

091108 Pol Olson.txt

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1 SCOPING MEETING FOR THE PROPOSED CANADIAN NATIONAL
2 RAILWAY COMPANY ACQUISITION OF THE ELGIN, JOLIET
3 AND EASTERN RAILWAY COMPANY
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10 STATEMENT OF:
11 ROBERT OLSON
12 SEPTEMBER 11, 2008
13
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15 HOLIDAY INN HOTEL & CONFERENCE CENTER
16 411 SOUTH LARKIN AVENUE
17 JOLIET, ILLINOIS
18
19

20 CHIMNIAK REPORTING & VIDEO

21 Telephone: 312-781-9111
22

23 REPORTED BY: Barbara J. Polke, 084-002486
24

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1 MR. OLSON: 1531 Eunice
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2 Avenue, Joliet, Illinois 60433. well, I've
3 lived out by -- I don't exactly know the
4 crossing milepost, okay, but it's the
5 Briggs Street crossing at -- Briggs Street
6 runs into Route 52 on the east side of
7 Joliet, the southeast side, and I've lived
8 there for 49 years. So I'm quite familiar
9 with the railroad, and one of the things
10 that disturbed me is, looking through the
11 newspapers and I got this draft
12 Environmental Impact Statement from the
13 Surface Transportation Board, is that that
14 crossing along with all of the crossings
15 out of Joliet through New Lenox and
16 Frankfort are at-grade crossings, and I
17 don't see the Briggs Street crossing listed
18 as being any of a problem; but, to me, I
19 think that's wrong, because it's a major
20 thoroughfare right now.

21 It's approximately a mile and a
22 half south of Route 80, and the area south
23 of the railroad, which includes Manhattan,
24 and in that direction they are building

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1 homes all over in that area, the traffic is
2 much heavier than it ever was, and it's a
3 major thoroughfare. People go to work in
4 the morning. They go home from work at

5 night. I can see -- you go to 28 trains a
6 day in this area with a grade crossing, and
7 you're going to have backup problems. Even
8 if the trains go through there in 5, 6,
9 7 minutes like they claim they can, and I
10 debate that they can, it's going to be a
11 problem.

12 This is a major thoroughfare to
13 Silver Cross Hospital, and people take it
14 to get on Route 80 to go east or west to
15 their occupation, and it's also people
16 taking the route now because they want to
17 get to I-355 that ends in New Lenox.

18 I foresee problems at this
19 particular intersection, and I think it
20 should be thoroughly looked at, because
21 it's only going to get worse in that area.
22 I counted myself. I went over and counted
23 a few times, and I'm probably under what
24 they even had on the map there as far as

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1 the traffic, what they have present.

2 It just -- I guess that's the
3 main thought I have about it, but I really
4 think that that crossing deserves scrutiny
5 to make sure that it's going to be taken
6 care of.

7 In that particular area they
Page 3

8 want to add another track, so it will be
9 double tracked, which they used to have
10 years ago, and EJ&E took the other track
11 out and now they want to reinstall it.

12 The noise part of it, this
13 morning I was woke up at 2:30 when the
14 train went flying by with the whistle
15 blowing. It doesn't happen all the time,
16 but he blows the whistle, and I'm only a
17 quarter mile from the track in a straight
18 direction, across Route 52 is the
19 subdivision and that's where I live, and
20 then he blows it again 30 seconds later
21 when he gets to the intersection, and he
22 blows it afterwards. So, to me, that is a
23 disturbance that I would rather not have to
24 put up with all the time, for sure.

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1 And the trains will come inbound
2 and they will be doing 50, 60 miles an hour
3 and you will hear them roaring through, and
4 it's a little upgrade when you're leaving
5 Joliet, and you hear them chugging up
6 there, but you can hear that a mile away.
7 So the noise factor, it's going to be
8 increased with many more trains also.

9 I guess that's about what I have
10 to say on that situation. Well, along with

11 the fact that they made this particular
12 area I live in now is the big-box
13 warehouse. They have got them all over New
14 Lenox, and they are increasing and building
15 another intermodal off of south Chicago
16 Street, and we are getting a lot more truck
17 traffic that filters over. It gets -- I
18 have semi trucks pulling in my
19 neighborhood, and I imagine they are going
20 by global positioning, and we have two
21 streets in our neighborhood, one street in
22 the front where I live, and I'm the first
23 house you pass, and they turn at my corner
24 or they can go to the next corner and they

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1 get lost there, and their trucks -- there
2 is more and more truck traffic, that's what
3 I'm saying, and it's bound to -- it's got
4 to impact on that crossing also.

5 I guess that would be it. I
6 guess, going back to the Briggs Street
7 crossing, I think CN is going to be the
8 beneficiary of this whole sale, because
9 it's going to make them a lot more money;
10 but the inconvenience it's going to cause
11 at the grade crossings, and I'll go back to
12 the Briggs Street crossing, and I read in
13 the report that they only want to -- they

14 say they are going to upgrade or put an
15 overpass or something like that, and they
16 are going to pay 5 or 10 percent of it.
17 That's a very small amount of money
18 compared to what these structures would
19 cost, and that cost is all going to fall
20 back on the taxpayers and the people living
21 there that I see, where the CN is going to
22 be the beneficiary of it. It could end up
23 costing the taxpayers a lot of money if it
24 came to the point where we had to put these

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1 kind of crossings in. I just wanted to add
2 that in.

3 (End of statement.)

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