

APPENDIX B: NO BUILD LIST

Project Name	Location	Description
Illinois		
Chicago to St. Louis High-Speed Rail	Chicago to St. Louis	Corridor improvements include upgraded track built and maintained to 110 miles per hour standards, siding and crossovers, grade crossing surfaces, signals and warning system, and stations. Track upgrades include new premium rail, stone ballast, and the replacement of outdated wooden ties with concrete ties. The refurbishing of rail/highway crossings includes new concrete road services, the installation of switches and class 6 tracks, drainage improvements, and enhancements to bridges, culverts and stations.
Midwest rail equipment procurement	Multi-state	Procurement of next generation high performance locomotives and bi-level rail cars for use in various high speed rail corridors around the country including the Chicago-Detroit/Pontiac Passenger Rail Corridor Program.
CREATE P1 Englewood Flyover	Chicago, Ill.	Construction of rail/rail grade separation. Removes conflict point among Metra, Amtrak (including existing Michigan Service trains), and freight trains.
CREATE WA-1 Ogden Junction	Chicago, Ill.	Installation of a new bi-directional computerized Traffic Control System on a two-mile segment of the Union Pacific rail line along the CREATE Western Avenue Corridor. Approximately 7 hand-thrown switches will be upgraded to power switches as part of the project. New control points along with main line realignment will enable simultaneous movements between the UP, CSX, and NS main lines. The project will also include structural improvements to multiple bridges. Combination of improvements will enable operating speeds of up to 25 mph.
CREATE WA-2 Signalization – Ogden Junction to 75 th Street	Chicago, Ill.	Installation of a new bi-directional computerized Traffic Control System on a seven-mile segment of the CSX rail line along the CREATE Western Avenue Corridor. Approximately 15 hand-thrown switches will be upgraded to power switches. At the CSX 59th Street Yard, signals and switches will be upgraded to improve flexibility in mainline operations. One of the CSX mainlines will be upgraded between 51st Street and 71 st Street from the existing 10 mph maximum speed to allow 25 mph operations. The project will install a new eastward connection to the Belt Railway from a CSX main line. All of this work will be within existing railroad right-of-way. Bridges at 35th Street and 36th Street will be reconstructed to accommodate the proposed increase in speed.
CREATE WA-3 Signalization – Ogden Junction to CP 518	Chicago, Ill.	Replacement/installation of power operated switches and a Traffic Control System along the NS main tracks. Will signalize and allow bidirectional movements along the main tracks through Ashland Avenue Yard from 22nd Street to Control Point 518. Adds a passing track alongside the Ashland Avenue Yard.

Project Name	Location	Description
CREATE WA-4 BNSF Connection- Western Avenue to Ash Street (BNSF Horseshoe)	Chicago, Ill.	Construction of new track from 31st and California Ave. on the BNSF Chillicothe Subdivision along Western Ave. to 21st St. and California Ave. on the BNSF Chicago Subdivision. Rehabilitation of up to 6 bridges over city streets and over the Chicago Sanitary and Ship Canal. Installation of crossover switches between the BNSF Chillicothe Subdivision and the CN Freeport Subdivision. Installation of crossovers between the new track and CSX Blue Island Subdivision. Installation of Centralized Traffic Control signalization over the length of the project.
CREATE WA-7 Brighton Park Connection	Chicago, Ill.	Construction of a new connection from the CN Joliet Subdivision near California Ave. and Archer Ave. to the CREATE Western Avenue Corridor. Also includes construction of an additional track along the Western Avenue Corridor to the 22nd St. Interlocking near 21st Street and Western Avenue. Rehabilitation of multiple bridges over city streets and over the Chicago Sanitary and Ship Canal. Installation of crossover switches between the new track and the CREATE Western Avenue Corridor. Installation of Centralized Traffic Control signalization over the length of the project.
CREATE WA-10 Blue Island Junction	Chicago, Ill.	Installation of a series of crossovers between CSX Blue Island Subdivision and the CN Elsdon Subdivision, and new signals at Blue Island Junction to facilitate bi-directional movements. Will make associated signal improvements including installation of new traffic control signals on both the CSX and CN lines.
CREATE WA-11 Dolton Interlocking Upgrade	Chicago, Ill.	Upgrade and reconfiguration of the CSX/IHB/UP connections at Dolton Interlocking including the replacement of an NS connection between the IHB and CSX. Construction of a third main line with direct access from CSX and Barr Yard to the UP mainline. Construct crossovers between two mainline IHB tracks. Upgrade connection between IHB and UP. Automate Dolton Tower for remote control.
CREATE EW-3 Pullman Junction	Chicago, Ill.	In the BRC's Commercial Avenue Yard, upgrade of an existing yard track to a main line track from Rock Island Junction to Pullman Junction (where the BRC and NS connect near Stony Island and 95th Street). Realign track and upgrade signals at the north end of NS Calumet Yard where it connects to the BRC. Add yard track capacity at 80th Street to offset the loss of the BRC Commercial Ave. Yard track due to the upgrade to main line track. Upgrade signals throughout the entire project to Centralized Traffic Control.
CREATE B-12 Third Mainline – 123 rd Street to Cal Sag Channel	Chicago, Ill.	Construction of a third main line along the Indiana Harbor Belt. Upgrading of some existing track at interlockings, where two tracks cross. Includes a new rail bridge over 127th Street and associated signal work. The new third main line track now provides additional capacity for trains passing through the area to proceed around trains waiting for yard access.

Project Name	Location	Description
CREATE B-15 Signalization of Blue Island Yard Running Tracks	Chicago, Ill.	Installation of a new bi-directional computerized Traffic Control System on a three-mile segment of Indiana Harbor Belt (IHB) mainline track along the north side of Blue Island Yard. Addition of two new control points, including installation of a series of crossovers at CP School Street and a turnout at CP Ashland, additional crossovers to CP Harvey, and installation of electric lock switches and the replacement of approximately five hand-thrown switches with power operated switches. Improvements have enabled train speeds to increase in the area from 15 mph to 30 mph. Now trains can pass through this segment in as little as six minutes. Previously trains experienced 15 to 30 minutes of delay for every hand-operated switch navigated as well as delays waiting for other trains to navigate the project limits with manual switches. Most trains used to spend up to one hour to traverse the limits of this project. Increased freight speeds and improved fluidity on the IHB allow trains to clear Dolton Interlocking more quickly, reducing the potential for freight conflict with Amtrak and improving travel time, speed, and reliability.
CREATE B-16 Thornton Junction	Chicago, Ill.	Installation of a new interlocked connection between the CN and UP/CSX in the southwest quadrant of the current crossing at Thornton Junction. Creates a track connection that allows more evenly distributed freight train traffic throughout the regional rail network.
CREATE EW-4 BRC and NS Signalization (CP 509)	Chicago, Ill.	Upgrade of the Belt Railway Company of Chicago (BRC) and Norfolk Southern (NS) signal systems to power switches and signals and connection of the two systems. Minor track realignment and grading.
Indiana		
Tolleston power switch	Hobart, Ind.	Project will power and signal existing Chicago, Fort Wayne and Eastern Railroad hand throw track switch currently lined toward the NS connecting track. Proposed project will add control to switch to allow NS dispatcher to control train movements. This will provide for the continuous movement of trains at Class III speeds instead of the current Class I speed.
Indiana Gateway Project #1	Burdick, Ind.	Construction of an additional #20 Universal Crossover between NS main tracks #1 and #2 on the NS Chicago Line at MP CD479.3, configured with the eastern crossover being a right hand crossover and the western crossover being a left hand crossover. The design of the new control point will provide adequate room and signal flexibility to accommodate the potential future installation of a #20 LH Power Turnout from track #2 to an extended Porter siding.

Project Name	Location	Description
Indiana Gateway Project #2	Porter, Ind.	Construction of a new 3,000 foot long meet/pass siding on the Amtrak Michigan Line between MP 238.9 and MP 239.7. The project location is about 0.75 miles northeast of the junction with the NS Chicago Line. The siding will include #20 power turnouts at each end, and will be constructed to current Amtrak main line standards. The rail corridor at this location formerly contained two main tracks and the vacant roadbed to the south of the existing Amtrak main track will be utilized. The Subproject site is east of the Little Calumet River Bridge.
Indiana Gateway Project #3	Burns Harbor, Ind. East End	Expansion of CP 485 to include a #20 Universal Crossover between NS Chicago Line main tracks #1 and #2, configured with the eastern crossover being a right hand and the western crossover being a left hand. Additional yard track and turnout changes are made to allow Burns Harbor Yard traffic access main track #2.
Indiana Gateway Project #4	Burns Harbor, Ind. West End	Replacement and expansion of control point at MP CD487, including the creation of a #20 Universal Crossover configured with the eastern crossover being a left hand (located west of the Chicago South Shore and South Bend Railroad CSS&SB US Steel access turnouts in tracks #1 & #2) and the western crossover being a right hand. Additional yard track and turnout changes are made to allow Burns Harbor Yard traffic to access US Steel without conflict with the NS Chicago Line main track #1.
Indiana Gateway Project #5	Miller (Gary, Ind.)	<p>Creation of a segment of track with clear length of 11,000 TF by extending the existing Millers Siding eastward by 0.8 mile and upgrading the existing Millers Siding trackage to NS's main line standard.</p> <p>The project includes:</p> <ul style="list-style-type: none"> • Construction of a new CP at MP 490.2 to include a #20 Universal Crossover and a power #20 right hand turnout configured for parallel access to new track; • Siding extension on the north side of the existing main track between MP 490.2 and MP 491.0 and elimination of the existing CP-491; • Upgrading the existing "Millers" Siding to the current NS main line standard, including rail and tie replacement and surfacing; and • Construction of a new CP at MP 492.5 to include a #20 Universal Crossover and a power left hand turnout, which will be configured for parallel access to new track.
Indiana Gateway Project #6	Gary, Ind.	Construction of an additional #20 Universal Crossover between NS Chicago Line main tracks #1 and #2 at MP CD494.7. Crossovers will be configured with the eastern crossover being a left hand crossover and the western crossover being a right hand crossover. Additionally, the project will design a control point to provide a right hand Power Turnout from track #1 to an industrial connection.

Project Name	Location	Description
Indiana Gateway Project #7	Pine Yard (Gary, Ind.)	<p>Project #7 will effectively create a segment of track approximately 6.0 miles extending from CP497 at MP CD497.2 westward to CP 503 (formerly CP-Hick) at milepost CD503.2. Project #7 will:</p> <ul style="list-style-type: none"> • Modify and expand CP 497 by installing a #20 turnout to access the Pine Yard siding extension to enable parallel moves, construct a passing siding extension on the north side between MP CD497.2 and the east end of Pine Yard at MP CD499.2. • Add a right hand power #10 turnout to access the yard at the east end of Pine Yard at MP CD498.8, upgrade the existing Pine Yard passing siding rail and ties to NS Chicago Line main line quality. • Add a left hand power #10 crossover to access the yard at the west end of Pine Yard at MP CD500.1 • Construct a passing siding extension on the north side between MP 500.2 and MP 501.3. • Modify and expand CP 501 by adding a #20 power turnout in track #1 to access the Pine Yard siding extension and to enable a parallel move. • Add a #20 left hand crossover between main track #1 and track #3.
Indiana Gateway Project #8	Whiting, Ind.	<p>Subproject 8 will effectively create a segment of track approximately 5.6 miles in length that extends from CP 503 (formerly CP-Hick) at MP CD503.8 westward to CP 509 at MP CD509.4. Subproject 8 will:</p> <ul style="list-style-type: none"> • Expand CP 507 at MP CD507.2 by creating a #20 Universal Crossover between track #1 and track #2, which will be configured with the eastern crossover being a right hand crossover and the western crossover being a left hand crossover, add a #20 left hand crossover between track #2 and track #4 for parallel movements. • Modify and Expand CP 506 at MP CD506.6 to accommodate additional and parallel movements. Install a #20 right hand crossover between Tracks #2 and #4, and install a #15 left hand crossover and power turnout in Track #4 to access Track #3. • Eliminate CP 505 and construct track on the south side of track #2 to connect existing track #19 to the existing track #4 at Colehour Yard.
Michigan		
Kalamazoo to Dearborn corridor acquisition	Kalamazoo, Mich. to Dearborn, Mich.	Michigan Department of Transportation acquisition of the NS Michigan Line between Kalamazoo, Mich. to Dearborn, Mich.

Project Name	Location	Description
Kalamazoo to Dearborn Corridor Improvement Phase 1	Kalamazoo, Mich. to Dearborn, Mich.	<p>Phase 1 of 3 proposed phases to improve the Kalamazoo to Dearborn Corridor to accommodate 110 mph passenger rail service includes:</p> <ul style="list-style-type: none"> • Upgrade existing track to Class 6 track from Kalamazoo, Mich. to Battle Creek, Mich. and from Ypsilanti, Mich. to CP Town Line (Dearborn, Mich.) to allow 110 mph passenger rail service. • Upgrade existing track to Class 4 track from Battle Creek, Mich. to Ypsilanti, Mich. to allow 79 mph passenger service. • Install Incremental Train Control System from Kalamazoo, Mich. to CP Town Line (Dearborn, Mich.).
West Detroit Connection Track Improvements	Detroit, Mich.	Construction of a new interlocking to provide a direct connection between CN and CSAO mainlines at West Detroit Junction. The improvement will enable the separation of passenger rail service from freight rail service and increase passenger rail speeds and reduce travel time in the area.
Battle Creek Station Improvement	Battle Creek, Mich.	Renovation of station's interior lobby, bathrooms, ticketing areas and offices, lighting, signage, and to make the station compliant with ADA. Exterior refurbishment to the façade and installation of new exterior lighting.
Dearborn Intermodal Passenger Rail Station	Dearborn, Mich.	Construction of a 16,000 square foot intermodal station that will support intercity and commuter passenger rail service, intercity and local bus systems, corporate and hotel shuttle services, taxi service, personal automobile, pedestrians, and bicyclists.
Troy Multi-Modal Transit Center	Troy, Mich.	Construction of a 2,000 square foot intermodal station that will support intercity and light rail passenger rail service, regional bus systems, taxi service, personal automobile, and provide easy access to the Troy-Oakland Airport.
Pontiac Transportation Center	Pontiac, Mich.	Construction of a new Pontiac Transportation Center that measures about 4,500 square feet in size, and includes a passenger lobby with bus ticketing facilities, restrooms, Amtrak crew base and covered waiting areas for both trains and buses. It is served by the Amtrak Wolverine Service, two to eight daily Greyhound departures, and local bus service.
Ann Arbor to Detroit Regional Rail Car Refurbishment	Ann Arbor, Mich. to Detroit, Mich.	Refurbishment of three cab cars and six coach cars for the proposed Ann Arbor to Detroit Regional Rail service.