

1 that all the permits and agreements that allow us to  
2 be on this right-of-way can be obtained and  
3 supported. All of our splicing that has to take  
4 place on the cable will be performed internally by  
5 our operations team. The directional boring that  
6 would be done on the project, this price is assuming  
7 there's no rock involved.

8 MS. CARSON: Hello.

9 A: Hello. Is that Lynn? I think she's having  
10 telephone difficulties. Go ahead.

11 Q: (By Mr. Jeffery) No, I think maybe she was  
12 jumping on one of her other calls.

13 A: Oh, okay.

14 Q: You know, she indicated she had some other  
15 calls she needed to do.

16 A: Yeah. It also assumes that we will be able  
17 to relocate this cable within the railroad  
18 right-of-way and not have to obtain any private  
19 easements along this corridor.

20 And at this time, you know, based on the  
21 time of year, the construction and engineering is  
22 based on -- or the time frame for construction and  
23 engineering is based on minimal snow accumulations,  
24 because if there's, you know, more snow, it makes it  
25 harder to go out and do your engineering, because

1 you can't physically see, you know, the ground. And  
2 then the estimated costs are good through the end of  
3 the year.

4 Q: The end of 2009?

5 A: Yes, sir.

6 Q: I'd like you to direct your attention to  
7 Page 2 of Exhibit 4. Could you tell us what this  
8 document -- what this page means?

9 A: This is basically the engineering phase of  
10 the project. This would include, you know,  
11 designing the new route for underground. This is  
12 all the engineering time that is spent on the  
13 project, and then, of course, the permitting for  
14 right-of-way aspects of the project is also on here  
15 for a total of -- engineering and inspection for the  
16 project would be a little over 49,000.

17 Q: Could you go through the right-hand column  
18 on this page that's labeled "Engineering," it says  
19 "Expense total"?

20 A: Yes.

21 Q: Could you just go through each of these  
22 subtotals and just explain how that -- what that  
23 represents and how it was calculated?

24 A: In general, the 19,215 expense total deals  
25 with the project management from A to B, whether it

1 be acquiring a permit, making sure that all the  
2 permits are there, making sure the engineering  
3 drawings are accurate, facilitating the construction  
4 contractors to be on site when they're supposed to  
5 be there. So, that's overall just project  
6 management of the project.

7 The engineering and design, the 22,875 is  
8 the actual getting on the ground, engineering the  
9 project, taking offset measurements of the cables so  
10 that we know how far we have to relocate it to be  
11 out of harm's way, everything that's involved in the  
12 engineering and design phase of the project, and  
13 that makes up the 22,875.

14 Going further on down, the right-of-way  
15 agent and permit coordinator, this fee is put in  
16 there so in the event we have to acquire a permit  
17 for a crossing of a road, you know, some other type  
18 of railroad permit that would allow us to construct  
19 on the right-of-way, that makes up the \$2250.

20 And then the out of region adder, that's  
21 just a fee that's put on there for any contractor  
22 that we have to bring out of the area, in other  
23 words, not in the general vicinity of this project,  
24 they always charge, you know, a mobilization fee and  
25 a de-mobilization fee to return. So, that's the

1 \$5472.

2 And again, the total engineering and  
3 inspection is the 49,812.

4 Q: Going to Page No. 3 of Exhibit 4 that's  
5 labeled "Permit & Lease Cost," if you could again  
6 walk us through this page.

7 A: Permit and lease cost. Total permit costs,  
8 okay. From a generalized perspective, whenever you  
9 look at a relocation project, you look to see what  
10 agencies you potentially would have to acquire a  
11 permit for.

12 Like I said, if you're going through a city,  
13 there may be a city permit required at a crossing.  
14 If, you know, you're adjacent to a county or if  
15 you're in a county and the county has control over a  
16 crossing, you may have to permit with the county.  
17 And then on the railroad, there may be permit fees  
18 for, you know, getting on the right-of-way and  
19 constructing.

20 And then going on down to the associated  
21 permit costs for railroad flagging services, all  
22 railroads -- when you are constructing on the  
23 railroad, there has to be a railroad personnel there  
24 monitoring your activities, as well as he is there  
25 for your safety and would stop any construction near

1 the track if a train was approaching because of, you  
2 know, danger of things flying off the train and --  
3 so any time there's a train coming by, that  
4 construction activity would be stopped.

5 So, they've put in 14 days for a railroad  
6 flagman, and then the railroad service provider is a  
7 coordinator, he is responsible for a general area on  
8 the railroad, and that makes up his costs as well  
9 for the 14 days.

10 In addition to that, you have not only the  
11 Kansas City Southern Railroad that you have to worry  
12 about flagging from, but you have to worry about it  
13 from the UPRR, so there are additional days in there  
14 for a flagman from UPRR. So, you would have flagmen  
15 from two railroads at this project location.

16 And that would bring your total permit costs  
17 to \$96,172.

18 Q: If you could go to the next page of Exhibit  
19 4, I believe it's labeled "Construction Material &  
20 Labor," and again, just walk us through these  
21 entries.

22 A: Okay. Construction labor and materials, if  
23 you start at Line Item 210, that is for the  
24 placement of the one four-inch conduit that the  
25 fiber optic cable would be pulled into, \$2640. Line

1 Item 240 is the placement of the new handholes. Any  
2 time you put in a new cable, you're going to have to  
3 put in the intercept points or the splices that I  
4 mentioned before, and in this case, it looks like  
5 there's eight of those they're going to budget for  
6 this project for a total of \$5,000.

7 Placement of the cable, that's the actual  
8 pulling of the new fiber optic cable into the  
9 conduit that was placed, and that is \$21,230.

10 Q: And that's Line Item 410?

11 A: Yes, sir.

12 Q: Okay.

13 A: And moving to Line Item 630, which is the  
14 directional boring, you'll see that there's 18,300  
15 units. That's the footage of the directional bore  
16 that's estimated for a total of \$329,400.

17 And then Line Item 710 is the placement of  
18 new cable markers and water crossing signs. We have  
19 fiber optic cable markers that, you know, are on all  
20 the right-of-ways indicating that there's, No. 1, a  
21 fiber optic cable there, and No. 2, provides a 1-800  
22 number for anybody that would have questions about  
23 the fiber optic cable, if they were going to do work  
24 around it. That's what those signs are there for.

25 And last, but not least, on the -- on the

1 splice pits, which doesn't have a line item, at both  
2 ends of the directional bore that are done, there's  
3 what's called a bore pit, and on the other end of  
4 the bore 18,300 foot away, you're going to have a  
5 receiving pit for that directional bore. And  
6 there's two of those that are indicated on this for  
7 a total of \$9,000. So, that brings the total  
8 construction and labor to \$368,770.

9           Going on to the cabling, if you'll look  
10 at -- there's not a line item, but we would be  
11 installing the 30-count single mode fiber optic  
12 cable, and the total cost on that would be \$6800;  
13 signs, posts and hardware, \$1300; the handholes,  
14 \$6,000; and then splicing materials for each  
15 location, about \$1600. And then you have to figure  
16 in the tax and the freight costs to get all that  
17 material there on site, and that's \$1727.

18           So, the total materials for the job would be  
19 \$17,427. Total material and labor would be  
20 \$386,197.

21           Q: If you could turn to the next page in  
22 Exhibit 4 that's labeled "Internal Costs," and if  
23 you could explain those entries for us.

24           A: Okay. Internal labor costs, the OSP  
25 engineering costs, which are Tom Buher that I've

1 mentioned, those are just hours that are put in  
2 there for his time spent on this project. That's  
3 estimated to be \$6,048.

4 Q: If you could, what does OSP engineer -- what  
5 does the "OSP" stand for?

6 A: Outside plant engineer. And then we have  
7 the next column is our inspection of the project,  
8 and that is done by our operations folks, that is  
9 what the OSP stands for, and they would respond, and  
10 they're responsible for the marking of the facility.  
11 So, they actually put the paint on the ground  
12 showing the running line of the cable. They're also  
13 out there to provide inspection for the project so  
14 if there's something that doesn't, you know, feel  
15 right or seem right, if the contractor's doing  
16 something they don't, you know, feel -- the cable's  
17 in jeopardy, then they can shut the project down.

18 And then the next column is the operations  
19 support for splicing the cable back together, and  
20 they've got a total of 64 hours in there for \$6912.  
21 Documentation is a line item that's put in there.  
22 We have to provide as builds for the relocation of  
23 our cable, and that's just a drawing that shows the  
24 exact location of the cable, and they've allotted 16  
25 hours for the development of those drawings, \$1728.

1           Going down to expenses, this is just travel  
2 and expense charges for not only -- for Tom Buher  
3 going back and forth to the project site, as well as  
4 our operations people going back and forth to the  
5 project site, and that cost is estimated at \$2825.  
6 So, the total internal costs for the project,  
7 \$34,793.

8           Q: If you could turn to the next page of  
9 Exhibit 4 that's labeled "Summary" --

10          A: Yes, sir.

11          Q: -- and if could you walk us through these  
12 entries, please.

13          A: The summary is just -- it's a breakdown  
14 of -- percentage wise of the different phases of the  
15 project relocation, and if you notice on the far  
16 right-hand side of the page, you'll have a  
17 percentage of those costs towards the overall  
18 budget.

19                 And so in engineering, you have nine percent  
20 of the costs or the overall budget. Permitting and  
21 lease costs are 17 percent of the budget.  
22 Construction materials -- construction labor, I'm  
23 sorry, makes up the bulk of the budget, and that's  
24 65 percent. And the materials for the project make  
25 up three percent of the overall budget, and internal

1 costs make up six percent of the overall budget for  
2 a total project estimated cost, \$566,974.

3 Q: The numbers that are listed under the  
4 right-hand column that says "Total project," are  
5 these the totals from the preceding pages that we  
6 talked about?

7 A: That is correct.

8 Q: So, what was the total project estimated  
9 cost again?

10 A: \$566,974.

11 Q: If you could explain the rest of the entries  
12 on this page, please.

13 A: The rest of the entries is, of course, for a  
14 single lateral, which just means one cable, and this  
15 OSP construction estimate is based on the  
16 installation of that one cable. We also break that  
17 down in a cost per mile, which in this case is  
18 \$164,340.20 per mile to install this new cable. And  
19 then if you break that down further, cost per foot  
20 is \$31.13 a foot.

21 Q: Then turning to the last page of Exhibit No.  
22 4, what is that?

23 A: That was my last page. I don't know what  
24 you're referring to.

25 Q: The last page that I had that attached --

1 that was attached to your Excel spreadsheet, it was  
2 a site map, it had a green line drawn on it.

3 A: Oh, I'm sorry. I have that right here.  
4 That is just a map depicting, you know, where our  
5 cable is in conjunction with this project.

6 Q: What does the green line -- does the  
7 document you're looking at have a green line on it?

8 A: Yes, sir.

9 Q: What does the green line represent?

10 A: That represents the running line of the  
11 cable.

12 Q: When you say "running line of the cable," do  
13 you mean this is the length of cable that will be  
14 replaced or relocated?

15 A: That is correct, yes.

16 Q: To your knowledge, has anybody at MCI  
17 communicated either with IDOT or IDOT's contractor  
18 concerning this project?

19 A: I can't answer that, I do not know.

20 Q: Have you -- so, you personally haven't  
21 spoken with anyone at IDOT or IDOT's contractor?

22 A: No, sir.

23 Q: Would Mr. Buher have to your knowledge?

24 A: It is possible, but I can't confirm that.

25 Q: Is it fair to say that the work proposed in

1 Exhibit 4 involves more than just relocating 1800  
2 feet of fiber optic cable?

3 A: Restate that, please.

4 Q: Is it fair to say that the work reflected in  
5 Exhibit 4 involves more than just relocating 1800  
6 feet of fiber optic cable?

7 A: No, sir.

8 Q: It doesn't involve more than that?

9 A: I mean the estimate is put together for the  
10 total relocation of the cable if that's what you're  
11 asking.

12 Q: Let me rephrase it another way. The scope  
13 of work that's shown in Exhibit 4 involves  
14 relocating approximately 3.45 miles of fiber optic  
15 cable; correct?

16 A: That is correct.

17 Q: So, this overall project is significantly  
18 greater in scope than just relocating 1,800 feet of  
19 cable?

20 A: That is correct.

21 MR. JEFFERY: Roy, I'll pass the Witness to  
22 you.

23 EXAMINATION

24 QUESTIONS BY MR. FARWELL:

25 Q: Yes, this is Roy Farwell with Union Pacific.

1 I have a couple of questions.

2 A: Yes, sir.

3 Q: You had talked about what would happen if  
4 the cable was severed or damaged. Do you have any  
5 sort of estimate of revenue lost or what type of  
6 financial impact that would have on a daily basis if  
7 that cable was down?

8 A: No, sir.

9 Q: All right. You had mentioned an option of  
10 exposing the cable. Would you describe exactly what  
11 that would entail?

12 A: That would entail digging at the location of  
13 the sheet piles where they're going to be drove into  
14 the ground, we would expose the cable where we could  
15 have a visual on the cable and be able to make sure  
16 that those sheet pilings are not going to sever the  
17 cable.

18 Q: So, how big a ditch would you need to dig in  
19 order to expose the cable?

20 A: I'm going to say probably the ditch is going  
21 to be about four to five foot wide by, you know,  
22 five foot deep, six foot deep, it just depends on  
23 the depth of the cable at that location.

24 Q: If you expose the cable in that manner, are  
25 you confident that the sheet pilings could then be

1 done in a manner to avoid the cable?

2 A: Yes.

3 Q: But by digging a ditch in that size, are  
4 you -- can you see on Exhibit 1 that there is a  
5 temporary piling shown just to the east of that  
6 westerly pier?

7 A: No, I don't see the -- well, hang on. This  
8 drawing's so small. I believe I see the temporary  
9 piling that you're talking about.

10 Q: Do you have any knowledge as to whether or  
11 not putting a four or five-foot wide ditch to the  
12 east of that pier or where you would need to put it  
13 would have any impact on that piling in terms of its  
14 strength or its ability to hold back the stresses on  
15 a railroad track?

16 A: No, I do not.

17 Q: Did you have any direct conversation with  
18 any representative of either railroad regarding its  
19 requirements about --

20 A: No, sir.

21 Q: Excuse me?

22 A: I did not.

23 Q: Do you know who did from your company's  
24 side?

25 A: That would be Tom Buher, my engineer.

1 Q: Okay. Did he relay anything about those  
2 conversations to you?

3 A: His only comment to me was that the railroad  
4 would not approve us to dig a ditch and expose the  
5 cable because of the close proximity to the rail.

6 Q: And if the cable was exposed in a four or  
7 five-foot wide ditch, it would be exposed to  
8 anything that came off a railroad train or a  
9 derailed railroad car or something like that, would  
10 it not be?

11 A: Can you repeat that one more time?

12 Q: Yes. If the cable is exposed by digging a  
13 four or five-foot wide ditch, it would be  
14 susceptible to being damaged by anything that came  
15 off of the railroad right at that location; correct?

16 A: At the time it was exposed, yes.

17 Q: That's all I've got right now. Thanks.

18 MR. JEFFERY: Larry.

19 EXAMINATION

20 QUESTIONS BY MR. PARRISH:

21 Q: Yes, just a couple of questions, please. So  
22 that it has not been definitively determined that  
23 the sheet pilings pose a direct conflict with the  
24 cable; is that right, Mr. Stull?

25 A: That is incorrect.

1 Q: I thought I heard you just say that the --  
2 that it may be possible that the -- that the sheet  
3 piling could be placed without interference with the  
4 cable if there were -- if it were exposed, and there  
5 may not be a conflict. Am I incorrect in that?

6 A: No, that is correct. But based on the  
7 current engineering plans that we have, my engineer  
8 feels that the current location of those sheet  
9 pilings would be driven right through the center of  
10 our cable.

11 Q: Okay. However, if the cable is exposed and  
12 it's determined that there is no conflict, then the  
13 costs that you just testified to, this 500 and --

14 A: 566?

15 Q: 566,000, would that cost be significantly  
16 reduced, if incurred at all?

17 A: That is correct.

18 Q: Now, what is the -- what is the impediment  
19 to exposing the cable? I thought I heard you say  
20 something earlier about somebody not allowing it,  
21 the railroad not allowing it. What is the  
22 impediment to doing that?

23 A: It would be the -- I'm assuming, and this  
24 would have to be from a railroad engineer to  
25 confirm, but the railroad will not allow you to dig

1 in that close proximity to the actual rails for fear  
2 of, you know, degradating the structure of the  
3 surface under the rail.

4 Q: Earlier in your testimony, you mentioned  
5 that there were already I believe you said two  
6 splices which are approximately two miles apart  
7 regarding the cable in the area that we're talking  
8 about here and that any more splicing would result  
9 in a degradation of service, do I have that right?

10 A: That is correct.

11 Q: Are you aware of any other situation that  
12 you've worked on regarding cable where there have  
13 been more than two splices in this -- in a similar  
14 area?

15 A: No.

16 Q: On Page 4 of Deposition Exhibit 4, Line 630,  
17 there's a cost of \$329,400 for directional boring.  
18 Can you explain what directional boring is to me?

19 A: Yeah, directional boring is a construction  
20 method for installing pipes, conduits, and basically  
21 as I explained before, you have a machine that has  
22 an auger on the end of it. It also has a head on  
23 the end of that auger that can be monitored from  
24 above the ground with a machine so that you know the  
25 exact location of that bore head at all times.

1           You would bore out -- say you're going to  
2           have a -- for hypothetical reasons, a 400-foot bore.  
3           That bore head would go out 400 foot at the depth  
4           that you want it and then come up out of the ground  
5           at the location on the other end that you want it.

6           Once it gets to the other side, then a  
7           conduit or sometimes a series of conduits are  
8           attached to the end of that bore head, and it's  
9           pulled back through that pilot hole that was created  
10          on the first pass. That conduit, if it's pulled in  
11          there, then allows you the opportunity to pull in a  
12          fiber optic cable without any restraints.

13          Q: Thank you very much. I have no further  
14          questions.

15          MR. JEFFERY: I don't think I have any  
16          follow-up. Roy, do you?

17          MR. FARWELL: No, I'm fine.

18          MR. JEFFERY: Lynn, did you have any  
19          questions?

20          MS. CARSON: I think I'm fine.

21          MR. JEFFERY: Steve, as the witness in a  
22          deposition, you have the opportunity to review and  
23          sign the transcript, or you can waive that right.  
24          Like if you thought --

25          MS. CARSON: I would like him to be able to

1 read it and sign off on it.

2 [Signature of the Witness was not waived.]

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1 State of Missouri

2 SS.

3 County of St. Louis

4 I, KELLY L. GUILLIAMS, a Certified Court  
5 Reporter and a duly commissioned Notary Public  
6 within and for the State of Missouri, do hereby  
7 certify that pursuant to agreement of Counsel, there  
8 came before me at the offices of Thompson Coburn,  
9 LLP, One US Bank Plaza, Suite 3500, in the City of  
10 St. Louis, State of Missouri,

11 STEPHEN STULL,

12 who was by me first duly sworn to testify to  
13 the truth and nothing but the truth of all knowledge  
14 touching and concerning the matters in controversy  
15 in this cause; that the witness was thereupon  
16 carefully examined under oath and said examination  
17 was reduced to writing by me; that the signature of  
18 the witness was not waived by agreement of all  
19 parties; and that this deposition is a true and  
20 correct record of the testimony given by the  
21 witness.

22 I further certify that I am not counsel,  
23 attorney or relative of either party, or clerk or  
24 stenographer of either party, or otherwise  
25 interested in the event of this suit.

***Gore Perry Gateway Lipa Baker Dunn & Butz***  
***St. Louis 314.241.6750 St. Charles 636.940.0926***

1 IN WITNESS WHEREOF, I have hereunto set my hand  
2 and seal this 30th day of March, 2009.

3 My Commission expires May 29, 2009.

4 *Kelly L. Williams*  
5 -----

6 Notary Public in and for the

7 State of Missouri

8  
9  
10 **KELLY L. GUILLIAMS**  
11 **Notary Public - Notary Seal**  
12 **State of Missouri**  
13 **Commissioned for St. Louis County**  
14 **My Commission Expires: May 29, 2009**  
15 **05449967**

1 Gore Perry Gateway & Lipa Reporting

2

3

4 Mr. Stephen Stull c/o Verizon Business

5 6829 N. Lakewood Avenue

6 Tulsa, OK 74117

7

8 Enclosed please find the Original Signature pages

9 and errata sheets for the deposition of:

10 Stephen Stull taken 3/27/2009 in the case of:

11 Department of Transportation of Illinois vs. Kansas City Southern,

12 Please read your copy of the transcript, noting

13 any corrections on the enclosed erratta sheets,

14 and return all pages for filing in court to:

15 Mr. Stephen G. Jeffery

16 Thompson Coburn, LLP

17 One US Bank Plaza, Suite 3500

18 St. Louis, MO 63101

19

20 Your prompt cooperation will be appreciated.

21 Sincerely,

22

23 Gore Perry Gateway & Lipa Reporting

24

***Gore Perry Gateway Lipa Baker Dunn & Butz***  
***St. Louis 314.241.6750 St. Charles 636.940.0926***

1 Page Line Should Read:

2 Reason for change:

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10 Page Line Should Read:

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25

1 Comes now the witness, Stephen Stull,  
 2 and having read the the foregoing transcript  
 3 of the deposition taken on the 3/27/2009,  
 4 acknowledges by signature hereto that it is a  
 5 true and accurate transcript of the testimony given  
 6 on the date hereinabove mentioned.

7  
 8  
 9 \_\_\_\_\_

10 Stephen Stull

11  
 12 Subscribed and sworn to me before this  
 13 \_\_\_\_\_ day of \_\_\_\_\_, 2009.

14 My Commission expires

15  
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 17 \_\_\_\_\_

18 Notary Public

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COURT MEMO

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4

Department of Transportation of Illinois vs. Kansas City Southern,  
T09-0018

CERTIFICATE OF OFFICER AND  
STATEMENT OF DEPOSITION CHARGES

DEPOSITION OF STEPHEN STULL  
TAKEN ON BEHALF OF THE RESPONDENT

3/27/2009

Name and address of person or firm having custody of  
the original transcript:

Stephen G. Jeffery  
Thompson Coburn  
One US Bank Plaza, Suite 3300  
St. Louis, MO 63101

1 ORIGINAL TRANSCRIPT TAXED IN FAVOR OF:

2 Stephen G. Jeffery

3 Thompson Coburn

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5 St. Louis, MO 63101

6 Total:

7 1 ONE COPY - TAXED IN FAVOR OF:

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9 Union Pacific Railroad Company

10 100 North Broadway, Suite 1500

11 St. Louis, MO 63102

12 Total:

13 1 ONE COPY - TAXED IN FAVOR OF:

14 Lawrence Parrish

15 Unknown

16 UnKnown, UnKnown

17 UnKnown,

18 Total:

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20 Upon delivery of transcripts, the above

21 charges had not been paid. It is anticipated

22 that all charges will be paid in the normal course

23 of business.

24 GORE PERRY GATEWAY & LIPA REPORTING COMPANY

25 515 Olive Street, Suite 700

*Gore Perry Gateway Lipa Baker Dunn & Butz*  
*St. Louis 314.241.6750 St. Charles 636.940.0926*

1 St. Louis, Missouri 63101

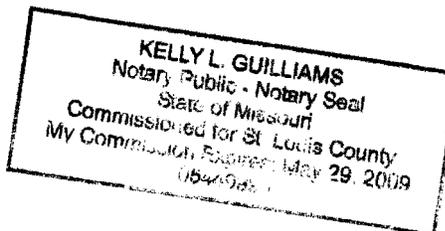
2 IN WITNESS WHEREOF, I have hereunto set

3 my hand and seal on this \_\_\_\_\_ day of \_\_\_\_\_

4 Commission expires

5 *Kelly L. Williams*

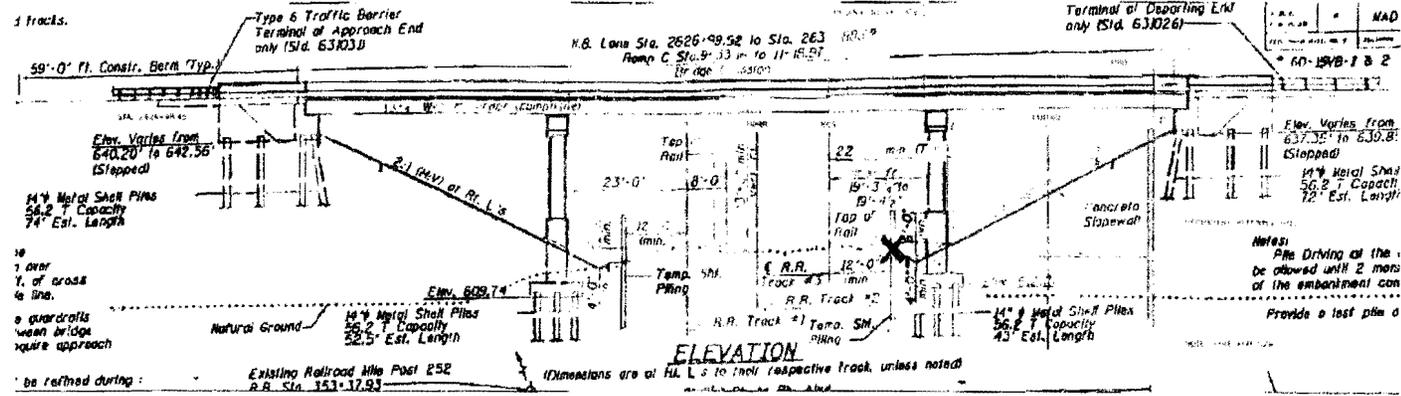
6 Notary Public



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**Gore Perry Gateway Lipa Baker Dunn & Butz**  
**St. Louis 314.241.6750 St. Charles 636.940.0926**

GODFREY, MADISON COUNTY, ILLINOIS



2-194B-1 B 2  
 THE KANSAS CITY SOUTHERN RY. CO.  
 ENGINEERING SERVICE FOR RAILROADS AND INDUSTRIES  
 11/10/50

DESIGN NAME	DATE	BY	CHKD BY	APP'D BY	SHEET NO.	TOTAL SHEETS	THE KANSAS CITY SOUTHERN RY. CO.
ENGINEERING SERVICE FOR RAILROADS AND INDUSTRIES	3/12/50	JT	MS	MS	1 of 1		N/B 1-255 OVERPASS GODFREY, IL.

EXHIBIT  
 1

**Steve Stull**

**From:** Jeffery, Stephen G. [SJEFFERY@thompsoncoburn.com]  
**Sent:** Tuesday, March 24, 2009 11:31 AM  
**To:** steve.stull@verizonbusiness.com; 'Parrish, Lawrence D'; ZZUnion Pacific - Farwell, Roy; 'VonDeBur, Joe'  
**Subject:** Exhibits for March 27, 2009 Depositions *Exhibit 2*  
**Attachments:** EX\_1\_Proposed\_Overpass.pdf, EX\_3\_IDOT\_Site\_Map.pdf



3/27/2009

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 DIVISION OF HIGHWAYS

**PROPOSED  
 HIGHWAY PLANS**

FAP ROUTE 310 (IL ROUTE 255)  
 SECTION 60-15VB-1 & 2

PROJECT NHF-310( )  
 MADISON COUNTY

C-98-014-03

CONSTRUCT TWO GRADE SEPARATION STRUCTURES  
 TO CARRY FAP RTE 310, RAMP C & RAMP D OVER UNION  
 PACIFIC AND GATEWAY WESTERN RAILROAD

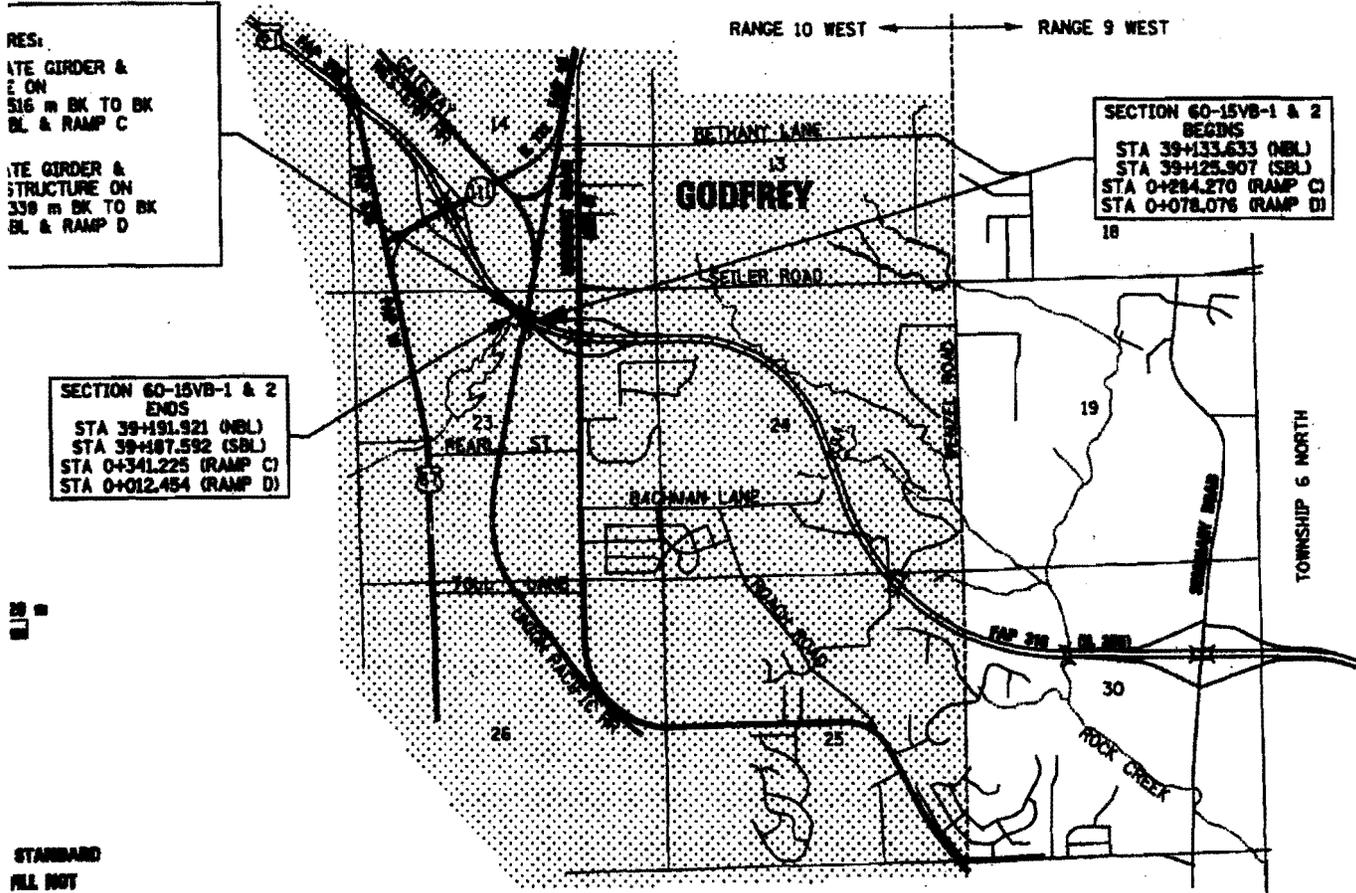
HIGHWAY  
 NO. 2

RES:  
 STEEL GIRDER &  
 CONCRETE ON  
 516 m BK TO BK  
 BL & RAMP C

STEEL GIRDER &  
 CONCRETE STRUCTURE ON  
 338 m BK TO BK  
 BL & RAMP D

SECTION 60-15VB-1 & 2  
 ENDS  
 STA 39+191.921 (OBL)  
 STA 39+187.592 (SBL)  
 STA 0+341.225 (RAMP C)  
 STA 0+012.454 (RAMP D)

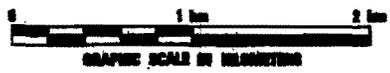
SECTION 60-15VB-1 & 2  
 BEGINS  
 STA 39+133.633 (OBL)  
 STA 39+125.907 (SBL)  
 STA 0+284.270 (RAMP C)  
 STA 0+078.076 (RAMP D)



STANDARD  
 FULL FOOT  
 MEASUREMENTS  
 TO BE USED.



*Eric B. Barnes* 12-15-08  
 ERIC B. BARNES DATE  
 REGISTERED PROFESSIONAL ENGINEER  
 STATE OF ILLINOIS NO. 062-052141  
 LICENSE EXPIRES NOVEMBER 30, 2009



GROSS AND NET LENGTH OF SECTION 60-15VB-1 & 2  
 = 61.206 METERS = 0.606 KILOMETERS (OBL)  
 = 61.806 METERS = 0.602 KILOMETERS (SBL)  
 = 61.906 METERS = 0.607 KILOMETERS (RAMP C)  
 = 66.822 METERS = 0.666 KILOMETERS (RAMP D)

Latitude / Longitude  
 Latitude: 38.28  
 Longitude: 91.89

DESIGN DESIGNATION  
 2230(2) ARTERIAL 7.11 (FD-30)

PLANS PREPARED BY  
**KLING**

Engineers / Architects  
 616 North 24th Street (2)

EXHIBIT  
**3**

FAP ROUTE 310

# OSPC CONSTRUCTION ESTIMATE

**90919K Godfrey, IL FAP 310 Bridge UPRR/IDOT**

<b>PREPARED BY:</b>	Tom Buher	<b>LATERAL:</b>	SINGLE LATERAL
<b>BAR NUMBER:</b>	Reimbursable Maint. Project	<b>DATE:</b>	3/20/2009
<b>CUSTOMER NAME:</b>	Oates Associates Consulting Engineers / IDOT	<b>CITY:</b>	Godfrey
<b>ADDRESS:</b>	splice to splice proposal	<b>STATE:</b>	IL

**Route Details**

	BACKBONE MILES	LATERAL MILES
<b>New Underground</b>	<b>RELOCATE</b>	3.45
<b>New ISP Conduit</b>		
<b>New Aerial Placement</b>		
<b>Aerial Overlash</b>		
<b>Existing VzB Duct</b>		
<b>Customer Owned Duct</b>		
<b>Leased Duct</b>		
<b>Other</b>		
<b>Leased Dark Fiber</b>		
<b>Sub Total</b>	3.45	-
<b>Total Route Miles</b>		<b>3.45</b>
<b>Fiber Count</b>	30.00	
<b>Fiber Mile Sub Total</b>	103.50	-
<b>Total Fiber Miles</b>		<b>103.50</b>

**Project Duration (weeks)**

<b>Engineering</b>		4
<b>Permitting</b>		8
<b>Construction</b>		6
<b>Splicing</b>		1
<b>Total</b>		<b>19</b>

**Description of Work**

This project proposes to engineer, permit and construct a relocation route for existing LD fiber from splice point to splice point due to need not to add additional splice losses. Construction will consist of directional boring approximately 18,300 feet of 2 inch hdpe along UPRR / Kansas City Southern Railway CO ROW from MP#249.03 to MP#252.50 and install 30 fiber cable with associated handholes.

**Assumptions**

- 1)Route can be permitted and constructed along proposed route.
- 2)All permits and agreements can be obtained to support proposed project.
- 3)All splicing to be performed by VzB Ops.
- 4)Assumes no rock
- 5)All work activity is within RR ROW and there are no easements required.
- 6)Const and engineering based on minimal snow accumulation.
- 7)Estimated costs are good thru end of year 2009



# Engineering

**90919K Godfrey, IL FAP 310 Bridge UPRR/IDOT**

Description	Capital Qty	Expense Qty	U/M	Rate	Capital Total	Expense Total	
<b><i>Project Management</i></b>							
E-200 Project Management (with inspection) - Rural - <1,000			ea.		-	-	
E-205 Project Management (with inspection) - Rural - >1,000		18,300	ft.	1.05	-	19,215	
E-215 Project Management (with inspection) - Metro - <500			ea.		-	-	
E-220 Project Management (with inspection) - Metro - >500			ft.		-	-	
E-225 Project Management (w/o inspection) - Rural - <1,000			ea.		-	-	
E-230 Project Management (w/o inspection) - Rural - >1,000			ft.		-	-	
E-235 Project Management (w/o inspection) - Metro - <500			ea.		-	-	
E-240 Project Management (w/o inspection)- Metro - >500			ft.		-	-	
<b><i>Engineering &amp; Design</i></b>							
E-300 Cable Design - Rural Underground - <1,000 ft			ea.		-	-	
E-305 Cable Design - Rural Underground - >1,000 ft			ft.		-	-	
E-310 Cable Design - Rural Underground (RR) - <1,000 ft			ea.		-	-	
E-315 Cable Design - Rural Underground (RR) - >1,000 ft		18,300	ft.	1.25	-	22,875	
E-320 Cable Design - Metro Underground - <500 ft			ea.		-	-	
E-325 Cable Design - Metro Underground - 500 to 2,500 ft			ft.		-	-	
E-330 Cable Design - Metro Underground - >2,500 ft			ft.		-	-	
E-335 Cable Design - Metro Underground (RR) - <500 ft			ea.		-	-	
E-340 Cable Design - Metro Underground (RR) - 500 to 2,500 ft			ft.		-	-	
E-345 Cable Design - Metro Underground (RR) - >2,500 ft			ft.		-	-	
E-350 Cable Design - Existing Underground conduit - <500 ft			ea.		-	-	
E-355 Cable Design - Existing Underground conduit - >500 ft			ft.		-	-	
E-400 Cable Design - Rural Aerial - <2,500 ft			ea.		-	-	
E-405 Cable Design - Rural Aerial - >2,500 ft			ft.		-	-	
E-410 Cable Design - Metro Aerial - <1,000 ft			ea.		-	-	
E-415 Cable Design - Metro Aerial - >1,000 ft			ft.		-	-	
<b><i>Building Entrance Links</i></b>							
E-500 Building Entrance Link - ISP - < 250 ft			ea.		-	-	
E-505 Building Entrance Link - ISP - > 250 ft			ft.		-	-	
<b><i>Hourly Rates</i></b>							
E-600 Project Manager			hr.		-	-	
E-605 Senior Engineer			hr.		-	-	
E-610 Engineer			hr.		-	-	
E-615 Right of Way Agent/Permit Coordinator			hr.		-	-	
E-620 CADD Drafter			hr.		-	-	
<b><i>Daily Rates</i></b>							
E-700 OSP Coordinator			day		-	-	
E-705 Craft Inspector			day		-	-	
E-710 Locator/Monitor			day		-	-	
E-715 Right of Way Agent/Permit Coordinator		5	day	450.00	-	2,250	
<b>E-800 Out of Region Adder</b>	<b>0</b>	<b>42090</b>	<b>%</b>	<b>13%</b>	<b>-</b>	<b>5,472</b>	
<b>Total Engineering &amp; Inspection</b>					<b>\$</b>	<b>- \$</b>	<b>49,812</b>

# Permit & Lease Cost

**90919K Godfrey, IL FAP 310 Bridge UPRR/IDOT**

Description	Capital Qty	Expense Qty	U/M	Rate	Capital Total	Expense Total
<b>Permit Cost</b>						
<b>Actual Permit Fees</b>						
City		1	ea.	250.00	-	250
County		4	ea.	250.00	-	1,000
DOT			ea.		-	-
State			ea.		-	-
Railroad		2	ea.	7,500.00	-	15,000
Federal			ea.		-	-
Environmental			ea.		-	-
Easement					-	-
<b>Associated Permit Cost</b>						
Conduit application fees & make ready			ea.		-	-
Pole application fees & make ready			ea.		-	-
RR Flagman (kansas city southern)		14	day(s)	988.00	-	13,832
RR Service Provider (kansas city southern)		14	day(s)	787.00	-	11,018
County Inspector			day(s)		-	-
City Inspector			hrs		-	-
Other Inspection			hrs		-	-
RR Flagman (uprr)		36	day(s)	1,192.00	-	42,912
RR Coordinator (uprr)		16	day(s)	760.00	-	12,160
<b>Total Permits Cost</b>					<b>\$ -</b>	<b>\$ 96,172</b>
<b>Long Term Lease &amp; Purchase - Capital</b>						
Conduit purchase			ea		-	-
Conduit Lease (long term only - +20 yrs)			ea		-	-
Dark Fiber IRU (long term only - +20 yrs)			ea		-	-
Associated connection/splicing fees			ea		-	-
<b>Total Long Term Lease &amp; Purchase</b>					<b>\$ -</b>	<b>\$ -</b>
<b>Recurring Cost - Expense</b>						
<b>Fiber IRU</b>						
Dark Fiber IRU (short term <20 yrs)			yrs		-	-
Associated connection/splicing fees			ea		-	-
<b>First two years of recurring</b>						
ILEC conduit			ft		-	-
Pole attachment			pole		-	-
Dark fiber maintenance fee			mile		-	-
<b>Recurring Cost - Dark Fiber / Conduit Cost (expense)</b>					<b>\$ -</b>	<b>\$ -</b>

# Construction Material & Labor

90919K Godfrey, IL FAP 310 Bridge UPRR/IDOT

	Description	Capital Qty	Expense Qty	U/M	Rate	Capital Total	Expense Total	
<b>Construction Labor</b>								
110	Jack and Dry Bore Conduit(s)			lf		-	-	
210	Place Conduit (1 - 4" GSP)		120	lf	22.00	-	2,640	
213	Rock adder			lf		-	-	
214	Slurry Backfill Adder			lf		-	-	
220	Concrete Encase			lf		-	-	
240	Place handhole		8	ea.	625.00	-	5,000	
250	Place Manhole			ea.		-	-	
270	Remove and Restore Asphalt			sq. ft.		-	-	
280	Remove and Restore Concrete			sq. ft.		-	-	
281	Remove and Restore Sidewalk			sq. ft.		-	-	
310	Attach Conduit to Wall or Structure			lf		-	-	
320	Core Bore			in.		-	-	
410	Place Cable (includes slack coils)		19,300	lf	1.10	-	21,230	
420	Adjust Active Cable Slack			lf		-	-	
520	Place aerial cable			lf		-	-	
526	De-lash aerial cable			lf		-	-	
527	Re-lash aerial cable			lf		-	-	
630	Directional bore		18,300	lf	18.00	-	329,400	
631	Rock Adder Directional bore rock bit			lf		-	-	
632	Rock Adder Directional bore down hole motor			lf		-	-	
710	Place buried cable markers & water crossing signs		20	ea.	75.00	-	1,500	
711	Place Isolator Protection System @ Existing Handholes/Manholes			ea.		-	-	
	Splice Pit		2	ea.	4,500.00	-	9,000	
				ea.		-	-	
				ft.		-	-	
						-	-	
<b>Total Construction Labor</b>						-	<b>368,770</b>	
<b>Splice, Term &amp; Testing Labor (Contract Only)</b>								
	Splice Per Fiber			ea		-	-	
	Splice Crew			day		-	-	
	Install FDB			ea		-	-	
<b>Total Splice, Term &amp; Testing Labor</b>						-	-	
<b>Materials</b>								
<b>Cable</b>	24 Fiber Non Armored Cable Riser Rated			ft.	0.3777	-	-	
	24 Fiber LT Single Mode Armored Cable			ft.	0.2708	-	-	
	48 Fiber LT Single Mode Armored Cable			ft.	0.3847	-	-	
	72 Fiber LT Single Mode Armored Cable			ft.	0.5432	-	-	
	96 Fiber LT Single Mode Armored Cable			ft.	0.6827	-	-	
	144 Fiber LT Single Mode Armored Cable			ft.	0.9858	-	-	
	288 Fiber LT Single Mode Armored Cable			ft.	1.7930	-	-	
	30 Fiber LT Single Mode Armored Cable		20,000	ft.	0.3400	-	6,800	
					ft.		-	-
		Signs, post, hardware		20	ea.	65.00	-	1,300
		Conduit			ft.		-	-
		Warning Tape			ea.		-	-
		Handholes		8	ea.	750.00	-	6,000
	Purchase FDB			ea.		-	-	
	Splice Materials Per Splice Location (216 or Larger)			ea.		-	-	
	Splice Materials Per Splice Location (216 or smaller)		2	ea.	800.00	-	1,600	
	16-Way LMS Unit			ea.		-	-	
	ACT Units			ea.		-	-	
						-	-	
	Tax & Freight		1	ea.	11.00%	-	1,727	
<b>Total Materials</b>						<b>\$ -</b>	<b>\$ 17,427</b>	
<b>Total Material &amp; Labor</b>						<b>\$ -</b>	<b>\$ 386,197</b>	

# Internal Costs

**90919K Godfrey, IL FAP 310 Bridge UPRR/IDOT**

Description	Capital Qty	Expense Qty	U/M	Rate	Capital Total	Expense Total
<b><i>Internal Labor</i></b>						
OSP Engineers		56 hrs		108.00	-	6,048
OPS Inspection (RMOD)		160 hrs		108.00	-	17,280
•OPS Splicing Support		64 hrs		108.00	-	6,912
Documentation		16 hrs		108.00	-	1,728
ROW Labor		hrs		108.00	-	-
					-	-
					-	-
					-	-
					-	-
					-	-
<b><i>Expenses</i></b>						
Travel & Expenses (T&E Charges)		5 ea.		565.00	-	2,825
					-	-
					-	-
					-	-
					-	-
<b><i>Miscellaneous</i></b>						
Other			ea.		-	-
Other			ea.		-	-
					-	-
					-	-
					-	-
					-	-
<b>Total Internal Cost</b>					<b>\$</b>	<b>- \$ 34,793</b>

# SUMMARY

## 90919K Godfrey, IL FAP 310 Bridge UPRR/IDOT

Description	Capital	Expense	Total Project
<b>Engineering</b>	\$ -	\$ 49,812	\$ 49,812 9%
<b>Permit &amp; Lease</b>			
Permit Cost	\$ -	\$ 96,172	\$ 96,172 17%
Long Term Lease & Purchase - Capital	\$ -		
Recurring cost (2 yr cost)		\$ -	
<b>Construction Material &amp; Labor</b>			
Construction Labor	\$ -	\$ 368,770	\$ 368,770 65%
Splice, Term, Testing (Contract Only)	\$ -	\$ -	
Material	\$ -	\$ 17,427	\$ 17,427 3%
<b>Internal Costs</b>	\$ -	\$ 34,793	\$ 34,793 6%
<b>Project Total</b>	<b>\$ -</b>	<b>\$ 566,974</b>	<b>\$ 566,974</b>

MPS Budget Tracking (Desktop Budget) \$ -
---

### BAR Entry Data

OSP Construction Estimate	SINGLE LATERAL \$ 566,974
Recurring cost & associated connection/processing fees (first 2 years cost)	\$ -

<b>Cost Per Mile</b>	<b>\$ 164,340.20</b>
<b>Cost Per Foot</b>	<b>\$ 31.13</b>

