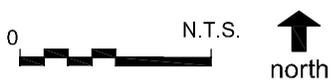


Source: URS Corporation  
Prepared by: URS Corporation

Exhibit V-113



## Union Pacific Railway Relocation Concept 5, Preferred Concept

**Table V-20**

## Summary of Comparison of Union Pacific Railroad Relocation Alternatives

Evaluation Criteria	Concept				
	1	2	3	4	5
<b>Operational Issues</b>					
Freight Railroads Impacted	3	4	2	2	2
Commuter Rail Lines Impacted	3	3	1	1	1
Curtails Customer Service	Yes	Yes	No	No	No
Rail Yards Impacted	1	4	1	1	1
New Shared Track Rights Required	Yes	Yes	No	No	No
Requires New Interlocking	Yes	Yes	Yes	No	No
Affects Existing Interlocking	Yes	Yes	Yes	No	No
Removes Canadian Pacific Yard Constraints	Yes	Yes	Yes	Yes	Yes
<b>Cost Considerations</b>					
Length of New Track (linear feet)	90,200	121,300	26,500	33,900	32,700
Number of New Rail Bridges	6	5	1	1	1
Roadway Grade Separations	5	5	2	2	2
Reconfigured Interlocking(s)	2	3	1	0	0
New Interlocking(s)	1	1	0	0	0
Reconfigured Rail Yards Required	0	2	0	0	0
<b>Safety Issues</b>					
Rail/Road Grade Crossings	20	20	2	2	1
Rail/Rail Crossings	0	2	3	3	0
Carriers in Common Corridor	2	3	2	2	2
Freight Lines in Commuter Rail Corridor	2	2	0	0	0
Runway Approach Zone Constraints	4R-22L	None	None	None	None
<b>Environmental Issues<sup>1/,2/,3/</sup></b>					
Number of Residential Property Impacts	28	28	14 <sup>4/</sup>	13 <sup>4/</sup>	33 <sup>4/</sup>
Number of Industrial/Commercial Property Impacts	15	23	10 <sup>4/</sup>	16 <sup>4/</sup>	3 <sup>4/</sup>
Wetland Impacts <sup>5/</sup>	Minor	Minor	Minor	Minor	Minor
Increased Rail Noise <sup>6/</sup>	Yes	Yes	No	No	No

- 1/ Each alternative assumed that the existing number of tracks used or owned by a railroad in a corridor are accommodated in the proposed alternative. For Concepts 1 and 2, this assumption increased the property and roadway impacts. While the number of impacts could be reduced if one instead of two tracks were provided, the length of new track along with the property and roadway impacts is still significantly more than Concepts 3, 4, and 5.
- 2/ Property impacts do not include additional takings necessary to accommodate roadway over railroad grade separations.
- 3/ The number of property impacts was derived from aerial photographs.
- 4/ Property impacts for Concepts 3, 4, and 5 are limited to areas within the proposed OMP boundaries. These properties are being taken for Airport modernization and Runway 10R regardless of railroad relocation requirements.
- 5/ Wetlands impacts were derived from wetland resource information. Minor wetland impacts are less than two areas total in palustrine forested or emergent non-persistent isolated wetlands.
- 6/ Increased rail traffic in a given corridor increases associated railroad noise levels.

Source: URS Corporation.  
Prepared by: URS Corporation.

The following summarizes the results of the alternatives evaluation:

- *Concepts 1 and 2* require substantially more length of track construction than do the three west concepts (Concepts 3, 4, and 5). Concepts 1 and 2 do not eliminate railroad operations from the west side of the Airport. Concepts 1 and 2 result in operational disadvantages and adverse economic impacts to the Union Pacific Railroad as shown in Table V-20. The Canadian National Railroad corridor is located in a densely developed residential and industrial corridor with severe land and road/rail operational constraints. Any additional track construction within this corridor poses adverse operational impacts including capacity constraint along the corridor and access by operators to adjacent properties. These alternatives adversely affect the Union Pacific's service to existing rail customers between the Proviso Yard and the DuVal interlocking by increasing the distances that must be traveled to service existing customers.
- *Concept 3* requires relocation and reconstruction of the Canadian Pacific/Metra interlocking tracks in Bensenville. The relocation to the east would cause adverse impacts by requiring the reconfiguration of yard track leads, turn-outs, and efficiency of operations in the yard. The concept requires a new interlocking between the Canadian Pacific and Union Pacific tracks near Bryn Mawr Avenue. The concept also requires an increased degree of curvature for Union Pacific tracks reducing speed over the existing alignment. This concept provides no benefit to Union Pacific or Metra operations. This concept provides both advantages and disadvantages to Canadian Pacific operations. Benefits result by the removal of the Union Pacific alignment crossing its yard, although this adversely affects west yard track leads and operations.
- *Concept 4* offers an improvement over both the east concepts and Concept 3. Concept 4 requires significantly less new track construction, eliminates new or reconfigured interlocking(s), and minimizes impacts to Metra. Thus, this concept provides an operational advantage over existing conditions to the Canadian Pacific operation in that it results in the removal of the Union Pacific embankment constraining its yard operations. With regard to Union Pacific operations, this concept is adverse when compared to the existing alignment. The degree of curvature and grades result in lower speeds. The alignment increases the length and cost of the grade separation crossing Metra tracks and the Canadian Pacific yard.
- *Concept 5*, the preferred concept, ranks favorably in terms of cost considerations. Both Canadian Pacific and Metra operations are not impacted. Removal and replacement of the Union Pacific bridge over the Canadian Pacific yard provides an opportunity for future yard operational improvements. The alignment of this concept accommodates a minimum design speed of 40 mph for Union Pacific, which poses no adverse constraints on existing operations. This concept results in the least overall impacts and no adverse operational constraints on Union Pacific and does not adversely impact other operators.

#### **5.4.8 Public Transit**

The Chicago Transit Authority and Metra provide public transit ground access at O'Hare. This section discusses the impact of the preferred airfield and terminal concepts on these public transit services.

#### **5.4.8.1 Chicago Transit Authority (CTA)**

CTA's Long-Range Plan includes extension of the Blue Line Transit corridor west and north of O'Hare. The DOA and its consultants have met with the CTA to discuss these plans and to better understand what is required in terms of an on-Airport alignment for the extension. It was concluded that an on-Airport underground extension in a due-westerly alignment from the existing station location would meet the needs of the CTA. The ultimate path of the Blue Line Extension west of O'Hare is currently under study and has not been finalized. However, it is likely that the extension would exit the Airport property in the general area of the York Road and Thorndale Avenue intersection and then continue either in a northwesterly direction along the Thorndale Avenue Corridor or turn north and follow the York Road/Elmhurst Road corridor to the I-90 corridor where it would turn westerly and continue away from the Airport.

Both alternative alignments can be accommodated from the same on-Airport alignment. The on-Airport CTA alignment will be coordinated with the proposed alignment and potential extension of the secure APM system alignment to ensure that conflicts are resolved prior to design.

The CTA has expressed an interest in possibly providing a station/stop in the area of the West Terminal Complex, but it has not identified a specific location. The CTA plans on studying these alternatives in more detail in the future.

#### **5.4.8.2 Metra**

Metra provides service to O'Hare at the Chicago O'Hare Transfer Station on the Antioch (North Central) Commuter Rail Line. Currently, Metra passengers are picked up at the O'Hare Metra Transfer Station in Lot F by a bus and taken to the long-term parking lot (Lot E) ATS station for transport to the terminals. In addition, Metra also provides stations on other commuter rail lines in the vicinity of O'Hare, such as the Bensenville, Mannheim, and Franklin Park Stations on the Elgin (Milwaukee District) Line, some of which have connecting PACE bus service to the Airport.

In the future, the preferred plan includes the extension of the ATS system to Lot F in the Northeast Quadrant of the Airport, adjacent to the Metra's Antioch commuter line, as discussed in Section 5.5. At that time, bus service between Metra's O'Hare Transfer Station and the existing Lot E ATS station will no longer be required, as passengers will be able to walk between the Metra station and the ATS station.

The plan does not result in any changes to Metra service or facilities other than a new bridge over the existing Metra corridor on the south side of the Airport. This bridge is needed to facilitate the realignment of the Union Pacific Railroad (see Section 5.4.7 for a detailed discussion of the Union Pacific rail alignment alternatives).

There are currently several regional planning efforts underway by surface transportation agencies in order to plan for future needs of the region in and around the Airport. In the first quarter of 2003, Metra announced plans to expand commuter rail service to provide inter-suburban connections, as well as to expand service to and from O'Hare. These recently announced plans by Metra note that service improvements to O'Hare could utilize the existing connection described above. In addition, development of the new West Terminal Complex at the Airport provides for additional service improvement opportunities. A Metra connection at the West Terminal Complex allows for increased connective flexibility for Metra, as well as provides for an opportunity to improve passenger convenience by developing a new terminal complex where commuter rail service is directly

connected. While the development of the West Terminal Complex does provide the opportunity for additional Metra connections to the Airport, as of the publication of this document, Metra has not provided the City with its plans for connecting to the West Terminal Complex. In addition, the recently announced STAR line plans proposed the utilization of the existing Metra station on the east and did not include plans for a connection on the west side of the Airport.