

082608 hurtig.txt

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1 SCOPING MEETING FOR THE PROPOSED CANADIAN NATIONAL
2 RAILWAY COMPANY ACQUISITION OF THE
3 ELGIN, JOLIET AND EASTERN RAILWAY COMPANY
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9 STATEMENT OF:

10 Sari Hurtig
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12 AUGUST 26, 2008
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14 CROWN PLAZA CHICAGO NORTH SHORE
15 510 EAST ROUTE 83
16 MUNDELEIN, ILLINOIS
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20 CHIMNIAK REPORTING & VIDEO

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24 REPORTED BY: Elsie Delevich, 084-003706

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1 Sari Hurtig. 26307 Green Street,
2 Mundelein.

I guess what I need to say is they say on average there are five trans that are crossing 68/83 and Diamond Lake Road currently at that intersection on average per day and they are proposing to increase it to 20 on average per day.

First of all, I would like to say I don't think that average number of five per day is correct. I live right behind the train track there and there are at least three within a ten-hour period of time when I am home in the evening. So I think there is five on average I don't even think is accurate to begin with. To have 20 would be a constant noise distraction.

Secondly, they are talking about lengthening the number of cars on the track and in addition increasing the number of hazardous, and I think that we are asking for the potential of a derailment. And there is tons of new neighborhoods going in over there, and risking hazardous material potentially leaking into all these neighborhoods is a very scary proposition.

The other issue over there at 60/83 is

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only a two-lane -- one lane, I should say, two way, and if you have 20 trains, there is always backup with the five per day. Now, if you have 20 per day there is no way the street is ever going to be able to handle that. They really need to look at that.

Currently when you get stuck over there headed east on 60/83, often we cut through the local

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8 neighborhood to the north. But when it backs up too
9 far, you can't even cut through. Cutting through
10 isn't the answer either because you just upset all
11 the local neighbors.

12 They really need to reevaluate
13 increasing on that location.

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