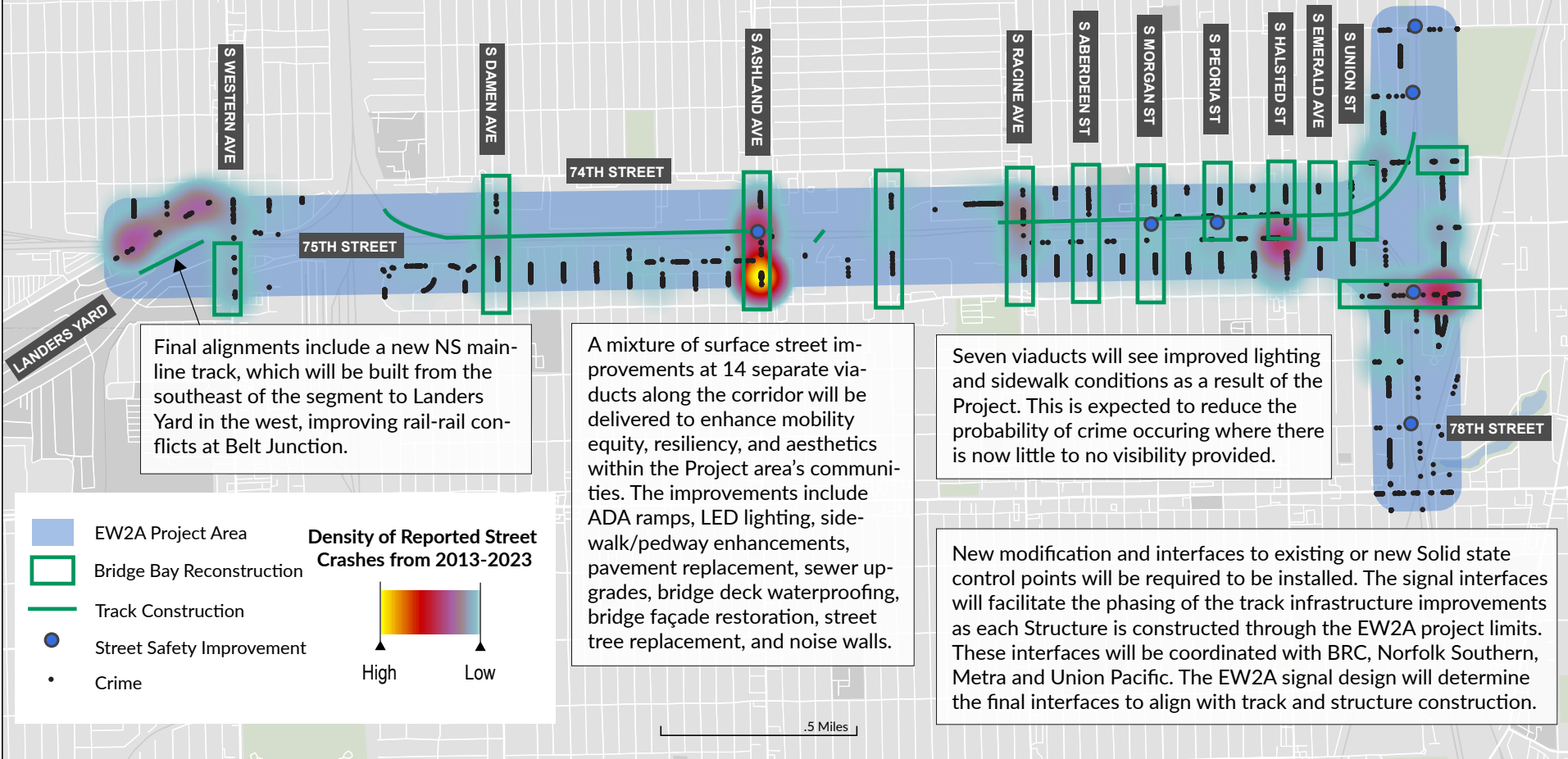


CREATE EW2A Corridor Incident Locations and Project Safety Improvements

August 14, 2023

Segment A of project EW2 consists of east-west track improvements along 75th St between S Western Ave, W 74th St, and W 78th St, including Belt Junction and Forest Hill Junction. Throughout construction, temporary track will be built to maintain rail operations as structures are rehabilitated and replaced. Improvements include the construction of new track and the shifting of existing track (including 33% tie renewal).

The Project includes the replacement or rehabilitation of numerous viaducts, or rail structures over city streets. In total, 14 structures on the segment will receive work. Two of these structures (at S Union Ave and S Emerald Ave) will be closed and filled, with cul-de-sacs added to the residential streets as needed. The remaining 12 structures will be rehabilitated and/or replaced. Individual bays, decks, beams, and columns will be replaced as needed, with some structures being widened to accommodate new track. Abutments will be repaired or replaced at all structures.



Final alignments include a new NS main-line track, which will be built from the southeast of the segment to Landers Yard in the west, improving rail-rail conflicts at Belt Junction.

A mixture of surface street improvements at 14 separate viaducts along the corridor will be delivered to enhance mobility equity, resiliency, and aesthetics within the Project area's communities. The improvements include ADA ramps, LED lighting, sidewalk/pedway enhancements, pavement replacement, sewer upgrades, bridge deck waterproofing, bridge façade restoration, street tree replacement, and noise walls.

Seven viaducts will see improved lighting and sidewalk conditions as a result of the Project. This is expected to reduce the probability of crime occurring where there is now little to no visibility provided.

New modification and interfaces to existing or new Solid state control points will be required to be installed. The signal interfaces will facilitate the phasing of the track infrastructure improvements as each Structure is constructed through the EW2A project limits. These interfaces will be coordinated with BRC, Norfolk Southern, Metra and Union Pacific. The EW2A signal design will determine the final interfaces to align with track and structure construction.