

Union Pacific West Line Third Mainline Track Project



The Metra Union Pacific West Line (UP-W) is one of the busiest rail lines in the nation. More than 50 freight trains and 60 Metra trains carrying nearly 30,000 passengers share the line each day. To accommodate passenger and freight volumes and to ensure that passenger service continues to run smoothly and reliably, Union Pacific and Metra entered into a partnership in 2008 to develop the Metra UP-W Line Improvement Project (to be completed in four phases). Completed work includes an upgraded rail signal system, new crossovers so trains can switch tracks and a variety of safety enhancements. The fourth and final component is the completion of a third set of tracks in the only remaining double-track segments along the line, removing two critical bottlenecks.

Final Phase

About eight miles of a third track will be constructed through two separate projects. The first project includes construction of 1.8 miles of new track from UP's Vale Interlocking Facility in River Forest (just east of the Des Plaines River) to 25th Avenue in Melrose Park. The second project includes construction of 6.1

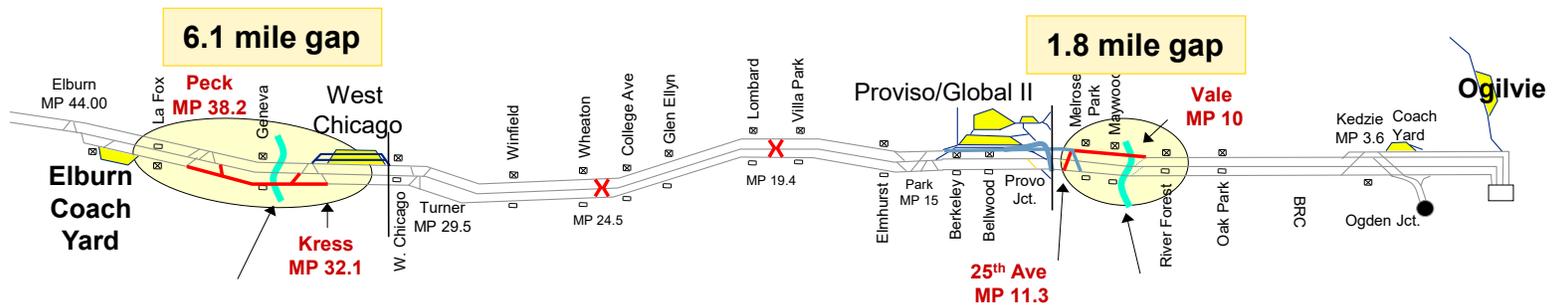
Project Benefits

This additional eight miles of third track will complete the UP-W Line Improvement Project, providing many benefits to Metra passengers, UP freight operations and the residents of neighboring communities, including:

- Reduction of motorist wait times at grade crossings
- Decrease in the number of idling freight trains
- Decrease in commuter and freight train delays
- Reduction of commuter and freight rail congestion
- Elimination of commuter curfews for freight trains
- Enhanced overall safety

Completed Enhancements

The first phase of the UP-W Line Improvement Project construction focused on Metra station safety enhancements. A pedestrian train warning system known as "Another Train Warning System," or ATWS, was the first system of its kind in the U.S. to be fully implemented at stations along a commuter rail line. This system warns pedestrians at crossings adjacent to stations that "another train"



miles of new track from Kress Road in West Chicago to Peck Road in Geneva. The total design and construction cost of more than \$100 million will be paid by UP and Metra, through grants received from the Illinois Department of Transportation.

The majority of the third track will be constructed on land owned by UP. While there are no current plans to increase Metra service on the UP-W Line, the upgrade will alleviate existing rail congestion and commuter/freight train conflicts to better serve Metra commuters and improve the flow of freight into the Chicago region.

Project Schedule

Construction on the eastern section began in late 2017 and is expected to be complete in late 2019, and construction on the western section is expected to start in late 2019 and take about 19 months.

is approaching or present, with a combination of audio and visual alerts.

Other safety enhancements included additional pedestrian gates at crossings; improved pedestrian flow with the construction of paths to divert pedestrians to safe crossings at the ends of platforms; and the installation of inter-track fencing. Mid-platform pedestrian crossings at several stations were also eliminated.

Phases two and three were operational enhancements that included an upgraded rail signal system, allowing trains to safely operate closer together, resulting in improved train flow. The installation of two universal crossovers so trains can switch tracks, one each in Wheaton and Lombard, closed a 15-mile gap between crossovers on the line, increasing the use of multiple tracks to bypass rail congestion and construction, and improving fluidity on the line.