

**AUTHORIZING A PETITION TO THE ILLINOIS COMMERCE COMMISSION FOR AN AT-GRADE RAIL CROSSING OF CREGO ROAD IN DEKALB, ILLINOIS.**

**WHEREAS**, the City of DeKalb (the "City") is a home rule unit of local government and may exercise any power and perform any function pertaining to its government and affairs pursuant to Article VII, Section 6, of the Illinois Constitution of 1970; and

**WHEREAS**, City Staff recommends filing a petition with the Illinois Commerce Commission for an at-grade rail crossing on Crego Road in the same or substantially similar form as the attached and incorporated Exhibit A (the "Petition") to promote the economic development and transportation infrastructure of the industrial developments in the Gurler Road corridor; and

**WHEREAS**, the City's corporate authorities find that authorizing the Petition is in the City's best interests for the protection of the public health, safety, morals and welfare.

**NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF DEKALB, ILLINOIS:**

**SECTION 1:** The recitals to this resolution are true, correct, adopted, and incorporated as Section One to this resolution.

**SECTION 2:** The City's corporate authorities approve, authorize and direct the City Manager to execute and submit the Petition to the Illinois Commerce Commission and to take such further actions as may be necessary to effectuate the Petition.

**SECTION 3:** This resolution shall be in full force and effect from and after its passage and approval as provided by law.

**PASSED BY THE CITY COUNCIL** of the City of DeKalb, Illinois, at a Regular meeting thereof held on the 8<sup>th</sup> day of May 2023 and approved by me as Mayor on the same day. Passed by a 7-0-1 roll call vote. Aye: Morris, Larson, Smith, McAdams, Verbic, Walker, Barnes. Nay: None. Absent: Perkins.



  
COHEN BARNES, Mayor

ATTEST:  
  
Ruth A. Scott, Executive Assistant

**STATE OF ILLINOIS  
ILLINOIS COMMERCE COMMISSION**

City of DeKalb,

Petitioner

v.

DeKalb 343, LLC and JJK 343, LLC (d.b.a.)  
ChicagoWest Business Center

Respondents

**PETITION**

NOW COMES the Petitioner, the City of DeKalb, pursuant to the rules of the Illinois Commerce Commission, respectfully petitioning the Illinois Commerce Commission for an Order authorizing the establishment and construction of a new at-grade crossing at a point where a new industrial side track, which connects to the Union Pacific Railroad (“UPRR”) track (at railroad milepost 28.84) will cross Crego Road at approximately 2,300 feet north of East Gurler Road in the City of DeKalb, and the approval of crossing warning devices and the apportionment of the costs thereto.

Petitioner hereby states as follows:

- (1) Petitioner is a municipal corporation and has offices located at 1216 Market Street, DeKalb, IL 60115, Attn.: Zachary Gill, City Engineer.
- (2) Respondents, DeKalb 343, LLC, an Illinois limited liability company, and JJK 343, LLC, an Illinois limited liability company, (d.b.a.) ChicagoWest Business Center (“CWBC”) are landowners with offices located at 2107 Swift Drive, Oak Brook, IL 60523, Attn.: Jerry Krusinski, Manager.
- (3) UPRR is a rail carrier with offices located at 1400 Douglas Street, Omaha, NE 68179, Attn.: Ryan Wee, Manager of Network, Economic and Industrial Development. UPRR will not be the registered rail carrier for the requested at-grade crossing over Crego Road. Respondents have yet to determine an Illinois registered rail carrier to serve as the Private Switcher (as hereinafter defined) within the crossing limits. Once such a carrier is identified, either the carrier or Respondents will file said information with the Illinois Commerce Commission (“Commission”).
- (4) Pursuant to 625 ILCS 5/18c-7401(3), no track of any rail carrier may be constructed across a public road, highway or street at grade without having first secured the permission of the Commission.
- (5) Crego Road, at the subject location, is a public road over which Petitioner has jurisdiction under the laws of the State of Illinois. Crego Road, at the subject location, has two lanes, runs in a north-south direction, has a right-of-way 60 to 100 feet in width, and has a road width of approximately 32 feet from edge of pavement to edge of pavement. For a visual illustration of the foregoing, please refer to FES48089 of Petitioner’s Exhibit “A”, which are engineering plans for the

proposed improvements prepared by Via Rail Engineering and Jacob & Hefner Associates, last revised September 11, 2023 (the “**Improvement Plans**”).

- (6) In the vicinity of the subject location, UPRR operates a rail line generally running in a north-south direction and commonly known as the UPRR Troy Grove Subdivision Main Line (“**UPRR Troy Grove**”), and at the subject location, this line is located approximately 6,500 feet west of Crego Road.
- (7) CWBC is an approximately 1,200 acre industrial park servicing several corporate clients for warehouse, distribution and manufacturing needs. Respondents seek to have rail freight service provided to the CWBC by the UPRR. This will necessitate the installation of a new industrial spur (the “**Industrial Spur**”) to be constructed extending from the UPRR Troy Grove facilities. For more detail, please refer to the Improvement Plans attached hereto as **Petitioner’s Exhibit “A”**. The newest CWBC user, The Kraft Heinz Company (Kraft Heinz) is a Fortune 200, Food and Beverage company, who has requested rail service for delivery of consumer-packaged goods (CPG) directly into its facility at the east portion of the development. Kraft Heinz anticipates that more than sixty percent (60%) of its foodservice business and thirty percent (30%) of all dry goods in North America will move through this new facility. In addition, Respondents are working with a second Food and Beverage firm that is considering a manufacturing operation that will require rail service to deliver raw commodities. In total, a maximum of 3 CWBC users could use the new rail service. This installation will create the need for an at-grade public railroad crossing at Crego Road in accordance with the crossing plans attached hereto as **Petitioner’s Exhibit “B”**, which are engineering plans for the proposed improvements prepared by Jacob & Hefner Associates, last revised June 30, 2023 (the “**CROSSING PLANS**”). No hazardous materials will be transported by rail over the Industrial Spur or the at-grade crossing. If the aforementioned understanding changes, then Respondents will notify the Commission.
- (8) There will be no passenger train movement over the proposed at-grade crossing. The new proposed at-grade crossing is in the interests of public safety, convenience and necessity, and will allow Kraft Heinz and adjacent industries to better serve their customers through the provision of rail services to the CWBC.
- (9) The Industrial Spur would intersect Crego Road at a point that is, based on information and belief, wholly within the municipal boundaries of Petitioner and is approximately 2,300 feet north of East Gurler Road in the City of DeKalb, County of DeKalb, State of Illinois.
- (10) DeKalb 343, LLC owns the land adjacent to and west of the proposed at-grade crossing and JJK 343, LLC owns the land adjacent to and east of the proposed at-grade crossing. It is contemplated that the portion of the Industrial Spur located on the land owned by DeKalb 343, LLC will be owned by DeKalb 343, LLC, and the portion of the Industrial Spur located on the land owned by JJK 343, LLC will be owned by JJK 343, LLC.
- (11) Petitioner has granted various easement rights to Respondents for construction (including repair and replacement) of the New Crossing (as hereinafter defined) and operation of rail service over the proposed at-grade crossing. For a visual illustration of the foregoing, please refer to the easement exhibit attached hereto as **Petitioner’s Exhibit “C”**.
- (12) The statutory criteria under 92 Ill. Adm. Code 1536.40 for opening a public crossing at the proposed location is satisfied as follows:

(a) There presently is inadequate vehicular access to properly service the Kraft Heinz parcel (the "**Parcel**"). The Industrial Spur will create rail access to the Parcel from the west entering the Parcel along its northerly boundary. The anticipated freight requirement for the delivery of CPG into the Parcel far exceeds the ability for truck-only transportation. To accommodate timely delivery of CPG, the inbound freight is best suited for rail delivery.

Additionally, the use of railcar service is desired by Kraft Heinz because it is both more environmentally friendly and sustainable when compared to traditional truck service.

(b) Alternate vehicular or railcar access cannot be provided at a cost equal to or less than the cost of establishing the proposed at-grade crossing. Any alternative vehicular or railcar access to the Parcel at other than the proposed crossing from point of beginning to the Parcel would be significantly more expensive, circuitous and contrary to the safety and convenience of the public, and in the case of railcar access there is not an alternate route for the rail service.

(c) The crossing, if established, would not meet the Illinois Commerce Commission's criteria for closure as specified in Section 1536.20 of the Illinois Administrative Code in that proposed crossing would be within the incorporated limits of the City of DeKalb, County of DeKalb, State of Illinois. The criteria for crossing closure if the crossing was unsignalized would be as follows:

Incorporated/Unsignalized

$$ADT \leq 175 \text{ and } TVSI \geq 240$$

$$Tf = \text{Average number of freight trains per day} = 0.7143 \text{ (based upon 5 freight trains/week)}$$

$$Tp = N/A$$

$$Sf = \text{Maximum timetable speed} = 10 \text{ MPH}$$

$$Sp = N/A$$

$$TVSI = (Tf \times Sf) + (Tp \times Sp)$$

$$(0.7143 \times 10) + (0 \times 0)$$

$$7.143 + 0$$

$$TVSI = 7.143$$

The Average Daily Traffic (ADT) over the proposed crossing would be approximately 105 vehicles per day initially, but ADT may increase with the planned construction of the Kraft Heinz facility and any future development of the lot located between Crego Road and the Parcel. The Train Volume and Speed Index (TVSI) would be equal to 7.143 for the proposed crossing. Therefore, the TVSI is less than that which would be required to close this crossing.

(d) The proposed crossing's location does not interfere with the UPRR's operational activities such as switching and usage of a passing track(s), which would result in substantial delay of, or hazard to, motor vehicles.

The location for the proposed crossing is the most efficient location (and in actuality the only possible location) for both the Private Switcher and Kraft Heinz with regard to the delivery of railcars to the Parcel. Moreover, the location of the proposed crossing on Crego Road is sited at a location which will have minimal adverse impact on traffic flow on Crego Road with respect to delay and hazard to motor vehicles. The proposed crossing will permit rail service to other parcels in the industrial park area in and around the Parcel, thereby improving the desirability of this area for development and, as a consequence, increases in property tax valuations and employment opportunities.

(e) The proposed crossing does not pose risks to train crews or motorists beyond those normally associated with at-grade crossings. The proposed spur, which would intersect with Crego Road and thereby forms the proposed crossing, as designed, will not pose risks to either train crews or motorists beyond those risks normally associated with at-grade crossings. Moreover, when factoring the proposed low frequency of trains using the subject crossing, the risks are reduced further.

Crego Road continues north past the New Crossing and leads to a private road that serves the employee parking lot for the Illinois Tollway Oasis and a Commonwealth Edison (ComEd) substation, no other traffic was observed. The Tollway parking lot holds a maximum of 9 vehicles (assuming 3 shifts/day) and there is approximately 1 vehicle crossing for ComEd. Based upon traffic counts collected by Kimley-Horn, there was a daily average of 105 crossings over the New Crossing. For traffic count data, please refer to **Petitioner's Exhibit "D"**, which contains actual traffic data gathered by Kimley-Horn. The design and posted speed on Crego Road is 35 miles per hour.

(13) The Commission shall order the construction of a new at-grade crossing if all of the criteria set forth in subsection (a) of Section 1536.40 of Title 92 of the Illinois Administrative Code are satisfied or if, under the provisions of Section 18c-7401 of the Illinois Commercial Transportation Law 625 ILCS 5/18c-7401 (ICIL), the Commission finds, based on the totality of evidence presented, public convenience and necessity requires the opening.

It is submitted by the Petitioner that based on the totality of the evidence presented in this Petition, and any subsequent hearing, that public convenience and necessity would favor the opening of the proposed crossing.

(14) If the Commission approves the requested order:

- (a) Respondents will cause the construction of the Industrial Spur from the UPRR Troy Grove connection (at railroad post 28.84) to the Kraft Heinz land parcel located east of Crego Road within the development project boundaries. The Industrial Spur shall be constructed across Crego Road to provide rail service to Kraft Heinz as shown on **Petitioner's Exhibit "A"**.
- (b) Respondents will cause to be constructed the at-grade rail crossing improvements (the "**New Crossing**") to the specified design and in accordance with **Petitioner's Exhibit "A"** and **Petitioner's Exhibit "B"**. Petitioner, having jurisdiction over Crego Road, will issue required permits and otherwise authorize the New Crossing work.

The Industrial Spur, including the New Crossing, is also referred to herein as the “**Improvements**”. That portion of the Industrial Spur lying east of Crego Road is referred to herein as the “**Private Track**” and is estimated to be approximately 2,500 feet in length within the Parcel.

- (15) If the Commission approves the requested order:
  - (a) Respondents or their assigns will be responsible for constructing the New Crossing and for obtaining required construction permits from Petitioner. Respondents or their assigns will be responsible, at Respondents’ sole cost and expense, to construct the Improvements.
  - (b) Pursuant to completion of Improvements construction, Respondents will be responsible for maintenance, repair, and replacement of New Crossing in accordance with UPRR industrial track standards.
  - (c) Respondents or their assigns will be responsible to maintain, repair and replace all other portions of the Industrial Spur.
  - (d) Respondents or their assigns will own the Improvements.
- (16) The Commission should grant this Petition because the Improvements are required for the public convenience and necessity and would be in the interest of public safety. The Improvements will allow for the movement of CPG between the Kraft Heinz rail shipper and UPRR rail system in a cost-effective and timely manner. This should result in the creation of both manufacturing and transportation jobs and benefit the economic development of the region. Furthermore, in addition to Kraft Heinz, the New Crossing is necessary to provide access to serve other CWBC parcels. These projects will continue to bring new jobs, improve efficiencies with logistic services, reduce truck traffic, and expand the more efficient rail service opportunities for the underserved UPRR Troy Grove railroad corridor.
- (17) The Industrial Spur will cross Crego Road at approximately 85 degree angle. The at-grade crossing surface would be constructed of timber panels, with approach grades that conform to Commission specifications. The area surrounding Crego Road at the subject location is relatively flat on the east side, storm water detention on the west side, with no apparent vision obstructions. The at-grade crossing would be constructed with signage and stop or yield control as specified by the Commission (“**Control Mechanisms**”). The at-grade crossing would be constructed in accordance with the Improvement Plans attached hereto as **Petitioner's Exhibit “A”** and the Crossing Plans attached hereto as **Petitioner's Exhibit “B”**.
- (18) UPRR shall provide rail service from the UPRR Troy Grove to “drop and pull” tracks to be located in the CWBC, west of Crego Road. A yet to be determined third-party rail operator (“**Private Switcher**”) will operate freight trains over the Improvements from the aforesaid drop and pull tracks, and it is anticipated that Private Switcher will use the track five (5) times per week in service to the Kraft Heinz facility.
- (19) The Improvements have a design speed of 10 miles per hour, and Private Switcher trains would be operated on the Improvements at a speed of not more than 10 miles per hour. Engaging with the crossing, the Private Switcher shall use the “Stop and Proceed” method with on-ground support personnel.
- (20) In the interest of public safety, the control mechanisms specified by the Commission will be installed pursuant to the ICC directive at the proposed crossing. The initial costs of constructing


the control mechanisms would be borne solely by Respondents, and no money is being requested from the Grade Crossing Protection Fund.

- (21) The cost of constructing the Improvements is not fully determined at present.
- (22) Respondents intend to begin construction of the New Crossing in a timely manner after entry of an Order in this proceeding granting the requested relief, with the New Crossing to be completed as soon as possible thereafter.
- (23) It is anticipated, if approval is given by the Commission, that construction of the New Crossing would commence as early as possible, weather permitting, in the fall of 2023 and be completed within approximately one to two weeks.
- (24) The physical construction of the Improvements falls within the jurisdiction of Petitioner. All work shall be performed in accordance with all applicable city codes.
- (25) Once the New Crossing is built, Petitioner and the Private Switcher shall within three (3) months after completion of construction collaborate to provide and/or update the United States Department of Transportation Inventory Forms (#6180.71) to be submitted to the Federal Railroad Administration, the Chief of Data Services at the Illinois Department of Transportation, and the Director of Processing and Information, Transportation Bureau of the Commission.

WHEREFORE, Petitioner respectfully requests that the Illinois Commerce Commission conduct a public hearing on this Petition and after the hearing enter an Order:

- A. Authorizing and directing Respondents to install and construct an at-grade crossing over Crego Road in the City of DeKalb, DeKalb County, Illinois.
- B. Authorizing and directing Respondents to install and construct such passive warning devices for the at-grade crossing over Crego Road as are specified by the ICC in the Order at the sole cost of Respondents, with no funds to be paid from the Grade Crossing Protection Fund for these improvements.
- C. Authorizing and directing Respondents to maintain the at-grade crossing over Crego Road in accordance with the plans and specifications attached as **Petitioner's Exhibits "A" and "B"**.
- D. Authorizing and directing City of DeKalb to maintain the passive warning devices specified in the Order.
- E. Granting such other and further relief as the Commission deems appropriate.

CITY OF DeKalb, an Illinois municipal corporation

By:   
Name: Bill Nicklas  
Title: City Manager

**VERIFICATION**

Zachary Gill, being first duly sworn, an oath does depose and state that s/he has read the foregoing Petition by him, subscribed, and that s/he has personal knowledge of all the matters therein stated, and that the same are true in substance and in fact to the best of her/his knowledge, information and belief.

CITY OF DEKALB an Illinois municipal corporation

By:

Name: Zachary Gill, P.E.

Title: City Engineer



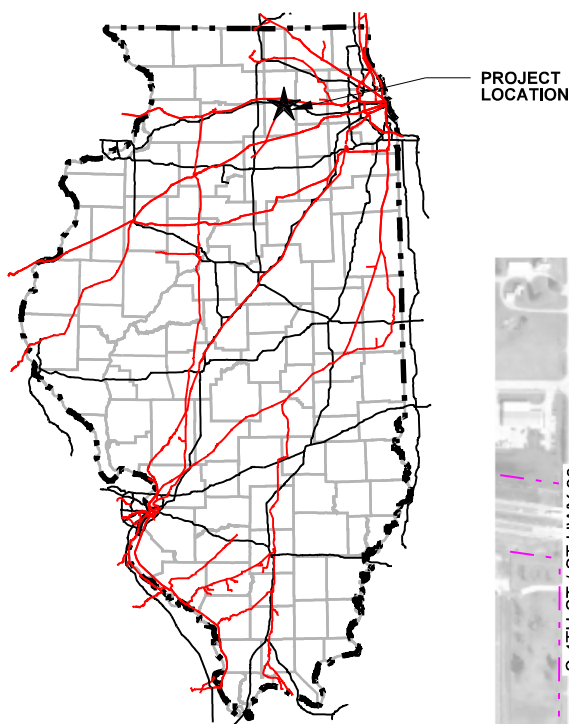
# DEVELOPMENT CONCEPT Rev 01 - ISSUED FOR REVIEW

## DeKalb 343, LLC - FES #48089

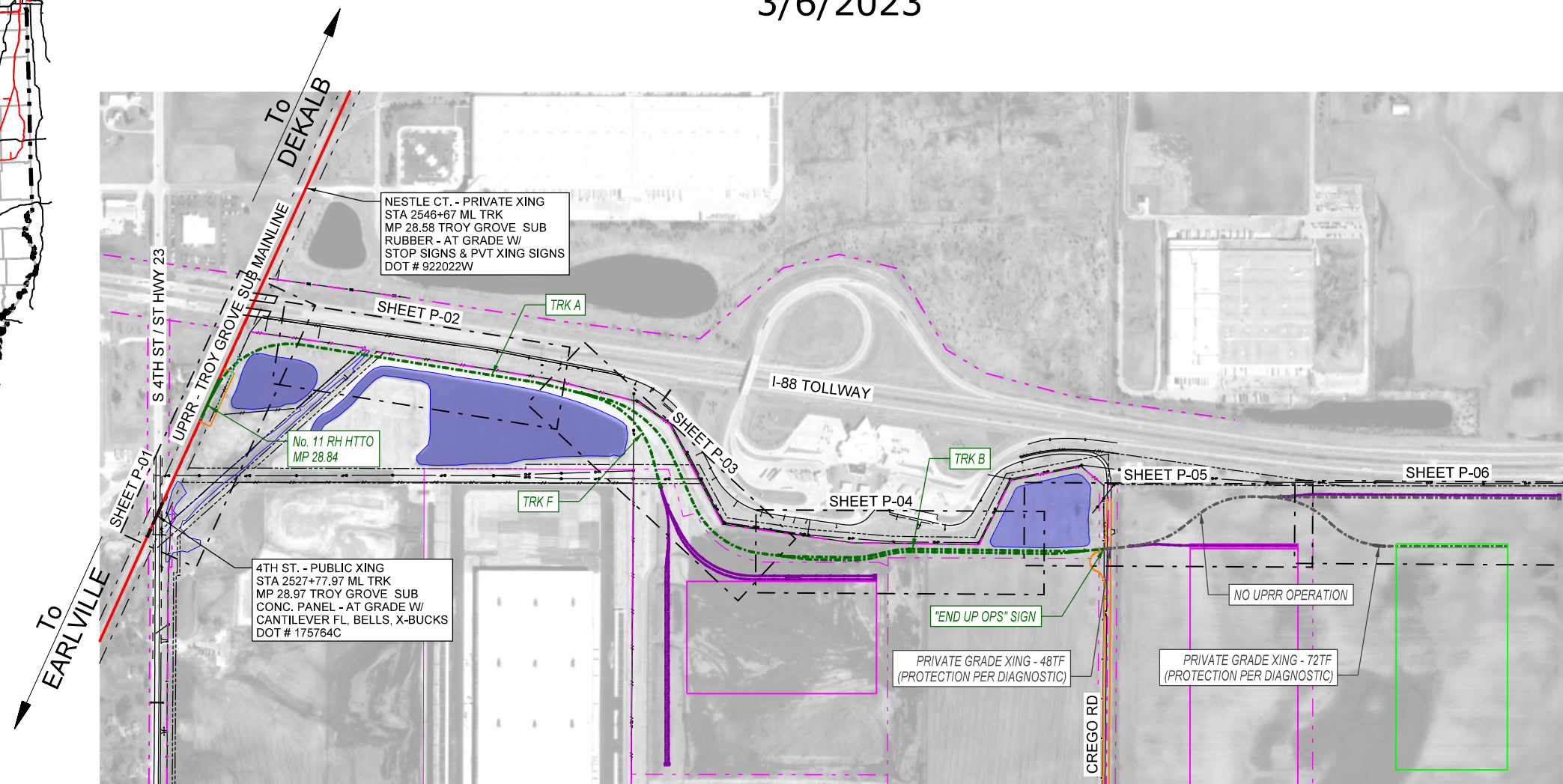
DEKALB, DEKALB COUNTY, ILLINOIS  
 MP 28.84 TROY GROVE SUBDIVISION  
 3/6/2023



Chicago Service Unit  
 Troy Grove Subdivision



State of Illinois



MAP DATA: 2022 GOOGLE

**-SHEET INDEX-**

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| TRK A PLAN - STA 6+00 to 21+00  | P-02     | 04      |
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**OPERATING PLAN**

**MANIFEST SERVICE:**  
 1. UPRR SOUTHBOUND LOCAL TO SHOVE UP TO 20 CARS FROM MAINLINE ON TRK A, AND SPOT ADJACENT TO TRK B.  
 2. UPRR TO PULL UP TO 20 OUTBOUND CARS FROM TRK B, AND PROCEED SOUTH ON MAINLINE.  
 3. INDUSTRY TO PROVIDE ALL INTRAPLANT SWITCHING.  
 INDUSTRY TO SPOT OUTBOUND CARS AT WEST END OF TRK B.  
 NOTE: DESIGN CAR LENGTH = 70 FEET.

**PROJECT NOTES:**

- UPRR R/W LINE PER AERIAL MAP
- MAINLINE STATIONING AND MILEPOST ESTABLISHED FROM VALUATION MAPS



**DISCLAIMER**

This design concept is for preliminary discussion purposes only. It does not constitute approval nor a guarantee to provide any level of service to this location. This concept is based on available aerial imagery and does not consider matters which could impact feasibility, including without limitations utilities, environmental conditions, permitting, and property issues. Ultimate formal project design must meet Union Pacific's technical specifications for construction of industrial tracks.

UPRR Right-of-Way lines are approximate and are depicted from aerial imagery.

**- CONCEPTUAL -**  
**FOR REVIEW/DISCUSSION**

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| REV. # | BY  | DATE       | DESCRIPTION                                |
|--------|-----|------------|--|
| 01     | CDS | 03/08/2023 | REVISED PER UPRR COMMENTS DATED 02/23/2023 |

| LEGEND: |                          |
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|         | EXIST. UPRR TRACK        |
|         | PROP. UPRR TRACK         |
|         | REMOVE UPRR TRACK        |
|         | SHIFT UPRR TRACK         |
|         | EXIST. INDUSTRY TRACK    |
|         | PROP. INDUSTRY TRACK     |
|         | REMOVE INDUSTRY TRACK    |
|         | SHIFT INDUSTRY TRACK     |
|         | EXIST. LEASED IND. TRACK |
|         | PROP. LEASED IND. TRACK  |
|         | NO RR OPERATIONS         |
|         | RIGHT OF WAY             |
|         | ACQUIRE PROPERTY         |
|         | HAND THROW TURNOUT       |
|         | POWER TURNOUT            |
|         | POWER DERAIL             |
|         | HAND THROW DERAIL        |
|         | POINT OF CURVE           |
|         | BRIDGE                   |
|         | SIGNAL                   |



**PRELIMINARY**  
FOR INTERIM REVIEW ONLY - NOT FOR PERMITTING OR CONSTRUCTION  
 PREPARED BY OR UNDER THE DIRECT SUPERVISION OF  
 COLIN D. SCHAEFER, P.E.  
 02/08/2024  
 3/8/2023



|                                |  |
|--------------------------------|--|
| FES #:<br>48089                | DOCUMENT TYPE:<br>DEVELOPMENT CONCEPT  |
| DRAWN BY:<br>CDS               | For Use In Agreement with:<br><b>UNION PACIFIC RAILROAD</b><br>DeKalb 343, LLC                       |
| CHECKED BY:<br>RR              | LOCATION & DESCRIPTION:<br>MILEPOST 28.84, TROY GROVE SUBDIVISION<br>DEKALB, DEKALB COUNTY, ILLINOIS |
| DATE:<br>3/6/2023              |  |
| SHEET NUMBER:<br>G-01 (1 of 9) | SHEET TITLE:<br>COVER SHEET  |

**DeKalb 343, LLC - DEKALB, IL - FES #48089**

DeKalb 343, LLC - FES 48089

EXEMPTION TABLE

| #  | Drawing Type | Category         | Standard Drawing # | Description of Exemption                             | Reason for Exemption   | Sheet #    | Track | STA         |
|----|--------------|------------------|--------------------|--|--|------------|-------|-------------|
| 1  | DevCon       | Horizontal Curve | A-3                | Utilize 12.5 degree curve in lieu of 10 degree curve | Constrained geometry adjacent to pond and tollway, pond cannot be filled in to allow for 10 degree curve.  | P-01, P-02 | A     | 1+25 TRK A  |
| 2  | DevCon       | Horizontal Curve | A-3                | Utilize 12.5 degree curve in lieu of 10 degree curve | Constrained geometry between tollway and adjacent property, as well as considerations to allow for UPRR standard vertical geometry under existing overhead | P-03       | A     | 32+00 TRK A |
| 3  | DevCon       | Horizontal Curve | A-3                | Utilize 12.5 degree curve in lieu of 10 degree curve | Constrained geometry at pond, as well as considerations to allow for UPRR standard vertical geometry under existing overhead transmission lines.           | P-03       | F     | 1+11 TRK F  |
| 4  |              |                  |                    |  |  |            |       |             |
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| 14 |              |                  |                    |  |  |            |       |             |
| 15 |              |                  |                    |  |  |            |       |             |
| 16 |              |                  |                    |  |  |            |       |             |
| 17 |              |                  |                    |  |  |            |       |             |

Notes:

- a) All curves greater than 10 degrees will utilize CWR w/ curve blocks
- b)
- c)
- d)

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| REV. # | BY  | DATE       | DESCRIPTION                                |
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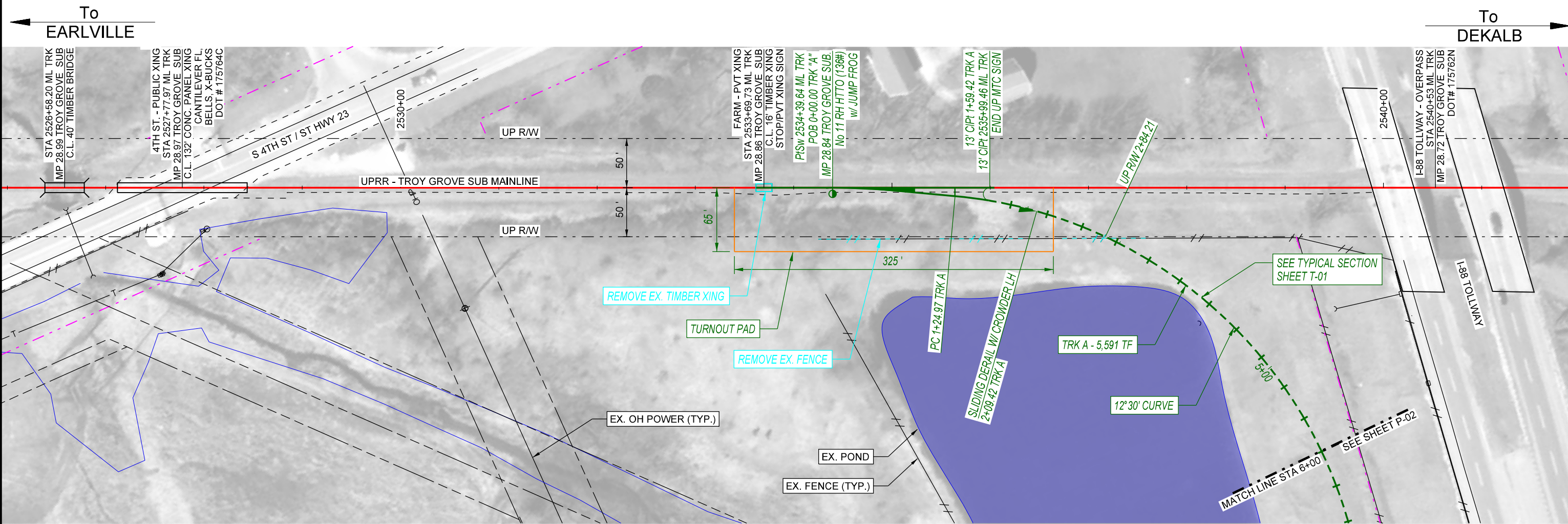
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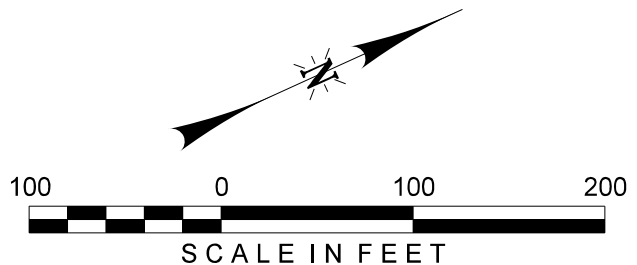
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| CHECKED BY:<br>RR              |  |
| DATE:<br>3/6/2023              | LOCATION & DESCRIPTION:<br>MILEPOST 28.84, TROY GROVE SUBDIVISION<br>DEKALB, DEKALB COUNTY, ILLINOIS |
| SHEET NUMBER:<br>G-02 (2 of 9) | SHEET TITLE:<br>PROJECT EXEMPTIONS   |



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**DISCLAIMER**  
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 UPRR Right-of-Way lines are approximate and are depicted from aerial imagery.

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|         | SHIFT INDUSTRY TRACK     |
|         | FUTURE INDUSTRY TRACK    |
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|         | SIGNAL                   |

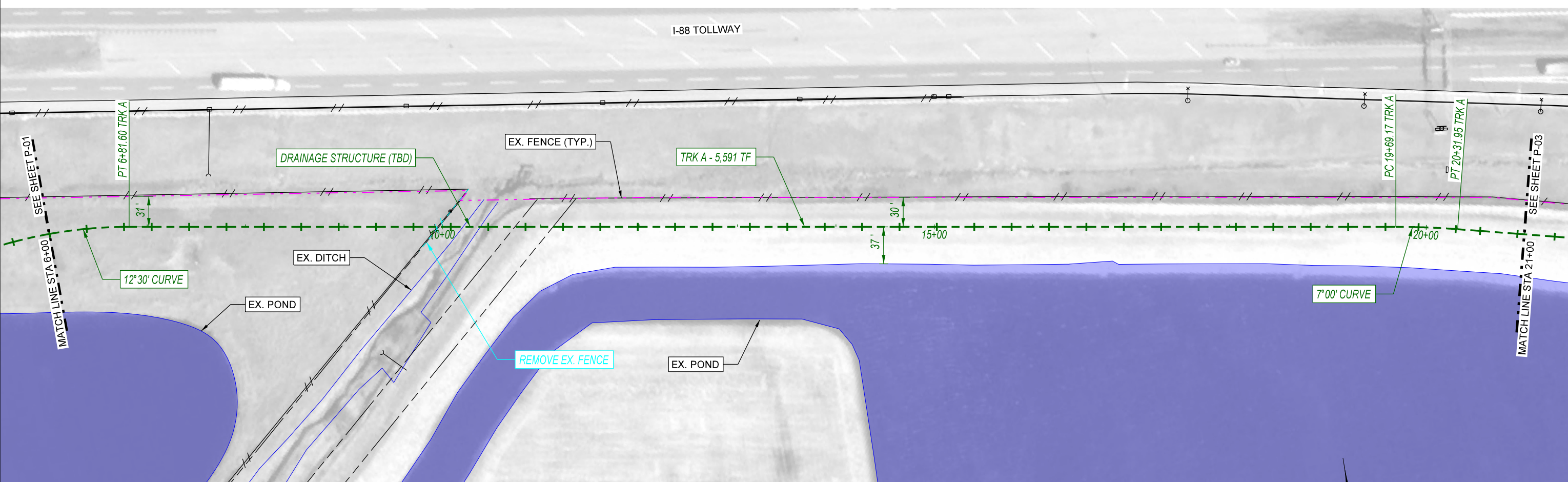


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 02/08/2024  
 3/8/2023

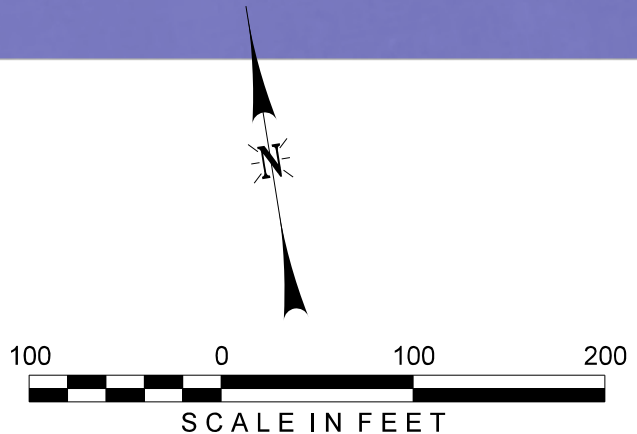


|                                |  |
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| FES #:<br><b>48089</b>         | DOCUMENT TYPE:<br>DEVELOPMENT CONCEPT  |
| DRAWN BY:<br>CDS               | <b>UNION PACIFIC RAILROAD</b> For Use In Agreement with:<br>DeKalb 343, LLC                          |
| CHECKED BY:<br>RR              | LOCATION & DESCRIPTION:<br>MILEPOST 28.84, TROY GROVE SUBDIVISION<br>DEKALB, DEKALB COUNTY, ILLINOIS |
| DATE:<br>3/6/2023              |  |
| SHEET NUMBER:<br>P-01 (3 of 9) | SHEET TITLE:<br>TRK A PLAN - STA 0+00 to 6+00  |



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- CONCEPTUAL -  
 FOR REVIEW/DISCUSSION



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| REV. # | BY  | DATE       | DESCRIPTION                                |
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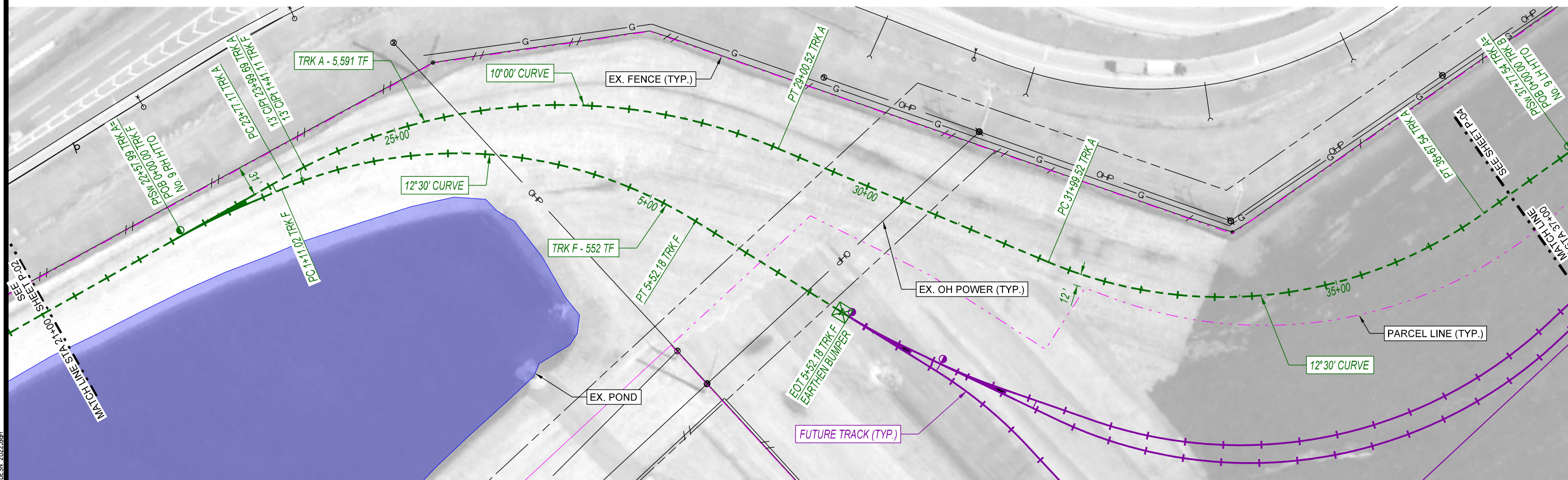
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|         | EXIST. UPRR TRACK        |
|         | PROP. UPRR TRACK         |
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|         | SHIFT UPRR TRACK         |
|         | EXIST. INDUSTRY TRACK    |
|         | PROP. INDUSTRY TRACK     |
|         | REMOVE INDUSTRY TRACK    |
|         | SHIFT INDUSTRY TRACK     |
|         | FUTURE INDUSTRY TRACK    |
|         | PROP. LEASED IND. TRACK  |
|         | EXIST. LEASED IND. TRACK |
|         | NO RR OPERATIONS         |
|         | RIGHT OF WAY             |
|         | ACQUIRE PROPERTY         |
|         | HAND THROW TURNOUT       |
|         | POWER TURNOUT            |
|         | POWER DERAIL             |
|         | HAND THROW DERAIL        |
|         | POINT OF CURVE           |
|         | BRIDGE                   |
|         | SIGNAL                   |



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 COLIN D. SCHAEFFELT, P.E.  
 02/08/2024  
 3/8/2023



|                             |  |
|-----------------------------|--|
| FES #: 48089                | DOCUMENT TYPE: DEVELOPMENT CONCEPT   |
| DRAWN BY: CDS               | <b>UNION PACIFIC RAILROAD</b> For Use In Agreement with: DeKalb 343, LLC                       |
| CHECKED BY: RR              |  |
| DATE: 3/6/2023              | LOCATION & DESCRIPTION: MILEPOST 28.84, TROY GROVE SUBDIVISION DEKALB, DEKALB COUNTY, ILLINOIS |
| SHEET NUMBER: P-02 (4 of 9) | SHEET TITLE: TRK A PLAN - STA 6+00 to 21+00  |

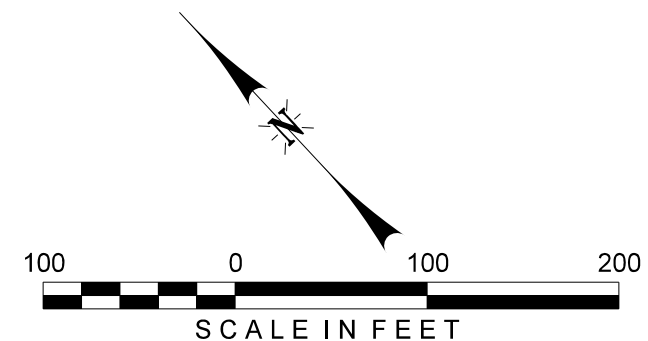


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- CONCEPTUAL -  
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| REV. # | BY  | DATE       | DESCRIPTION                                |
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| 01     | CDS | 03/08/2023 | REVISED PER UPRR COMMENTS DATED 02/23/2023 |

| LEGEND: |                          |
|---------|--------------------------|
|         | EXIST. UPRR TRACK        |
|         | PROP. UPRR TRACK         |
|         | REMOVE UPRR TRACK        |
|         | SHIFT UPRR TRACK         |
|         | EXIST. INDUSTRY TRACK    |
|         | PROP. INDUSTRY TRACK     |
|         | REMOVE INDUSTRY TRACK    |
|         | SHIFT INDUSTRY TRACK     |
|         | FUTURE INDUSTRY TRACK    |
|         | PROP. LEASED IND. TRACK  |
|         | EXIST. LEASED IND. TRACK |
|         | NO RR OPERATIONS         |
|         | RIGHT OF WAY             |
|         | ACQUIRE PROPERTY         |
|         | HAND THROW TURNOUT       |
|         | POWER TURNOUT            |
|         | POWER DERAIL             |
|         | HAND THROW DERAIL        |
|         | POINT OF CURVE           |
|         | BRIDGE                   |
|         | SIGNAL                   |

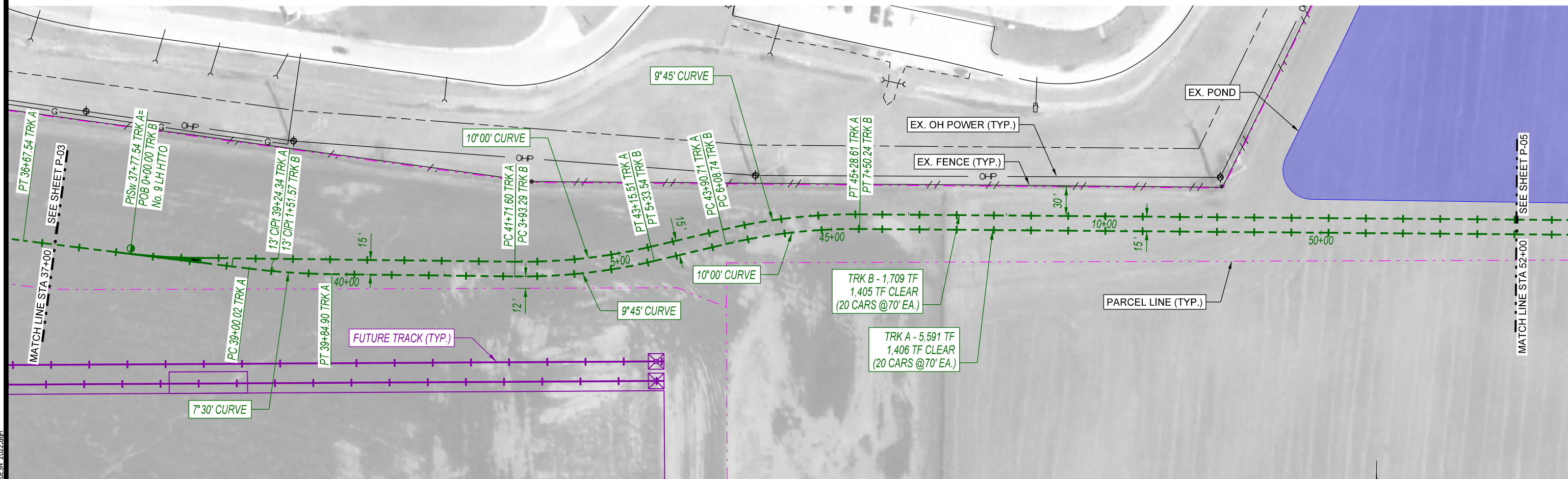


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IC200854  
3/8/2023

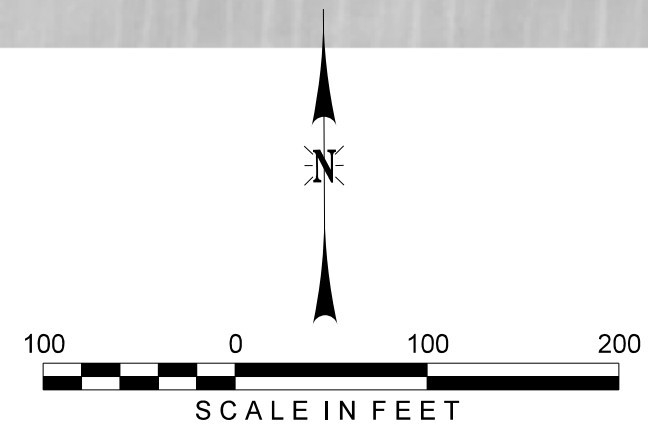


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| FES #:<br>48089                | DOCUMENT TYPE:<br>DEVELOPMENT CONCEPT  |
| DRAWN BY:<br>CDS               | <b>UNION PACIFIC RAILROAD</b> For Use In Agreement with:<br>DeKalb 343, LLC                          |
| CHECKED BY:<br>RR              | LOCATION & DESCRIPTION:<br>MILEPOST 28.84, TROY GROVE SUBDIVISION<br>DEKALB, DEKALB COUNTY, ILLINOIS |
| DATE:<br>3/6/2023              |  |
| SHEET NUMBER:<br>P-03 (5 of 9) | SHEET TITLE:<br>TRK A PLAN - STA 21+00 to 37+00  |



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- CONCEPTUAL -  
 FOR REVIEW/DISCUSSION



| REV. # | BY  | DATE       | DESCRIPTION                                |
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| 01     | CDS | 03/08/2023 | REVISED PER UPRR COMMENTS DATED 02/23/2023 |

| LEGEND: |                          |
|---------|--------------------------|
|         | EXIST. UPRR TRACK        |
|         | PROP. UPRR TRACK         |
|         | REMOVE UPRR TRACK        |
|         | SHIFT UPRR TRACK         |
|         | EXIST. INDUSTRY TRACK    |
|         | PROP. INDUSTRY TRACK     |
|         | REMOVE INDUSTRY TRACK    |
|         | SHIFT INDUSTRY TRACK     |
|         | FUTURE INDUSTRY TRACK    |
|         | PROP. LEASED IND. TRACK  |
|         | EXIST. LEASED IND. TRACK |
|         | NO RR OPERATIONS         |
|         | RIGHT OF WAY             |
|         | ACQUIRE PROPERTY         |
|         | HAND THROW TURNOUT       |
|         | POWER TURNOUT            |
|         | POWER DERAIL             |
|         | HAND THROW DERAIL        |
|         | POINT OF CURVE           |
|         | BRIDGE                   |
|         | SIGNAL                   |

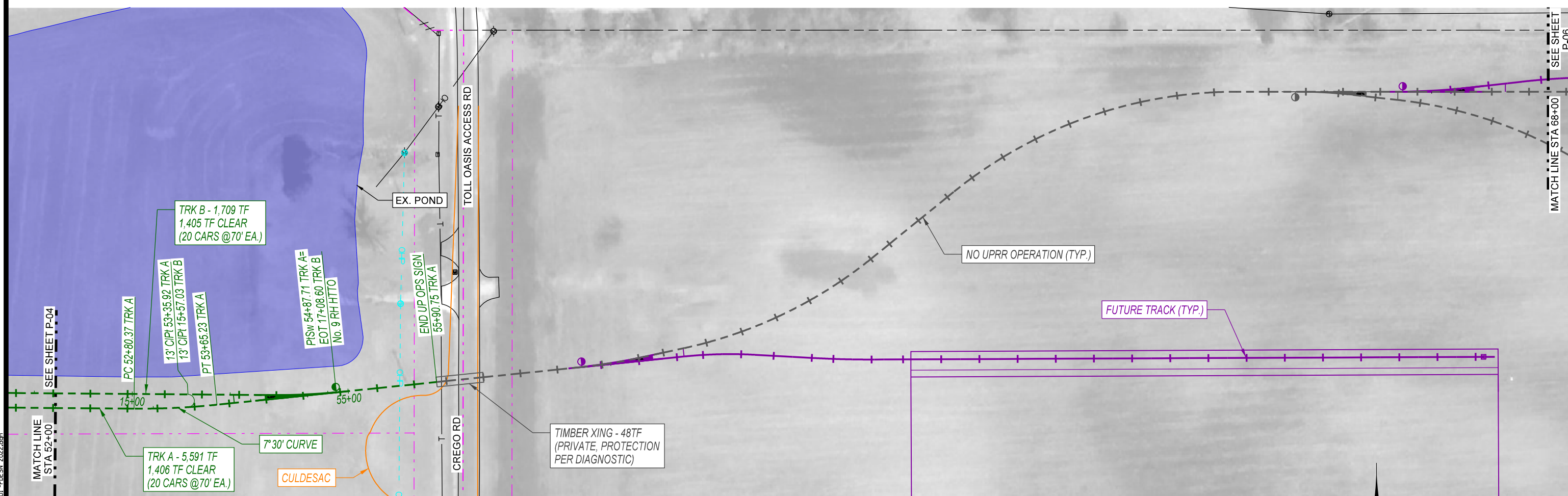


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 02/08/2024  
 3/8/2023



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| FES #:<br>48089                | DOCUMENT TYPE:<br>DEVELOPMENT CONCEPT  |
| DRAWN BY:<br>CDS               | <b>UNION PACIFIC RAILROAD</b> For Use In Agreement with:<br>DeKalb 343, LLC                          |
| CHECKED BY:<br>RR              | LOCATION & DESCRIPTION:<br>MILEPOST 28.84, TROY GROVE SUBDIVISION<br>DEKALB, DEKALB COUNTY, ILLINOIS |
| DATE:<br>3/6/2023              |  |
| SHEET NUMBER:<br>P-04 (6 of 9) | SHEET TITLE:<br>TRK A PLAN - STA 37+00 to 52+00  |

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| REV. # | BY  | DATE       | DESCRIPTION                                |
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| 01     | CDS | 03/08/2023 | REVISED PER UPRR COMMENTS DATED 02/23/2023 |
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| LEGEND: |                          |
|---------|--------------------------|
|         | EXIST. UPRR TRACK        |
|         | PROP. UPRR TRACK         |
|         | REMOVE UPRR TRACK        |
|         | SHIFT UPRR TRACK         |
|         | EXIST. INDUSTRY TRACK    |
|         | PROP. INDUSTRY TRACK     |
|         | REMOVE INDUSTRY TRACK    |
|         | SHIFT INDUSTRY TRACK     |
|         | FUTURE INDUSTRY TRACK    |
|         | PROP. LEASED IND. TRACK  |
|         | EXIST. LEASED IND. TRACK |
|         | NO RR OPERATIONS         |
|         | RIGHT OF WAY             |
|         | ACQUIRE PROPERTY         |
|         | HAND THROW TURNOUT       |
|         | POWER TURNOUT            |
|         | POWER DERAIL             |
|         | HAND THROW DERAIL        |
|         | POINT OF CURVE           |
|         | BRIDGE                   |
|         | SIGNAL                   |

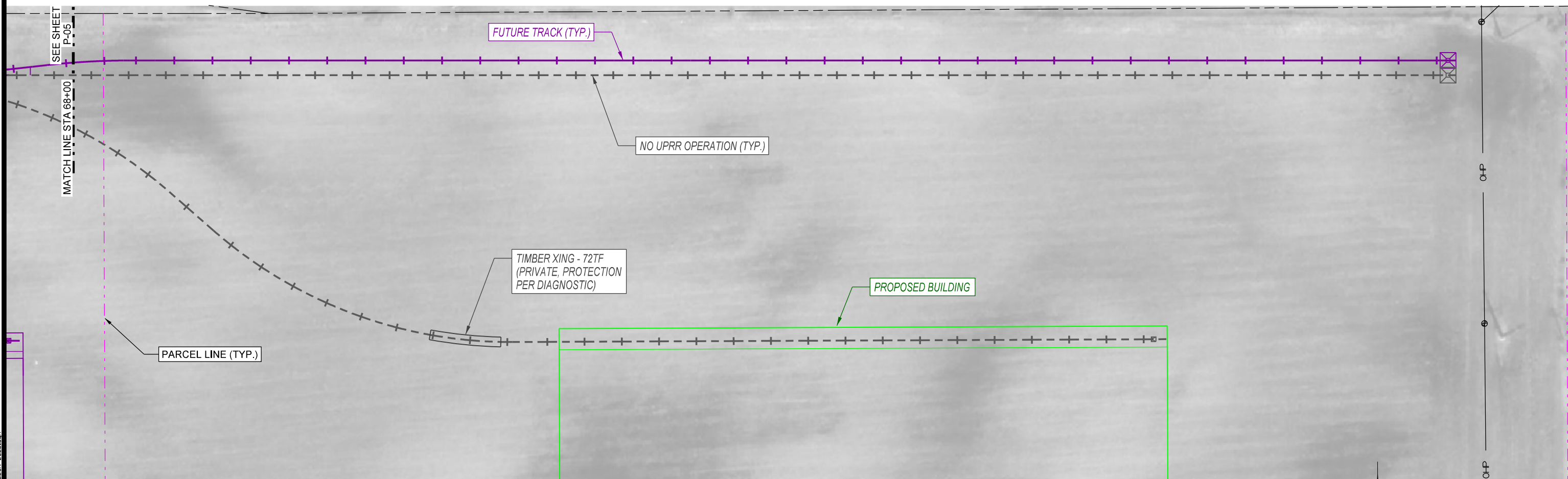


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 3/8/2023



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| FES #:<br>48089                | DOCUMENT TYPE:<br>DEVELOPMENT CONCEPT  |
| DRAWN BY:<br>CDS               | <b>UNION PACIFIC RAILROAD</b> For Use In Agreement with:<br>DeKalb 343, LLC                          |
| CHECKED BY:<br>RR              | LOCATION & DESCRIPTION:<br>MILEPOST 28.84, TROY GROVE SUBDIVISION<br>DEKALB, DEKALB COUNTY, ILLINOIS |
| DATE:<br>3/6/2023              | SHEET TITLE:<br>TRK A PLAN - STA 52+00 to 68+00  |
| SHEET NUMBER:<br>P-05 (7 of 9) |  |

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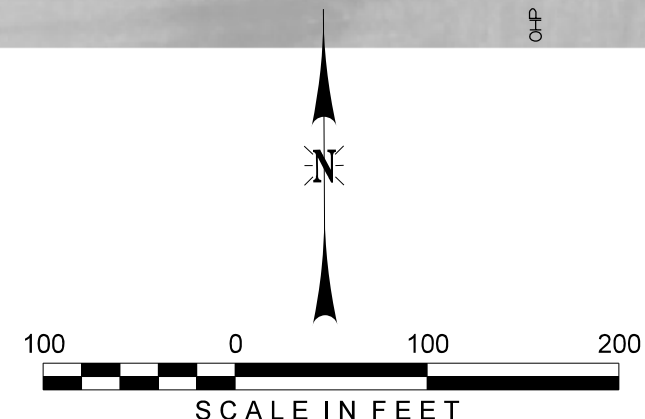


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| REV. # | BY  | DATE       | DESCRIPTION                                |
|--------|-----|------------|--|
| 01     | CDS | 03/08/2023 | REVISED PER UPRR COMMENTS DATED 02/23/2023 |
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| LEGEND: |                          |
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|         | EXIST. UPRR TRACK        |
|         | PROP. UPRR TRACK         |
|         | REMOVE UPRR TRACK        |
|         | SHIFT UPRR TRACK         |
|         | EXIST. INDUSTRY TRACK    |
|         | PROP. INDUSTRY TRACK     |
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|         | SHIFT INDUSTRY TRACK     |
|         | FUTURE INDUSTRY TRACK    |
|         | PROP. LEASED IND. TRACK  |
|         | EXIST. LEASED IND. TRACK |
|         | NO RR OPERATIONS         |
|         | RIGHT OF WAY             |
|         | ACQUIRE PROPERTY         |
|         | HAND THROW TURNOUT       |
|         | POWER TURNOUT            |
|         | POWER DERAIL             |
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|         | POINT OF CURVE           |
|         | BRIDGE                   |
|         | SIGNAL                   |



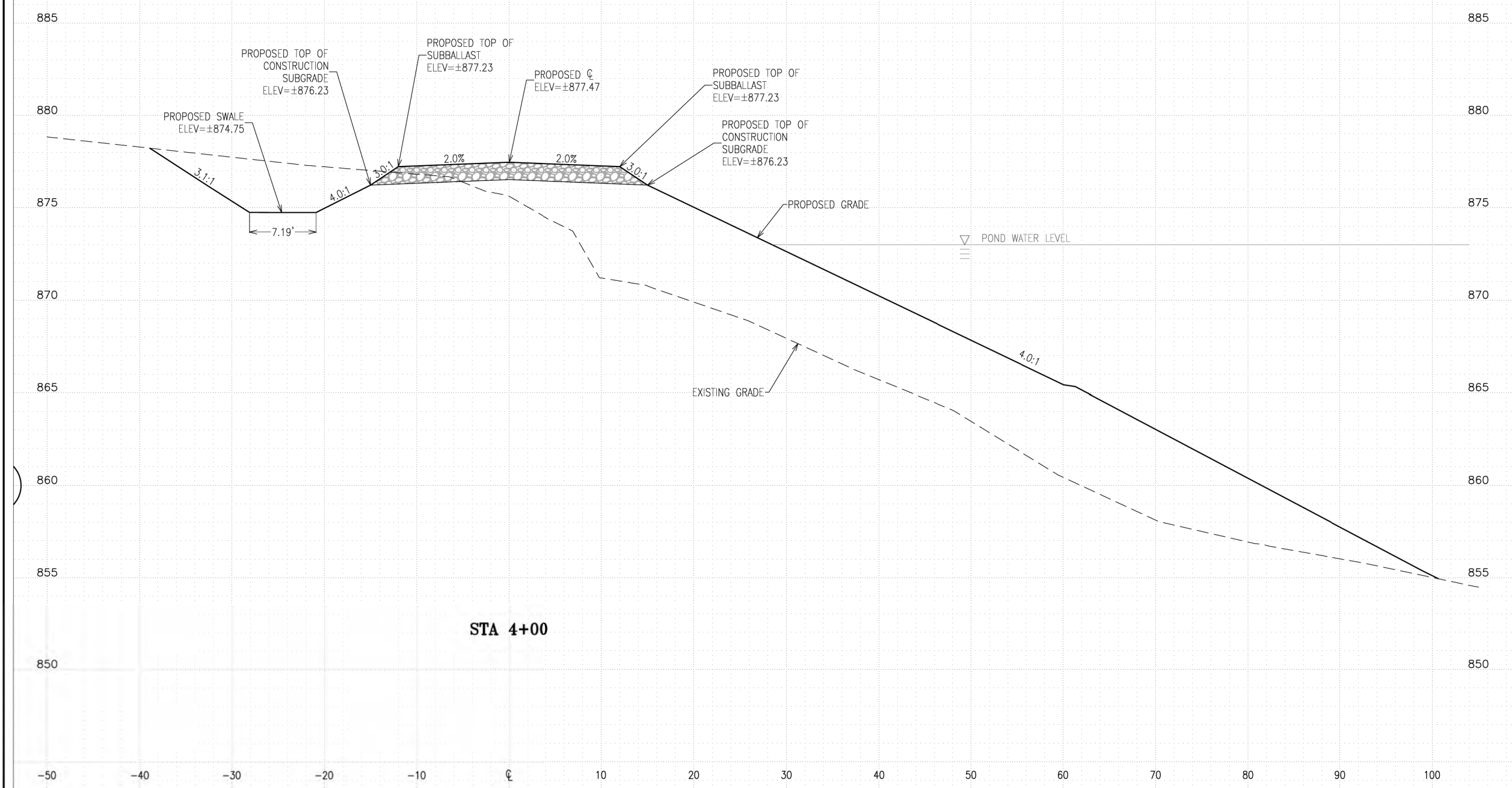
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COLIN D. SCHAEFFELT, P.E.  
02/08/2024  
3/8/2023



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| FES #:<br><b>48089</b>         | DOCUMENT TYPE:<br>DEVELOPMENT CONCEPT  |
| DRAWN BY:<br>CDS               | <b>UNION PACIFIC RAILROAD</b> For Use In Agreement with:<br>DeKalb 343, LLC                          |
| CHECKED BY:<br>RR              | LOCATION & DESCRIPTION:<br>MILEPOST 28.84, TROY GROVE SUBDIVISION<br>DEKALB, DEKALB COUNTY, ILLINOIS |
| DATE:<br>3/6/2023              |  |
| SHEET NUMBER:<br>P-06 (8 of 9) | SHEET TITLE:<br>TRK A PLAN - STA 68+00 to EOT  |



# ROADBED CROSS SECTION AT EXCAVATED POND



**JACOB & HEFNER ASSOCIATES**  
 1333 Butterfield Rd, Suite 300, Downers Grove, IL 60515  
 PHONE: (630) 652-4600, FAX: (630) 652-4601  
 www.jacobandhefner.com

|                |                            |
|----------------|----------------------------|
| PROJECT NAME:  | SUPERNOVA RAIL CORRIDOR    |
| CLIENT NAME:   | KRUSINSKI CONSTRUCTION CO. |
| LOCATION:      | DEKALB, ILLINOIS           |
| DATE PREPARED: | 03/01/2023                 |
| SHEET:         | EXHIBIT JOB NO.: D460r     |

NOT TO SCALE

| REV. # | BY  | DATE       | DESCRIPTION                                |
|--------|-----|------------|--|
| 01     | CDS | 03/08/2023 | REVISED PER UPRR COMMENTS DATED 02/23/2023 |

| LEGEND: |                          |
|---------|--------------------------|
|         | EXIST. UPRR TRACK        |
|         | PROP. UPRR TRACK         |
|         | REMOVE UPRR TRACK        |
|         | SHIFT UPRR TRACK         |
|         | EXIST. INDUSTRY TRACK    |
|         | PROP. INDUSTRY TRACK     |
|         | REMOVE INDUSTRY TRACK    |
|         | SHIFT INDUSTRY TRACK     |
|         | FUTURE INDUSTRY TRACK    |
|         | PROP. LEASED IND. TRACK  |
|         | EXIST. LEASED IND. TRACK |
|         | NO RR OPERATIONS         |
|         | RIGHT OF WAY             |
|         | ACQUIRE PROPERTY         |
|         | HAND THROW TURNOUT       |
|         | POWER TURNOUT            |
|         | POWER DERAIL             |
|         | HAND THROW DERAIL        |
|         | POINT OF CURVE           |
|         | BRIDGE                   |
|         | SIGNAL                   |

**VIA RAIL ENGINEERING**  
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 COLIN D. SCHAEFFER, P.E.  
 0208854  
 3/8/2023



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|--------------------------------|--|
| FES #:<br>48089                | DOCUMENT TYPE:<br>DEVELOPMENT CONCEPT  |
| DRAWN BY:<br>CDS               | <b>UNION PACIFIC RAILROAD</b> For Use In Agreement with:<br>DeKalb 343, LLC                          |
| CHECKED BY:<br>RR              | LOCATION & DESCRIPTION:<br>MILEPOST 28.84, TROY GROVE SUBDIVISION<br>DEKALB, DEKALB COUNTY, ILLINOIS |
| DATE:<br>3/6/2023              |  |
| SHEET NUMBER:<br>T-01 (9 of 9) | SHEET TITLE:<br>TYPICAL SECTION AT POND  |

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