

Note: Viaduct projects in the City of Chicago are not displayed.

Status of CREATE Projects (08/22/2019)



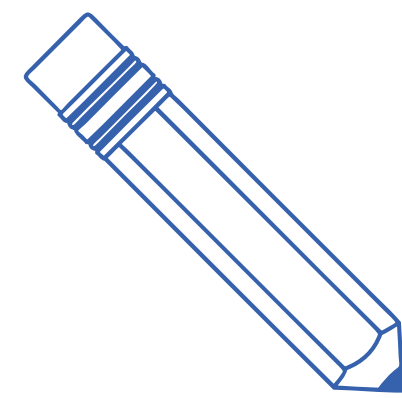
Moving Forward Together



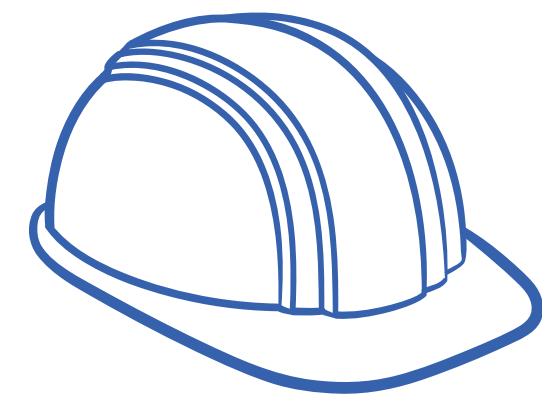
75th Street Corridor Improvement Project

GS19

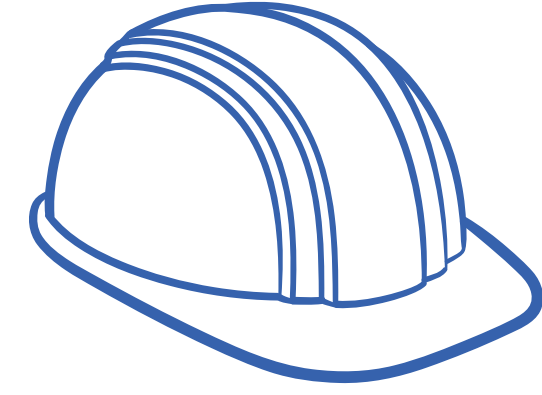
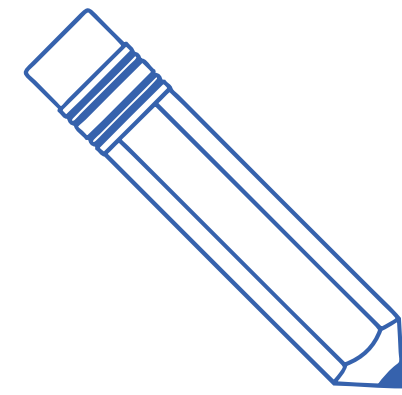
Design



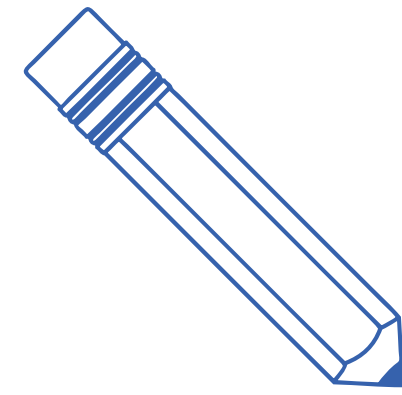
Construction



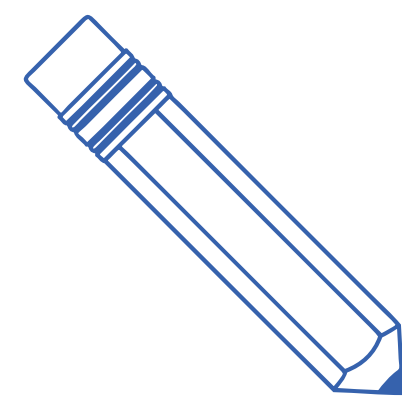
P3



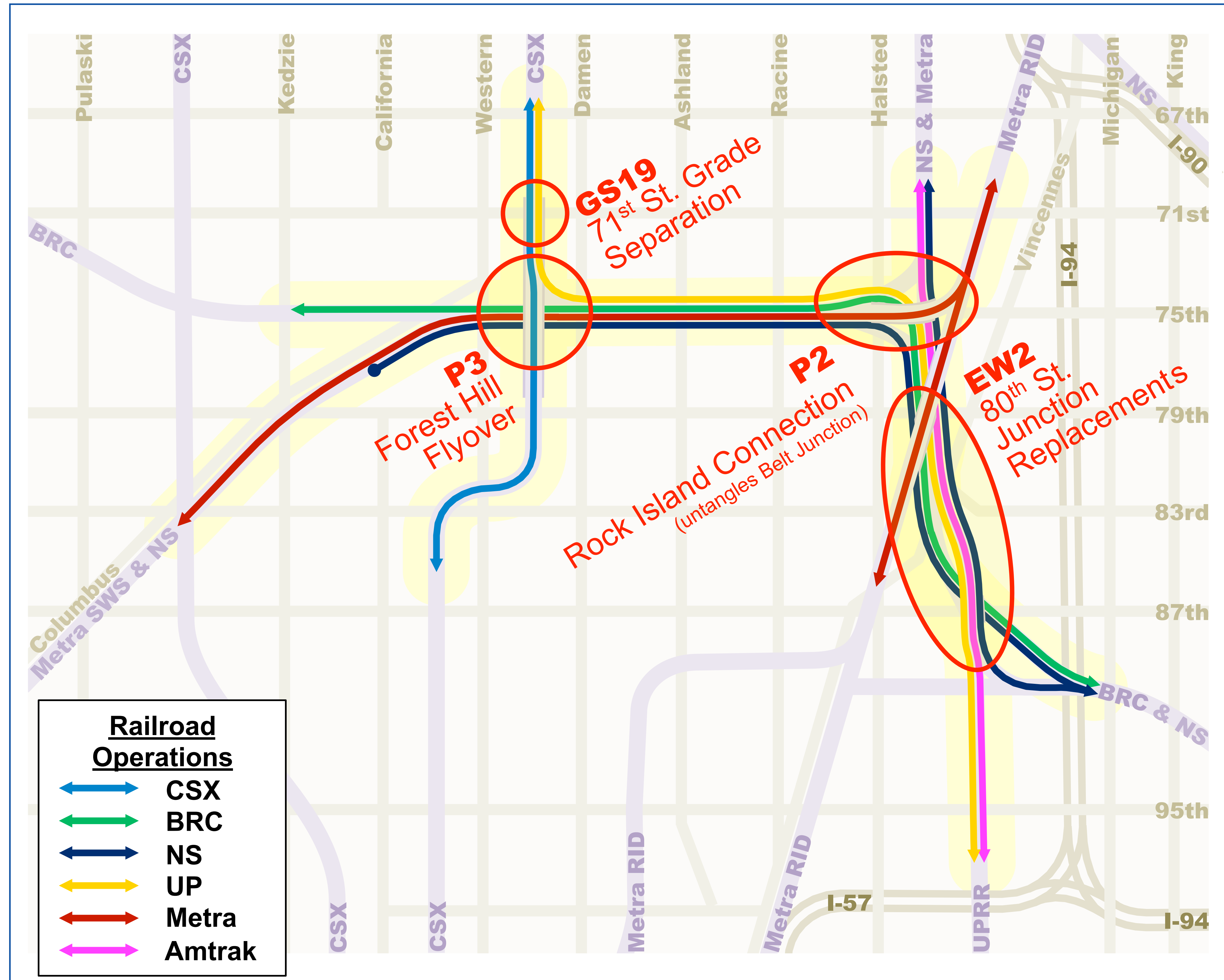
P2



EW2



The CREATE partners will continue to seek funding to construct Belt Junction and 80th St. Junction Replacements (EW2) and the Rock Island Connection (P2).



These measures will be adhered to on the 75th Street Corridor Improvement Project.



Dust Control

Ensure worker safety and minimize the spread of dust to nearby homes and businesses



Pest Control

Ensure the control of rodents and other nuisance species



Traffic Management

Coordinate with necessary agencies to ensure access to local residences, businesses, emergency services and transit throughout construction



Pile Driving Coordination with Schools

Ensure pile driving does not interfere with Illinois mandated testing



Hazardous Materials Survey and Contaminated Soil Clean-Up

Investigate site conditions before construction and complete necessary clean-up to ensure worker and community safety



Stormwater Pollution Prevention

Prevent concrete trucks' waste and washout from entering stormwater drainage systems



Adherence to County and City Construction Ordinances

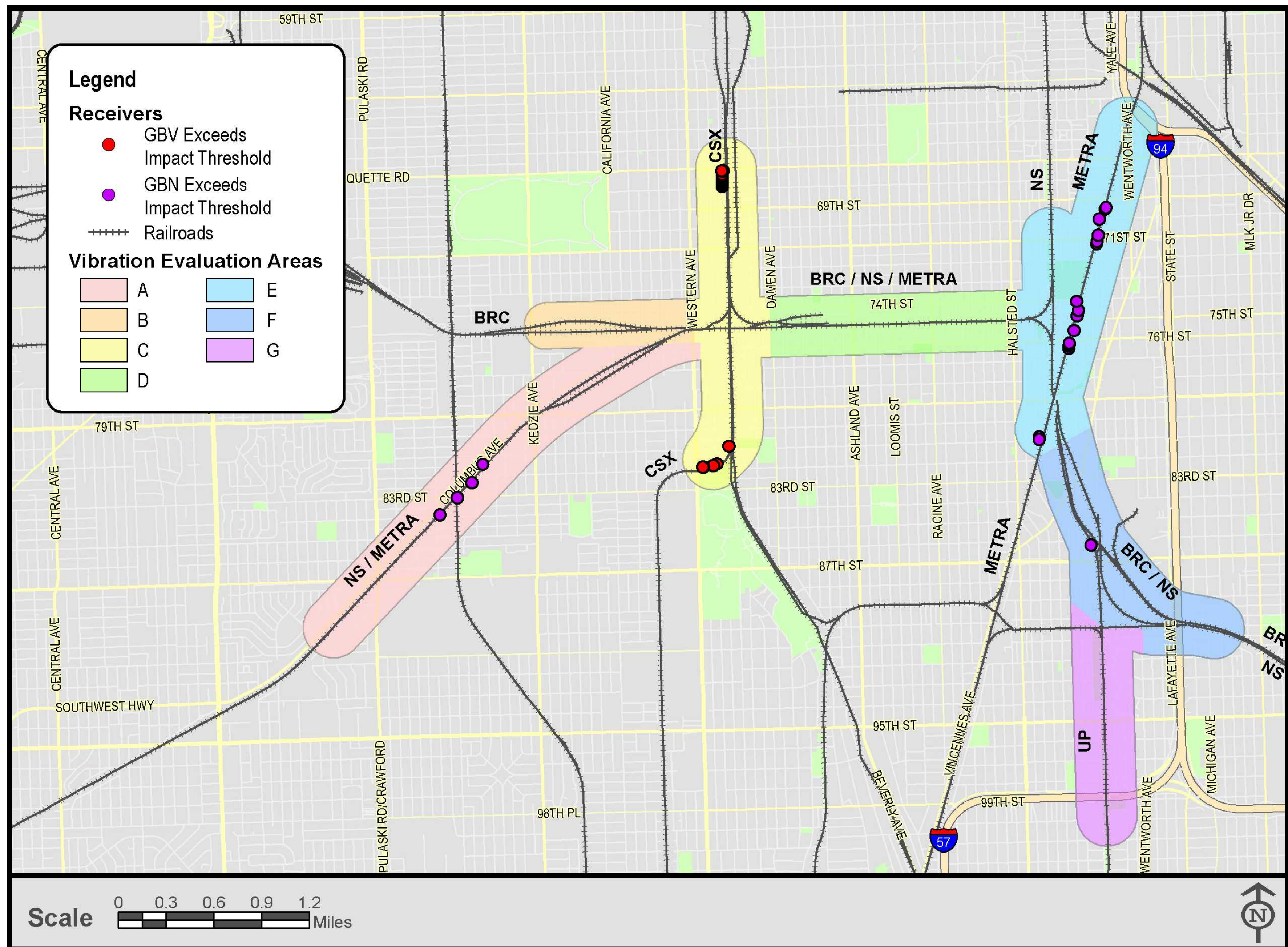
All construction activity will follow Cook County and City of Chicago construction laws



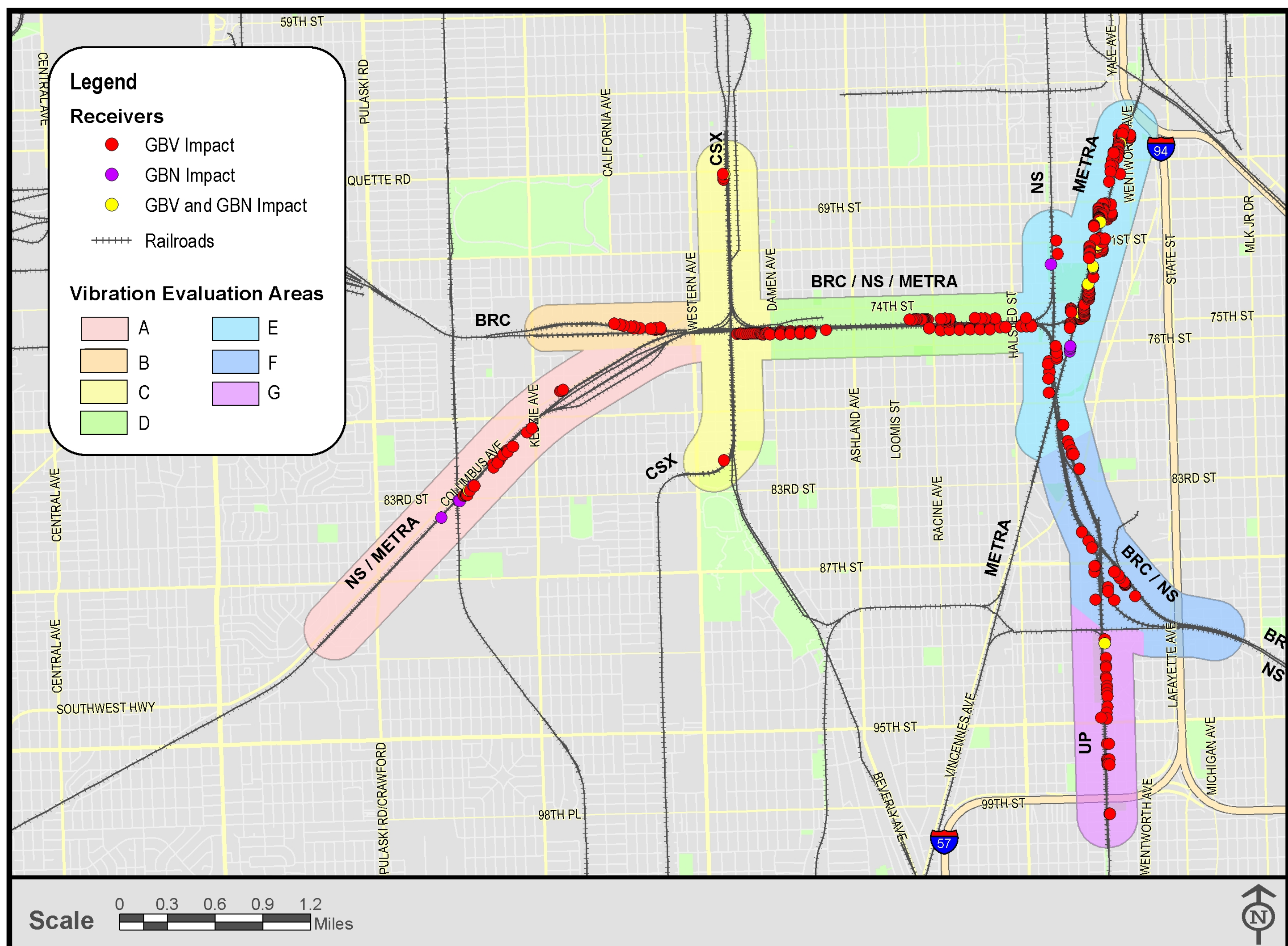
Communication

Share construction updates with residents, businesses and public as construction activities and schedules are established

Vibration Impacts

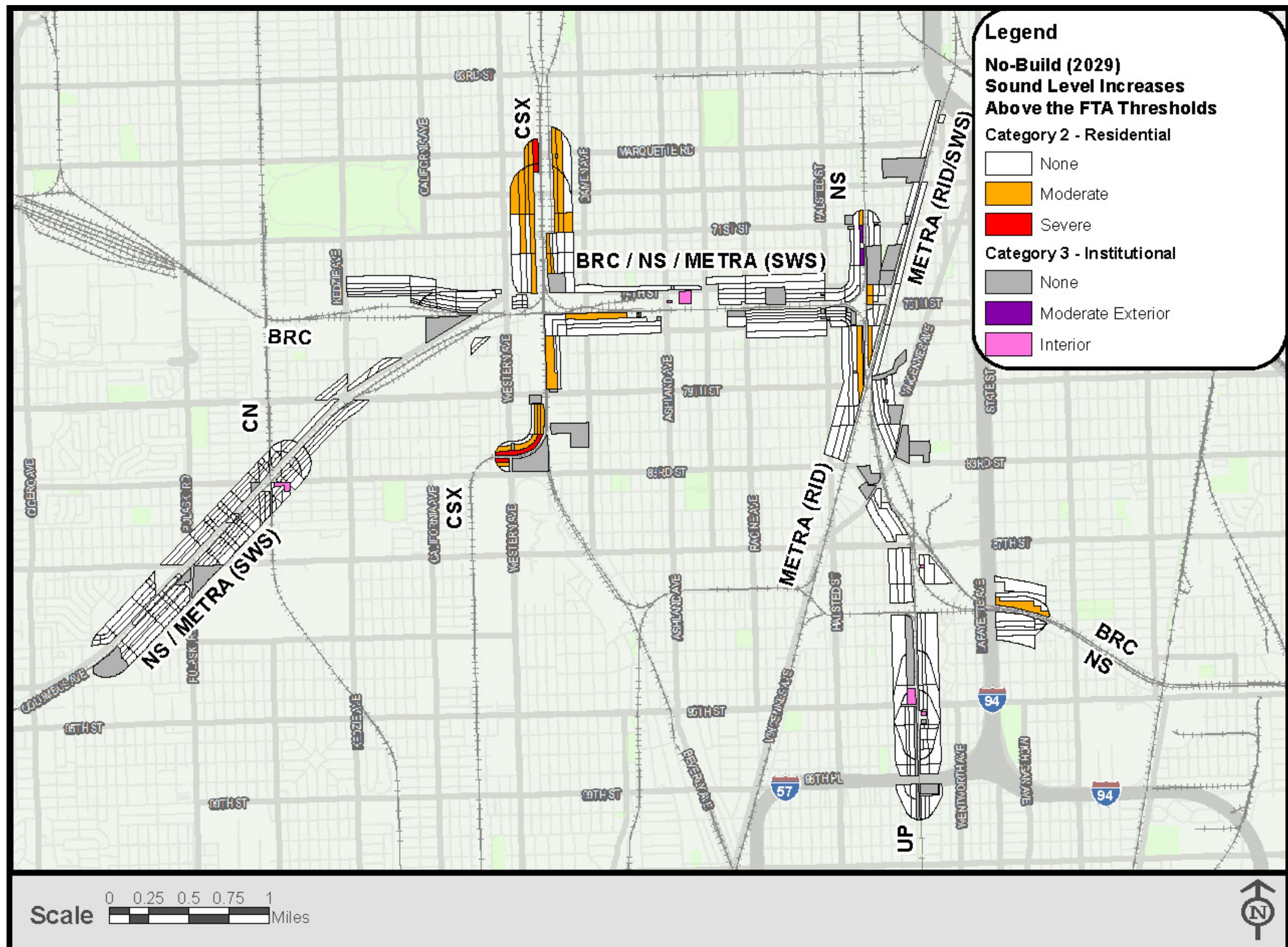


The above map from the 2014 Environmental Impact Study shows areas where the ground-borne vibration (GBV) or ground-borne noise (GBN) exceeds the FTA Threshold for the No-Build Alternative.

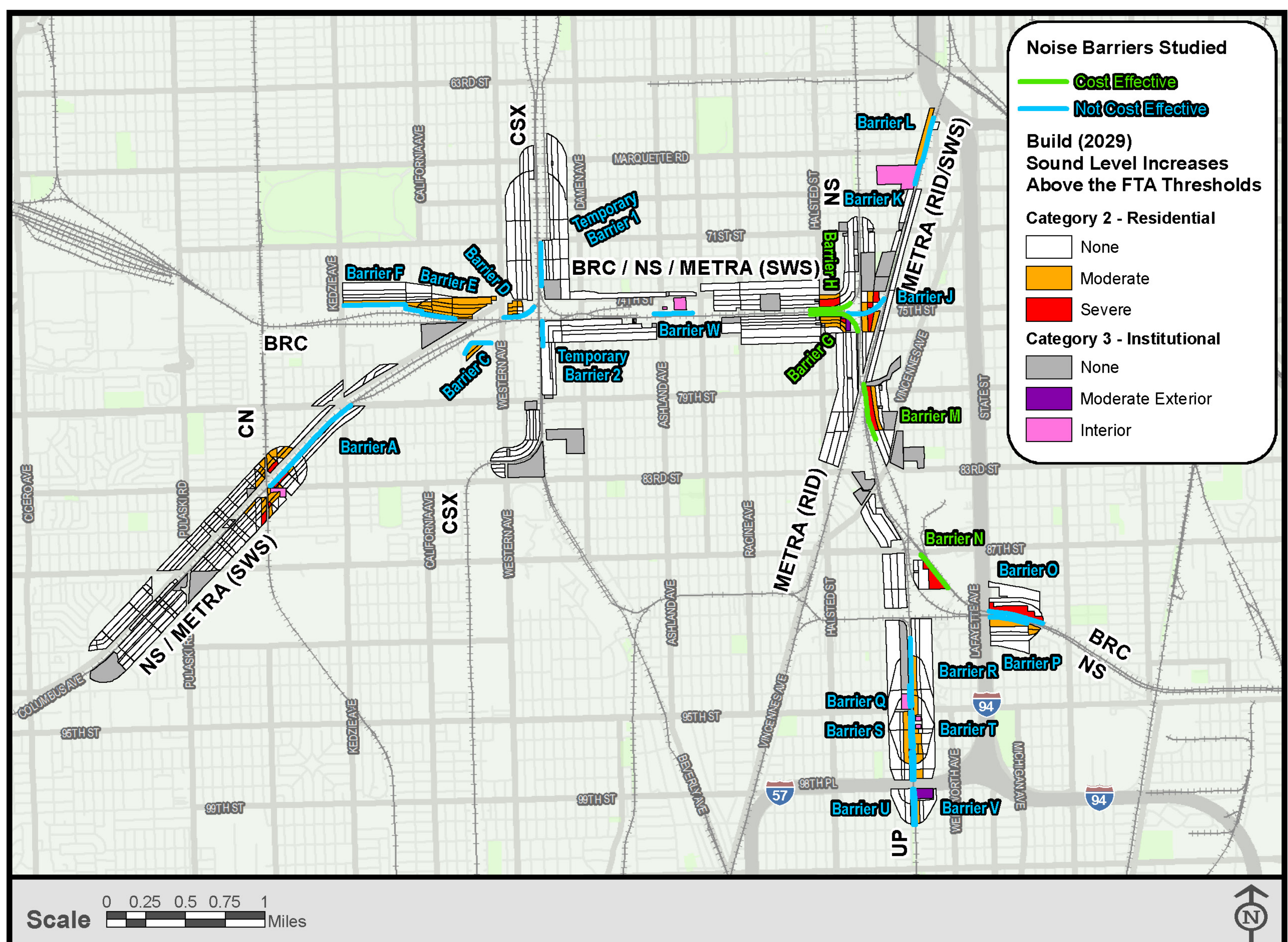


This map from the 2014 Environmental Impact Study shows the ground-borne impacts of the Build Alternative.

Noise Impacts



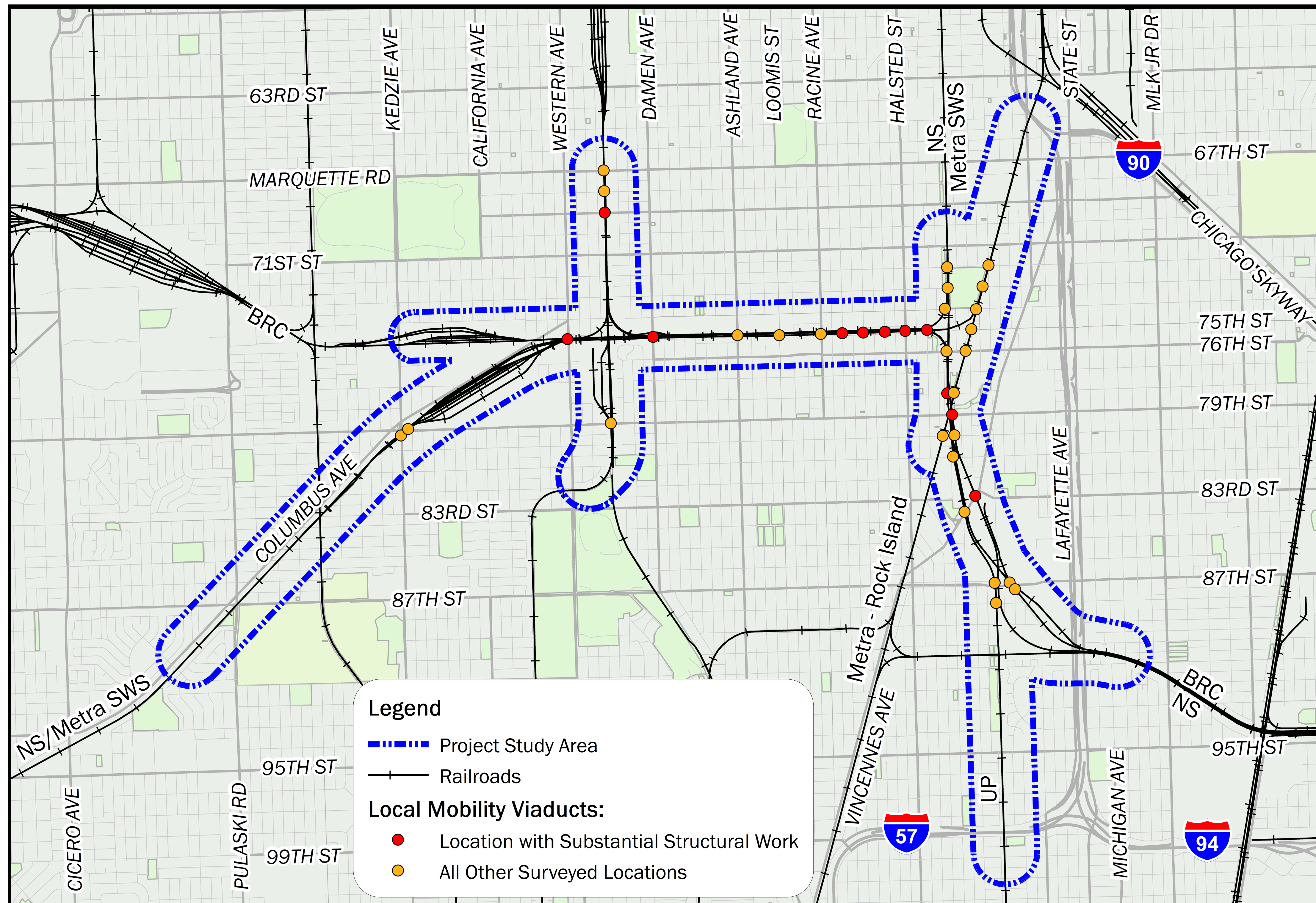
The above map from the 2014 Environmental Impact Study shows areas exceeding the FTA Cumulative Noise Level Increase Threshold for the No-Build Alternative.



This map from the 2014 Environmental Impact Study shows the impacts of the Build Alternative.



Final Environmental Impact Statement Viaducts



For the 2014 Environmental Impact Study, 36 locations were surveyed where railroad bridges cross roadways or pedestrian passages. The surveys documented deficiencies in the lighting, drainage, roadways, sidewalks and structural conditions. The CREATE partners will design improvements to address these deficiencies and construct some of these improvements with the current funding.

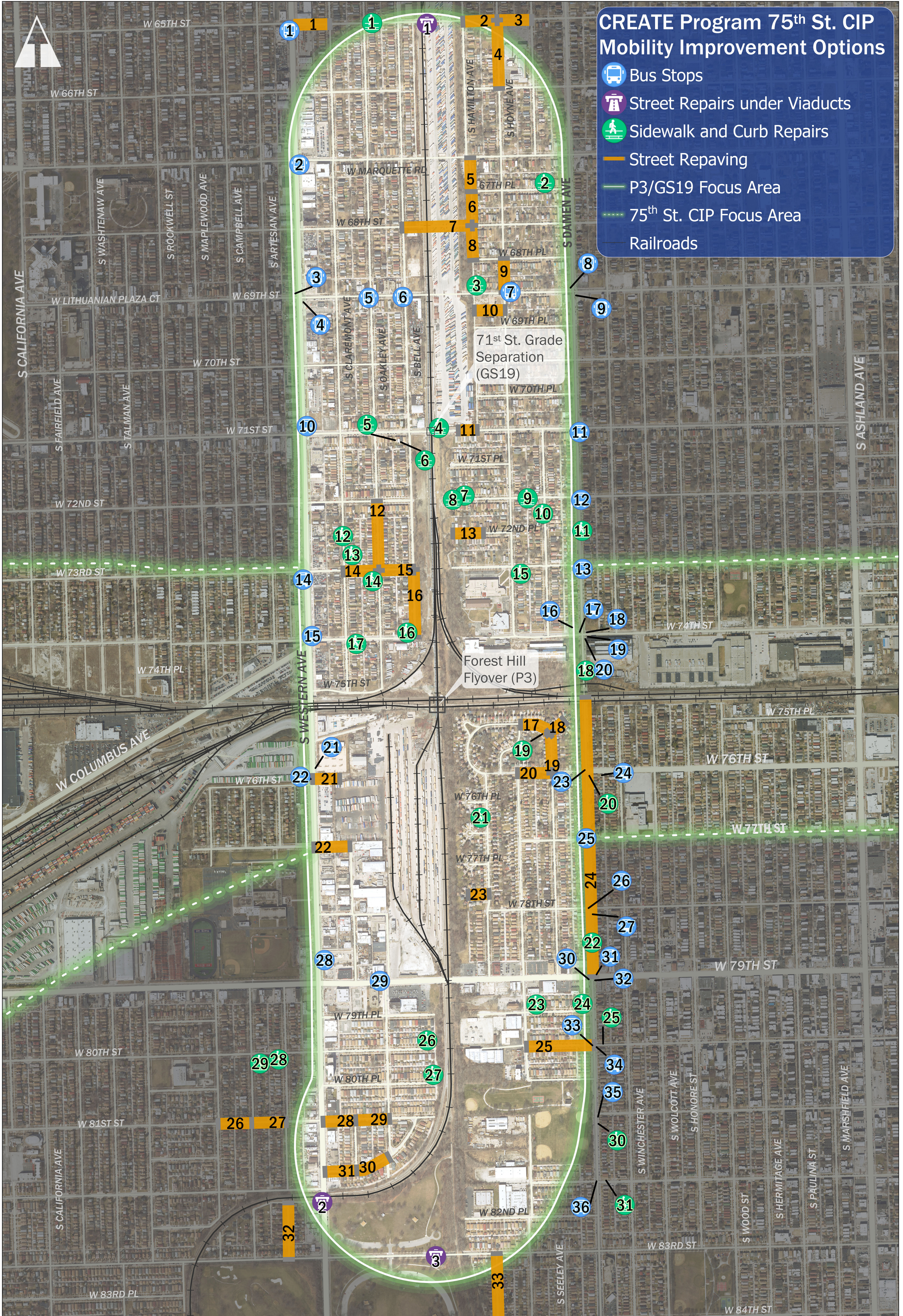


Moving
Forward
Together



Community Mobility Improvement Options

More community mobility improvement options have been identified for potential improvement than there is funding to implement. The project team wants your input on which improvement options are most important in your community and should be prioritized.





Area for Future Community Mobility Improvements



Stakeholder input on mobility improvements will be sought for the Belt Junction and 80th Street Junction Replacements (EW2) and Rock Island Connection (P2) project areas, which are only funded for design at this time.



INFRA Grant Award

In 2018, the U.S. Department of Transportation awarded \$132 million to the CREATE partners through the Infrastructure for Rebuilding America (INFRA) grant program. The federal investment combined with state, local and railroad partner contributions will fund final design for the entire 75th St. CIP and construction of the Forest Hill Flyover (P3) and 71st St. Grade Separation (GS19).

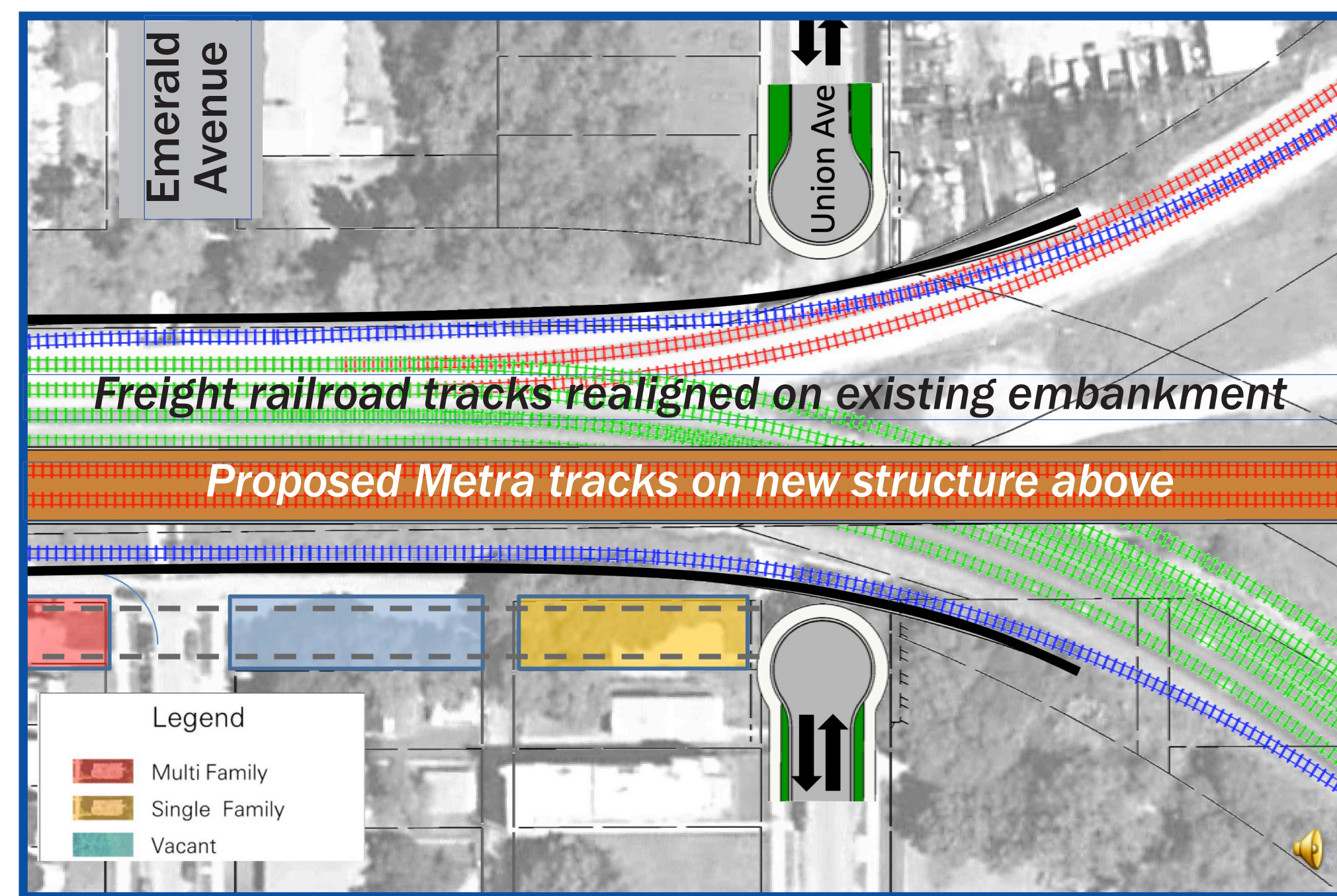
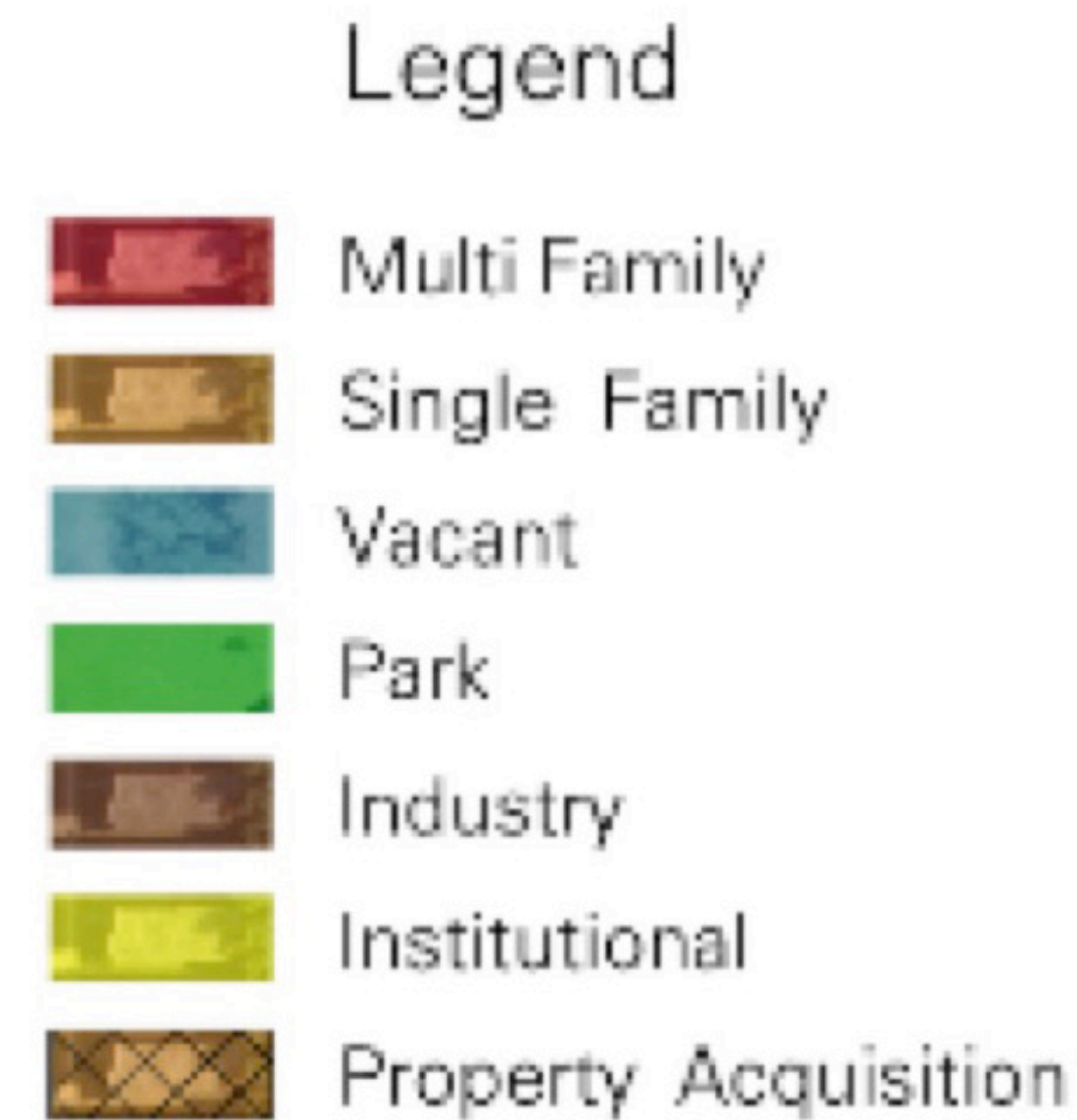
The CREATE partners will continue to seek funding to construct Belt Junction and 80th St. Junction Replacements (EW2) and the Rock Island Connection (P2).

Funding Source	Amount
U.S. Dept. of Transportation (INFRA)	\$132 million
Freight Railroads	\$116 million
IDOT	\$111 million
Cook County	\$78 million
Metra	\$23 million
CDOT	\$9 million
Amtrak	\$5 million
Total	\$474 million

Property Acquisition

The Rock Island Connection (P2) requires the acquisition of private property

Properties to be acquired	
Vacant	4
Residential	15
Institutional	1
Total Properties	20
Dwelling Units	25
Residences on Adjacent Property	0



All owners and occupants of property adjacent to or potentially affected by the project have been notified by mail.

The Rock Island Connection (P2) and Belt Junction and 80th St. Junction Replacements (EW2) are currently funded only for design. The CREATE partners will continue to seek funding to construct these projects.

Proposed path of structure and land use map from 2014 Environmental Impact Statement report. Final alignment will be identified during final design and may be different than the proposed path shown. This could alter final number/location of properties impacted.



Benefits of Meeting the Purpose and Need for the 75th St. CIP

Reduces rail-rail crossing conflicts	<ul style="list-style-type: none">• Decreased train idling• Decreased air emissions from locomotives• Improved safety and security
Reduces road-rail crossing conflicts	<ul style="list-style-type: none">• Elimination of the at-grade crossing at 71st St. and CSX tracks• Elimination of 3 ½ hours of daily road closure• Improved safety
Improves rail passenger service reliability	<ul style="list-style-type: none">• Faster and more reliable Metra and Amtrak service
Reduces community mobility problems	<ul style="list-style-type: none">• Major improvements at 36 viaducts in the project area• Mobility, safety and security improvements for drivers, pedestrians and cyclists• Improvements in viaduct appearance

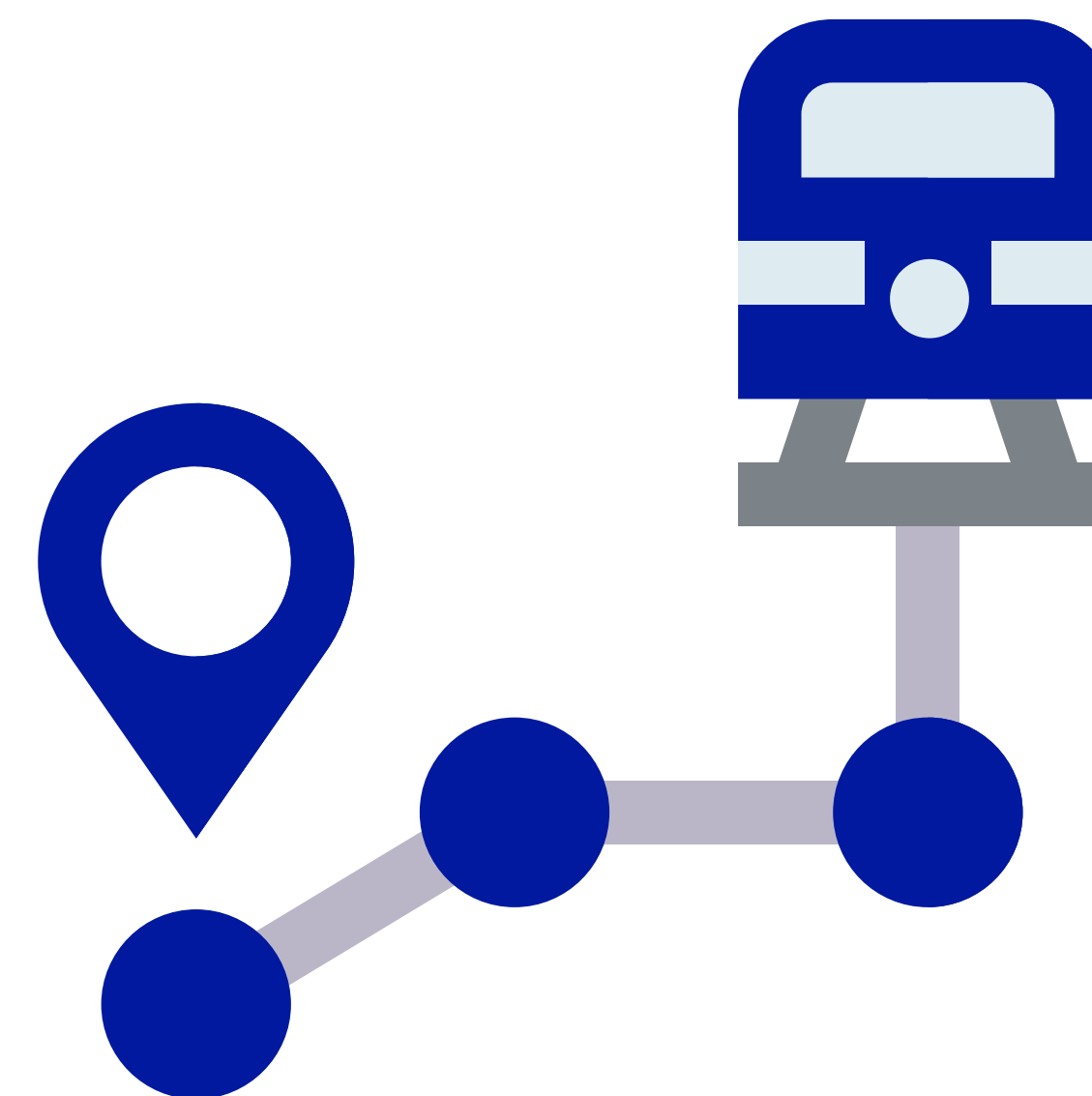


The Rock Island Connection (P2) Will Increase Capacity at Union Station for Amtrak Service

By moving 30 weekday and 6 weekend Metra SouthWest Service trains to LaSalle Street Station, Union Station will experience:



Reduced crowding during rush hours.



Increased capacity for Amtrak service, including the new routes to Rockford and the Quad Cities, more high speed trains to Detroit and St. Louis and expanded service to Milwaukee and the Twin Cities.

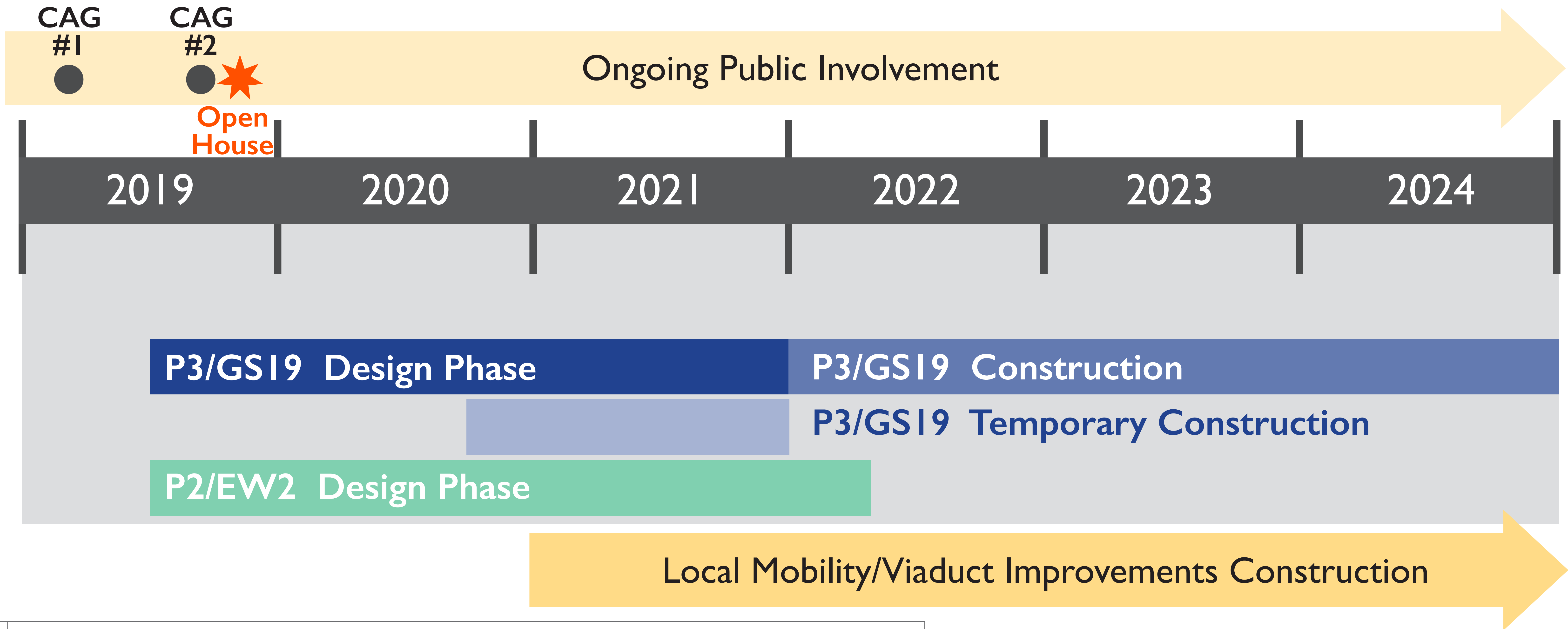


Ability to grow and compete more effectively with other cities. Union Station is the third busiest passenger train station in America.





Project Timeline



LEGEND

- P3** - Freight Rail Flyover (75th Street, Chicago)
- GS19** - Road/Rail Grade Separation (71st Street, Chicago)
- P2** - Freight Rail Flyover (74th Street, Chicago)
- EW2** - Add a Commuter Track & Realign Freight Tracks (80th Street, Chicago)
- CAG** - Community Advisory Group meeting