

## **REVISED DRAFT**

Required Section 1554 Posting

CREATE Project B2

October 29, 2010

### Description of the CREATE B2 Project

The purpose of this project is to minimize conflicts between Metra passenger and UP freight operations in the project area. Conflicts in this area include conflicting movements of freight trains between UP and the IHB, and UP through freight and switching operations impacting and being impacted by Metra commuter rail operations. Freight trains can be delayed up to four hours waiting for Metra rush hour services on UP tracks to be completed. Metra trains also must wait for freight operations, particularly during weekend and other off peak times. This project will allow Metra trains to operate unimpeded on two main tracks, while freight trains utilize the third main line. Under this scenario, Metra passenger trains will be able to operate around slow-moving freight trains entering or leaving the Proviso Yard. Additionally, freight trains will be able to traverse the area more freely.

The scope of the project is to construct a 3.5-mile third main track on the UP Geneva Subdivision between Elmhurst and 19th Avenue in Melrose Park, including construction of a new railroad bridge over Addison Creek, allowing for increased speed on the current IHB to UP connection. The project will also construct a new flyover connection from the IHB to the UP.

The flyover will cross over the UP main line tracks and connect with the proposed third main track and the Proviso Yard. Control points will be reconfigured at three locations, along with associated signaling for the new main track. The proposed improvement also will upgrade the connection track between the UP and IHB from 10 mph to 20 mph.

Finally, Project B2 will replace two Metra passenger stations on the UP-W line at Berkeley and Bellwood as a result of the addition of the new third main line track. The passenger station improvements will include construction of a pedestrian underpass at each of the stations to facilitate safe and efficient movement of commuters from the parking lot to the center platform without crossing the tracks at-grade.

### Justification for using railroad forces for B2 work

Railroad forces are being used to perform 39.7% of the work involved in the B2 project. An estimated 39.7% of the project work, as measured by cost, will be done by railroad forces. The reasons are outlined below.

The UP 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 UP is required to be done by UP employees covered by the Brotherhood of Maintenance of Way Employees. In addition, all signal work is required to be done by UP 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 UP.