

Appendix B



CANADIAN PACIFIC RAILWAY

January 23rd 2009

Larry Martin
CH2M Hill
8501 W. Higgins Rd.
Chicago IL 60631

Mr. Martin,

Attached are revised minutes from the meeting of December 10th, 2008. While Canadian Pacific (CP) is in general agreement with the revised minutes, nothing contained herein shall be construed as explicit endorsement or acceptance of any of the proposed alignments or associated work.

As currently proposed, Alignments E, F, and G are unacceptable to CP. These alignments would result in severe disruption to railway operations and are therefore not acceptable to CP.

Proposed Options A, B, C, and D may be considered by CP provided construction results in zero impact to railway operations and all CP property impacted is replaced, relocated, or otherwise compensated for. Any consideration of these options must be reviewed by all departments within CP and may include additional requirements not otherwise noted.

On a preliminary basis, CP encourages IDOT to pursue Options A-D. When IDOT has selected a preferred alignment the following individuals should be contacted to develop formal agreements:

David S. Drach
Director, Real Estate Marketing, U.S.
Canadian Pacific
501 Marquette Ave. S., Suite 1525
Minneapolis, MN 55402
612-904-6139

James H. Krieger
Engineer, Public Works
Canadian Pacific
501 Marquette Ave. S., Ste 1510
Minneapolis, MN 55402
612-904-5994

If you have any questions or comments please contact me.

Sincerely,

Nate Schutte, P.E. (MN)
Project Engineer
Canadian Pacific
501 Marquette Ave. S., Suite 1510
Minneapolis, MN 55402
612-904-5945

ENC: CP Notes - 081210_MM_CPRRConfMtg_D.doc

FINAL MEETING SUMMARY

CH2MHILL

Elgin O'Hare - West Bypass

MEETING SUBJECT: CP Railroad Conference Meeting **RECORDER:** CH2M HILL/Lisa Sagami

MEETING DATE & TIME: December 10, 2008, 10:00 AM **PREPARATION DATE:** December 15, 2008

MEETING LOCATION: Conference Meeting

ISSUE STATUS: Draft for Review Final

ATTENDEE NAME	ORGANIZATION	E-MAIL
Nate Schutte	CP	nate_schutte@cpr.ca
Pete Harmet	IDOT	pete.harmet@illinois.gov
Larry Wilson	IDOT	larry.wilson@illinois.gov
Ron Krall	SEC Group, Inc.	ronald.krall@illinois.gov
Pat Pechnick	SEC Group, Inc.	ppechnick@secgroupinc.com
Patrick Bryant	STV	patrick.bryant@stvinc.com
Jean-Alix Peralte	STV	peraltj@stvinc.com
Joanne Schroeder	VSA	jschroeder@vlecides-schroeder.com
Lidia Pilecky	CH2M HILL	lpilecky@ch2m.com
Larry Martin	CH2M HILL	lmartin@ch2m.com
Cheng Soong	CH2M HILL	csoong@ch2m.com
Lisa Sagami	CH2M HILL	lsagami@ch2m.com

A conference meeting was held between representatives of IDOT, the Elgin O'Hare – West Bypass project team, and the Canadian Pacific Railroad. The purpose of the meeting was to obtain input regarding impacts of the O'Hare Bypass South Alignment Options on freight rail operations, particularly on the Bensenville Yard. An exhibit depicting the alignment options was distributed to meeting participants. CH2M HILL provided a general description of alignment options A through G, including the potential refinement of options A through D west of the UP crossing of the Bensenville Yard.

The following is a list of the issues, concerns, and comments raised during the meeting.

- CP understood the rationale for realigning A-D in the vicinity of Green Street to provide a 300' frontage for commercial development. The displacement of the turntable and machine shop was not a major issue if they are relocated or replaced in kind.
- CP indicated that operations at the east end of the Bensenville Yard are most important and that any construction within the yard could cause major disruptions to their operations and to the region's freight movement. Much of the regions' freight passes through this area.
- CP agreed that Option F which crosses the freight yard three times should be considered a fatal flaw. The ability to maintain freight operations in this scenario is not a feasible or a reasonable assumption. Further the volume of rail traffic entering the east end of the yard and the management of rail traffic to construct the SB ramp to I-294 would be unworkable.
- CP agreed that Option E which crosses the freight yard twice should also be considered a fatal flaw for the same reasons as those stated above. Further Option E interrupts the nerve center of the operation (the hump yard operation) which would cause intermittent shut down of the hump

during construction. Cars would have to be flat switched and reduce the capacity of the yard by more than 50%. This is an unacceptable condition.

- CP noted that Option G crosses the yard in at least two locations which would cause a major reduction in the yards capacity because of temporary track and signal modification in numerous locations. Further, CP noted that elevated sections of this alignment would require extensive staging, further disrupting their operations.
- CP offered that any roadway which straddles the UP tracks (such as with Option C) would be very disruptive to freight operations along this heavily used corridor; however, they deferred to the UP RR for their input.
- All options will impact the west end of the yard which will require the relocation of the turntable. CP expressed that while the turntable is still used, relocation is a feasible option. Relocation or replacement of the affected shop building would be required as well.
- CP stated that construction of the tunnel construction at the west end of the yard appears to be feasible if constructed in stages.
- CP noted that any option that spans across the freight yard, especially long spans, will severely limit options for potential reconfiguration of the Bensenville Yard.

From: RICHARDELLISON@UP.COM [mailto:RICHARDELLISON@UP.COM]
Sent: Monday, April 06, 2009 3:15 PM
To: Paul E. Bobby
Subject: Re: FW: Summary of Today's Call

Richard Ellison
301 W. Lake St
Northlake, IL 60164
Industry & Public Projects
(708) 649-5210
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Union Pacific Railroad Company



April 6,2009

UP would not entertain a temporary realignment for the construction of Connection C. The UP will need to maintain the existing 40 mph time table speed. There are currently 12 trains per day in this section of mainline. The UP would consider the construction of an overhead highway structure provided that the minimum vertical clearance of 23'-4" is maintained and the proposed structure spanned the UP ROW (est. 100'). Limited work windows for erecting steel over the UP ROW can be accommodated if traffic will allow. However, they are not guaranteed and are not anticipated to be greater than 4hrs in a 24-hrs time period. Finish work on the deck can be done under traffic without a work window.

As for further review I will need a letter for authority to spend \$10,000 dollars. This is for preliminary engineering, which includes review of plans and site visits.

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Cell (847)323 7197
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Elgin O'Hare - West Bypass

TO: IDOT

FROM: Larry Martin / CH2M HILL and Paul Bobby / STV, Inc.

DATE: February 9, 2009

SUBJECT: January 16, 2009 – Union Pacific Railroad Call with Rich Ellison

- Telephone discussions were held with Project Coordinator, Rich Ellison (Union Pacific) and Midwest Track Manager, Paul Bobby (STV). Rich Ellison's can be reached at 708-649-5214 or richardellison@up.com.
- Paul Bobby provided an update of the Elgin O'Hare – West Bypass project and identified the purpose of the call was to discuss the remaining four South Connections (A, B, C, D) in more detail. Connection A is located in a corridor along the County Line Road. Connection B is located along a corridor just west of the UP (Milwaukee Sub between Proviso and Bryn Mawr). Connection C is located along a corridor directly above the ROW of the UP (Milwaukee Sub between Proviso and Bryn Mawr). Connection D is located along a corridor just east of the UP (Milwaukee Sub between Proviso and Bryn Mawr).
- The focus of the call was to discuss operational requirements and construction impacts for Connection C located directly over the UP ROW. STV presented a conceptual staging plan, which used a temporary alignment off-set of 100 feet to the west of the existing main line. The maximum speed supported by this temporary alignment would be 20 mph.
- Rich Ellison expressed that the UP would not entertain a temporary realignment for the construction of Connection C. The UP will need to maintain the existing 40 mph time table speed. There are currently 30 to 40 trains per day on this section of mainline. The construction of an overhead highway structure would require a minimum vertical clearance of 23'-4" and a minimum structure span (cross-section) of 100 feet. Maintenance of railroad traffic imposed by the UP would significantly limit the hours of overhead construction. Construction would not be allowed during train movement, thus it was estimated that less than four hours in a 24-hour period would be available. An average work shift would be only one to two hours of actual construction time.
- The other 3 connections and their potential impacts to the UP were also discussed. The following connections are listed in order of most preferred to least preferred as they relate to the Union Pacific:
 - Connection A
 - Connection B
 - Connection D
 - Connection C