

UP asked if IDOT will condemn RR property. IDOT replied that if the parties cannot come to terms, IDOT has no choice but to go to the ICC. UP replied that since ICC is the regulatory agency in Illinois, it may be a good idea to get their ruling. Brooks replied that going to ICC will cause undesirable delays. IDOT prefers coming to an agreement without going to ICC, but that IDOT may not have any choice. IDOT does not want to wait 12 months to find out that we cannot accept each others' agreement language. We need to make this determination in the first few months.

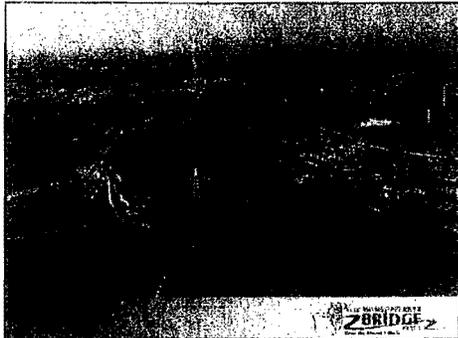
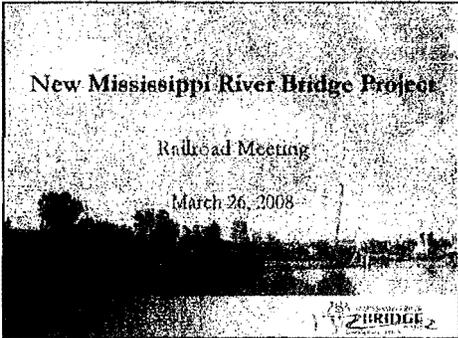
TRRA asked about future plans for the project and what is the status of Relocated IL 3. Brooks replied that the components of the 2001 plan that are not included in the 2008 plan would be built in the future as funding became available. Relocated IL 3 is a separate project from the MRB Project and has its own EIS. IDOT is looking for ways to construct Relocated IL 3 without relocating any railroads.

TRRA requested a copy of the 2001 plan.

Copies of the 2008 plan as well as details of the anticipated bridge pier spacing from Industrial Drive to the Mississippi River and the anticipated pier layout for the bridges over KCS and CSX at the Tri-Level Interchange were distributed to affected railroads. An additional exhibit was distributed showing IDOT's proposed plan for contractor access to the bridges between the Mississippi River and Industrial Drive. Time was allowed for the railroads to review the exhibits and ask questions. CSX asked for a PDF of the Tri-Level Interchange detail be sent to them. Norfolk-Southern RR offered a parcel of property for contractor staging if it would be cleared by the contractor. Brooks Brestal asked that the RR's take the exhibits with them and provide any comments or suggestions no later than June 2.

Mississippi River Bridge Project  
 Railroad Coordination Meeting  
 March 26, 2008

Name	Company	Phone #	E-mail
<del>BRANDON STEVENSON</del>	KCS	816 983 1492	<del>BRANDON.STEVENSON@KCSOUTHERN.COM</del>
CHESTER CULLEY	KCS	816 983 1343	CCULLEY@KCSOUTHERN.COM
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Bob Wright	NS	314-614-1942	Bob.T.Wright@nscorp.com
JR Kazmierczak	NS	404 529 1256	James.Kazmierczak@nscorp.com
JOHN FLEPS	NS	314-630-7047	JOHN.FLEPS@NSCORP.COM
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### Project Scope

- Provide an Affordable, Operationally Independent Roadway that will Reduce Traffic Congestion and Improve Safety
- MODOT will Construct the Main Span and Approaches
- IDOT will Construct D. Connecting Roadways

ZBRIDGE

### Estimated Project Cost

100 million	Total Estimated Cost
80 million	Illinois Release of I-70 Roadways (Including I-55/I-70 Tie-Level Connector)
10 million	Mississippi River Bridge (Including MO and IL Approach Structures)
10 million	Missouri North I-70 Interchange

ZBRIDGE

### Funding Sources

\$ 640 million	Total Amount
\$ 313 million	Illinois Funding
\$ 239 million	Dedicated Federal Funding
\$ 88 million	Missouri Funding

ZBRIDGE

### 2001 Plan

- Release of I-70 north of Gateway International Raceway
- I-64 Connector
- Tie Level Interchange Improvements

ZBRIDGE



### Project

- 4-Lane Bridge
- Relocate I-70 Along the "2001 Plan's" I-64 Contractor Alignment
- Provide Single Connection at the I-64/55/70 Interchange




### Railroad Involvement

- No Railroad Relocations!!
- All Grade Separations
- Affected Railroads
  - CSX
  - FCS
  - NS
  - TERA
  - UP



### Overcoming Challenges

Design & Construction

- Construction Could Begin as soon as 2002
- We Need the Railroad's Help to Achieve this Schedule!



### How Can We Make This Happen?

- Upfront Schedule
- Determine Acceptable Pier Locations
- Determine Best Locations for Contractor Access
- Open Communication between All Parties



### Communication

- MDOT will provide Final Plans for the Pike Bridge
- Local Project Office for the Pike Bridge Design Team
- Please Develop a Project Contact for MRB
  - Contact for MDOT - City Office
  - Contact for DOT - Bridge Detail
  - Contact for Railroads
- Anticipate Daily/Weekly Communication



### Schedule

- Today - IDOT will provide conceptual pier locations and contractor access locations
- By June 2, 2008 - Railroads provide comments on IDOT's proposals and/or provide a counterproposal
- By September 9, 2008 - Group Meeting to finalize pier locations and contractor access



### Schedule (Continued)

- IDOT will provide TS&L ASAP after Group Meeting
- Railroads Respond to US&Ls Within 1 Month
- IDOT will Address Railroads' Comments Within 1 Month
- Railroads Approve TS&L Within 1 Month After Receipt of Final TS&L



### Schedule (Continued)

- IDOT will Provide Final Plans to Railroads ASAP After TS&L Approval
- Railroads Will Review and Comment on Final Plans Within 1 Month
- IDOT will Address Railroads Comments Within 1 Month
- Railroads Will Approve Final Plans Within 1 Month



### Schedule (Continued)

- IDOT will Prepare Agreement Within 1 Month of Final Plan Approval
- Railroads Will Execute Agreement Within 2 Months (This Includes Providing Any Necessary Cost Estimates)



### Pier Locations

Let's Discuss!!



## Contractor Access

Let's Discuss!!!



## Utility Relocations

- Many Utilities Will Need to Relocate for this Project - Some Utility Relocations May Require Licenses (Permits) from the Railroads
- We Need the Railroad's Help
  - Lump Sum License Fees In Lieu of Annual Fees
  - Assistance in Guiding Utility Relocations to Preferable Locations



## Archaeology

- Our Archaeologists Will Need to Clear All Excavation Areas, Including Their Locations:
  - Historical Review
  - If Necessary, Perform Inert Sampling
  - If Necessary, Perform Artifact Recovery
- It Would Help Our Schedule if the Archaeologists Could Perform All Required Field Investigations as Early as Possible, in Conjunction With Our Other Preliminary Site Work



## An Aggressive Schedule

- We Need the Railroad's Help to Maintain This Project Schedule
  - Open Communication
  - Dedicated Staff for Review and Response
  - Additional Ideas/Thoughts?
- If an Impasse is Reached or the Schedule is Compromised, the ICC May be the Best Solution for both the Railroads and the DOTs



Questions?



Thank You!



MDP: OAD8MRBMRB Overall\Stakeholders\Railroads\2008-03-26 Railroad Meeting Minutes.doc



Final to  
Klein  
10/20/08

## Memorandum

Exhibit 5

To: File  
From: Gwen Lagemann  
Subject: Meeting Minutes  
Date: September 9, 2008

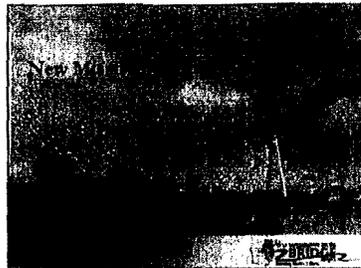
A meeting with the railroad companies affected by the MRB project was conducted on September 9, 2008, at 10:00 a.m. in IDOT's Regional Conference Room.

IDOT and MoDOT used a PowerPoint Presentation to lead the discussion. A copy of the presentation was distributed to each participant and is attached. The following items were discussed:

- MoDOT will construct and maintain the Main Span and Approach and IDOT will construct and maintain relocated I-70 and the tri-level interchange.
- The project is fully funded.
- Design work has begun and construction will begin as soon as 2010 and last 4-6 years.
- The purpose of the meeting is to finalize pier and access road locations during the breakout sessions so development of the TS&Ls may begin and right-of-entry permits may be submitted for environmental and archaeological investigations; and the Alternative Technical Concepts (ATC) process may be discussed.
- Review and approval times by each party were discussed.
- The ATC process was explained. ATC will be utilized by MoDOT on the Main Span and Approach. The ATC process will allow the best techniques of the contractors to be utilized to get the lowest construction cost. Confidential plan sets will be developed for each contractor. A base set of plans will also be developed for all pre-qualified contractors to bid. The base set of plans will be coordinated with the railroads as will any changes in the winning ATC that may affect the railroads interests. The ATC process will not allow changes to pier locations, minimum vertical clearances and drainage outfalls. The UP indicated they require a 42" barrier height to prevent snow from being plowed over the barrier and onto their tracks. This will be added to the list of items that cannot be changed.
- There will be numerous utility relocations for the project that will require railroad involvement. IDOT asked the railroads to charge the utility companies a lump sum fee in lieu of an annual fee, and IDOT asked the railroads to assist the utilities in determining the best location for their relocated facilities.

- IDOT asked the railroads to review and comment on IDOT's standard Testing Agreement for Archaeological Investigations. IDOT would like to access the railroad's property prior to acquisition to complete the investigations for the pier locations.

Following the presentation, HNTB, CTE and TENG each conducted a breakout session with the railroads involved with their respective portion of the project. Minutes from each consultant is attached.



### Project Scope

- Provide an Affordable, Operationally Independent Roadway that will Reduce Traffic Congestion and Improve Safety
- MoDOT will Construct the Main Span and Approaches
  - HNTB Will Design The Main Span and Approaches
- IDOT will Construct II, Connecting Roadways
  - TENG Will Design the I-70 Connector from I1.3 (Near Club Avenue to 1<sup>st</sup> Street)
  - CTE Will Design the Tri-Level Interchange (South of 1<sup>st</sup> Street)

### Estimated Project Cost

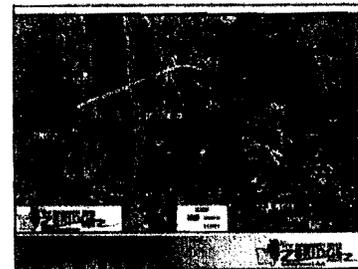
Amount	Description
<b>\$ 640 million</b>	<b>Total Estimated Cost</b>
\$ 264 million	Illinois Relocated I-70 Roadways (Including I-55/64/70 Tri-Level Interchange)
\$ 306 million	Mississippi River Bridge (Including MO and IL Approach Structures)
\$ 70 million	Missouri North I-70 Interchange

### Funding Sources

Amount	Total Amount
<b>\$ 640 million</b>	<b>Total Amount</b>
\$ 313 million	Illinois Funding
\$ 239 million	Dedicated Federal Funding
\$ 88 million	Missouri Funding

### Funding

The MRB Project is Fully Funded



### Railroad Involvement

- All Grade Separations
- Affected Railroads
  - CSX
  - KCS
  - NS
  - TRRA
  - UP



### Overall Project Schedule

- Design Work has Begun
- Construction Could Begin as soon as 2010
- We Need the Railroad's Help to Achieve this Schedule!!



### How Can We Make This Happen?

- Upfront Schedule
- Determine Acceptable Pier Locations
- Determine Best Locations for Contractor Access
- Open Communication between All Parties



### Communication

- MoDOT is the Lead State for the River Bridge and Approaches
- Local Project Office for the River Bridge Design Team is Located at 707 North Second Street (Ladette's Landing)
- Please Designate a Project Contact for MRB
  - Contact for MoDOT - Greg Huns (314-236-2266)
  - Contact for MOOT - Brooks Hreital (618-346-3175)
- Anticipate Daily/Weekly Communication



### Communication

- The Contacts for the Railroads are:
  - CSX - Hal Gibson (904-359-1049)
  - KCS - Paul Fetterman (816-308-6017)
  - NS - Jim Karmarsch (404-520-1256)
  - TRRA - Rick McQueen (314-539-4724)
  - UP - Dave McKernan (314-331-0682)

### Purpose

The Purpose of Today's Meeting is:

- 1) To Finalize Pier Locations and Contractor Access Locations:
  - a. Development of TRRs
  - b. Submit Right-of-Way Permits for:
    - i. Archeological Investigations
    - ii. Performance Testing
- 2) Discuss the Alternative Technical Concepts (ATC) Process



**Schedule**

- DOTs will provide TS&A ASAP after Today's Meeting
- Railroads Respond to TS&A Within 1 Month
- DOTs will Address Railroads' Comments Within 1 Month or Less
- Railroads Approve TS&A Within 1 Month After Receipt of Final TS&A



**Schedule**

- DOTs will Provide Final Plans to Railroads ASAP After TS&A Approval
- Railroads Will Review and Comment on Final Plans Within 1 Month
- DOTs will Address Railroads Comments Within 1 Month or Less
- Railroads Will Approve Final Plans Within 1 Month



**Schedule**

- DOTs will Prepare Agreement Within 1 Month of Final Plan Approval
- Railroads Will Execute Agreement Within 2 Months (This Includes Providing Any Necessary Cost Estimates)



**ATC Process**

■ The Following ATC Process Will be Utilized for the Main Span and Approaches:

- DOT Prepares TS&A
- DOT Prequalifies Contractors
- DOT Develops a Base Set of Final Plans

**ATC Process (Continued)**

- DOT Works With Contractors to Develop Individual and Confidential Plan Sets (ATCs)
- Contractors Bid on Either Their ATC or the Base Set
- Contract is Awarded to Lowest Bidder

**ATC Process – Railroad Interaction**

■ Certain Items of Work Will Not be Allowed to Change:

- Pier Locations
- Minimum Vertical Clearances
- Drainage Outfalls
- Others??

### ATC Process – Railroad Interaction

- DOT Will Ask Railroads to Approve the Base Set of Plans
- DOT Will Coordinate the Changes Proposed in the Awarded Set of Plans with the Railroads and Request the Railroad's Approval of Those Changes

### Utility Relocations

- Many Utilities Will Need to Relocate for this Project – Some Utility Relocations May Require Licenses (Easements) from the Railroad
- We Need the Railroad's Help
  - Jump Start License Process in Lieu of Annual Fees
  - DOT, Utility and Railroad Company Legal/Regulatory Staff
  - Assistance in Guiding Utility Relocations to Preferable Locations

### Archaeology

- Our Archaeologists Will Need to Clear All Excavation Areas, Including Pier Locations
  - Historical Review
  - If Necessary, Perform Initial Sampling
  - If Necessary, Perform Artifact Recovery
- It Would Help Our Schedule if the Archaeologists Could Perform All Required Field Investigations as Early as Possible, in Conjunction With Our Other Preliminary Site Work

### An Aggressive Schedule

- We Need the Railroad's Help to Maintain This Project Schedule
  - Open Communication
  - Dedicated Staff for Review and Response
  - Additional Ideas/Thoughts?
- If an Impasse is Reached or the Schedule is Compromised, the ICC May be the Best Solution for both the Railroads and the DOTs

### Next Steps

- Make Pier and Access Road Decisions Today
- DOTs Will Prepare TS&Is and Provide Them to the Railroads for Review and Comment
- Submit Right-of-Entry Permits
  - Archaeology
  - Environmental

### Questions?



## Minutes from HNTB

### ATTENDANCE

MoDOT	Greg Horn, Randy Hitt, Jim Middleton
IDOT	Brooks Brestal, Gwen Lagemann, Jane Mercer, Chad Sanders, Kirk Brown, Clint Marshall, Chuck Keeney
FHWA	Pete Clogston
Kansas City Southern	Paul Fetterman
CSXT URS	Hal Gibson Thomas Nord
Norfolk Southern STV	Jim Kazmierczak Lynn Brown
Union Pacific	David McKernan
TRRA Steve Smith, Bill Sippel Design Nine Modjeski & Masters	Rick McQueen, Kerry Paubel, Ted Ingram, Ralph Stone Dave Petermeier
HNTB CMT Kaskaskia	Steve Hague, Ken Price Rich Kerhlikar Warren Clemons
CTE	John Lukowski, Dan Manojlovski
Teng Associates	Bob Stern, John Hillman, Andrew Lee
CH2M Hill	Dan Sommer
Gonzales, Cos	Pat Judge

### PROJECT INTRODUCTION - OVERVIEW

IDOT presented an overview of the project, including the following

- Project scope
- Project cost and funding
- Affected Class 1 Freights
- Project Schedule

- ATC Process
- Utilities
- Geotechnical
- Archaeology

The following slides in the presentation hand-out were amended:

- Page 4, third slide titled "Purpose" was amended to include "3) Geotechnical Investigation" under the topic, *Submit Right-Of-Entry Permits*.
- Page 8, second slide titled "Next Steps" was amended to include a third bullet "Geotechnical Investigation" under the topic, *Submit Right-Of-Entry Permits*.

### **BREAK OUT SESSIONS**

The balance of the meeting took the form of break-out sections with the respective Railroads and Section Designers discussing specific issues in each section.

There are three design sections with three corresponding section designers as follows.

- |                                   |                     |
|-----------------------------------|---------------------|
| ▫ Main span and approach viaducts | HNTB                |
| ▫ I-70 Connector                  | Teng and Associates |
| ▫ Tri-Level Interchange           | CTE                 |

### **BREAKOUT 1 – Mainspan and Approach Viaducts**

**TRRA**  
**UPRR**  
**KCS**  
**NS**

**HNTB**

### **General**

- UP expressed a preference for 42 inch barriers to mitigate plowed snow from falling on active tracks below
- If there are pedestrians on the superstructure, there is a requirement for 8 ft curved top fencing or 10 ft straight fencing
- All design standards and criteria for crossings of the UP are available in the standards manual on-line

- It was requested by the railroad companies to label each track in the plan view and elevation view rather than labeling only the elevation view during preparation of the TS&L drawings.
- The proper labeling of tracks and mileposts for each Railroad Company was requested (typically MP designations are given at the north edge of the proposed bridges).

### **Drainage**

- It is not acceptable to allow bridge deck drainage to free fall onto the tracks or railroad property. It is not acceptable to simply pipe the drains to the piers and allow the drainage to be deposited onto railroad property without further consideration.
- A drainage system will be needed. It was noted that there are drainage ditches on the railroad property and the design team can evaluate the capacity of the drainage ditches (if so desired) and utilize available ditch capacity. Other drainage that exceeds existing ditch capacity will need a separate drainage system of its own. Railroad representatives indicated that at other sites, a storm water detention pond was utilized to address drainage issues.

### **TRRA**

- HNTB met with TRRA previously on September 04, 2008 to discuss the proposed development of the Wiggins Ferry #2 (Hump) Yard
- HNTB had uploaded this proposal and integrated it with the current proposed span arrangement for the viaduct Units 1 and 2.
- TRRA agreed to review this span layout and pier configuration relative to their proposed yard development as a first step (meeting tentatively set for Thursday Sept 11)
- To this end, HNTB has uploaded all current working drawings and reference files for Design 9 to use in this review.
- The purpose of this review is to determine if adjustments can be made to the geometry of the proposed layout with the current 5 span units provided by HNTB that is acceptable to the Railroad.
- If the geometry of the layout cannot be adjusted in an acceptable manner, is it possible that a reduction of one or more tracks can be made to work for TRRA
- As a last resort, MoDOT and IDOT will consider eliminating one more pier to protect the TRRA proposal. It was noted that the current proposal has 10 spans and 11 piers, which is a reduction from the Original Selected Alternative (13 spans and 14 piers), and the more recent preliminary proposal of March 26, 2008 which consists of 12 spans and 13 piers.

TRRA representatives expressed the following concerns regarding the span arrangement.

- Originally a 3 pier scenario was discussed, and then a 5 pier scenario was discussed. Seeing 8 piers on the railroad property was of a great concern.
- The railroad representatives noted that Pier #11 and Pier #12 (the piers closest to the anchor pier on the Illinois side) were interfering with the critical capacity of the future rail yard. The HNTB team requested that the railroad companies review the pier layout provided on the August 27, 2008 pier / span arrangement to see if the rail lines could be located around the piers. It was noted by the HNTB team that it looked as if there was additional area closer to the anchor pier that could be utilized to go around the proposed pier arrangement.

The HNTB design team advised the railroads of the following items:

- For purposes of the Alternate Technical Concept (ATC) process, pier locations will not be considered for relocation once the specific sites are established and agreed-to by all parties.
- It is critical for the design team to configure viaduct structure spans which are structurally efficient, in order to stay within the tight budget constraints.
- There is no opportunity to adjust the project budget to accommodate inefficient bridge span configurations.
- Spans of 400 feet are not considered practical for this site.
- Location of Pier 18 (between existing UP Yard Track #2 Mainline and existing NS Yard Track #1 / CL proposed NS "D" Main) is critical and there is little or no flexibility to consider an alternate location.
- Pier 17 is located as close to TRAA Wiggins Track 23 as possible to minimize the span between Pier 17 and Pier 18. The span between the two piers, established at 336 feet is regarded as the maximum practical span. Revising the location of Pier 17 will adversely affect the span configurations both west of Pier 17 and east of Pier 18. Hence, the location of Pier 17 is also critical.

### **Access Roads**

During discussion of the access roads that will be built for construction access and for future bridge maintenance and inspection:

- During construction of the bridge substructure elements, a contractor is not going to want to move a crane or other piece of heavy construction equipment to a crossing several hundred feet south to cross the tracks and return north several hundred feet. UPRR mentioned that a contractor would likely utilize crane mats to cross tracks at the locations that are convenient to the contractor rather than at locations that are convenient to the railroads.

- Specific guidelines for crossing tracks will be necessary for heavy equipment.
- The contract documents may prohibit crossing of tracks except at designated locations.
- NS noted that mainline D is often used as a storage track, and may not be available for crossing at all times.
- All operational and access constraints will be spelled out in the special provisions for all contractors.
- A few railroad representatives indicated that it did not appear the access road between existing KCS Yard Track #4 and existing KCS Yard Track #1 was needed
- There is an existing access road from IL Rte 3 near Packers Drive that provides a convenient crossing of the combined AE-D mainline south of the junction point. This might provide a better access point and eliminate the double leg of access road straddling mainline D.
- All access roads should have a 25 ft offset from the centerline of the nearest track.

**BREAKOUT 2 – Interstate 70 Connector (by others)**

**BREAKOUT 3 – Tri Level Interchange (by others)**

## Minutes from CTE

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**Subject:** Railroad Coordination Meeting for Tri-Level Project

**Project No.:** 60046609

Key Route: FAP 998  
Section: 82-1  
County: St. Clair  
Job No.: D-98-058-089  
PTB No. 890/161  
Location Description: I-70 Tri-Level Connection from the Tri-Level Interchange to South of Packers Ave.

**Meeting Date:** September 9, 2008; 10:00 A.M.

**Location:** Illinois Department of Transportation – District 8 Office  
1102 Eastport Plaza Drive  
Collinsville, IL

**Transcription Date:** September 12, 2008

**Attendees:** Chad Sanders, IDOT  
Paul Fetterman, KCS  
Hal Gibson, CSXT  
Tom Nord, URS/CSXT  
John Lukowski, CTE  
Dan Manojlovski, CTE

**Copies:** Attendees  
File

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These meeting minutes only reflect the break out session that was held after the initial group meeting.

**Purpose:** IDOT, KCS, CSXT, and CTE met to discuss initial pier locations and associated railroad issues in order to obtain railroad criteria to be incorporated in the development of bridge TS&L plans.

**Conversation Summary:**

Dan Manojlovski opened the meeting and described the work that will be completed over the KCS and CSX T railroads. Some of the highlights of the discussion include:

- A proposed plan layout was reviewed that indicated two structures over the KCS, and three structures over the CSXT.
- Vertical clearance of 23'-6" will be maintained over the railroads.
- Horizontal clearances as defined by the railroads will be maintained.

**KCS Coordination**

- KCS indicated that the proposed improvements need to stay out of the railroad right of way.
- KCS has no plans for future expansion or special design considerations.
- KCS does not want any water draining from the overhead structures on to railroad right of way.

**CSXT Coordination**

- CSXT indicated that they do not have any immediate plans for expansion, but wanted to make sure the project could accommodate an additional two tracks, service road, and associated drainage to the south of the existing track. Initial criteria defined was 15' track centers. CSX would provide a typical section for the service road.
- CSXT also expressed concern regarding the need for a service road to the south since access would be eliminated off of 7<sup>th</sup> Street. The service road would have to be located to the south of the existing track in order to use the bridge over Route 3 (St. Clair Ave.).
- CSXT questioned whether Exchange Avenue could be closed. This is a local street and not under IDOT jurisdiction.
- IDOT questioned whether the existing tower, located under the future bridge structure, could be removed. CSXT is to investigate.
- With the proposed right of way acquisition, it was agreed that the existing L&N Bridge over I-55 can be removed.

**Action Items**

- KCS and CSXT to provide any utility information within railroad right of way
- KCS and CSXT to provide horizontal clearances.
- CSXT to provide typical section for service road.
- CSXT to investigate tower removal.
- CTE to revise pier locations based upon input from this meeting.
- CTE to investigate alternatives to provide service road.

These minutes represent our understanding of the discussion and decisions reached during the meeting. Please forward additions and/or corrections within five business days.

Sincerely,

John Lukowski, PE  
Project Engineer  
John.lukowski@cte.aecom.com



- b) It was stated that the primary focus of this meeting was to finalize pier locations and contractor access locations so that project design can continue to move forward.
  - c) After the PowerPoint presentation, individual groups were formed to discuss project-specific coordination items with each railroad agency.
- 2) The representatives of Teng and IDOT met with the representatives of Norfolk Southern and discussed the following pertaining to the Teng I-70 Connection section of the New I-70 MRB Crossing:
- a) Regarding the 5-span and 7-span options previously forwarded to NS, the NS indicated that the NS approves the 5-span option over the 7-span option.
    - i) NS Property #1 – NS Packer Spur
      - (1) With regard to the I-70 structure over the NS Packer Spur ROW, both the 5-span and 7-span options will locate a proposed pier on NS ROW.
        - (a) NS indicated that they wish to retain the flexibility to add a future second rail, and an access roadway within the NS Packer Spur ROW. Teng noted that the minimum width from the existing NS Packer Spur track to the proposed pier would be 38'-1". NS confirmed that this 38'-1" clearance will be enough to add a future second rail and maintain an access roadway between the future second rail and the proposed pier.
        - (b) NS stated that the NS approves the 5-span option.
      - (2) With regard to proposed permanent Access Roads, the access to the proposed pier on the NS Packer Spur ROW will come from the proposed Access Road that will be constructed off of IL 3 and extend north (along the west side of the NS Packer Rail) on MCT ROW. The Access Road will cross the NS Packer Spur near the south end of the proposed NS Packer Spur pier.
        - (a) The NS and Teng agreed that there will be additional design coordination required for the NS grade crossing of the permanent Access Road.
        - (b) The NS noted that the drainage along the NS line must be accounted for in the final design of the Access Road. Teng indicated that the Access Road drainage design will be further studied during detail design.
        - (c) The NS indicated that they have no objections to the proposed permanent Access Road or Access Road grade crossing at the location shown in the 5-span and 7-span exhibits.
    - ii) NS Property #2 – NS A&E Main
      - (1) With regard to the I-70 structure over the NS A&E ROW, neither the 5-span nor 7-span options will locate a proposed pier within NS ROW.
        - (a) NS indicated that they wish to retain the flexibility to add a future second rail, and the agreed that both the 5-span and 7-span options allow the NS to retain that flexibility.
        - (b) NS stated that the NS approves the 5-span option.
      - (2) With regard to proposed permanent Access Roads, neither the 5-span nor 7-span option will require a permanent Access Road to cross the NS A&E ROW. The NS stated that they have no objection to the proposed

- permanent Access Roads at the location as shown on the 5-span and 7-span exhibits.
- (3) Teng inquired with NS regarding a proposed pier just west of the NS A&E ROW which is currently proposed on Union Pacific/ KCS ROW. Teng inquired if there would be objection to this pier being moved further to the east onto the west edge of NS A&E ROW. NS indicated that the preference would be for the pier to remain off of the NS A&E ROW, however, as long as the NS A&E maintains enough ROW to add a future 2<sup>nd</sup> rail line within the 100' existing ROW, a proposed pier along the west edge of NS A&E ROW line is not out of the question. At this time, NS approves the 5-span option, which keeps the proposed pier outside of NS A&E ROW.
- iii) NS Property #3 – An irregular shaped parcel just west of the NS A&E ROW which is constrained to the west by TRRA and to the south and east by the UP/KCS.
    - (1) With regard to the I-70 structure over the NS Property #3, there are no proposed pier locations within this parcel in either the 5-span or 7-span option.
      - (a) NS stated that the NS approves the 5-span option.
    - (2) With regard to proposed permanent Access Road, both the 5-span and 7-span option will require an access road from IL 3 that extends along the south side of the I-70 structure in order to access piers during construction and for future inspections. The NS stated that they have no objection to the proposed permanent Access Road at the location where it will cross NS Property #3.
  - iv) NS Property #4 – An irregular shaped parcel just west of the NS Property #3 which is constrained to the west by IL 3, to the south by the Stockyards, and to the east by TRRA.
    - (1) With regard to the I-70 structure over the NS Property #4, there will be a single proposed pier located within NS Property #4 in both the 5-span option and the 7-span option.
      - (a) NS indicated that they do not have objection to the proposed pier location on the NS Property #4.
      - (b) NS stated that the NS approves the 5-span option.
    - (2) With regard to proposed permanent Access Road, both the 5-span and 7-span option will require an access road from IL 3 that extends along the south side of the I-70 structure in order to access piers during construction and for future inspections. The NS stated that they have no objection to the proposed permanent Access Road at the location where it will cross NS Property #4.
  - v) NS Darling Spur ROW – The NS owns an east/west ROW that spurs from the NS A&E Main and extends to the east near the north edge of the proposed I-70 overpass.
    - (1) NS indicated that NS owns this ROW, however, the UP operates a single track on this ROW. Any final decision with regard to ROW will be made by NS.
    - (2) Teng presented NS with the exhibit which showed a proposed retaining wall along the north side of the I-70 overpass, which will require proposed ROW and temporary easement along the south edge of the NS Darling Spur ROW.

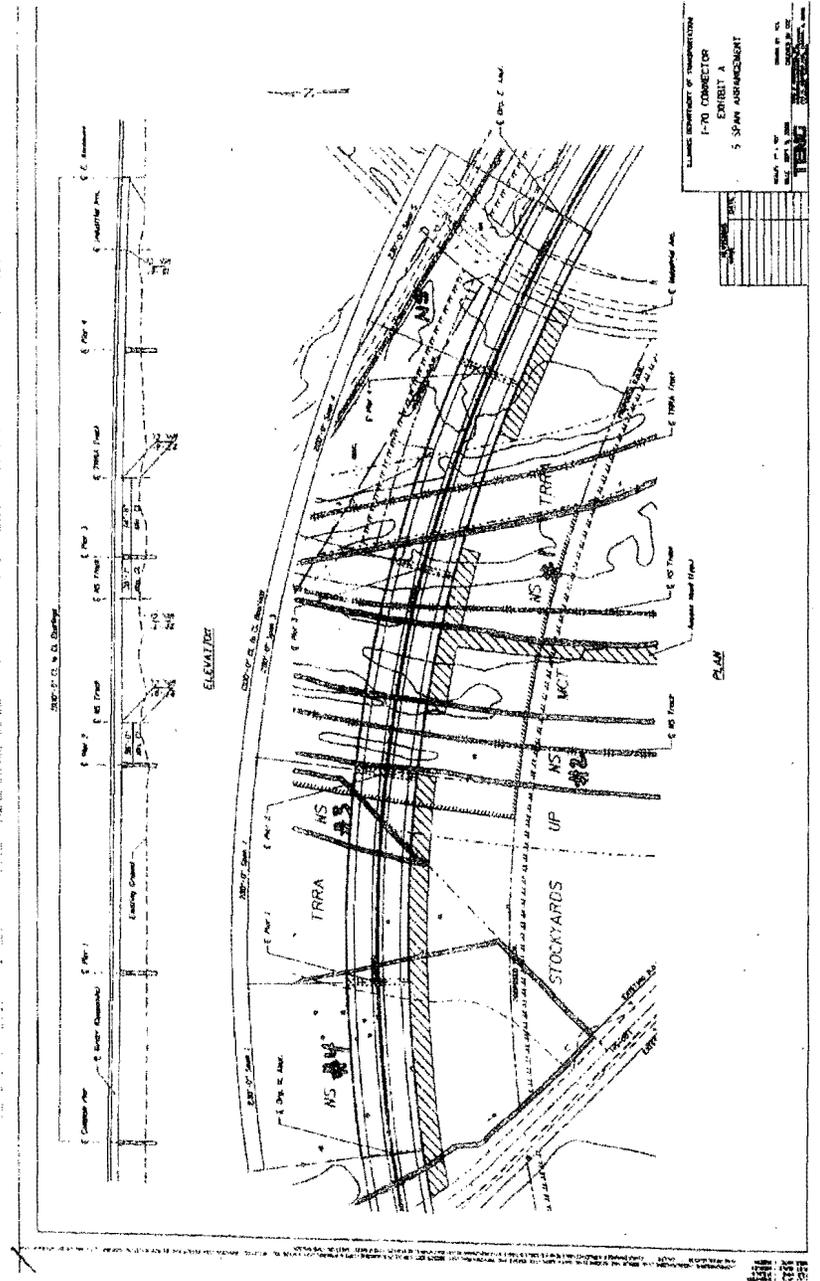
- (a) Teng noted that this existing ROW is 100' wide, however, ~800' to the east of the Industrial Drive at grade crossing, this ROW narrows to 50' and then further narrows to 35' at ~500' further to the east. Teng noted that the 50' and 35' existing ROW widths already constrain the future ability for the Darling Spur to add an additional track within this corridor.
  - (b) Teng noted that the existing UP operated single rail operates on the northern 50' width of the existing 100' ROW, and therefore, ROW impact to the south 50' width of the existing 100' ROW may have minimal, if any, effect on current rail operations.
  - (3) UP joined the NS in discussion with IDOT and Teng
    - (a) UP noted that the NS owns this ROW, and the UP operates on the line, therefore any decisions pertaining to ROW at the NS Darling Spur will be deferred to the NS.
  - (4) NS indicated that they had not yet had the opportunity to review the Exhibit with the ROW request at the NS Darling Spur location. NS indicated that they would take the exhibit with them, and further review.
    - (a) Teng indicated that Teng would follow up with NS to inquire about this NS Darling Spur ROW. NS Concurred.
- b) Regarding the Right-of-Entry, insurance, and other agreements required by NS, Mr. Kazmierczak requested that R. Stern coordinate directly with him for right-of-entry, railroad protective liability insurance and railroad flagger requirements and costs
- 3) Conclusion:
- a) NS is in support of the 5-span option, and is in agreement with IDOT that the design team will move forward with the 5-span option, including proposal for the permanent Access Roads.
  - b) Teng will coordinate with NS to finalize appropriate ROE and insurance requirements.
  - c) NS will review the NS Darling Spur ROW request exhibit, and Teng will follow up with NS to coordinate the NS response.

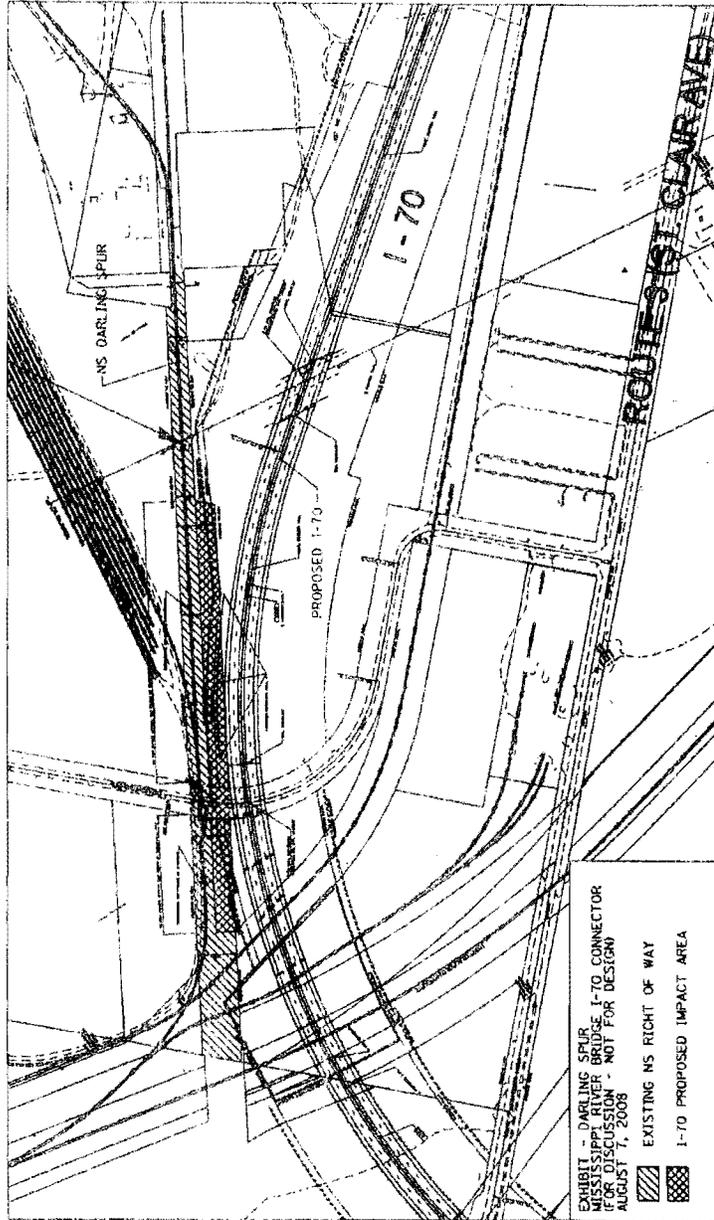
The foregoing is the writer's understanding of the matters discussed and the conclusions reached in summary form. This will become part of the project record and is the basis upon which we will proceed. Concurrence is presumed unless notice of additions or corrections is received by the writer within 5 business days.

Best Regards,

TENG & ASSOCIATES, INC.

Andrew Lee, P.E.  
Project Engineer







- 2) The representatives of Teng and IDOT met with the representatives of TRRA and discussed the following pertaining to the Teng I-70 Connection section of the New I-70 MRB Crossing:
  - a) Regarding the 5-span and 7-span options previously forwarded to TRRA, the TRRA indicated that the TRRA approves the 5-span option over the 7-span option.
    - i) TRRA Property #1 – TRRA EADS Main
      - (1) With regard to the I-70 structure over TRRA track on the Eads Main, both the 5-span and 7-span options will span over the TRRA 100' width ROW with NO proposed piers located within TRRA 100' width ROW. TRRA stated that the TRRA approves the 5-span option.
      - (2) With regard to proposed permanent Access Roads, there are no proposed access roadways within TRRA Eads Main ROW with either the 5-span or the 7-span options. TRRA indicated that the TRRA approves the Access Road plan per the 5-span option.
    - ii) TRRA Property #2 – Triangular Parcel
      - (1) With regard to the I-70 structure over the TRRA triangular parcel several hundred feet west of the TRRA Eads Main, the 5-span option does not require any proposed piers within the TRRA ROW, while the 7-span option proposes a single pier within the TRRA ROW. The TRRA stated that the TRRA preference is for the 5-span option.
      - (2) With regard to proposed permanent Access Roads, both the 5-span and 7-span option will require an access road from IL 3 that extends along the south side of the I-70 structure in order to access piers during construction and for future inspections. The TRRA stated that they have no objection to the proposed permanent Access Road at the location where it will cross TRRA ROW.
    - iii) Drainage - TRRA inquired about the proposed drainage for the I-70 structure over the existing rails.
      - (1) TRRA indicated that they do not want drainage from the I-70 overpass to outlet onto the TRRA track.
      - (2) Teng noted that the detailed drainage design is not yet complete; however, drainage from the I-70 overpass will not outlet directly onto the railroad tracks. Teng noted that overpass drainage will be routed to locations where it can resume the current outfall conditions.
  - b) Regarding the Right-of-Entry, insurance, and other agreements required by TRRA, Mr. McQueen requested that R. Stern coordinate directly with him for right-of-entry, railroad protective liability insurance and railroad flagger requirements and costs.
  - c) TRRA inquired about the definition of State (IDOT) Right of Way on the TRRA property. The District indicated that the ROW is required in order to construct the new I-70 alignment and for future maintenance purposes, and that the TRRA will maintain ownership. TRRA requested that additional language be inserted into any agreements to note that the ROW will be utilized for future maintenance only.
  - d) TRRA indicated that they have recent survey information for the area, and they can provide this information (top of track, etc...) to the District.

3) Conclusion:

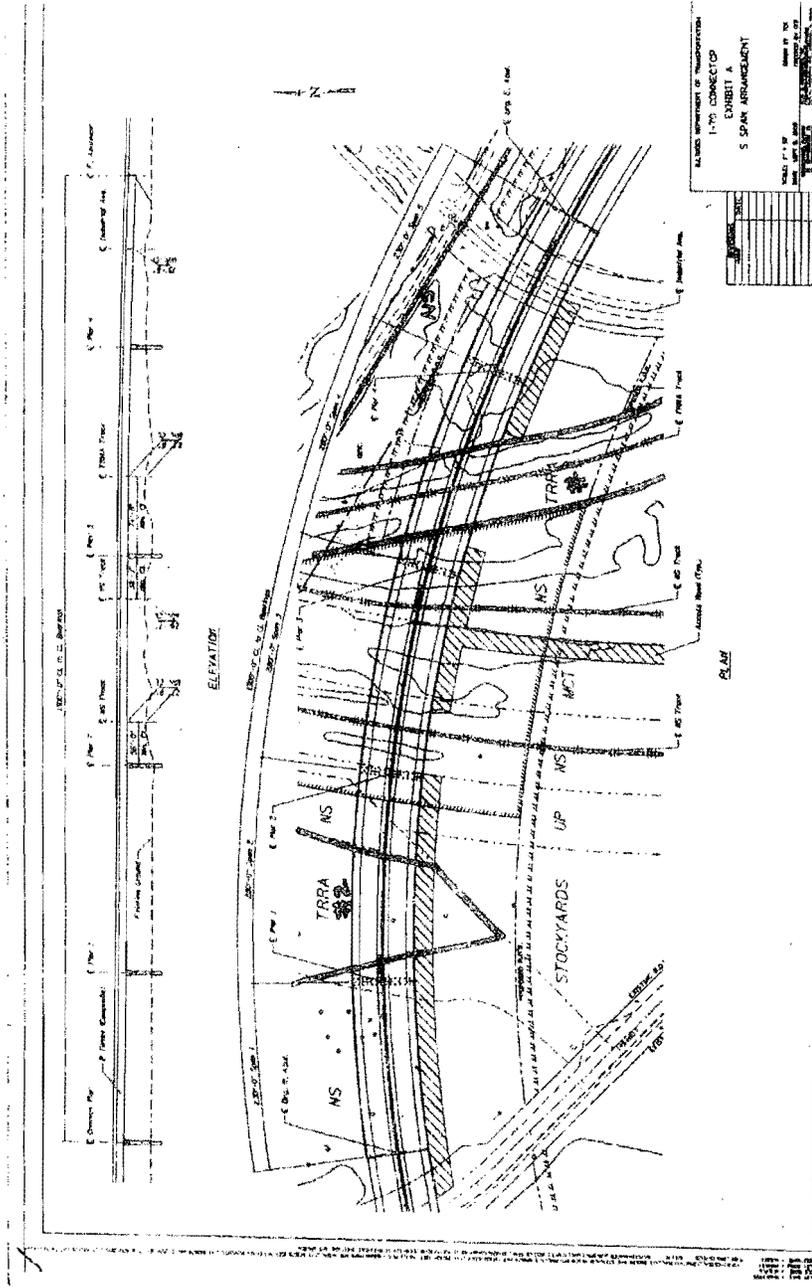
- a) TRRA is in support of the 5-span option, and is in agreement with IDOT that the design team will move forward with the 5-span option, including the proposal for permanent Access Roads.
- b) Teng will coordinate with TRRA to finalize appropriate ROE and insurance requirements.
- c) TRRA will forward recent survey information for the area to the District.

The foregoing is the writer's understanding of the matters discussed and the conclusions reached in summary form. This will become part of the project record and is the basis upon which we will proceed. Concurrence is presumed unless notice of additions or corrections is received by the writer within 5 business days.

Best Regards,

TENG & ASSOCIATES, INC.

Andrew Lee, P.E.  
Project Engineer



## MEETING MINUTES

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DATE: September 11, 2008 xc: Participants  
F/20868.001

DATE OF MEETING: September 9, 2008

MEETING HELD AT: IDOT, District 8

REGARDING: New I-70 Mississippi River Bridge (MRB)  
Crossing  
IDOT Region 5/ District 8  
PTB#/ Item#: 890-160 & 890-161  
**Union Pacific RR Coordination**  
Teng Project No. 20868.001

### PARTICIPANTS:

**IDOT:** Brooks Brestal, Mike Pritchett, Gwen Lagemann, Chad Sanders, Jane Mercer, Kirk Brown, Clint Marshall, Chuck Keeney  
**MODOT:** Greg Horn, Jim Middleton, Randy Hitt  
**FHWA:** Pete Clogston  
**CTE:** Dan Manojlovski, John Lukowski  
**Teng & Associates:** Robert Stern, John Hillman, Andrew Lee  
**HNTB:** Steve Hague, Ken Price, Rich Kerhlikar (CMT)  
**Kaskaskia:** Warren Clemons  
**CH2MHill:** Dan Sommer  
**KCS:** Paul Fetterman  
**CSXT:** Hal Gibson, Tom Herd (URS)  
**Norfolk Southern (NS):** Jim Kazmierczak, Lynn Brown (STV/ Ralph Whitehead Associates)  
**Terminal Railroad (TRRA):** Rick McQueen, Ted Ingram, Steve Smith, Bill Sippel, Kerry Paubel, Ralph Stone  
**Union Pacific (UP):** David McFernald  
**Gonzalex Cos.:** Pat Judge  
**IHM:** Dave Petermeier

### MINUTES OF MEETING:

The purpose of this meeting was the coordination of the New I-70 Mississippi River Bridge (MRB) Crossing between the various railroad agencies and IDOT/ MoDOT/ affiliated design consultants.

- 4) General:
  - a) The meeting began with a PowerPoint presentation from IDOT/MoDOT which summarized the New I-70 MRB Crossing history, scope, funding, aggressive schedule, contacts, and Alternate Technical Concept (ATC) process.
  - b) It was stated that the primary focus of this meeting was to finalize pier locations and contractor access locations so that project design can continue to move forward.

- c) After the PowerPoint presentation, individual groups were formed to discuss project-specific coordination items with each railroad agency.
- 5) The representatives of Teng and IDOT met with the representatives of Union Pacific RR and discussed the following pertaining to the Teng I-70 Connection section of the New I-70 MRB Crossing:
- a) Regarding the 5-span and 7-span options previously forwarded to UP, the UP indicated that the UP withhold comment on a preference over the 5-span option or the 7-span option. With both options, a proposed pier will be located within UP ROW.
    - i) UP Property #1
      - (1) With regard to the I-70 structure over the UP Property #1 ROW, which consists of a narrow 35' width ROW which is constrained by the IL 3 roadway to the south, both the 5-span and 7-span options will locate a proposed pier on UP ROW. There is no existing track on this UP ROW.
        - (a) UP noted that this parcel is co-owned by both UP and KCS.
        - (b) UP indicated that they have no preference on the 5-span vs. the 7-span option, as both options place the proposed pier on the same UP location, and are essentially the same with respect to the UP.
        - (c) UP indicated that they must review the existing and future UP land use to determine if the proposed pier will preclude a potential future UP rail through this narrow UP ROW.
          - (i) Teng noted that the UP ROW is constrained to the south by the IL 3 roadway and a non-UP parcel owner further south of IL 3.
          - (ii) UP indicated that there may be flexibility to extend a UP track to the north from this narrow corridor. UP requested that the design team investigate the limits of the UP ROW to the north, and that evidence of a constrained UP land use to the north may assist in the request for approval of the proposed pier on UP property, and associated ROW acquisition.
          - (iii) Teng noted that Teng would follow up on the determination of UP existing ROW and forward the information to UP in order to facilitate an expedited decision from the UP on the proposed pier location.
      - (2) With regard to proposed permanent Access Road, both the 5-span and 7-span option will require an access road from IL 3 that extends along the south side of the I-70 structure in order to access piers during construction and for future inspections. The UP stated that they have no objection to the proposed permanent Access Road at the location where it will cross the UP Property #1.
    - ii) UP Operated Line on the NS Darling Spur ROW – The NS owns an east/west ROW that spurs from the NS A&E Main and extends to the east near the north edge of the proposed I-70 overpass. The UP operates a single track on the north half of this ROW.
      - (1) Teng presented NS with the exhibit which showed a proposed retaining wall along the north side of the I-70 overpass, which will require

proposed ROW and temporary easement along the south edge of the NS Darling Spur ROW.

- (a) Teng noted that this existing ROW is 100' wide, however, ~800' to the east of the Industrial Drive at grade crossing, this ROW narrows to 50' and then further narrows to 35' at ~500' further to the east. Teng noted that the 50' and 35' existing ROW widths already constrain the future ability for the Darling Spur to add an additional track within this corridor.
  - (b) Teng noted that the existing UP operated single rail operates on the northern 50' width of the existing 100' ROW, and therefore, ROW impact to the south 50' width of the existing 100' ROW may have minimal, if any, effect on current rail operations.
- (2) UP joined the NS in discussion with IDOT and Teng
- (a) Teng provided the UP with the NS Darling Spur ROW exhibit.
  - (b) UP noted that the NS owns this ROW, and even though the UP operates on the line, any decisions pertaining to ROW at the NS Darling Spur will be deferred to the NS by the UP.
- b) Regarding the Right-of-Entry, insurance, and other agreements required by UP:
- i) No discussions took place regarding ROE or insurance with UP. It is anticipated that Teng will follow up with UP to coordinate these items.

6) Conclusion:

- a) UP withheld comment on approval/ disapproval of the 5-span option or the 7-span option in anticipation of additional information regarding current UP ROW and potential existing UP ROW constraints. Teng will follow up with the UP with this information and to coordinate the UP approval/ disapproval of the options.
- b) Teng will coordinate with UP to finalize appropriate ROE and insurance requirements.

The foregoing is the writer's understanding of the matters discussed and the conclusions reached in summary form. This will become part of the project record and is the basis upon which we will proceed. Concurrence is presumed unless notice of additions or corrections is received by the writer within 5 business days.

Best Regards,

TENG & ASSOCIATES, INC.

Andrew Lee, P.E.  
Project Engineer