

Technical Memorandum

I-290

Preliminary Engineering

and Environmental (Phase 1) Study

West of Mannheim Road to East of Cicero Avenue

Existing Freight Rail Conditions

July 2010

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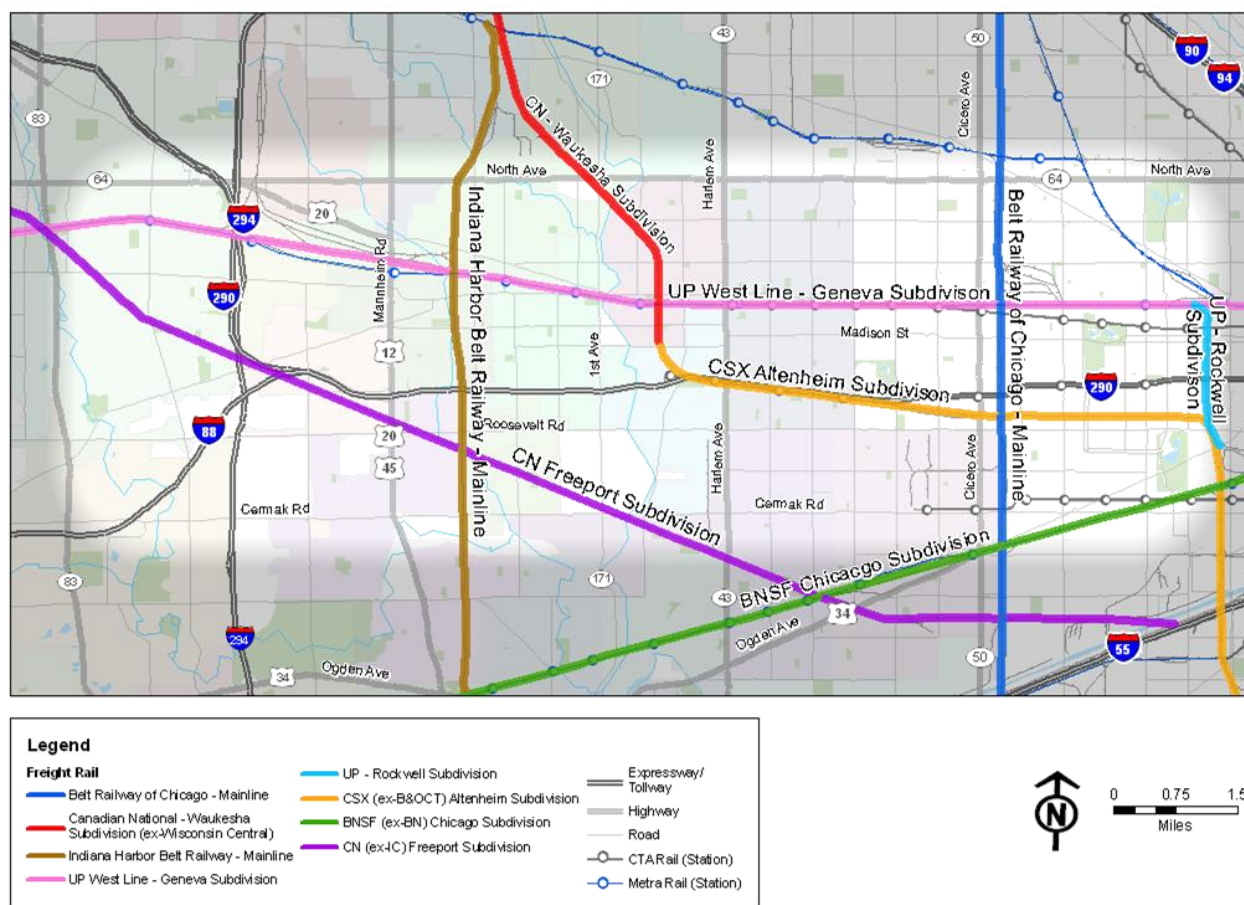
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1.0 Freight Railroads

This section summarizes the general characteristics of the railroad facilities. It includes: owner information, location, the number of tracks, speed limits on tracks (which can be indicative of track condition), signal/control systems in use, trains per day (where known), identification of major structures, where yard, storage or interchange tracks are located, etc. Regarding traffic levels, since 2008, freight rail traffic has been sharply reduced owing to general economic distress in the world economy. However, this is not expected to be a permanent condition, and each of the major rail carriers have retained physical plant, as well as locomotives, rolling stock and a substantial portion of their employment base, with the intent to resume normal levels of service as soon as the economy rebounds.

Figure 1-1 Study Area Freight Railroads



1.1 CREATE

Chicago is the busiest rail gateway in the United States, with one-third of the Nation's freight rail traffic¹ terminating, originating or passing through the metropolitan area. As this region has grown, so have railroad traffic jams, commuter rail delays and rail shipping times due to the convergence of trucks with passenger and freight trains. Rail traffic delays for traffic passing through Chicago, interchanging between carriers, have caused much of the intermodal traffic to use trucks on the region's freeways. The CREATE program (Chicago Region Environmental and Transportation Efficiency) was developed through the federal Surface Transportation Board to identify ways to improve freight rail operations in and through the Chicago area. Various improvement projects on different rail corridors were proposed and are being implemented. These projects include:

- Roadway grade separations (separate auto/pedestrian crossings from rail)
- Railroad grade separations (separate freight rail crossings from passenger rail)
- Viaduct improvements
- Grade crossing safety enhancements
- Track, switches, and signal system upgrades

Specific CREATE projects within the I-290 Study Area are discussed in detail in subsequent sections under the rail corridors to which they would apply. A map of the CREATE projects is included in Appendix A. A summary of the projects within the study area includes:

- Project B-3 provided for the construction of a second connection between the IHB and UPRR-Geneva Subdivision at the east end of Proviso Yard to facilitate simultaneous moves between the two rail lines. Work on this project was completed in September 2009.
- CREATE Project B-2 will construct a third track past Proviso Yard, extending west to Elmhurst. This will increase the capacity of this major rail route.
- CREATE Project B-4 will install improved signaling on all tracks of the IHB between Hill and LaGrange. Track 21 will be upgraded to allow regular operation at 30 mph.
- Project B-5 of the CREATE Program will include a new control point, designated as CP Broadview, on the IHB and will also include universal crossovers and power switches to expedite the movement of interchange trains between the IHB and the CN at this location.

¹ From the CREATE project website www.createprogram.org

- CREATE Project WA-1 would provide realigned and signalized double-track connections at Ogden Junction between the UPRR and the CSX and NS lines.
- Project WA-4 of the CREATE Program (at the extreme southeast corner of the study area) will provide for a direct connection between the BNSF Chicago and Chillicothe Subdivisions. This will eliminate the reverse move that is currently required when going between subdivisions.
- Projects GS-6, GS-8A and GS-12 will see grade separations built at the 25th, 5th and 1st Avenue grade crossings on the UPRR-Geneva Subdivision.

As originally conceived, the CREATE Central Corridor Project would have made substantial physical plant improvements to the CSX Altenheim Subdivision from Madison Street all the way east to Ogden Junction (approximately Western Avenue). However, the CN acquisition of the EJ&E has reduced the importance of this CSX line to the flow and interchange of freight traffic within the Chicago region. For this reason, the Central Corridor Project has been eliminated from the CREATE Program.

1.2 North-South Corridors

1.2.1 Union Pacific Railroad – Rockwell Subdivision

This freight-only line runs parallel and to the west of Rockwell Street (two blocks west of Western Avenue), at the east limits of the study area. The line is double-track and grade-separated with respect to the intersecting major cross-streets. Yard limits are in effect over the complete length of the Rockwell Subdivision (approximately 1.8 miles end-to-end). Both tracks have a 20 mph speed limit in effect and end at Ogden Junction (approximately Roosevelt Road) where the UPRR tracks lead into the carrier's Global I intermodal yard and connect to the Norfolk Southern (Chicago Junction) tracks 2 and 3 which continue south. CSX's Altenheim Subdivision trackage also joins these tracks at Rockwell Junction, running parallel and to the west of the NS tracks.

1.2.2 Belt Railway of Chicago – Mainline

This freight-only line runs north-south to the east of Cicero Avenue (approximately along Kolmar Avenue) over the length of the study area. At the crossing of the UP-West Line (north of Lake Street) the double-track BRC is grade-separated above the UP-West Line, which is itself rising up onto the retained fill that it runs on through most of the length of the study area. Connections between the UP-West Line and the BRC were once provided, but have been removed. The BRC extends north to the CP line (Metra Milwaukee-West) at Cragin. Remnants of the UP Line (which once extended further north to Mayfair Crossing on the Harvard Subdivision) run parallel and immediately to the east of the BRC line from Ohio Street (approximately) up to Grand Avenue. The former UP line is severed where it had crossed the Metra Milwaukee-West District.

At Lake Street, the BRC passes under the CTA-Green Line. The two tracks of the BRC cross over the CTA-Blue Line (Forest Park Branch) at the crossing of the Eisenhower Expressway. A grade-separated crossing with the double-track CSX (ex-B&OCT) Altenheim Subdivision is provided at approximately Taylor Street (CSX under the BRC). An interchange track between the two rail lines is provided in the southwest quadrant. BRC's 22nd Street Yard is located to the east of the main running tracks south of this location, and extends down to 21st Street. There are also industrial tracks that branch off the BRC main and extend west into the industrial area in the half-mile between Cicero and Laramie (52nd) Avenues.

The BRC crosses over the CTA-Pink Line at 21st Place, with the Manufacturer's Junction Railway running to the west of the BRC tracks. The MJ roundhouse is located to the north of the BNSF tracks. The BRC has a grade-separated crossing with BNSF mainline, with interchange tracks between the two lines provided in the southeast (a single-track) and southwest (two tracks) quadrants of the interchange.

There are no at-grade crossings on the section of the BRC within the study area. The speed limit on the two main tracks of the BRC line is 25 mph. Continuous block signals are used to control train movements.

1.2.3 Canadian National Waukesha Subdivision (ex-Wisconsin Central)

This freight-only, single-track line has a grade-separated crossing with the UP-West Line to the east of the River Forest Station. The CN line (former Wisconsin Central) is on fill either side of the UP crossing and proceeding south, descends to grade-level, crossing Madison Street at grade to the west of Des Plaines Avenue. A second main track is also provided in the section south from approximately Washington Boulevard (MP 11). The limits of CN's ownership extend to Madison Street, where the line transitions to the CSX Altenheim Subdivision.

A 30 mph speed limit is in effect on this track. Centralized train control is used to govern train operations.

1.2.4 Indiana Harbor Belt Railway – Mainline

A major freight corridor throughout suburban Chicago, the triple-track IHB line (two main tracks plus the Number 21 industrial track running to the west of the main tracks) runs about three-quarters of a mile to the east of Mannheim Road and has a grade-separated crossing with the UP-West Line at the east end of the UP's Proviso Yard (IHB over UP at this crossing). Connecting tracks between the IHB and the UP are provided to the north and south of the yard and the UP mainline tracks which run to the south of the yard (this latter location is known as Provo Junction).

CREATE Program project B-3 (Melrose Connection) added a second, parallel connecting track to allow for simultaneous train moves between the IHB and the UP at this location. The largest of the CREATE projects completed to date, work at this location was finished in September 2009.

Speed limits on the main tracks vary between 25 and 30 mph, depending on the location, while a 20 mph speed limit is in effect on the Number 21 track. These three tracks extend throughout the limits of the study area. A “West Pass” track (to the east of the main tracks) extends south for about three miles, between Madison Street and Cermak Road. The IHB has four tracks at the grade-separated crossing over I-290.

The IHB continues south and has a grade-separated crossing (the IHB is on the lower level of this crossing) with a single interchange track (in the northeast quadrant) with the single-track CN-Freeport Subdivision (ex-IC Iowa line) at Broadview (approximately 14th Street). The connection to/from the CN is made from the IHB “West Pass” track.

At-grade road crossings on this section of the IHB are located at 31st Street, Harding Avenue and Shawmut Avenue. The IHB’s crossing of the BNSF line is located in La Grange Park. The triple-track IHB is running at grade and passes under the triple-track BNSF (immediately to the north of the crossing with Ogden Avenue). Interchange tracks are provided in the northeast and southeast quadrants of the intersection and there is a multiple-track holding yard (known as Congress Park Yard) to the north of the BNSF and east of the IHB.

Projects B-4 and B-5 of the CREATE Program will make substantial improvements in train flow on the IHB. Project B-4 will install improved signaling on all tracks and will upgrade 21 Track to allow 30 mph operation. A new control point at Broadview, new universal crossovers and power switches will be installed as part of Project B-5 to expedite the flow of interchange trains between the CN and IHB at Broadview.

1.3 East-West Corridors

1.3.1 UP-West Line (Geneva Subdivision)

The UPRR-Geneva Subdivision comprises four main tracks at Rockwell Junction, where the UPRR-Rockwell Subdivision diverges to the south to connect to the Global I intermodal yard (south of Ogden Junction). The Geneva Subdivision is on retained fill through much of this area, though in the immediate vicinity of Rockwell Junction the line is on simple fill.

UPRR’s California Avenue yard is located on the north side of the Geneva Subdivision main tracks. This yard provides midday servicing and storage of the cars assigned to the three Metra-UP commuter lines. Various shop buildings are also included on this site. The yard extends from the level crossing with the Metra-Milwaukee District tracks at Western Avenue (Tower A-2) west to Sacramento Boulevard. A small section of the California Avenue Yard is also used for freight car classification and storage for area customers.

West of Kedzie, the Geneva Subdivision consists of three main tracks with a running track to the north of the main tracks. The running track extends out to Pulaski Road, where UPRR’s M19A diesel shop is located. This facility services the engines assigned to the Metra-UP commuter lines, as well as UPRR freight locomotives. Consequently, there is considerable

dead-heading of Metra locomotives between M19A and the California Avenue coach yard between the AM and PM rush periods.

The triple-track UP-Geneva Subdivision crosses Kilbourn Avenue at-grade (east of the BRC crossing in Chicago). The line then transitions to a retained fill and remains grade-separated for the next 4.9 miles until 1st Avenue in Maywood. The Lake Branch of the CTA-Green Line runs on the same retained fill as the UP (the CTA tracks occupy the location of former C&NW tracks which were made redundant in the late 1950s) from Lockwood Avenue, Chicago until approximately Monroe Avenue, River Forest (west end of the CTA Harlem Yard and Shop). This is an overall distance of about 2.6 miles.

West of the River Forest station, the UP line transitions to double-track (this location is known as “Vale” on the railroad, and is at UP milepost 10). The Geneva Subdivision then crosses the Des Plaines River on a major structure and the crosses 1st Avenue at-grade. In the next 1.5 miles there are five more at-grade road crossings (at 4th, 5th, 9th, 19th and 25th Avenues). West of 25th Avenue the passenger main tracks separate from the leads into UP’s Proviso Yard. At this point the UP passes under the IHB and leaves the study area.

There are four CREATE projects planned on or near this section of the UP-Geneva Subdivision. Project B-2 will add a third track past Proviso Yard, with an overall length of about 3.5 miles. Limits of the new third track are 25th Avenue on the east and Elmhurst to the west. When completed, this will significantly increase the passenger and freight train capacity on this section of line. As part of CREATE, grade separation projects GS-6, GS-8A and GS-12 are planned to provide new structures at 25th Avenue-Melrose Park, 5th Avenue-Maywood and 1st Avenue-Maywood, respectively.

Metra UP-West Line commuter trains operate along this rail line. Stations are provided at Oak Park (Harlem Avenue, a transit center served jointly with the CTA-Green Line, as well as CTA and Pace buses), River Forest, Maywood and Melrose Park.

Weekday Metra UP-West Line train service includes a total of 59 scheduled trains. Of these, 29 run eastbound, with the remainder operating westbound. Seven scheduled eastbound trains serve all stations within the study area, the rest either skip one or more of these stations or operate express to stations further out in suburban territory. In a similar context, six of the westbound trains serve all four stops in the study area.

Travel time for a typical local train on the Metra UP-West Line is between seven and nine minutes from Oak Park to Melrose Park. Scheduled time varies by direction (with the peak, etc.) and by time of day, as well as the specific train being considered.

Speed limits on the main tracks are 70 mph, with restrictions in effect when crossing over, operating via interchange tracks, etc. Centralized traffic control and automatic train control systems are provided on the UP-Geneva Subdivision.

Freight traffic on this corridor is considerable, with several major classification yards and/or intermodal facilities on the line. Proviso Yard, a major classification yard, is located immediately west of the study area. All other freight handling facilities are beyond the limits of the study area. Numerous intermodal, unit coal and mixed-merchandise trains operate over this line. Freight traffic levels are down considerably, compared to the peak flows of just a few years ago.

1.3.2 CSX (ex-B&OCT) Altenheim Subdivision

The double-track CSX line swings west from the UPRR-Rockwell Subdivision at Rockwell Junction and runs due west to the south of Taylor Street. Grade separations are provided at major streets in this section, with lesser streets ending at the CSX right-of-way. There is evidence of former sidings to the north of the main tracks in the vicinity of Homan Avenue. The CSX line passes under the BRC mainline to the east of Cicero Avenue. A portion of both CSX main tracks have been removed in the vicinity of Kilpatrick Avenue, to the east of the connection tracks to/from the BRC severing the line.

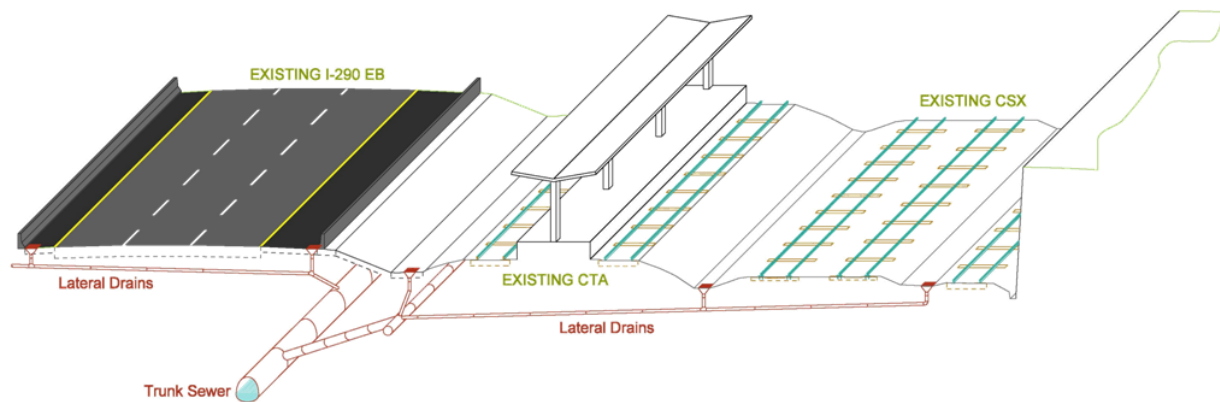
Connecting tracks to/from the BRC are located in the southwest quadrant of the crossing. There are two industrial sidings accessed by the interchange track to the west of the BRC mainline.

CSX has a 10 mph speed limit in effect on both the main tracks, with signals provided only in the direction of travel. Movement against the normal direction of traffic would be governed by Direct Traffic Control block system rules.

The road's 48th Avenue Yard is located to the south of the main tracks, immediately west of the bridge carrying the CSX over Cicero Avenue. A lead track off of the four-track yard extends west nearly to Austin Blvd. There are no grade crossings in this section of line. Most major streets (starting from Laramie Avenue) are on bridges over the rail line. The double-track CTA Forest Park Branch swings onto a parallel alignment to the north of the CSX tracks from Central Avenue (this extends nearly to DesPlaines Avenue). There is no connection between the CTA and CSX lines. This portion of the railroad was reconstructed in the 1950s and 1960s as part of the Congress Street Expressway project (now called the Eisenhower Expressway), eliminating the former at-grade street crossings on both the CTA and paralleling B&OCT (now CSX) lines.

A side track runs to the south of the two main tracks between Oak Park and Circle Avenues (about three-quarters of a mile, overall). The siding into the Ferrara Pan Candy Co. west of Harlem Avenue comes off of this side track. The Ferrara-Pan Candy factory is the only active CSX freight customer west of Central Avenue.

Figure 1-2 CSX Altenheim Sub Typical Section



Survey data and agreements from the Congress Street Expressway project indicate that the CSX railroad and the CTA areas drain into the I-290 trunk storm sewer system through a number of lateral connections (see Figure 1-2). These laterals connect into the I-290 trunk storm sewer system at an average spacing of approximately 450 feet. It appears that most of the railroad laterals connect into the trunk storm sewers directly, although some laterals appear to connect into the highway lateral system.

West of Circle Avenue, the double-track CSX line swings to the northwest (grade-separated crossings of the CTA-Forest Park Branch and the westbound lanes of I-290 occur in this section of line) to connect to the CN-Waukesha Subdivision at Madison Street, where CSX ownership ends. The CSX line crosses over Des Plaines Avenue.

Until recently, Canadian National (CN) was the primary user of this corridor. In early 2009 CN purchased the Elgin, Joliet & Eastern (EJ&E) Railway line allowing CN to route traffic around Chicago, significantly reducing CN's use of the CSX line (see Figure 1-1 Study Area Freight Railroads inset). The CREATE Program's Central Corridor project was developed prior to the CN acquisition of the EJ&E. This project would have made considerable physical plant improvements to the CSX Altenheim Subdivision (track, signal and structures) between Madison Street and Ogden Junction (approximately Western Avenue). However, the sharp reduction in traffic using the CSX Altenheim Sub as a result of diversion of CN traffic primarily to the IHB and BRC lines, together with the planned shift of through CN operations to the EJ&E, has rendered this project unnecessary, leading to its deletion from the CREATE Program.

1.3.3 BNSF (ex-BN) Chicago Subdivision

Although much of the BNSF Corridor is outside the limits of the I-290 Study Area, this is a principal passenger and freight rail artery in the Chicago network. Many of the physical plant aspects on this line (triple-track with frequent universal crossovers, bi-directional, five-aspect signaling to increase throughput, etc.) are considered by Metra to be ideal for a high-density,

mixed-use corridor. These aspects will be applied to the UPRR-Geneva Subdivision as the physical plant is upgraded to increase carrying capacity.

The BNSF line consists of four main tracks from the west limits of the study area at Western Avenue to Cicero Avenue. Mains 1, 2 and 3 have a 70 mph limit for passenger trains and a 40 mph limit for freights. Main 4 has restricted speeds – 40 mph for passenger and 30 for freights. The connection from the BNSF Chicago Subdivision onto the NS and CSX lines is made via Track 4 at Western Avenue.

By the time the BNSF crosses Cicero Avenue, the line is configured as triple-track, having passed under the BRC-Mainline to the east of Cicero Avenue. The Manufacturer's Junction Railway roundhouse and sidings are in the northwest quadrant of the crossing of these two lines. Interchange tracks between the BNSF and BRC lines are located in the southeast and southwest quadrants of the crossing.

The BNSF is grade-separated over Cicero Avenue and the Cicero Avenue station is located to the west of the road. BNSF's Cicero Yard is also located to the west of the road crossing, to the south of the three-track main and the passenger station. This is a major classification and intermodal facility, extending nearly two miles west to Highland Avenue.

The CN Freeport Subdivision is grade-separated over the BNSF, crossing the BNSF line on a structure to the west of the yard. BNSF's Chicago Subdivision is located at-grade and in this section has at-grade crossings of Ridgeland, East, Oak Park, Grove, Home and Harlem Avenues. The three-track rail line also has paralleling streets in this section – Stanley immediately to the north and Windsor to the south.

The paralleling streets end at Harlem Avenue and the line continues at-grade through the suburb of Riverside. At-grade road crossings are located at Delaplaine, Cowley and Riverside/Longcommon Roads. The Riverside station is located immediately to the west of this last grade crossing.

The three-track line crosses the Des Plaines River on a structure and is on a bridge over 1st Avenue. At-grade crossings resume in Brookfield, including Hollywood, Prairie and Maple Avenues. Brookfield Avenue runs parallel and to the north of the BNSF line through each of these three crossings, while Burlington Avenue is present at the latter two crossings running parallel and to the south of the tracks.

A bridge carries the BNSF over the IHB tracks as well as Tilden Avenue running immediately to the west of the IHB. Ogden Avenue is grade-separated from the BNSF. Finally, LaGrange Road crosses the tracks at-grade. Hillgrove Avenue runs to the north of the tracks in downtown LaGrange, while Burlington Avenue is on the south side of the rail line.

Metra-BNSF Line commuter trains also operate along this rail line. Stations are provided at LaVergne (Ridgeland Avenue), Berwyn (Oak Park Avenue), Harlem Avenue, Riverside,

Hollywood, Brookfield (Prairie Avenue), Congress Park (Dubois and Burlington) and La Grange Road.

Weekday Metra-BNSF Line train service includes a total of 93 scheduled trains. Of these, 46 run eastbound, with the remainder operating westbound. Two scheduled eastbound trains serve all stations within the study area, the rest either skip one or more of these stations or operate express to stations further out in suburban territory. In a similar context, six of the westbound trains serve all nine stops in the study area.

Travel time for a typical local train on the Metra-BNSF Line is between seventeen and nineteen minutes from Cicero to LaGrange Road. Scheduled time varies by direction (with the peak, etc.) and by time of day, as well as the specific train being considered.

Speed limits on the main tracks are 70 mph for passenger trains and 45 for freights, with restrictions in effect when crossing over, operating via interchange tracks, etc. Centralized traffic control governs train movements on the Chicago Subdivision.

1.3.4 Freight Traffic

Freight operations on this corridor are considerable, with several major classification yards and/or intermodal facilities on the line though outside the limits of the study area. Numerous intermodal, unit coal and mixed-merchandise trains operate over this line. Freight traffic levels are down considerably, compared to the peak flows of just a few years ago.

1.3.5 CN (ex-IC) Freeport Subdivision

This freight-only line consists of two main tracks, bridging the BNSF Chicago Subdivision at Lombard Avenue to the west of the BNSF-Cicero Yard. The railroad is grade-separated at Ridgeland, East and Oak Park Avenues, with the rail line crossing over these streets. It transitions to an at-grade alignment and then crosses Riverside Drive, Harlem Avenue and 26th Street at-grade. A single track to the Forest Park Branch takes off to the north from this line, shortly after crossing 26th Street (CN milepost 11.94).

The at-grade alignment continues as the line heads west, crossing Veteran Drive, Hainsworth and DesPlaines Avenues, 22nd Street and First Avenue. An industrial lead branches off to the north opposite Tripp Drive and there is a two-track to the north of the main tracks in Broadview (approximately MP 14). These yard tracks end just west of the 17th Avenue grade crossing.

A bridge carries the CN line over 25th Avenue, and the line remains grade-separated passing over the IHB mainline and Mannheim Road. Continuing west, CN has three grade crossings at Oak Ridge Avenue, Harrison Street, and Wolf Road. Just west of the study area a bridge carries the CN over I-88.

CN has a 25 mph speed limit in effect on both the main tracks. Automatic block signals are provided on the line and yard limits rules are in effect throughout the study area. The two

main tracks converge into a single main track at MP 14.7 just east of the IHB crossing at Broadview, with a spring switch at the end of the second main track.

2.0 Railroad Vertical Clearance Deficiencies

Vertical clearances along CSX's Altenheim Subdivision (measured from top of rail to low beam of overhead structure) in most locations in the I-290 corridor are less than the current state standard for new or reconstructed bridges of 23'-0" feet². Similar substandard vertical clearances occur on the UP West line where it crosses under the BRC and on the IHB (Track 21) south of CP LaGrange. These reduced clearances inhibit the railroad's ability to run "double-stack" container trains or other high clearance loads typical of modern mainline rail traffic.

Table 1.1 details the existing vertical clearances over the CSX Altenheim Sub where it parallels I-290.

Table 2-1 Existing Vertical Clearances over CSX Altenheim Subdivision

Bridge over CSX Railroad	Minimum Clearance over CSX Tracks *	Additional clearance needed to obtain 23 foot clearance
Circle	19.5'	3.5'
Harlem	19.8'	3.2'
Home (pedestrian bridge)	21.8'	1.2'
Oak Park	19.6'	3.4'
East	19.7'	3.3'
Ridgeland	19.2'	3.8'
Lombard	19.3'	3.7'
Austin Ave	19.4'	3.6'

* IDOT Field Measurements – May 16th, 2006

The CSX railroad existing track grades entering and exiting the depressed section through Oak Park are at a maximum of approximately 1.5%, which is undesirable for freight rail operations since it complicates train handling, particularly long trains which may straddle either side of grade. In addition, steep grades require added power for trains to accelerate up a grade, and

² Where a freeway or cross-road is grade separated over a railroad a vertical clearance over the railroad of 23'-0" is required for all new or reconstructed bridges. The Illinois Commerce Commission may permit a lesser clearance if it determines that the 23 foot clearance standard cannot be justified based on engineering, operational, and economic conditions. Source: State of Illinois Public Act 96-470, eff. 8-14-09

require added care when descending the grade, especially if the train must stop on the downgrade.

The vertical profile of the railroad in this section is constrained to the east by its overpass of Central Avenue and also to the west by its overpass of the CTA Blue Line, I-290 and Des Plaines Avenue. The freight tracks are currently at the maximum design grade to lower the tracks below the cross-streets in the depressed section though Oak Park and Forest Park. The existing vertical constraints, drainage requirements and the existing maximum grades make lowering the tracks in this section very problematic.

Maintaining proper drainage is an important consideration when lowering existing tracks. This section of existing trackbed within the CSX Altenheim Subdivision is poorly drained because of fouled ballast, although it is served by the I-290 storm sewer system. The CSX railroad profile and ditch elevations are lower than the adjacent I-290 pavement elevations from Circle Avenue to Central Avenue. The CSX railroad ditch elevations are up to 9 feet lower than the adjacent I-290 pavement elevations. The lowest pavement elevation of 596.4 feet on I-290 at Des Plaines Avenue is approximately 3 feet higher than the lowest CSX ditch elevation about 593.3 feet. The lowest inlet rim elevation of 596.7 feet along the CTA is slightly lower than the lowest pavement elevation of 597.5 feet along I-290. Because the railroad area drains to the I-290 Trunk Sewer, it is interpreted that the railroad area surcharges before I-290 would be surcharge, causing the railroad ditch and ballast to act as storage for the I-290 trunk storm sewer system.

Because of the CN's purchase of the EJ&E and the re-routing of CN's through-freight services to that line which has clearances for double-stack container trains and lower grades, the Altenheim Sub and the CN's Waukesha Sub have been removed from the CREATE program. As noted in an earlier section of this Technical Memorandum, work that would have been done as part of the CREATE Central Corridor Project has been eliminated.

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Correspondence from:

Belt Railway of Chicago

UP Railroad

BNSF Railroad

Appendix A

CREATE Projects Map

CREATE Projects



1/12/2010

