

OFFICIAL FILE

William J. Fleis

ILL. C. C. DOCKET NO. 709-0018KCS Exhibit No. 1**From:** Srikanth Honnur [SHonnur@KCSouthern.com]**Sent:** Monday, December 29, 2008 4:20 PM**To:** kirk.brown@illinois.gov**Cc:** Glenn T. Hay; William J. Fleis; SJEFFERY@thompsoncoburn.com; David Reeves; Paul Fetterman**Subject:** FW: I-255 Overpass @ Godfrey, IL Meeting w/IDOT

Witness _____

Date 3-12-09 Reporter CB

Kirk,
Attached please find our tentative preliminary review comments for our discussion for next week's meeting.
Thanks.

Srikanth Honnur, P.E.
Director, Track and Bridge Construction
Kansas City Southern Railway
427 West 12th Street, Kansas City, MO 64105
Ph:816-983-1138; Fax:816-983-1186; Cell:816-719-7511

From: William J. Fleis [mailto:bill@Design9.com]**Sent:** Monday, December 29, 2008 1:33 PM**To:** Srikanth Honnur**Subject:** I-255 Overpass @ Godfrey, IL Meeting w/IDOT

Sri,

I have taken the liberty of performing a brief review of the I-255 Overpass pre-final plan set dated September 2008 at the Godfrey, IL location. My comments are listed below. Perhaps this information can be presented to IDOT prior to our meeting on January 7, 2009.

1. New/replaced drainage structures are indicated beneath the tracks. A complete hydrology/hydraulic report is to be provided regarding the drainage associated with the I-255 project and its impact on Railroad right-of-way. Report is to be based on a 100 year event.
2. Plans indicate RCCP pipes beneath the tracks. Railroads require Class 5 concrete pipes if placed beneath their tracks.
3. KCS no longer allows "V" ditches on their right-of-way, minimum 10' bottom ditches.
4. Grade separation overhead structures that require use of metric units shall indicate all controlling dimensions/elevations in dual units. English units are to be shown in parenthesis.
5. If pier protection crash walls are necessary the design of such shall comply with the requirements of AREMA Chapter 8, Part 2, Section 2.1.5.1.

Pier footings within 25' of the nearest track centerline shall be a minimum of 6' below base of rail.
6. Temporary sheet pile shoring plans and calculations to be provided for KCS review and approval prior to any construction activities; signed and sealed by registered professional engineer licensed in State of Illinois.
7. Railroad stationing to be provided at the overpass centerline crossing point along the track centerline; stationing to be based on known railroad station point. Overpass centerline crossing point to be tied into nearest railroad milepost.
8. No provisions have been provided for a future KCS track and a service road to the west of the KCS track. This requires a minimum of 45' (20' + 25') from existing track centerline to near face of near pier.

3/4/2009



9. Minimum permanent vertical clearance of 23'-6" above top of rail is to be provided.
10. 3'-6" high solid barrier railing required unless splashboards are provided. Safety fencing required along both sides of each overpass structure.
11. Railroad roadbed cross sections (existing and proposed) are to be provided every 50' for a minimum of 250' either side of the overpass structure centerline.
12. Any existing utilities on Railroad right-of-way that are impacted by the new overpass must have new agreements in place for their relocation before the Agreement between the State and the railroad can be signed.
13. Lighting may be required if any railroad switching activities occur in the vicinity of the new overpass.
14. Plans should include provisions/information for erosion control to protect the railroad right-of-way during any and all construction activities.
15. Preliminary plan submittal must include a completed Overhead Submittal Checklist and a completed Overhead Grade Separation Data Sheet.
16. All submittals should be in accordance with current KCS Guidelines for the Design and Construction of Overpasses and Underpasses.

Design Nine, Inc.

Bill Fleis

Jeffery, Stephen G.

From: Brown, Kirk H [Kirk.Brown@illinois.gov]
Sent: Monday, January 26, 2009 10:36 AM
To: shonnur@kcsouthern.com
Cc: MVanTiem@KCSouthern.com; Paul Fetterman; Jeffery, Stephen G.; Keirn, Jeffrey L; Bushur-Hallam, Cindy K
Subject: IL-255 Over UP, KSS Godfrey Response to KCS Design Issues
Attachments: KCS Railraod Questions.docx

Re: FAP 310 (IL 255) KCS M.P. 28.6

Section 60-15VB-1 & 2 Godfrey Subdivision

Job No. C-98-014-03

Contract No. 76634

Sri, please see the attached responses to KCS's plan comments discussed at the 1/7/09 meeting. It appears we can address all of the concerns except extra height on the parapet wall and the ability to build an additional track. Our consultant is currently making changes and adding the information to the plans.

As noted in comment 15, please forward the KCS Guidelines for Overpasses to me by this Wednesday the 28th if possible.

<<KCS Railraod Questions.docx>>

Kirk H. Brown, P.E.

Illinois Department of Transportation

Project Support Engineer

(618) 346-3197

Kirk.Brown@illinois.gov

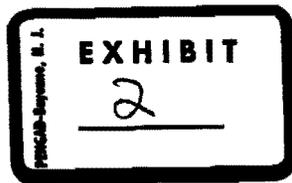
OFFICIAL FILE

ILL. C. C. DOCKET NO. 109-0018

KCS Exhibit No. 2

Witness _____

Date 3-12-09 Reporter CB



KCS Railroad Questions

1. New/replaced drainage structures are indicated beneath the tracks. A complete hydrology/hydraulic report is to be provided regarding the drainage associated with the I-255 project and its impact on Railroad right-of-way. Report is to be based on a 100 year event.

I checked with Frank. We design for the 100 year flood.

2. Plans indicate RCCP pipes beneath the tracks. Railroads require Class 5 concrete pipes if placed beneath their tracks.

The culverts will be revised to concrete. The plans, special provisions, pay items, ect. will be revised.

3. KCS no longer allows "V" ditches on their right-of-way, minimum 10' bottom ditches.

As per the meeting with the KSC Railroad on January 7, 2009 the paved V gutter is acceptable.

4. Grade separation overhead structures that require use of metric units shall indicate all controlling dimensions/elevations in dual units. English units are to be shown in parenthesis.

IDOT has added the English dimensions to the sheets.

5. If pier protection crash walls are necessary the design of such shall comply with the requirements of AREMA Chapter 8, Part 2, Section 2.1.5.1.

The structure design has been reviewed and all requirements of the AREMA are satisfied.

Pier footings within 25' of the nearest track centerline shall be a minimum of 6' below base of rail.

The top of the footings are designed 6' below the base of the rail.

6. Temporary sheet pile shoring plans and calculations to be provided for KCS review and approval prior to any construction activities; signed and sealed by registered professional engineer licensed in State of Illinois.

This comment is for the contractor building the project. Add to the note or add an additional note on page 70 stating the railroad must approve the plans.

7. Railroad stationing to be provided at the overpass centerline crossing point along the track centerline; stationing to be based on known railroad station point. Overpass centerline crossing point to be tied into nearest railroad milepost.

Add the railroad mile stationing (around 28+XXXX) to the plans. Stationing information will be added to the plans.

8. No provisions have been provided for a future KCS track and a service road to the west of the KCS track. This requires a minimum of 45' (20' + 25') from existing track centerline to near face of near pier.

IDOT cannot accommodate a future track.

9. Minimum permanent vertical clearance of 23'-6" above top of rail is to be provided.

The minimum vertical clearance for the UP RR is shown on the plans and the clearance for the KCS RR will be added to sheets 32 and 68.

10. 3'-6" high solid barrier railing required unless splashboards are provided. Safety fencing required along both sides of each overpass structure.

I checked with Bureau of Bridges and Structures in Springfield on the height of the parapet. They indicated that the Department does not accommodate the additional height on RR structures statewide.

11. Railroad roadbed cross sections (existing and proposed) are to be provided every 50' for a minimum of 250' either side of the overpass structure centerline.

This is shown on the cross sections.

12. Any existing utilities on Railroad right-of-way that are impacted by the new overpass must have new agreements in place for their relocation before the Agreement between the State and the railroad can be signed.

After the meeting on January 7, 2009 additional information was received on fiber optic lines on 1/23/2009. They do fall on the KCS RR and this information will be forwarded to the Consultant for confirmation of no conflict with proposed piers.

13. Lighting may be required if any railroad switching activities occur in the vicinity of the new overpass.

This comment is not applicable after the meeting.

14. Plans should include provisions/information for erosion control to protect the railroad right-of-way during any and all construction activities.

The erosion control plans has silt fence around the cone of the structure. KCS would like to see straw bales placed along with the silt fence. The straw bales are to be placed on the cone side of the silt fence. This will be included on the plans.

15. Preliminary plan submittal must include a completed Overhead Submittal Checklist and a completed Overhead Grade Separation Data Sheet.

This information was provided by the consultant on 4/10/2003.

A .pdf copy of the KCS Guidelines for the Design and Construction of Overpasses and Underpasses will be sent to Kirk.

16. All submittals should be in accordance with current KCS Guidelines for the Design and Construction of Overpasses and Underpasses.

The UP Railroad guidelines were provided and used to develop the plans. The KCS Railroad guidelines were never provided to incorporate into the design.

Jeffery, Stephen G.

From: William J. Fleis [bill@Design9.com]
Sent: Friday, February 13, 2009 12:19 PM
To: Brown, Kirk H
Cc: Srikanth Honnur; Jeffery, Stephen G.; Paul Fetterman
Subject: RE: IL-255 Over UP, KSS Godfrey Response to KCS Design Issues, KCS File 4846

Mr. Brown,

Please advise as to when our office may receive the revised set of I-255 overpass plans reflecting the items discussed during our meeting on January 7, 2009.

Design Nine, Inc.

Bill Fleis

From: Brown, Kirk H [mailto:Kirk.Brown@illinois.gov]
Sent: Monday, January 26, 2009 10:36 AM
To: Srikanth Honnur
Cc: Mike Van Tiem; Paul Fetterman; SJEFFERY@thompsoncoburn.com; Keirn, Jeffrey L; Bushur-Hallam, Cindy K
Subject: IL-255 Over UP, KSS Godfrey Response to KCS Design Issues

Re: FAP 310 (IL 255) KCS M.P. 28.6

Section 60-15VB-1 & 2 Godfrey Subdivision

Job No. C-98-014-03

Contract No. 76634

Sri, please see the attached responses to KCS's plan comments discussed at the 1/7/09 meeting. It appears we can address all of the concerns except extra height on the parapet wall and the ability to build an additional track. Our consultant is currently making changes and adding the information to the plans.

As noted in comment 15, please forward the KCS Guidelines for Overpasses to me by this Wednesday the 28th if possible.

<<KCS Railraod Questions.docx>>

Kirk H. Brown, P.E.

Illinois Department of Transportation
Project Support Engineer
(618) 346-3197

Kirk.Brown@illinois.gov

OFFICIAL FILE

ILL. C. C. DOCKET NO. T09-0018
KCS Exhibit No. 3
Witness _____
Date 3-12-09 Reporter CB

3/4/2009



Jeffery, Stephen G.

From: Jeffery, Stephen G.
Sent: Friday, February 13, 2009 9:19 AM
To: 'Brown, Kirk H'
Cc: 'David Reeves'; Srikanth Honnur; Paul Fetterman; 'William J. Fleis'; Brown, Paul
Subject: Letter to Kirk Brown re Rte 255 Overpass Project

Attachments: Brown_Letter.pdf; 09007 - I-255 Overpass NB (2009-02-12).pdf

Kirk,

Attached please find my letter dated 2-13-2009 along with the enclosure to my letter. I am also sending you hard copies of both.

Please advise after IDOT has had the opportunity to review.

Thanks,

Steve Jeffery



Brown_Letter.pdf
(1 MB)



09007 - I-255
Overpass NB (200...

Stephen G. Jeffery
sjeffery@thompsoncoburn.com
P: 314.552.6229
F: 314.552.7229
M: 314.602.6229

Thompson Coburn LLP
One US Bank Plaza
St. Louis, MO 63101
www.thompsoncoburn.com

OFFICIAL FILE

ILL. C. C. DOCKET NO. 709-0018

KCS Exhibit No. 4

Witness _____

Date 3-12-09 Reporter CB



February 13, 2009

Stephen G. Jeffery
314-552-6229
FAX 314-552-7229
EMAIL sjeffery@
thompsoncoburn.com

VIA ELECTRONIC MAIL & REGULAR MAIL

Kirk Brown, P.E.
Project Support Engineer
Illinois Department of Transportation
1102 Eastport Plaza Drive
Collinsville, Illinois 62234

Dear Mr. Brown:

As discussed during the recent meeting between the Illinois Department of Transportation ("IDOT") and The Kansas City Southern Railway ("KCS"), the primary concern over the engineering design for the proposed Illinois Route 255 overpass is the lack of room for any future expansion that would allow for a second KCS track. While KCS certainly appreciates IDOT's willingness to accommodate most all the other KCS engineering concerns, this inability to add a second track creates a perpetual impediment to future operational growth and efficiency, and is contrary to standard KCS engineering policy in dealing with overpass projects.

In order to afford KCS the ability to add a second track at this location, the KCS engineering staff has prepared the enclosed engineering drawing.

Under this alternate proposal, the middle span length is reduced and the end span length is increased to give enough space for a retaining wall in front of the abutment. The current span configuration will not allow enough room at the end span for the second track. The battered piles supporting the abutment will intersect the retaining wall if the wall is built with the shorter end span. Another option could be to build a vertical abutment with pile cutoff points below the future track elevation. With the preferred option, no significant redesign will be required as the currently proposed abutment and pier details can still be used with a run of the mill standard concrete beam spans the designs of which already exist as state standards. The by product of using shorter spans is that a higher vertical clearance is achieved. The only re-design will be of the retaining wall which can be done with steel z-section sheeting.

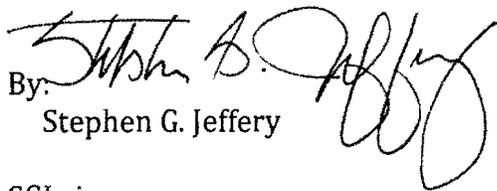
Kirk Brown, P.E.
February 13, 2009
Page Two

KCS would appreciate it if IDOT would please review this proposal and provide comments as soon as possible.

In the meantime, KCS is reviewing the agreements for both the Illinois Route 255 and Route 111 projects.

Very truly yours,

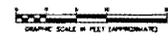
Thompson Coburn, LLP

By: 
Stephen G. Jeffery

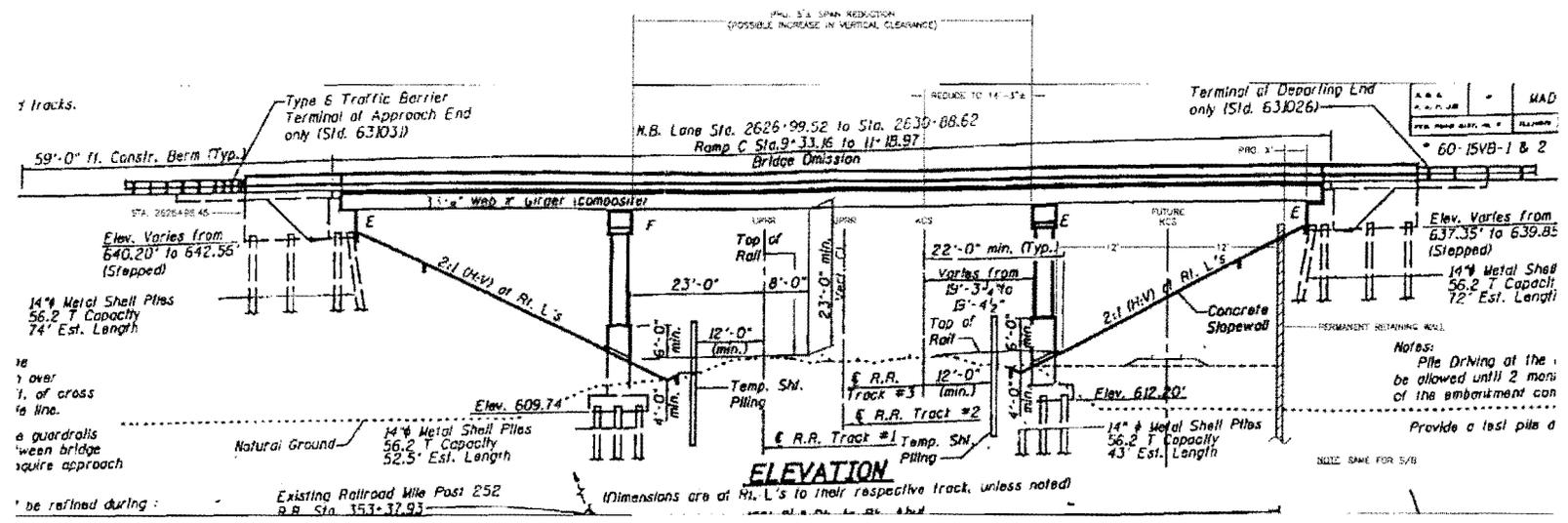
SGJ:sj

Enclosure

cc: KCS
Design Nine



GODFREY, MADISON COUNTY, ILLINOIS



(LOOKING SOUTH)

S:\2009\KCS\Public Projects\255 Overpass - Godfrey, IL\Plan Sheets\09007 - 1-255 Overpass NB Wdg. Layout - 2/12/09 1:19:49 PM - .JCT

DESIGN NINE ENGINEERING SERVICES FOR RAILROADS AND INDUSTRY	11146 PERSHON FERRY ROAD SUITE 100 ST. LOUIS, MO. 63124-8996 (314) 795-1960	REVISIONS NO. BY DATE			DRAWN BY JCT	DATE 2/12/09	SCL. SEC. -	SHEET NO. 1 of 1	THE KANSAS CITY SOUTHERN RY. CO. N/B 1-255 OVERPASS GODFREY, IL
		CHECKED BY W.J.F.	SCALE AS SHOWN		FILE -	DRAWING NO. 09007			

Jeffery, Stephen G.

From: Jeffery, Stephen G.
Sent: Tuesday, March 03, 2009 2:30 PM
To: 'Brown, Kirk H'
Cc: 'David Reeves'; 'Srikanth Honnur'; 'Paul Fetterman'; 'William J. Fleis'; Brown, Paul
Subject: RE: Letter to Kirk Brown re Rte 255 Overpass Project

Kirk,

I wanted to follow-up to see if IDOT has had the chance to review the revised Ill-255 overpass drawing that would afford KCSR the capability to add an additional future track.

Thanks.

Steve Jeffery

Stephen G. Jeffery
sjeffery@thompsoncoburn.com
P: 314.552.6229
F: 314.552.7229
M: 314.602.6229

Thompson Coburn LLP
One US Bank Plaza
St. Louis, MO 63101
www.thompsoncoburn.com

From: Jeffery, Stephen G.
Sent: Friday, February 13, 2009 9:19 AM
To: 'Brown, Kirk H'
Cc: 'David Reeves'; Srikanth Honnur; Paul Fetterman; 'William J. Fleis'; Brown, Paul
Subject: Letter to Kirk Brown re Rte 255 Overpass Project

Kirk,

Attached please find my letter dated 2-13-2009 along with the enclosure to my letter. I am also sending you hard copies of both.

Please advise after IDOT has had the opportunity to review.

Thanks,

Steve Jeffery

<< File: Brown_Letter.pdf >> << File: 09007 - I-255 Overpass NB (2009-02-12).pdf >>

OFFICIAL FILE

Stephen G. Jeffery
sjeffery@thompsoncoburn.com
P: 314.552.6229
F: 314.552.7229
M: 314.602.6229

ILL. C. C. DOCKET NO. T09-0018
KCS Exhibit No. 5
Witness 1
Date 3-12-09 Reporter CB



William J. Fleis

From: Schmidt, Sylvia (US) [Sylvia.Schmidt@am.jll.com]
Sent: Wednesday, February 25, 2009 2:10 PM
To: krzysztof.kalicki@verizonbusiness.com
Cc: Srikanth Honnur; William J. Fleis
Subject: FW: IL-255 Godfrey - Roodhouse sub mp 28.6
Attachments: Utility Crossing Application & Requirements - FINAL.DOC; Utility Crossing Application & Requirements - FINAL.DOC; General Shoring Requirements.pdf

Chris: Please find attached application and requirements as well as instructions below to apply for a utility crossing permit with The Kansas City Southern Railway Company. Upon receipt and final approval, a new agreement and exhibit will be forwarded to you for signature. If you have a copy of the agreement for the existing utility please forward to my attention.

Sri: I have looked for an existing agreement but not able to locate as of yet. Will continue to research and advise if one is found.

UTILITY PERMIT PROCESS INSTRUCTIONS

How to apply for a permit:

In an effort to effectively facilitate the permit process, The Kansas City Southern Railway Company (KCS) has partnered with Jones Lang LaSalle Americas, Inc. (JLL) who is committed to provide professional Real Estate Services. This is intended to provide you with all the information you should need to apply for a permit to access KCS's property through JLL.

Complete the application, print and mail with the following:

- The **\$2,000.00** (non-refundable) **processing fee**, check made payable to Jones Lang LaSalle Americas, Inc. KCS requires the processing fee be sent with the application, or it will be returned.
- **One (1) set of drawings** of the area to be occupied pursuant to Section G of the Specific Requirements (pdf documents via email is preferred)

TO: Jones Lang LaSalle Americas, Inc.
Attn.: Sylvia Schmidt - Permits Department
 3017 Lou Menk Drive, Suite 100
 Fort Worth, TX 76131-2800
Phone: (817) 230-2688
Fax: (817) 306-5521
Email: sylvia.schmidt@am.jll.com

OFFICIAL FILE

ILL. C. C. DOCKET NO. 109-0018

KCS **Exhibit No.** 6

Witness _____

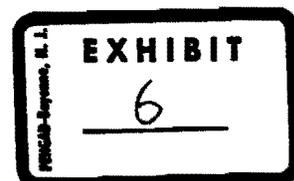
Date 3-12-09 **Reporter** CB

If the information is not complete or is incorrect, it will delay the permit process.

Permit Process:

1. Once received by JLL, the application and drawings will be forwarded to the engineering firm to perform the engineering specification review and prepare the Exhibit "A" drawings for the contract and obtain KCS approval. Information provided by the applicant will be used to prepare the Exhibit "A". Therefore, please ensure that all information is accurate. An additional \$350 will be charged for each modification to Exhibit "A". **This process takes approximately (6) weeks.**
2. When the Exhibit "A" is completed, provided KCS approves the application, a Contract will be prepared and three (3) copies will be forwarded to you for original signature. If the application is not approved, the applicant will be notified in writing with reasons for disapproval.

2/25/2009



William J. Fleis

From: Kalicki, Krzysztof [krzysztof.kalicki@verizonbusiness.com]
Sent: Wednesday, February 25, 2009 3:55 PM
To: Stacey.Wolff@oatesassociates.com; William J. Fleis; james.m.burton@sprint.com;
PAULPINO@UP.COM; DJTOBIAS@up.com; Buher, Thomas E (Tom Buher)
Cc: Srikanth Honnur
Subject: FAP 310, Utility Coordination Meeting

All,

Coordination meeting for utilities relocation has been scheduled for Wednesday, March 4, 2009. The meeting will start at 11:30 am at intersection of UP railroad tracks and Pearl Street in Godfrey, IL.

Thank you,

Krzysztof (Kris) Kalicki
MCI
P.O. Box 387
7719 W 60th PL
Summit, IL 60501
Office 708-924-9110
Fax 708-458-6431

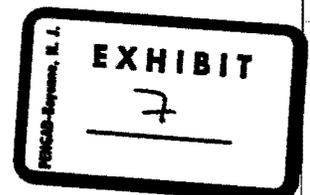
OFFICIAL FILE

ILL. C. C. DOCKET NO. T09-0018

KCS Exhibit No. 7

Witness _____

Date 3-12-09 Reporter CB



OFFICIAL FILE

ILL. C. C. DOCKET NO. T09-0018

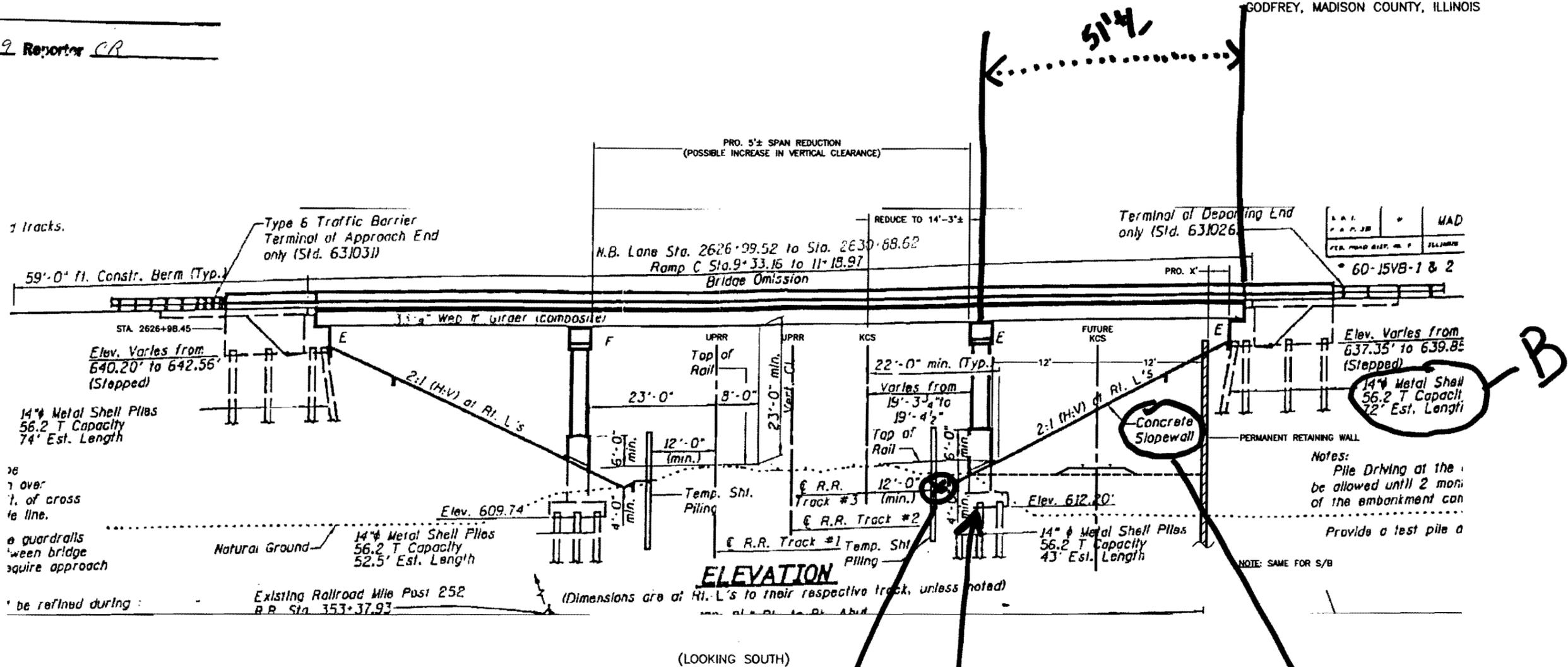
KCS Exhibit No. 9

Witness _____

Date 3-12-09 Reporter CR



GODFREY, MADISON COUNTY, ILLINOIS



S:\2009KCS\Public Projects\I-255 Overpass, Godfrey, IL\Plan Sheets\09007 - I-255 Overpass NB.dwg, Layout1, 2/12/2009 1:19:49 PM, JCT

REMARKS:

DESIGN NINE

11166 TESSON FERRY ROAD
SUITE 100
ST. LOUIS MO 63123-6966
(314) 729-7600

ENGINEERING SERVICES FOR RAILROADS AND INDUSTRY

REVISIONS		BY	DATE
ITEM			

KANSAS CITY SOUTHERN

DRAWN BY: JCT
CHECKED BY: WJF

DATE: 2/12/09
SCALE: AS SHOWN

VAL. SEC.: -
FILE: -

SHEET NO.: 1 of 1
DRAWING NO.: 09007

THE KANSAS CITY SOUTHERN RY. CO.

N/B I-255 OVERPASS
GODFREY, IL

KCS #9

KANSAS CITY SOUTHERN

427 WEST 12TH STREET • KANSAS CITY, MISSOURI 64105

John E. Day
816-983-1620 office
816-983-1186 fax

July 12, 2005

Illinois Department of Transportation
Division of Highways / District 8
1102 Eastport Plaza Drive
Collinsville, Illinois 62234-6198

Attention: Ms. Mary C. Lamie, P.E.
Deputy Director of Highways

Regarding: Clearance Approval for IL Route 255 Overpass

Dear Ms. Lamie:

The Kansas City Southern Railway Company (KCSR) understands that the minimum vertical clearance that can be achieved for the proposed IL Route 255 overpass is 23'-4 7/8". Although KCS requires 23'-6" to allow for future maintenance and track raising, we approve of the reduced clearance that can be achieved at the subject site. Please be advised, however, that this is a one-time only variance to our engineering standards, and will not demonstrate any precedent for future projects.

Please feel free to contact me should you have any questions or concerns.

Sincerely,

John E. Day

John E. Day
Assistant Director Engineering

Cc: Mr. Thomas Healey
Associate General Counsel - The Kansas City Southern Railway Company

DISTRICT ENGINEER
TRG DEVELOPMENT ENG
LAND ACQUISITION
OFFICE COORD
PROGRAMMING
PROJ. SUPPORT
STUDIES & PLANS
ALL SECTIONS



OFFICIAL FILE

ILL. C. C. DOCKET NO. 109-0018

IDOT Exhibit No. 3

Witness _____

Date 3-12-09 Reporter CB

Per Thomas *X-3*

Parrish, Lawrence D

From: Brown, Kirk H
Sent: Monday, February 09, 2009 1:59 PM
To: Parrish, Lawrence D; 'DougFelder@aol.com'; Bushur-Hallam, Cindy K
Cc: Keirn, Jeffrey L; Morris, James R
Subject: IL 255 Over UP, KCS Godfrey - Additional KCS Corresp.

Re: FAP 310 (IL 255 Over UP and KCS Railroads)
Section 60-15VB-1, 2
Job No. C-98-014-03
Contract No. 76634
Madison Co.

We found another letter from KCS in the design file by which they approved the design except for the vertical clearance. Please advise if we should provide this to KCS, as we did w/ the other documentation following the 1/7/09 meeting.



DOC020909.pdf



DOC020909.pdf



DOC020909.pdf



DOC020909.pdf

Kirk H. Brown, P.E.

Illinois Department of Transportation

Project Support Engineer

(618) 346-3197

Kirk.Brown@illinois.gov

Transmittal Slip		7/12/05
To: Pat LeBeau		
From: Gwen Legemann		
Subject: IL 255 60-15VBI		
Action		
<input checked="" type="checkbox"/> Note and File	<input type="checkbox"/> Prepare Reply for My Signature	
<input type="checkbox"/> Note and Return to Me	<input type="checkbox"/> Take Appropriate Action	
<input type="checkbox"/> Return with More Details	<input type="checkbox"/> Per Your Request	
<input type="checkbox"/> Note and See Me About This	<input type="checkbox"/> Signature	
<input type="checkbox"/> Please Answer	<input type="checkbox"/> For Your Information	
<input type="checkbox"/> For Your Approval	<input type="checkbox"/> Investigate and Report	
<input type="checkbox"/> Per Our Conversation		
Comments: KCS advises a letter granting a variance for vertical clearance is forthcoming.		

KANSAS CITY SOUTHERN

427 WEST 12TH STREET • KANSAS CITY, MISSOURI 84105



FOUNDED 1887

John E. Day
816-983-1620 office
816-983-1188 fax

FAP 310

SECTION 60-15VB-1

Illinois Department of Transportation
Division of Highways / District 8
1102 Eastport Plaza Drive
Collinsville, Illinois 62234-6198

Attention: Ms. Mary C. Lamie, P.E.
Deputy Director of Highways

Regarding: Dual Structures on IL Route 255 Over Union Pacific and Kansas City
Southern

Dear Ms. Lamie:

Kansas City Southern Railway has concluded its review of the the plans submitted regarding the proposed IL Route 255 overpass. The only item found that does not meet our current standards is the minimum vertical clearance between the top of rail and the bottom of the bridge girder.

The plans indicate a minimum vertical clearance of 23 feet. Our standards require this clearance to be a minimum of 23'-6". Therefore, we cannot approve the plans until the vertical clearance requirement is met.

Please feel free to contact me should you have any questions or concerns.

Sincerely,

John E. Day
Assistant Director Engineering

Cc: Mr. Thomas Healey
Associate General Counsel Kansas City Southern Railway

