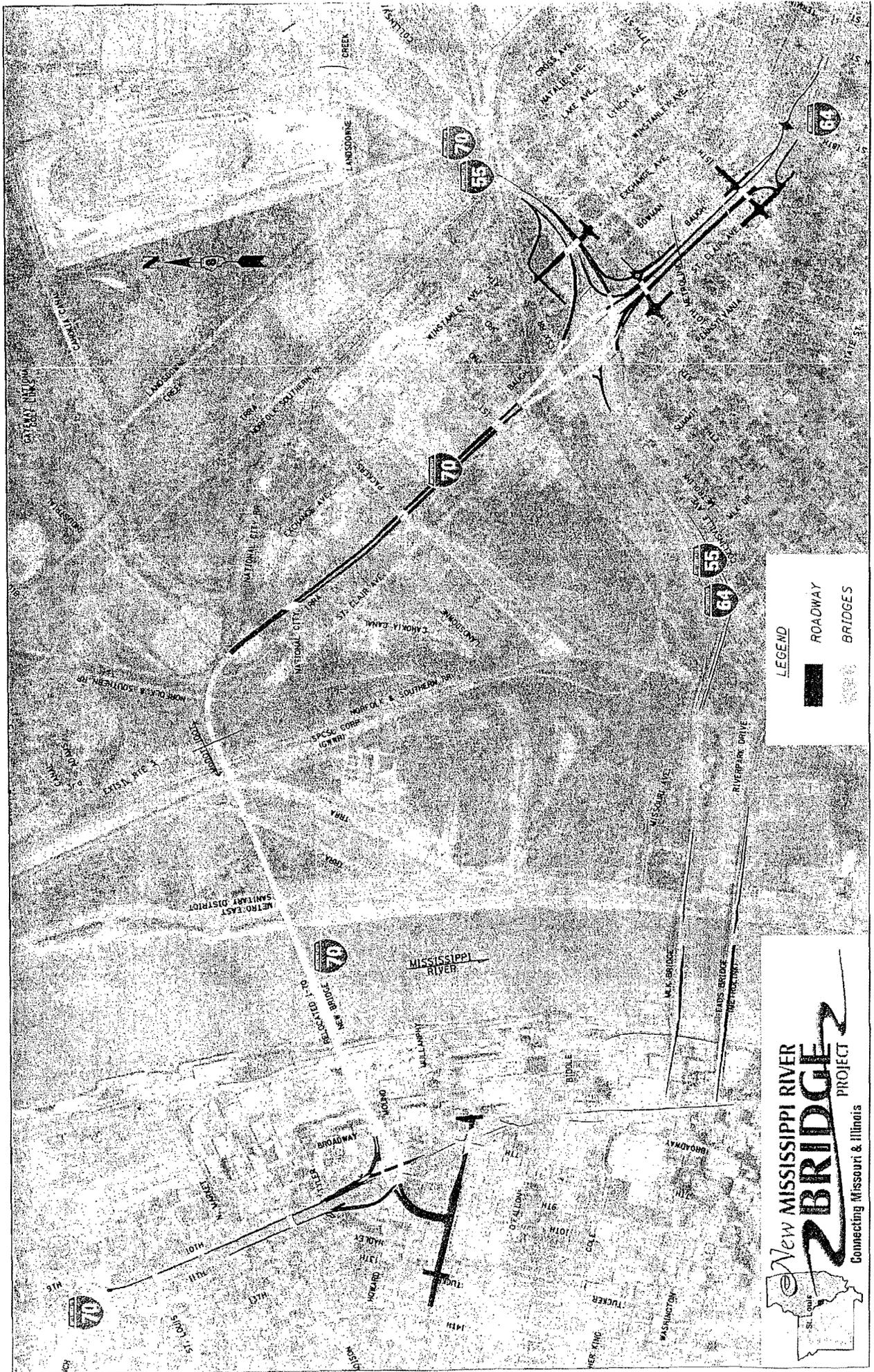


Exhibit A



## TERMINAL RAILROAD ASSOCIATION OF ST. LOUIS



December 22, 2008

Mr. Gregory J. Horn, P.E.  
Project Director  
Missouri Department of Transportation  
707 North Second Street  
St. Louis, Missouri 63102

Dear Mr. Horn:

Thank you for scheduling the November 25, 2008 meeting with regards to the proposed bridge pier placements on TRRA property located in the Wiggins #2 Yard and the property west of Wiggins #2 Yard. We feel that this meeting was very productive and a great benefit to all in attendance. We have reviewed the latest conceptual pier placement proposal as depicted on the drawing submitted by Mr. Jeff Smith, P. E., with HNTB Corporation, labeled "Illinois Approach Span Layout", dated November 25, 2008 and received by TRRA on December 4, 2009. The drawing accurately reflects the agreed changes between TRRA and MoDOT regarding the span layout in Wiggins #2 Yard and property west of Wiggins #2 Yard. We look forward to working with you to finalize the rest of the project.

Attached, please find TRRA's comments in reference to the meeting held on November 25, 2008, at the IDOT District Office in Collinsville, Illinois, in response to a memo from Gwen Lagemann with IDOT dated November 26, 2008.

If you have any questions or comments, please feel free to contact Kerry Paubel at (314-538-4745).

Sincerely,

A handwritten signature in cursive script that reads "Jeffrey Grinnell".

Jeffrey Grinnell  
Interim President

cc: Gwen E. Lagemann-IDOT  
Brooks K. Brestal-IDOT



# Illinois Department of Transportation

## Memorandum

---

To: File

From: Gwen Lagemann

Subject: Meeting Minutes

Date: November 26, 2008

---

### TRRA COMMENTS (in Yellow):

Gwen,

TRRA believes that great progress was made on November 25, and we appreciated the opportunity to meet with the DOTs and ICC. Attached are the comments to the minutes.

On November 25,

2008, IDOT and MoDOT met with the Illinois Commerce Commission (ICC) and the Terminal Railroad Association of St. Louis (TRRA) to discuss the new Mississippi River Bridge (MRB) Project. The meeting began at 10:00 a.m. in the Regional Conference Room at IDOT District 8's office in Collinsville, IL.

After introductions, IDOT began the meeting with a brief overview of the entire project utilizing the overall project exhibit. IDOT explained that ICC approval/authorization is required for this project for IDOT to construct grade separations over all of the railroads.

IDOT and MoDOT conducted group meetings with all of the railroads in March and September of 2008, to discuss pier and access road locations. Four of the five involved railroads have conceptually approved the proposed pier locations. Conceptual approval of the piers is required for the DOTs to begin designing the structures and access roads.

TRRA COMMENT: TRRA asked at the meeting if any of the other railroads had signed any memorandums of understanding as to the location of access roads or pier locations and DOTs said none had. DOTs also stated that TRRA had executed all rights of entry and other documents requested of it to allow preliminary site investigation on TRRA property.

There are still some issues with TRRA regarding the number of piers that will be located on their property. The present proposal provides 2 piers inside TRRA's Wiggins #2 Yard and 6 piers between TRRA's Wiggins #2 Yard and the levee (a total of 8 piers). The DOTs explained that the preferred number of piers in this area, for the most

economical structure, is 12; however, the DOTs realized this would unreasonably restrict TRRA's future use of their property and reduced the number of piers to 8. TRRA had requested the number of piers on their property be reduced to 5 to leave room for future expansion. Any further reduction in piers would cause the cost of the bridge to increase exponentially and the DOTs did not feel the taxpayers should pay for the increased cost of the bridge for development that may or may not occur.

TRRA COMMENT: While TRRA appreciates that the DOTs considered the projects impact on underlying property owners when doing the initial design, the first design of pier placement showed to TRRA and other railroads in March, 2008, was for eight piers on TRRA property. There was never a proposal shown to TRRA that included 12 piers.

TRRA asked about the proposed utility relocations on their property. AmerenUE needs to relocate their tower line onto TRRA property to avoid a conflict with the main span bridge cables. The DOTs advised they are working with AmerenUE to relocate their towers in such a way that they will line up with the proposed bridge piers. This was done to ensure as minimal impact as possible to TRRA property.

The DOTs advised that if an agreement can't be reached with TRRA, they see ICC as a helpful party to resolve the outstanding issues. Should this occur, the DOTs envisioned a progressive filling to resolve the various issues in steps – piers, access roads and necessary easements. The DOTs emphasized they would prefer an agreement with TRRA and only submit an agreed filling with ICC for the construction order.

TRRA Comment: DOTs comments in the meeting was that ICC assistance might be needed regardless of whether TRRA and the DOTs resolved the issues on pier placement and that the issues requiring ICC assistance involved other railroads/property owners, not just TRRA.

TRRA explained they are a small company with limited room for growth. Unlike TRRA's Class I counterparts, they only operate in the St. Louis area and provide employment for local residents. TRRA advised the first place they will expand is inside their Wiggins #2 Yard and they need to preserve room inside the yard for future growth. TRRA agreed with the DOTs idea of staggering the piers to accommodate the shape of their yard.

The DOTs advised they had done some calculations to determine the projected growth of the yard. The calculation was based on the exhibit TRRA had previously provided the DOTs, which showed the majority of the future expansion between the Wiggins #2 Yard and the levee. The DOTs calculations, based on FRA guidelines, showed the 8 pier option would not impact future expansion for over 100 years. The 5 pier option would allow an additional 5 years of growth.

TRRA asked if they had been provided with a copy of the 5 pier option they are requesting be constructed. The DOTs advised it had been provided at a previous meeting.

TRRA asked if the number of piers inside Wiggins #2 Yard could be reduced from 8 to 5 as this is now their desired area for growth. TRRA calculated, at full build out, the Wiggins #2 Yard can hold 850 cars. Two piers inside the yard would reduce the capacity by 250 cars, or about 28%. The DOTs asked if the piers inside the yard can be reduced

to 1, if 1 can be added outside the yard to offset the increased cost for the longer spans inside the yard. TRRA was open to considering this as their expansion will most likely occur inside the yard. TRRA asked if a pier can be put on the Kansas City Southern's (KCS) property to reduce the span length. The DOTs advised the KCS is already restricted on both sides with no room for expansion except in the middle of their property and a drain line running down the middle of their property would complicate locating a pier in this area. TRRA indicated they may reach full build out inside the yard in 10-20 years.

TRRA Comment: In the original pier placement design shown to the railroads in March 2008, there was a pier placed on KCS's property adjacent to the east boundary of TRRA's Wiggins II yard. In subsequent months the pier was removed from the design. The original placement of the pier from KCS property would have made it more feasible to place only 1 pier on the Wiggins II property. TRRA only asked why the pier was removed from the March, 2008 design and was not requesting that an additional burden be placed on an adjacent property owner from what was shown in the original design.

TRRA and the DOTs then discussed possible options for a pier inside the Wiggins #2 Yard. The DOTs consultant sketched a possible location for the pier on the plan sheet. The proposed solution takes advantage of a space considered "dead" to railroad expansion by placing a pier between tracks currently separated by an AmerenUE transmission tower at approximate Station 120+25. By placing a pier in this space, adjacent piers may be respaced to eliminate a pier in the widest available space in the Wiggins # 2 Yard with the new location at approximate Station 118+00. Location of a pier in the subject area would limit horizontal track clearance to significantly less than 25 feet generally preferred, but would still be greater than 10 feet. Impact loads would be included in the design, likely resulting in the use of crashwalls. TRRA was open to this modification as placing a pier in the "dead" space and adjusting the remaining piers addressed TRRA's concern. It was noted any modifications may affect the pier locations previously approved by the other railroads. HNTB's layout of the proposed revisions will be provided to TRRA the week of December 1, 2008. TRRA will review the proposal and provide their comments and/or approval within 1 week.

TRRA Comment: TRRA believes the compromise placement of piers inside Wiggins II is a workable solution with 1 pier being placed in the middle of the open area of Wiggins II and 1 pier being in the "dead space" created by the Ameren UE transmission tower. This would retain the 8 pier impact on TRRA property as proposed in the original pier placement design, but preserve more build-out potential. There also was discussion of the possibility of shifting other pier locations that could result in one pier being removed from TRRA property to the west of Wiggins II yard and one pier being moved from Norfolk Southern Property to TRRA property at a location to the East of Wiggins II yard, but there was no implication that the shifting of piers within the Wiggins II yard was dependent on those relocations. Later in the meeting during the on-site inspection the DOTs indicated that it would not be realistic to reduce the number of piers on the TRRA property west of Wiggins II. TRRA will review the proposed layout and provide comments as quickly as possible.

After the discussion, all of the parties were transported to the site for a field review via a chartered bus. The office portion of the meeting adjourned at approximately 11:00 a.m.

Two stops were made on the field review. The first stop was on top of the levee overlooking the river and the vacant area between TRRA's Wiggins #2 Yard and the levee. The proposed bridge and pier locations, AmerenUE's tower relocation and the drilled shaft load test contract were discussed. TRRA was agreeable to allowing MoDOT's contractor onto their property, on the east side of the levee, to perform the load test.

The second stop on the field review was inside TRRA's Wiggins #2 Yard at the location where TRRA is requesting the 5 pier inside the yard to be located.

All parties were returned to IDOT's office at approximately 12:45 p.m.

Attachments:

- 1) Meeting sign-in sheet
- 2) Hand out prepared by the DOTs and distributed to all parties at the beginning of the office portion of the meeting

## TERMINAL RAILROAD ASSOCIATION OF ST. LOUIS



C. R. McQUEEN, JR.  
DIRECTOR ENGINEERING SERVICES  
AND ADMINISTRATION

1000 ST. LOUIS UNION STATION, STE. 200  
ST. LOUIS, MISSOURI 63103  
PHONE 314-539-4724  
FAX 314-621-3673  
[mcqueen@terminalrailroad.com](mailto:mcqueen@terminalrailroad.com)

February 13, 2009

Mr. Greg Horn  
Mississippi River Bridge Project Director  
Missouri Department of Transportation  
707 N. Second Street Suite 300  
St. Louis, Missouri 63102

**RE: New Proposed Mississippi River Bridge**

Dear Mr. Horn:

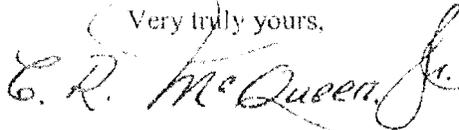
Pursuant to our meeting on January 15, 2009, MODOT requested that the TRRA provide preliminary comments to MODOT regarding the new proposed Mississippi River Bridge and/or to provide counterproposals to MODOT's office. We have reviewed the documents furnished by MODOT and offer the following comments/concerns:

1. Preliminary drawings developed by HNTB reflect 8 pier locations, (16 piers), on TRRA right-of-way at the Wiggins #2 yard location.
2. Horizontal clearances are listed to proposed piers as 25'-0" minimum which is acceptable to TRRA. It is noted that Pier #20 has horizontal clearances less than 25'-0". The supplied detail appears to meet AREMA requirements for pier protection walls. Approval will depend upon a detailed review of the crash wall design to be done upon final submittal.
3. Vertical clearances are listed to bottom of structure as 23'-6" minimum which is acceptable to TRRA.
4. North access road to be parallel to Track #1 on the west side of the yard. South access road to parallel Track #4 on east side of Track #4. TRRA to review final access road alignments, profile and grading plans upon final submittal. Roads to be constructed of 12" compacted aggregate with a shoulder 30' from near track. Access road profile to match existing railroad subballast profile, approximately 2' below top of rail elevation, with cross slope draining away from existing tracks. See attachment for preferred access road location.
5. TRRA prefers no scuppers/drains and/or outlet spouts to discharge from piers #19 and #20 or at any location inside of existing Wiggins #2 Yard footprint. Current plans reflect drainage discharge at pier #19. TRRA recommends

- taking this drainage either westward to pier #18 or eastward to pier #22. TRRA to review at a later date as more detailed drainage plans are developed.
6. Current plans reflect a 3'-6" barrier curb which is acceptable. However, current railroad standards also require splashboards and safety fence. Barrier curb and splashboard need to have a minimum height of 5'-0". Barrier curb and fence need to have a minimum height of 10'-0". TRRA to review at a later date as more detailed curb, splashboard and fence details are developed.
  7. Current railroad standards require overhead lighting for structures over 80' in width. No lighting is currently shown. TRRA to review at a later date as more detailed plans are available. Lighting will need to be provided for any future track expansion on the western property. Maintenance of lights shall be the responsibility of MODOT/IDOT. Access to perform any maintenance for lights shall be coordinated with TRRA prior to accessing the property at any time.
  8. TRRA acknowledges the requirement of multiple utility relocations. TRRA is currently reviewing Ameren's proposed relocations. Any utility relocations will require TRRA review.

If you have any questions or comments, please feel free to contact the undersigned at 314-539-4724.

Very truly yours,

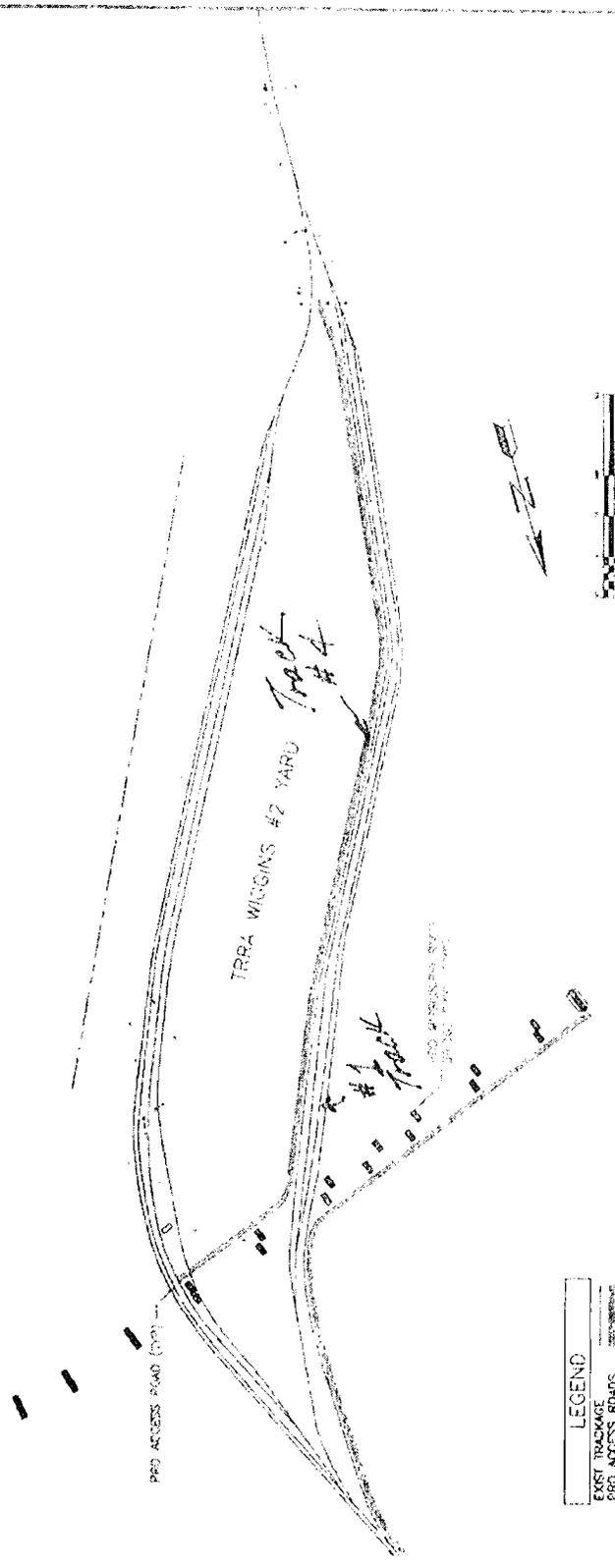


C. R. McQueen, Jr.  
Director Engineering Services  
and Administration

cc: K. T. Paubel

Attachments:

1. Preferred Access Road Layout
2. TRRA overhead grade separation data sheet/checklist.



**LEGEND**  
 EXIST TRACKS  
 PRO ACCESS ROADS



TRACT #2, 005 41, QUAP COUNTY, ILLINOIS

# PREFERRED ACCESS ROAD LAYOUT

DATE: 02-10-09 SCALE: AS SHOWN

## TRRA OVERHEAD SUBMITTAL CHECKLIST

PRELIMINARY PLAN SUBMITTAL CHECKLIST				FILE:	
Highway/Street Name: <u>New I-70 / New MRB</u> Location (City & State): <u>Brooklyn, IL</u> County/Parish: <u>St. Clair</u> Project Number: _____ Date: <u>02-10-09</u>				GRADE SEPARATION:	
				STATE: <u>IL</u> LOCATION: <u>Brooklyn</u>	
				STREET/HWY: <u>New I-70 / New MRB</u>	
				RTE: <u>M.P. 1.9</u> SUB: <u>Wiggins Main</u>	
				DOT No: _____	
				AWO: _____	
Item	Required Information	Min. Required	As Submitted	Railroad Remarks	
				A/R	A=APPROVED R=REJECTED P=PENDING
<b>Pier #18</b>					
1	Horizontal clearance (Left) (CL to Face)	18' - 0"	25' (min)	A	Preliminary Approval
2	Horizontal clearance (Right) (CL to Face)	18' - 0"	N/A		
3	Vertical clearance (from Top of Rail)	23' - 0"	23'-6" (min)	A	Preliminary Approval
4	Horizontal clearance to footing from CL	25' - 0"	25' (min)	A	Preliminary Approval
5	Depth top of footing below base of rail	6' - 0"	6' (min)	A	Preliminary Approval
6	Pier protection wall required for < 25'	25' - 0"	25' (min)	A	Preliminary Approval
7	Shoring required (CL to nearest Pt.)	12' - 0"	TBD	P	Pending Final Submittal
<b>Pier #19</b>					
1	Horizontal clearance (Left) (CL to Face)	18' - 0"	25' (min)	A	Preliminary Approval
2	Horizontal clearance (Right) (CL to Face)	18' - 0"	25' (min)	A	Preliminary Approval
3	Vertical clearance (from Top of Rail)	23' - 0"	23'-6" (min)	A	Preliminary Approval
4	Horizontal clearance to footing from CL	25' - 0"	25' (min)	A	Preliminary Approval
5	Depth top of footing below base of rail	6' - 0"	6' (min)	A	Preliminary Approval
6	Pier protection wall required for < 25'	25' - 0"	N/A		
7	Shoring required (CL to nearest Pt.)	12' - 0"	N/A		
<b>Pier #20</b>					
1	Horizontal clearance (Left) (CL to Face)	18' - 0"	16'-7"	A	Preliminary Approval
2	Horizontal clearance (Right) (CL to Face)	18' - 0"	15'-1"	A	Preliminary Approval
3	Vertical clearance (from Top of Rail)	23' - 0"	23'-6" (min)	A	Preliminary Approval
4	Horizontal clearance to footing from CL	25' - 0"	>15'	P	Pending Final Submittal
5	Depth top of footing below base of rail	6' - 0"	6' (min)	A	Preliminary Approval
6	Pier protection wall required for < 25'	25' - 0"	Yes	A	Preliminary Approval
7	Shoring required (CL to nearest Pt.)	12' - 0"	Yes	P	Pending Final Submittal
<b>Track Requirements</b>					
1	Existing track centers	Required	Shown	A	Preliminary Approval
2	Track spreading taken into consideration	Required	N/A		
3	Future track centers	20' - 0"	N/A		
<b>Safety Requirements</b>					
1	Splashboards or barrier rail Near Side (NS)	5'-0" / 3'-6"	Not Shown	R	Safety Splashboards Required
2	Splashboards Far Side (FS)	5'-0" / 3'-6"	Not Shown	R	Safety Splashboards Required
3	Splashboards limits adequate	R/W to R/W	Not Shown	R	Safety Splashboards Required
4	Fence (w/pedestrian walkway)(NS or FS)	6'-0" or 10'-0"	N/A		
5	Fence (w/o pedestrian walkway)(NS or FS)	10' - 0"	Not Shown	R	Safety Fence Required
6	Fence limits adequate	R/W to R/W	Not Shown	R	Safety Fence Required

## TRRA OVERHEAD SUBMITTAL CHECKLIST

Item	Required Information	Min. Required	As Submitted	Railroad Remarks	
				A=APPROVED R=REJECTED P=PENDING	
				A/R	
<b>Drainage Requirements</b>					
1	Adequate drainage (Left)	Required	Shown	R	No Discharge at Pier 19 or 20
2	Adequate drainage (Right)	Required	Shown	R	No Discharge at Pier 19 or 20
3	Drain from str. / Leaders at Bents		Shown	R	No Discharge at Pier 19 or 20
<b>General Requirements</b>					
1	Access road (25' from CL to face)	25' - 0"	N/A		
2	RR R/W shown correctly	Required	Yes	A	Preliminary Approval
3	All tracks labeled correctly	Required	Yes	A	Preliminary Approval
4	Existing utilities	Required	Shown	P	Currently Under Review
5	Maximum gap between structures	2' - 0"	Shown	A	Preliminary Approval
6	Lights required for width of str. Over 80'	80' - 0"	Not Shown	R	Safety Lighting Required
7	Demolition required		N/A		
8	Abutment slope protection	> 2:1	N/A		
9	Temp. construction vertical clearance	21' - 0"	Not Shown	P	Pending Final Submittal
10	Temp. construction horizontal clearance	12' - 0"	Not Shown	P	Pending Final Submittal

### INSTRUCTIONS:

Milepost and direction of Milepost must be shown in the plans. Left and Right is the orientation of structure elements facing in the direction of increasing milepost.

FILL ALL APPLICABLE PARTS OF TABLE ABOVE: In Column "As Submitted" INSERT ALL APPLICABLE VALUES FROM PLANS.

For any exception to the minimum requirements on the checklist, a detailed explanation/reason why the minimum requirements cannot be provided.

### PRELIMINARY PLAN REVIEW:

IF ITEMS ON ABOVE TABLE SHOW DEFICIENCIES, ACCEPTANCE OF PRELIMINARY PLANS WILL NOT GRANTED UNTIL DEFICIENCIES ARE RESOLVED.

### FINAL PLAN REVIEW:

PRIOR TO STRUCTURE CONSTRUCTION SIGNED FINAL PLANS, SPECIAL PROVISIONS, AND HYDRAULIC CALCULATIONS IF REQUIRED SHALL BE SUBMITTED FOR FINAL REVIEW. IF ALL ITEMS ARE RESOLVED AND PLANS COMPLY, WILL RELEASE STRUCTURE FOR CONSTRUCTION

### UNITS:

UNITS FOR THE ABOVE CHECKLIST TO BE IN ENGLISH.

TERMINAL RAILROAD ASSOCIATION OF ST. LOUIS

OVERHEAD GRADE SEPARATION DATA SHEET

1.) Location: City: Brooklyn County: St Clair State: IL

2.) Milepost to centerline of Bridge: Wiggins Main Milepost +/-1.9

3.) Description of project: New Mississippi river bridge over existing Wiggins 2 yard.

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

4.) Utilities on Railroad Property:

<u>Name</u>	<u>Any Adjustments Required?</u>	<u>Contact Person</u>
Ameren ( 2 Overhead Lines)	Yes, Relocation	Rett Oesch, P.E. (314-851-4045)
Fiber Optic (DND)	?	?
Fiber Optic (MCI/Quest)	?	?

\_\_\_\_\_

5.) List all the at-grade crossings that will be eliminated by the construction of this grade separation. None

6.) Minimum horizontal clearance from centerline of the nearest track to face of Pier: 20

A. Proposed: Track 23 (15'-1") B. Existing (if applicable): N/A  
Track 24 (16'-7")

7.) Minimum vertical clearance above top of high rail:

A. Proposed: 23'-6" (min) B. Existing (if applicable): N/A

8.) List piers where crash walls are provided:

<u>Pier:</u>	<u>Distance from centerline of track:</u>
20	(15'-1" to Track 23) / (16'-7" to Track 24)
_____	_____
_____	_____

9.) Describe how drainage from approach roadway is handled: N/A

\_\_\_\_\_

\_\_\_\_\_

10.) Describe how drainage from bridge is handled: Proposed drainage currently outlets at the following piers 14, 15, 16, 17, 19 & 22. TRRA wants no discharge at piers 19 & 20.

11.) List piers where shoring is required to protect track: Shoring is required where excavation is within 12' of the existing track c/l. Final submittal needs to show detailed shoring installation at all applicable piers.

\_\_\_\_\_

\_\_\_\_\_

12.) Scheduled Letting Date: \_\_\_\_\_

**ALL INFORMATION ON THIS DATA SHEET TO BE FURNISHED BY THE SUBMITTING AGENCY TO THE TRRA DIRECTOR OF ENG. SERVICES & ADMINISTRATION**



# Illinois Department of Transportation

## Memorandum

Sent to Kks  
4/15/08

Exhibit 4

---

To: Files  
From: Mike Pritchett  
Subject: MRB Project RR Coordination Meeting  
Date: April 1, 2008

---

On March 26, 2008, at 1:30 PM, a meeting was held in the Regional Conference Room of IDOT District 8. The attached sign-in sheet documents the individuals in attendance.

Brooks Brestal, Deputy Project Manager (IDOT), provided an introduction for the meeting. He noted that all parties need to have a clear understanding of the project and the role of the railroads in bringing the project to completion. He noted that the project had three major components: the Missouri North I-70 Interchange (MoDOT), the main river bridge (MoDOT is the lead agency but the bridge is jointly administered by MoDOT and IDOT) and the Illinois Approach Roadways (IDOT). He said that this arrangement was part of the agreement between Illinois and Missouri that was announced in February.

Greg Horn, Project Manager (MoDOT) added that this project is indeed going to happen. He pointed out that funding is in place and the two states are in agreement as to how the project will be implemented. He said that construction should begin in the next 18 months. He said that we need the railroads' help to be successful, and he said he was glad to see good participation at today's meeting.

Brooks then invited all those at the meeting to individually introduce themselves and to say what their expectations were from this meeting. Some recurring responses were the desire to see the new plan (and how it differs from the former plan), what the impacts are on the railroads (both the new plan and the ultimate plan) and the desire to see this project built in less than 10 years. In response to a question, Brooks noted that Relocated IL 3 is a separate project with its own EIS. He added that while Relocated IL 3 has funding in our multi-year plan, our primary focus at this time is to proceed with the MRB Project.

Brooks noted that we would be asking each railroad to provide the name and contact information for an individual who would make sure all activities related to this project move forward within their company. All railroad correspondence will be directed to these individuals (rather than the home office or higher level officials) to ensure that prompt action is taken.

He said that each railroad would be given some "homework" today to take with them and that it was essential to meet the schedule that was going to be presented.

Gwen Lagemann proceeded with the attached slide show presentation. She fielded questions from the attendees as the presentation progressed.

Various railroads pointed out that they would require right of entry permits for any agent of the two DOT's doing work, archaeological testing or mitigation, surveys, etc. on railroad property. This was due to their concern about liability (insurance) and the safety of individuals entering railroad property.

Gwen noted that IDOT would be asking for permanent access for inspection and maintenance of the various structures over railroad property and facilities.

The railroads asked if the archaeological excavations would be limited to the area needed to built the piers and Brooks replied affirmatively. The railroads were concerned about soil contamination during archaeological excavations and/or construction. KCS noted concerns about their liability, the need for off-site disposal of contaminated soil and that their permission would be needed before any environmental testing could take place.

The railroads asked who would be responsible for special waste or archaeological work as well as utility relocation. IDOT will perform Preliminary Site Investigations (PSI's) for the excavations. KCS noted confidentiality agreements may be necessary for the PSI work.

KCS also asked about security of the access roads on railroad property and asked for locked gates to prevent random access. We agreed to a dual-locked gate system if necessary.

UP said that it may not have the resources to meet the proposed schedule. IDOT said that it would pay for extra effort through an agreement at the end of the process, so it was important for the railroads to track their efforts and costs. NS and UP noted that their auditors may not accept expenditure of funds without authorization. They said that a letter from IDOT would be needed to provide up-front authorization of the work. \$50,000 is needed per railroad for consultants to review plans.

UP said that the contractors need to find out in advance if they can get the required insurance to work on railroad property. A "by written contract" clause will not be allowed. It was pointed out that IDOT was advised of this concern five years ago and that this issue could delay the project.

KCS asked who will get the invoices from the railroads, IDOT or MoDOT. The agreements will be between the railroads and IDOT, so IDOT will be billed. There will only be individual agreements, no Memorandum of Understanding.

Brooks noted that the proposed river bridge is essentially in the same location as the 2001 plan. The designers for the initial 4-lane bridge will determine whether the ultimate EB or WB structure will be built first.

TRRA asked if the 2008 project was fully funded. Brooks said that is has been published in the news media that \$49 million of the cost was dependent upon a capital bill passing the Illinois General Assembly. He assured those in attendance that both states are committed to build the project and that the remaining funding will be found. He noted that the construction is expected to take 4 to 6 years, so the remaining funding could be allocated in a future multi-year program. He said that the goal is to begin construction in 2010.