	Chicago Community Areas – Ashburn, Auburn Gresham, Chatham, Englewood, Greater Grand Crossing, Roseland and Washington Heights.	
Potential Environmental Issues Needing Further Study	Yes – requires ROW acquisition and displacements.	
Project Status	Engineering: Preliminary layout and estimate. Ground survey and detailed signal design needs to be completed.	
Estimated Project Costs (Level of Confidence)	Construction \$ 270 Million R/W \$ Yes - TBD Contingencies \$ TBD	Planning Estimate Preliminary Engineering Estimate
Adjoining Projects (Proj.#, Line, distance)	A. B9/EW1	
	B. EW3	
	C. WA2	
	D. P3	

	E. P1		
	F. C-5/C-6/C-8/C-9/C-10/C-11/C-12 /P4		
	G. GS11		
	H. GS21a		
Other Related Projects (Nature of Relationship)	I.		
	J.		
	K.		
	L.		
Comments:			
Individual Component Project Logical Termini Test – Determine 1) sufficient length and scope; 2) independent utility; and 3) restriction of alternatives.			
1) Sufficient Length & Scope Determination			
Does the proposed project have sufficient length and scope to broadly address environmental issues? If no, modify project limits. After project limits are modified, ensure project profile is accurate, then proceed to project linkage test.	Y/N		
	Y		
2) Independent Utility and 3) Restriction of Alternatives Determination			
	Discussion	Y/N	Rationale

Linkage to Project B9/EW1	Independent Utility? <i>Does the project have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made?</i>	Significant distance between these two projects and neither has an impact on the other.	Y	Project EW2/P2 is to reduce congestion and delays between the Dan Ryan and Ashburn, and separates Metra Southwest service from BRC Mainline (Belt Junction) and allows it to access LaSalle Street Station instead of Union Station. EW2/P2 is fully usable without B9/EW1.
	Restriction of Alternatives? <i>Does the project restrict the consideration of alternatives for other reasonably foreseeable transportation improvements?</i>	None	N	Project EW2/P2 does not restrict alternatives in B9/EW1.
Linkage to Project EW3	Independent Utility?	Significant distance between these two projects and neither has an impact on the other.	Y	Project EW2/P2 is to reduce congestion and delays between the Dan Ryan and Ashburn, and separates Metra Southwest service from BRC Mainline (Belt Junction) and allows it to access LaSalle Street Station instead of Union Station. EW2/P2 is fully usable without EW3.
	Restriction of Alternatives?	None	N	Project EW2/P2 does not restrict alternatives in EW3.
Linkage to Project WA2	Independent Utility?	Project EW2/P2 would only cause signal software programming considerations in WA2.	Y	Project EW2/P2 is to reduce congestion and delays between the Dan Ryan and Ashburn, and separates Metra Southwest service from BRC Mainline (Belt Junction) and allows access to LaSalle Street Station instead of Union Station. EW2/P2 is fully usable without WA2.

	Restriction of Alternatives?	None	N	Project EW2/P2 does not restrict alternatives in WA2.
Linkage to Project P3	Independent Utility?	P3 is to separate the Metra from the B&OCT(CSX) at 75 th Street and is independent.	Y	Project EW2/P2 is to reduce congestion and delays between the Dan Ryan and Ashburn, and separates Metra Southwest service from BRC Mainline (Belt Junction) and allows it to access LaSalle Street Station instead of Union Station. EW2/P2 is fully usable without P3.
	Restriction of Alternatives?	P3 is to separate the Metra from the B&OCT(CSX) at 75 th Street and would not restrict consideration of reasonable alternatives for EW/P2, or vice versa. <i>Revised on 6/30/05. Due to additional analysis accomplished during the preparation of the ECAD, the following conclusion was determined:</i> P3 is to separate the Metra from the B&OCT(CSX) at 75 th Street and would restrict consideration of reasonable alternatives for EW-2/P-2 P3 is to separate the Metra from the B&OCT(CSX) at 75 th Street and would not restrict consideration of reasonable alternatives for EW2/P2, or vice versa.	Y	Project EW2/P2 does restrict alternatives in P3.
Linkage to Project P1	Independent Utility?	Significant distance between these two projects and neither has an impact on the other.	Y	Project EW2/P2 is to reduce congestion and delays between the Dan Ryan and Ashburn, and separates Metra Southwest service from BRC Mainline (Belt Junction) and allows it to access LaSalle Street Station instead of Union Station. EW2/P2 is fully usable without P1.

	Restriction of Alternatives?	None	N	Project EW2/P2 does not restrict alternatives in P1.
Linkage to Project C-5/C-6/C-8/C-9/C-10/C-11/C-12/P4	Independent Utility?	EW2/P2 has independent utility in that it reduces congestion and delays between the Dan Ryan and Ashburn, and separates Metra Southwest service from BRC Mainline (Belt Junction) which allows access to LaSalle Street Station instead of Union Station. EW-2/P-2 is fully usable without C-5/C-6/C-8/C-9/C-10/C-11/C-12/P4 .	Y	Project EW2/P2 is to reduce congestion and delays between the Dan Ryan and Ashburn, and separates Metra Southwest service from BRC Mainline (Belt Junction) and allows access to LaSalle Street Station instead of Union Station. EW2/P2 is fully usable without C-5/C-6/C-8/C-9/C-10/C-11/C-12/P4 .
	Restriction of Alternatives?	None	N	Project EW-2/P-2 does not restrict alternatives in C-5/C-6/C-8/C-9/C-10/C-11/C-12/P4 .
Linkage to Project GS11	Independent Utility?	None	Y	Project EW2/P2 is to reduce congestion and delays between the Dan Ryan and Ashburn, and separates Metra Southwest service from BRC Mainline (Belt Junction) and allows access to LaSalle Street Station instead of Union Station. EW2/P2 is fully usable without GS11.
	Restriction of Alternatives?	EW-2/P-2 would only cause design considerations in GS-11 and would not restrict consideration of reasonable alternatives.	N	Project EW2/P2 does not restrict alternatives in GS11.

Linkage to Project GS21a	Independent Utility?	The implementation of GS21a would only affect train operations in EW2/P2. EW2/P2 would be fully useful without GS21a.	Y	Project EW2/P2 is to reduce congestion and delays between the Dan Ryan and Ashburn, and separates Metra Southwest service from BRC Mainline (Belt Junction) and allows access to LaSalle Street Station instead of Union Station. EW2/P2 is fully usable without GS21a.
	Restriction of Alternatives?		N	Project EW2/P2 does not restrict alternatives in GS21a.
Linked Project Preliminary Purpose and Need Project is now ready to be processed through an ECAD	The purpose of this proposed action is to reduce congestion and delays between the Dan Ryan and Ashburn, and separate Metra Southwest service from BRC Mainline (Belt Junction), which allows access to LaSalle Street Station instead of Union Station. Form Completed: 01/22/04 Form Revised: 10/29/04 Form Revised: 05/04/09 Form Revised: 05/11/09			

List Component Projects that Constitute the Linked Project	EW2, P2 and P3	
CREATE Linked Project Profile		
Project Identifier	EW2/P2/P3 (Dan Ryan to Ashburn/74 th Street Flyover/75 th Street Flyover)	
Objective, Intent of Project	Reduce congestion and delays between the Dan Ryan and Ashburn, increase capacity for Metra, and eliminate rail traffic conflicts between the Metra Southwest service and the B&OCT(CSX), the NS and the BRC Mainline (Belt Junction), which allows access to LaSalle Street Station instead of Union Station.	
Description of Proposed Work/Improvements	Reconfigure the BRC Main tracks between the Dan Ryan and Belt Junction, eliminate Belt Junction, reconfigure and build a third BRC track, and construct a flyover to connect the Metra Southwest service to the Rock Island Line. Also construct a double-tracked bypass of NS Landers Yard for Metra, extending to Ashburn; and a connection from Landers Yard to the BRC mainlines. Includes associated signals, tracks, crossovers, and bridge work. This work includes track on new alignment between the intersection of 74 th and Normal and the intersection of 75 th and Parnell. It includes constructing a bridge that significantly reduces conflicts between B&OCT(CSX) and BRC, Metra and NS.	
Location: Owner(s) Route/Line Project Limits Local Community	BRC, NS, UP, Metra, B&OCT(CSX)	
	BRC Mainline, Metra Southwest Service, NS/Metra Southwest Service line and B&OCT(CSX) Blue Island Subdivision	
	North limit: 71 st St., South limit: 100th St., East limit: the Dan Ryan.; West limit: Central Park Ave.	
	Chicago Community Areas – Auburn Gresham, Chatham, Englewood and Greater Grand Crossing, Ashburn, Gresham, Chicago Lawn, West Englewood, Roseland and Washington Heights.	
Potential Environmental Issues Needing Further Study	Yes – requires ROW acquisition and displacements.	
Project Status	Engineering: Preliminary layout and estimate. Ground survey and detailed signal design needs to be completed.	
Estimated Project Costs (Level of Confidence)	Construction \$ 444 Million R/W \$ Yes - TBD Contingencies \$ TBD	Planning Estimate Preliminary Engineering Estimate
Adjoining Projects (Proj.#, Line, distance)	A. B9/EW1	
	B. EW3	
	C. WA2	
	D. P7	
	E. P1	

	F. C-5/C-6/C-8/C-9/C-10/C-11/C-12 /P4
	G. GS11
	H. GS21a
	I. GS19
Other Related Projects (Nature of Relationship)	J.
	K.
	L.
	M.
Comments:	
Individual Component Project Logical Termini Test – Determine 1) sufficient length and scope; 2) independent utility; and 3) restriction of alternatives.	
1) Sufficient Length & Scope Determination	
Does the proposed project have sufficient length and scope to broadly address environmental issues? If no, modify project limits. After project limits are modified, ensure project profile is accurate, then proceed to project linkage test.	Y/N
	Y

2) Independent Utility and 3) Restriction of Alternatives Determination				
		Discussion	Y/N	Rationale
Linkage to Project B9/EW1	Independent Utility? <i>Does the project have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made?</i>	Significant distance between these two projects and neither has an impact on the other.	Y	Project EW2/P2/P3 is to reduce congestion and delays between the Dan Ryan and Ashburn, increase capacity for Metra, and eliminate rail traffic conflicts between the Metra Southwest service and the B&OCT(CSX), the NS and the BRC Mainline (Belt Junction), which allows access to LaSalle Street Station instead of Union Station. EW2/P2/P3 is fully usable without B9/EW1.
	Restriction of Alternatives? <i>Does the project restrict the consideration of alternatives for other reasonably foreseeable transportation improvements?</i>	None	N	Project EW2/P2/P3 does not restrict alternatives in B9/EW1.
Linkage to Project EW3	Independent Utility?	Significant distance between these two projects and neither has an impact on the other.	Y	Project EW2/P2/P3 is to reduce congestion and delays between the Dan Ryan and Ashburn, increase capacity for Metra, and eliminate rail traffic conflicts between the Metra Southwest service and the B&OCT(CSX), the NS and the BRC Mainline (Belt Junction), which allows access to LaSalle Street Station instead of Union Station. EW2/P2/P3 is fully usable without EW3.

	Restriction of Alternatives?	None	N	Project EW2/P2/P3 does not restrict alternatives in EW3.
Linkage to Project WA2	Independent Utility?	Project EW2/P2 would only cause signal software programming considerations in WA2.	Y	Project EW2/P2/P3 is to reduce congestion and delays between the Dan Ryan and Ashburn, increase capacity for Metra, and eliminate rail traffic conflicts between the Metra Southwest service and the B&OCT(CSX), the NS and the BRC Mainline (Belt Junction), which allows access to LaSalle Street Station instead of Union Station. EW2/P2/P3 is fully usable without WA2.
	Restriction of Alternatives?	None	N	Project EW2/P2/P3 does not restrict alternatives in WA2.
Linkage to Project P7	Independent Utility?	Significant distance between these two projects and neither has an impact on the other. (4 miles)	Y	Project EW2/P2/P3 is to reduce congestion and delays between the Dan Ryan and Ashburn, increase capacity for Metra, and eliminate rail traffic conflicts between the Metra Southwest service and the B&OCT(CSX), the NS and the BRC Mainline (Belt Junction), which allows access to LaSalle Street Station instead of Union Station. EW2/P2/P3 is fully usable without P7.
	Restriction of Alternatives?	None	N	Project EW2/P2/P3 does not restrict alternatives in P7.

Linkage to Project P1	Independent Utility?	Significant distance between these two projects and neither has an impact on the other.	Y	Project EW2/P2/P3 is to reduce congestion and delays between the Dan Ryan and Ashburn, increase capacity for Metra, and eliminate rail traffic conflicts between the Metra Southwest service and the B&OCT(CSX), the NS and the BRC Mainline (Belt Junction), which allows access to LaSalle Street Station instead of Union Station. EW2/P2/P3 is fully usable without P1.
	Restriction of Alternatives?	None	N	Project EW2/P2/P3 does not restrict alternatives in P1.
Linkage to Project C-5/C-6/C-8/C-9/C-10/C-11/C-12/P4	Independent Utility?	EW2/P2/P3 has independent utility in that it reduce congestion and delays between the Dan Ryan and Ashburn, increase capacity for Metra, and eliminate rail traffic conflicts between the Metra Southwest service and the B&OCT(CSX), the NS and the BRC Mainline (Belt Junction), which allows access to LaSalle Street Station instead of Union Station. EW2/P2/P3 is fully usable without C-5/C-6/C-8/C-9/C-10/C-11/C-12/P4 .	Y	Project EW2/P2/P3 is to reduce congestion and delays between the Dan Ryan and Ashburn, increase capacity for Metra, and eliminate rail traffic conflicts between the Metra Southwest service and the B&OCT(CSX), the NS and the BRC Mainline (Belt Junction), which allows access to LaSalle Street Station instead of Union Station. EW-2/P-2/P-3 is fully usable without C-5/C-6/C-8/C-9/C-10/C-11/C-12/P4 .
	Restriction of Alternatives?	None	N	Project EW-2/P-2/P-3 does not restrict alternatives in C-5/C-6/C-8/C-9/C-10/C-11/C-12/P4 .

Linkage to Project GS11	Independent Utility?	None	Y	Project EW2/P2/P3 is to reduce congestion and delays between the Dan Ryan and Ashburn, increase capacity for Metra, and eliminate rail traffic conflicts between the Metra Southwest service and the B&OCT(CSX), the NS and the BRC Mainline (Belt Junction), which allows access to LaSalle Street Station instead of Union Station. EW2/P2/P3 is fully usable without GS11.
	Restriction of Alternatives?	EW2/P2/P3 would only cause design considerations in GS11 and would not restrict consideration of reasonable alternatives.	N	Project EW2/P2/P3 does not restrict alternatives in GS11.
Linkage to Project GS21a	Independent Utility?	The implementation of GS21a would only affect train operations in EW2/P2/P3. EW2/P2/P3 would be fully useful without GS21a.	Y	Project EW2/P2/P3 is to reduce congestion and delays between the Dan Ryan and Ashburn, increase capacity for Metra, and eliminate rail traffic conflicts between the Metra Southwest service and the B&OCT(CSX), the NS and the BRC Mainline (Belt Junction), which allows access to LaSalle Street Station instead of Union Station. EW2/P2/P3 is fully usable without GS21a.
	Restriction of Alternatives?		N	Project EW2/P2/P3 does not restrict alternatives in GS21a.

Linkage to Project GS19	Independent Utility?	None.	Y	Project EW2/P2/P3 is to reduce congestion and delays between the Dan Ryan and Ashburn, increase capacity for Metra, and eliminate rail traffic conflicts between the Metra Southwest service and the B&OCT(CSX), the NS and the BRC Mainline (Belt Junction), which allows access to LaSalle Street Station instead of Union Station. EW2/P2/P3 is fully usable without GS19.
	Restriction of Alternatives?	EW2/P2/P3 is to separate the Metra from the B&OCT(CSX) at 71 th Street and would restrict consideration of reasonable alternatives for GS19, and vice versa.	Y	Project EW2/P2/P3 does restrict alternatives in GS19.

Linked Project Preliminary Purpose and Need Project is now ready to be processed through an ECAD	<p>The purpose of this proposed action is to reduce congestion and delays between the Dan Ryan and Ashburn, increase capacity for Metra, and eliminate rail traffic conflicts between the Metra Southwest service and the B&OCT(CSX), the NS and the BRC Mainline (Belt Junction), which allows access to LaSalle Street Station instead of Union Station.</p> <p> Form Completed: 01/22/04 Form Revised: 10/29/04 Form Revised: 6/30/05 Form Revised: 05/04/09 Form Revised: 08/07/09 </p>
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List Component Projects that Constitute the Linked Project	EW2, P2, P3 and GS19	
CREATE Linked Project Profile		
Project Identifier	EW2/P2/P3/GS19 (Dan Ryan to Ashburn/74 th Street Flyover/75 th Street Flyover/71 st St Highway Rail Grade Separation)	
Objective, Intent of Project	Reduce congestion and delays between the Dan Ryan and Ashburn, increase capacity for Metra, and eliminate rail traffic conflicts between the Metra Southwest service and the B&OCT(CSX), the NS and the BRC Mainline (Belt Junction), which allows access to LaSalle Street Station instead of Union Station.	
Description of Proposed Work/Improvements	Reconfigure the BRC Main tracks between the Dan Ryan and Belt Junction, eliminate Belt Junction, reconfigure and build a third BRC track, and construct a flyover to connect the Metra Southwest service to the Rock Island Line. Also construct a double-tracked bypass of NS Landers Yard for Metra, extending to Ashburn; and a connection from Landers Yard to the BRC mainlines. Includes associated signals, tracks, crossovers, and bridge work. This work includes track on new alignment between the intersection of 74 th and Normal and the intersection of 75 th and Parnell. It includes constructing a bridge that significantly reduces conflicts between B&OCT(CSX) and BRC, Metra and NS. It also includes grade separating 71 st St from the B&OCT (CSX).	
Location: Owner(s) Route/Line Project Limits Local Community	BRC, NS, UP, Metra, B&OCT(CSX), City of Chicago	
	BRC Mainline, Metra Southwest Service, NS/Metra Southwest Service line and B&OCT(CSX) Blue Island Subdivision	
	North limit: 69 th St., South limit: 100th St., East limit: the Dan Ryan.; West limit: Central Park Ave.	
	Chicago Community Areas – Auburn Gresham, Chatham, Englewood and Greater Grand Crossing, Ashburn, Gresham, Chicago Lawn, West Englewood, Roseland and Washington Heights.	
Potential Environmental Issues Needing Further Study	Yes – requires ROW acquisition and displacements.	
Project Status	Engineering: Preliminary layout and estimate. Ground survey and detailed signal design needs to be completed.	
Estimated Project Costs (Level of Confidence)	Construction \$ 496 Million R/W \$ Yes - TBD Contingencies \$ TBD	Planning Estimate
		Preliminary Engineering Estimate
Adjoining Projects	A. B9/EW1	
	B. EW3	

(Proj.#, Line, distance)	C. WA2
	D. P7
	E. P1
	F. C-5/C-6/C-8/C-9/C-10/C-11/C-12/P4
	G. GS11
	H. GS21a
	I.
Other Related Projects (Nature of Relationship)	J.
	K.
	L.
	M.
Comments:	
Individual Component Project Logical Termini Test – Determine 1) sufficient length and scope; 2) independent utility; and 3) restriction of alternatives.	
1) Sufficient Length & Scope Determination	
Does the proposed project have sufficient length and scope to broadly address environmental issues? If no, modify project limits. After project limits are modified, ensure project profile is accurate, then proceed to project linkage test.	Y/N
	Y

2) Independent Utility and 3) Restriction of Alternatives Determination				
		Discussion	Y/N	Rationale
Linkage to Project B9/EW1	Independent Utility? <i>Does the project have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made?</i>	Significant distance between these two projects and neither has an impact on the other.	Y	Project EW2/P2/P3/GS19 is to reduce congestion and delays between the Dan Ryan and Ashburn, increase capacity for Metra, and eliminate rail traffic conflicts between the Metra Southwest service and the B&OCT(CSX), the NS and the BRC Mainline (Belt Junction), which allows access to LaSalle Street Station instead of Union Station. EW2/P2/P3/GS19 is fully usable without B9/EW1.
	Restriction of Alternatives? <i>Does the project restrict the consideration of alternatives for other reasonably foreseeable transportation improvements?</i>	None	N	Project EW2/P2/P3/GS19 does not restrict alternatives in B9/EW1.

Linkage to Project EW3	Independent Utility?	Significant distance between these two projects and neither has an impact on the other.	Y	Project EW2/P2/P3/GS19 is to reduce congestion and delays between the Dan Ryan and Ashburn, increase capacity for Metra, and eliminate rail traffic conflicts between the Metra Southwest service and the B&OCT(CSX), the NS and the BRC Mainline (Belt Junction), which allows access to LaSalle Street Station instead of Union Station. EW2/P2/P3/GS19 is fully usable without EW3.
	Restriction of Alternatives?	None	N	Project EW2/P2/P3/GS19 does not restrict alternatives in EW3.
Linkage to Project WA2	Independent Utility?	Project EW2/P2/P3/GS19 would only cause signal software programming considerations in WA2.	Y	Project EW2/P2/P3/GS19 is to reduce congestion and delays between the Dan Ryan and Ashburn, increase capacity for Metra, and eliminate rail traffic conflicts between the Metra Southwest service and the B&OCT(CSX), the NS and the BRC Mainline (Belt Junction), which allows access to LaSalle Street Station instead of Union Station. EW2/P2/P3/GS19 is fully usable without WA2.
	Restriction of Alternatives?	None	N	Project EW2/P2/P3/GS19 does not restrict alternatives in WA2.

Linkage to Project P7	Independent Utility?	Significant distance between these two projects and neither has an impact on the other. (4 miles)	Y	Project EW2/P2/P3/GS19 is to reduce congestion and delays between the Dan Ryan and Ashburn, increase capacity for Metra, and eliminate rail traffic conflicts between the Metra Southwest service and the B&OCT(CSX), the NS and the BRC Mainline (Belt Junction), which allows access to LaSalle Street Station instead of Union Station. EW2/P2/P3/GS19 is fully usable without P7.
	Restriction of Alternatives?	None	N	Project EW2/P2/P3/GS19 does not restrict alternatives in P7.
Linkage to Project P1	Independent Utility?	Significant distance between these two projects and neither has an impact on the other.	Y	Project EW2/P2/P3/GS19 is to reduce congestion and delays between the Dan Ryan and Ashburn, increase capacity for Metra, and eliminate rail traffic conflicts between the Metra Southwest service and the B&OCT(CSX), the NS and the BRC Mainline (Belt Junction), which allows access to LaSalle Street Station instead of Union Station. EW2/P2/P3/GS19 is fully usable without P1.
	Restriction of Alternatives?	None	N	Project EW2/P2/P3/GS19 does not restrict alternatives in P1.

Linkage to Project C-5/C-6/C-8/C-9/C-10/C-11/C-12/P4	Independent Utility?	EW2/P2/P3/GS19 has independent utility in that it reduce congestion and delays between the Dan Ryan and Ashburn, increase capacity for Metra, and eliminate rail traffic conflicts between the Metra Southwest service and the B&OCT(CSX), the NS and the BRC Mainline (Belt Junction), which allows access to LaSalle Street Station instead of Union Station. EW2/P2/P3/GS19 is fully usable without C-5/C-6/C-8/C-9/C-10/C-11/C-12/P4 .	Y	Project EW2/P2/P3/GS19 is to reduce congestion and delays between the Dan Ryan and Ashburn, increase capacity for Metra, and eliminate rail traffic conflicts between the Metra Southwest service and the B&OCT(CSX), the NS and the BRC Mainline (Belt Junction), which allows access to LaSalle Street Station instead of Union Station. EW-2/P-2/P-3 is fully usable without C-5/C-6/C-8/C-9/C-10/C-11/C-12/P4 .
	Restriction of Alternatives?	None	N	Project EW2/P2/P3/GS19 does not restrict alternatives in C-5/C-6/C-8/C-9/C-10/C-11/C-12/P4 .
Linkage to Project GS11	Independent Utility?	None	Y	Project EW2/P2/P3/GS19 is to reduce congestion and delays between the Dan Ryan and Ashburn, increase capacity for Metra, and eliminate rail traffic conflicts between the Metra Southwest service and the B&OCT(CSX), the NS and the BRC Mainline (Belt Junction), which allows access to LaSalle Street Station instead of Union Station. EW2/P2/P3/GS19 is fully usable without GS11.

	Restriction of Alternatives?	EW2/P2/P3/GS19 would only cause design considerations in GS11 and would not restrict consideration of reasonable alternatives.	N	Project EW2/P2/P3/GS19 does not restrict alternatives in GS11.
Linkage to Project GS21a	Independent Utility?	The implementation of GS21a would only affect train operations in EW2/P2/P3/GS19. EW2/P2/P3/GS19 would be fully useful without GS21a.	Y	Project EW2/P2/P3/GS19 is to reduce congestion and delays between the Dan Ryan and Ashburn, increase capacity for Metra, and eliminate rail traffic conflicts between the Metra Southwest service and the B&OCT(CSX), the NS and the BRC Mainline (Belt Junction), which allows access to LaSalle Street Station instead of Union Station. EW2/P2/P3/GS19 is fully usable without GS21a.
	Restriction of Alternatives?		N	Project EW2/P2/P3/GS19 does not restrict alternatives in GS21a.

Linked Project Preliminary Purpose and Need Project is now ready to be processed through an ECAD	<p>The purpose of this proposed action is to reduce congestion and delays between the Dan Ryan and Ashburn, increase capacity for Metra, and eliminate rail traffic conflicts between the Metra Southwest service and the B&OCT(CSX), the NS and the BRC Mainline (Belt Junction), which allows access to LaSalle Street Station instead of Union Station.</p> <p> Form Completed: 01/22/04 Form Revised: 10/29/04 Form Revised: 6/30/05 Form Revised: 05/04/09 Form Revised: 08/07/09 </p>
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CREATE Component Project Preliminary Screening Worksheet

CREATE Component Project Profile

Project Identifier	EW3 (Pullman Junction)	
Objective, Intent of Project	Improve train operations at Pullman Junction.	
Description of Proposed Work/ Improvements	Realign Pullman Junction and add crossovers to connect BRC to the NS mains. from Pullman Junction to 80th St. into the East-West Corridor. Includes associated signal work.	
Location:	NS and BRC	
Owner(s)	NS CWI and BRC Mainline	
Route/Line	Within the Pullman Junction interlocking.	
Project Limits	Chicago Community Areas – Burnside, Calumet Heights, Pullman and South Deering	
Local Community		
Potential Environmental Issues Needing Further Study	No issues appear to need greater detail than normally accomplished through ECAD process.	
Project Status	Engineering: Preliminary layout and estimate. Ground survey and detailed signal design needs to be completed.	
Estimated Project Costs (Level of Confidence)	Construction \$ 6.8 Million R/W \$ 0 Contingencies \$ TBD	Planning Estimate Preliminary Engineering Estimate
Adjoining CREATE Projects	A. EW2/P2/P3/GS19	
(Proj.#, Line, distance)	B. EW4	
	C.	
	D.	
	E.	
Other Related Projects (Nature of Relationship)	F.	
	G.	
	H.	
Comments/Notes:		

Individual Component Project Logical Termini Test – Determine 1) sufficient length and scope; 2) independent utility; and 3) restriction of alternatives.				
1) Sufficient Length & Scope Determination				
Does the proposed project have sufficient length and scope to broadly address environmental issues? If no, modify project limits. After project limits are modified, ensure project profile is accurate, then proceed to project linkage test.				Y/N
				Y
2) Independent Utility and 3) Restriction of Alternatives Determination				
		Discussion	Y/N	Rationale
Linkage to Project EW2/P2/P3/GS19	Independent Utility? <i>Does the project have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made?</i>	Significant distance between these two projects and neither has an impact on the other.	Y	Project EW3 is to add flexibility at Pullman Junction. EW3 is fully usable without EW2/P2/P3.
	Restriction of Alternatives? <i>Does the project restrict the consideration of alternatives for other reasonably foreseeable transportation improvements?</i>	None	N	Project EW3 does not restrict alternatives in EW2/P2/P3.
Linkage to Project EW4	Independent Utility?	Possible signal programming will need to be coordinated between these two projects.	Y	Project EW3 is to add flexibility at Pullman Junction. EW3 is fully usable without EW4.
	Restriction of Alternatives?	None	N	Project EW3 does not restrict alternatives in EW4.
Linkage to Project C	Independent Utility?			
	Restriction of Alternatives?			

Linkage to Project D	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project E	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project F	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project G	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project H	Independent Utility?			
	Restriction of Alternatives?			
<p>If no linkages, prepare Component Project Preliminary Purpose and Need Statement.</p> <p>Project is now ready to be processed through an ECAD</p>	<p>The purpose of this proposed action is to improve train operations at Pullman Junction.</p> <p>Form Completed: 01/22/04 Form Revised: 06/02/04 Form Revised: 05/08/09</p>			
If linkages, go to next page	NONE			

CREATE Component Project Preliminary Screening Worksheet

CREATE Component Project Profile

Project Identifier	EW4 (CP 509 Connection)	
Objective, Intent of Project	To improve train speeds from NS Mainline to BRC Mainline at CP 509.	
Description of Proposed Work/ Improvements	Connect the BRC and NS signal systems and minor track realignment and grading.	
Location:	NS and BRC	
Owner(s)	NS Chicago Line and BRC Mainline	
Route/Line	From CP 509 to Rock Island Junction (near intersection of 95 th Street and Commercial).	
Project Limits	Chicago Community Areas – Calumet Heights, East Side, South Chicago and South Deering	
Local Community		
Potential Environmental Issues Needing Further Study	No issues appear to need greater detail than normally accomplished through ECAD process.	
Project Status	Engineering: Preliminary layout and estimate. Ground survey and detailed signal design needs to be completed.	
Estimated Project Costs (Level of Confidence)	Construction \$ 0.3 Million R/W \$ 0 Contingencies \$ TBD	Planning Estimate Preliminary Engineering Estimate
Adjoining CREATE Projects	A. EW3	
(Proj.#, Line, distance)	B.	
	C.	
	D.	
Other Related Projects	E.	
(Nature of Relationship)	F.	
	G.	
	H.	
Comments/Notes:		

Individual Component Project Logical Termini Test – Determine 1) sufficient length and scope; 2) independent utility; and 3) restriction of alternatives.				
1) Sufficient Length & Scope Determination				
Does the proposed project have sufficient length and scope to broadly address environmental issues? If no, modify project limits. After project limits are modified, ensure project profile is accurate, then proceed to project linkage test.				Y/N
				Y
2) Independent Utility and 3) Restriction of Alternatives Determination				
		Discussion	Y/N	Rationale
Linkage to Project EW3	Independent Utility? <i>Does the project have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made?</i>	Possible signal programming will need to be coordinated between these two projects.	Y	Project EW4 is to improve train speeds from NS Mainline to BRC Mainline at CP 509. EW4 is fully usable without EW3.
	Restriction of Alternatives? <i>Does the project restrict the consideration of alternatives for other reasonably foreseeable transportation improvements?</i>	None	N	Project EW4 does not restrict alternatives in EW3.
Linkage to Project B	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project C	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project D	Independent Utility?			
	Restriction of Alternatives?			

Linkage to Project E	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project F	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project G	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project H	Independent Utility?			
	Restriction of Alternatives?			
<p>If no linkages, prepare Component Project Preliminary Purpose and Need Statement.</p> <p>Project is now ready to be processed through an ECAD</p>	<p>The purpose of this proposed action is to improve train speeds from NS Mainline to BRC Mainline at CP 509.</p> <p>Form Completed: 01/22/04 Form Revised: 06/02/04 Form Revised: 05/08/09</p>			
If linkages, go to next page	NONE			

CREATE Component Project Preliminary Screening Worksheet

CREATE Component Project Profile

Project Identifier	P1 (Englewood Flyover63rd and State)	
Objective, Intent of Project	Eliminate significant rail delays between Metra's Rock Island District and NS freight and AMTRAK operations at Englewood Interlocking.	
Description of Proposed Work/ Improvements	Construct a triple-tracked bridge to carry Metra operations over the four tracks of NS and a possible fifth track for a High Speed Rail connection to Indiana.	
Location:	NS and Metra	
Owner(s)	NS Chicago Line and Metra Rock Island	
Route/Line	From 57 th Pl. to 69 th St. along the Metra Rock Island District. The project is located at the Englewood interlocking (on the tracks elevated over 63rd and State Streets).	
Project Limits	Chicago Community Areas - Englewood and Greater Grand Crossing	
Local Community		
Potential Environmental Issues Needing Further Study	No issues appear to need greater detail than normally accomplished through ECAD process.	
Project Status	Engineering: Preliminary layout and estimate. Ground survey and detailed signal design needs to be completed.	
Estimated Project Costs (Level of Confidence)	Construction \$ 146.3 Million R/W \$ -0 (temporary easements only) Contingencies \$ TBD	Planning Estimate Preliminary Engineering Estimate
Adjoining CREATE Projects	A. EW2/P2/P3/GS19	
(Proj.#, Line, distance)	B. C-5/C-6/C-8/C-9/C-10/C-11/C-12/P-4 P4	
	C.	
	D.	
Other Related Projects	E.	
(Nature of Relationship)	F.	
	G.	
	H.	
Comments/Notes:		

Individual Component Project Logical Termini Test – Determine 1) sufficient length and scope; 2) independent utility; and 3) restriction of alternatives.				
1) Sufficient Length & Scope Determination				
Does the proposed project have sufficient length and scope to broadly address environmental issues? If no, modify project limits. After project limits are modified, ensure project profile is accurate, then proceed to project linkage test.				Y/N
				Y
2) Independent Utility and 3) Restriction of Alternatives Determination				
		Discussion	Y/N	Rationale
Linkage to Project EW2/P2/P3/GS19	Independent Utility? <i>Does the project have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made?</i>	Significant distance between these two projects and neither has an impact on the other.	Y	Project P1 is to eliminate significant rail delays between Metra's Rock Island District and NS freight and AMTRAK operations at Englewood 63rd and State. P1 is fully usable without EW2/P2/P3/GS19.
	Restriction of Alternatives? <i>Does the project restrict the consideration of alternatives for other reasonably foreseeable transportation improvements?</i>	None	N	Project P1 does not restrict alternatives in EW2/P2/P3/GS19.

Linkage to Project C-5/C-6/C-8/C-9/C-10/C-11/C-12/P-4 P4	Independent Utility?	None	Y	Project P-1 is to eliminate significant rail delays between Metra's Rock Island District and NS freight and AMTRAK operations at Englewood 63 rd and State. P1 is fully usable without C-5/C-6/C-8/C-9/C-10/C-11/C-12/P-4 P4.
	Restriction of Alternatives?	C-5/C-6/C-8/C-9/C-10/C-11/C-12/P-4 P4 would only cause design considerations in the implementation of P1 and would not restrict consideration of reasonable alternatives.	N	Project P-1 does not restrict alternatives in C-5/C-6/C-8/C-9/C-10/C-11/C-12/P-4 P4.
Linkage to Project C	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project D	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project E	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project F	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project G	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project H	Independent Utility?			
	Restriction of Alternatives?			

If no linkages, prepare Component Project Preliminary Purpose and Need Statement. Project is now ready to be processed through an ECAD	<p>The purpose of this proposed action is to eliminate significant rail delays between Metra's Rock Island District and NS freight, and AMTRAK operations at Englewood Interlocking 63rd and State.</p> <p>Form Completed: 01/22/04 Form Revised: 06/02/04 Form Revised 05/08/09</p>
If linkages, go to next page	NONE

CREATE Component Project Preliminary Screening Worksheet

CREATE Component Project Profile

Project Identifier	P4 (Pershing Ave to Grand Crossing)	
Objective, Intent of Project	Provide a new direct route for head-end movement of New Orleans - Carbondale Amtrak trains into Union Station. Also provide capacity relief on the NS Chicago Line to allow expedited movement of new and existing Amtrak trains. Also preserve footprint for future high-speed rail movements between the Chicago hub and points east.	
Description of Proposed Work/Improvements	Construct new main line capacity between Grand Crossing and CP518 (Pershing Ave.) This work includes track on new alignment between the intersection of 57 th and Lowe and the intersection of 62 nd and Wells. Includes all associated signal work, grading work, crossovers, and other bridge work. Also includes connection from CN to unused NS bridge in the Grand Crossing Area.	
Location:	NS, Metra, CN, IDOT	
Owner(s)	Metra CWI, NS Chicago Line, and NS former Nickel Plate Line Bridge	
Route/Line	Pershing Ave to Grand Crossing at 83 rd Street	
Project Limits	Chicago Community Areas – Avalon Park, Chatham, Englewood, Fuller Park, Grand Boulevard, Greater Grand Crossing, and New City.	
Local Community		
Potential Environmental Issues Needing Further Study	Yes – requires ROW acquisition and displacements.	
Project Status	Engineering: Preliminary layout and estimate.	
Estimated Project Costs (Level of Confidence)	Construction \$ 97 Million R/W \$ Yes - TBD Contingencies \$ TBD	Planning Estimate Preliminary Engineering Estimate
Adjoining CREATE Projects (Proj.#, Line, distance)	A. P1 B. EW2/P2/P3/GS19 C. WA3 D. E.	
Other Related Projects (Nature of Relationship)	F. G. H. I.	

Comments:				
Individual Component Project Logical Termini Test – Determine 1) sufficient length and scope; 2) independent utility; and 3) restriction of alternatives.				
1) Sufficient Length & Scope Determination				
Does the proposed project have sufficient length and scope to broadly address environmental issues? If no, modify project limits. After project limits are modified, ensure project profile is accurate, then proceed to project linkage test.				Y/N
				Y
2) Independent Utility and 3) Restriction of Alternatives Determination				
		Discussion	Y/N	Rationale
Linkage to Project P-1	Independent Utility?	None	Y	Project P4 is to connect the CN Chicago Sub with the NS Chicago Line and the Metra C&WI. P4 is fully usable without P1.
	Restriction of Alternatives?	None	N	Project P4 does not restrict alternatives in P1.
Linkage to Project EW2/P2/P3/GS19	Independent Utility?	EW2/P2/P3/GS19 has independent utility in that it reduces congestion and delays between the Dan Ryan and Forest Hill, and separates Metra Southwest service from BRC Mainline (Belt Junction), which allows access to LaSalle Street Station instead of Union Station. EW2/P2/P3/GS19 is fully usable without P4.	Y	Project P4 is to connect the CN Chicago Sub with the NS Chicago Line and the Metra C&WI. P4 is fully usable without EW2/P2/P3/GS19.

	Restriction of Alternatives?	None	N	Project P4 does not restrict alternatives in EW2/P2/P3/GS19.
Linkage to Project WA3	Independent Utility?	WA3 upgrades industrial track to mainline status between CP518 (Pershing Ave.) and Brighton Park.	Y	P4 is to connect the CN Chicago Sub with the NS Chicago Line and the Metra C&WI. P4 is fully usable without WA3.
	Restriction of Alternatives?	None	N	Project P4 does not restrict alternatives in WA3.
Linked Project Preliminary Purpose and Need Project is now ready to be processed through an ECAD	The purpose of this proposed action is to increase rail capacity, reduce circuitous routing, improve the efficiency of train movements, while providing Amtrak with a head end route directly into Chicago Union Station. Form Completed: 01/21/04 Form Revised: 06/02/04 Form Revised: 06/03/09 Form Revised: 08/10/09			

CREATE Component Project Preliminary Screening Worksheet

CREATE Component Project Profile

Project Identifier	P5 (Brighton Park Flyover)	
Objective, Intent of Project	Reduce congestion and delays by eliminating passenger and freight train conflicts at Brighton Park.	
Description of Proposed Work/ Improvements	Construct a double-tracked bridge to carry CN Joliet Subdivision/Metra Heritage Corridor over the Western Avenue Corridor and proposed Central Corridor (five tracks). Includes associated signal and bridge work.	
Location:	CN, NS, B&OCT(CSX)	
Owner(s)	CN Joliet Subdivision/Metra Heritage Corridor, B&OCT(CSX) Blue Island Subdivision, and NS CJ Mains., and proposed Central Corridor	
Route/Line	On either side of the current Brighton Park Interlocking (between the intersection of Rockwell and 37th Streets and the intersection of Oakley and 36 th Streets Leavitt and 35 th Streets).	
Project Limits	Chicago Community Areas - Brighton Park and McKinley Park	
Local Community		
Potential Environmental Issues Needing Further Study	No issues appear to need greater detail than normally accomplished through ECAD process.	
Project Status	Engineering: Preliminary layout and estimate. Ground survey and detailed signal design needs to be completed.	
Estimated Project Costs (Level of Confidence)	Construction \$ 90 Million R/W \$ Yes - TBD Contingencies \$ TBD	Planning Estimate Preliminary Engineering Estimate
Adjoining CREATE Projects	A. C-5/C-6/C-8/C-9/C-10/C-11/C-12/P-4	
(Proj.#, Line, distance)	B. WA2	
	C. WA3	
	D. P6	
Other Related Projects	E. Brighton Park Interlocking	
(Nature of Relationship)	F.	
	G.	
	H.	
Comments/Notes:		

Individual Component Project Logical Termini Test – Determine 1) sufficient length and scope; 2) independent utility; and 3) restriction of alternatives.				
1) Sufficient Length & Scope Determination				
Does the proposed project have sufficient length and scope to broadly address environmental issues? If no, modify project limits. After project limits are modified, ensure project profile is accurate, then proceed to project linkage test.				Y/N
				Y
2) Independent Utility and 3) Restriction of Alternatives Determination				
		Discussion	Y/N	Rationale
Linkage to Project C-5/C-6/C-8/C-9/C-10/C-11/C-12/P-4	Independent Utility? Does the project have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made?	P-5 is a grade separation of the CN (Metra) and NS/B&OCT(CSX)/Central Corridor.	Y	Project P-5 is to reduce congestion and delays by eliminating passenger and freight train conflicts at Brighton Park. P-5 is fully usable without C-5/C-6/C-8/C-9/C-10/C-11/C-12/P-4.
	Restriction of Alternatives? Does the project restrict the consideration of alternatives for other reasonably foreseeable transportation improvements?	C-5/C-6/C-8/C-9/C-10/C-11/C-12/P-4 would cause design considerations in the implementation of P-5.	N	Project P-5 does not restrict alternatives in C-5/C-6/C-8/C-9/C-10/C-11/C-12/P-4.
Linkage to Project WA2	Independent Utility?	Project P5 would only cause signal software programming considerations in WA-2.	Y	Project P5 is to reduce congestion and delays by eliminating passenger and freight train conflicts at Brighton Park. P5 is fully usable without WA2.
	Restriction of Alternatives?	None	N	Project P5 does not restrict alternatives in WA2.

Linkage to Project WA3	Independent Utility?	In the vicinity of the Brighton Park flyover, project WA-3 is signal changes only.	Y	Project P5 is to reduce congestion and delays by eliminating passenger and freight train conflicts at Brighton Park. P5 is fully usable without WA3.
	Restriction of Alternatives?	None	N	Project P5 does not restrict alternatives in WA3.
Linkage to Project P6	Independent Utility?	Significant distance between these two projects and neither has an impact on the other. (7.6 miles)	Y	Project P5 is to reduce congestion and delays by eliminating passenger and freight train conflicts at Brighton Park. P5 is fully usable without P6.
	Restriction of Alternatives?	None	N	Project P5 does not restrict alternatives in P6.
Linkage to Project Brighton Park Interlocking	Independent Utility?	Brighton Park Interlocking has begun construction and would only cause signal software programming considerations in P5.	Y	Project P5 is to reduce congestion and delays by eliminating passenger and freight train conflicts at Brighton Park. P5 is fully usable without Brighton Park Interlocking project.
	Restriction of Alternatives?	None	N	Project P5 does not restrict alternatives in Brighton Park Interlocking project.
Linkage to Project F	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project G	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project H	Independent Utility?			
	Restriction of Alternatives?			

If no linkages, prepare Component Project Preliminary Purpose and Need Statement.	The purpose of this proposed action is to reduce congestion and delays by eliminating passenger and freight train conflicts at Brighton Park.
Project is now ready to be processed through an ECAD	Form Completed: 01/29/04 Form Revised: 06/02/04 Form Revised: 05/08/09
If linkages, go to next page	NONE

CREATE Component Project Preliminary Screening Worksheet

CREATE Component Project Profile

Project Identifier	P6 (CP Canal)	
Objective, Intent of Project	Reduce congestion and delays by eliminating passenger and freight train conflicts at CP Canal.	
Description of Proposed Work/ Improvements	Construct a double-tracked bridge to carry two CN main tracks over the Beltway Corridor (two existing tracks and a future track), so that passenger trains operated by Metra and Amtrak on CN's line, as well as CN's freight traffic, can avoid conflicts with the 76 daily freight trains on the Beltway Corridor trains. Includes associated signal work.	
Location:	CN, B&OCT(CSX)	
Owner(s)	CN Joliet Subdivision/Metra Heritage Corridor, IHB Mainline	
Route/Line	On either side of the current CP Canal Interlocking in Summit, Illinois (First Avenue on east and 63 rd Street on the west).	
Project Limits	Summit, IL	
Local Community		
Potential Environmental Issues Needing Further Study	No issues appear to need greater detail than normally accomplished through ECAD process. Project is within the I&M Canal National Heritage Corridor.	
Project Status	Engineering: Preliminary layout and estimate. Ground survey and detailed signal design needs to be completed.	
Estimated Project Costs (Level of Confidence)	Construction \$ 90 Million R/W \$ Maybe - TBD Contingencies \$ TBD	Planning Estimate Preliminary Engineering Estimate
Adjoining CREATE Projects (Proj.#, Line, distance)	A. B8 B. P5 C. D.	
Other Related Projects (Nature of Relationship)	E. F. G. H.	
Comments/Notes:		

Individual Component Project Logical Termini Test – Determine 1) sufficient length and scope; 2) independent utility; and 3) restriction of alternatives.				
1) Sufficient Length & Scope Determination				
Does the proposed project have sufficient length and scope to broadly address environmental issues? If no, modify project limits. After project limits are modified, ensure project profile is accurate, then proceed to project linkage test.				Y/N
				Y
2) Independent Utility and 3) Restriction of Alternatives Determination				
		Discussion	Y/N	Rationale
Linkage to Project B8	Independent Utility? <i>Does the project have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made?</i>	Project P6 would only cause signal software programming considerations in B8.	Y	Project P6 is to Reduce congestion and delays by eliminating passenger and freight train conflicts at CP Canal. P6 is fully usable without B8.
	Restriction of Alternatives? <i>Does the project restrict the consideration of alternatives for other reasonably foreseeable transportation improvements?</i>	None	N	Project P6 does not restrict alternatives in B8.
Linkage to Project P5	Independent Utility?	Significant distance between these two projects and neither has an impact on the other. (7.6 miles)	Y	Project P6 is to Reduce congestion and delays by eliminating passenger and freight train conflicts at CP Canal. P6 is fully usable without P5.
	Restriction of Alternatives?	None	N	Project P6 does not restrict alternatives in P5.

Linkage to Project C	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project D	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project E	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project F	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project G	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project H	Independent Utility?			
	Restriction of Alternatives?			
<p>If no linkages, prepare Component Project Preliminary Purpose and Need Statement.</p> <p>Project is now ready to be processed through an ECAD</p>	<p>The purpose of this proposed action is to reduce congestion and delays by eliminating passenger and freight train conflicts at CP Canal.</p> <p>Form Completed: 01/29/04 Form Revised: 03/30/04 Form Revised: 05/08/09</p>			
If linkages, go to next page	NONE			

CREATE Component Project Preliminary Screening Worksheet

CREATE Component Project Profile

Project Identifier	P7 (Chicago Ridge)	
Objective, Intent of Project	Reduce congestion and delays by eliminating passenger and freight train conflicts at Chicago Ridge.	
Description of Proposed Work/ Improvements	Construct a grade-separated structure to carry NS/Metra Southwest Service either over or under the Beltway Corridor (two existing tracks and a future track) and an at-grade crossing at Ridgeland Avenue in Chicago Ridge. Includes associated signal work. Will include Metra Station work.	
Location:	B&OCT(CSX) and NS	
Owner(s)	NS Manhattan Line, Metra SouthWest Service and IHB Mainline	
Route/Line	On either side of the current Chicago Ridge Interlocking in Chicago Ridge, Illinois (I-294 on west and Mayfield Avenue on east).	
Project Limits	Chicago Ridge, IL	
Local Community		
Potential Environmental Issues Needing Further Study	Potentially significant due to displacements. Noise impacts from elevating the railroads should be expected as well, in this populated area. Some property may need to be acquired for construction of the bridge.	
Project Status		
Estimated Project Costs (Level of Confidence)	Construction \$ 90.0 Million R/W \$ Yes - TBD Contingencies \$ TBD	Planning Estimate Preliminary Engineering Estimate
Adjoining CREATE Projects	A. EW2/P2/P3/GS19	
(Proj.#, Line, distance)	B. GS4	
	C.	
	D.	
	E.	
Other Related Projects	F.	
(Nature of Relationship)	G.	
	H.	
Comments/Notes:		

Individual Component Project Logical Termini Test – Determine 1) sufficient length and scope; 2) independent utility; and 3) restriction of alternatives.				
1) Sufficient Length & Scope Determination				
Does the proposed project have sufficient length and scope to broadly address environmental issues? If no, modify project limits. After project limits are modified, ensure project profile is accurate, then proceed to project linkage test.				Y/N
				Y
2) Independent Utility and 3) Restriction of Alternatives Determination				
		Discussion	Y/N	Rationale
Linkage to Project EW2/P2/P3/GS19	Independent Utility? <i>Does the project have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made?</i>	Significant distance between these two projects and neither has an impact on the other. (4 miles)	Y	P7 is to reduce congestion and delays by eliminating passenger and freight train conflicts at Chicago Ridge. P-7 is fully usable without EW2/P2/P3/GS19.
	Restriction of Alternatives? <i>Does the project restrict the consideration of alternatives for other reasonably foreseeable transportation improvements?</i>	None	N	Project P7 does not restrict alternatives in EW2/P2/P3/GS19.
Linkage to Project GS4	Independent Utility?	Significant distance between these two projects and neither has an impact on the other. (> 1 mile)	Y	P7 is to reduce congestion and delays by eliminating passenger and freight train conflicts at Chicago Ridge. P7 is fully usable without GS-4.
	Restriction of Alternatives?	None	N	Project P7 does not restrict alternatives in GS4.

Linkage to Project C	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project D	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project E	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project F	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project G	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project H	Independent Utility?			
	Restriction of Alternatives?			
<p>If no linkages, prepare Component Project Preliminary Purpose and Need Statement.</p> <p>Project is now ready to be processed through an ECAD</p>	<p>The purpose of this proposed action is to reduce congestion and delays by eliminating passenger and freight train conflicts at Chicago Ridge.</p> <p>Form Completed: 01/29/04 Form Revised: 03/30/04 Form Revised: 05/08/09 Form Revised: 08/10/09</p>			
If linkages, go to next page	NONE			

CREATE Component Project Preliminary Screening Worksheet

CREATE Component Project Profile

Project Identifier	WA1 (Ogden Junction)	
Objective, Intent of Project	Improve train flows and increase capacity between B&OCT(CSX)/NS and UP at Ogden Junction.	
Description of Proposed Work/ Improvements	Reconfigure and signalize Ogden Junction for double-track connection from UP to B&OCT(CSX) and NS mains. Speeds will be increased from 15 to 25 mph by adding electronic request technology. Includes closure of one street underpass (Arthington Street). Includes minor track construction, additional crossovers and associated signal work. Also includes a new bridge over Taylor St., and other bridge repairs/reconstruction.	
Location:	B&OCT(CSX), NS, UP	
Owner(s)	B&OCT(CSX) Blue Island Subdivision, NS CJ Mainlines, and UP Rockwell Subdivision	
Route/Line	From just south of West 15th St., where new crossovers will be installed to Arthington St., as well as west on the connecting track known as the Altenheim Subdivision. From Kedzie Interlocking on the north to the BNSF Chicago Sub on the south.	
Project Limits	Chicago Community Areas – East Garfield Park, Humboldt Park, Lower West Side, Near West Side, North Lawndale and West Town	
Local Community		
Potential Environmental Issues Needing Further Study	No issues appear to need greater detail than normally accomplished through ECAD process.	
Project Status	Engineering: Preliminary layout and estimate. Ground survey and detailed signal design needs to be completed.	
Estimated Project Costs (Level of Confidence)	Construction \$ 16.8 Million R/W \$ 0 Contingencies \$ TBD	Planning Estimate Preliminary Engineering Estimate
Adjoining Projects (Proj.#, Line, distance)	A. C-1/C-2 B. C-3/C-4/ WA4 C. WA2 D. WA3	
Other Related Projects (Nature of Relationship)	E. F. G. H.	
Comments/Notes:		

Individual Component Project Logical Termini Test – Determine 1) sufficient length and scope; 2) independent utility; and 3) restriction of alternatives.				
1) Sufficient Length & Scope Determination				
Does the proposed project have sufficient length and scope to broadly address environmental issues? If no, modify project limits. After project limits are modified, ensure project profile is accurate, then proceed to project linkage test.				Y/N
				Y
2) Independent Utility and 3) Restriction of Alternatives Determination				
		Discussion	Y/N	Rationale
Linkage to Project C-1/C-2	Independent Utility? Does the project have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made?	WA-1 upgrades the connection between UP and CSX/NS. C-1/C-2 restores out of service Altenheim Subdivision and installs universal crossovers, therefore it would not require the implementation of WA-1.	Y	Project WA-1 is to improve train flows and increase capacity between B&OCT(CSX)/NS and UP at Ogden Junction. WA-1 is fully usable without C-1/C-2.
	Restriction of Alternatives? Does the project restrict the consideration of alternatives for other reasonably foreseeable transportation improvements?	None	N	Project WA-1 does not restrict alternatives in C-1/C-2.
Linkage to Project C-3/C-4/WA4	Independent Utility?	Project WA-1 would only cause signal software programming considerations in C-3/C-4/WA-4. WA1 and WA4 are in close proximity, but neither has an impact on the other.	Y	Project WA1 is to improve train flows and increase capacity between B&OCT(CSX)/NS and UP at Ogden Junction. WA1 is fully usable without C-3/C-4/WA4.
	Restriction of Alternatives?	None	N	Project WA1 does not restrict alternatives in C-3/C-4/WA4.

Linkage to Project WA2	Independent Utility?	Project WA1 would only cause signal software programming considerations in WA2.	Y	Project WA1 is to improve train flows and increase capacity between B&OCT(CSX)/NS and UP at Ogden Junction. WA1 is fully usable without WA2.
	Restriction of Alternatives?	None	N	Project WA1 does not restrict alternatives in WA2.
Linkage to Project WA-3	Independent Utility?	Project WA1 would only cause signal software programming considerations in WA3.	Y	Project WA1 is to improve train flows and increase capacity between B&OCT(CSX)/NS and UP at Ogden Junction. WA1 is fully usable without WA3.
	Restriction of Alternatives?	None	N	Project WA1 does not restrict alternatives in WA3.
Linkage to Project E	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project F	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project G	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project H	Independent Utility?			
	Restriction of Alternatives?			
If no linkages, prepare Component Project Preliminary Purpose and Need Statement. Project is now ready to be processed through an ECAD		The purpose of this proposed action is to improve train flows and increase capacity between B&OCT(CSX)/NS and UP at Ogden Junction. Form Completed: 01/29/04 Form Revised: 06/02/04 Form Revised: 05/14/09		
If linkages, go to next page		NONE		

CREATE Component Project Preliminary Screening Worksheet

CREATE Component Project Profile

Project Identifier	WA2 (Ogden Junction to 75th Street)	
Objective, Intent of Project	Increase train speeds, increase capacity, improve utilization of trackage and reduce congestion on the Western Avenue Corridor from Ogden Junction south to 75th Street.	
Description of Proposed Work/ Improvements	Install new TCS signaling on the B&OCT(CSX), to include replacing hand-throw crossovers with power-operated switches.	
Location:	B&OCT(CSX)	
Owner(s)	B&OCT(CSX) Blue Island Subdivision	
Route/Line	Ogden Junction near Taylor St. to 75th St. along the Western Avenue Corridor.	
Project Limits	Chicago Community Areas – Brighton Park, Chicago Lawn, East Garfield Park, Gage Park, Lower West Side, McKinley Park, Near West Side, New City, North Lawndale, South Lawndale, and West Englewood	
Local Community		
Potential Environmental Issues Needing Further Study	No issues appear to need greater detail than normally accomplished through ECAD process.	
Project Status	Engineering: Preliminary layout and estimate. Ground survey and detailed signal design needs to be completed.	
Estimated Project Costs (Level of Confidence)	Construction \$19.1 Million R/W \$ 0 Contingencies \$ TBD	Planning Estimate Preliminary Engineering Estimate
Adjoining CREATE Projects	A. EW2/P2/P3/GS19	
(Proj.#, Line, distance)	B. WA1	
	C. WA3	
	D. GS19	
	E. C-3/C-4/WA4	
	F. P5	
	G. C-5/C-6/C-8/C-9/C-10/C-11/C-12 /P4 GS11	
	H. WA7	
Other Related Projects	I. Brighton Park Interlocking	
(Nature of Relationship)	J.	
	K.	
Comments/Notes:		

Individual Component Project Logical Termini Test – Determine 1) sufficient length and scope; 2) independent utility; and 3) restriction of alternatives.				
1) Sufficient Length & Scope Determination				
Does the proposed project have sufficient length and scope to broadly address environmental issues? If no, modify project limits. After project limits are modified, ensure project profile is accurate, then proceed to project linkage test.				Y/N
				Y
2) Independent Utility and 3) Restriction of Alternatives Determination				
		Discussion	Y/N	Rationale
Linkage to Project EW2/P2/P3/GS19	Independent Utility? <i>Does the project have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made?</i>	Project EW2/P2/P3/GS19 would only cause signal software programming considerations in WA2.	Y	Project WA2 is to increase train speeds, increase capacity, improve utilization of trackage and reduce congestion on the Western Avenue Corridor from Ogden Junction south to 75th Street. WA2 is fully usable without EW2/P2/P3/GS19.
	Restriction of Alternatives? <i>Does the project restrict the consideration of alternatives for other reasonably foreseeable transportation improvements?</i>	None	N	Project WA2 does not restrict alternatives in EW2/P2/P3/GS19.

Linkage to Project WA1	Independent Utility?	Project WA1 would only cause signal software programming considerations in WA2.	Y	Project WA2 is to increase train speeds, increase capacity, improve utilization of trackage and reduce congestion on the Western Avenue Corridor from Ogden Junction south to 75th Street. WA2 is fully usable without WA1.
	Restriction of Alternatives?	None	N	Project WA2 does not restrict alternatives in WA1.
Linkage to Project WA3	Independent Utility?	Project WA3 would only cause signal software programming and switch automation considerations in WA-2.	Y	Project WA2 is to increase train speeds, increase capacity, improve utilization of trackage and reduce congestion on the Western Avenue Corridor from Ogden Junction south to 75th Street. WA2 is fully usable without WA3.
	Restriction of Alternatives?	None	N	Project WA2 does not restrict alternatives in WA-3.
Linkage to Project GS19	Independent Utility?	GS19 is to grade separate 71 st Street over this area and neither project impacts the other. GS19 would only cause minor signal changes in WA2.	Y	Project WA2 is to increase train speeds, increase capacity, improve utilization of trackage and reduce congestion on the Western Avenue Corridor from Ogden Junction south to 75th Street. WA2 is fully usable without GS19.
	Restriction of Alternatives?	None	N	Project WA2 does not restrict alternatives in GS19.

Linkage to Project C-3/C-4/WA-4	Independent Utility?	Project C-3/C-4 /WA-4 would only cause signal software programming considerations in WA-2.	Y	Project WA-2 is to increase train speeds, increase capacity, improve utilization of trackage and reduce congestion on the Western Avenue Corridor from Ogden Junction south to 75th Street. WA-2 is fully usable without C-3/C-4 /WA-4.
	Restriction of Alternatives?	None	N	Project WA-2 does not restrict alternatives in C-3/C-4 /WA-4.
Linkage to Project P5	Independent Utility?	In the vicinity of the Brighton Park flyover (P5), project WA2 is signal changes only.	Y	Project WA2 is to increase train speeds, increase capacity, improve utilization of trackage and reduce congestion on the Western Avenue Corridor from Ogden Junction south to 75th Street. WA2 is fully usable without P5.
	Restriction of Alternatives?	None	N	Project WA2 does not restrict alternatives in P5.
Linkage to Project GS11	Independent Utility?	GS11 is to grade Columbus Ave over the BRC and neither project impacts the other.	Y	Project WA2 is to increase train speeds, increase capacity, improve utilization of trackage and reduce congestion on the Western Avenue Corridor from Ogden Junction south to 75th Street. WA2 is fully usable without GS11.
	Restriction of Alternatives?	None	N	Project WA2 does not restrict alternatives in GS11.

Linkage to Project WA7	Independent Utility?	Project WA7 would only cause signal software programming considerations in WA-2.	Y	Project WA2 is to increase train speeds, increase capacity, improve utilization of trackage and reduce congestion on the Western Avenue Corridor from Ogden Junction south to 75th Street. WA2 is fully usable without WA7.
	Restriction of Alternatives?	None	N	Project WA-2 does not restrict alternatives in WA7.
Linkage to Project C-5/C-6/C-8/C-9/C-10/C-11/C-12/P4	Independent Utility?	C-5/C-6/C-8/C-9/C-10/C-11/C-12/P4 and WA-2 are physically close to each other, but are on separate routes and would not affect each other.	Y	Project WA2 is to increase train speeds, increase capacity, improve utilization of trackage and reduce congestion on the Western Avenue Corridor from Ogden Junction south to 75th Street. WA2 is fully usable without C-5/C-6/C-8/C-9/C-10/C-11/C-12/P4.
	Restriction of Alternatives?	None	N	Project WA2 does not restrict alternatives C-5/C-6/C-8/C-9/C-10/C-11/C-12/P4.
Linkage to Project Brighton Park Interlocking	Independent Utility?	Brighton Park Interlocking has begun construction and would only cause signal software programming considerations in WA2.	Y	Project WA2 is to increase train speeds, increase capacity, improve utilization of trackage and reduce congestion on the Western Avenue Corridor from Ogden Junction south to 75th Street. WA2 is fully usable without Brighton Park Interlocking project.

	Restriction of Alternatives?	None	N	Project WA2 does not restrict alternatives in Brighton Park Interlocking project.
If no linkages, prepare Component Project Preliminary Purpose and Need Statement. Project is now ready to be processed through an ECAD	The purpose of this proposed action is to increase train speeds, increase capacity, improve utilization of trackage and reduce congestion on the Western Avenue Corridor from Ogden Junction south to 75th Street. Form Completed: 01/29/04 Form Revised: 06/02/04 Form Revised: 05/14/09			
If linkages, go to next page	NONE			

CREATE Component Project Preliminary Screening Worksheet

CREATE Component Project Profile

Project Identifier	WA3 (Ogden Junction to CP 518)	
Objective, Intent of Project	Increase train speeds, reduce congestion and add capacity along the NS (CR&I/CJ) mains between Ogden Junction and CP 518.	
Description of Proposed Work/ Improvements	Install TCS signaling along the NS mains from Ogden Junction to CP 518, add a mainline to the Ashland Avenue Yard, extend the Ashland Ave. Yard lead, and automate hand-throw crossovers.	
Location:	NS	
Owner(s)	NS CJ Mainline	
Route/Line	Ogden Junction and Control Point 518 (near intersection of 40 th Street and Canal)	
Project Limits	Chicago Community Areas – Armour Square, Bridgeport, and McKinley Park.	
Local Community		
Potential Environmental Issues Needing Further Study	No issues appear to need greater detail than normally accomplished through ECAD process.	
Project Status	Engineering: Preliminary layout and estimate. Ground survey and detailed signal design needs to be completed.	
Estimated Project Costs (Level of Confidence)	Construction \$ 26.2 Million R/W \$ Yes - TBD Contingencies \$ TBD	Planning Estimate Preliminary Engineering Estimate
Adjoining CREATE Projects	A. WA1	
(Proj.#, Line, distance)	B. WA2	
	C. P5	
	D. GS3a	
Other Related Projects	E. Brighton Park Interlocking	
(Nature of Relationship)	F.	
	G.	
	H.	
Comments/Notes:		

Individual Component Project Logical Termini Test – Determine 1) sufficient length and scope; 2) independent utility; and 3) restriction of alternatives.				
1) Sufficient Length & Scope Determination				
Does the proposed project have sufficient length and scope to broadly address environmental issues? If no, modify project limits. After project limits are modified, ensure project profile is accurate, then proceed to project linkage test.				Y/N
				Y
2) Independent Utility and 3) Restriction of Alternatives Determination				
		Discussion	Y/N	Rationale
Linkage to Project WA1	Independent Utility? Does the project have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made?	Project WA1 would only cause signal software programming considerations in WA3.	Y	Project WA3 is to increase train speeds, reduce congestion and add capacity along the NS (CR&I/CJ) mains between Ogden Junction and CP 518. WA3 is fully usable without WA1.
	Restriction of Alternatives? Does the project restrict the consideration of alternatives for other reasonably foreseeable transportation improvements?	None	N	Project WA3 does not restrict alternatives in WA1.
Linkage to Project WA2	Independent Utility?	Project WA2 would only cause signal software programming considerations in WA3.	Y	Project WA3 is to increase train speeds, reduce congestion and add capacity along the NS (CR&I/CJ) mains between Ogden Junction and CP 518. WA3 is fully usable without WA2.
	Restriction of Alternatives?	None	N	Project WA3 does not restrict alternatives in WA2.

Linkage to Project P5	Independent Utility?	In the vicinity of the Brighton Park flyover (P5), project WA3 is signal changes only.	Y	Project WA3 is to increase train speeds, reduce congestion and add capacity along the NS (CR&I/CJ) mains between Ogden Junction and CP 518. WA3 is fully usable without P5.
	Restriction of Alternatives?	None	N	Project WA3 does not restrict alternatives in P5.
Linkage to Project GS3a	Independent Utility?	None	Y	Project WA3 is to increase train speeds, reduce congestion and add capacity along the NS (CR&I/CJ) mains between Ogden Junction and CP 518. WA3 is fully usable without GS3a.
	Restriction of Alternatives?	WA3 would only cause design considerations in the implementation of GS3a and would not restrict consideration of reasonable alternatives.	N	Project WA3 does not restrict alternatives in GS3a.
Linkage to Project Brighton Park Interlocking	Independent Utility?	Brighton Park Interlocking has begun construction and would only cause signal software programming considerations in WA3.	Y	Project WA3 is to increase train speeds, reduce congestion and add capacity along the NS (CR&I/CJ) mains between Ogden Junction and CP 518. WA3 is fully usable without the Brighton Park Interlocking project.
	Restriction of Alternatives?	None	N	Project WA3 does not restrict alternatives in the Brighton Park Interlocking project.
Linkage to Project F	Independent Utility?			
	Restriction of Alternatives?			

Linkage to Project G	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project H	Independent Utility?			
	Restriction of Alternatives?			
<p>If no linkages, prepare Component Project Preliminary Purpose and Need Statement.</p> <p>Project is now ready to be processed through an ECAD</p>	<p>The purpose of this proposed action is to increase train speeds, reduce congestion and add capacity along the NS (CR&I/CJ) mains between Ogden Junction and CP 518.</p> <p>Form Completed: 01/29/04 Form Revised: 06/02/04 Form Revised: 05/14/09</p>			
If linkages, go to next page	NONE			

CREATE Component Project Preliminary Screening Worksheet

CREATE Component Project Profile

Project Identifier	WA4 (Western Ave to Ash Street)	
Objective, Intent of Project	Efficiently connect the BNSF Chicago and BNSF Chillicothe Subdivisions to eliminate the safety issue of long reverse moves.	
Description of Proposed Work/ Improvements	Construct new track from Western Avenue Interlocking on the BNSF Chicago Sub to CP 46 on the Chillicothe Sub. Rehab bridge over the Chicago Sanitary and Ship Canal, and install switches to cross the CN Freeport Sub. Install crossovers between new track and B&OCT(CSX) Blue Island Subdivision. Install CTC signaling over length of the project.	
Location:	BNSF, NS, CSX and CN	
Owner(s)	Former Panhandle ROW	
Route/Line	Western Ave Interlocking to CP 46 near California Ave.	
Project Limits	Chicago – Douglas Park, South Lawndale, Little Village, and Brighton Park	
Local Community		
Potential Environmental Issues Needing Further Study	No issues appear to need greater detail than normally accomplished through ECAD process.	
Project Status	Engineering: Preliminary layout and estimate. Detailed signal and track design need to be completed.	
Estimated Project Costs (Level of Confidence)	Construction \$ 15.2 Million R/W \$ 0 Contingencies \$ 3.6 Million	Planning Estimate Preliminary Engineering Estimate
Adjoining CREATE Projects	A. WA2	
(Proj.#, Line, distance)	B. C3/C4	
	C. WA5	
	D.	
	E.	
Other Related Projects	G. WA1	
(Nature of Relationship)	H.	
	I.	
	J.	
Comments/Notes:		

Individual Component Project Logical Termini Test – Determine 1) sufficient length and scope; 2) independent utility; and 3) restriction of alternatives.				
1) Sufficient Length & Scope Determination				
Does the proposed project have sufficient length and scope to broadly address environmental issues? If no, modify project limits. After project limits are modified, ensure project profile is accurate, then proceed to project linkage test.				Y/N
				Y
2) Independent Utility and 3) Restriction of Alternatives Determination				
		Discussion	Y/N	Rationale
Linkage to Project WA-2	Independent Utility?	Project WA2 would only cause signal software programming considerations in WA4.	Y	Project WA4 is to construct a connection directly linking BNSF Chicago and Chillicothe Subs. WA4 is fully usable without WA2.
	Restriction of Alternatives?	None	N	Project WA4 does not restrict alternatives in WA2.
Linkage to Project C-3/C-4	Independent Utility?	Project C3/C4 would only cause signal software programming considerations in WA4.	Y	Project WA4 is to construct a connection directly linking BNSF Chicago and Chillicothe Subs. WA4 is fully usable without C3/C4.
	Restriction of Alternatives?	None	N	Project WA4 does not restrict alternatives in C3/C4.
Linkage to Project WA-5	Independent Utility?	Project WA5 would only cause signal software programming in WA4.	Y	Project WA4 is to construct a connection directly linking BNSF Chicago and Chillicothe Subs. WA4 is fully usable without WA5.

	Restriction of Alternatives?	None	N	Project WA4 does not restrict alternatives in project WA5.
Linkage to Project WA1	Independent Utility? <i>Does the project have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made?</i>	Project WA1 would have no effect on WA4	Y	Project WA1 is to increase train speeds, increase capacity, improve utilization of trackage and reduce congestion on the north end of the Western Avenue Corridor. WA1 is fully usable without WA4.
	Restriction of Alternatives? <i>Does the project restrict the consideration of alternatives for other reasonably foreseeable transportation improvements?</i>	None	N	Project WA4 does not restrict alternatives in WA1.
<p>If no linkages, prepare Component Project Purpose and Need Statement.</p> <p>Project is now ready to be processed through an ECAD</p>				

CREATE Component Project Preliminary Screening Worksheet

CREATE Component Project Profile

Project Identifier	WA5 (Corwith Tower)	
Objective, Intent of Project	To improve train operations through Corwith Interlocking.	
Description of Proposed Work/ Improvements	Automate Corwith Tower (remote), upgrade track and signals and reconfigure the Corwith Interlocking.	
Location:	BNSF and CN	
Owner(s)	BNSF Chillicothe Subdivision and CN Joliet Subdivision/Metra Heritage Corridor	
Route/Line	Within the Corwith Interlocking limits. (Near 36 th Street and South Central Park Avenue)	
Project Limits	Chicago Community Areas - Brighton Park, North Lawndale, and South Lawndale	
Local Community		
Potential Environmental Issues Needing Further Study	No issues appear to need greater detail than normally accomplished through ECAD process.	
Project Status	Engineering: Preliminary layout and estimate. Ground survey and detailed signal design needs to be completed.	
Estimated Project Costs (Level of Confidence)	Construction \$ 14 Million R/W \$ 0 Contingencies \$ TBD	Planning Estimate Preliminary Engineering Estimate
Adjoining CREATE Projects	A. C-3/C-4 /WA4	
(Proj.#, Line, distance)	B.	
	C.	
	D.	
Other Related Projects	E. Brighton Park Interlocking Project	
(Nature of Relationship)	F.	
	G.	
	H.	
Comments/Notes:		

Individual Component Project Logical Termini Test – Determine 1) sufficient length and scope; 2) independent utility; and 3) restriction of alternatives.				
1) Sufficient Length & Scope Determination				
Does the proposed project have sufficient length and scope to broadly address environmental issues? If no, modify project limits. After project limits are modified, ensure project profile is accurate, then proceed to project linkage test.				Y/N
				Y
2) Independent Utility and 3) Restriction of Alternatives Determination				
		Discussion	Y/N	Rationale
Linkage to Project C-3/C-4/WA-4	Independent Utility? <i>Does the project have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made?</i>	Significant distance between these two projects and neither has an impact on the other. (~ 1 mile)	Y	Project WA5 is to improve train operation through Corwith Interlocking by automating the Corwith Tower (remote). WA5 is fully usable without C-3/C-4/WA-4.
	Restriction of Alternatives? <i>Does the project restrict the consideration of alternatives for other reasonably foreseeable transportation improvements?</i>	None	N	Project WA5 does not restrict alternatives in C-3/C-4/WA-4.
Linkage to Project Brighton Park Interlocking	Independent Utility?	Brighton Park Interlocking has begun construction and would only cause signal software programming considerations in WA5.	Y	Project WA5 is to improve train operation through Corwith Interlocking by automating the Corwith Tower (remote). WA5 is fully usable without the Brighton Park Interlocking project.
	Restriction of Alternatives?	None	N	Project WA5 does not restrict alternatives in the Brighton Park Interlocking project.

Linkage to Project C	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project D	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project E	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project F	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project G	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project H	Independent Utility?			
	Restriction of Alternatives?			
<p>If no linkages, prepare Component Project Preliminary Purpose and Need Statement.</p> <p>Project is now ready to be processed through an ECAD</p>	<p>The purpose of this proposed action is to improve train operations through Corwith Interlocking.</p> <p>Form Completed: 01/30/04 Form Revised: 06/02/04 Form Revised: 05/14/09</p>			
If linkages, go to next page	NONE			

CREATE Component Project Preliminary Screening Worksheet

CREATE Component Project Profile

Project Identifier	WA7 (Brighton Park)	
Objective, Intent of Project	Connect the Western Avenue Corridor with the CN Joliet Subdivision.	
Description of Proposed Work/ Improvements	Install connections in the northwest and southwest quadrants of the Brighton Park Interlocking for movements between the B&OCT (CSX) and the existing Joliet Sub. Includes associated signal work.	
Location:	NS, B&OCT (CSX) and CN	
Owner(s)	B&OCT (CSX) and CN Joliet Subdivision/Metra Heritage Corridor	
Route/Line	Archer Avenue to 35 th Street on the B&OCT (CSX) and Brighton Park to Rockwell on the CN Joliet Subdivision.	
Project Limits	Chicago Community Area – Brighton Park.	
Local Community		
Potential Environmental Issues Needing Further Study	No issues appear to need greater detail than normally accomplished through ECAD process.	
Project Status	Engineering: Preliminary layout and estimate. Ground survey and detailed signal design needs to be completed.	
Estimated Project Costs (Level of Confidence)	Construction \$ 8.0 Million R/W \$ Yes - TBD Contingencies \$ TBD	Planning Estimate Preliminary Engineering Estimate
Adjoining CREATE Projects	A. WA2	
(Proj.#, Line, distance)	B. P5	
	C.	
	D.	
	E.	
	F.	
	G.	
	H.	
	I.	
	J.	

Other Related Projects (Nature of Relationship)	K.
	L.
	M.
	N.
Comments/Notes:	

Individual Component Project Logical Termini Test – Determine 1) sufficient length and scope; 2) independent utility; and 3) restriction of alternatives.				
1) Sufficient Length & Scope Determination				
Does the proposed project have sufficient length and scope to broadly address environmental issues? If no, modify project limits. After project limits are modified, ensure project profile is accurate, then proceed to project linkage test.				Y/N
				Y
2) Independent Utility and 3) Restriction of Alternatives Determination				
		Discussion	Y/N	Rationale
Linkage to Project WA2	Independent Utility? Does the project have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made?	Trains utilizing WA7 would still be able to switch to existing tracks at Brighton Park and near Ash Street if WA2 is not implemented.	Y	Project WA7 installs connections between the B&OCT (CSX) and the existing Joliet Sub. WA7 is fully usable without WA2.
	Restriction of Alternatives? Does the project restrict the consideration of alternatives for other reasonably foreseeable transportation improvements?	None	N	Project WA7 does not restrict alternatives in WA2.

Linkage to Project P5	Independent Utility?	P5 is to grade separate the Metra Heritage corridor from the Western Ave Corridor.	Y	Project WA7 installs connections between the B&OCT (CSX) and the existing Joliet Sub. WA7 is fully usable without P5.
	Restriction of Alternatives?	None	N	Project WA7 does not restrict alternatives in P5.
Linkage to Project	Independent Utility?			
	Restriction of Alternatives?			
<p>If no linkages, prepare Component Project Preliminary Purpose and Need Statement.</p> <p>Project is now ready to be processed through an ECAD</p>	Form Created 05/14/09			
If linkages, go to next page				

CREATE Component Project Preliminary Screening Worksheet

CREATE Component Project Profile

Project Identifier	WA10 (Blue Island Junction)	
Objective, Intent of Project	Provide new access allowing better flexibility and efficient utilization of the Western Avenue Corridor, East/West Corridor and a portion of the Beltway Corridor.	
Description of Proposed Work/ Improvements	Install universal interlocked connections between the B&OCT(CSX) Blue Island Subdivision and the CN Elsdon Subdivision at Blue Island Junction. Includes removal of one CN track over IHB Mainline. Also includes associated signal work.	
Location:	CN and B&OCT(CSX)	
Owner(s)	B&OCT(CSX) Blue Island Subdivision and CN Elsdon Subdivision	
Route/Line	Just north of Blue Island Junction (between Cal-Sag Channel and Vermont Street) to just north of 119 th St on the CN Elsdon Subdivision.	
Project Limits	Blue Island and Merrionette Park, IL	
Local Community		
Potential Environmental Issues Needing Further Study	No issues appear to need greater detail than normally accomplished through ECAD process.	
Project Status	Engineering: Preliminary layout and estimate. Ground survey and detailed signal design needs to be completed.	
Estimated Project Costs (Level of Confidence)	Construction \$ 7.4 Million R/W \$ 0 Contingencies \$ TBD	Planning Estimate Preliminary Engineering Estimate
Adjoining Projects (Proj.#, Line, distance)	A. B12	
	B. B13	
	C. GS-5	
	D.	
Other Related Projects (Nature of Relationship)	E.	
	F.	
	G.	
	H.	
Comments/Notes:		

Individual Component Project Logical Termini Test – Determine 1) sufficient length and scope; 2) independent utility; and 3) restriction of alternatives.				
1) Sufficient Length & Scope Determination				
Does the proposed project have sufficient length and scope to broadly address environmental issues? If no, modify project limits. After project limits are modified, ensure project profile is accurate, then proceed to project linkage test.				Y/N
				Y
2) Independent Utility and 3) Restriction of Alternatives Determination				
		Discussion	Y/N	Rationale
Linkage to Project B12	Independent Utility? Does the project have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made?	Both projects, although close together, are on completely separate routes and will not impact each other.	Y	Project WA10 is to provide access to multiple routes for better flexibility and efficient utilization of the Western Avenue Corridor, East/West Corridor and a portion of the Beltway Corridor. WA10 is fully usable without B12.
	Restriction of Alternatives? Does the project restrict the consideration of alternatives for other reasonably foreseeable transportation improvements?	None	N	Project WA-10 does not restrict alternatives in B12.
Linkage to Project B13	Independent Utility?	B13 only increases train speeds through Blue Island Junction between IHB and CN and would not have an effect on WA10.	Y	Project WA10 is to provide access to multiple routes for better flexibility and efficient utilization of the Western Avenue Corridor, East/West Corridor and a portion of the Beltway Corridor. WA10 is fully usable without B13.
	Restriction of Alternatives?	None	N	Project WA10 does not restrict alternatives in B13.

Linkage to Project GS-5	Independent Utility?	These two projects are separated by 0.5 mile and neither has an impact on the other.	Y	Project WA-10 is to provide access to multiple routes for better flexibility and efficient utilization of the Western Avenue Corridor, East/West Corridor and a portion of the Beltway Corridor. WA-10 is fully usable without GS-5.
	Restriction of Alternatives?	None	N	Project WA-10 does not restrict alternatives in GS-5.
Linkage to Project D	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project E	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project F	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project G	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project H	Independent Utility?			
	Restriction of Alternatives?			
<p>If no linkages, prepare Component Project Preliminary Purpose and Need Statement.</p> <p>Project is now ready to be processed through an ECAD</p>	<p>The purpose of this proposed action is to provide new access allowing better flexibility and efficient utilization of the Western Avenue Corridor, East/West Corridor and a portion of the Beltway Corridor.</p> <p>Form Completed: 01/30/04 Form Revised: 03/30/04 Form Revised: 05/14/09</p>			
If linkages, go to next page	NONE			

CREATE Component Project Preliminary Screening Worksheet

CREATE Component Project Profile

Project Identifier	WA11 (Dolton)	
Objective, Intent of Project	Increase train speeds, capacity, and reliability at Dolton Interlocking.	
Description of Proposed Work/ Improvements	Upgrade and reconfigure the B&OCT(CSX)/UP connection at Dolton Interlocking, and construct a third main with direct access from B&OCT(CSX) and Barr Yard to the UP main. Includes addition of crossovers on IHB Mainline and automate Dolton Tower (remote). Includes associated signal work.	
Location:	IHB, B&OCT(CSX), UP and NS	
Owner(s)	IHB Mainline, B&OCT(CSX) Barr Subdivision, UP Villa Grove Subdivision, and NS Hot Metal Track	
Route/Line	Riverdale Interlocking to and including the Dolton Interlocking limits. (Between 136 th Street and 142 nd Street)	
Project Limits	Dolton, IL, Riverdale, IL	
Local Community		
Potential Environmental Issues Needing Further Study	No issues appear to need greater detail than normally accomplished through ECAD process.	
Project Status	Engineering: Preliminary layout and estimate. Ground survey and detailed signal design needs to be completed.	
Estimated Project Costs (Level of Confidence)	Construction \$ 17.4 Million R/W \$ 0 Contingencies \$ TBD	Planning Estimate Preliminary Engineering Estimate
Adjoining CREATE Projects	A. B15	
(Proj.#, Line, distance)	B. B16	
	C. GS-23	
	D.	
	E.	
Other Related Projects (Nature of Relationship)	F.	
	G.	
	H.	
Comments/Notes:		

Individual Component Project Logical Termini Test – Determine 1) sufficient length and scope; 2) independent utility; and 3) restriction of alternatives.				
1) Sufficient Length & Scope Determination				
Does the proposed project have sufficient length and scope to broadly address environmental issues? If no, modify project limits. After project limits are modified, ensure project profile is accurate, then proceed to project linkage test.				Y/N
2) Independent Utility and 3) Restriction of Alternatives Determination				
		Discussion	Y/N	Rationale
Linkage to Project B15	Independent Utility? <i>Does the project have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made?</i>	Project B15 would only cause signal software programming considerations in WA11.	Y	Project WA11 is to increase train speeds, capacity, and reliability at Dolton Interlocking. WA11 is fully usable without B15.
	Restriction of Alternatives? <i>Does the project restrict the consideration of alternatives for other reasonably foreseeable transportation improvements?</i>	None	N	Project WA11 does not restrict alternatives in B15.
Linkage to Project B16	Independent Utility?	Significant distance between these two projects and neither has an impact on the other. (4.5 miles)	Y	Project WA11 is to increase train speeds, capacity, and reliability at Dolton Interlocking. WA11 is fully usable without B16.
	Restriction of Alternatives?	None	N	Project WA11 does not restrict alternatives in B16.

Linkage to Project GS-23	Independent Utility?	GS-23 (144 th Street) is approximately 2000 feet south of WA-11 and neither project would affect the other.	Y	Project WA-11 is to increase train speeds, capacity, and reliability at Dolton Interlocking. WA-11 is fully usable without GS-23.
	Restriction of Alternatives?	None	N	Project WA-11 does not restrict alternatives in GS-23.
Linkage to Project D	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project E	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project F	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project G	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project H	Independent Utility?			
	Restriction of Alternatives?			
<p>If no linkages, prepare Component Project Preliminary Purpose and Need Statement.</p> <p>Project is now ready to be processed through an ECAD</p>	<p>The purpose of this proposed action is to increase train speeds, capacity, and reliability at Dolton Interlocking.</p> <p>Form Completed: 01/30/04 Form Revised: 03/30/04 Form Revised: 05/14/09</p>			
If linkages, go to next page	NONE			

CREATE Component Project Preliminary Screening Worksheet

CREATE Component Project Profile

Project Identifier	GS1 (Belt Railway Company crossing of 63rd Street)	
Objective, Intent of Project	To reduce roadway congestion and improve safety at the at-grade crossing of 63rd Street by the BRC 59 th Street Line.	
Description of Proposed Work/ Improvements	Construct a grade-separation structure to route highway either over or under the railroad.	
Location:	BRC and IDOT/CDOT	
Owner(s)	BRC 59 th Street Line (DOT crossing #869221F)	
Route/Line	73 rd Avenue to Sayre Avenue.	
Project Limits	Summit, also Chicago Community Area – Clearing	
Local Community		
Potential Environmental Issues Needing Further Study	No issues appear to need greater detail than normally accomplished through ECAD process.	
Project Status	Engineering: Preliminary layout and estimate.	
Estimated Project Costs (Level of Confidence)	Construction \$ 47 68.7 Million R/W \$ Yes – TBD 11.5 Contingencies \$ TBD included above	Planning Estimate Preliminary Engineering Estimate
Adjoining CREATE Projects	A. *	
(Proj.#, Line, distance)	B.	
	C.	
	D.	
Other Related Projects	E.	
(Nature of Relationship)	F.	
	G.	
	H.	
Comments/Notes:	* Significant distance between this project and any other CREATE projects and neither has an impact on the other. (> 1 mile)	

Individual Component Project Logical Termini Test – Determine 1) sufficient length and scope; 2) independent utility; and 3) restriction of alternatives.				
1) Sufficient Length & Scope Determination				
Does the proposed project have sufficient length and scope to broadly address environmental issues? If no, modify project limits. After project limits are modified, ensure project profile is accurate, then proceed to project linkage test.				Y/N
				Y
2) Independent Utility and 3) Restriction of Alternatives Determination				
		Discussion	Y/N	Rationale
Linkage to Project A	Independent Utility? <i>Does the project have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made?</i>			
	Restriction of Alternatives? <i>Does the project restrict the consideration of alternatives for other reasonably foreseeable transportation improvements?</i>			
Linkage to Project B	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project C	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project D	Independent Utility?			
	Restriction of Alternatives?			

Linkage to Project E	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project F	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project G	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project H	Independent Utility?			
	Restriction of Alternatives?			
<p>If no linkages, prepare Component Project Preliminary Purpose and Need Statement.</p> <p>Project is now ready to be processed through an ECAD</p>	<p>The purpose of this proposed action is to reduce roadway congestion and improve safety at the at-grade crossing of 63rd Street by the BRC 59th Street Line.</p> <p>Form Completed: 01/30/04 Form Revised: 06/02/04 Form Revised: 05/14/09</p>			
If linkages, go to next page	NONE			

CREATE Component Project Preliminary Screening Worksheet

CREATE Component Project Profile

Project Identifier	GS2 (Belt Railway Company crossing of Central Avenue)	
Objective, Intent of Project	To reduce roadway congestion and improve safety at the at-grade crossing of Central Ave. by the BRC.	
Description of Proposed Work/ Improvements	Construct a grade-separation structure to route highway either over or under the railroad.	
Location:	BRC, CDOT (Archer Ave.)	
Owner(s)	BRC (DOT crossing #326918E)	
Route/Line	West 52 nd Street to West 55 th Street	
Project Limits	Chicago Community Area – Garfield Ridge	
Local Community		
Potential Environmental Issues Needing Further Study	No issues appear to need greater detail than normally accomplished through ECAD process.	
Project Status	Engineering: Preliminary layout and estimate.	
Estimated Project Costs (Level of Confidence)	Construction \$ 54 Million R/W \$ Yes – TBD 22.1 Contingencies \$ TBD included above	Planning Estimate Preliminary Engineering Estimate
Adjoining Projects (Proj.#, Line, distance)	A. *	
	B.	
	C.	
	D.	
Other Related Projects (Nature of Relationship)	E.	
	F.	
	G.	
	H.	
Comments/Notes:	* Significant distance between this project and any other CREATE projects and neither has an impact on the other. (> 1 mile)	

Individual Component Project Logical Termini Test – Determine 1) sufficient length and scope; 2) independent utility; and 3) restriction of alternatives.				
1) Sufficient Length & Scope Determination				
Does the proposed project have sufficient length and scope to broadly address environmental issues? If no, modify project limits. After project limits are modified, ensure project profile is accurate, then proceed to project linkage test.				Y/N
				Y
2) Independent Utility and 3) Restriction of Alternatives Determination				
		Discussion	Y/N	Rationale
Linkage to Project A	Independent Utility? <i>Does the project have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made?</i>			
	Restriction of Alternatives? <i>Does the project restrict the consideration of alternatives for other reasonably foreseeable transportation improvements?</i>			
Linkage to Project B	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project C	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project D	Independent Utility?			
	Restriction of Alternatives?			

Linkage to Project E	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project F	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project G	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project H	Independent Utility?			
	Restriction of Alternatives?			
<p>If no linkages, prepare Component Project Preliminary Purpose and Need Statement.</p> <p>Project is now ready to be processed through an ECAD</p>	<p>The purpose of this proposed action is to reduce roadway congestion and improve safety at the at-grade crossing of Central Ave. by the BRC.</p> <p>Form Completed: 02/03/04 Form Revised: 06/02/04 Form Revised: 05/14/09</p>			
If linkages, go to next page	NONE			

CREATE Component Project Preliminary Screening Worksheet

~~CREATE Component Project Profile~~

Project Identifier	GS-3 (NS crossing of Morgan Street)	
Objective, Intent of Project	To reduce roadway congestion and improve safety at the at-grade crossing of Racine Ave. or Morgan St. by the NS.	
Description of Proposed Work/ Improvements	Construct a grade-separation structure to route highway either over or under the railroad.	
Location:	NS and CDOT	
Owner(s)	CJ (DOT crossing #243177N)	
Route/Line	West 38 th Place to West Exchange Ave.	
Project Limits	Chicago Community Area — McKinley Park	
Local Community		
Potential Environmental Issues Needing Further Study	No issues appear to need greater detail than normally accomplished through ECAD process.	
Project Status	Engineering: Preliminary layout and estimate.	
Estimated Project Costs (Level of Confidence)	Construction \$ 15 Million RAW \$ Yes — TBD Contingencies \$ TBD	Planning Estimate Preliminary Engineering Estimate
Adjoining CREATE Projects	A. WA-3	
(Proj.#, Line, distance)	B.	
	C.	
	D.	
Other Related Projects	E.	
(Nature of Relationship)	F.	
	G.	
	H.	
Comments/Notes:		

Individual Component Project Logical Termini Test – Determine 1) sufficient length and scope; 2) independent utility; and 3) restriction of alternatives.				
1) Sufficient Length & Scope Determination				
Does the proposed project have sufficient length and scope to broadly address environmental issues? If no, modify project limits. After project limits are modified, ensure project profile is accurate, then proceed to project linkage test.				Y/N
				Y
2) Independent Utility and 3) Restriction of Alternatives Determination				
		Discussion	Y/N	Rationale
Linkage to Project WA-3	Independent Utility? <i>Does the project have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made?</i>	None	Y	Project GS-3 is to reduce roadway congestion and improve safety at the at-grade crossing of Morgan St. by the NS. GS-3 is fully usable without WA-3.
	Restriction of Alternatives? <i>Does the project restrict the consideration of alternatives for other reasonably foreseeable transportation improvements?</i>	WA-3 would only cause design considerations in the implementation of GS-3 and would not restrict consideration of reasonable alternatives.	N	Project GS-3 does not restrict alternatives in WA-3.
Linkage to Project B	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project C	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project D	Independent Utility?			
	Restriction of Alternatives?			

Linkage to Project E	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project F	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project G	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project H	Independent Utility?			
	Restriction of Alternatives?			
<p>If no linkages, prepare Component Project Preliminary Purpose and Need Statement.</p> <p>Project is now ready to be processed through an ECAD</p>	<p>The purpose of this proposed action is to reduce roadway congestion and improve safety at the at-grade crossing of Morgan St. by the NS.</p> <p>Form Completed: 02/04/04 Form Completed: 06/02/04</p>			
If linkages, go to next page	NONE			

CREATE Component Project Preliminary Screening Worksheet

CREATE Component Project Profile

Project Identifier	GS3a (NS crossing of Morgan Street)	
Objective, Intent of Project	To reduce roadway congestion and improve safety at the at-grade crossing of Morgan St. by the NS.	
Description of Proposed Work/ Improvements	Construct a grade-separation structure to route highway either over or under the railroad.	
Location:	NS and CDOT	
Owner(s)	CJ (DOT crossing #243177N)	
Route/Line	West 38 th Place to West Exchange Ave.	
Project Limits	Chicago Community Area – McKinley Park	
Local Community		
Potential Environmental Issues Needing Further Study	No issues appear to need greater detail than normally accomplished through ECAD process.	
Project Status	Engineering: Preliminary layout and estimate.	
Estimated Project Costs (Level of Confidence)	Construction \$ 45 71.6 Million R/W \$ Yes – TBD 9.2 Million Contingencies \$ TBD Included above	Planning Estimate Preliminary Engineering Estimate
Adjoining CREATE Projects	A. WA3	
(Proj.#, Line, distance)	B.	
	C.	
	D.	
Other Related Projects	E.	
(Nature of Relationship)	F.	
	G.	
	H.	
Comments/Notes:		

Individual Component Project Logical Termini Test – Determine 1) sufficient length and scope; 2) independent utility; and 3) restriction of alternatives.				
1) Sufficient Length & Scope Determination				
Does the proposed project have sufficient length and scope to broadly address environmental issues? If no, modify project limits. After project limits are modified, ensure project profile is accurate, then proceed to project linkage test.				Y/N
				Y
2) Independent Utility and 3) Restriction of Alternatives Determination				
		Discussion	Y/N	Rationale
Linkage to Project WA3	Independent Utility? <i>Does the project have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made?</i>	None	Y	Project GS3a is to reduce roadway congestion and improve safety at the at-grade crossing of Morgan St. by the NS. GS3a is fully usable without WA3.
	Restriction of Alternatives? <i>Does the project restrict the consideration of alternatives for other reasonably foreseeable transportation improvements?</i>	WA3 would only cause design considerations in the implementation of GS3a and would not restrict consideration of reasonable alternatives.	N	Project GS3a does not restrict alternatives in WA-3.
Linkage to Project B	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project C	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project D	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project E	Independent Utility?			

	Restriction of Alternatives?			
Linkage to Project F	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project G	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project H	Independent Utility?			
	Restriction of Alternatives?			
If no linkages, prepare Component Project Preliminary Purpose and Need Statement. Project is now ready to be processed through an ECAD	The purpose of this proposed action is to reduce roadway congestion and improve safety at the at-grade crossing of Morgan St. the NS. Form Completed: 10/29/04 Form Revised: 05/14/09			
If linkages, go to next page	NONE			

CREATE Component Project Preliminary Screening Worksheet

CREATE Component Project Profile

Project Identifier	GS4 (IHB crossing of Central Avenue)	
Objective, Intent of Project	To reduce roadway congestion and improve safety at the at-grade crossing of Central Ave. by the B&OCT(CSX).	
Description of Proposed Work/ Improvements	Construct a grade-separation structure to route highway either over or under the railroad.	
Location:	B&OCT(CSX) and Cook County (portions maintained by others)	
Owner(s)	IHB mainline (DOT crossing #163578S)	
Route/Line	West 107 th Street to West 110 th Street.	
Project Limits	Chicago Ridge and Oak Lawn, IL	
Local Community		
Potential Environmental Issues Needing Further Study	No issues appear to need greater detail than normally accomplished through ECAD process.	
Project Status	Engineering: Preliminary layout and estimate.	
Estimated Project Costs (Level of Confidence)	Construction \$ 45 47.3 Million R/W \$ Yes – TBD 8.3 Contingencies \$ TBD Included above	Planning Estimate Preliminary Engineering Estimate
Adjoining CREATE Projects	A. P7	
(Proj.#, Line, distance)	B. GS22	
	C.	
	D.	
Other Related Projects	E.	
(Nature of Relationship)	F.	
	G.	
	H.	
Comments/Notes:		

Individual Component Project Logical Termini Test – Determine 1) sufficient length and scope; 2) independent utility; and 3) restriction of alternatives.				
1) Sufficient Length & Scope Determination				
Does the proposed project have sufficient length and scope to broadly address environmental issues? If no, modify project limits. After project limits are modified, ensure project profile is accurate, then proceed to project linkage test.				Y/N
				Y
2) Independent Utility and 3) Restriction of Alternatives Determination				
		Discussion	Y/N	Rationale
Linkage to Project P7	Independent Utility? <i>Does the project have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made?</i>	Significant distance between these two projects and neither has an impact on the other. (> 1 mile)	Y	GS4 is to reduce roadway congestion and improve safety at the at-grade crossing of Central Ave. by the B&OCT(CSX). GS4 is fully usable without P7.
	Restriction of Alternatives? <i>Does the project restrict the consideration of alternatives for other reasonably foreseeable transportation improvements?</i>	None	N	Project GS4 does not restrict alternatives in P7.
Linkage to Project GS22	Independent Utility?	Significant distance between these two projects and neither has an impact on the other. (> 1 mile)	Y	GS4 is to reduce roadway congestion and improve safety at the at-grade crossing of Central Ave. by the B&OCT(CSX). GS-4 is fully usable without GS-22.
	Restriction of Alternatives?	None	N	Project GS4 does not restrict alternatives in GS22.

Linkage to Project C	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project D	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project E	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project F	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project G	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project H	Independent Utility?			
	Restriction of Alternatives?			
<p>If no linkages, prepare Component Project Preliminary Purpose and Need Statement.</p> <p>Project is now ready to be processed through an ECAD</p>	<p>The purpose of this proposed action is to reduce roadway congestion and improve safety at the at-grade crossing of Central Ave. by the B&OCT(CSX).</p> <p>Form Completed: 02/06/04 Form Revised: 03/31/04 Form Revised: 05/14/09</p>			
If linkages, go to next page	NONE			

CREATE Component Project Preliminary Screening Worksheet

CREATE Component Project Profile

Project Identifier	GS-5 (GSX crossing of 127th Street)	
Objective, Intent of Project	To reduce roadway congestion and improve safety at the at-grade crossing of 127 th St. by the B&OCT(CSX) Blue Island Subdivision.	
Description of Proposed Work/ Improvements	Construct a grade-separation structure to route highway either over or under the railroad.	
Location:	B&OCT(CSX) and IDOT	
Owner(s)	Blue Island Subdivision (DOT crossing #163419K)	
Route/Line	Sacramento Ave. to Maple Ave.	
Project Limits	Blue Island, IL	
Local Community		
Potential Environmental Issues Needing Further Study	No issues appear to need greater detail than normally accomplished through ECAD process.	
Project Status	Engineering: Preliminary layout and estimate.	
Estimated Project Costs (Level of Confidence)	Construction \$ 15 Million R/W \$ Yes - TBD Contingencies \$ TBD	Planning Estimate Preliminary Engineering Estimate
Adjoining Projects (Proj.#, Line, distance)	A. WA-10	
	B.	
	C.	
	D.	
Other Related Projects (Nature of Relationship)	E.	
	F.	
	G.	
	H.	
Comments/Notes:		

Individual Component Project Logical Termini Test – Determine 1) sufficient length and scope; 2) independent utility; and 3) restriction of alternatives.				
1) Sufficient Length & Scope Determination				
Does the proposed project have sufficient length and scope to broadly address environmental issues? If no, modify project limits. After project limits are modified, ensure project profile is accurate, then proceed to project linkage test.				Y/N
				Y
2) Independent Utility and 3) Restriction of Alternatives Determination				
		Discussion	Y/N	Rationale
Linkage to Project WA-10	Independent Utility? <i>Does the project have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made?</i>	These two projects are separated by 0.5 mile and neither has an impact on the other.	Y	Project GS-5 is to reduce roadway congestion and improve safety at the at-grade crossing of 127 th St. by the B&OCT(CSX). GS-5 is fully usable without WA-10.
	Restriction of Alternatives? <i>Does the project restrict the consideration of alternatives for other reasonably foreseeable transportation improvements?</i>	None	N	Project GS-5 does not restrict alternatives in WA-10.
Linkage to Project B	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project C	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project D	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project E	Independent Utility?			

	Restriction of Alternatives?			
Linkage to Project F	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project G	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project H	Independent Utility?			
	Restriction of Alternatives?			
<p>If no linkages, prepare Component Project Preliminary Purpose and Need Statement.</p> <p>Project is now ready to be processed through an ECAD</p>	<p>The purpose of this proposed action is to reduce roadway congestion and improve safety at the at-grade crossing of 127th St. by the B&OCT(CSX) Blue Island Subdivision.</p> <p>Form Completed: 02/06/04 Form Revised: 03/30/04</p>			
If linkages, go to next page	NONE			

CREATE Component Project Preliminary Screening Worksheet

CREATE Component Project Profile

Project Identifier	GS5a (IHB and CN crossing of Grand Avenue) COMPLETED	
Objective, Intent of Project	To reduce roadway congestion and improve safety at the at-grade crossing of Grand Avenue by the IHB and CN.	
Description of Proposed Work/ Improvements	Construct a grade-separation structure to route highway either over or under the railroad.	
Location:	IHB, CN, and Franklin Park	
Owner(s)	IHB Mainline (DOT crossing #326729H) and CN Waukesha Subdivision (DOT crossing #689633V)	
Route/Line	Washington Street to Maple Street	
Project Limits	Franklin Park, IL	
Local Community		
Potential Environmental Issues Needing Further Study	No issues appear to need greater detail than normally accomplished through ECAD process.	
Project Status	Engineering: Preliminary layout and estimate.	
Estimated Project Costs (Level of Confidence)	Construction \$ TBD - 49 Million final cost R/W \$ Yes - TBD Contingencies \$ TBD	Planning Estimate Preliminary Engineering Estimate
Adjoining Projects (Proj.#, Line, distance)	A. B1	
	B.	
	C.	
	D.	
Other Related Projects (Nature of Relationship)	E.	
	F.	
	G.	
	H.	
Comments/Notes:		

Individual Component Project Logical Termini Test – Determine 1) sufficient length and scope; 2) independent utility; and 3) restriction of alternatives.				
1) Sufficient Length & Scope Determination				
Does the proposed project have sufficient length and scope to broadly address environmental issues? If no, modify project limits. After project limits are modified, ensure project profile is accurate, then proceed to project linkage test.				Y/N
				Y
2) Independent Utility and 3) Restriction of Alternatives Determination				
		Discussion	Y/N	Rationale
Linkage to Project B1	Independent Utility? <i>Does the project have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made?</i>	The construction of GS5a would not affect the crossovers in project B1.	Y	Project GS5a is to reduce roadway congestion and improve safety at the at-grade crossing of Grand Avenue by the IHB and CN. GS5a is fully usable without the B1 project.
	Restriction of Alternatives? <i>Does the project restrict the consideration of alternatives for other reasonably foreseeable transportation improvements?</i>	None	N	Project GS5a does not restrict alternatives in the B1 project.
Linkage to Project B	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project C	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project D	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project E	Independent Utility?			

	Restriction of Alternatives?			
Linkage to Project F	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project G	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project H	Independent Utility?			
	Restriction of Alternatives?			
If no linkages, prepare Component Project Preliminary Purpose and Need Statement. Project is now ready to be processed through an ECAD	The purpose of this proposed action is to reduce roadway congestion and improve safety at the at-grade crossing of Grand Avenue by the IHB and the CN. Form Completed: 10/29/04 Form Revised: 05/14/09			
If linkages, go to next page	NONE			

CREATE Component Project Preliminary Screening Worksheet

CREATE Component Project Profile

Project Identifier	GS6 (UP crossing of 25th Avenue)	
Objective, Intent of Project	To reduce roadway congestion and improve safety at the at-grade crossing of 25th Ave. by the UP.	
Description of Proposed Work/ Improvements	Construct a grade-separation structure to route highway either over or under the railroad.	
Location:	UP (RR); I IDOT (N of crossing) and Melrose Park (S of crossing)	
Owner(s)	Geneva Subdivision (DOT crossing #174010L)	
Route/Line	West Lake Street to Saint Charles Road.	
Project Limits	Melrose Park and Bellwood, IL	
Local Community		
Potential Environmental Issues Needing Further Study	No issues appear to need greater detail than normally accomplished through ECAD process.	
Project Status	Engineering: Preliminary layout and estimate.	
Estimated Project Costs (Level of Confidence)	Construction \$ 45 \$32.9 Million R/W \$ Yes—TBD 1.2 Million Contingencies \$ TBD Included Above	Planning Estimate Preliminary Engineering Estimate
Adjoining CREATE Projects	A. B2	
(Proj.#, Line, distance)	B. B3	
	C.	
	D.	
Other Related Projects	E.	
(Nature of Relationship)	F.	
	G.	
	H.	
Comments/Notes:		

Individual Component Project Logical Termini Test – Determine 1) sufficient length and scope; 2) independent utility; and 3) restriction of alternatives.				
1) Sufficient Length & Scope Determination				
Does the proposed project have sufficient length and scope to broadly address environmental issues? If no, modify project limits. After project limits are modified, ensure project profile is accurate, then proceed to project linkage test.				Y/N
				Y
2) Independent Utility and 3) Restriction of Alternatives Determination				
		Discussion	Y/N	Rationale
Linkage to Project B2	Independent Utility? <i>Does the project have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made?</i>	None	Y	Project GS6 is to reduce roadway congestion and improve safety at the at-grade crossing of 25th Ave. by the UP. GS6 is fully usable without B2.
	Restriction of Alternatives? <i>Does the project restrict the consideration of alternatives for other reasonably foreseeable transportation improvements?</i>	B2 would only cause design considerations in the implementation of GS6 and would not restrict consideration of reasonable alternatives.	N	Project GS6 does not restrict alternatives in B2.
Linkage to Project B3	Independent Utility?	GS6 and B3 are physically close to each other, but are on separate routes and would not affect each other.	Y	Project GS6 is to reduce roadway congestion and improve safety at the at-grade crossing of 25th Ave. by the UP. GS6 is fully usable without B3.
	Restriction of Alternatives?	None	N	Project GS6 does not restrict alternatives in B3.
Linkage to Project C	Independent Utility?			
	Restriction of Alternatives?			

Linkage to Project D	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project E	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project F	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project G	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project H	Independent Utility?			
	Restriction of Alternatives?			
<p>If no linkages, prepare Component Project Preliminary Purpose and Need Statement.</p> <p>Project is now ready to be processed through an ECAD</p>	<p>The purpose of this proposed action is to reduce roadway congestion and improve safety at the at-grade crossing of 25th Ave. by the UP.</p> <p>Form Completed: 02/06/04 Form Revised: 03/30/04 Form Revised: 05/14/09</p>			
If linkages, go to next page	NONE			

CREATE Component Project Preliminary Screening Worksheet

CREATE Component Project Profile

Project Identifier	GS7 (BNSF crossing of Belmont Road)	
Objective, Intent of Project	To reduce roadway congestion and improve safety at the at-grade crossing of Belmont Road by the BNSF.	
Description of Proposed Work/ Improvements	Construct a grade-separation structure to route highway either over or under the railroad.	
Location:	BNSF and Du Page County	
Owner(s)	BNSF (DOT crossing #079537J)	
Route/Line	Prairie Ave. to Curtis St.	
Project Limits	Downers Grove, IL	
Local Community		
Potential Environmental Issues Needing Further Study	No issues appear to need greater detail than normally accomplished through ECAD process.	
Project Status	Engineering: Preliminary layout and estimate.	
Estimated Project Costs (Level of Confidence)	Construction \$ 15/30 Million 52.7 Million total cost R/W \$ Yes - TBD Contingencies \$ TBD	Planning Estimate Preliminary Engineering Estimate
Adjoining Projects (Proj.#, Line, distance)	A. *	
	B.	
	C.	
	D.	
Other Related Projects (Nature of Relationship)	E.	
	F.	
	G.	
	H.	
Comments/Notes:	* Significant distance between this project and any other CREATE projects and neither has an impact on the other. (> 1 mile)	

Individual Component Project Logical Termini Test – Determine 1) sufficient length and scope; 2) independent utility; and 3) restriction of alternatives.				
1) Sufficient Length & Scope Determination				
Does the proposed project have sufficient length and scope to broadly address environmental issues? If no, modify project limits. After project limits are modified, ensure project profile is accurate, then proceed to project linkage test.				Y/N
				Y
2) Independent Utility and 3) Restriction of Alternatives Determination				
		Discussion	Y/N	Rationale
Linkage to Project A	Independent Utility? <i>Does the project have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made?</i>			
	Restriction of Alternatives? <i>Does the project restrict the consideration of alternatives for other reasonably foreseeable transportation improvements?</i>			
Linkage to Project B	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project C	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project D	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project E	Independent Utility?			

	Restriction of Alternatives?			
Linkage to Project F	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project G	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project H	Independent Utility?			
	Restriction of Alternatives?			
<p>If no linkages, prepare Component Project Preliminary Purpose and Need Statement.</p> <p>Project is now ready to be processed through an ECAD</p>	<p>The purpose of this proposed action is to reduce roadway congestion and improve safety at the at-grade crossing of Belmont Road by the BNSF.</p> <p>Form Completed: 02/09/04 Form Revised: 03/30/04 Form Revised: 05/14/09</p>			
If linkages, go to next page	NONE			

CREATE Component Project Preliminary Screening Worksheet

CREATE Component Project Profile

Project Identifier	GS-8 (UP crossing of 19th Avenue)	
Objective, Intent of Project	To reduce roadway congestion and improve safety at the at-grade crossing of 19th Ave. by the UP.	
Description of Proposed Work/ Improvements	Construct a grade-separation structure to route highway either over or under the railroad.	
Location:	UP and Melrose Park	
Owner(s)	Geneva Subdivision (DOT crossing #174009S)	
Route/Line	W. Lake St. to Saint Charles Road.	
Project Limits	Melrose Park, IL	
Local Community		
Potential Environmental Issues Needing Further Study	No issues appear to need greater detail than normally accomplished through ECAD process.	
Project Status	Engineering: Preliminary layout and estimate.	
Estimated Project Costs (Level of Confidence)	Construction \$ 15 Million R/W \$ Yes – TBD Contingencies \$ TBD	Planning Estimate Preliminary Engineering Estimate
Adjoining Projects (Proj.#, Line, distance)	A.* B. C. D.	
Other Related Projects (Nature of Relationship)	E. F. G. H.	
Comments/Notes:	* Significant distance between this project and any other CREATE projects and neither has an impact on the other. (> 0.5 mile)	

Individual Component Project Logical Termini Test – Determine 1) sufficient length and scope; 2) independent utility; and 3) restriction of alternatives.				
1) Sufficient Length & Scope Determination				
Does the proposed project have sufficient length and scope to broadly address environmental issues? If no, modify project limits. After project limits are modified, ensure project profile is accurate, then proceed to project linkage test.				Y/N
				Y
2) Independent Utility and 3) Restriction of Alternatives Determination				
		Discussion	Y/N	Rationale
Linkage to Project A	Independent Utility? Does the project have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made?			
	Restriction of Alternatives? Does the project restrict the consideration of alternatives for other reasonably foreseeable transportation improvements?			
Linkage to Project B	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project C	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project D	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project E	Independent Utility?			

	Restriction of Alternatives?			
Linkage to Project F	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project G	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project H	Independent Utility?			
	Restriction of Alternatives?			
<p>If no linkages, prepare Component Project Preliminary Purpose and Need Statement.</p> <p>Project is now ready to be processed through an ECAD</p>	<p>The purpose of this proposed action is to reduce roadway congestion and improve safety at the at-grade crossing of 19th Ave. by the UP.</p> <p>Form Completed: 02/09/04 Form Revised: 03/30/04</p>			
If linkages, go to next page	NONE			

CREATE Component Project Preliminary Screening Worksheet

CREATE Component Project Profile

Project Identifier	GS8a (UP crossing of 5th Avenue)	
Objective, Intent of Project	To reduce roadway congestion and improve safety at the at-grade crossing of 5th Ave. by the UP.	
Description of Proposed Work/ Improvements	Construct a grade-separation structure to route highway either over or under the railroad.	
Location:	UP (RR), IDOT (5 th Ave) and Maywood (St Charles Rd.P)	
Owner(s)	Geneva Subdivision (DOT crossing #173998Y)	
Route/Line	W. Lake St. to Oak St	
Project Limits	Maywood, IL	
Local Community		
Potential Environmental Issues Needing Further Study	No issues appear to need greater detail than normally accomplished through ECAD process.	
Project Status	Engineering: Preliminary layout and estimate.	
Estimated Project Costs (Level of Confidence)	Construction \$ 45 46.4 Million R/W \$ Yes—TBD 10.1 Million Contingencies \$ TBD Included above	Planning Estimate Preliminary Engineering Estimate
Adjoining Projects (Proj.#, Line, distance)	A. *	
	B.	
	C.	
	D.	
Other Related Projects (Nature of Relationship)	E.	
	F.	
	G.	
	H.	
Comments/Notes:	* Significant distance between this project and any other CREATE projects and neither has an impact on the other. (> 0.5 mile)	

Individual Component Project Logical Termini Test – Determine 1) sufficient length and scope; 2) independent utility; and 3) restriction of alternatives.				
1) Sufficient Length & Scope Determination				
Does the proposed project have sufficient length and scope to broadly address environmental issues? If no, modify project limits. After project limits are modified, ensure project profile is accurate, then proceed to project linkage test.				Y/N
				Y
2) Independent Utility and 3) Restriction of Alternatives Determination				
		Discussion	Y/N	Rationale
Linkage to Project A	Independent Utility? <i>Does the project have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made?</i>			
	Restriction of Alternatives? <i>Does the project restrict the consideration of alternatives for other reasonably foreseeable transportation improvements?</i>			
Linkage to Project B	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project C	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project D	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project E	Independent Utility?			

	Restriction of Alternatives?			
Linkage to Project F	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project G	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project H	Independent Utility?			
	Restriction of Alternatives?			
<p>If no linkages, prepare Component Project Preliminary Purpose and Need Statement.</p> <p>Project is now ready to be processed through an ECAD</p>	<p>The purpose of this proposed action is to reduce roadway congestion and improve safety at the at-grade crossing of 5th Ave. by the UP.</p> <p>Form Completed: 10/29/04 Form Revised: 05/14/09</p>			
If linkages, go to next page	NONE			

CREATE Component Project Preliminary Screening Worksheet

CREATE Component Project Profile

Project Identifier	GS9 (Belt Railway Company crossing of Archer Avenue)	
Objective, Intent of Project	To reduce roadway congestion and improve safety at the at-grade crossing of Archer Ave. by the BRC.	
Description of Proposed Work/ Improvements	Construct a grade-separation structure to route highway either over or under the railroad.	
Location:	BRC and IDOT (roadway maintained by others)	
Owner(s)	BRC (DOT crossing #843806F)	
Route/Line	S. Kenneth to S. Keating.	
Project Limits	Chicago Community Areas – Archer Heights and Garfield Ridge	
Local Community		
Potential Environmental Issues Needing Further Study	No issues appear to need greater detail than normally accomplished through ECAD process.	
Project Status	Engineering: Preliminary layout and estimate.	
Estimated Project Costs (Level of Confidence)	Construction \$ 45 48.7 Million R/W \$ Yes—TBD 15.9 Million Contingencies \$ TBD Included Above	Planning Estimate Preliminary Engineering Estimate
Adjoining Projects (Proj.#, Line, distance)	A. *	
	B.	
	C.	
	D.	
Other Related Projects (Nature of Relationship)	E.	
	F.	
	G.	
	H.	
Comments/Notes:	* Significant distance between this project and any other CREATE projects and neither has an impact on the other. (> 1 mile)	

Individual Component Project Logical Termini Test – Determine 1) sufficient length and scope; 2) independent utility; and 3) restriction of alternatives.				
1) Sufficient Length & Scope Determination				
Does the proposed project have sufficient length and scope to broadly address environmental issues? If no, modify project limits. After project limits are modified, ensure project profile is accurate, then proceed to project linkage test.				Y/N
				Y
2) Independent Utility and 3) Restriction of Alternatives Determination				
		Discussion	Y/N	Rationale
Linkage to Project A	Independent Utility? <i>Does the project have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made?</i>			
	Restriction of Alternatives? <i>Does the project restrict the consideration of alternatives for other reasonably foreseeable transportation improvements?</i>			
Linkage to Project B	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project C	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project D	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project E	Independent Utility?			

	Restriction of Alternatives?			
Linkage to Project F	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project G	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project H	Independent Utility?			
	Restriction of Alternatives?			
If no linkages, prepare Component Project Preliminary Purpose and Need Statement. Project is now ready to be processed through an ECAD	The purpose of this proposed action is to reduce roadway congestion and improve safety at the at-grade crossing of Archer Ave. by the BRC. Form Completed: 02/09/04 Form Revised: 06/02/04 Form Revised: 05/14/09			
If linkages, go to next page	NONE			

CREATE Component Project Preliminary Screening Worksheet

CREATE Component Project Profile

Project Identifier	GS10 (IHB crossing of 47th Street and East Avenue)	
Objective, Intent of Project	To reduce roadway congestion and improve safety at the at-grade crossing of 47 th St. and East Ave. by the IHB.	
Description of Proposed Work/ Improvements	Construct a grade-separation structure to route highway either over or under the railroad.	
Location:	IHB, Cook County (East Ave N of intersection), IDOT (portion to west of crossing maintained by others)	
Owner(s)	IHB (DOT crossing #326851A)	
Route/Line	South 9 th Ave. to Deyo Ave.	
Project Limits	La Grange, Brookfield and McCook, IL	
Local Community		
Potential Environmental Issues Needing Further Study	No issues appear to need greater detail than normally accomplished through ECAD process.	
Project Status	Engineering: Preliminary layout and estimate.	
Estimated Project Costs (Level of Confidence)	Construction \$ 15 Million 48.0 Million R/W \$ Yes—TBD 7.1 Million Contingencies \$ TBD	Planning Estimate Preliminary Engineering Estimate
Adjoining CREATE Projects	A. * B4/B5	
(Proj.#, Line, distance)	B.	
	C.	
	D.	
Other Related Projects	E.	
(Nature of Relationship)	F.	
	G.	
	H.	
Comments/Notes:	* Significant distance between this project and any other CREATE projects and neither has an impact on the other. (> 1 mile)	

Individual Component Project Logical Termini Test – Determine 1) sufficient length and scope; 2) independent utility; and 3) restriction of alternatives.				
1) Sufficient Length & Scope Determination				
Does the proposed project have sufficient length and scope to broadly address environmental issues? If no, modify project limits. After project limits are modified, ensure project profile is accurate, then proceed to project linkage test.				Y/N
				Y
2) Independent Utility and 3) Restriction of Alternatives Determination				
		Discussion	Y/N	Rationale
Linkage to Project B4/B5	Independent Utility? <i>Does the project have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made?</i>	Project B4/B5 would only cause signal programming considerations for project GS10		Project B4/B5 is a signal system and track improvement project. GS10 is fully usable without Project B4/B5
	Restriction of Alternatives? <i>Does the project restrict the consideration of alternatives for other reasonably foreseeable transportation improvements?</i>	None		Project GS10 does not restrict alternatives in Project B4/B5.
Linkage to Project B	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project C	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project D	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project E	Independent Utility?			

	Restriction of Alternatives?			
Linkage to Project F	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project G	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project H	Independent Utility?			
	Restriction of Alternatives?			
If no linkages, prepare Component Project Preliminary Purpose and Need Statement. Project is now ready to be processed through an ECAD	The purpose of this proposed action is to reduce roadway congestion and improve safety at the at-grade crossing of 47 th St. and East Ave. by the IHB. Form Completed: 02/09/04 Form Revised: 03/30/04 Form Revised: 05/14/09			
If linkages, go to next page	NONE			

CREATE Component Project Preliminary Screening Worksheet

CREATE Component Project Profile

Project Identifier	GS11 (Belt Railway Company crossing of Columbus Avenue)	
Objective, Intent of Project	To reduce roadway congestion and improve safety at the at-grade crossing of Columbus Ave. by the BRC.	
Description of Proposed Work/ Improvements	Construct a grade-separation structure to route highway either over or under the railroad.	
Location:	BRC and IDOT (maintained by others)	
Owner(s)	BRC (DOT crossing #843823W)	
Route/Line	S. Western to S. Washtenaw.	
Project Limits	Chicago Community Area – Ashburn	
Local Community		
Potential Environmental Issues Needing Further Study	No issues appear to need greater detail than normally accomplished through ECAD process.	
Project Status (Percent Design Complete)	Engineering: Preliminary layout and estimate.	
Estimated Project Costs (Level of Confidence)	Construction \$ 45 35.8 Million R/W \$ Yes—TBD 3.3 Million Contingencies \$ TBD Included above	Planning Estimate Preliminary Engineering Estimate
Adjoining Projects (Proj.#, Line, distance)	A. P3 B. EW2/P2/P3/GS19 C. D.	
Other Related Projects (Nature of Relationship)	E. F. G. H.	
Comments/Notes:		

Individual Component Project Logical Termini Test – Determine 1) sufficient length and scope; 2) independent utility; and 3) restriction of alternatives.				
1) Sufficient Length & Scope Determination				
Does the proposed project have sufficient length and scope to broadly address environmental issues? If no, modify project limits. After project limits are modified, ensure project profile is accurate, then proceed to project linkage test.				Y/N
				Y
2) Independent Utility and 3) Restriction of Alternatives Determination				
		Discussion	Y/N	Rationale
Linkage to Project P3	Independent Utility? Does the project have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made?	None	Y	GS11 is to reduce roadway congestion and improve safety at the at-grade crossing of Columbus Ave. by the BRC. GS11 is fully usable without P3.
	Restriction of Alternatives? Does the project restrict the consideration of alternatives for other reasonably foreseeable transportation improvements?	P3 would only cause design considerations in the implementation of GS11 and would not restrict consideration of reasonable alternatives.	N	Project GS11 does not restrict alternatives in P3.
Linkage to Project EW2/P2/P3/GS19	Independent Utility?	None	Y	GS11 is to reduce roadway congestion and improve safety at the at-grade crossing of Columbus Ave. by the BRC. GS11 is fully usable without EW2/P2/P3/GS19.

	Restriction of Alternatives?	EW2/P2/P3/GS19 would only cause design considerations in GS11 and would not restrict consideration of reasonable alternatives.	N	Project GS11 does not restrict alternatives in EW2/P2/P3/GS19.
Linkage to Project C	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project D	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project E	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project F	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project G	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project H	Independent Utility?			
	Restriction of Alternatives?			
If no linkages, prepare Component Project Preliminary Purpose and Need Statement. Project is now ready to be processed through an ECAD	The purpose of this proposed action is to reduce roadway congestion and improve safety at the at-grade crossing of Columbus Ave. by the BRC. Form Completed: 02/09/04 Form Revised: 06/02/04 Form Revised: 05/14/09 Form Revised 08/10/09			
If linkages, go to next page	NONE			

CREATE Component Project Preliminary Screening Worksheet

CREATE Component Project Profile

Project Identifier	GS12 (UP crossing of 1st Avenue)	
Objective, Intent of Project	To reduce roadway congestion and improve safety at the at-grade crossing of 1st Ave. by the UP.	
Description of Proposed Work/ Improvements	Construct a grade-separation structure to route highway either over or under the railroad. Possibly also grade separate intersection of Lake St. and 1st Ave.	
Location:	UP and IDOT (Lake St. maintained by others)	
Owner(s)	Geneva Subdivision (DOT crossing #173996K)	
Route/Line	Randolph to Erie St.	
Project Limits	Maywood, IL	
Local Community		
Potential Environmental Issues Needing Further Study	No issues appear to need greater detail than normally accomplished through ECAD process.	
Project Status	Engineering: Preliminary layout and estimate.	
Estimated Project Costs (Level of Confidence)	Construction \$ 15 Million 62.5 Million R/W \$ Yes – 14.4 Million Contingencies \$ TBD Included above	Planning Estimate Preliminary Engineering Estimate
Adjoining CREATE Projects	A. *	
(Proj.#, Line, distance)	B.	
	C.	
	D.	
Other Related Projects	E.	
(Nature of Relationship)	F.	
	G.	
	H.	
Comments/Notes:	* Significant distance between this project and any other CREATE projects and neither has an impact on the other. (> 1 mile)	

Individual Component Project Logical Termini Test – Determine 1) sufficient length and scope; 2) independent utility; and 3) restriction of alternatives.				
1) Sufficient Length & Scope Determination				
Does the proposed project have sufficient length and scope to broadly address environmental issues? If no, modify project limits. After project limits are modified, ensure project profile is accurate, then proceed to project linkage test.				Y/N
				Y
2) Independent Utility and 3) Restriction of Alternatives Determination				
		Discussion	Y/N	Rationale
Linkage to Project A	Independent Utility? <i>Does the project have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made?</i>			
	Restriction of Alternatives? <i>Does the project restrict the consideration of alternatives for other reasonably foreseeable transportation improvements?</i>			
Linkage to Project B	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project C	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project D	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project E	Independent Utility?			

	Restriction of Alternatives?			
Linkage to Project F	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project G	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project H	Independent Utility?			
	Restriction of Alternatives?			
If no linkages, prepare Component Project Preliminary Purpose and Need Statement. Project is now ready to be processed through an ECAD	The purpose of this proposed action is to reduce roadway congestion and improve safety at the at-grade crossing of 1st Ave. by the UP. Form Completed: 02/10/04 Form Revised: 03/31/04 Form Revised: 05/14/09			
If linkages, go to next page	NONE			

CREATE Component Project Preliminary Screening Worksheet

CREATE Component Project Profile

Project Identifier	GS13 (IHB crossing of 31st Street)	
Objective, Intent of Project	To reduce roadway congestion and improve safety at the at-grade crossing of 31 st St. by IHB.	
Description of Proposed Work/ Improvements	Construct a grade-separation structure to route highway either over or under the railroad.	
Location:	IHB and IDOT	
Owner(s)	IHB (DOT crossing #326859E)	
Route/Line	Kemmen Ave. to Sherwood Rd.	
Project Limits	LaGrange Park, IL	
Local Community		
Potential Environmental Issues Needing Further Study	No issues appear to need greater detail than normally accomplished through ECAD process.	
Project Status	Engineering: Preliminary layout and estimate.	
Estimated Project Costs (Level of Confidence)	Construction \$ 15 Million 61.7 Million R/W \$ Yes – TBD 15.0 Million Contingencies \$ TBD Included above	Planning Estimate Preliminary Engineering Estimate
Adjoining CREATE Projects	A. B4/B5	
(Proj.#, Line, distance)	B.	
	C.	
	D.	
Other Related Projects	E.	
(Nature of Relationship)	F.	
	G.	
	H.	
Comments/Notes:		

Individual Component Project Logical Termini Test – Determine 1) sufficient length and scope; 2) independent utility; and 3) restriction of alternatives.				
1) Sufficient Length & Scope Determination				
Does the proposed project have sufficient length and scope to broadly address environmental issues? If no, modify project limits. After project limits are modified, ensure project profile is accurate, then proceed to project linkage test.				Y/N
				Y
2) Independent Utility and 3) Restriction of Alternatives Determination				
		Discussion	Y/N	Rationale
Linkage to Project B4/B5	Independent Utility? <i>Does the project have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made?</i>	None	Y	Project GS13 is to reduce roadway congestion and improve safety at the at-grade crossing of 31 st St. by IHB. GS13 is fully usable without B4/B5.
	Restriction of Alternatives? <i>Does the project restrict the consideration of alternatives for other reasonably foreseeable transportation improvements?</i>	The physical characteristic of track layout does not change and thus does not affect the design of GS13.	N	Project GS13 does not restrict alternatives in B4/B5.
Linkage to Project B	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project C	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project D	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project E	Independent Utility?			

	Restriction of Alternatives?			
Linkage to Project F	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project G	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project H	Independent Utility?			
	Restriction of Alternatives?			
If no linkages, prepare Component Project Preliminary Purpose and Need Statement. Project is now ready to be processed through an ECAD	The purpose of this proposed action is to reduce roadway congestion and improve safety at the at-grade crossing of 31 st St. by IHB. Form Completed: 02/10/04 Form Revised: 03/31/04 Form Revised: 05/14/09			
If linkages, go to next page	NONE			

CREATE Component Project Preliminary Screening Worksheet

CREATE Component Project Profile

Project Identifier	GS14 (IHB crossing of 71st Street)	
Objective, Intent of Project	To reduce roadway congestion and improve safety at the at-grade crossing of 71 st St. by the B&OCT(CSX).	
Description of Proposed Work/ Improvements	Construct a grade-separation structure to route highway either over or under the railroad.	
Location:	B&OCT(CSX) and Bridgeview	
Owner(s)	IHB mainline (DOT crossing #869221F)	
Route/Line	S. 78 th Ave. to S. Oketo Ave.	
Project Limits	Bridgeview, IL	
Local Community		
Potential Environmental Issues Needing Further Study	No issues appear to need greater detail than normally accomplished through ECAD process.	
Project Status	Engineering: Preliminary layout and estimate.	
Estimated Project Costs (Level of Confidence)	Construction \$ 15 Million 52.5 Million R/W \$ Yes - TBD 5.3 Million Contingencies \$ TBD Included above	Planning Estimate Preliminary Engineering Estimate
Adjoining CREATE Projects	A. B9/EW1	
(Proj.#, Line, distance)	B.	
	C.	
	D.	
Other Related Projects	E.	
(Nature of Relationship)	F.	
	G.	
	H.	
Comments/Notes:		

Individual Component Project Logical Termini Test – Determine 1) sufficient length and scope; 2) independent utility; and 3) restriction of alternatives.				
1) Sufficient Length & Scope Determination				
Does the proposed project have sufficient length and scope to broadly address environmental issues? If no, modify project limits. After project limits are modified, ensure project profile is accurate, then proceed to project linkage test.				Y/N
				Y
2) Independent Utility and 3) Restriction of Alternatives Determination				
		Discussion	Y/N	Rationale
Linkage to Project B9/EW1	Independent Utility? <i>Does the project have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made?</i>	Significant distance between these two projects and neither has an impact on the other. (0.8 mile)	Y	Project GS14 is to reduce roadway congestion and improve safety at the at-grade crossing of 71 st St. by the B&OCT(CSX). GS14 is fully usable without B9/EW1.
	Restriction of Alternatives? <i>Does the project restrict the consideration of alternatives for other reasonably foreseeable transportation improvements?</i>	None	N	Project GS14 does not restrict alternatives in B9/EW1.
Linkage to Project B	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project C	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project D	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project E	Independent Utility?			

	Restriction of Alternatives?			
Linkage to Project F	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project G	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project H	Independent Utility?			
	Restriction of Alternatives?			
If no linkages, prepare Component Project Preliminary Purpose and Need Statement. Project is now ready to be processed through an ECAD	The purpose of this proposed action is to reduce roadway congestion and improve safety at the at-grade crossing of 71st St. by the B&OCT(CSX). Form Completed: 02/10/04 Form Revised: 03/31/04 Form Revised: 05/14/09			
If linkages, go to next page	NONE			

CREATE Component Project Preliminary Screening Worksheet

~~CREATE Component Project Profile~~

Project Identifier	GS-15 (NS crossing of Torrence Avenue)	
Objective, Intent of Project	To reduce roadway congestion and improve safety at the at-grade crossing of Torrence Ave. by the NS.	
Description of Proposed Work/ Improvements	Construct a grade-separation structure to route highway either over or under the railroad.	
Location:	NS, CDOT and IDOT	
Owner(s)	Chicago District (DOT crossing #478712Y)	
Route/Line	E 134 th St. to E 126 th St.	
Project Limits	Chicago Community Areas — Hegewisch and South Deering	
Local Community		
Potential Environmental Issues Needing Further Study	No issues appear to need greater detail than normally accomplished through ECAD process.	
Project Status	Engineering: Preliminary layout and estimate.	
Estimated Project Costs (Level of Confidence)	Construction \$ 15 Million R/W \$ Yes – TBD Contingencies \$ TBD	Planning Estimate Preliminary Engineering Estimate
Adjoining CREATE Projects	A. GS-21	
(Proj.#, Line, distance)	B.	
	C.	
	D.	
Other Related Projects	E.	
(Nature of Relationship)	F.	
	G.	
	H.	
Comments/Notes:		

Individual Component Project Logical Termini Test – Determine 1) sufficient length and scope; 2) independent utility; and 3) restriction of alternatives.				
1) Sufficient Length & Scope Determination				
Does the proposed project have sufficient length and scope to broadly address environmental issues? If no, modify project limits. After project limits are modified, ensure project profile is accurate, then proceed to project linkage test.				Y/N
				Y
2) Independent Utility and 3) Restriction of Alternatives Determination				
		Discussion	Y/N	Rationale
Linkage to Project GS-21	Independent Utility? Does the project have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made?	None	Y	GS-15 is to reduce roadway congestion and improve safety at the at-grade crossing of Torrence Ave. by the Norfolk Southern (NS). GS-15 is fully usable without GS-21.
	Restriction of Alternatives? Does the project restrict the consideration of alternatives for other reasonably foreseeable transportation improvements?	Project GS-21 will be implemented concurrent with GS-15.	Y	Project GS-15 does restrict alternatives in GS-21. Therefore the project are linked.
Linkage to Project B	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project C	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project D	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project E	Independent Utility?			

	Restriction of Alternatives?			
Linkage to Project F	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project G	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project H	Independent Utility?			
	Restriction of Alternatives?			
<p>If no linkages, prepare Component Project Preliminary Purpose and Need Statement.</p> <p>Project is now ready to be processed through an ECAD</p>	<p>The purpose of this proposed action is to reduce roadway congestion and improve safety at the at-grade crossing of Torrence Ave. by the NS.</p>			
If linkages, go to next page	Yes			

List Component Projects that Constitute the Linked Project	GS-15 and GS-21	
CREATE Linked Project Profile		
Project Identifier	GS-15/GS-21 (NS crossing of Torrence Avenue and 130th Street)	
Objective, Intent of Project	To reduce roadway congestion and improve safety at the at-grade crossings of Torrence Ave. and 130 th Street by the NS.	
Description of Proposed Work/Improvements	Construct grade-separation structures to route highway under the railroad.	
Location: — Owner(s)	NS and CDOT	
Route/Line	Chicago District (DOT crossing #478712Y and crossing #478713F)	
Project Limits	E 134 th St. to E 126 th St. and S.Escanaba to a point 1500 ft. west of the crossing (Ext. of S Grandon).	
Local Community	Chicago — Hegewisch and South Deering	
Potential Environmental Issues Needing Further Study	CDOT has completed an ECAD for this project. The ECAD will need to be evaluated to determine if it remains valid.	
Project Status	Engineering: Preliminary layout and estimate	
Estimated Project Costs (Level of Confidence)	Construction \$ 30/68 Million R/W \$ Yes — TBD Contingencies \$ TBD	Planning Estimate Preliminary Engineering Estimate
Adjoining CREATE Projects (Proj.#, Line, distance)	A.*	
	B.	
	C.	
	D.	
Other Related Projects (Nature of	E.	
	F.	
	G.	

Relationship)	H.			
Comments:	* Significant distance between this project and any other CREATE projects and neither has an impact on the other. (> 1 mile)			
Individual Component Project Logical Termini Test—Determine 1) sufficient length and scope; 2) independent utility; and 3) restriction of alternatives.				
1) Sufficient Length & Scope Determination				
Does the proposed project have sufficient length and scope to broadly address environmental issues? If no, modify project limits. After project limits are modified, ensure project profile is accurate, then proceed to project linkage test.				Y/N
2) Independent Utility and 3) Restriction of Alternatives Determination				
		Discussion	Y/N	Rationale
Linkage to Project A	Independent Utility? Does the project have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made?			
	Restriction of Alternatives? Does the project restrict the consideration of alternatives for other reasonably foreseeable transportation improvements?			
Linkage to Project B	Independent Utility?			
	Restriction of Alternatives?			

Linkage to Project C	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project D	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project E	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project F	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project G	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project H	Independent Utility?			
	Restriction of Alternatives?			
<p>Linked Project Preliminary Purpose and Need</p> <p>To reduce roadway congestion and improve safety at the at-grade crossings of Torrence Ave. and 130th Street by the NS.</p> <p>Project is now ready to be processed through an ECAD</p> <p>Form Completed: 02/11/04 Form Revised: 03/31/04</p>				

CREATE Component Project Preliminary Screening Worksheet

CREATE Component Project Profile

Project Identifier	GS15a (NS crossing of Torrence Avenue and 130th Street)	
Objective, Intent of Project	To reduce roadway congestion and improve safety at the at-grade crossing of Torrence Ave. and 130 th St. by the NS.	
Description of Proposed Work/ Improvements	Construct a grade-separation structure to route highway either over or under the railroad.	
Location:	NS, CDOT and IDOT (maintained by others)	
Owner(s)	NS Chicago District (DOT crossing #478712Y and #478713F)	
Route/Line	E 134 th St. to E 126 th St. and S.Escanaba to a point 1500 ft. west of the crossing (Ext. of S Crandon).	
Project Limits	Chicago – Hegewisch and South Deering	
Local Community		
Potential Environmental Issues Needing Further Study	No issues appear to need greater detail than normally accomplished through ECAD process.	
Project Status	Engineering: Preliminary layout and estimate.	
Estimated Project Costs (Level of Confidence)	Construction \$ 68 161.9 Million R/W \$ Yes – TBD 3.5 Million Contingencies \$ TBD Included above	Planning Estimate Preliminary Engineering Estimate
Adjoining CREATE Projects	A. *	
(Proj.#, Line, distance)	B.	
	C.	
	D.	
Other Related Projects	E.	
(Nature of Relationship)	F.	
	G.	
	H.	
Comments/Notes:	* Significant distance between this project and any other CREATE projects and neither has an impact on the other. (> 1 mile)	

Individual Component Project Logical Termini Test – Determine 1) sufficient length and scope; 2) independent utility; and 3) restriction of alternatives.				
1) Sufficient Length & Scope Determination				
Does the proposed project have sufficient length and scope to broadly address environmental issues? If no, modify project limits. After project limits are modified, ensure project profile is accurate, then proceed to project linkage test.				Y/N
				Y
2) Independent Utility and 3) Restriction of Alternatives Determination				
		Discussion	Y/N	Rationale
Linkage to Project A	Independent Utility? <i>Does the project have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made?</i>			
	Restriction of Alternatives? <i>Does the project restrict the consideration of alternatives for other reasonably foreseeable transportation improvements?</i>			
Linkage to Project B	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project C	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project D	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project E	Independent Utility?			

	Restriction of Alternatives?			
Linkage to Project F	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project G	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project H	Independent Utility?			
	Restriction of Alternatives?			
<p>If no linkages, prepare Component Project Preliminary Purpose and Need Statement.</p> <p>Project is now ready to be processed through an ECAD</p>	<p>The purpose of this proposed action is to reduce roadway congestion and improve safety at the at-grade crossing of Torrence Ave. and 130th St. by the NS.</p> <p>Form Completed: 10/29/04 Form Revised: 05/14/09</p>			
If linkages, go to next page	None			

CREATE Component Project Preliminary Screening Worksheet

CREATE Component Project Profile

Project Identifier	GS16 (CP crossing of Irving Park Road)	
Objective, Intent of Project	To reduce roadway congestion and improve safety at the at-grade crossing of Irving Park Road by the CPR.	
Description of Proposed Work/ Improvements	Construct a grade-separation structure to route highway either over or under the railroad.	
Location:	CPR and IDOT	
Owner(s)	C&M Subdivision of CPR (DOT crossing #372159V)	
Route/Line	N Addison St. to Greenlawn Ave.	
Project Limits	Bensenville, IL	
Local Community		
Potential Environmental Issues Needing Further Study	No issues appear to need greater detail than normally accomplished through ECAD process.	
Project Status	Engineering: Preliminary layout and estimate.	
Estimated Project Costs (Level of Confidence)	Construction \$ 100.3 Million R/W \$ Yes - TBD 7.8 Million Contingencies \$ TBD Included above	Planning Estimate Preliminary Engineering Estimate
Adjoining CREATE Projects	A.	
(Proj.#, Line, distance)	B.	
	C.	
	D.	
Other Related Projects	E. O'Hare Airport Expansion Project O'Hare Modernization Program (OMP)	
(Nature of Relationship)	F.	
	G.	
	H.	
Comments/Notes:		

Individual Component Project Logical Termini Test – Determine 1) sufficient length and scope; 2) independent utility; and 3) restriction of alternatives.				
1) Sufficient Length & Scope Determination				
Does the proposed project have sufficient length and scope to broadly address environmental issues? If no, modify project limits. After project limits are modified, ensure project profile is accurate, then proceed to project linkage test.				Y/N
				Y
2) Independent Utility and 3) Restriction of Alternatives Determination				
		Discussion	Y/N	Rationale
Linkage to Project O'Hare Airport Expansion O'Hare Modernization Program (OMP)	Independent Utility? <i>Does the project have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made?</i>	None	Y	GS16 is to reduce roadway congestion and improve safety at the at-grade crossing of Irving Park Road by the CPR. GS16 is fully usable without the O'Hare Modernization Program Airport Expansion project.
	Restriction of Alternatives? <i>Does the project restrict the consideration of alternatives for other reasonably foreseeable transportation improvements?</i>	The Environmental Study of this project should be closely coordinated with the O'Hare Modernization Program current O'Hare Airport Expansion EIS.	N	Project GS16 does not restrict alternatives in the O'Hare Modernization Program Airport Expansion project.
Linkage to Project B	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project C	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project D	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project E	Independent Utility?			

	Restriction of Alternatives?			
Linkage to Project F	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project G	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project H	Independent Utility?			
	Restriction of Alternatives?			
<p>If no linkages, prepare Component Project Preliminary Purpose and Need Statement.</p> <p>Project is now ready to be processed through an ECAD</p>	<p>The purpose of this proposed action is to reduce roadway congestion and improve safety at the at-grade crossing of Irving Park Road by the CPR.</p> <p>Form Completed: 02/11/04 Form Revised: 03/31/04 Form Revised: 05/14/09</p>			
If linkages, go to next page				

CREATE Component Project Preliminary Screening Worksheet

CREATE Component Project Profile

Project Identifier	GS17 (CSX crossing of Western Avenue)	
Objective, Intent of Project	To reduce roadway congestion and improve safety at the at-grade crossing of Western Ave. by the B&OCT(CSX).	
Description of Proposed Work/ Improvements	Construct a grade-separation structure to route highway either over or under the railroad.	
Location:	B&OCT(CSX) and IDOT	
Owner(s)	Barr Subdivision (DOT crossing #163415H)	
Route/Line	138 th St. to Broadway.	
Project Limits	Blue Island, IL	
Local Community		
Potential Environmental Issues Needing Further Study	No issues appear to need greater detail than normally accomplished through ECAD process.	
Project Status	Engineering: Preliminary layout and estimate.	
Estimated Project Costs (Level of Confidence)	Construction \$ 15 Million 51.1 Million R/W \$ Yes – TBD 5.0 Million Contingencies \$ TBD (Included above)	Planning Estimate Preliminary Engineering Estimate
Adjoining CREATE Projects	A. *	
(Proj.#, Line, distance)	B.	
	C.	
	D.	
Other Related Projects	E.	
(Nature of Relationship)	F.	
	G.	
	H.	
Comments/Notes:	* Significant distance between this project and any other CREATE projects and neither has an impact on the other. (> 1 mile)	

Individual Component Project Logical Termini Test – Determine 1) sufficient length and scope; 2) independent utility; and 3) restriction of alternatives.				
1) Sufficient Length & Scope Determination				
Does the proposed project have sufficient length and scope to broadly address environmental issues? If no, modify project limits. After project limits are modified, ensure project profile is accurate, then proceed to project linkage test.				Y/N
				Y
2) Independent Utility and 3) Restriction of Alternatives Determination				
		Discussion	Y/N	Rationale
Linkage to Project A	Independent Utility? <i>Does the project have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made?</i>			
	Restriction of Alternatives? <i>Does the project restrict the consideration of alternatives for other reasonably foreseeable transportation improvements?</i>			
Linkage to Project B	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project C	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project D	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project E	Independent Utility?			

	Restriction of Alternatives?			
Linkage to Project F	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project G	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project H	Independent Utility?			
	Restriction of Alternatives?			
If no linkages, prepare Component Project Preliminary Purpose and Need Statement. Project is now ready to be processed through an ECAD	The purpose of this proposed action is to reduce roadway congestion and improve safety at the at-grade crossing of Western Ave. by the B&OCT(CSX). Form Completed: 02/11/04 Form Revised: 03/31/04 Form Revised: 05/14/09			
If linkages, go to next page	NONE			

CREATE Component Project Preliminary Screening Worksheet

CREATE Component Project Profile

Project Identifier	GS18 (BNSF crossing of Harlem Avenue)	
Objective, Intent of Project	To reduce roadway congestion and improve safety at the at-grade crossing of Harlem Ave. by the BNSF.	
Description of Proposed Work/ Improvements	Construct a grade-separation structure to route highway either over or under the railroad.	
Location:	BNSF and IDOT (maintained by others)	
Owner(s)	BNSF (DOT crossing #079493L)	
Route/Line	32 nd St. to 35 th St.	
Project Limits	Berwyn, IL	
Local Community		
Potential Environmental Issues Needing Further Study	No issues appear to need greater detail than normally accomplished through ECAD process.	
Project Status	Engineering: Preliminary layout and estimate.	
Estimated Project Costs (Level of Confidence)	Construction \$ 15-Million 64.4 Million R/W \$ Yes - TBD 35.8 Million Contingencies \$ TBD (Included above)	Planning Estimate Preliminary Engineering Estimate
Adjoining CREATE Projects (Proj.#, Line, distance)	A. *	
	B.	
	C.	
	D.	
Other Related Projects (Nature of Relationship)	E.	
	F.	
	G.	
	H.	
Comments/Notes:	* Significant distance between this project and any other CREATE projects and neither has an impact on the other. (> 1 mile)	

Individual Component Project Logical Termini Test – Determine 1) sufficient length and scope; 2) independent utility; and 3) restriction of alternatives.				
1) Sufficient Length & Scope Determination				
Does the proposed project have sufficient length and scope to broadly address environmental issues? If no, modify project limits. After project limits are modified, ensure project profile is accurate, then proceed to project linkage test.				Y/N
				Y
2) Independent Utility and 3) Restriction of Alternatives Determination				
		Discussion	Y/N	Rationale
Linkage to Project A	Independent Utility? <i>Does the project have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made?</i>			
	Restriction of Alternatives? <i>Does the project restrict the consideration of alternatives for other reasonably foreseeable transportation improvements?</i>			
Linkage to Project B	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project C	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project D	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project E	Independent Utility?			

	Restriction of Alternatives?			
Linkage to Project F	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project G	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project H	Independent Utility?			
	Restriction of Alternatives?			
If no linkages, prepare Component Project Preliminary Purpose and Need Statement. Project is now ready to be processed through an ECAD	The purpose of this proposed action is to reduce roadway congestion and improve safety at the at-grade crossing of Harlem Ave. by the BNSF. Form Completed: 02/11/04 Form Revised: 03/31/04 Form Revised: 05/14/09			
If linkages, go to next page	NONE			

CREATE Component Project Preliminary Screening Worksheet

CREATE Component Project Profile

Project Identifier	GS19 (CSX crossing of 71st Street)	
Objective, Intent of Project	To reduce roadway congestion and improve safety at the at-grade crossing of 71 st St. by the B&OCT(CSX).	
Description of Proposed Work/ Improvements	Construct a grade-separation structure to route highway either over or under the railroad.	
Location:	B&OCT(CSX) and CDOT	
Owner(s)	Blue Island Subdivision (DOT crossing #163446G)	
Route/Line	S Western Ave. to S. Seeley Ave.	
Project Limits	Chicago Community Areas — Chicago Lawn and West Englewood	
Local Community		
Potential Environmental Issues Needing Further Study	No issues appear to need greater detail than normally accomplished through ECAD process.	
Project Status	Engineering: Preliminary layout and estimate.	
Estimated Project Costs (Level of Confidence)	Construction \$ 15 Million 28.6 Million RAW \$ Yes – TBD 23.7 Million Contingencies \$ TBD (Included above)	Planning Estimate Preliminary Engineering Estimate
Adjoining CREATE Projects	A. WA2	
(Proj.#, Line, distance)	B. EW2/P2/P3	
	C.	
	D.	
Other Related Projects	E.	
(Nature of Relationship)	F.	
	G.	
	H.	
Comments/Notes:		

Individual Component Project Logical Termini Test – Determine 1) sufficient length and scope; 2) independent utility; and 3) restriction of alternatives.				
1) Sufficient Length & Scope Determination				
Does the proposed project have sufficient length and scope to broadly address environmental issues? If no, modify project limits. After project limits are modified, ensure project profile is accurate, then proceed to project linkage test.				Y/N
				Y
2) Independent Utility and 3) Restriction of Alternatives Determination				
		Discussion	Y/N	Rationale
Linkage to Project WA2	Independent Utility? <i>Does the project have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made?</i>	Project GS19 would only cause signal software programming considerations in WA2.	Y	Project GS19 is to reduce roadway congestion and improve safety at the at-grade crossing of 71 st St. by the B&OCT(CSX). GS19 is fully usable without WA2.
	Restriction of Alternatives? <i>Does the project restrict the consideration of alternatives for other reasonably foreseeable transportation improvements?</i>	None	N	Project GS19 does not restrict alternatives in WA2.
Linkage to Project B	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project C	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project D	Independent Utility?			
	Restriction of Alternatives?			

Linkage to Project E	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project F	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project G	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project H	Independent Utility?			
	Restriction of Alternatives?			
<p>If no linkages, prepare Component Project Preliminary Purpose and Need Statement.</p> <p>Project is now ready to be processed through an ECAD</p>	<p>The purpose of this proposed action is to reduce roadway congestion and improve safety at the at-grade crossing of 71st St. by the B&OCT(CSX).</p> <p>Form Completed: 02/11/04 Form Revised: 06/02/04 Form Revised: 05/14/09</p>			
If linkages, go to next page	NONE			

CREATE Component Project Preliminary Screening Worksheet

CREATE Component Project Profile

Project Identifier	GS20 (CSX crossing of 87th Street)	
Objective, Intent of Project	To reduce roadway congestion and improve safety at the at-grade crossing of 87th St. by the B&OCT(CSX).	
Description of Proposed Work/ Improvements	Construct a grade-separation structure to route highway either over or under the railroad.	
Location:	B&OCT(CSX) and IDOT (Maintained by others)	
Owner(s)	Blue Island Subdivision (DOT crossing #163437H)	
Route/Line	S Western Ave. to S Fairfield Ave.	
Project Limits	Chicago Community Area – Ashburn	
Local Community		
Potential Environmental Issues Needing Further Study	No issues appear to need greater detail than normally accomplished through ECAD process.	
Project Status	Engineering: Preliminary layout and estimate.	
Estimated Project Costs (Level of Confidence)	Construction \$ 15 Million 38.6 Million R/W \$ Yes – TBD-15.2 Million Contingencies \$ TBD-Included above	Planning Estimate Preliminary Engineering Estimate
Adjoining CREATE Projects (Proj.#, Line, distance)	A. *	
	B.	
	C.	
	D.	
Other Related Projects (Nature of Relationship)	E.	
	F.	
	G.	
	H.	
Comments/Notes:	* Significant distance between this project and any other CREATE projects and neither has an impact on the other. (> 1 mile)	

Individual Component Project Logical Termini Test – Determine 1) sufficient length and scope; 2) independent utility; and 3) restriction of alternatives.				
1) Sufficient Length & Scope Determination				
Does the proposed project have sufficient length and scope to broadly address environmental issues? If no, modify project limits. After project limits are modified, ensure project profile is accurate, then proceed to project linkage test.				Y/N
				Y
2) Independent Utility and 3) Restriction of Alternatives Determination				
		Discussion	Y/N	Rationale
Linkage to Project A	Independent Utility? <i>Does the project have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made?</i>			
	Restriction of Alternatives? <i>Does the project restrict the consideration of alternatives for other reasonably foreseeable transportation improvements?</i>			
Linkage to Project B	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project C	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project D	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project E	Independent Utility?			

	Restriction of Alternatives?			
Linkage to Project F	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project G	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project H	Independent Utility?			
	Restriction of Alternatives?			
If no linkages, prepare Component Project Preliminary Purpose and Need Statement. Project is now ready to be processed through an ECAD	The purpose of this proposed action is to reduce roadway congestion and improve safety at the at-grade crossing of 87th St. by the B&OCT(CSX). Form Completed: 02/11/04 Form Revised: 06/02/04 Form Revised: 05/14/09			
If linkages, go to next page	NONE			

CREATE Component Project Preliminary Screening Worksheet

CREATE Component Project Profile

Project Identifier	GS21a (UP crossing of 95th Street)	
Objective, Intent of Project	To reduce roadway congestion and improve safety at the at-grade crossing of 95 th St. by the UP.	
Description of Proposed Work/ Improvements	Construct a grade-separation structure to route highway either over or under the railroad.	
Location:	UP and IDOT (Maintained by others)	
Owner(s)	UP Villa Grove Subdivision (DOT crossing #867231E)	
Route/Line	Wentworth Avenue to Parnell Avenue	
Project Limits	Chicago Community Area – Washington Heights	
Local Community		
Potential Environmental Issues Needing Further Study	No issues appear to need greater detail than normally accomplished through ECAD process.	
Project Status	Engineering: Preliminary layout and estimate.	
Estimated Project Costs (Level of Confidence)	Construction \$ 15 Million 51.0 Million R/W \$ Yes – TBD 9.0 Million Contingencies \$ TBD (Included above)	Planning Estimate Preliminary Engineering Estimate
Adjoining CREATE Projects	A. EW2/P2/P3/GS19	
(Proj.#, Line, distance)	B.	
	C.	
	D.	
Other Related Projects	E.	
(Nature of Relationship)	F.	
	G.	
	H.	
Comments/Notes:		

Individual Component Project Logical Termini Test – Determine 1) sufficient length and scope; 2) independent utility; and 3) restriction of alternatives.				
1) Sufficient Length & Scope Determination				
Does the proposed project have sufficient length and scope to broadly address environmental issues? If no, modify project limits. After project limits are modified, ensure project profile is accurate, then proceed to project linkage test.				Y/N
				Y
2) Independent Utility and 3) Restriction of Alternatives Determination				
		Discussion	Y/N	Rationale
Linkage to Project EW2/P2/P3/GS19	Independent Utility? <i>Does the project have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made?</i>	The implementation of GS21a would only affect train operations and would be fully useful without EW2/P2/P3/GS19.	Y	Project EW2/P2/P3/GS19 is to reduce congestion and delays between 80 th Street and Forest Hill, and separates Metra Southwest service from BRC Mainline (Belt Junction) and allows access to LaSalle Street Station instead of Union Station. GS21a is fully usable without EW2/P2/P3/GS19.
	Restriction of Alternatives? <i>Does the project restrict the consideration of alternatives for other reasonably foreseeable transportation improvements?</i>		N	Project GS21a does not restrict alternatives in EW2/P2/P3/GS19.
Linkage to Project B	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project C	Independent Utility?			
	Restriction of Alternatives?			

Linkage to Project D	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project E	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project F	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project G	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project H	Independent Utility?			
	Restriction of Alternatives?			
<p>If no linkages, prepare Component Project Preliminary Purpose and Need Statement.</p> <p>Project is now ready to be processed through an ECAD</p>	<p>The purpose of this proposed action is to reduce roadway congestion and improve safety at the at-grade crossing of 95th St. by the UP.</p> <p>Form Completed: 10/29/04 Form Revised: 05/14/09</p>			
If linkages, go to next page	NONE			

CREATE Component Project Preliminary Screening Worksheet

CREATE Component Project Profile

Project Identifier	GS22 (IHB crossing of 115th Street)	
Objective, Intent of Project	To reduce roadway congestion and improve safety at the at-grade crossing of 115 th St. by the B&OCT(CSX).	
Description of Proposed Work/ Improvements	Construct a grade-separation structure to route highway either over or under the railroad.	
Location:	B&OCT(CSX) and Cook County	
Owner(s)	IHB mainline (DOT crossing #163576D)	
Route/Line	S Leamington Ave. to Cicero Ave.	
Project Limits	Alsip, IL	
Local Community		
Potential Environmental Issues Needing Further Study	No issues appear to need greater detail than normally accomplished through ECAD process.	
Project Status	Engineering: Preliminary layout and estimate.	
Estimated Project Costs (Level of Confidence)	Construction \$ 15 Million 31.5 Million R/W \$ Yes - TBD 12.2 Million Contingencies \$ TBD (Included above)	Planning Estimate Preliminary Engineering Estimate
Adjoining CREATE Projects	A. B12	
(Proj.#, Line, distance)	B. GS4	
	C.	
	D.	
Other Related Projects	E.	
(Nature of Relationship)	F.	
	G.	
	H.	
Comments/Notes:		

Individual Component Project Logical Termini Test – Determine 1) sufficient length and scope; 2) independent utility; and 3) restriction of alternatives.				
1) Sufficient Length & Scope Determination				
Does the proposed project have sufficient length and scope to broadly address environmental issues? If no, modify project limits. After project limits are modified, ensure project profile is accurate, then proceed to project linkage test.				Y/N
				Y
2) Independent Utility and 3) Restriction of Alternatives Determination				
		Discussion	Y/N	Rationale
Linkage to Project B12	Independent Utility? <i>Does the project have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made?</i>	Significant distance between these two projects and neither has an impact on the other. (1.5 miles)	Y	Project GS22 is to reduce roadway congestion and improve safety at the at-grade crossing of 115 th St. by the B&OCT(CSX). GS22 is fully usable without B12.
	Restriction of Alternatives? <i>Does the project restrict the consideration of alternatives for other reasonably foreseeable transportation improvements?</i>	None	N	Project GS22 does not restrict alternatives in B12.
Linkage to Project GS4	Independent Utility?	Significant distance between these two projects and neither has an impact on the other. (> 1 mile)	Y	Project GS22 is to reduce roadway congestion and improve safety at the at-grade crossing of 115 th St. by the B&OCT(CSX). GS22 is fully usable without GS4.
	Restriction of Alternatives?	None	N	Project GS22 does not restrict alternatives in GS4.

Linkage to Project C	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project D	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project E	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project F	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project G	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project H	Independent Utility?			
	Restriction of Alternatives?			
<p>If no linkages, prepare Component Project Preliminary Purpose and Need Statement.</p> <p>Project is now ready to be processed through an ECAD</p>	<p>The purpose of this proposed action is to reduce roadway congestion and improve safety at the at-grade crossing of 115th St. by the B&OCT(CSX).</p> <p>Form Completed: 02/11/04 Form Revised: 03/31/04 Form Revised: 05/14/09</p>			
If linkages, go to next page	NONE			

CREATE Component Project Preliminary Screening Worksheet

~~CREATE Component Project Profile~~

Project Identifier	GS-23 (UP crossing of 144th Street)	
Objective, Intent of Project	To reduce roadway congestion and improve safety at the at-grade crossing of 144 th St. by the UP/CSX.	
Description of Proposed Work/ Improvements	Construct a grade-separation structure to route highway either over or under the railroad.	
Location:	UP/CSX and Dolton	
Owner(s)	Villa Grove Subdivision (DOT crossing #167451S)	
Route/Line	Chicago Rd. to S Edbrooke Ave.	
Project Limits	Dolton, IL	
Local Community		
Potential Environmental Issues Needing Further Study	No issues appear to need greater detail than normally accomplished through ECAD process.	
Project Status	Engineering: Preliminary layout and estimate.	
Estimated Project Costs (Level of Confidence)	Construction \$ 15 Million RAW \$ Yes – TBD Contingencies \$ TBD	Planning Estimate Preliminary Engineering Estimate
Adjoining CREATE Projects	A. B-16	
(Proj.#, Line, distance)	B. WA-11	
	C.	
	D.	
Other Related Projects	E.	
(Nature of Relationship)	F.	
	G.	
	H.	
Comments/Notes:		

Individual Component Project Logical Termini Test – Determine 1) sufficient length and scope; 2) independent utility; and 3) restriction of alternatives.				
1) Sufficient Length & Scope Determination				
Does the proposed project have sufficient length and scope to broadly address environmental issues? If no, modify project limits. After project limits are modified, ensure project profile is accurate, then proceed to project linkage test.			Y/N	
			Y	
2) Independent Utility and 3) Restriction of Alternatives Determination				
		Discussion	Y/N	Rationale
Linkage to Project B-16	Independent Utility? <i>Does the project have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made?</i>	Significant distance between these two projects and neither has an impact on the other. (3.5 miles)	Y	Project GS-23 is to reduce roadway congestion and improve safety at the at-grade crossing of 144 th St. by the UP/CSX. GS-23 is fully usable without B-16.
	Restriction of Alternatives? <i>Does the project restrict the consideration of alternatives for other reasonably foreseeable transportation improvements?</i>	None	N	Project GS-23 does not restrict alternatives in B-16.
Linkage to Project WA-11	Independent Utility?	GS-23 and WA-11 are separated by approximately 2000 feet and neither project would affect the other.	Y	Project GS-23 is to reduce roadway congestion and improve safety at the at-grade crossing of 144 th St. by the UP/CSX. GS-23 is fully usable without WA-11.
	Restriction of Alternatives?	None	N	Project GS-23 does not restrict alternatives in WA-11.

Linkage to Project C	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project D	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project E	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project F	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project G	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project H	Independent Utility?			
	Restriction of Alternatives?			
<p>If no linkages, prepare Component Project Preliminary Purpose and Need Statement.</p> <p>Project is now ready to be processed through an ECAD</p>	<p>The purpose of this proposed action is to reduce roadway congestion and improve safety at the at-grade crossing of 144th St. by the UP/CSX.</p> <p>Form Completed: 02/11/04 Form Revised: 03/31/04</p>			
If linkages, go to next page	NONE			

CREATE Component Project Preliminary Screening Worksheet

CREATE Component Project Profile

Project Identifier	GS23a (IHB and CSX crossing of Cottage Grove)	
Objective, Intent of Project	To reduce roadway congestion and improve safety at the at-grade crossing of Cottage Grove by the IHB and CSX.	
Description of Proposed Work/ Improvements	Construct a grade-separation structure to route highway either over or under the railroad.	
Location:	IHB, CSX and Dolton -Cook County	
Owner(s)	IHB Mainline (DOT crossing #326886B) and CSX Barr Subdivision (DOT crossing #163613D)	
Route/Line	138 th St to Main St	
Project Limits	Dolton, IL	
Local Community		
Potential Environmental Issues Needing Further Study	No issues appear to need greater detail than normally accomplished through ECAD process.	
Project Status	Engineering: Preliminary layout and estimate.	
Estimated Project Costs (Level of Confidence)	Construction \$ 15 Million 41.8 Million R/W \$ Yes – TBD 4.0 Million Contingencies \$ TBD (Included above)	Planning Estimate Preliminary Engineering Estimate
Adjoining CREATE Projects	A. *	
(Proj.#, Line, distance)	B.	
	C.	
	D.	
Other Related Projects	E.	
(Nature of Relationship)	F.	
	G.	
	H.	
Comments/Notes:	* Significant distance between this project and any other CREATE projects and neither has an impact on the other. (> 0.5 mile)	

Individual Component Project Logical Termini Test – Determine 1) sufficient length and scope; 2) independent utility; and 3) restriction of alternatives.				
1) Sufficient Length & Scope Determination				
Does the proposed project have sufficient length and scope to broadly address environmental issues? If no, modify project limits. After project limits are modified, ensure project profile is accurate, then proceed to project linkage test.				Y/N
				Y
2) Independent Utility and 3) Restriction of Alternatives Determination				
		Discussion	Y/N	Rationale
Linkage to Project A	Independent Utility? <i>Does the project have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made?</i>			
	Restriction of Alternatives? <i>Does the project restrict the consideration of alternatives for other reasonably foreseeable transportation improvements?</i>			
Linkage to Project B	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project C	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project D	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project E	Independent Utility?			

	Restriction of Alternatives?			
Linkage to Project F	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project G	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project H	Independent Utility?			
	Restriction of Alternatives?			
<p>If no linkages, prepare Component Project Preliminary Purpose and Need Statement.</p> <p>Project is now ready to be processed through an ECAD</p>	<p>The purpose of this proposed action is to reduce roadway congestion and improve safety at the at-grade crossing of Cottage Grove by the IHB and CSX.</p> <p>Form Completed: 10/29/04 Form Revised: 05/14/09</p>			
If linkages, go to next page	NONE			

CREATE Component Project Preliminary Screening Worksheet

CREATE Component Project Profile

Project Identifier	GS24 (BNSF crossing of Maple Avenue)	
Objective, Intent of Project	To reduce roadway congestion and improve safety at the at-grade crossing of Maple Ave. by the BNSF.	
Description of Proposed Work/ Improvements	Construct a grade-separation structure to route highway either over or under the railroad.	
Location:	BNSF and Brookfield	
Owner(s)	BNSF (DOT crossing #079530P)	
Route/Line	Ogden Ave. to Sheridan Ave.	
Project Limits	Brookfield, IL	
Local Community		
Potential Environmental Issues Needing Further Study	No issues appear to need greater detail than normally accomplished through ECAD process.	
Project Status	Engineering: Preliminary layout and estimate.	
Estimated Project Costs (Level of Confidence)	Construction \$ 15 Million 45.7 Million R/W \$ Yes - TBD 19.6 Million Contingencies \$ TBD (Included above)	Planning Estimate Preliminary Engineering Estimate
Adjoining CREATE Projects	A. *	
(Proj.#, Line, distance)	B.	
	C.	
	D.	
Other Related Projects	E.	
(Nature of Relationship)	F.	
	G.	
	H.	
Comments/Notes:	* Significant distance between this project and any other CREATE projects and neither has an impact on the other. (> 1 mile)	

Individual Component Project Logical Termini Test – Determine 1) sufficient length and scope; 2) independent utility; and 3) restriction of alternatives.				
1) Sufficient Length & Scope Determination				
Does the proposed project have sufficient length and scope to broadly address environmental issues? If no, modify project limits. After project limits are modified, ensure project profile is accurate, then proceed to project linkage test.				Y/N
				Y
2) Independent Utility and 3) Restriction of Alternatives Determination				
		Discussion	Y/N	Rationale
Linkage to Project A	Independent Utility? <i>Does the project have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made?</i>			
	Restriction of Alternatives? <i>Does the project restrict the consideration of alternatives for other reasonably foreseeable transportation improvements?</i>			
Linkage to Project B	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project C	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project D	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project E	Independent Utility?			

	Restriction of Alternatives?			
Linkage to Project F	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project G	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project H	Independent Utility?			
	Restriction of Alternatives?			
If no linkages, prepare Component Project Preliminary Purpose and Need Statement. Project is now ready to be processed through an ECAD	The purpose of this proposed action is to reduce roadway congestion and improve safety at the at-grade crossing of Maple Ave. by the BNSF. Form Completed: 02/11/04 Form Revised: 03/31/04 Form Revised: 05/14/09			
If linkages, go to next page	NONE			

CREATE Component Project Preliminary Screening Worksheet

CREATE Component Project Profile

Project Identifier	GS25 (UP crossing of Roosevelt Road)	
Objective, Intent of Project	To reduce roadway congestion and improve safety at the at-grade crossing of Roosevelt Road by the UP.	
Description of Proposed Work/ Improvements	Construct a grade-separation structure to route highway either over or under the railroad.	
Location:	UP and IDOT	
Owner(s)	Geneva Subdivision (DOT crossing #174983M)	
Route/Line	1000 feet either side of the crossing of Roosevelt Road	
Project Limits	West Chicago, IL	
Local Community		
Potential Environmental Issues Needing Further Study	This project is currently under environmental study by DuPage County.	
Project Status	Engineering: Preliminary layout and estimate.	
Estimated Project Costs (Level of Confidence)	Construction \$ 33.6 Million 33.0 Million R/W \$ Yes – TBD 2.7 Million Contingencies \$ TBD (Included above)	Planning Estimate Preliminary Engineering Estimate
Adjoining CREATE Projects (Proj.#, Line, distance)	A. *	
	B.	
	C.	
	D.	
Other Related Projects (Nature of Relationship)	E.	
	F.	
	G.	
	H.	
Comments/Notes:	* Significant distance between this project and any other CREATE projects and neither has an impact on the other. (> 1 mile)	

Individual Component Project Logical Termini Test – Determine 1) sufficient length and scope; 2) independent utility; and 3) restriction of alternatives.				
1) Sufficient Length & Scope Determination				
Does the proposed project have sufficient length and scope to broadly address environmental issues? If no, modify project limits. After project limits are modified, ensure project profile is accurate, then proceed to project linkage test.				Y/N
				Y
2) Independent Utility and 3) Restriction of Alternatives Determination				
		Discussion	Y/N	Rationale
Linkage to Project A	Independent Utility? <i>Does the project have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made?</i>			
	Restriction of Alternatives? <i>Does the project restrict the consideration of alternatives for other reasonably foreseeable transportation improvements?</i>			
Linkage to Project B	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project C	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project D	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project E	Independent Utility?			

	Restriction of Alternatives?			
Linkage to Project F	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project G	Independent Utility?			
	Restriction of Alternatives?			
Linkage to Project H	Independent Utility?			
	Restriction of Alternatives?			
<p>If no linkages, prepare Component Project Preliminary Purpose and Need Statement.</p> <p>Project is now ready to be processed through an ECAD</p>	<p>The purpose of this proposed action is to reduce roadway congestion and improve safety at the at-grade crossing of Roosevelt Road by the UP.</p> <p>Form Completed: 02/11/04 Form Revised: 03/31/04 Form Revised: 05/14/09</p>			
If linkages, go to next page	NONE			

Environmental Resources – GIS Level Screening

IDOT District 1 staff performed a Geographic Information System (GIS) level screening of each Component and Linked project to identify environmental resources/issues that have potential for involvement. IDOT staff utilized their own GIS databases, as well as databases from other agencies such as the Illinois Department of Natural Resources (IDNR), the Illinois Historic Preservation Agency (IHPA), and the U.S. Environmental Protection Agency.

The results of this GIS level screening are summarized in the following table. For each Component or Linked project, the environmental resources or issues are listed in which the GIS analysis identified a potential for involvement. Future field reviews and surveys may determine that additional environmental resources or issues, not identified through this GIS level screening, are involved. Also, future field reviews and surveys may determine that fewer resources or issues identified through this GIS screening are involved.

The following abbreviations for environmental resources or issues are utilized in this table:

Relocations: Relocations – Business or Residential
Change in Travel Patterns: Not Abbreviated
Economic: Economic Impacts – business access
EJ: Environmental Justice
LU & ED: Change in Land Use & Economic Development
Com. Cohesion: Community Cohesion
Pub. Fac.: Public Facilities and Services
Title VI: Title VI and Other Protected Groups
Access to Pub. Trans.: Access to Public Transportation
Farmland: Farmland > 1.5 miles from a municipal boundary, Prime Farmland
Arch. Sites: Archaeological Sites
Hist. Brdg.: Historic Bridges
Hist. Bldgs.: Historic Buildings
Hist. Dist.: Historic Districts
I&M Canal: I&M Canal National Heritage Corridor
Tree Survey: Not Abbreviated
Prairie: Prairie Remnants
T&E: Threatened and Endangered Species
Nat. Areas: Natural Areas
Nat. Pres.: Nature Preserves
Class 1 Streams: Not Abbreviated
Permits: Not Abbreviated
Floodplains: 100-Year Floodplain, Regulatory Floodway
Wetlands: Wetlands near project site
Special Waste: UST (Underground Storage Tank) – on site, LUST (Leaking Underground Storage Tank) – 1000 feet, RCRA – on site, CERCLIS – 1 mile, Asbestos – bridges, HAA and PESAs
4(f): Recreational lands involved
6(f): 6(f) – LAWCON, OSLAD
AQ: Air Quality
Noise: Not Abbreviated

Environmental Resources – GIS Level Screening Summary Table

	Project Identifier	Description of Proposed Work/ Improvements	Environmental Resources/Issues Potential Involvement*
1	B1 (Tower B-12)	Install 4 sets of crossovers and associated signaling west of Metra Tower B-12 in the town of Franklin Park, connecting the Metra main tracks 1 and 2 with the CPR #3 and 4 leads, to allow parallel moves to the Beltway Corridor from the Metra Milwaukee West (Elgin Subdivision) mainlines.	Relocations; Changes in Travel Patterns, Economic; EJ; LU & ED; Com. Cohesion; Pub. Fac.; Title VI; Hist. Bldgs.; Hist. Dist.; Tree Survey; T&E; Special Waste; AQ; Noise
2	B2 (UP 3rd Mainline)	Construct an additional track on the UP Geneva Subdivision between Elmhurst and 25th Ave. (3.5 miles), including the construction of a bridge over Addison Creek. The proposed improvement upgrades the connection track to IHB to 25 mph. Includes associated signal work.	EJ; Title VI; Arch. Sites; Tree Survey; Permits; Wetlands; Special Waste; AQ; Noise
3	B3 (Melrose Connection)	Install a second parallel track at Melrose between Proviso Yard and the IHB mains, associated crossovers and signal modifications.	Relocations; Economic; EJ; Com. Cohesion; Title VI; Arch. Sites; Tree Survey; T&E; Permits; Floodplains; Wetlands; Special Waste; AQ
4	B4/B5 (LaGrange TCS/ Broadview)	Install TCS signaling on tracks #1, 2, and 21 between CP LaGrange and CP Hill. Upgrade track #21 to a main track from a running track, increasing speed to 30 mph from “restricted speed”. Create a new CP “Broadview”, with universal crossovers to be installed.	Relocations; Changes in Travel Patterns; Economic; EJ; LU & ED; Com. Cohesion; Title VI; Access to Pub. Trans.; Arch. Sites; Hist. Bldgs.; Hist. Dist.; Tree Survey; T&E; Wetlands; Special Waste; 4(f); 6(f); Noise; AQ
5	B6 (McCook Connection)	Construct second southwest connection between BNSF and IHB/B&OCT(CSX). Extend present connection an additional 7000 feet and increase speed to 25 mph. Add additional crossover on IHB/B&OCT(CSX) trackage. Signalize to provide visibility and electronic route request capability.	EJ; Title VI; Access to Pub. Trans.; Arch. Sites; I&M Canal; Tree Survey; Permits; Wetlands; Special Waste
6	B8 (Argo to CP Canal TCS)	Install TCS signaling.	Relocations; Changes in Travel Patterns; Economic; EJ; LU & ED; Com. Cohesion; Title VI; Access to Pub. Trans.; Arch. Sites; Hist. Bldgs.; Hist. Dist.; I&M Canal; Tree Survey; T&E; Permits; Wetlands; Special Waste; Noise; AQ

	Project Identifier	Description of Proposed Work/ Improvements	Environmental Resources/Issues Potential Involvement*
7	B9/EW1 (Argo Connections/ Clearing Main Lines)	Create a double track connection between the BRC and IHB/B&OCT(CSX) at Argo by installing new crossovers and upgrading lead tracks. Construct two new main tracks (~35,000 feet of total new trackage) around Clearing Yard between Hayford and CP Argo. Any BRC tracks utilized for new mainline will be replaced with additional track on current yard property. Associated signal work. Includes modifying highway bridges at Cicero and Pulaski Streets.	Change in Travel Patterns; EJ; Com. Cohesion; Public Facilities; Title VI; Access to Pub. Trans.; Arch. Sites; Hist. Bldgs.; I&M Canal; Tree Survey; Permits; Wetlands; Special Waste
8	B12 (3rd Mainline 123rd Street to CP Francisco)	A third main will be constructed along the Beltway Corridor, including constructing new track and the upgrading of some existing track, between CP Francisco and CP 123rd St. Includes a new Rail bridge over 127th Street. Includes associated signal work.	Change in Travel Patterns; EJ; Title VI; Arch. Sites; Tree Survey; Permits; Special Waste
9	B13 (Blue Island Junction Connection)	Upgrade CN connecting track and associated switches between CN Elsdon Subdivision and IHB and increase speeds to 25 mph. Includes associated signal work.	Relocations; Changes in Travel Patterns; Economic; EJ; LU & ED; Com. Cohesion; Title VI; Access to Pub. Trans.; Arch. Sites; Hist. Brdg.; Hist. Bldgs.; Hist. Dist.; Tree Survey; Permits; Wetlands; Special Waste; Noise; AQ
10	B15 (TCS Blue Island Yard Running Tracks)	Install TCS signaling between CP Harvey and Dolton, and install power switches at School St. and at the Northwest connection at Ashland Ave.	Relocations; Changes in Travel Patterns; Economic; EJ; LU & ED; Com. Cohesion; Title VI; Access to Pub. Trans.; Arch. Sites; Hist. Brdg.; Hist. Bldgs.; Hist. Dist.; Tree Survey; T&E; Nat. Areas; Floodplains, Wetlands; Special Waste; Noise; AQ
11	B16 (Thornton Junction Connection)	Install new interlocked connection between CN and UP/CSX in the southwest quadrant of the current crossing at Thornton Junction. Includes associated signal work.	Relocations; Changes in Travel Patterns; Economic; EJ LU & ED; Com. Cohesion; Pub. Fac.; Title VI; Access to Pub. Trans.; Hist. Brdg.; Tree Survey; T&E; Special Waste; 4(f); 6(f); Noise; AQ
12	C-1/C-2 (Altenheim Subdivision/Ogden Junction)	Upgrade existing double track on the Altenheim Subdivision between the CN/Waukesha Subdivision and Ogden Junction. Add a power connection to the BRC at 14th St. Reconstruct all bridges. Includes associated signal work. Install universal crossovers near the east end of the double-tracked Altenheim Subdivision.	Relocations; Changes in Travel Patterns; Economic; EJ; LU & ED; Com. Cohesion; Title VI; Access to Pub. Trans.; Arch. Sites; Hist. Brdg.; Hist. Bldgs.; Hist. Dist.; Tree Survey; T&E; Special Waste; 4(f); 6(f); Noise; AQ

	Project Identifier	Description of Proposed Work/ Improvements	Environmental Resources/Issues Potential Involvement*
13	C-3/C-4/WA-4 (Ogden Junction to Ash Street/ Ash Street/BNSE Connector)	Construct a new mainline where the former Panhandle main existed, paralleling the Western Avenue Corridor. Includes associated signal work, crossovers, and rail over highway and rail over water bridge rehabilitation. Construct connection to Freeport Subdivision and B&OCT(CSX) Blue Island Subdivision. Construct new track between 21st Street and 32nd Street.	Relocations; Changes in Travel Patterns; Economic; EJ; LU & ED; Com. Cohesion; Pub. Fac.; Title VI; Access to Pub. Trans.; Arch. Sites; Hist. Bldg.; Hist. Bldgs.; Hist. Dist.; Tree Survey; T&E; Permits; Wetlands; Special Waste; Noise; AQ
14	C-5/C-6/C-8/C-9/C-10/C-11/C-12/P-4 (Central Corridor from Brighton Park to Grand Crossing)	Construct single and double main track between Brighton Park and Grand Crossing, including bridges over B&OCT at 49th Street, Dan Ryan Expressway at 62nd Street, and at several city streets along the Chicago skyway between 63rd and 73rd Streets. This work includes rehabilitation of existing track, new track on existing ROW and track on new alignment in the vicinity of 47th Street and Oakley, in the vicinity of 49th and Union, and between the intersection of 57th and Lowe and the intersection of 62nd and Wells. Includes all associated signal work, grading work, crossovers, and other bridge work. Also includes connection to unused NS track in the Grand Crossing Area.	Relocations; EJ; Title VI; Hist. Bldgs.; Tree Survey; Prairie; Wetlands; Special Waste; 4(f); AQ; Noise
	EW1	EW1 was linked to B9. See B9/EW1 above in Row 7.	
15 12	EW2/P2/P3/ GS19 (80th Street to Forest Hill/74th Street Flyover/75th Street Flyover/ 71st St Highway Rail Grade Separation)	Reconfigure the BRC Main tracks between 80 th Street and Belt Junction, eliminate Belt Junction, reconfigure and build a third BRC track, and construct a flyover to connect the Metra Southwest service to the Rock Island Line. Includes associated signals, tracks, crossovers, and bridge work. This work includes track on new alignment between the intersection of 74 th and Normal and the intersection of 75 th and Parnell. It includes constructing a bridge that significantly reduces conflicts between B&OCT(CSX) and NS, and Metra. It also includes constructing a double-tracked bypass of NS Landers Yard for Metra, extending to Ashburn; and a connection from Landers Yard to the BRC mainlines. It also includes grade separating 71st St from the B&OCT (CSX).	Relocations; Change in Travel Patterns; Economic; EJ; LU & ED; Com. Cohesion; Pub. Fac.; Title VI; Hist. Bldgs.; Hist. Dist.; Tree Survey; Permits; Wetlands; Special Waste; 4(f); AQ; Noise

	Project Identifier	Description of Proposed Work/ Improvements	Environmental Resources/Issues Potential Involvement*
16 13	EW3 (Pullman Junction)	Realign Pullman Junction and add crossovers to connect BRC and NS mains from Pullman Junction to 80th St. into the East-West Corridor. Includes associated signal work.	Relocations; Changes in Travel Patters; Economic; EJ; LU & ED; Com. Cohesion; Title VI; Access to Pub. Trans.; Hist. Brdg.; Hist. Bldgs.; Hist. Dist.; Tree Survey; T&E; Special Waste; Noise; AQ
17 14	EW4 (CP 509 Connection)	Connect the BRC and NS signal systems and minor track realignment and grading.	Relocations; Changes in Travel Patterns; Economic; EJ; LU & ED; Com. Cohesion; Title VI; Arch. Sites; Hist. Brdg.; Hist. Bldgs.; Hist. Dist.; Tree Survey; T&E; Permits; Wetlands; Special Waste; Noise; AQ
18 15	P1 (Englewood Flyover)	Construct a triple-tracked bridge to carry Metra operations over the four tracks of NS, a possible fifth track for a High Speed Rail connection to Indiana and the single track of the proposed new Central Corridor (CN).	EJ; Title VI; Access to Pub. Trans.; Tree Survey; Nat. Areas; Special Waste; AQ; Noise
	P2	P2 was linked to EW2. See EW2/P2/P3/GS19 above in Row 15.	
	P3	P3 was linked to EW2/P2. See EW2/P2/P3/GS19 above in Row 15.	
16	P4 (Pershing Ave to Grand Crossing)	Construct new main line capacity between Grand Crossing and CP518 (Pershing Ave.) This work includes track on new alignment between the intersection of 57 th and Lowe and the intersection of 62 nd and Wells. Includes all associated signal work, grading work, crossovers, and other bridge work. Also includes connection from CN to unused NS bridge in the Grand Crossing Area.	Relocations; EJ; Title VI; Hist. Bldgs.; Tree Survey; Prairie; Wetlands; Special Waste; 4(f); AQ; Noise
19 17	P5 (Brighton Park Flyover)	Construct a double-tracked bridge to carry CN Joliet Subdivision/Metra Heritage Corridor	Relocations; Changes in Travel Patterns; Economic; EJ; LU & ED; Com. Cohesion; Title

	Project Identifier	Description of Proposed Work/ Improvements	Environmental Resources/Issues Potential Involvement*
		over the Western Avenue Corridor and proposed Central Corridor (five tracks). Includes associated signal and bridge work.	VI; Hist. Bldgs.; Hist. Dist.; Tree Survey; T&E; Special Waste; Noise; AQ
20 18	P6 (CP Canal)	Construct a double-tracked bridge to carry two CN main tracks over the Beltway Corridor (two existing tracks and a future track), so that passenger trains operated by Metra and Amtrak on CN's line, as well as CN's freight traffic, can avoid conflicts with the 76 daily freight trains on the Beltway Corridor. Includes associated signal work.	Relocations; Changes in Travel Patterns; Economic; EJ; LU & ED; Com. Cohesion, Access to Pub. Trans.; Arch. Sites; Tree Survey; T&E; Wetlands; Special Waste
24 19	P7 (Chicago Ridge)	Construct a grade-separated structure to carry NS/Metra Southwest Service either over or under the Beltway Corridor (two existing tracks and a future track) and an at-grade crossing at Ridgeland Avenue in Chicago Ridge. Includes associated signal work. May include construction of a new Metra Station.	Relocations; Changes in Travel Patterns; Economic; EJ; LU & ED; Com. Cohesion; Pub. Facilities; Title VI; Access to Pub. Trans.; Arch. Sites; Tree Survey; T&E; Natural Area; Nature Preserves; Class 1 Streams, Permits; Wetlands; Special Waste; 4(f), 6(f); Noise; AQ
22 20	WA1 (Ogden Junction)	Reconfigure and signalize Ogden Junction for double-track connection from UP to B&OCT(CSX) and NS mains. Speeds will be increased from 15 to 25 mph by adding electronic request technology. Includes closure of one street underpass (Arthington Street). Includes minor track construction, additional crossovers and associated signal work.	Relocations; Changes in Travel Patterns; Economic; EJ; LLU & ED; Com. Cohesion; Title VI; Access to Pub. Trans.; Hist. Brdg.; Hist. Bldgs.; Hist. Dist.; Tree Survey; Special Waste; Noise; AQ
23 21	WA2 (Ogden Junction to 75th Street)	Install new TCS signaling on the B&OCT(CSX), to include replacing hand-throw crossovers with power-operated switches.	Relocations; Changes in Travel Patterns; Economic; EJ; LU & ED; Com. Cohesion; Title VI; Arch. Sites; Hist. Brdg.; Tree Survey; Permits; Special Waste; Noise; AQ
24 22	WA3 (Ogden Junction to CP 518)	Install TCS signaling along the NS mains from Ogden Junction to CP 518, add a mainline to the Ashland Avenue Yard, extend the Ashland Ave. Yard lead, and automate hand-throw crossovers.	Relocations; Changes in Travel Patterns; Economic; EJ; LU & ED; Com. Cohesion; Title VI, Arch. Sites; Hist. Brdg.; Hist. Bldgs., Hist. Dist.; Tree Survey; Permits; Special Waste; Noise; AQ
23	WA4 (Western Ave to Ash)	Construct new track from Western Avenue Interlocking on the BNSF Chicago Sub to CP	Changes in Travel Patterns; EJ; Pub. Fac.; Title VI; Access to Pub. Trans.; Hist. Dist.; Tree

	Project Identifier	Description of Proposed Work/ Improvements	Environmental Resources/Issues Potential Involvement*
	Street)	46 on the Chillicothe Sub. Rehab bridge over the Chicago Sanitary and Ship Canal, and install switches to cross the CN Freeport Sub. Install crossovers between new track and B&OCT(CSX) Blue Island Subdivision. Install CTC signaling over length of the project.	Survey; Permits; Special Waste; Noise;
25 24	WA5 (Corwith Tower)	Automate Corwith Tower (remote), upgrade track and signals and reconfigure the Corwith Interlocking.	Relocations; Changes in Travel Patterns; Economic; EJ; LU & ED; Com. Cohesion; Title VI; Arch. Sites; Hist. Brdg.; Hist. Bldgs.; Hist. Dist.; Tree Survey; Wetlands; Special Waste; Noise; AQ
26 25	WA10 (Blue Island Junction)	Install universal interlocked connections between the B&OCT(CSX) Blue Island Subdivision and the CN Elsdon Subdivision at Blue Island Junction. Includes removal of one CN track over IHB Mainline. Also includes associated signal work.	Relocations; Changes in Travel Patterns; Economic; EJ; LU & ED; Com. Cohesion; Title VI; Arch. Sites; Hist. Brdg.; Tree Survey; T&E; Class 1 Streams; Permits; Special Waste; Noise; AQ
27 26	WA11 (Dolton)	Upgrade and reconfigure the B&OCT(CSX)/UP connection at Dolton Interlocking, and construct a third main with direct access from B&OCT(CSX) and Barr Yard to the UP main. Includes addition of crossovers on IHB Mainline and automate Dolton Tower (remote). Includes associated signal work.	Relocations; Changes in Travel Patterns; Economic; EJ; LU & ED; Com. Cohesion; Title VI; Access to Pub. Trans.; Hist. Brdg.; Hist. Bldgs.; Hist. Dist.; Tree Survey; Permits; Wetlands; Special Waste; 4(f); 6(f); Noise; AQ
28 27	GS1 (Belt Railway Company crossing of 63rd Street)	Construct a grade-separation structure to route highway either over or under the railroad.	Relocations; Changes in Travel Patterns; Economic; EJ; LU & ED; Com. Cohesion; Pub. Fac.; Title VI; Access to Pub. Trans.; I&M Canal; Tree Survey; T&E; Special Waste; Noise; AQ
29 28	GS2 (Belt Railway Company crossing of Central Avenue)	Construct a grade-separation structure to route highway either over or under the railroad.	Relocations; Changes in Travel Patterns; Economic; EJ; LU & ED; Com. Cohesion; Title VI; Access to Pub. Trans.; Tree Survey; T&E; Special Waste; Noise; AQ
30	GS-3 (NS crossing of	Construct a grade separation structure to route Morgan St. or Racine Ave either over or under	TBD

	Project Identifier	Description of Proposed Work/ Improvements	Environmental Resources/Issues Potential Involvement*
	Morgan St. or Racine Ave) ¹	the railroad.	
30 29	GS3a (NS crossing of Morgan Street)	Construct a grade-separation structure to route Morgan Street either over or under the railroad.	Relocations; Changes in Travel Patterns; Economic; EJ; LU & ED; Com. Cohesion; Title VI; Access to Pub. Trans.; Farmland; Arch. Sites; Tree Survey; T&E; Special Waste
34 30	GS4 (IHB crossing of Central Avenue)	Construct a grade-separation structure to route highway either over or under the railroad.	Relocations; Changes in Travel Patterns; Economic; EJ; LU & ED; Com. Cohesion; Title VI; Access to Pub. Trans.; Arch. Sites; Tree Survey; T&E; Nat. Areas; Nat. Pres.; Permits; Wetlands; Special Waste; 4(f); 6(f); Noise; AQ
32	GS 5 (CSX crossing of 127th Street) ²	Construct a grade-separation structure to route highway either over or under the railroad.	Relocations; Economic; Title IV; Tree Survey; 4(f); 6(f); AQ; Noise
32 31	GS5a (IHB and CN crossing of Grand Avenue) ³	Construct a grade-separation structure to route highway either over or under the railroad.	Relocations; Changes in Travel Patterns; Economic; EJ; LU & ED; Com. Cohesion; Pub. Fac.; Title VI; Access to Pub. Trans.; Arch. Sites; T&E; Special Waste; AQ; Noise

¹ This project proposal was refined by determining that a grade separation will be considered only at Morgan Street rather than considering a grade separation at either Morgan Street or Racine Avenue. This decision was documented and approved by the CREATE Stakeholder Committee in Resolution #01-04.

² This project proposal was removed from the CREATE Program per conversations between IDOT, CDOT, CSX and Mayor Donald Peloquin (City of Blue Island). This decision was documented and approved by the CREATE Stakeholder Committee in Resolution #02-04.

³ The project at Grand Avenue in Franklin Park, identified in the CREATE Program as Project GS-5a, is not included in the CREATE SPEED Strategy process. An ECAD was signed for this project on April 10, 2001. During the development of the CREATE Program, Mayor Daniel Pritchett of Franklin Park requested that the project be added to the CREATE Program. Subsequently, Project GS-5a was identified by the CREATE Partners as a previously planned project whose implementation would improve rail operations in the Chicago Region. It was determined that Project GS-5a would be included in the CREATE Program even though the project was already under development and its implementation was planned prior to the development of the CREATE Program. This decision was documented and approved by the CREATE Stakeholder Committee in Resolution #05-04. Project GS-5a has independent utility and does not restrict alternatives on any other project within the CREATE program, and therefore does not influence any of the projects or project alternatives in the SPEED Strategy. GS-5a is currently under construction and is scheduled to be completed in October 2006.

	Project Identifier	Description of Proposed Work/ Improvements	Environmental Resources/Issues Potential Involvement*
33 32	GS6 (UP crossing of 25th Avenue)	Construct a grade-separation structure to route highway either over or under the railroad.	Relocations; Changes in Travel Patterns; Economic; EJ; LU & ED; Com. Cohesion; Title VI; Access to Pub. Trans.; Arch. Sites; Tree Survey; T&E; Permits; Wetlands; Special Waste; Noise; AQ
34 33	GS7 (BNSF crossing of Belmont Road)⁴	Construct a grade-separation structure to route highway either over or under the railroad.	Environmental Document Complete. An Environmental Assessment was completed on May 1, 2002 and was issued a Finding of No Significant Impact (FONSI) signed on June 5, 2002.
35	GS8 (UP crossing of 19th Avenue)⁵	Construct a grade separation structure to route highway either over or under the railroad.	TBD
35 34	GS8a (UP crossing of 5th Avenue)	Construct a grade-separation structure to route highway either over or under the railroad.	Relocations; Changes in Travel Patterns; Economic; EJ; LU & ED; Com. Cohesion; Pub. Fac.; Title VI; Access to Pub. Trans.; Arch Sites; Hist. Bldgs.; Tree Survey; T&E; Special Waste; 4(f); 6(f); Noise; AQ
36 35	GS9 (Belt Railway Company crossing of Archer Avenue)	Construct a grade-separation structure to route highway either over or under the railroad.	Relocations; Changes in Travel Patterns; Economic; EJ; LU & ED; Com. Cohesion; Title VI; Access to Pub. Trans.; Pedestrian and Bicycle Facilities; Tree Survey; T&E; Special Waste; Noise; AQ
37 36	GS10 (IHB crossing of 47th Street and East Avenue)	Construct a grade-separation structure to route highway either over or under the railroad.	Relocations; Economic; EJ; Title VI; Hist. Bldgs.; Hist. Dist.; Tree Survey; Permits; Wetlands; Special Waste; 4(f); 6(f); AQ; Noise

⁴ The project proposal at Belmont Road in Downers Grove, identified in the CREATE Program as Project GS-7, is not included in the CREATE SPEED Strategy process. An Environmental Assessment was completed for this project on May 1, 2002 and was issued a Finding of No Significant Impact (FONSI) on June 5, 2002. During the development of the CREATE Program, Project GS-7 was identified by the CREATE Partners as a previously planned project whose implementation would improve rail operations in the Chicago Region. It was determined that Project GS-7 would be included in the CREATE Program even though the project was already under development and its implementation was planned prior to the development of the CREATE Program. Project GS-7 has independent utility and does not restrict alternatives on any other project within the CREATE program, and therefore does not influence any of the projects or project alternatives in the SPEED Strategy. The project is awaiting funding and is not under construction at this time.

⁵ This project proposal was revised per Ronald Serpico's (President, Village of Melrose Park) letter dated November 14, 2003, requesting that no grade separation be considered at 19th Avenue, and agreement by Mayor Ralph W. Conner (Village of Maywood) to support the consideration of a grade separation at 5th Avenue in Maywood. This decision was documented and approved by the CREATE Stakeholder Committee in Resolution #03-04.

	Project Identifier	Description of Proposed Work/ Improvements	Environmental Resources/Issues Potential Involvement*
38 37	GS11 (Belt Railway Company crossing of Columbus Avenue)	Construct a grade-separation structure to route highway either over or under the railroad.	Relocations; Changes in Travel Patterns; Economic; EJ; LU & ED; Com. Cohesion; Title VI; Tree Survey; T&E; Special Waste; Noise; AQ
39 38	GS12 (UP crossing of 1st Avenue)	Construct a grade-separation structure to route highway either over or under the railroad.	Relocations; Changes in Travel Patterns; Economic; EJ; LU & ED; Com. Cohesion; Pub. Fac.; Title VI; Access to Pub. Trans.; Arch. Sites; Hist. Bldgs.; Hist. Dist.; Tree Survey; T&E; Wetlands; Special Waste; 4(f); 6(f); Noise; AQ
40 39	GS13 (IHB crossing of 31st Street)	Construct a grade-separation structure to route highway either over or under the railroad.	Relocations; Changes in Travel Patterns; Economic; EJ; LU & ED; Com. Cohesion; Pub. Fac.; Title VI; Tree Survey; T&E; Permits; Special Waste; 4(f); 6(f); Noise; AQ
41 40	GS14 (IHB crossing of 71st Street)	Construct a grade-separation structure to route highway either over or under the railroad.	Relocations; Changes in Travel Patterns; Economic; EJ; LU & ED; Com. Cohesion; Title VI; I&M Canal; Tree Survey; T&E; Special Waste; Noise; AQ
42	GS-15/GS-21 (NS crossing of Torrence Avenue and 130th Street)⁶	Construct grade separation structures to route highway under the railroad.	TBD
42 41	GS15a (NS crossing of Torrence Avenue and 130 th Street) ⁷	Construct a grade-separation structure to route highway either over or under the railroad.	Environmental Process Complete. ECAD signed on

⁶ The CREATE Program initially listed GS-15 and GS-21 as separate project proposals. Torrence Avenue and 130th Street will be spanned with one bridge, therefore the CREATE Program was revised to list Projects GS-15 and GS-21 as one project identified as GS-15a. This decision was documented and approved by the CREATE Stakeholder Committee in Resolution #07-04.

⁷ The project at Torrence Avenue and 130th Street in Chicago, identified in the CREATE Program as Project GS-15a, is not included in the CREATE SPEED Strategy process. An ECAD was signed for this project in October 7, 2002. During the development of the CREATE Program, Project GS-15a was identified by the CREATE Partners as a previously planned project whose implementation would improve rail operations in the Chicago Region. It was determined that Project GS-15a would be included in the CREATE Program even though the project was already

	Project Identifier	Description of Proposed Work/ Improvements	Environmental Resources/Issues Potential Involvement*
43 42	GS16 (CP crossing of Irving Park Road)	Construct a grade-separation structure to route highway either over or under the railroad.	Relocations; Changes in Travel Patterns; Economic; EJ; LU & ED; Com. Cohesion; Title VI; Access to Pub. Trans.; Hist. Bldg.; Hist. Bldgs.; Hist. Dist.; Tree Survey; T&E; Wetlands; Special Waste; 4(f); 6(f); Noise; AQ
44 43	GS17 (CSX crossing of Western Avenue)	Construct a grade-separation structure to route highway either over or under the railroad.	Relocations; Changes in Travel Patterns; Economic; EJ; LU & ED; Com. Cohesion; Title VI; Access to Pub. Trans.; Arch. Sites; Hist. Bldgs.; Hist. Dist.; Tree Survey; T&E; Permits; Special Waste; Noise; AQ
45 44	GS18 (BNSF crossing of Harlem Avenue)	Construct a grade-separation structure to route highway either over or under the railroad.	Relocations; Changes in Travel Patterns; Economic; EJ; LU & ED; Com. Cohesion; Title VI; Access to Pub. Trans.; Hist. Bldgs.; Hist. Dist.; Tree Survey; T&E; Special Waste; 4(f); 6(f); Noise; AQ
46	GS19 (CSX crossing of 71st Street)	Construct a grade-separation structure to route highway either over or under the railroad. GS19 was linked to EW2/P2/P3. See EW2/P2/P3/GS19 above in Row 15.	Relocations; Changes in Travel Patterns; Economic; EJ; LU & ED; Com. Cohesion; Title VI; Tree Survey; T&E; Special Waste; Noise; AQ
47 45	GS20 (CSX crossing of 87th Street)	Construct a grade-separation structure to route highway either over or under the railroad.	Relocations; Changes in Travel Patterns; Economic; EJ; LU & ED; Com. Cohesion; Access to Pub. Trans.; Hist. Bldgs.; Hist. Dist.; Tree Survey; T&E; Special Waste; 4(f); 6(f)
48	GS 21	GS 21 was linked to GS 15. See GS 15/GS 21 above in Row 42.	
48 46	GS21a (UP crossing of 95th Street)⁸	Construct a grade-separation structure to route highway either over or under the railroad.	Relocations; Changes in Travel Patterns; Economic; EJ; LU & ED; Com. Cohesion; Pub. Fac.; Title VI; Hist. Bldg.; Tree Survey; T&E; Special Waste; 4(f); 6(f); Noise; AQ
49 47	GS22 (IHB crossing of 115th Street)	Construct a grade-separation structure to route highway either over or under the railroad.	Relocations; Changes In Travel Patterns; Economic; EJ; LU & ED; Com. Cohesion; Title VI; Pedestrian and Bicycle Facilities; Tree Survey; T&E; Wetlands; Special Waste; Noise;

under development and its implementation was planned prior to the development of the Program. Project GS-15a has independent utility and does not restrict alternatives on any other project within the CREATE program, and therefore does not influence any of the projects or project alternatives in the SPEED Strategy. GS-15a is currently under construction and is scheduled to be completed in 2008/2009.

⁸ This project proposal was added to the CREATE Program per request by State Senator Monique Davis and formally identified in a letter dated October 1, 2004 from the CREATE Stakeholder Committee to Alderman Brookins (21st Ward). This decision was documented and approved by the CREATE Stakeholder Committee in Resolution #06-04.

	Project Identifier	Description of Proposed Work/ Improvements	Environmental Resources/Issues Potential Involvement*
			AQ
50	GS 23 (UP crossing of 144th Street) ⁹	Construct a grade separation structure to route highway either over or under the railroad.	TBD
50 48	GS23a (IHB and CSX crossing of Cottage Grove)	Construct a grade-separation structure to route highway either over or under the railroad.	Relocations; Changes in Travel Patterns; Economic; EJ; LU & ED; Com. Cohesion; Title VI; Tree Survey; T&E; Permits; Wetlands; Special Waste; Noise; AQ
51 49	GS24 (BNSF crossing of Maple Avenue)	Construct a grade-separation structure to route highway either over or under the railroad.	Relocations; Changes in Travel Patterns; Economic; EJ; LU & ED; Com. Cohesion; Title VI; Arch. Sites; Hist. Brdg.; Hist. Dist.; Tree Survey; T&E; Special Waste; Noise; AQ
52 50	GS25 (UP crossing of Roosevelt Road)	Construct a grade-separation structure to route highway either over or under the railroad.	Relocations; Changes in Travel Patterns; Economic; EJ; LU & ED; Com. Cohesion; Title VI; Pedestrian and Bicycle Facilities; Farmland; Hist. Brdg.; Tree Survey; T&E; Wetlands; Special Waste; 4(f); 6(f); Noise; AQ

* Potential involvement in environmental resources or issues noted above is based on GIS preliminary screenings of projects. Involvement of additional resources or issues not listed above may be determined through field reviews and surveys. Also, involvement of fewer resources or issues than listed above may be determined through field reviews and surveys.

⁹ This project proposal was revised per Mayor William Shaw's (Village of Dolton) letter dated April 22, 2004, requesting that no grade separation be considered at 19th Avenue, but that a grade separation be considered at Cottage Grove. This decision was documented and approved by the CREATE Stakeholder Committee in Resolution #04-04.

List of Preparers of the Feasibility Plan and Preliminary Screening

Federal Highway Administration – Illinois Division Office

Jon-Paul Kohler
Planning and Program Development Manager

J.D. Stevenson
Environmental Programs Engineer

Paul D. Schneider, P.E.
Interim Engineering Project Manager

Norman R. Stoner, P.E.
Division Administrator

Bernardo O. Bustamante, P.E. (Amendment 1)
CREATE Program Manager

Illinois Department of Transportation – Headquarters

Kathy Ames,
Deputy Director
Office of Planning and Programming

John Schwalbach,
Bureau Chief
Bureau of Railroads

Frank Hartl
High Speed Rail Manager
Bureau of Railroads

Walt Zyznieuski
Air Quality Specialist
Bureau of Design and Environment

Lawrence Wilson (Amendment 1)
Rail Planning Section Chief
Bureau of Railroads

Illinois Department of Transportation – District 1

Sam Mead
Interim Environmental Unit Head
Bureau of Programming

Vanessa Ruiz
Environmental Specialist
Bureau of Programming

Mitchell Rogers
Air Quality & Noise Specialist
Bureau of Programming

Chicago Department of Transportation

Joe Alonzo,
Coordinating Planner

Laura Guillot Wilkison
Project Coordinator, Legislation & Policy

Bureau of Administration & Planning

Luann Hamilton
Director of Transportation Planning
Bureau of Administration & Planning

Jerry Isenburg, Consultant
Lower Cost Solutions

Railroads - Chicago Transportation Coordination Office (CTCO)

Chuck Allen
Superintendent/CTCO
Norfolk Southern Corporation

Patricia J. Casler
Director, Suburban Services
Burlington Northern Santa Fe Railway

Vickie Chilcutt
Director/CTCO
Burlington Northern & Santa Fe Railway Co.

Bob Denny
Superintendent/CTCO
Canadian Pacific Railway

Dave Grewe
Superintendent/CTCO
Union Pacific Railroad

Bureau of Administration & Planning

Merrill Travis, Consultant
Lower Cost Solutions

Mike Hilleary
Superintendent/CTCO
Indiana Harbor Belt Railroad Co.

Bob Holmstrom
Superintendent/CTCO
Canadian National Railway Co.

Joe Spano
Superintendent/CTCO
Belt Railway Company of Chicago

Earl Wacker
Director/CTCO
CSX Corporation

List of Acronyms

AAR	- American Association of Railroads
B	- Beltway Corridor
B&OCT	- Baltimore and Ohio Chicago Terminal Railroad Company
BNSF	- The Burlington Northern and Santa Fe Railway Company
BRC	- The Belt Railway Company of Chicago, a switching carrier owned by UP, NSF, NS, CSX, CN and CP
C	- Central Corridor
CDOT	- Chicago Department of Transportation
CJ	- Chicago Junction
CN	- Canadian National Railway Company
CP	- Control Point
CPR	- Canadian Pacific Railway
CR&I/CJ	- Chicago River & Indiana, former railroads now operated by NS
CSX	- CSX Transportation Company
CTCO	- Chicago Transportation Coordination Office
CWI	- former Chicago and Western Indiana Railroad Company
Diamond	- The point where two railroad lines cross
ECAD	- Environmental Class of Action Determination
EW	- East-West Corridor
FHWA	- Federal Highway Administration
FRA	- Federal Railroad Administration
FTA	- Federal Transit Administration
GS	- Grade Separation
GIS	- Geographic Information System
ICC	- Illinois Commerce Commission
IDNR	- Illinois Department of Natural Resources
IDOT	- Illinois Department of Transportation
IHPA	- Illinois Historic Preservation Agency
IHB	- Indiana Harbor Belt Railroad Company, a switching carrier owned jointly by NS, CSX and CPR.
IHPA	- Illinois Historic Preservation Agency
LUST	- Leaking Underground Storage Tank
NS	- Norfolk Southern Corporation
P	- Passenger Corridor
ROW – R/W	- Right of Way
T	- Towers
TBD	- To Be Determined
TCS	- Traffic Control System
UP	- Union Pacific Railroad
US DOT	- United States Department of Transportation
UST	- Underground Storage Tank
WA	- Western Avenue