







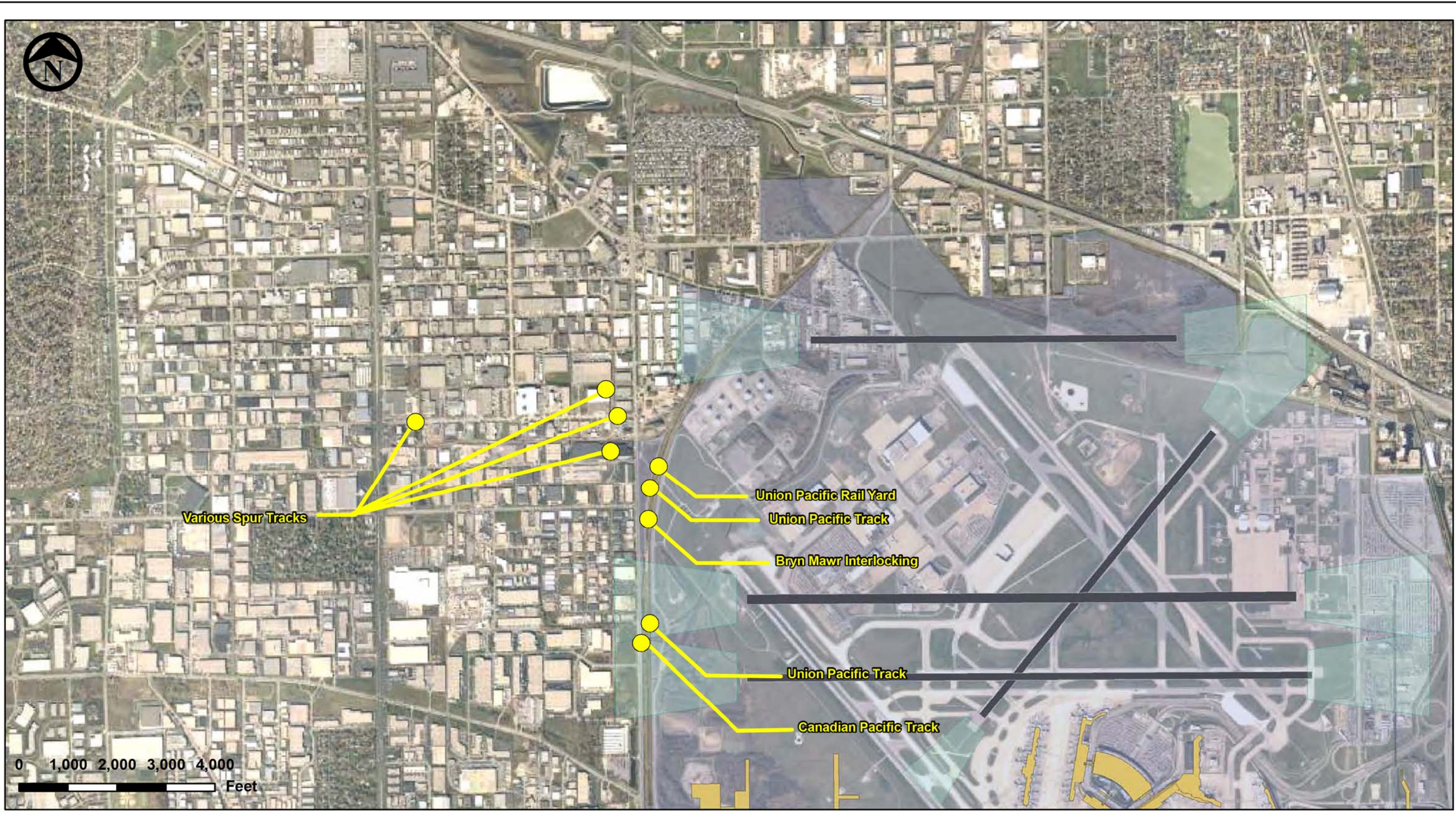
**LEGEND**

-  Study Area
-  County Boundary
-  Freight Rail
-  Airport Boundary
-  Toll Road
-  Freeway

 **ELGIN O'HARE WEST BYPASS**  
*communities. opportunities. solutions.*

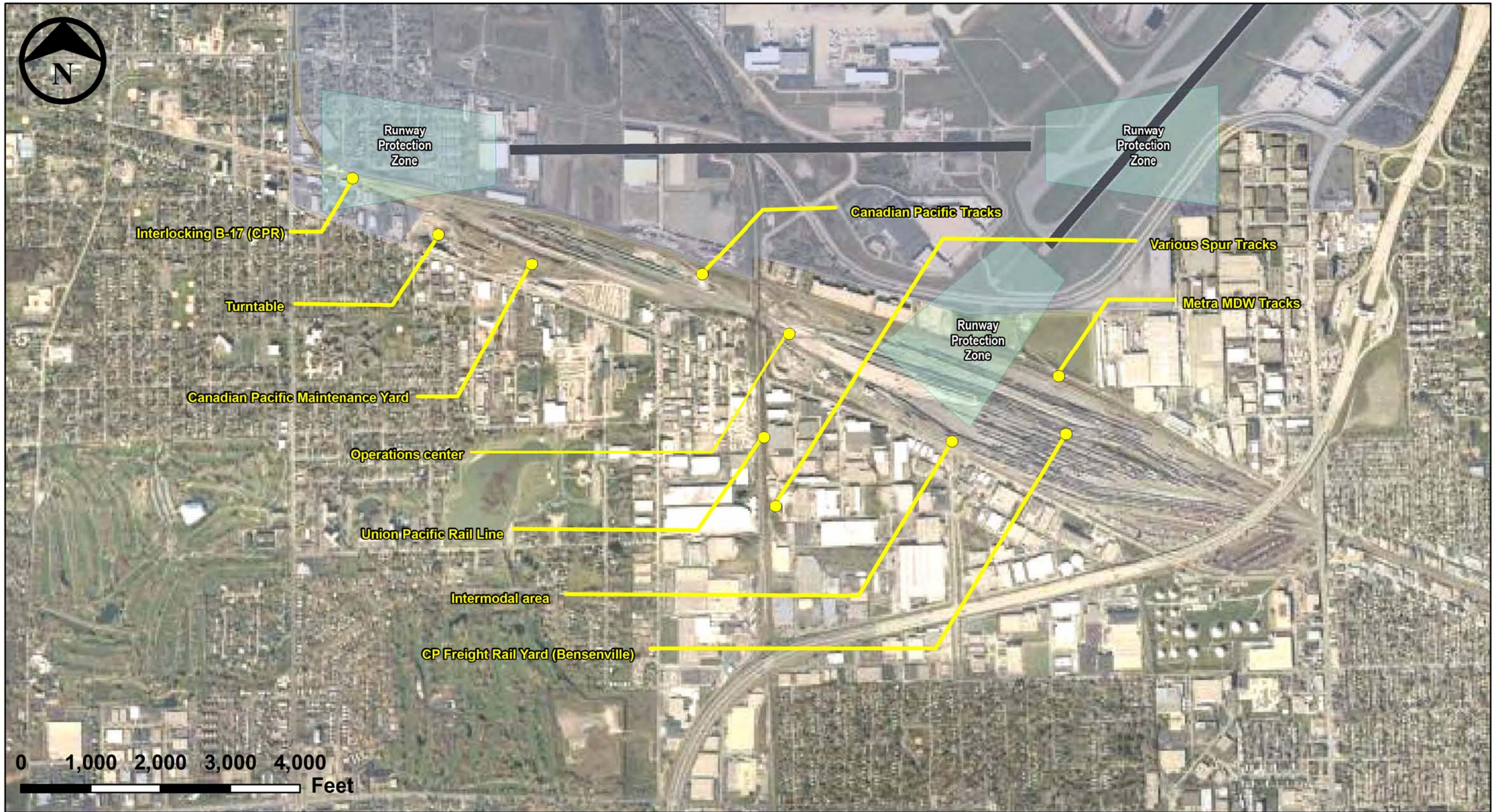


**Exhibit 1**  
 Freight System Map



Elgin O'Hare - West Bypass  
 Freight Rail Features  
 West Bypass Corridor - North

Exhibit 2



Elgin O'Hare - West Bypass  
Freight Rail Features  
West Bypass Corridor - South  
Exhibit 3



**LEGEND**

**Major Crossing Impact Locations:**

- 1 B-17 Interlocking Crossing
- 2 Bryn Mawr Crossing

**Minor Crossing Impact Locations:**

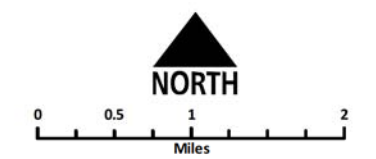
- 3 Western Terminal Area Ramp Crossings
- 4 West Bypass Crossing over UP South of Green Street
- 5 Jane Adams Tollway (I-90) crossing over UP's Milwaukee Sub
- 6 I-294 Tollway crossing over UP's Milwaukee Sub
- 7 Taft Avenue crossing over the metra Milwaukee West Line
- 8 Taft Avenue crossing over the CP's Bensenville Yard
- 9 Touhy Avenue over UP Milwaukee Sub

**Industrial Track Crossing Impact Locations:**

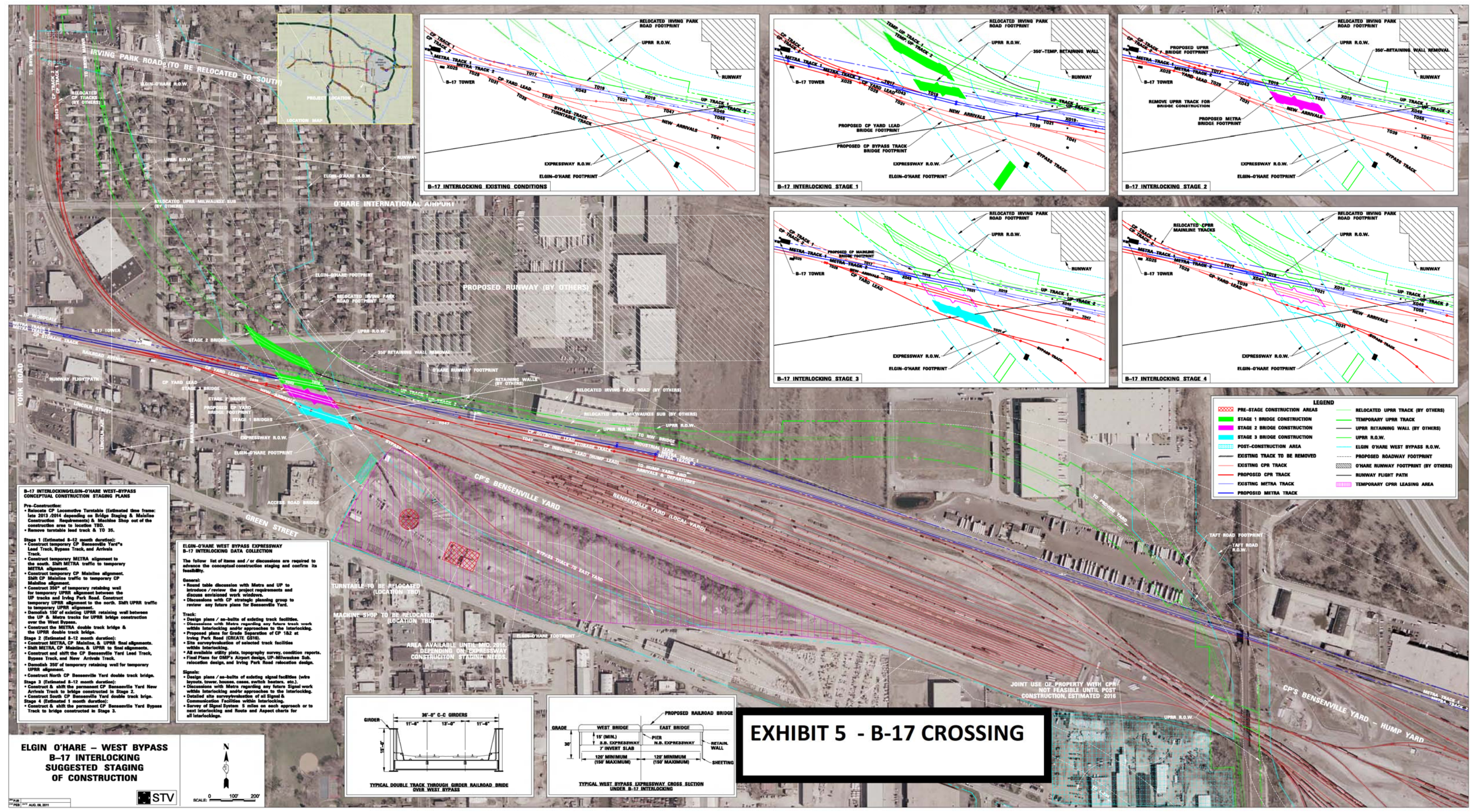
- 10 CP Industrial Tracks south of Green Street/Franklin Avenue
- 11 CP Industrial Track Crossing west of York Road
- 12 CP Industrial Track crossing east of Mitchell Road
- 13 UP Industrial Track north of Devon Avenue
- 14 CP Industrial Track crossing with York Road south of Thorndale Avenue

Project Corridor

Sources:  
-Aerial photography: Airphoto USA, 2008; City of Chicago, 2009  
-O'Hare Airport: City of Chicago, 2003  
-County Boundary: U.S. Census Bureau, 2010



**Exhibit 4**  
Freight Rail Impact Locations



**B-17 INTERLOCKING/ELGIN-O'HARE WEST-BYPASS CONCEPTUAL CONSTRUCTION STAGING PLANS**

**Pre-Construction:**

- Relocate CP Locomotive Turntable (Estimated time frame: late 2013/2014 depending on Bridge Staging & Mainline Construction Requirements) & Machine Shop out of the construction area to location TBD.
- Remove turntable lead track & TO 35.

**Stage 1 (Estimated 8-12 month duration):**

- Construct temporary CP Bensenville Yard's Lead Track, Bypass Track, and Arrivals Track.
- Construct temporary METRA alignment to the south. Shift METRA traffic to temporary METRA alignment.
- Construct temporary CP Mainline alignment. Shift CP Mainline traffic to temporary CP Mainline alignment.
- Construct 350' of temporary retaining wall for temporary UPRR alignment between the UP tracks and Irving Park Road. Construct temporary UPRR alignment to the north. Shift UPRR traffic to temporary UPRR alignment.
- Demolish 150' of existing UPRR retaining wall between the UP & Metra tracks for UPRR bridge construction over the West Bypass.
- Construct the METRA double track bridge & the UPRR double track bridge.

**Stage 2 (Estimated 8-12 month duration):**

- Construct METRA, CP Mainline, & UPRR final alignments.
- Shift METRA, CP Mainline, & UPRR to final alignments.
- Construct and shift the CP Bensenville Yard Lead Track, Bypass Track, and New Arrivals Track.
- Demolish 350' of temporary retaining wall for temporary UPRR alignment.
- Construct North CP Bensenville Yard double track bridge.

**Stage 3 (Estimated 8-12 month duration):**

- Construct & shift the permanent CP Bensenville Yard New Arrivals Track to bridge constructed in Stage 2.
- Construct South CP Bensenville Yard double track bridge.

**Stage 4 (Estimated 1 month duration):**

- Construct & shift the permanent CP Bensenville Yard Bypass Track to bridge constructed in Stage 2.

**ELGIN-O'HARE WEST BYPASS EXPRESSWAY B-17 INTERLOCKING DATA COLLECTION**

The following list of items and/or discussions are required to advance the conceptual construction staging and confirm its feasibility.

**General:**

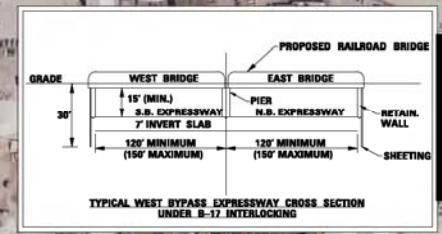
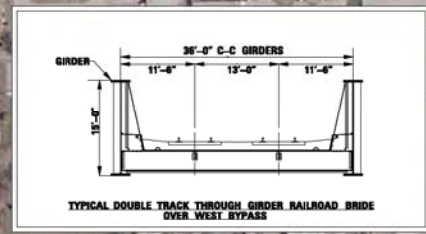
- Round table discussion with Metra and UP to introduce / review the project requirements and discuss envisioned work windows.
- Discussions with CP strategic planning group to review any future plans for Bensenville Yard.

**Track:**

- Design plans / as-builts of existing track facilities.
- Discussions with Metra regarding any future track work within interlocking and/or approaches to the interlocking.
- Proposed plans for Grade Separation of CP 1&2 at Irving Park Road (CREATE GS16).
- Site survey/evaluation of selected track facilities within interlocking.
- All available utility plots, topography survey, condition reports.
- Final Plans for OMP's Airport design, UP-Milwaukee Sub. relocation design, and Irving Park Road relocation design.

**Signals:**

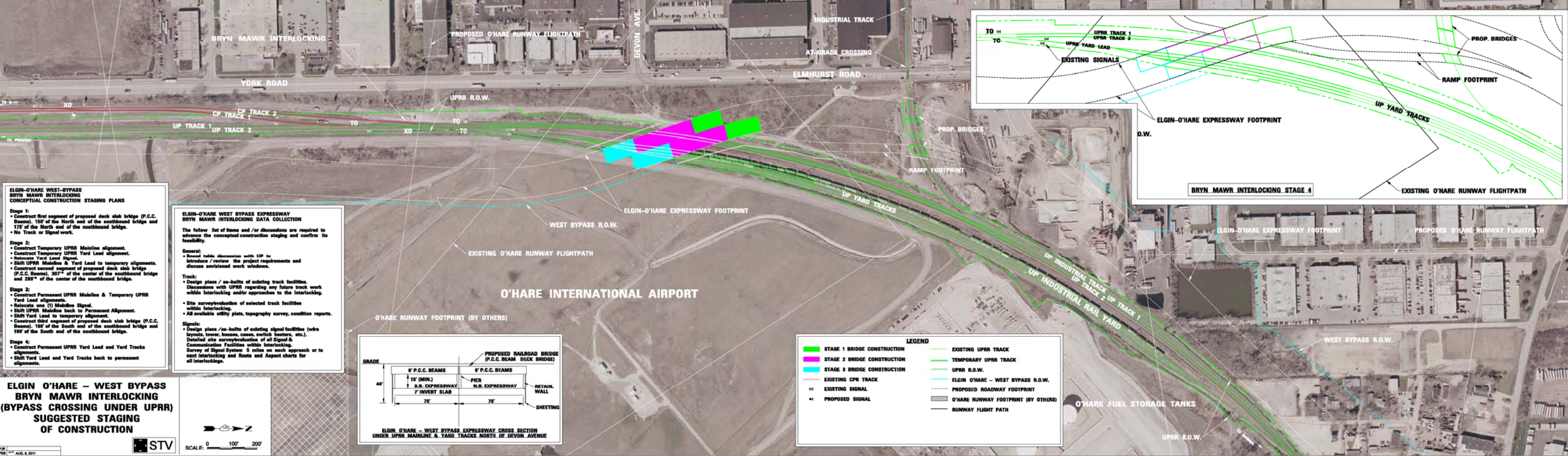
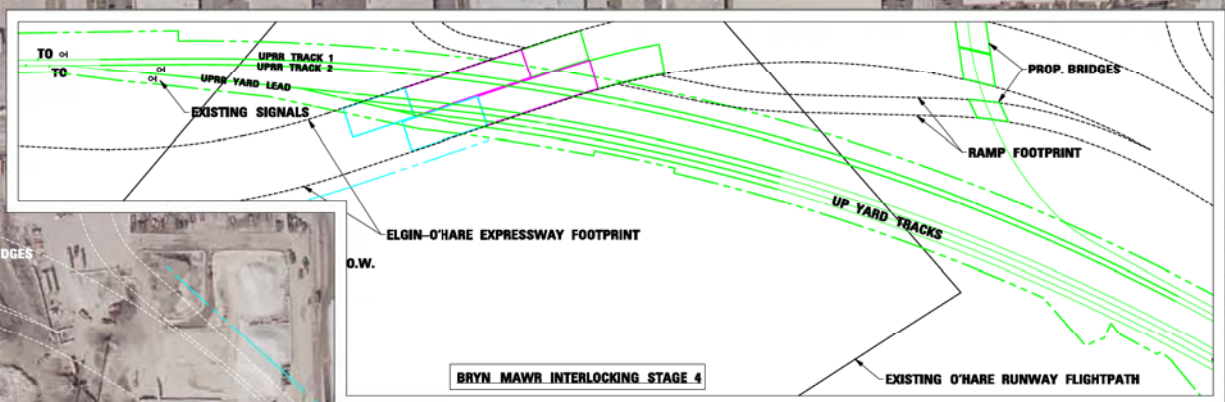
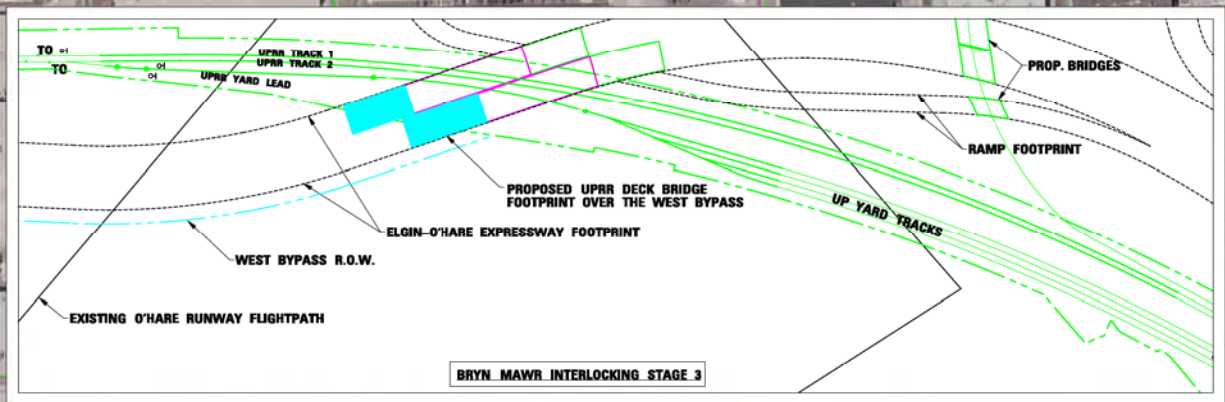
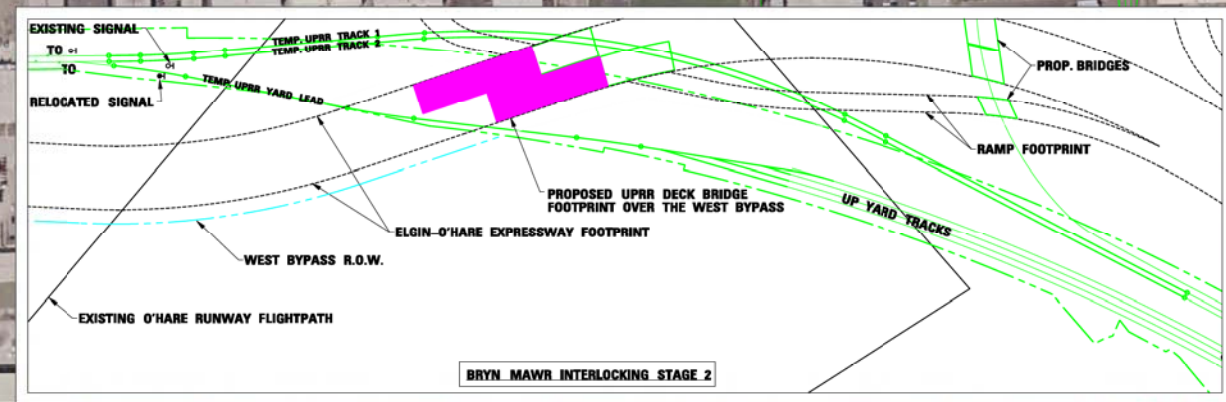
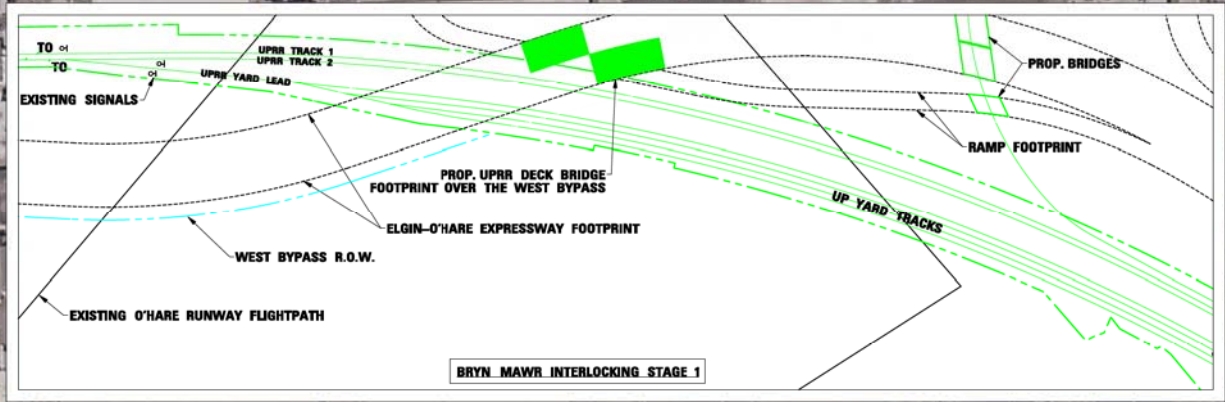
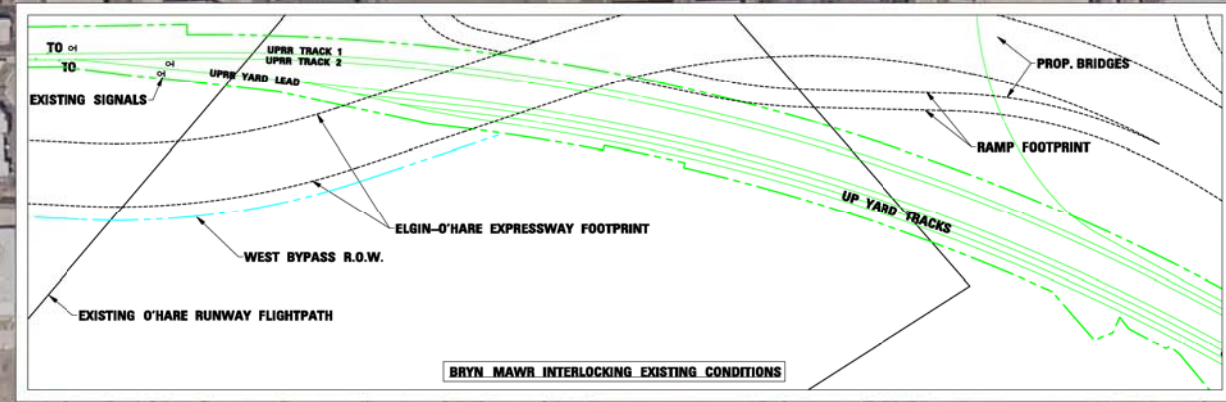
- Design plans / as-builts of existing signal facilities (wire layouts, tower, houses, cases, switch heaters, etc.).
- Discussions with Metra regarding any future signal work within interlocking and/or approaches to the interlocking.
- Detailed site survey/evaluation of all Signal & Communication Facilities within interlocking.
- Survey of Signal System 5 miles on each approach or to next interlocking and Route and Aspect charts for all interlocking.



# EXHIBIT 5 - B-17 CROSSING

- LEGEND**
- PRE-STAGE CONSTRUCTION AREAS
  - STAGE 1 BRIDGE CONSTRUCTION
  - STAGE 2 BRIDGE CONSTRUCTION
  - STAGE 3 BRIDGE CONSTRUCTION
  - POST-CONSTRUCTION AREA
  - EXISTING TRACK TO BE REMOVED
  - EXISTING CPR TRACK
  - EXISTING METRA TRACK
  - PROPOSED METRA TRACK
  - RELOCATED UPRR TRACK (BY OTHERS)
  - TEMPORARY UPRR TRACK
  - UPRR RETAINING WALL (BY OTHERS)
  - UPRR R.O.W.
  - ELGIN O'HARE WEST BYPASS R.O.W.
  - PROPOSED ROADWAY FOOTPRINT
  - O'HARE RUNWAY FOOTPRINT (BY OTHERS)
  - RUNWAY FLIGHT PATH
  - TEMPORARY CPR LEASING AREA

# EXHIBIT 6 - BRYN MAWR CROSSING



- Stage 1:**
- Construct first segment of proposed deck slab bridge (P.C.C. Beams), 150' of the North end of the southbound bridge and 175' of the North end of the northbound bridge.
  - No Track or Signal work.
- Stage 2:**
- Construct Temporary UPRR Mainline alignment.
  - Construct Temporary UPRR Yard Lead alignment.
  - Relocate one (1) Mainline Signal.
  - Shift UPRR Mainline & Yard Lead to temporary alignments.
  - Construct second segment of proposed deck slab bridge (P.C.C. Beams), 357' of the center of the southbound bridge and 285' of the center of the northbound bridge.
- Stage 3:**
- Construct Permanent UPRR Mainline & Temporary UPRR Yard Lead alignments.
  - Relocate one (1) Mainline Signal.
  - Shift UPRR Mainline back to Permanent Alignment.
  - Shift Yard Lead to temporary alignment.
  - Construct third segment of proposed deck slab bridge (P.C.C. Beams), 182' of the South end of the southbound bridge and 189' of the South end of the northbound bridge.
- Stage 4:**
- Construct Permanent UPRR Yard Lead and Yard Tracks alignments.
  - Shift Yard Lead and Yard Tracks back to permanent alignments.

The following list of items and/or discussions are required to advance the conceptual construction staging and confirm its feasibility.

**General:**

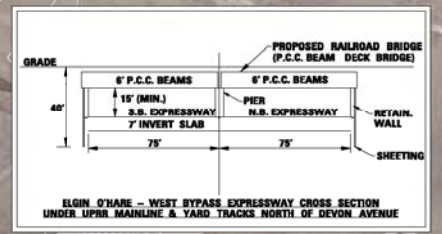
- Round table discussion with UPRR to introduce / review the project requirements and discuss envisioned work windows.

**Track:**

- Design plans / as-builts of existing track facilities. Discussions with UPRR regarding any future track work within interlocking and/or approaches to the interlocking.
- Site survey/evaluation of selected track facilities
- All available utility plots, topography survey, condition reports.

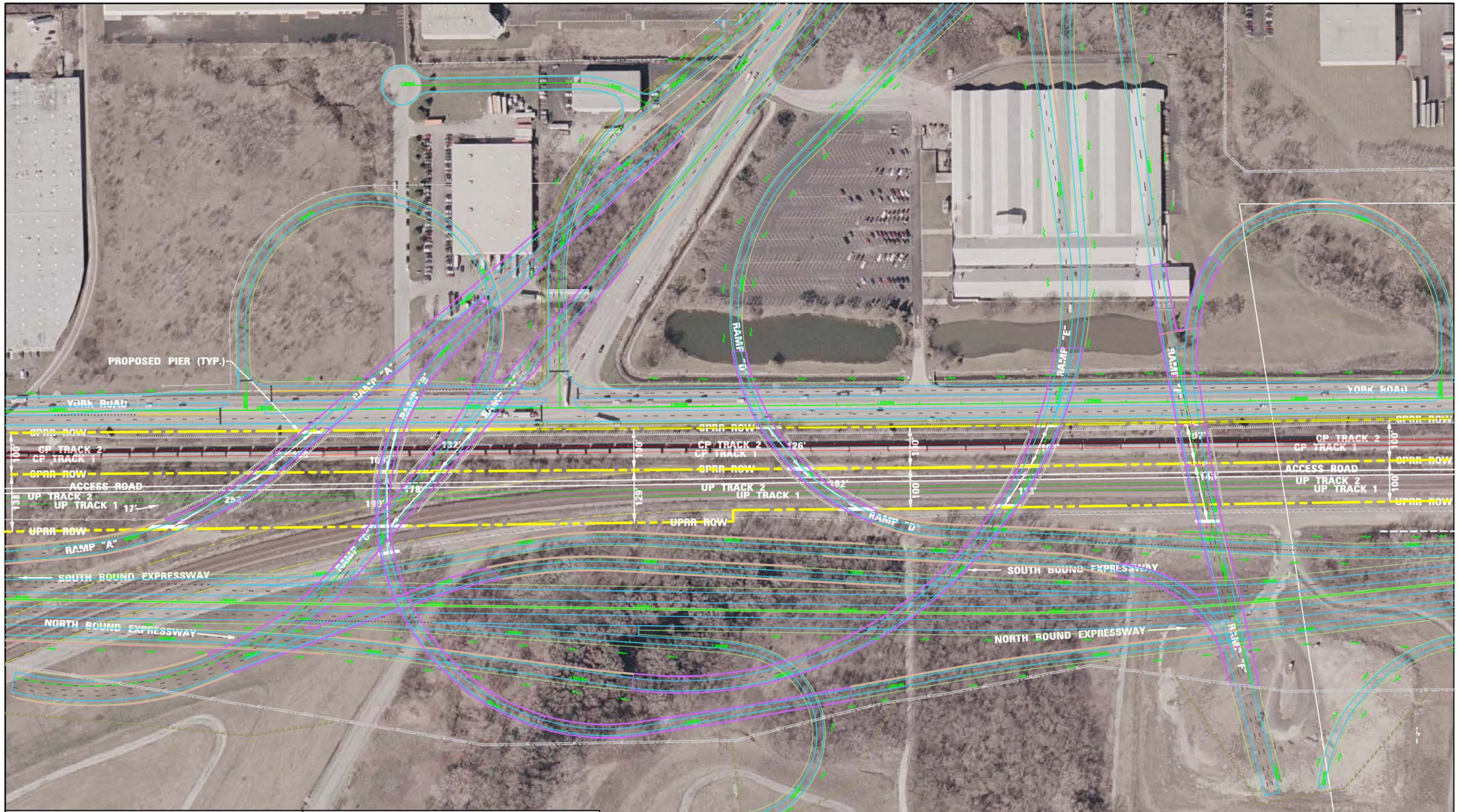
**Signals:**

- Design plans / as-builts of existing signal facilities (wire layouts, lower, houses, cases, switch levers, etc.). Detailed site survey/evaluation of all Signal & Communication Facilities within interlocking.
- Survey of Signal Systems: 5 miles on each approach or to next interlocking and Route and Aspect charts for all interlockings.



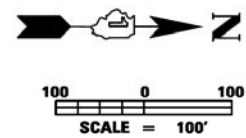
**LEGEND**

- STAGE 1 BRIDGE CONSTRUCTION
- STAGE 2 BRIDGE CONSTRUCTION
- STAGE 3 BRIDGE CONSTRUCTION
- EXISTING CPR TRACK
- PROPOSED SIGNAL
- EXISTING UPRR TRACK
- TEMPORARY UPRR TRACK
- UPRR R.O.W.
- ELGIN O'HARE - WEST BYPASS R.O.W.
- PROPOSED ROADWAY FOOTPRINT
- O'HARE RUNWAY FOOTPRINT (BY OTHERS)
- RUNWAY FLIGHT PATH



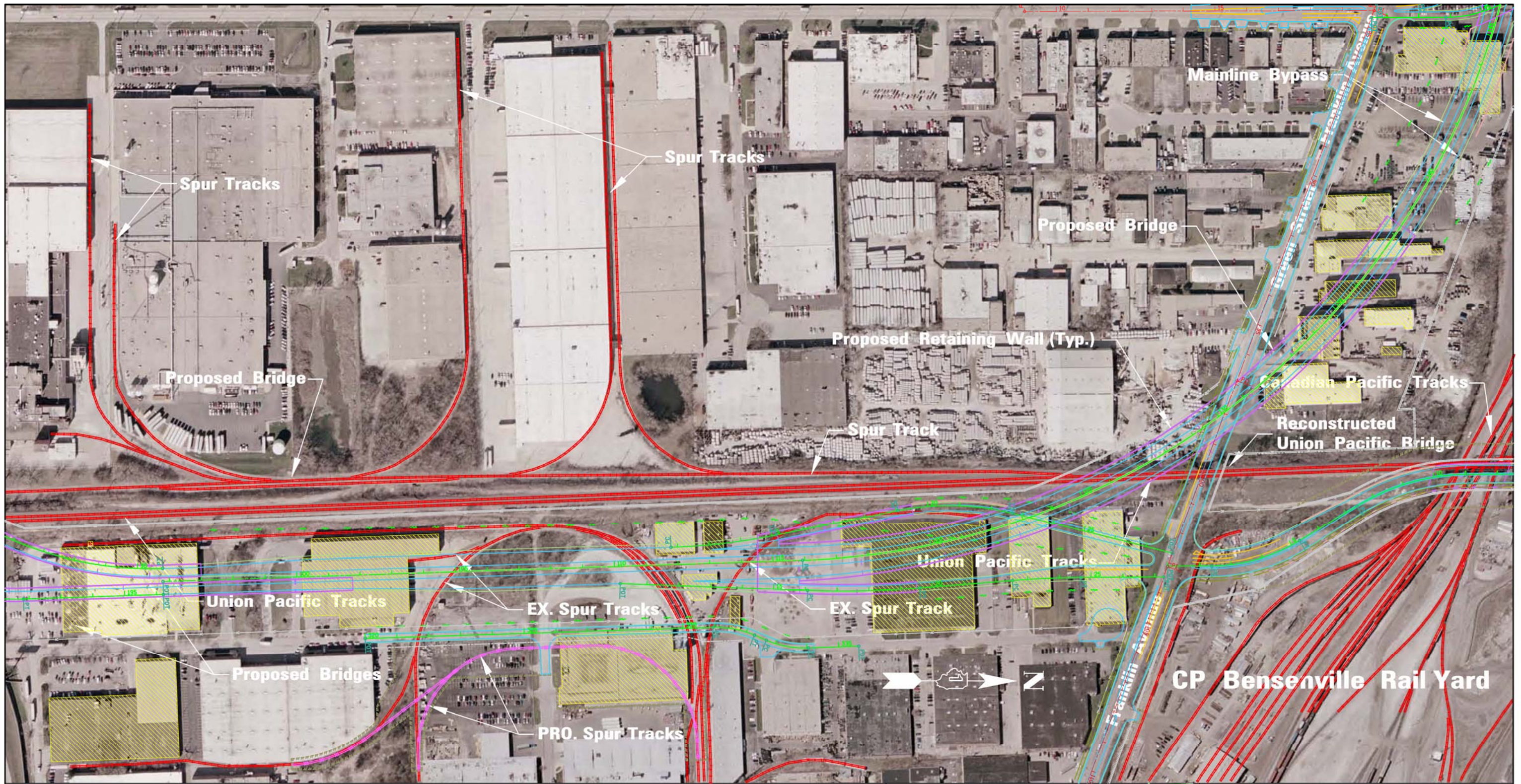
**ELGIN O'HARE – WEST BYPASS**

**GRADE SEPERATION OF EXPRESSWAY RAMPS WITH CP MAINLINE AND UP-MILWAUKEE SUB.**

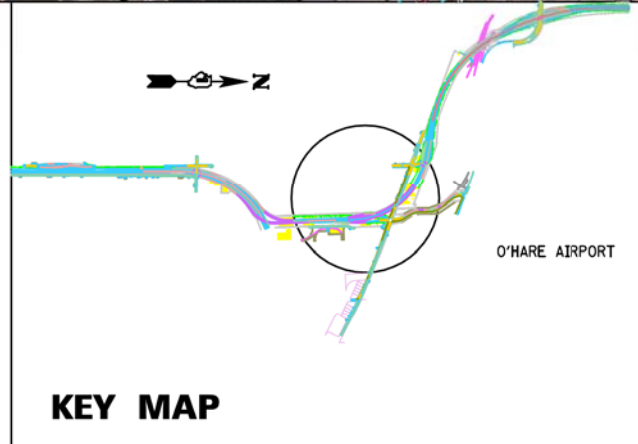
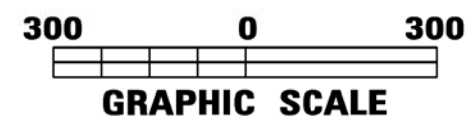


**O'HARE INTERNATIONAL AIRPORT**

**EXHIBIT 7 - WESTERN TERMINAL AREA**



**EXHIBIT 8 - UP CROSSING SOUTH OF GREEN STREET/FRANKLIN AVENUE**



**ELGIN O'HARE WEST BYPASS**