



CN | EJ&E

Environmental Impact Statement

Comment Form

Draft Environmental Impact Statement for the
Proposed Canadian National Railway Company
Acquisition of the Elgin, Joliet and Eastern Railway
Company

STB Finance Docket No. 35087

Date: 27 AUG 08

Comments must be submitted by September 30, 2008.

AS A LAW ENFORCEMENT OFFICER SERVING IN THE NORTHWEST SUBURBS OF CHICAGO IN A COMMUNITY WHERE CN CURRENTLY TRAVERSES. IN THE COMMUNITY WHERE I SERVE, CN CROSSES 2 GRADES WITHIN THE VILLAGE LIMITS AND TWO GRADES IMMEDIATELY OUTSIDE THE CORPORATE LIMITS IN OTHER COMMUNITIES - ONE NORTH AND ONE SOUTH. ALL FOUR CROSSINGS ALLOW ACCESS TO THE NORTHEAST PORTION OF THE VILLAGE - 3 CROSSINGS PROVIDING EAST-WEST ACCESS AND 1 GIVING NORTH-SOUTH ACCESS. THE SEPARATION BETWEEN 3 OF THE 4 GRADES IS OF SUFFICIENT DISTANCE TO ALLOW OFFICERS TO MITIGATE RESPONSE TIMES BY SELECTING UNOBSTRUCTED CROSSINGS. IN ADDITION, FIRE STATIONS FROM THIS VILLAGE AND A NEIGHBORING JURISDICTION ALLOW FOR COVERAGE BY EMS AND FIRE SERVICES ON BOTH SIDES OF THE CN-UTILIZED LINE. THE GENERALLY GRID-LIKE LAYOUT OF ARTERIAL AND SECONDARY ROADWAYS ALLOWS MULTIPLE ACCESSES ACROSS THE CN TRACKS AND ALLOW EXPEDIENT DELIVERY OF EMERGENCY SERVICES.

THE EFFECT IS CONVERSE IN THE VILLAGE OF BARRINGTON WHERE THE FOUR CROSSINGS AFFECTED BY CN TRAFFIC SERVICE DIFFERENT SEGMENTS OF THE VILLAGE AND THE NETWORK OF STREETS DOES NOT ALLOW EXPEDIENT ACCESS FROM ONE SEGMENT OF THE VILLAGE TO ANOTHER. THIS IS PRIMARILY DUE TO THE MORE "RURAL" SETTING OF THE VILLAGE. A POLICE OFFICER, EMT/PARAMEDIC OR FIRE FIGHTER TRAVELING NORTH ON YOUR INPUT IS IMPORTANT!

Name:	T	I	M	O	T	H	Y	J	A	N	O	W	I	C	K															
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City:	B	A	R	R	I	N	G	T	O	N																				
State:	I	L	Zip:	6	0	0	1	0																						

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PAGE 1



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LAKE ZURICH ROAD ~~WILL~~ ^{DO NOT} HAVE READILY ACCESSIBLE PRIMARY AND SECONDARY ROADS TO TAKE THEM TO AREAS WHERE THE NORTHWEST HIGHWAY, ROUTE 59 AND LAKE-COOR ROAD GRADE CROSSINGS LEAD. IF A 2-MILE CN TRAIN TRAVERSES THE VILLAGE, IT WILL BLOCK ALL FOUR GRADE CROSSINGS IN THE VILLAGE SIMULTANEOUSLY EFFECTIVELY CUTTING OFF RESIDENTS EAST OF THE CURRENT EJ&E LINE FROM THE NEAREST ACCESSIBLE HOSPITAL - GOOD SHEPHERD. THE NEXT NEAREST HOSPITAL - NORTHWEST COMMUNITY HOSPITAL - IS A MINIMUM 15-20 MINUTE RIDE ON ROUTE 53 WITHOUT TRAFFIC ENCUMBRANCES. FOR THE STB AND CN TO DIMINISH THESE CONCERNS IN THE DEIS IS UNACCEPTABLE.

THE ENVIRONMENTAL IMPACTS OF THE DEIS FAILS TO CONSIDER THE METHODS OF RETRIEVING DRINKING WATER FOR THE RESIDENTS OF BARRINGTON. UNDERGROUND AQUIFERS CAN BE CONTAMINATED BY LEAKING RAIL CARS AND ACCIDENTS. NOISE IMPACTS ARE ALSO DISMISSED READILY, BUT I HEAR THE CURRENT EJ&E ~~FARE~~ FREIGHT TRAFFIC BLARING ITS HORNS AT 2 AND 3 IN THE MORNING. I CANNOT IMAGINE AWAKENING NIGHT AFTER NIGHT AS FREIGHT TRAFFIC TRIPLES.

~~FROM~~, THERE IS AN ECONOMIC IMPACT FOR THE VILLAGE. INCREASED FREIGHT TRAFFIC WILL CAUSE MORE TRAFFIC DELAYS.
YOUR INPUT IS IMPORTANT!

Name: TIMOTHY JANOWICK
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City: BARRINGTON State: IL Zip: 60010

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PAGE 2



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TRAFFIC CAN AND WILL DETER SHOPPERS FROM PATRONIZING LOCAL SHOPS. TEN MINUTE DELAYS AT CROSSINGS DUE TO 2-MILE LONG TRAINS WILL WIELD HOW MANY MILLIONS OF GALLONS OF WASTED FUEL BY MOTOR VEHICLES STUCK IN TRAFFIC.

ANOTHER ISSUE IN COMPARING THE COMMUNITY WHERE I WORK - MOUNT PROSPECT. WITHIN THE 11 SQUARE MILES OF THE VILLAGE ARE FOUR FIRE STATIONS SERVING RESIDENTS AND BUSINESS WITH 3 FIRE STATIONS IN NEIGHBORING VILLAGES WITHIN A SHORT DISTANCE OF THE CORPORATE BOUNDARIES. CONTRAST THIS WITH THE BARRINGTON-COUNTRY-SIDE FIRE PROTECTION DISTRICT WHICH ALSO MAINTAINS FOUR FIRE STATIONS BUT OVER 52 SQUARE MILES. THE RISKS POSED BY DELAYS INCREASES FOR THIS RURAL-BASED COMMUNITY. FOR CN TO CLAIM THIS IS NOT THEIR CONCERN AS TO HOW THEIR DEVELOPMENT WILL IMPACT THESE AREAS AND TO FURTHER PROPOSE GRADE CROSSING MITIGATION WHICH FALLS SHORT OF REMOVING TRAIN OBSTRUCTIONS VIA OVER- AND UNDERPASSES IS INDICATIVE OF THE COMPANY BEING A POOR CORPORATE NEIGHBOR AND ESSENTIALLY IS THE CORPORATE BULLY COMING TO TOWN.

YOUR INPUT IS IMPORTANT!

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PAGE 3