

TROUTMAN SANDERS LLP

A T T O R N E Y S A T L A W
A LIMITED LIABILITY PARTNERSHIP

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September 10, 2004

Overnight via UPS (with attachments)

Jo Carole Dawkins
P.O. Box 845
63 Pine Street
Springville, AL 35146
205-467-6034

Re: STB F.D. No. 34435, Ameren Energy Generating Co. - Construction and Operation
- Between Coffeen and Walshville, Illinois

Dear Jo Carole:

Enclosed please find CWRC's supplemental response to the information you have requested in preparation for the Environmental Assessment. This information supplements the answers provided to you on August 9, 2004. CWRC anticipates submitting another supplemental response shortly to answer any remaining questions. The following exhibits are attached to this response:

Exhibit G - Laughlin Lane Grade-Separated Crossing
Exhibit H - CR 300 Grade-Separated Crossing and Preliminary plan/profile bridge diagram of the Lake Fork structure
Exhibit I - Table of Drainageway Crossings
Exhibit J - Diagram of cross-section of a typical concrete box structure
Exhibit K - Diagram of cross-section of a typical culvert structure
Exhibit L - Preliminary plan/profile of Coffeen Lake structure
Exhibit M - Preliminary plan/profile bridge diagram of the Bearcat Creek structure;
Exhibit N - Preliminary plan/profile bridge diagram of the Shoal Creek East structure;
Exhibit O - Preliminary plan/profile bridge diagram of the Shoal Creek structure;
Exhibit P - Wetlands Delineation Report

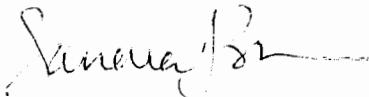
Separately, we are providing electronic files of Exhibits G - O. Exhibit G is in a PDF titled "Laughlin Lane; Exhibits H & L-O are in a PDF titled "Bridge Exhibits;" Exhibit I is in an Microsoft Excel format; Exhibit J & K are in a PDF file entitled "Typical Culvert Cross Section Exhibits."

TROUTMAN SANDERS LLP
ATTORNEYS AT LAW
A LIMITED LIABILITY PARTNERSHIP

Jo Carole Dawkins
September 10, 2004
Page 2

Thank you for your attention to these matters, and please let me know if you have any questions based on these materials.

Sincerely yours,



Sandra L. Brown

cc: David Navecky (via hand delivery)
Glennon Hof

Note to Reader: Exhibit P referenced in this letter is available for review by appointment only at the Board's offices, 1925 K Street, NW, Suite 500, Washington, DC 20423. Contact Dave Navecky at 202-565-1593 for an appointment.

Redd 9/13/04
Am

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TELEPHONE: 202-274-2950

MEMORANDUM

TO: Jo Carole Dawkins, Dawkins Consulting
David Navecky, SEA

CC: Glennon P. Hof

FROM: Sandy Brown 
Rebecca Roback

RE: Supplemental Response to environmental questions
STB F.D. No. 34435, Ameren Energy Generating Co. - Construction and
Operation - Between Coffeen and Walshville, Illinois

DATE: September 10, 2004

This memorandum supplements the response provided on August 9, 2004 with regard to the questions posed for the rail construction project in STB Finance Docket No. 34435. For each answer, Coffeen and Western Railroad Company ("CWRC") has provided information as known at this time, and will continually update information where necessary. Please assume all answers apply to both Routes A and B unless indicated otherwise. CWRC will provide additional answers in another supplemental response.

Q1. Provide a drawing showing the location (if known) of haul roads, staging areas, and borrow/spoil sites for Routes A and B.

Response: The exact location of haul roads and staging areas is still unknown at this time. CWRC anticipates that the railroad embankment would be the primary choice to use for hauling and/or staging of materials if needed. Materials that are hauled from off-site sources will travel on interstate highways, state highways, and county and local roads pursuant to the posted weight limitations. CWRC estimates that staging areas may be best situated, if necessary, somewhere along the midpoint of the proposed alignments, potentially to the west of Highway 127 for Route A, and near Singer Trail for Route B. For Route A, it is possible that haul roads could be

constructed to access the east and west sides of Coffeen Lake. CWRC does not anticipate that any additional haul roads will be required for Route B.

Q12. Give the name of all roads and rail lines to be crossed by Route A. Give the station number on Route A where each crossing would occur. Indicate the proposed crossing method and protection. If a grade separation is proposed, describe and provide a diagram of the crossing structure. For roads, indicate if public or private. Show the public road crossings by name on a map. For public roads to be crossed at grade, give average daily traffic (ADT) figures if such figures are available. Give the same information for Route B.

Response: The diagrams for the grade separated crossings at Laughlin Lane and CR 300 for Route A are attached as Exhibits G and H, respectively.

Q15. List all drainageway crossings to be made within the Route A ROW either by the new rail line itself or by roads to be constructed within the ROW. List the drainageway to be crossed by name, if known, and station # of the crossing. Are the drainageways perennial or intermittent? Indicate how the crossings would be made. If a bridge or culvert is to be used, briefly describe the structure and the steps involved in constructing it. Provide a diagram of the proposed crossing structure. Indicate if the crossing structures would be designed to pass 100-year flood events. Give the same information for Route B.

Response:

See the following exhibits that are provided in response to Q15:

- Exhibit I, identifies each drainageway to be crossed, the station number of the crossing and whether a bridge or culvert will be used;
- Exhibit J provides a diagram cross-section of a typical concrete box structure;
- Exhibit K is a diagram of a cross-section of a typical culvert structure;
- Exhibit L is a preliminary plan/profile bridge diagram of the Coffeen Lake structure;
- Exhibit M is a preliminary plan/profile bridge diagram of the Bearcat Creek structure;
- Exhibit N is a preliminary plan/profile bridge diagram of the Shoal Creek East structure (this is a second portion of the Shoal Creek bridge to provide greater water flow for 100 year flood events);
- Exhibit O is a preliminary plan/profile bridge diagram of the Shoal Creek structure; and
- Exhibit H is a preliminary plan/profile bridge diagram of the Lake Fork structure (this Exhibit is the same exhibit referenced in the response to Q12).

CWRC anticipates that the steps for typical bridge construction will entail:

- Clear and grub site, establish crane set up pads for pier construction
- Construct embankment at each abutment
- Drive piles at each pier or bent location and abutments
- Set pier caps and abutments
- Set bridge girders (Steel girders shall have a steel pan allowing for a ballast deck)
- Place rip rap around the abutments
- Ballast deck and construct track
- Bridge in Coffeen Lake will have crane(s) set up on floating barges

CWRC anticipates that the steps for typical concrete box culvert construction will entail:

- Clear and grub site
- Grade location of concrete box for floor slab construction
- Place and compact an aggregate subbase for concrete placement
- Place forms, reinforcing steel and pour concrete for floor slab
- Place forms, reinforcing steel and pour box walls
- Place forms, reinforcing steel and pour roof and headwalls
- Place forms, reinforcing steel and pour inlet and outlet aprons
- Place forms, reinforcing steel and pour wing walls
- Place embankment along the sides and over the top of the box
- Construct and ballast track

CWRC anticipates that the steps for typical corrugated steel pipe culvert construction will entail:

- Clear and grub site
- Establish inlet and outlet flow lines and excavate for pipe placement
- Place and compact bedding material
- Place pipe
- Backfill around pipe
- Place rip rap around ends and along both flow lines of the pipe

The proposed crossing structures for all streams are designed to pass the IDNR standards 100-year flood events. IDNR's 100-year flood criteria are more restrictive than any rural FEMA requirements. Based on conversations with IDNR, the crossing structure for Coffeen Lake will meet IDNR standards and requirements; however, IDNR does not have specific standards related to 100-year flood events for lakes.

Q17. List all wetland sites to be affected by construction of Route A itself, by construction of any roads within the rail ROW, and by ancillary activities such as borrow/spoil sites, access roads, staging areas, etc. Indicate the wetland acreage to be affected at each site and whether the effect is the result of filling or excavation. Also, at each wetland site, break down the total affected wetland acreage by wetland type (e.g., forested, palustrine emergent, scrub-shrub, open water, etc.) and indicate the wetland values and functions of the affected acreage. If detailed plan views of the affected wetlands are prepared in conjunction with US Army Corps of Engineers or other agency permitting, provide a copy of those plans. Also, show the approximate location of affected wetland areas on a 1"= 2000' topo. Describe any proposed wetland mitigation. Give the same information for Route B.

Response: Please see attached Exhibit P, the wetlands delineation prepared by MACTEC to be submitted to the U.S. Army Corps of Engineers ("Corps"). The wetland values and functions of affected acreage are not being included at this time, as this material will be developed in consultation with the Corps. The report contains a 1"= 3875' topography map reflecting the approximate locations of wetland areas and by cross reference additional maps in a scale of 1"= 200' show the wetlands in more detail.

Q18. For each drainageway to be crossed by Route A, indicate, if known, the drainageway's drainage area, average width, median and minimum flow, and where it drains to. Give the same information for Route B.

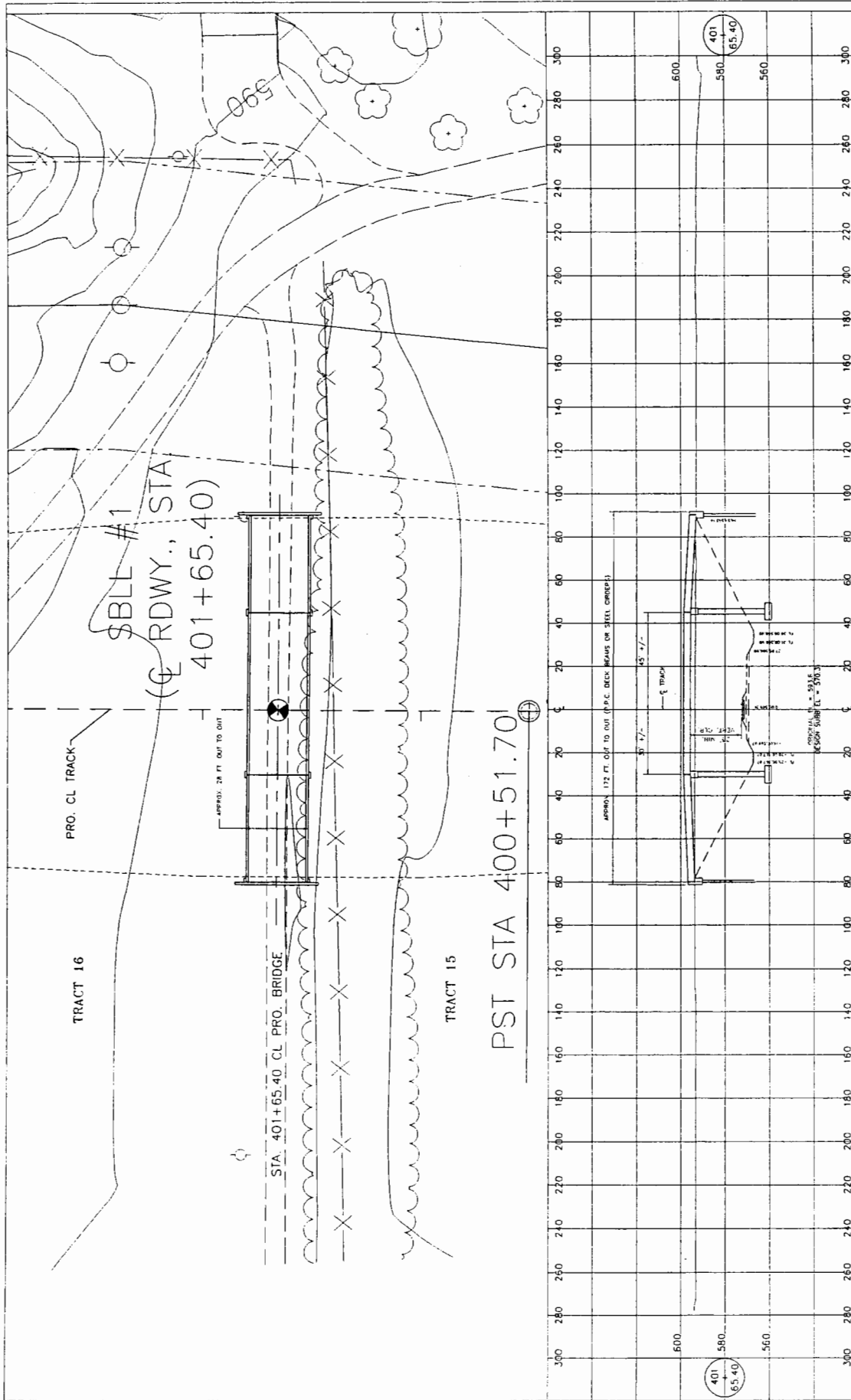
Response: Please see Exhibit I, referenced in Q15, for each drainageway's drainage area and average width. The median and minimum flows for these drainageways are not published. All major drainageways, including Bearcat Creek, Grove Branch, Lake Fork Creek, and Coffeen Lake drain to Shoal Creek, which drains to the Kaskaskia River, south of Germantown. This river then ultimately drains into the Mississippi River.

Q19. Briefly describe any in-stream activities involved in the drainageway/wetland crossings for both Routes A and B.

Response:

With respect to wetland crossings, CWRC anticipates two possible scenarios with regard to in-stream activities. If the crossing is accomplished with a bridge, the only in-stream activity is erosion control. The bridge structures will be designed to clear span the main creek channel between the banks so that no in-stream activity occurs. The erosion control for bridge structures is anticipated to be limited to placement of stone rip-rap. If crossing with a culvert, then the properly sized culvert will be built in the stream channel location under the embankment, and an embankment fill will be placed around the culvert and in the remaining stream section up to the track support elevation.

9/10/04
 PRELIMINARY
 FOR APPROVAL



BRIDGE ON 17N-R4W-S NE16 - TRACT 15

LEGEND:

COFFEEN, MONTGOMERY COUNTY, ILLINOIS

SCALE 1" = 40'

NOTICE OF LIMITED LIABILITY
 THE ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR SURVEYOR, BY SIGNING THESE PLANS, CERTIFIES THAT HE OR SHE IS A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR SURVEYOR, AS THE CASE MAY BE, IN THE STATE OF ILLINOIS, AND THAT HE OR SHE IS NOT PROVIDING PROFESSIONAL SERVICES TO ANY OTHER PARTY FOR THE SAME PROJECT OR FOR A DIFFERENT PROJECT AT THE SAME TIME AND PLACE.

DESIGN NINE, INC.
 ENGINEERS, ARCHITECTS, LANDSCAPE ARCHITECTS, AND SURVEYORS
 ST. LOUIS, MO.

PREPARED FOR
 PROPOSED BUILD-OUT ROUTE "A"
 COFFEEN POWER PLANT
 COFFEEN, ILLINOIS

DATE: 9/10/04
 BY: [Signature]
 CHECKED BY: [Signature]
 TITLE: [Title]
 PROJECT NO.: [Number]
 SHEET NO.: 1 OF 1

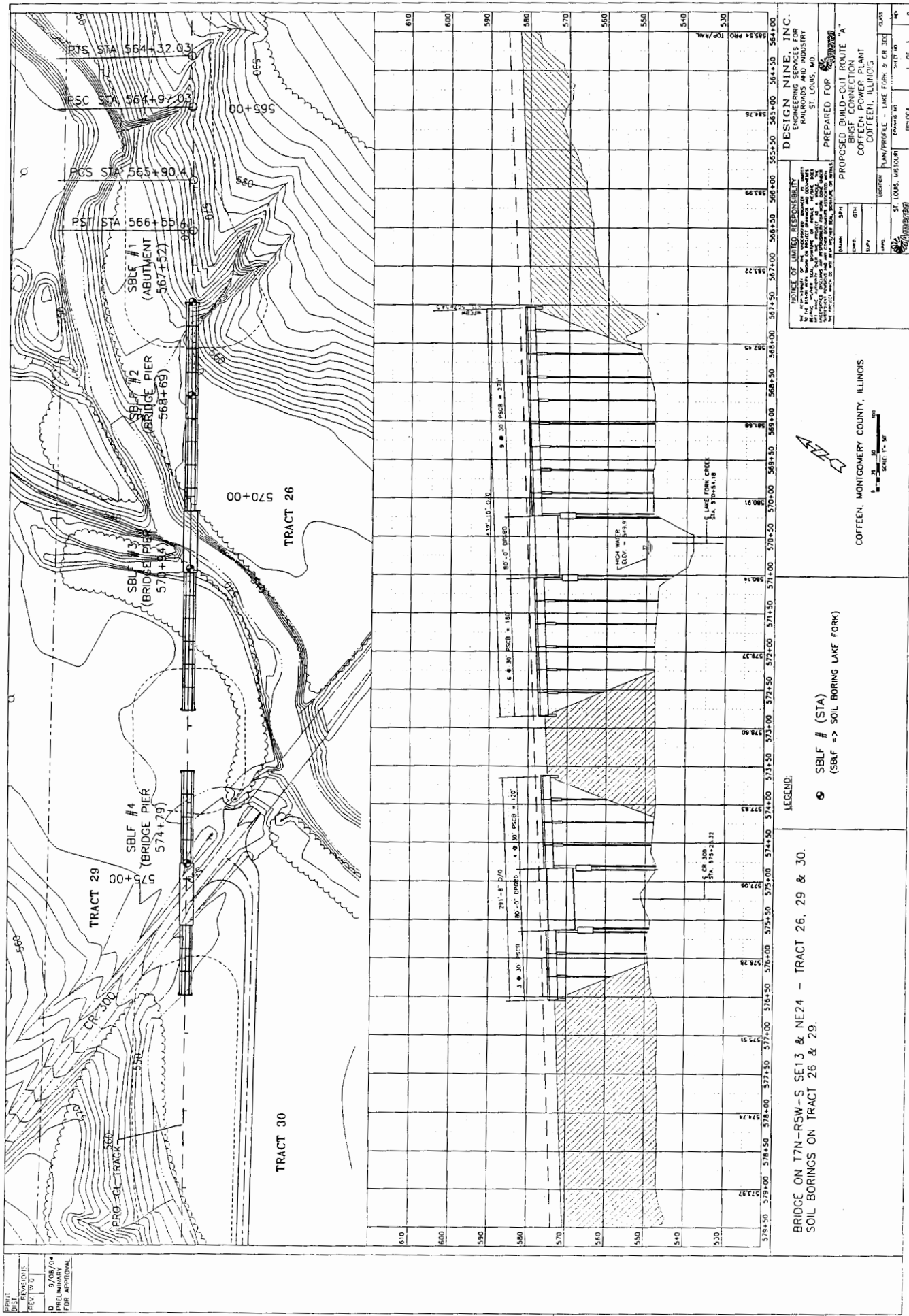


EXHIBIT I

Q15, Q18

MACTEC Identifier	Name of Waterway	DNI Station Number	Route	Impact Type	Culvert Diameter	Culvert/Bridge Length
Stream 25		17+00	A	Culverted	36"	Extend 10'
Coffeen Lake	Coffeen Lake	36+30 to 43+40	A	Embankment/Bridge	5 Span	150'
Wetland 15		47+10	A	Filled/Culverted	30"	106'
Wetland 14		59+00	A	Partial Fill		
Wetland 11		71+20	A	Partial Fill		
Stream 23		71+21	A	Culverted	48"	66'
Stream 22		82+66	A	Culverted	66"	74'
Stream 21		214+19	A	Culverted	72"	138'
Stream 20		225+18	A	Culverted	84"	266'
Stream 19		236+05	A	Box Culvert	(2) 8'w x 10'h	194'
Stream 18		253+26	A	Box Culvert	8'w x 7.5'h	138'
Stream 18 Tributary A		253+26	A	Filled/Diverted		
Stream 17		266+95	A	Culverted	66"	128'
Stream 16		271+64	A	Culverted	60"	80'
Stream 15		287+00	A	Filled/Diverted		
Stream 14	Bearcat Creek	296+00	A	Bridge	7 Span	260'
Wetland 10-3-FW		297+50	A	Partial Fill		
Wetland 10-2-FW		300+30	A	Partial Fill		
Wetland 10-1-FW		301+80	A	Filled		
Stream 13		314+51	A	Culverted	84"	162'
Stream 12 Tributary B		318+00	A	Filled/Diverted		
Stream 12		319+49	A	Culverted	54"	284'
Stream 12 Tributary A		328+00	A	Filled		
Wetland 9-FW		431 to 444	A	Partial Fill		
Stream 11	Shoal Creek	450+00	A	Bridged	13 Span	723'
Wetland 8		451 to 462	A	Partial Fill/Bridge		
Stream 11 Tributary B		459+60	A	Culverted	96"	262'
Stream 11 Tributary A		462+00	A	Filled/Diverted		
Wetland 6		558+30	A - BNSF	Partial Fill		
Stream 7		558+34	A - BNSF	Culverted	72"	140'
Stream 6	Lake Fork Creek	570+50	A - BNSF	Two Bridges	24 Spans	815'
Wetland 4		571+00	A - BNSF	Bridged		
Wetland 3-FW		574+90 to 579+60	A - BNSF	Partial Fill		
Wetland 2		578+00 to 580+00	A - BNSF	Partial Fill		
Stream 4		585+94	A - BNSF	Box Culvert	8'w x 10'h	110'
Stream 3		593+04	A - BNSF	Culverted	84"	184'
Stream 10 Tributary A		525+41	A-UP	Culverted	(2) 84"	76'
Stream 10		542+28	A-UP	Culverted	96"	158'
Pond 2 Stream 2		120+50 to 124+00	B	Diverted/Fill		
Pond 2-Wet. 2		123 to 124	B	Partial Fill		
Pond 2		124 to 125	B	Partial Fill	96"	180'
Pond 2-Wet. 1		124+30	B	Partial Fill		
Stream 9	Grove Branch Creek	138+00	B	Box Culvert	(3) 20'w x 12'h	215'
Stream 9-Wet. 1		138+00	B	Filled		
Stream 8		151+00	B	Culverted	54"	150'
Stream 2		207+90	B	Culverted	78"	110'
Pond 1		224+00	B	Partial Fill		
Stream 1		226+50	B	Culverted	30"	120'
Stream 1		228 to 231	B	Filled/Diverted		
Wetland 1		229 to 235	B	Partial Fill		

NOTE: DIAGRAM IS SUBJECT TO CHANGE.
THIS IS A PRELIMINARY DESIGN BASED
ON PRELIMINARY CALCULATIONS FOR
SIZING COMPONENTS. THE CONFIGURATIONS,
SIZES AND QUANTITIES OF ANY AND ALL
COMPONENTS ARE SUBJECT TO CHANGE.

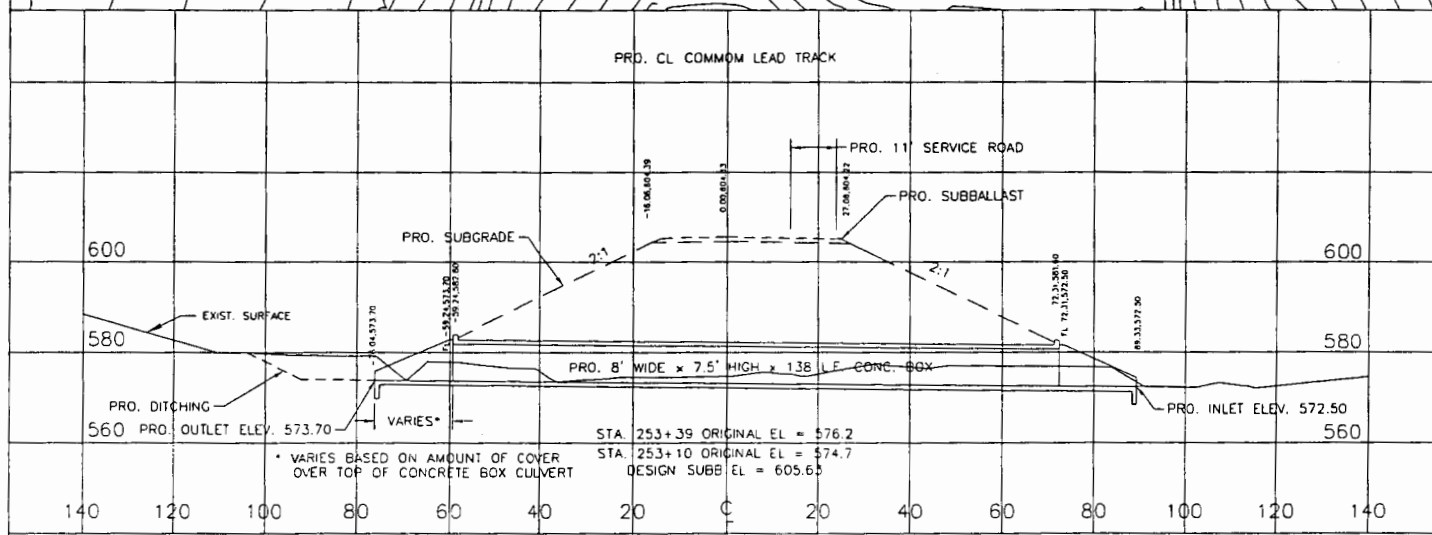
PRO. 8' WIDE x 7.5' HIGH x 138 L.F. CONC. BOX

PRO. CONCRETE WING WALLS WITH APRON

PRO. COMMON LEAD TRACK

PRO. ADJUST CONTOURS TO FACILITATE PROPER DRAINAGE

PLAN SCALE: 1"=50'



TYPICAL PLAN AND CROSS SECTION VIEW OF CONCRETE BOX

NOTE: CONCRETE BOX CULVERT SIZES INCLUDE:
DOUBLE 8' WIDE x 10' HIGH
8' WIDE x 10' HIGH
10' WIDE x 7' HIGH
TRIPLE 20" WIDE x 12' HIGH

NOTICE OF LIMITED RESPONSIBILITY

NOTICE OF LIMITED RESPONSIBILITY

THE DESIGN OF THE UNDERSIGNED ENGINEER IS LIMITED TO THE DESIGN WORK SHOWN ON PROJECT DRAWINGS AND DOCUMENTS BEARING HIS/HER SEAL, SIGNATURE OR INITIALS. HE/SHE DOES NOT HAVE AUTHORITY OVER THE PROJECT AS A WHOLE. THE UNDERSIGNED DISCLAIMS ANY RESPONSIBILITY FOR WORK DONE UNDER SUBSEQUENT REVISIONS AND ANY OTHER DOCUMENTS ASSOCIATED WITH THE PROJECT WHICH DO NOT BEAR HIS/HER SEAL, SIGNATURE OR INITIALS.

DESIGN NINE, INC.
ENGINEERING SERVICES FOR
RAILROADS AND INDUSTRY
ST. LOUIS, MO.

PREPARED FOR 

PROPOSED BUILD-OUT
ROUTES "A" & "B"
COFFEEN POWER PLANT
COFFEEN, ILLINOIS

DRAWN

SCR

CHRG.

GFM

SUPV.

•

APPO.

ST

ST. LOUIS, MISSOURI

CONCRETE BOY EXHIBIT 9/03/04

PROJECT	DRAWING NO.	SHEET NO.
---------	-------------	-----------

PORT	SHIPPING NO.	DATE
CONG. SEN. CHA		1.05

CONC_BOX-EXH

CLASS

REV	
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TABLE 4

NOTE: DIAGRAM IS SUBJECT TO CHANGE.
THIS IS A PRELIMINARY DESIGN BASED
ON PRELIMINARY CALCULATIONS FOR
SIZING COMPONENTS. THE CONFIGURATIONS,
SIZES AND QUANTITIES OF ANY AND ALL
COMPONENTS ARE SUBJECT TO CHANGE.

PRO. RIPRAP

PRO. 96" DIA. x 186 L.F. CSP

PRO. COMMON LEAD TRACK

PIPE DIA.

PIPE DIA.

2 x DIA.

PLAN SCALE: 1"=50'

PRO. CL COMMON LEAD TRACK

PRO. 11' SERVICE ROAD

PRO. SUBBALLAST

PRO. SUBGRADE

18" RIPRAP

PRO. 96" DIA. x 186 L.F. CSP

ORIGINAL EL = 512.2
DESIGN SUBG EL = 548.58

PIPE DIA.

2 x PIPE DIA.

EXIST. SURFACE

PRO. INLET ELEV. 511.86

PRO. OUTLET ELEV. 511.80

TYPICAL PLAN AND CROSS SECTION VIEW OF CULVERTS

NOTE: CORRUGATED STEEL PIPE DIAMETERS INCLUDE:
24", 30", 36", 42", 48", 54", 60", 66", 72", 84", 90", & 96" DIAMETER
TYPICAL RIPRAP PROTECTION
FOR CSP'S UP TO 48" = 12" DEEP
48" TO 96" = 18" DEEP

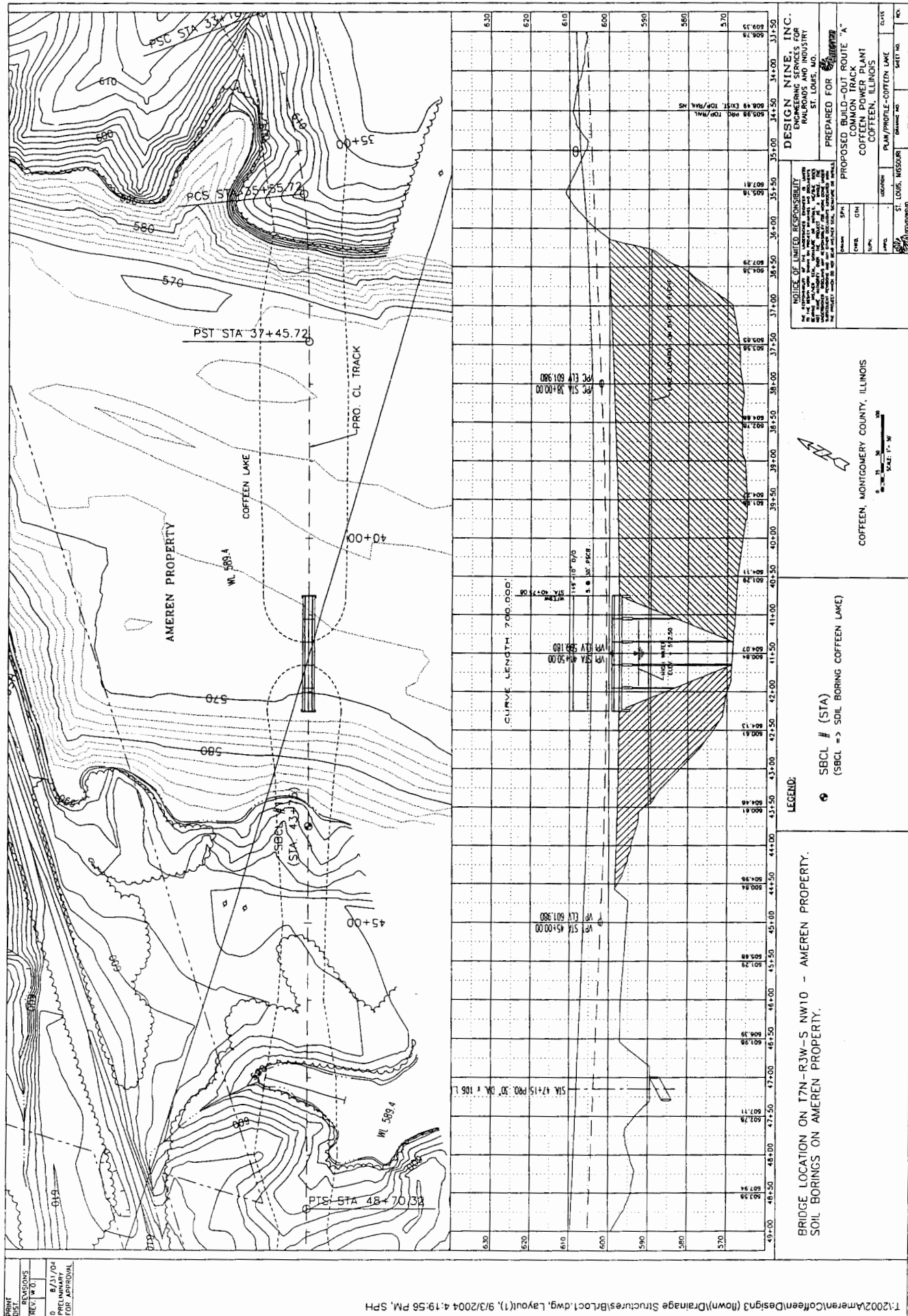
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DESIGN NINE, INC.
ENGINEERING SERVICES FOR
RAILROADS AND INDUSTRY
ST. LOUIS, MO.

PREPARED FOR

PROPOSED BUILD-OUT
ROUTES "A" & "B"
COFFEEN POWER PLANT
COFFEEN, ILLINOIS

DRAWN	APPA	LOCATION	CULVERT DRAINAGE EXHIBIT 9/03/04	CLASS
CHECK	GTH	ST. LOUIS, MISSOURI	DRAWING NO.	SHEET NO.
SUPV.			CULVERT-EXH	1 OF 1
APPROVED				REV



PRINT	DATE	REVISIONS
0	8/11/04	PRELIMINARY FOR APPROVAL
1	9/3/2004	REVISED

T:\2004\ameren\coffeen\Design3 (flow)\Drainage Structures\Brlc01.dwg, Layout(1), 9/3/2004 4:19:56 PM, SPH

BRIDGE LOCATION ON T7N-R3W-S NW10 - AMEREN PROPERTY.
SOIL BORINGS ON AMEREN PROPERTY.

LEGEND:

- SBCL # (STA)
(SBCL # => SOIL BORING COFFEEN LAKE)

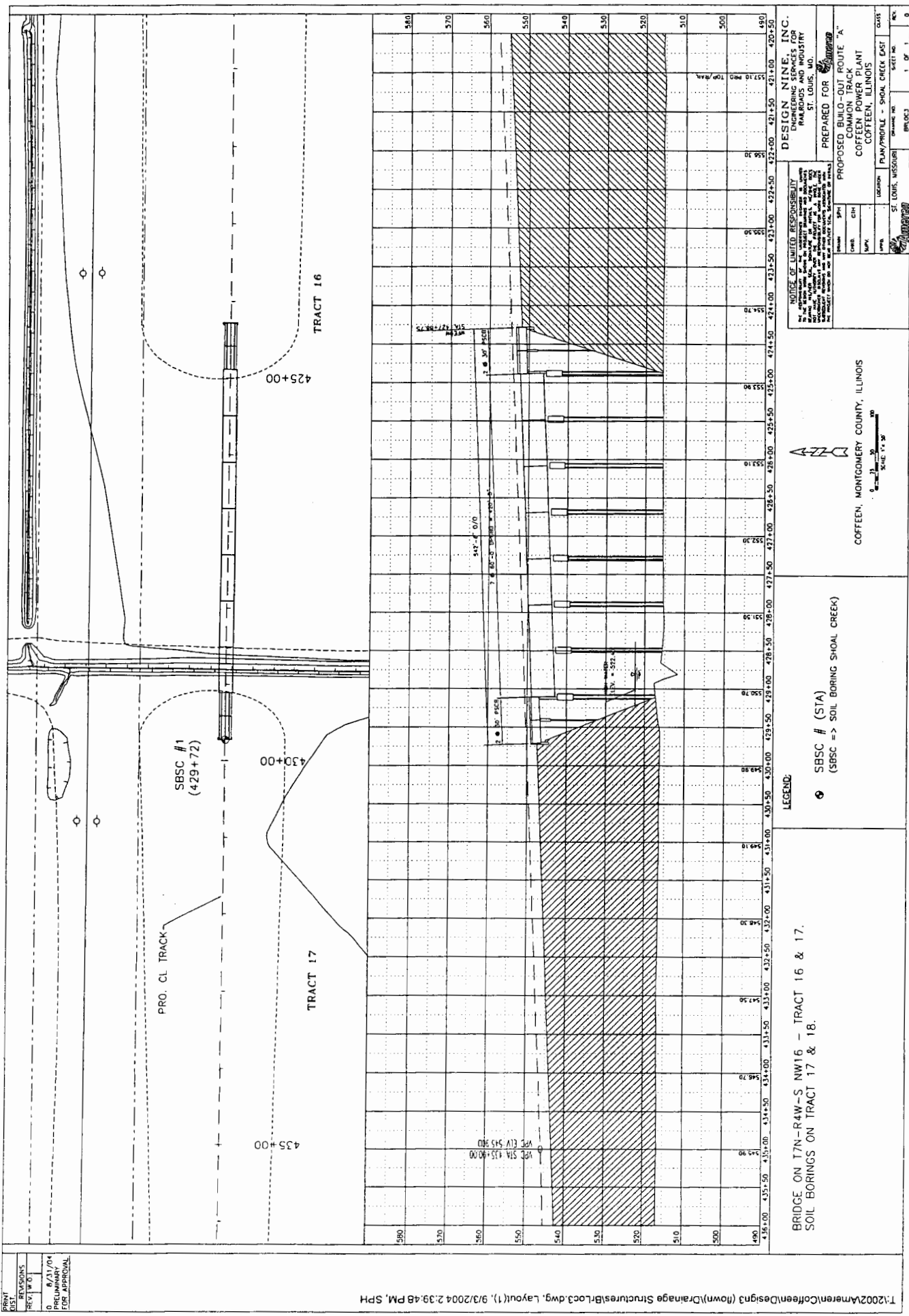


COFFEEN, MONTGOMERY COUNTY, ILLINOIS

SCALE 1" = 50'

NOTICE OF UNITED RESPONSIBILITY THE ENGINEER HAS REVIEWED THE DESIGN AND SPECIFICATIONS FOR THE PROPOSED PROJECT AND HAS FOUND THEM TO BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE ILLINOIS ENGINEERING AND SURVEYING ACT AND THE ILLINOIS PROFESSIONAL ENGINEERING AND SURVEYING BOARD. THE ENGINEER'S REVIEW IS LIMITED TO THE TECHNICAL ASPECTS OF THE DESIGN AND SPECIFICATIONS AND DOES NOT CONSTITUTE A GUARANTEE OF THE ACCURACY OR COMPLETENESS OF THE INFORMATION PROVIDED TO THE ENGINEER OR THE RESULTS OF THE PROJECT.		DESIGN NINE, INC. ENGINEERING SERVICES FOR ROAD AND TRANSPORTATION ST. LOUIS, MO.
PREPARED FOR DESIGN NINE, INC.		PROPOSED BUILD-OUT ROUTE "A" COMMON POWER PLANT COFFEEN, ILLINOIS
DATE: 8/11/04	BY: [Signature]	PROJECT NO.: 04-001
SCALE: 1" = 50'	LOCATION: COFFEEN, ILLINOIS	DATE: 8/11/04
PROJECT NO.: 04-001	DATE: 8/11/04	DATE: 8/11/04

BRIDGE ON T7N-R4W-S SE14 - TRACT 11D & 12.
SOIL BORINGS ON TRACT 12 ONLY.



REV	DESCRIPTION	DATE
1	PRELIMINARY	8/17/14
2	FOR APPROVAL	9/3/2014

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NOTICE OF LIMITED RESPONSIBILITY THESE PLANS ARE PREPARED BY AN ENGINEER WHO HAS NOT CONDUCTED A VISUAL SURVEY OF THE PROJECT. THE USER OF THESE PLANS SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND FOR THE ACCURACY OF THE DATA USED IN THE PREPARATION OF THESE PLANS.		DESIGN NINE, INC. ENGINEERING SERVICES FOR TRANSPORTATION INDUSTRY ST. LOUIS, MO.	
PREPARED FOR COMMON TRACK COFFEEN POWER PLANT COFFEEN, ILLINOIS		PLAN/PROFILE - SHOAL CREEK EAST	
ST. LOUIS, MISSOURI		SHEET NO. 1 OF 1	

COFFEEN, MONTGOMERY COUNTY, ILLINOIS
SCALE 1" = 30'

LEGEND:
● SBSC # (STA)
(SBSC => SOIL BORING SHOAL CREEK)

BRIDGE ON T7N-R4W-S NW16 - TRACT 16 & 17.
SOIL BORINGS ON TRACT 17 & 18.

