CREATE Program

- 25 road/rail grade separations
- 6 passenger/freight rail grade separations
- 36 railroad projects to improve rail infrastructure and upgrade technologies
- Viaduct improvement program
- Grade crossing safety enhancements
- Rail operations and visibility improvements
East-West Freight Rail Gateways
Ranked by Loaded Railcars per year, 2010

1. Chicago
1,343,000 railcars
BNSF, CN, CPRS, CSXT, NS, UP

2. St. Louis
645,000 railcars
BNSF, CSXT, CN, KCS, NS, UP

3. New Orleans
602,000 railcars
BNSF, CN, CSXT, KCS, NS, UP

4. Kansas City
478,000 railcars
BNSF, CPRS, KCS, NS, UP

5. Memphis
243,000 railcars
BNSF, CSXT, CN, NS, UP

Source – U.S. DOT Freight Analysis Framework 3, 2010; includes freight originating and terminating at gateways – does not include through-freight
Project Status

Completed Projects 16
Under Construction 12
Final Design 7
Environmental Review 14
Remaining Projects 21
TOTAL 70
RECENT ACCOMPLISHMENTS
Eliminated at-grade crossing of BNSF tracks at Belmont Rd. – road underpass

Built a tunnel for pedestrians

Eliminated road/rail conflict
• Eliminated at-grade crossing of BNSF tracks at Belmont Rd. – road underpass
• Built a tunnel for pedestrians

Eliminated road/rail conflict
B4/B5 – IHB Signalization, LaGrange/Broadview

- Upgraded 21 hand thrown switches to computerized systems
- Increased maximum train speed from 1-20 mph to 30 mph

Increased rail speed and reliability
B4/B5 – IHB Signalization, LaGrange/Broadview

- Upgraded 21 hand thrown switches to computerized systems
- Automated dispatcher control
- Increased train speed from typical 5-10 mph to 30 mph maximum

Increased rail speed and reliability
B15 – IHB Signalization
Blue Island Yard

• Installed signal systems and crossovers
• Eliminated hand-thrown switches
• Increased maximum train speed from typical 10 mph to 30 mph maximum

Trains pass through area in as little as 6 minutes, compared to up to one hour before the project.
B15 – IHB Signalization Blue Island Yard

- Installed signal systems and crossovers
- Eliminated hand-thrown switches
- Increased maximum train speed from 15 mph to 30 mph

Trains pass through area in as little as 6 minutes, compared to up to one hour before the project
GS15a: 130th and Torrence, Chicago

- Eliminate the at-grade crossings of the two Norfolk Southern main tracks with 130th Street and Torrence Ave.
- Existing bridge carrying two NICTD South Shore Line commuter rail tracks over NS tracks and Torrence Ave. re-built
- Eliminate conflict between railroad and access to Ford Plant

Will eliminate road-rail conflicts
GS15a: 130th and Torrence, Chicago
B2 Third Mainline Construction

- Third mainline track (3.5 mi.) on UP Geneva Subdivision; will reduce Metra conflicts
- New flyover connection from the IHB to the UP for better connections to Proviso Yard; speeds will increase from 10 mph to 20 mph
- New IHB-UP connection

Reduce Metra and freight train conflicts and allow improved freight operation during rush hours
B2 Third Mainline Construction

• Third mainline track (3.5 mi.) on UP Geneva Subdivision; will reduce Metra conflicts
• New flyover connection from the IHB to the UP for better connections to Proviso Yard; speeds will increase from 10 mph to 20 mph
• New IHB-UP connection

Reduce Metra and freight train conflicts and allow improved freight operation during rush hours

Operating through Bellwood Metra station where 3rd mainline will be added
KEEPING CREATE MOVING
CREATE Funding 2012

Single Largest Funding Advancement in CREATE History

- $211 M from State of Illinois – Illinois Capital Bill
- $155 M from the CREATE Partner Railroads
- $10.4 M in Federal TIGER IV funding

- Will design/construct GS6 at 25th Avenue in Bellwood/Maywood
- Upgrade 11 City Viaducts
- Will allow all railway infrastructure components of CREATE’s Belt, Western Avenue, and East-West Corridors to be completed
  - with the exception of the mega-project to reconfigure Belt Junction
Projects Funded for Construction in 2013

- Funding from Illinois Jobs Now, TIGER IV & RR
- 15 rail infrastructure projects/segments funded through construction
- Plus 11 City of Chicago viaducts
Future CREATE Needs

- Rail-Rail Flyovers
- Grade Crossing Separations
- Towers
CREATE – Future Benefits

Based on 2011 freight rail simulation:

- If CREATE progress stops freight delay will triple within 20 years and passenger delay will increase fivefold.

- If all the CREATE projects are built within 20 years freight delay would be reduced by 50 percent. Passenger delay would be reduced by two thirds.
Contact Us

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