

Appendix A



Mayor
CRAIG B. JOHNSON

Village Clerk
ANN I. WALSH

Village Manager
RAYMOND R. RUMMEL

Village Trustees
NANCY J. CZARNIK
PATTON L. FEICHTER
JEFFREY C. FRANKE
SAMUEL L. LISSNER
JAMES P. PETRI
CHRIS PROCHNO

March 19, 2009

Ms. Diane M. O'Keefe, P.E.
Deputy Director of Highways/Region One Engineer
Illinois Department of Transportation
Division of Highways/District 1
201 West Center Court
Schaumburg, Illinois 60193-1093
Attention: Mr. Peter E. Harmet, P.E.
Bureau Chief of Programming

BUREAU OF PROGRAMMING
RECEIVED
MAR 23 2009
DISTRICT #1

Reference: Elgin O'Hare-West Bypass Roadway Alternatives

Dear Mr. Harmet:

We strongly commend IDOT for undertaking the extensive public outreach process associated with identifying a locally preferred alternative for the Elgin O'Hare-West Bypass Study. Thank you for doing so.

As you know, over 36,000 people from our region provided written comments to IDOT specifically indicating that Alternative 203 – North Connection Option D is the locally preferred alternative. This extensive amount of public comment is due to both the many benefits of Alternative 203 – North Connection Option D, as well as the hugely detrimental impacts that construction of a freeway or an expanded arterial along IL Route 83 would have on our community and the surrounding region. This is also a regional impact due to the tax base our industrial park provides the state and other units of government, including School District 214, which serves communities beyond our borders.

In addition to the outpouring of community and regional input regarding your study alternatives, we have performed additional technical analysis with respect to the IL Route 83 portion of Alternatives 202, 401, 403 and 501. We understand that the Department's Tiered EIS process means that planning and engineering is at a conceptual level of detail at this point, and subsequent evaluation steps would perhaps reveal the numerous detrimental impacts at the Draft EIS or later stages; however, we believe that in light of the detrimental effects to our community, these deleterious impacts must be considered in more detail and addressed immediately.



Converting Busse Road into a massive Super-highway, or even an eight lane arterial, would have many unacceptable consequences, especially compared to what the Village sees as other more beneficial alternatives.

Alternative 202 converts Busse Road (IL Route 83) in Elk Grove Village into a six lane, elevated, limited access expressway with two lanes of frontage roads. As you will see, this proposal has too many negative impacts upon the region, and these negative impacts cannot be overcome. Alternatives 401, 403, and 501, while smaller in scale also have unacceptable impacts to the Village.

After reviewing these negative impacts, and with the understanding that Alternate 203 – North Connection Option D has relatively greater benefits for the Village and the region, we believe that IDOT should remove Alternatives 202, 401, 403, and 501 from further consideration.

The Fog of Uncertainty Harms Businesses

There is currently a fog of uncertainty surrounding the possible modifications to Busse Road in Elk Grove Village.

We have heard from many business owners who will be negatively impacted by the potential modifications to Busse Road. I have enclosed letters from two businesses that convey their fears surrounding modifications to Busse Road. Those businesses are ProLogis (a real estate firm that owns 6 large buildings on Busse Road) and Tasty Catering (a business highly reliant upon other businesses in Elk Grove for revenue).

There is now a fog of uncertainty that shrouds the businesses along Busse Road in a state of fear. Business owners have contracts to sell buildings on Busse, but buyers are backing away from those deals due to the uncertainty. Leaseholders of businesses on Busse Road are not renewing leases because they do not know what the future holds.

We strongly urge IDOT to quickly lift this fog. Please bring clarity to the issue by removing Alternative 202 and 402 and/or any other plans for the widening of Busse Road, so that business may again prosper in this economy.

**The Negative Regional Impacts of IL Route 83 Conversion through
Elk Grove Village**

(For purposes of this letter, the term Busse Road and IL Route 83 are interchangeable.)

IL Route 83 Expressway Impact Analysis

Must Take More Land than Anticipated for IL Route 83 Expressway

The Village believes that the actual footprint of the IL Route 83 expressway alternative will have to be much larger than indicated at the Public Meeting. This footprint taking will destroy more businesses and eliminate more jobs than the conceptual layout estimated originally. We understand your study approach as stated in your March 11, 2009 response to our March 2, 2009 letter, and the fact that traffic data will be refined prior to more detailed design work commencing. However, even when setting that issue aside, we believe that IDOT's concept layout should be modified, as we believe that IDOT's current layout understates the impacts to our community. Further, considering that an IL Route 83 expressway will have a footprint defined by massive retaining walls and large bridges, and therefore would not be easily expanded in the future provisions for basic elements such as adequate intersection footprints should be considered now.

The reduction in the number of local streets, which cross the IL Route 83 corridor in Alternative 202, as well as the locations of the proposed interchange ramps will focus traffic to fewer locations than available today, and as stated above, an adequate cross section would need to be provided. It is likely that dual left turn lanes will be required on all approaches to these frontage road intersections. As also noted previously, the frontage roads as well as some of the cross streets may require three travel lanes in each direction, whether considering future traffic or the current volumes of truck traffic that will use this roadway. Providing adequate left turn storage bays and turning radii in a compressed-diamond interchange design at these crossing locations will necessitate a footprint substantially wider than the 300-foot corridor width that was presented at the Public Information Meeting. At Devon Avenue and Landmeier Road, the footprint will have to be more than 600 feet wide to accommodate the likely turning traffic and to provide efficient intersection operation.

The Village has prepared a concept plan which depicts what we believe the revised preliminary footprint for Alternative 202 would look like once more detailed traffic analyses and geometric studies are prepared. Following are the cross section assumptions we used to develop the revised footprint:

- **Mainline IL Route 83 Expressway** - The expressway cross section provided three 12-foot lanes in each direction with a 30-foot median, 12-foot shoulders and 2-foot thick retaining walls. In order to provide room for exit and entrance ramps to and from the frontage roads, the inner edge of the frontage road pavement was separated from the outer edge of the mainline pavement by about 57 feet.

- **IL Route 83 Frontage Roads** - The frontage roads were assumed to have three 12-foot lanes in each direction with 10-foot shoulders. Twelve-foot shared use paths on each side of IL Route 83 were provided. Because of the considerable number of utilities in this corridor as well as the need to provide drainage swales, 14-foot parkways were provided between the edges of shoulder and the inside edges of the path.
- **Major Cross Streets** – The major cross streets that would pass under the expressway provided either two 12-foot lanes in each direction or, in the case of Devon Avenue, three lanes in each direction. Five-foot sidewalks, 5-foot parkways and B-6.24 curb & gutter were used to determine proposed right-of-way widths along these roadways. Existing right-of-way where roadway widening is necessary is limited to sixty feet (60') away from the intersection.
- **Major Cross Street Intersections** – It was assumed that both the Devon Avenue and Landmeier Road intersections with the IL Route 83 frontage roads would be designed in a compressed-diamond interchange configuration. In order to provide a 3-phase traffic signal operation, the intersections would have side-by-side dual left turn storage lanes between the intersections. It was assumed that the Pratt Boulevard and Greenleaf Avenue intersections would have 4-phase traffic signal operations and thus would not store any left turning vehicles between the intersections; hence the narrower intersection widths.
- **Texas U-Turn at Landmeier Road** – The entrance ramp located just south of Landmeier Road is the only proposed southbound entrance along the entire portion of the IL Route 83 expressway. We expect that this entrance ramp will be heavily used as it provides access to the south side of O'Hare Airport, as well as I-294 and I-355.

Similarly, the northbound exit ramp located just south of Landmeier Road is the only exit proposed for the IL Route 83 expressway. We expect that the frontage roads will collect and distribute large volumes of traffic destined to and from these ramps. Provision of a Texas U-turn roadway to handle the likely heavy traffic flow between the northbound frontage road and the southbound IL Route 83 entrance ramp, as well as between the northbound exit ramp and the southbound frontage road will allow a smaller signalized intersection design at Landmeier Road and the frontage roads.

Enclosed are two copies of the Revised Preliminary Footprint Plan. We have identified the abutting buildings that would be displaced as a result of the expressway footprint. We have also denoted buildings that would be “substantially impacted” by the proposed facilities. These are properties where the physical building would not be impacted by proposed right-of-way acquisition, but the function and viability of the property would be significantly impacted through loss of parking lots and/or loading docks. There is little vacant land on many of these properties where parking and loading facilities can be relocated. Moving loading docks will cause dramatic impacts to the interior design and function of these properties. The cost of relocation may approach the cost of total acquisition.

Alternate 202 Analysis
Business and Job Loss Table

	<u>Lost Business</u>	<u>Lost Jobs</u>
Original IDOT Public Meeting Estimate:	71	1,360
Actual Elk Grove Village Counts:	104	2,360
Vacant Buildings in Elk Grove (Historical)	3	703
Estimates of Bensenville Loss	63	350
Estimates of Elk Grove Township Loss	32	300
	=====	=====
Total:	202	3,713

Moreover, there are three (3) large buildings that are currently vacant but are certainly anticipated to be occupied and operational by the time of any land taking. The impact of these three (3) vacancies is demonstrated in the chart above by utilizing historical file data on these facilities.

As you can see from the concept plan and table above, the number of structures and jobs that we believe will be impacted is substantially greater than the possible impact portrayed at the Public Information Meeting. We ask that you reevaluate the Preliminary Estimated Footprint of Alternative 202 in light of the data we are providing, and that you also reevaluate the order of magnitude cost of this alternative.

Widening IL Route 83 Negative Impact on Jobs and Businesses

(This analysis pertains to Alternatives 401, 403, 501, and any others that include widening Busse Road.)

Likewise, we have enclosed two copies of the revised Preliminary Footprint Plan regarding any widening of Busse Road. We have identified the abutting buildings that would be displaced as a result of the widening footprint.

We have also denoted buildings that would be “substantially impacted” by the proposed facilities. These are properties where the physical building would not be impacted by proposed right-of-way acquisition, but the function and viability of the property would be significantly impacted through loss of parking lots and/or loading docks.

There is little vacant land on many of these properties where parking and loading facilities can be relocated. Moving loading docks will cause dramatic impacts to the interior design and function of these properties. The cost of relocation may approach the cost of total acquisition.

Busse Road Widening Analysis
Business and Job Loss Table

	<u>Lost Business</u>	<u>Lost Jobs</u>
Original IDOT Public Meeting Estimate:	29	760
Actual Elk Grove Village Counts:	32	640
Vacant Buildings in Elk Grove Historical Loss	2	315
Estimates of Bensenville Loss	2	25
Estimates of Elk Grove Township Loss	10	104
	=====	=====
Total:	46	1,084

Moreover, there are two (2) large buildings that are currently vacant but are certainly anticipated to be occupied and operational by the time of any land taking. The impact of these three (3) vacancies is demonstrated in the chart above by utilizing historical file data on these facilities.

As you can see from the concept plan and table above, the number of structures and jobs that we believe will be impacted is substantially greater than the possible impact portrayed at the Public Information Meeting. We ask that you reevaluate the Preliminary Estimated Footprint of Alternative 402 (or similarly proposed widening scenarios) in light of the data we are providing and that you also reevaluate the order of magnitude cost of this alternative.

Decimation of Bus Mass Transit

The employers along Busse Road are heavily dependent upon PACE (the suburban division of the Regional Transportation Authority) bus service. PACE buses are sources of transit for many employees who travel to and from work along Busse Road.

In fact, PACE has the highest concentration of ridership along Busse Road than most other bus routes in their mass transit system. Total weekday ridership amounts to 2,023 into the Busse Road employer-rich subdivision area.

Ridership data broken down for the routes serving employers along Busse Road are as follows:

 Pace Route 223 (Elk Grove/Rosemont CTA)

 1,767 weekday trips per day

 408 Saturday trips per day

 262 Sunday trips per day

 Pace Route 757 (Northwest Connection)

 256 weekday trips per day

We all agree that mass transit is important for the corridor due to the large proximity of employers. However, the proposed Busse Road expressway will negatively impact PACE bus mass transit ridership along that corridor. This ridership reduction is due to several factors:

1. As the IL Route 83 corridor is currently configured, riders on the PACE bus along Busse Road ingress/egress the bus near their workplace destination regardless of which side of IL Route 83 their destination is located. However, if IL Route 83 is converted into an elevated expressway or further widened, it becomes a barrier to transit riders needing to cross IL Route 83. Riders will no longer be able to cross Busse Road except at a few limited areas. This barrier effect will significantly increase travel times for PACE bus riders, resulting in those riders abandoning the bus for single occupant automobile trips.
2. Moreover, under Alternative 202, PACE buses will need to utilize the frontage roads to service riders. The frontage roads will have lower speed limits and higher traffic volume congestion than the existing IL Route 83 conditions. Again, this will result in significantly increased travel times, which reduces ridership. Any decrease in bus utilization will result in increased single occupant automobile traffic, reducing the capacity gain of the proposed Busse expressway.

Moreover, the widening of Busse Road creates its own negative impacts upon Pace bus ridership. Passengers needing to cross Busse Road to access their employer will be staring at an 8-lane plus dual left turn (2) lanes and 1 dedicated right hand turn lane. Asking riders to cross 11 lanes of traffic to access work is likely unrealistic, especially during inclement weather. Riders will therefore need to remain on the bus until its route reaches their destination side of Busse Road. The increased travel times will ultimately and significantly reduce ridership.

We respectfully request that IDOT consider the negative impact of nearly eliminating the bus mass transit in this corridor.

Public Safety Impacts – Significant Costs for Police and Fire Services

Converting Busse Road into an elevated, limited access expressway negatively impacts Police operations, Fire/Rescue operations, and Paramedic services. This is due to the barrier impact of the expressway design.

At a minimum, Alternative 202 will cause considerable delay to first responders serving the community east of Busse Road. To mitigate that delay, in order to meet the current level of service delivery for Police/Fire/Rescue and Paramedic response, the following will be necessary:

- Add a new Police beat plus corresponding police officers for 24 x 7 coverage at a total cost of \$450,000 per year.
- At a minimum, add a fully staffed firefighter/paramedic ambulance (mobile intensive care unit) at a cost of \$817,000 per year.
- Potentially add a new Fire Station at a cost of \$4 million for construction.

Moreover, any proposed widening of Busse Road creates similar delay response impacts upon Police/Fire/Rescue/Paramedic services. We believe that the widening will necessitate the installation of barrier curb in the median of Busse Road to properly minimize disruptions of left turn movements from cross streets and to facilitate the orderly flow of traffic. However, this design will only allow emergency service responders to cross Busse Road at a few key intersections.

The net impact upon public safety follows below in order to maintain the current level of service:

- Add a new Police beat plus corresponding police officers for 24 x 7 coverage at a total cost of \$450,000 per year.
- At a minimum, add a fully staffed firefighter/paramedic ambulance (mobile intensive care unit) at a cost of \$817,000 per year.

These are real additional burdens on the taxpayers of Elk Grove Village. We respectfully request that these negative impacts be considered in the analysis.

Disruption of High Pressure Liquid Petroleum/Natural Gas Transmission Lines

Under Busse Road, there exist six national Natural Gas transmission lines that run parallel to Busse Road in the Busse Road right-of-way. These lines deliver liquid petroleum and natural gas from fields in the Gulf Coast to points throughout the entire Middle Western region of the United States.

The lines include the following:

Parallel Lines:

- West Shore 12" liquid petroleum, 1,000 psi, 350k gph (entire length)
- West Shore 16" liquid petroleum, 1,000 psi, 350k gph (entire length)
- West Shore 16" liquid petroleum, 1,000 psi, 350k gph (entire length)
- West Shore 16" liquid petroleum, 1,000 psi, 350k gph (entire length)
- Equilion 14" liquid petroleum (from Thorndale to south of Howard)
- BP 8" liquid petroleum (from Thorndale to Devon)

Perpendicular Lines:

4 Natural Gas pipelines of various ownership cross Busse between Howard Street and Louis Street in the natural gas pipeline right-of-way.

With the highest concentration of businesses in North America, Elk Grove became a natural hub for these interstate transmission lines. Busse Road through the center of the Elk Grove Business Park was naturally selected as the right-of-way for these lines.

We believe the protection and/or relocation of these lines will add significant cost to any improvements planned for Busse Road. These impacts need to be considered in terms of both cost and impact on the region by disrupting the flow of interstate Natural Gas service.

Elk Grove Village has included a map of this area for your review. As you will see, any widening of Busse Road will impact these high-pressure lines.

Disconnection of Short-Line Railroad for Freight Deliveries

Due to the high concentration of businesses, Elk Grove is home to a short-line railroad service. Many businesses in Elk Grove are dependent upon freight rail service to move raw materials and finished products. A railroad-switching terminal sits west of Elmhurst Road. The short-line railroad delivers the long-haul freight cars from this switching terminal to areas both east and west of Busse Road.

Any modification to Busse Road must take this rail line into consideration. Otherwise, the Busse Road modification will likely sever the rail lines and significantly reduce rail deliveries. Much like mass transit for human passengers, if the freight rail service is eliminated, then additional truck traffic will be required to deliver materials and products that were previously hauled by rail adding more truck volume to the highway.

Freight rail service is vital to this region. It is cost effective, timely, and essential for businesses in our area. We must ensure the integrity of the freight rail network.

Municipal Utilities – Disruption of Water/Sewer and Storm Sewer System

Elk Grove Village receives its water from Lake Michigan via the Northwest Municipal Joint Action Water Agency. We have considerable public utility apprehension regarding any right-of-way taking along Busse Road.

Those concerns include water/sewer pumping:

- Elimination of a two million gallon reservoir and Booster Pumps for water at 1231 Busse Road as well as loss of an emergency back-up well and loss of the SCADA computer system.
- Loss of the Dierking water receiving station (850 Dierking Terrace), which is the primary water receiving point for the Business Park.
- Loss of the Sanitary Lift Station at 2250 Busse Road.

In addition, our concerns include impact on water/sewer transmission lines, force mains, and collection lines including:

- The Busse Road right-of-way that includes high-pressure distribution and transmission lines for the delivery of potable water. These lines are critical to the water system. New transmission and distribution lines as well as over sizing of lines will be necessary on both sides of the Busse Road widening project to maintain our existing service delivery. This change may also require IDOT to obtain additional right-of-way to accommodate the new structures.
- An extensive redesign of the sanitary sewer system will be required to maintain the current gravity sewer lines. Existing sanitary force mains from the IL Route 83 and Pratt Lift Station will need to be relocated as well.

Without further hydraulic analysis and extensive engineering review, we cannot fully estimate the impact of the proposed changes to Busse Road. However, our preliminary review indicates that there is at least \$13,800,000 in costs associated with the Busse Road modifications. This is an impact to our community that should be accounted for in your decision-making. We believe these impacts may occur with any widening project.

Resolution Supporting Alternative 203 – Option D

Elk Grove Village will deliver a Resolution adopted by the corporate authorities of the Village of Elk Grove Village that concurrently supports Alternative 203 Option D and also opposes any widening options along Busse Road. The Resolution specifically indicates that our local elected officials support Alternative 203 – North Connection Option D due to the many benefits of that alternative. Our support is also based upon having full access at Elmhurst/York Road and I-90. The Resolution also opposes Alternatives 202 and any changes to conditions along Busse Road due to the terrible impact. By matter of statement in this letter, Elk Grove Village further opposes North Alternative 402 and/or any other option to widen Busse Road.

Conclusion

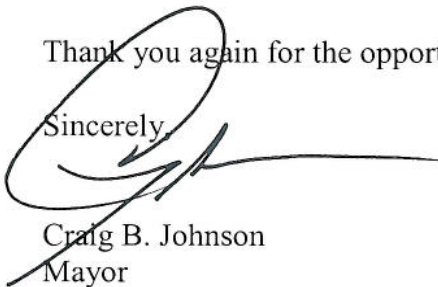
Again, Elk Grove Village desires to thank the Illinois Department of Transportation for conducting this open stakeholder process. We appreciate IDOT listening to alternative suggestions, providing time to analyze the proposed modifications, and considering our point of view.

We must reiterate that Alternative 203 – North Connection Option D, including full access at Elmhurst/York at I-90, is clearly the preferred alternative on both a local and regional level. Over 36,000 residents of our region indicated their support of Alternative 203 – North Connection Option D, and we are not aware of any group that specifically opposes that option.

To eliminate the fog of uncertainty that surrounds the businesses along Busse Road, we again respectfully request that IDOT move quickly to eliminate any modifications to Busse Road from the Elgin O’Hare-West Bypass planning process.

Thank you again for the opportunity to provide our input.

Sincerely,



Craig B. Johnson
Mayor

c: Board of Trustees
Village Manager
All Department Heads

Enclosures



RECEIVED

MAR 11 2009

VILLAGE MANAGER'S OFFICE

March 10, 2009

Mr. Raymond R. Rummel
Village Manager
Elk Grove Village
901 Wellington Avenue
Elk Grove Village, IL 60007

Dear Ray:

On behalf of ProLogis, I am writing to express support for maintaining the western O'Hare bypass along Elmhurst Road as stipulated in Alternate 203-Option D. As one of the largest property owners in Elk Grove Village, ProLogis is strongly opposed to any alignment that uses IL Route 83 (Busse Road) for this bypass.

ProLogis owns twenty-eight (28) distribution facilities in Elk Grove Village, totaling approximately 3.2 million square feet and housing forty-two (42) different businesses. A bypass road along Busse Road would sever local transportation routes for these buildings including truck routes, automobile routes, public transportation routes and railroad spurs.

ProLogis owns six (6) distribution facilities which are adjacent (within 900') of Busse Road in Elk Grove Village. These six buildings total 1.45 million square feet and have a combined value of approximately \$100,000,000. Additionally, these six buildings generate in excess of \$1.5 million in annual real estate taxes. Needless to say, a western bypass located along Busse Road would have significant financial impact on these facilities and Elk Grove Village.

Ray, please forward this letter to the appropriate people at Illinois Department of Transportation. We ask that any roadway options including Busse Road are quickly removed from consideration. Should you have any questions, please do not hesitate to contact me.

Sincerely,
PROLOGIS

David D. Riefe
Senior Vice President

CC: Doug Kiersey
John Picchiotti



Tasty Catering

THE CATERER FOR BUSINESS

March 6, 2009

Mr. Craig Johnson
Mayor, Village of Elk Grove Village
901 Wellington
Elk Grove Village, IL 60007

1900 Touhy Avenue, Elk Grove Village, IL 60007

P: (847) 593-2000 ♦ F: (847) 593-2114

tastycatering.com

Dear Mayor Johnson:

RE: Proposed Western Bypass North Connection "Alternate 203 - Option D"

Thank you for informing our community about the issues involved with the proposed "ring" road. Option D is the only option that will benefit our village. The alternative use of IL Route 83 would decimate our community and cause undo financial and lifestyle harm to the people that live, work, attend school and participate in our park districts.

The major disruptors are evident, but some ancillary disruptors include:

- Dust and dirt that would cause our kitchen to lose it's AIB Excellent rating without a major capital investment in air scrubbers
- Increased delivery times caused by construction which would restrict our delivery range because cooked food has a limited sanitary shelf life prior to consumption.
- The above would cause a decrease in sales
- The above would cause a decrease in sales tax which benefits the State and Village
- Post construction increased delivery time due to limited east/west access roads
- Higher real estate taxes caused by the elimination of large percentage of business properties resulting in the tax base absorbed by the fewer remaining businesses.
- Homes would not be displaced or eliminated, so there will be no decrease in the student population which would cause the remaining businesses to cover the cost of education.
- Limited or more expensive emergency services caused by a dividing highway.
- Instead of having two n/s roads - IL 83 and the ring road on O'Hare property, we would have one - this is nonsensical. There would be more traffic congestion instead of less.
- Loss of property value - equity would be lessened severely - while the impact of the Busse road construction would be investigated. Our building could not be sold at a value considered fair today until the outcome is guaranteed.
- Inability to secure funding for capital growth, line of credit or adjoining property acquisition due to the impact of the preceding bullet point.
- A loss in excess of \$125,000 annually from the following clients who would be displaced:

All Tile	American Eagle Wheel	Aquion	Bills Marathon
Clark Foods	Edwards Engineering	Dal Tile	Fidelity
Container	Hyundai Construction	Hynudai Construction #2	
Judge & Dolph	Kemco Trucking	Kuehne Nagel	
LA-CO industries	Metal Processing Systems	Nipson America	
Pilipuf-Grist	Revell Inc.	Ropack Central	Schiele Graphics
Schreder Lighting	Steiner Electric	Sunrise Transfer	
Topy Precision			
- The sale of our building and the cost of re-investing in a building in Bensenville due to traffic congestion and unburden able real estate tax increases. This would remove 55 full time and 135 part time employees from Elk Grove Village.

Please let me know if you would like some more points. These are but a few disruptors.

Sincerely,

Thomas J. Walter

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
FAX (708) 649-5418
richardellison@up.com

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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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