

### Description of the CREATE B15 project

The purpose of the CREATE B15 project is to improve the efficiency of rail operations over the Indiana Harbor Belt Railroad Company (IHB) in the vicinity of the IHB Blue Island Yard and Dolton Junction. In the project area, the Beltway Corridor is operated by the Indiana Harbor Belt Railroad Company (IHB).

The scope of the project is to install a Traffic Control System (TCS) signal system on the IHB main tracks between Western Avenue and Dolton Junction. The signal work will include upgrades to some existing signals, relocation of some of existing signals, removal of some of the signals, installation of new signals, conversion of hand-throw turnouts to powered turnouts, and installation of electric locks and signal protection on industry spur track connections within the project limits. The track work will include relocation of existing crossovers, upgrading #10 crossovers to #15 crossovers, installation of new crossovers, upgrading some turnouts from #10 turnouts to #15 turnouts, and removal of some existing turnouts. The mainline tracks will not shift or change from their current locations. These improvements will allow the existing timetable speed of 15 mph to be increased to 25 mph and will provide more flexibility and allow for more efficient utilization of the Indiana Harbor Belt Corridor and will reduce delays and congestion in the yards and terminals. All of this work will be within the existing railroad right-of-way.

### Justification for using railroad forces for B15 work

Railroad forces are being used to perform the work involved in the B15 project. The reasons are outlined below.

The IHB is a unionized organization, whose employees from a variety of crafts are covered by various collective bargaining agreements.

Per current collective bargaining agreements, all track work on the IHB is required to be done by IHB employees covered by the Brotherhood of Maintenance of Way Employees. In addition, all signal work is required to be done by IHB employees covered by the Brotherhood of Railroad Signalman.

Since bidding out the work would be in violation of existing collective bargaining agreements, IDOT and FHWA have approved this work being progressed under Force Account agreements between IDOT and the IHB.