

**CREATE Project EW2/P2/P3/GS19: STRUCTURE INDEX (LAST UPDATED 9/18/2014)**

| No. | Letter<br>See Note 1, below table. | Location                          | Ownership | Lead Design Railroad | Current Configuration                               | Proposed Configuration                                    | Proposed Scope of Work                 | Notes  | Structure Type  | Information Required from RR. See Note 2, 3 and 4, below table. |   |              | Jacobs BCR Required | PTSL Required |
|-----|------------------------------------|-----------------------------------|-----------|----------------------|---|---|--|--|---|---|---|--------------|---------------------|---------------|
|     |                                    |                                   |           |                      |   |   |  |  |   | RR Bridge Inspection Reports                                    | Letter of Satisfactory Condition of In-Service Structures | Bridge Plans |                     |               |
| 1   | A&B                                | S. Kedzie Ave. and W. 79th Street | NS        | NS                   | 4 track bridge<br>3 NS, 1 Metra                     | 4 track bridge<br>2 Metra, 1 NS lead & 1 open track space | Rehabilitation                         |  |   | Not Req'd   | Not Req'd   | Received     | Completed           | No            |
| 2   | A                                  | Western Ave.                      | BRC       | METRA                | 5 track bridge<br>2 BRC mains & 3 open track spaces | 5 track bridge<br>3 BRC & 2 open track spaces             | Rehabilitation                         |  |   | Not Req'd   | Received  | Received     | Completed           | No            |
| 2   | B                                  | Western Ave.                      | NS        | METRA                | 1 track bridge<br>1 Metra                           | 2 track bridge<br>2 Metra                                 | Replacement                            | Remove south bay of 2A structure up to but not including the first interior TPG.         | 4-span deck beam bridge<br>15.25'-37'-37'-25.25', 114.5' long, 86.25' wide. Construct in stages.  | Not Req'd   | Not Req'd   | Received     | Completed           | Yes           |
| 2   | C                                  | Western Ave.                      | NS        | METRA                | 3 track bridge<br>2 NS & 1 open track space         | 2 track bridge<br>2 NS                                    | Replacement                            | widen to south to carry access road  | 4-span deck beam bridge<br>15.25'-37'-37'-25.25', 114.5' long, 86.25' wide. Construct in stages.  | Not Req'd   | Not Req'd   | Received     | Completed           | Yes           |
| 2   | D                                  | Western Ave.                      | NS        | NS                   | -   | -   | New Wall                               | wall is southeast of bridge along access road  | 602' x 17' (avg) high wall. T-wall may work, but assume CIP for estimate  | N/A   | N/A   | N/A          | N/A                 | Yes           |
| 3   | A                                  | 69th Street North Retaining Walls | B&OCT     | B&OCT                |   |   | New Wall                               | between 68th and 69th  | 2 Walls x Avg 4' x 121.75'  | N/A   | N/A   | N/A          | N/A                 | Yes           |
| 3   | B                                  | 69th Street South Retaining Walls | B&OCT     | B&OCT                |   |   | New Wall                               | between 69th street and 'North of 71st' bridge   | 2 Walls x Avg. 11' x 373.25'  | N/A   | N/A   | N/A          | N/A                 | Yes           |
| 3   | C                                  | North of 71st Structure           | B&OCT     | B&OCT                | 5 tracks at grade<br>2 CSX Yard, 3 CSX              | 5 track bridge<br>2 CSX Yard, 3 CSX                       | New Bridge                             |  | 11-span PPC box beam bridge, 770' long, 11 spans @ 70', 64' wide ave.   | N/A   | N/A   | N/A          | N/A                 | Yes           |
| 3   | D                                  | 71st Street (GS19)                | B&OCT     | B&OCT                | 4 tracks at grade<br>1 CSX Yard, 3 CSX              | 4 track bridge<br>2 CSX Yard, 2 CSX                       | New Bridge                             |  | 5-span PPC box beam bridge, 50'-50'-70'-50'-50' spans, 75' wide.  | N/A   | N/A   | N/A          | N/A                 | Yes           |
| 3   | E                                  | P3 Western Wye to 71st            | B&OCT     | B&OCT                | -   | 2 track bridge<br>2 CSX                                   | New Bridge                             |  | 27-span PPC box beam bridge, 1853.5' long, 1 @ 54', 25 spans @ 70', 1 @ 49.5', 2x31.5' wide.  | N/A   | N/A   | N/A          | N/A                 | Yes           |
| 3   | F                                  | Wye Structure (S. of 71 st)       | B&OCT     | B&OCT                | 1 track at grade<br>1 CSX Wye                       | 2 track bridge<br>2 CSX Wye tracks                        | New Bridge                             |  | 27-span PPC box beam bridge, 1857' long, 25 spans @ 70', 1 @ 60', 1 @ 47', 36.5' wide.  | N/A   | N/A   | N/A          | N/A                 | Yes           |
| 3   | G                                  | P3 Wye Retaining Walls            | B&OCT     | B&OCT                |   |   | New Wall                               | between western wye structure and wye bridge (north of P3)                               | Avg 8.25' x 189' CIP wall and 12x50' CIP wall   | N/A   | N/A   | N/A          | N/A                 | Yes           |
| 3   | H                                  | P3 Western Wye Structure          | B&OCT     | B&OCT                | -   | 2 track bridge<br>2 CSX                                   | New Bridge                             | structure over Wye 3   | "bow -tie" shaped structure with 270' piers parallel to W. Wye and 30' +/- Steel deck beams spanning perpendicular to W. Wye  | N/A   | N/A   | N/A          | N/A                 | Yes           |
| 3   | I                                  | P3 North Approach                 | B&OCT     | B&OCT                | -   | 2 track bridge<br>2 CSX                                   | New Bridge                             | between flyover and western wye structure  | 5-span PPC box beam bridge, 300' long, 5 spans @ 60', 31.5' wide.   | N/A   | N/A   | N/A          | N/A                 | Yes           |
| 3   | J                                  | P3 Flyover                        | B&OCT     | B&OCT                | -   | 2 track bridge<br>2 CSX                                   | New Bridge                             |  | 2-span, 2-girder, through girder (TPG) bridge, 70' and 90' spans, 31.5' wide.   | N/A   | N/A   | N/A          | N/A                 | Yes           |
| 3   | K                                  | P3 South Approach                 | B&OCT     | B&OCT                | -   | 2 track bridge<br>2 CSX                                   | New Bridge                             | between south retaining wall and flyover   | 23-span PPC box beam bridge, 1610' long, 23 spans @ 70', 31.5' wide.  | N/A   | N/A   | N/A          | N/A                 | Yes           |
| 3   | L                                  | P3 South Retaining Walls          | B&OCT     | B&OCT                |   |   | New Wall                               | between P3 South Approach and 78th Street  | 2 Walls x Avg 7.5' x 627.5'   | N/A   | N/A   | N/A          | N/A                 | Yes           |
| 4   | A                                  | Damen Ave.                        | Uncertain | BRC                  | Industry Track                                      |   | None                                   | Info Needed  |   | N/A   | N/A   | N/A          |                     | No            |
| 4   | B                                  | Damen Ave.                        | BRC       | BRC                  | 4 track bridge<br>2 BRC mains & 2 open track spaces | 5 track bridge<br>1 BRC Wye, 3 BRC, 1 Metra               | Rehabilitation & Widening to the North | Add architectural re-creation of art deco elements (railing, pilasters) to cost estimate | Widen structure to the north by adding a new bay. Steel deck beam structure, 9.5'-55.83'-9.5' spans. L = 75'. New bay will be a distinct structure. Will be tight, Damen may need to be lowered a few inches. | Not Req'd   | Received  | Received     | Completed           | Yes           |

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|-----|------------------------------------|--------------|-----------|----------------------|---|---|---|---|--|---|---|--------------|---------------------|---------------|
|     |                                    |              |           |                      |   |   |   |   |  | RR Bridge Inspection Reports                                    | Letter of Satisfactory Condition of In-Service Structures | Bridge Plans |                     |               |
| 4   | C                                  | Damen Ave.   | NS        | BRC                  | 2 track bridge<br>2 NS                                    | 2 track bridge<br>1 NS, 1 METRA                                   | Rehabilitation                                      |   |  | Not Req'd   | Not Req'd   | Received     | Completed           | No            |
| 5   | A                                  | Wood Street  | BRC       | NS                   | 5 track fill structure<br>2 BRC<br>& 3 open track spaces  | 5 track fill structure<br>3 BRC, 1 Metra<br>& 1 open track space. | Top off existing fill                               | Entire structure removed and filled. Retaining wall installed.                        |  | Not Req'd   | Not Req'd   | Received     | Completed           | No            |
| 5   | B                                  | Wood Street  | NS        | NS                   | 2 track fill structure<br>2 NS                            | 2 track fill structure<br>1 Metra, 1 NS lead                      | Top off existing fill                               | Entire structure intact, encapsulated in fill.  |  | Not Req'd   | Not Req'd   | Received     | Completed           | No            |
| 6   | A                                  | Ashland Ave. | BRC       | NS                   | 5 track bridge<br>1NS, 2 BRC<br>& 2 open track spaces     | 5 track bridge<br>3 BRC, 1 Metra<br>& 1 open track space          | Rehabilitation                                      |   |  | Not Req'd   | Received  | Received     | Completed           | No            |
| 6   | B                                  | Ashland Ave. | NS        | NS                   | 2 track bridge<br>1 NS<br>& 1 open track space            | 2 track bridge<br>1 Metra, 1 NS main                              | Rehabilitation                                      |   |  | Not Req'd   | Not Req'd   | Received     | Completed           | No            |
| 7   | A                                  | Loomis Blvd. | BRC       | NS                   | 4 track bridge<br>2 BRC main<br>& 2 open track spaces     | 4 track bridge<br>3 BRC mains<br>& 1 open track space             | Rehabilitation                                      |   |  | Not Req'd   | Received  | Received     | Completed           | No            |
| 7   | B                                  | Loomis Blvd. | NS        | NS                   | 3 track bridge<br>1 NS ind. lead<br>& 2 open track spaces | 3 track bridge<br>2 Metra<br>& 1 NS main                          | Rehabilitation                                      |   |  | Not Req'd   | Not Req'd   | Received     | Completed           | No            |
| 8   | A                                  | Racine Ave.  | NS/BRC    | NS                   | 4 track bridge<br>2 BRC mains, 2 Metra                    | 4 track bridge<br>3 BRC mains, 1 Metra                            | Rehabilitation                                      | 3 north bays are NS owned, south bay is BRC   |  | Not Req'd   | Received-BRC  | Received     | Completed           | No            |
| 8   | B                                  | Racine Ave.  | BRC       | NS                   | 2 track bridge<br>1 BRC main<br>& 1 open track space      | 2 track bridge<br>1 Metra, 1 NS lead                              | Rehabilitation                                      |   |  | Not Req'd   | Received  | Received     | Completed           | No            |
| 9   | A                                  | Aberdeen St. | NS        | NS                   | 4 track bridge<br>2 BRC mains, 2 Metra                    | 4 track bridge<br>3 BRC mains, 1 Metra                            | Rehabilitation/Replacement                          | 3 north bays are NS owned, south bay is BRC, Metra track profile to be raised by 1.5' |  | Not Req'd   | Not Req'd   | Received     | Completed           | No            |
| 9   | B                                  | Aberdeen St. | BRC       | NS                   | 2 track bridge<br>1 BRC main<br>& 1 open track space      | 2 track bridge<br>1 Metra, 1 NS lead                              | Rehabilitation/Replacement<br>Widening to the South | Metra track profile to be raised by 1.5'  | Widen structure by 11' by adding another bay of similar construction. Steel deck beam structure, 10.42'-24.5'-24.5'-10.42'. L = 70'. | Not Req'd   | Received  | Received     | Completed           | Yes           |
| 10  | A                                  | Morgan St.   | NS/BRC    | NS                   | 4 track bridge<br>2 BRC mains, 2 Metra                    | 3 track bridge<br>3 BRC mains                                     | Rehabilitation; Remove south bay                    | 3 north bays are NS owned, south bay is BRC   |  | Not Req'd   | Received-BRC  | Received     | Completed           | No            |
| 10  | B                                  | Morgan St.   | BRC       | NS                   | 2 track bridge<br>1 BRC main<br>& 1 open track space      | 2 track bridge<br>2 Metra   | Replacement   | Metra track profile to be raised by 3'  | 69.83' long, 3-span concrete deck beam structure, 10.42'-49'-10.42', 39.25' wide.  | Not Req'd   | Received  | Received     | Completed           | Yes           |
| 10  | C                                  | Morgan St.   | NS        | NS                   | -   | 1 track bridge<br>1 NS  | New Bridge  |   | 70' long, 3-span concrete deck beam structure, 10.42'-49'-10.42', 20' wide.  | N/A   | N/A   | N/A          | N/A                 | Yes           |
| 11  | A                                  | Peoria St.   | NS/BRC    | NS                   | 4 track bridge<br>2 BRC mains, 2 Metra                    | 3 track bridge<br>3 BRC mains<br>1 bay removed                    | Rehabilitation                                      | 3 north bays are NS owned, south bay is BRC   |  | Not Req'd   | Received-BRC  | Received     | Completed           | No            |
| 11  | B                                  | Peoria St.   | BRC       | NS                   | 2 track bridge<br>1 BRC main<br>& 1 open track space      | Bridge Removed  | Removal   |   |  | Not Req'd   | Received  | Received     | Completed           | No            |
| 11  | C                                  | Peoria St.   | METRA     | NS                   | -   | 2 track bridge<br>2 Metra   | New Bridge  |   | 90' deck plate girder bridge, 31.5' wide   | N/A   | N/A   | N/A          | N/A                 | Yes           |
| 11  | D                                  | Peoria St.   | NS        | NS                   | -   | 1 track bridge<br>1NS   | New Bridge  | existing clearance is 12.5'   | 69.83' long, 3-span steel deck beam structure, 10.42'-49'-10.42', 21.33' wide.   | N/A   | N/A   | N/A          | N/A                 | Yes           |
| 12  | A                                  | Halsted St.  | NS/BRC    | NS                   | 4 track bridge<br>2 BRC mains, 2 Metra                    | 3 track bridge<br>3 BRC mains<br>1 bay removed                    | Rehabilitation                                      | 3 north bays are NS owned, south bay is BRC.  | Widen structure by 19.67'; 4-span concrete deck beam structure, 10.42'-24.5'-24.5'-10.42'  | Not Req'd   | Received-BRC  | Received     | Completed           | No            |
| 12  | B                                  | Halsted St.  | BRC       | NS                   | 2 track bridge<br>1 BRC main<br>& 1 open track space      | Bridge Removed  | Removal   |   |  | Not Req'd   | Received  | Received     | Completed           | No            |

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|     |                                    |  |                       |                      |   |  |                        |  |   | RR Bridge Inspection Reports                                    | Letter of Satisfactory Condition of In-Service Structures | Bridge Plans |                     |               |
| 12  | C                                  | Halsted St.                                  | METRA                 | NS                   | -   | 2 track bridge<br>2 Metra                              | New Bridge             |  | 100' deck plate girder bridge, 31.5' wide   | N/A   | N/A   | N/A          | N/A                 | Yes           |
| 12  | D                                  | Halsted St.                                  | NS                    | NS                   | -   | 1 track bridge<br>1 NS                                 | New Bridge             |  | 69.83' long, 3-span concrete deck beam structure, 10.42'-49'-10.42', 34.33' wide.   | N/A   | N/A   | N/A          | N/A                 | Yes           |
| 12  | E                                  | P2- Peoria to Halsted                        | METRA                 | METRA                | -   | 2 track bridge<br>2 Metra tracks                       | New Bridge             | Structure between P2 Peoria and P2 Halsted bridges | 9-span PPC box beam bridge, 566' long, 7 spans @ 70, 2 @38', 31.5' wide.  | N/A   | N/A   | N/A          | N/A                 | Yes           |
| 13  | A                                  | Emerald Ave. Pedway                          | NS                    | NS                   | 4 track bridge<br>2 BRC mains, 2 Metra                            | 3 track fill structure<br>3 BRC mains<br>1 bay removed | Remove and Fill        | structure has been partially filled with concrete  |   | Not Req'd   | Not Req'd   | Received     | Completed           | No            |
| 13  | B                                  | Emerald Ave. Pedway                          | BRC                   | NS                   | 2 track bridge<br>1 BRC main<br>& 1 open track space              | Bridge Removed   | Remove and Fill        | structure has been partially filled with concrete  |   | Not Req'd   | Not Req'd   | Received     | Completed           | No            |
| 14  | A                                  | Union Ave.                                   | NS                    | NS                   | 3 track bridge<br>2 Metra<br>& 1 open track space                 | 1 track fill structure<br>1 NS                         | Remove and Fill        |  |   | Not Req'd   | Not Req'd   | Received     | Completed           | No            |
| 14  | B                                  | Union Ave.                                   | BRC/NS                | NS                   | 5 track bridge<br>2 BRC, 1 NS<br>& 2 open track spaces.           | 4 track fill structure<br>3 BRC mains, 1 NS lead       | Remove and Fill        |  |   | Not Req'd   | Received-BRC  | Received     | Completed           | No            |
| 14  | C                                  | Union Ave. N. Wall                           | NS                    | NS                   |   |  | New Wall               | wall(s) with ramp to allow access to signal        | CIP Walls Total Length = 1165.67'. #1: 115.5'x8' ave. ramp, #2: 300.42'x15' ave, #3: 605.5'x19.5' ave, #4: 144.25'x22'.   | N/A   | N/A   | N/A          | N/A                 | Yes           |
| 14  | D                                  | NS Landers Main Retaining Wall (75th Street) | NS                    | NS                   |   |  | New Wall               |  | #1: 1006.08'x25', #2:493'x26.5', #3: 267.5'x24', #4: 571.83'x25.5', #5:576.5'x23', #6: 380.08'x15'  | N/A   | N/A   | N/A          | N/A                 | Yes           |
| 15  | A                                  | P2 74th Street Park Retaining Wall           | METRA                 | METRA                |   |  | New Wall               |  | 36' long x 20' high CIP wall  | N/A   | N/A   | N/A          | N/A                 | Yes           |
| 15  | B                                  | P2 74th Street Retaining Wall                | METRA                 | METRA                |   |  | New Wall               |  | 241.3' long x 24' high CIP wall   | N/A   | N/A   | N/A          | N/A                 | Yes           |
| 15  | C                                  | P2 Flyover Structure                         | METRA                 | METRA                | -   | 2 track bridge<br>2 Metra tracks                       | New Bridge             |  | 21 span, 1385' long structure with 15 PPC box beam spans (40-70 ft), 1-41' DB-span, 1-70.5' TPG span over NS, 75' DPG span over Parnell and a 45.81'-58.13'-26.25' DPG span over Normal | N/A   | N/A   | N/A          | N/A                 | Yes           |
| 15  | D                                  | P2 Bow-Tie Structure                         | METRA                 | METRA                | -   | 2 track bridge<br>2 Metra tracks                       | New Bridge             | Structure over BRC at Union                        | "Bow-tie" shaped structure, 370' piers parallel to BRC tracks and 50' +/- steel deck beam spans perpendicular to BRC tracks   | N/A   | N/A   | N/A          | N/A                 | Yes           |
| 15  | E                                  | P2-Halsted to Bow-Tie                        | METRA                 | METRA                | -   | 2 track bridge<br>2 Metra tracks                       | New Bridge             | Structure between Halsted bridge and bow-tie       | 8-span PPC box beam bridge, 520' long, 6-70' spans, 1-52.5' span and 1-47' span, 31.5' wide.  | N/A   | N/A   | N/A          | N/A                 | Yes           |
| 15  | F                                  | P2 Retaining Walls                           | METRA                 | METRA                |   |  | New Wall               | E. of Morgan to Peoria                             | 490' long x 5' average height T-wall. (10' max.)  | N/A   | N/A   | N/A          | N/A                 | Yes           |
| 16  | A                                  | Lowe St.                                     | NS owned: Metra lease | NS                   | 3 track bridge<br>2 Metra<br>& 1 open track space                 | 3 track bridge<br>1 NS<br>& 2 open track spaces        | Rehabilitation         |  |   | Not Req'd   | Not Req'd   | Received     | Completed           | No            |
| 17  | -                                  | 73rd St. Pedway                              | METRA                 | NS                   | 6 track bridge<br>2 Metra<br>& 4 open track spaces                | 6 track bridge<br>2 Metra<br>& 4 open track spaces     | None                   |  |   | Not Req'd   | Received  | Received     | Completed           | No            |
| 18  | -                                  | 74th St.                                     | METRA                 | NS                   | 6 track bridge<br>2 Metra<br>& 4 open track spaces                | 6 track bridge<br>4 Metra<br>& 2 open track spaces     | None                   | Verified that bridge was wide enough to the south  |   | Not Req'd   | Received  | Received     | Completed           | No            |
| 19  | A                                  | 76th St.                                     | NS                    | NS                   | 5 track bridge<br>1 NS stack Connection<br>& 4 open track spaces. | 5 track bridge<br>2 NS<br>& 3 open track spaces        | Rehabilitation         |  |   | Not Req'd   | Not Req'd   | Received     | Completed           | No            |

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|     |                                    |                   |           |                      |   |   |  |  |   | RR Bridge Inspection Reports                                    | Letter of Satisfactory Condition of In-Service Structures | Bridge Plans |                     |               |
| 19  | B                                  | 76th St.          | BRC/NS    | NS                   | 5 track bridge<br>2 BRC mains, 1 NS<br>& 2 open track spaces          | 5 track bridge<br>3 BRC mains, 1 NS main<br>& 1 open track space                              | Rehabilitation   | NS owns 2 eastmost bays  |   | Not Req'd   | Received-BRC  | Received     | Completed           | No            |
| 20  | A                                  | 78th St.          | NS        | NS                   | 5 track bridge<br>1 NS stack Connection<br>& 4 open track spaces.     | 5 track structure<br>1 NS<br>& 4 open track spaces  | Rehabilitation<br>Replacement of 1 bay   | Northmost bay to be completely replaced  | Deck beams with steel plate deck. Bay will be replaced with similar span arrangement, top of deck elevation will be lower. 31' wide x 70' long bridge.  | Not Req'd   | Not Req'd   | Received     | Completed           | Yes           |
| 20  | B                                  | 78th St.          | BRC       | NS                   | 5 track bridge<br>3 BRC mains,<br>2 open track spaces                 | 5 track structure<br>3 BRC mains, 1 NS main,<br>& 1 open track space                          | Rehabilitation   |  |   | Not Req'd   | Received-BRC  | Received     | Completed           | No            |
| 21  | A                                  | 79th St.          | NS        | NS                   | 6 track bridge<br>1 NS stack track<br>& 5 open track spaces.          | 6 track bridge<br>1 NS Stack Track<br>3 open bays<br>1 NS Main<br>1 BRC Main                  | REPLACEMENT<br><br>Lower profile on stack connection track by 0.5 ft. Replace superstructure of northernmost bay (Bay 10) to accommodate lowered track.<br><br>Construct new BRC and NS tracks in Bays 5 & 6 of bridge. Replace superstructure in these bays to accommodate track profile. |  | Bay 10: 4-span deck beams. 14" WF beams with steel plate deck.<br><br>Bays 5 & 6: 4-span deck girders with rails set between girders on reinforced concrete base, 69.83' long: 10.42'-24.5'-24.5'-10.42'. | Not Req'd   | Received-BRC  | Received     | Completed           | Yes           |
| 21  | B                                  | 79th St.          | BRC       | NS                   | 4 track bridge<br>2 BRC Mains<br>& 2 open track spaces.               | 4 track bridge<br>1 BRC Main<br>1 NS Main<br>2 open bays with service road                    | Replace superstructure in Bays 3 & 4 for proposed tracks   |  | Bays 3 & 4 - 4-Span deck girders with rails set between girders on reinforced concrete base, 69.83' long: 10.42'-24.5'-24.5'-10.42'.  | Not Req'd   | Received-BRC  | Received     | Completed           | Yes           |
| 22  | -                                  | Metra over BRC/NS | METRA     | METRA                | 5 track bridge<br>2 Metra<br>& 3 open track spaces                    | 5 track bridge<br>2 Metra<br>& 3 open track spaces  | Raise 2 spans 12" +/-  | R.I. O.H. Bridge   | Use shim stacks to raise span over BRC/NS and span over NS Stack.   | Not Req'd   | Received  | Received     | Completed           | Yes           |
| 23  | A                                  | 80th St.          | NS        | NS                   | 5 track bridge<br>1 NS stack Connection<br>& 4 open track spaces.     | 5 track bridge<br>2 NS, 1 UP<br>& 2 open track spaces   | Rehabilitation   | A x-over between BRC 1 and UP1 occurs between the A and B structure, verify structurally OK. | Widen bridge 5.5' to the east to accommodate noise barrier  | Not Req'd   | Not Req'd   | Received     | Completed           | No            |
| 23  | B                                  | 80th St.          | BRC       | NS                   | 5 track bridge<br>2 BRC mains,<br>3 open track spaces                 | 5 track bridge<br>2 BRC mains, 1 x-over (btwn BRC's),<br>1 NS Landers<br>& 1 open track space | Rehabilitation   |  |   | Not Req'd   | Received  | Received     | Completed           | No            |
| 23  | C                                  | 80th              |           | NS                   |   |   | New Wall   |  |   |   |   |              |                     |               |
| 24  | A                                  | 81st. St.         | NS        | BRC                  | 6 track bridge<br>1 NS stack connection<br>& 5 open track spaces      | 6 track bridge<br>2 NS mains, 2 UP tracks<br>& 2 open track spaces.                           | Rehabilitation   |  | Widen bridge 7' to the east to accommodate noise barrier  | Not Req'd   | Not Req'd   | Received     | Completed           | No            |
| 24  | B                                  | 81st St.          | BRC       | BRC                  | 4 track bridge<br>2 BRC mains,<br>& 2 open track spaces               | 4 track bridge<br>3 BRC<br>& 1 open track space   | Rehabilitation   |  |   | Not Req'd   | Received  | Received     | Completed           | No            |
| 24  | C                                  | 81st St.          | UP        | BRC                  | 4 track bridge<br>2 UP<br>& 2 open track spaces                       | 4 track bridge<br>1 UP, 1 NS<br>& 2 open track spaces   | Rehabilitation   |  |   | Not Req'd   | Not Req'd   | Received     | Completed           | No            |
| 25  | A                                  | Vincennes Ave.    | NS        | BRC                  | 4 track bridge<br>2 NS mains & 2 open track spaces                    | 4 track bridge<br>2 NS mains & 2 UP mains   | Rehabilitation<br>Widening to the South  | widen to southwest to carry access road  | Widen to accommodate access road, deck beams with similar 4-span arrangement. 70.67' long bridge.   | Received  | Not Req'd   | Received     | Completed           | Yes           |
| 25  | B                                  | Vincennes Ave.    | UP/BRC    | BRC                  | 6 track bridge<br>2 BRC mains, 2 UP Mains<br>& 2 UP open track spaces | 6 track bridge<br>2 BRC mains, 1 UP Main, 1 NS Main<br>& 2 open track spaces                  | Rehabilitation   | UP Owns 2 westmost bays  |   | Received (BRC)  | Received (BRC)  | Received     | Completed           | No            |
| 26  | -                                  | NS over BRC       | NS        | NS                   | 4 track bridge<br>2 NS mains & 2 open track spaces                    | 4 track bridge<br>2 NS mains & 2 UP mains   | Rehabilitation   | C.W.I. O.H.  |   | Received  | Not Req'd   | Received     | Completed           | No            |

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| No. | Letter<br>See Note 1, below table. | Location                   | Ownership                | Lead Design Railroad | Current Configuration   | Proposed Configuration   | Proposed Scope of Work | Notes                                     | Structure Type  | Information Required from RR. See Note 2, 3 and 4, below table. |   |                      | Jacobs BCR Required | PTSL Required |
|-----|------------------------------------|----------------------------|--------------------------|----------------------|---|--|------------------------|---|---|---|---|----------------------|---------------------|---------------|
|     |                                    |                            |                          |                      |   |  |                        |   |   | RR Bridge Inspection Reports                                    | Letter of Satisfactory Condition of In-Service Structures | Bridge Plans         |                     |               |
| 27  | -                                  | S. Holland Road            | BRC                      | NS                   | 7 track bridge<br>2 BRC mains, 2 BRC siding & 3 open track spaces       | 7 track bridge<br>2 BRC mains, 2 BRC siding, 1 NS & 2 open track spaces              | Rehabilitation         |   |   | Received  | Received  | Received             | Completed           | No            |
| 28  | A                                  | 87 <sup>th</sup> Street    | BRC                      | BRC                  | 7 track bridge<br>2 BRC mains, 2 BRC siding & 3 open track spaces       | 7 track bridge<br>2 BRC mains, 2 BRC siding, 1 NS & 2 open track spaces              | Rehabilitation         |   |   | Received  | Received  | Received             | Completed           | No            |
| 28  | B                                  | 87 <sup>th</sup> Street    | NS                       | NS                   | 4 track bridge<br>2 NS mains & 2 open track spaces                      | 4 track bridge<br>2 NS mains & 2 UP mains  | Rehabilitation         |   |   | Received  | Not Req'd   |                      | Completed           | No            |
| 28  | C                                  | 87 <sup>th</sup> Street    | UP                       | UP                   | 2 track bridge<br>2 UP mains  | 2 track bridge<br>1 UP main & 1 open track space                                     | Rehabilitation         |   |   | Received  | Not Req'd   | Received             | No                  | No            |
| 29  | A                                  | 88 <sup>th</sup> Street    | NS                       | NS                   | 2 track bridge<br>2 NS mains  | 2 track bridge<br>2 NS mains   | None                   |   |   | Received  | Not Req'd   | GP&E only - received | No                  | No            |
| 29  | B                                  | 88 <sup>th</sup> Street    | UP                       | UP                   | Former track(s) connecting UP and NS lines                              | 2 track bridge<br>2 UP mains   | New Bridge             | Superstructure removed, abutments intact. | Deck beam bridge with span arrangement similar to adjacent bridges. 35.5' wide x 70.67' long bridge: 4-span, 10.83'-24.5'-24.5'-10.83'. | Not Req'd   | Not Req'd   | Received             | N/A                 | Yes           |
| 29  | C                                  | 88 <sup>th</sup> Street    | UP                       | UP                   | 2 track bridge<br>2 UP mains  | 2 track bridge<br>1 UP main & 1 open track space                                     | None                   |   |   | Received  | Not Req'd   | Received             | No                  | No            |
| 30  | A                                  | Lafayette Ave              | BRC/NS                   | NS                   | 5 track bridge<br>2 BRC mains, 1 BRC other tracks & 2 open track spaces | 5 track bridge<br>2 BRC mains, 1 BRC other tracks & 1 NS Main and 1 open track space | None                   |   |   | Received (BRC)  | Not Req'd   | Received             | Completed           | No            |
| 30  | B                                  | Lafayette Ave              | NS                       | NS                   | 2 track bridge<br>2 NS mains  | 2 track bridge<br>2 NS mains   | None                   |   |   | Received  | Received  | GP&E only - received | No                  | No            |
| 31  | A                                  | Dan Ryan                   | BRC/NS/IDOT              | NS                   | 5 track bridge<br>2 BRC mains, 1 BRC other tracks & 2 open track spaces | 5 track bridge<br>2 BRC mains, 1 BRC other tracks & 1 NS Main and 1 open track space | None                   | IDOT maintains bridge                     |   | Received (BRC, IDOT)  | Received-BRC  | Received             | No                  | No            |
| 31  | B                                  | Dan Ryan                   | NS/IDOT                  | NS                   | 2 track bridge<br>2 NS mains  | 2 track bridge<br>2 NS mains   | None                   | IDOT maintains bridge                     |   | Received  | Not Req'd   | GP&E only - received | No                  | No            |
| 32  | A                                  | State Street               | BRC/NS                   | NS                   | 5 track bridge<br>2 BRC mains, 1 BRC other tracks & 2 open track spaces | 5 track bridge<br>2 BRC mains, 1 BRC other tracks & 1 NS Main and 1 open track space | Rehabilitation         |   |   | Received (BRC)  | Received (BRC)  | Received             | Completed           | No            |
| 32  | B                                  | State Street               | NS                       | NS                   | 2 track bridge<br>2 NS mains  | 2 track bridge<br>2 NS mains   | Rehabilitation         |   |   | Received  | Not Req'd   | Received             | No                  | No            |
| 33  | -                                  | 66th Street                | METRA                    | METRA                | 2 track bridge<br>2 Metra mains   | 2 track bridge<br>2 Metra mains  | None                   |   |   | Not Req'd   | Received  | GP&E only Received   | No                  | No            |
| 34  | -                                  | 67th Street (Marquette Rd) | METRA                    | METRA                | 2 track bridge<br>2 Metra mains   | 2 track bridge<br>2 Metra mains  | None                   |   |   | Not Req'd   | Received  | GP&E only Received   | No                  | No            |
| 35  | -                                  | 69th Street                | METRA                    | METRA                | 2 track bridge<br>2 Metra mains   | 2 track bridge<br>2 Metra mains  | None                   |   |   | Not Req'd   | Received  | GP&E only-received   | No                  | No            |
| 36  | -                                  | 70th Street                | METRA                    | METRA                | 2 track bridge<br>2 Metra mains   | 2 track bridge<br>2 Metra mains  | None                   |   |   | Not Req'd   | Received  | GP&E only-received   | No                  | No            |
| 37  | -                                  | 71st Street                | METRA                    | METRA                | 2 track bridge<br>2 Metra mains   | 2 track bridge<br>2 Metra mains  | None                   |   |   | Not Req'd   | Received  | GP&E only-received   | No                  | No            |
| 38  | -                                  | 72nd Street                | METRA                    | METRA                | 2 track bridge<br>2 Metra mains   | 2 track bridge<br>2 Metra mains  | None                   |   |   | Not Req'd   | Received  | GP&E only-received   | No                  | No            |
| 39  | -                                  | 75th Street                | METRA                    | METRA                | 6 track bridge<br>2 Metra Mains   | 6 track bridge<br>2 Metra Mains  | None                   |   |   | Not Req'd   | Received  | GP&E only-received   | No                  | No            |
| 40  | -                                  | 76th Street                | METRA                    | METRA                | 6 track bridge<br>2 Metra Mains   | 6 track bridge<br>2 Metra Mains  | None                   |   |   | Not Req'd   | Received  | GP&E only-received   | No                  | No            |
| 41  | -                                  | 78th Steet                 | METRA                    | METRA                | 6 track bridge<br>2 Metra Mains   | 6 track bridge<br>2 Metra Mains  | None                   |   |   | Not Req'd   | Received  | GP&E only-received   | No                  | No            |
| 42  | -                                  | 80th Street                | METRA                    | METRA                | 6 track bridge<br>2 Metra Mains   | 6 track bridge<br>2 Metra Mains  | None                   |   |   | Not Req'd   | Received  | GP&E only-received   | No                  | No            |
| 43  | -                                  | 81st Street                | METRA                    | METRA                | 6 track bridge<br>2 Metra Mains   | 6 track bridge<br>2 Metra Mains  | None                   |   |   | Received  | Received  | Received             | No                  | No            |
| 44  | -                                  | I-57                       | UP                       | UP                   | 2 track bridge<br>2 UP mains  | 2 track bridge<br>2 UP mains   | None                   |   |   | Received  | Received  | N/A                  | No                  | No            |
| 50  | A                                  | 74th St.                   | METRA owned: NS operated | NS                   | 6 track bridge<br>1 NS stack connection & 5 open track spaces           | 6 track bridge<br>2 NS & 4 open track spaces   | Rehabilitation         |   |   | Not Req'd   | Not Req'd   | Received             | Completed           | No            |

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|---|--|---------------------|--------------------------|----------------------------|---|---|---------------------------|---|--|--|---|-----------------------|------------------------|------------------|
| No.   | Letter<br>See Note 1,<br>below<br>table. | Location            | Ownership                | Lead<br>Design<br>Railroad | Current Configuration                             | Proposed Configuration                          | Proposed Scope of<br>Work | Notes   | Structure Type   | Information Required from RR.<br>See Note 2, 3 and 4, below table. |   |                       | Jacobs BCR<br>Required | PTSL<br>Required |
|   |  |                     |                          |                            |   |   |                           |   |  | RR Bridge<br>Inspection<br>Reports                                 | Letter of<br>Satisfactory<br>Condition of<br>In-Service<br>Structures | Bridge Plans          |                        |                  |
| 50  | B  | 74th St.            | NS owned: Metra<br>Lease | NS                         | 3 track bridge<br>2 Metra<br>& 1 open track space | 3 track bridge<br>1 NS<br>& 2 open track spaces | Rehabilitation            |   |  | Received   | Not Req'd   | Received              | Completed              | No               |
| 51  |  | 73rd St. Pedway     | METRA                    | NS                         | 5 track bridge<br>2 NS                            | 5 track bridge<br>2 NS                          | None                      | Metra operating on<br>NS track?   |  | Received   | Received  | GP&E only<br>Received | No                     | No               |
| 52  | -  | 72nd Street         | METRA                    | NS                         | 5 track bridge<br>2 NS                            | 5 track bridge<br>2 NS                          | None                      |   |  | Received   | Received  | GP&E only<br>Received | No                     | No               |
| 53  | A  | 79th Street         | B&OCT                    | B&OCT                      | 4 track bridge<br>2 CSX                           | 4 track bridge<br>2 CSX                         | None                      | Verify joint between A-<br>B is structurally okay   |  | Received   | Not Req'd   | GP&E only             | No                     | No               |
| 53  | B  | 79th Street         | CDOT                     | B&OCT                      | 2 track bridge<br>2 open track spaces             | 2 track bridge<br>2 CSX (temp.)                 | Rehabilitation            | Temporary use,<br>portion at shared<br>edge permanent   |  | Not Req'd  | Not Req'd   | Received              | Completed              | No               |
| 54  | A  | 69th Street         | CSXI                     | B&OCT                      | 2 track bridge<br>2 CSX Yard                      | See 54B   | Replacement (partial)     | Remove 3 westmost<br>bays of the multi-bay<br>structure. This is the<br>bridge carrying the<br>intermodal yard. | See 54B  | Received   | Not Req'd   | Received              | No                     | See 54B          |
| 54  | B  | 69th Street         | B&OCT                    | B&OCT                      | 3 track bridge<br>3 CSX                           | 4 track bridge<br>3 CSX, 1 CSX Yard             | Replacement               | Profile raised 5' +/-   | 4 bay, single span deck<br>beam bridge. 63' wide by<br>69' long. | Not Req'd  | Not Req'd   | Received              | No                     | Yes              |
| 55  | A  | 68th Street         | CSXI                     | B&OCT                      | 2 track bridge<br>2 CSX Yard                      | 2 track bridge<br>2 CSX Yard                    | None                      | This is the bridge<br>carrying the<br>intermodal yard   |  | Received   | Not Req'd   | Received              | No                     | No               |
| 55  | B  | 68th Street         | B&OCT                    | B&OCT                      | 3 track bridge<br>3 CSX                           | 3 track bridge<br>3 CSX                         | None                      |   |  | Received   | Not Req'd   | GP&E only<br>Received | No                     | No               |
| 56  | A  | Marquette Rd "67th" | CSXI                     | B&OCT                      | 2 track bridge<br>2 CSX Yard                      | 2 track bridge<br>2 CSX Yard                    | None                      | This is the bridge<br>carrying the<br>intermodal yard   |  | Received   | Not Req'd   | Received              | No                     | No               |
| 56  | B  | Marquette Rd "67th" | B&OCT                    | B&OCT                      | 3 track bridge<br>3 CSX                           | 3 track bridge<br>3 CSX                         | None                      |   |  | Received   | Not Req'd   | GP&E only<br>Received | No                     | No               |
| 57  | -  | S. Holland Road     | NS                       | NS                         | 2 track bridge<br>2 NS mains                      | 2 track bridge<br>2 NS mains                    | None                      |   |  | Received   | Not Req'd   | Not Available         | No                     | No               |

NOTE 1: Lettering is defined North to South and East to West

NOTE 2: A current inspection report, indicating satisfactory condition, is an acceptable substitute for the Satisfactory Condition letter. The letter of satisfactory condition is required for currently "in-service" portions of structures.

Bridge plans are required for portions of structure currently un-occupied that will become occupied (Jacobs will perform inspections and produce BCRs for these).

NOTE 3: No Separate NS Reports are available for bridges with joint ownership with BRC.

NOTE 4: Portions of bridges inspected by Jacobs/Baker do not require report or letter from owner (in general).