



# 75<sup>th</sup> Street CIP

The 75<sup>th</sup> Street Corridor Improvement Project (75<sup>th</sup> St. CIP) is a critical project for the Chicago Region Environmental and Transportation Efficiency (CREATE) Program – a public-private partnership forged to untangle and improve the efficiency of the region’s rail infrastructure in order to ensure Chicago’s preeminence in the nation’s rail system.

The 75<sup>th</sup> St. CIP is the single largest project to be undertaken through CREATE, encompassing roadways and train tracks in the Ashburn, Englewood, Auburn Gresham and West Chatham neighborhoods which today intertwine and intersect creating passenger rail, freight rail and road traffic delays. The goal of the project is the separation of the rail lines from each other and from the roadways they intersect.

## Funding

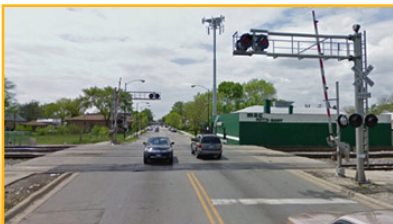
In June 2018, the CREATE Program partners were awarded a federal Infrastructure for Rebuilding America (INFRA) grant for the 75<sup>th</sup> St. CIP and Argo Connections (Project B9). The \$132 million INFRA grant will support the significant public and private funding commitments of \$342 million and close the funding gap to fix the most complex and congested segment of railroad in North America. The 75<sup>th</sup> St. CIP and Argo Connections projects will reduce rail and highway delays and expand freight, commuter, and passenger railroad capacity in Chicago and the nation. Future funding will be needed to complete construction on two component projects.

## Partners

The 75<sup>th</sup> St. CIP INFRA grant partners includes the Illinois Department of Transportation, the Cook County Department of Transportation and Highways, the Chicago Department of Transportation, and the Association of American Railroads with Amtrak and Metra.

## Project Benefits

- Removal of conflicts between freight and commuter trains, eliminating 18,500 annual passenger hours of delay and increasing train reliability, speed, and capacity
- Elimination of a rail/roadway grade crossing, reducing congestion and improving safety for motorists and pedestrians
- Increased capacity at Union Station by shifting some Metra commuter rail service to LaSalle Street Station
- Replacement or rehabilitation of 36 viaducts serving nearby neighborhoods, improving mobility, safety, and security
- Decreased train idling and improved air quality in the surrounding neighborhoods



# 75<sup>th</sup> Street Corridor Improvement Project - Study Area



## Stages and Funding

The project has completed one of the six stages and has an estimated cost of approximately \$1 billion to complete.

### Project Stages

### Cost (\$M) Result

|  |         |  |
|--|---------|--|
| Preliminary Design & Environmental Review                    | \$10.4  | Completed in Fall 2014/Reevaluation 2017                               |
| Final Design, Utility Relocation & Land Acquisition          | \$95.7  | Prepare final plans and ready project for construction                 |
| Build a Freight Rail Flyover (P3)                            | \$324.8 | End conflicts and delays on intersecting tracks (Forest Hill Junction) |
| Road/Rail Grade Separation at 71 <sup>st</sup> Street (GS19) | \$19.0  | Reduce delays for railroad and roadway traffic                         |
| Build a Commuter Rail Flyover (P2)                           | \$227.0 | Better balance capacity and demand at downtown commuter terminals      |
| Add a Commuter Track & Realign Freight Tracks (EW2)          | \$303.2 | End conflicts and delays on parallel tracks (Belt Junction)            |

