

E1-22600

Belvidere Scoping Mtg
April 19, 2016

**8412 Edson Road, Cherry
Valley, Illinois 61016**

**MP 186-188 on Great Lakes
Basin Route Narrative**

Parcel #16-36-400-016

Scott and Amy Nystrom



1925 S. Meridian Rd
Rockford IL 61102-2397
Phone: (815) 962-0653
Fax: (815) 962-0022

Email: wbfmanager@live.com
www.winnebago-boonefarmbureau.org

April 12, 2016

Dear Farm Bureau Member,

According to our research, you may own ground that may be impacted by the proposed Great Lakes Basin Rail (GLBR) project.

The GLBR is a high priority for the Winnebago-Boone Farm Bureau and the Illinois Farm Bureau. Our mission is to provide our members with the most up to date information; answer questions to the best of our ability, and assist you with the current open comment period.

The Winnebago-Boone Farm Bureau has dedicated a page on our website to specifically address this proposal. Please visit <http://www.winnebago-boonefarmbureau.org/great-lakes-basin-rail.html> to see the information we have gathered to date.

The Surface Transportation Board began excepting comments on March 18, 2016 and will continue through May 16, 2016. Public scoping meetings will be held locally on:

April 18, 2016 at 5:30-8:00 PM
Craig High School Cafeteria
401 South Randall Street, Janesville, Wisconsin

April 19, 2016 at 10:00 AM-12:30 PM
Community Building Complex of Boone County
111 W 1st St, Belvidere, Illinois

April 19, 2016 at 5:30-8:00 PM
Cherry Valley Fire Station #2 Hall
4919 Blackhawk Road, Rockford, Illinois

April 20, 2016 at 5:30-8:00 PM
Rochelle Township High School Auditorium
1401 Flagg Road, Rochelle, Illinois

Enclosed is information to assist you with understanding the process and terminology and assist with preparing your comments for the public scoping meetings as well as for written comment. It is important to submit written comments in addition to verbal comments on how this will directly impact you either at the public meeting, online directly at <http://www.stb.dot.gov/Ect1/ecorrespondence.nsf/incoming?OpenForm> or by mail to:



Dave Navecky, Surface Transportation Board
Docket No. FD 35952
395 E Street SW, Washington, DC 20423-0001

Please refer to Docket No. FD 35952 in all correspondence, including e-filings, addressed to the Board and submit all correspondence to Dave Navecky.

Please keep in mind, as of April 4, 2016, GLBR has not filed an application with the STB, nor have they filed a petition for exemption of the review process, however, that could come at any time. Additionally, this comment period has been extended to June 15. However, the STB will NOT make a final decision on June 15.

Mission Statement

*Be the voice, resource, and advocate for farm families and agriculture,
while promoting stewardship for today and future generations.*



1925 S. Meridian Rd
Rockford IL 61102-2397
Phone: (815) 962-0653
Fax: (815) 962-0022

Email: wbfmanager@live.com
www.winnebago-boonefarmbureau.org

Discussion Points and Guidance for providing comments on the impact of the proposed Great Lakes Basin Rail and Utility Corridor Project (GLB) at the upcoming STB Public Scoping Meetings.

Information on upcoming Public Meetings and Project Status

The STB has scheduled the following upcoming meetings at which the public may attend and present oral or written comments. Anyone may submit written comments via mail or online at <http://www.greatlakesbasinraileis.com/> until May 16, 2016.

*April 11, 5:30-8:00 pm, Manteno Sportsmen's Club Banquet Hall, 851 North Main Street, Manteno.

*April 19, 10:00 am to 12:30 pm, Community Building Complex of Boone County, 111 W. 1st Street, Belvidere.

*April 19, 5:30-8:00 pm, Cherry Valley Fire Station, #2 Hall, 4919 Blackhawk Road, Rockford.

*April 20, 5:30-8:00 pm, Rochelle Township High School Auditorium, 1401 Flagg Road, Rochelle.

*April 21, 5:30-8:00 pm, Seneca High School Auditorium, 307 East Scott Street, Seneca.

Contrary to erroneous reports in the media, the STB will NOT make a final decision on whether GLB be constructed on May 16th. The May 16th deadline is for public comments only on the pre-EIS scoping part of this process. After the comment period, the STB will prepare a draft EIS and another round of public comments will occur before the STB issues a final EIS. This environmental review process occurs in addition to the STB's legal review of the project.

Even though the STB is proceeding with the scoping process for the EIS, GLB has not filed a petition or application with the STB to approve its proposed approximately 280 mile rail line that would create a freight bypass around Chicago. The STB must approve a proposal to construct or operate a rail line unless the STB finds that such activities are inconsistent with the "public convenience and necessity". The STB evaluates whether there is a public demand or need for the proposed service; whether the applicant is financially able to undertake the construction and provide rail service; and whether the proposal is in the public interest and will not unduly harm existing services.

GLB may seek an exemption from the detailed application procedure of which the STB must exempt if it finds that: (1) those procedures are not necessary to carry out the rail transportation policy, and either (a) the proposed project is of limited scope, or (b) the full application procedures are not necessary to protect shippers from an abuse of market power. If GLB seeks

Mission Statement

Be the voice, resource, and advocate for farm families and agriculture, while promoting stewardship for today and future generations.

and the STB grants a petition for exemption from the formal application process, the STB may issue a conditional grant of authority, subject to consideration of the environmental impacts raised in the environmental review process.

Urge the STB to conduct full review of the GLB project and Not grant an Exemption if requested by GLB

Proposal by Non Railroad Venture Capitalist with no experience, no Railroad has indicated they will use GLB bypass, questionable ability to finance massive rail bypass with no commitments to use it and requests approval of utility corridor not related to railroad use.

Great Lakes Basin LLC is a newly formed Limited Liability Company, that has never operated as a rail carrier, yet seeks to construct the largest rail line proposed in 125 years (with an estimated \$8 billion price tag) to provide a by-pass for railroad freight traffic that currently moves through Chicago by which is served by six Class 1 railroads. **Although GLB asserts that its project will provide major railroads "more efficient options to route trains through the city" and founder Frank Patton stated "that at least two, or really three or four" railroads need to use it, not one major railroad has publicly indicated its support for the proposed project.** See, <http://midwestenergynews.com/2014/03/27/could-a-bypass-take-bakken-oil-around-chicago/>.

On March 28, 2016, Union Pacific told the Chicago Tribune that it carefully reviewed the proposal and is not interested in the GLB project, and that "Union Pacific is focused on several major public-private partnerships, including CREATE, which will benefit the region and enhance efficiency for Chicago-area and regional railroad operations." See <http://www.chicagotribune.com/business/ct-illinois-rail-line-0322-biz-20160318-story.html>.

Passenger and freight rail congestion in the Chicago area has been studied extensively and 12 years ago, the CREATE program was developed to improve the efficiency of the rail network in the Chicago area. According to the Report of the Amtrak® Chicago Gateway Blue Ribbon Panel, issued in October, 2015: operational coordination among Chicago's railroads, funding for CREATE projects such as the 75th Street Corridor and Grand Crossing Projects and RRIF loan program reforms need to occur to address rail congestion.

The report notes that the RRIF program has been woefully underutilized (90% of funding unused in 17 years since the program was enacted) due to overly stringent creditworthiness requirements, along with a costly and time consuming approval process. **Although no Class 1 railroad has ever taken out a RRIF loan, on March 3, 2014, GLB advised MidWest Energy News that nearly 90% of its project can be financed through RRIF.** See, <http://midwestenergynews.com/2014/03/27/could-a-bypass-take-bakken-oil-around-chicago/>.

GLB improperly seeking approval of Rail and multi-use utility corridor from STB

GLB also seeks approval from the STB of a "designated 50-foot utility corridor" for possible use by utilities as a new right of way to serve potential future populations growth of the region. This is another source of revenue for GLB. (See October 15, 2015 correspondence filed by GLB with the STB in Docket No. FD 35952, Document No. EI-21150 at pp 3-4) In the GLB Route Narrative (Document No EI-21426) filed on March 7, 2016, GLB states that one of its key design objectives is to "[p]rovide a utility corridor for improved electricity, water, natural gas, fiber optics, and wireless coverage, both to support railroad operations and to provide new options for our neighbors." **The STB has jurisdiction to authorize construction of railroad lines, but cannot**

Agriculture (DOA) evaluates project impacts. In Illinois, the evaluation uses the Illinois Land Evaluation and Site Assessment (LESA) system, which takes into account:

- Amount of agricultural land required;
- Location of the proposed project;
- Acres of off-site agricultural land required for borrow material;
- Acres of prime and important farmland required for mitigation;
- Creation of severed farm parcels, uneconomical remnants, landlocked parcels, and adverse travel;
- Relocations of rural residences and farm buildings; and
- Utilization of minimum design standards.

The Illinois LESA scoring system operates on a point basis. The higher the LESA score, the more viable the farmland is for long-term agricultural use. A score of 0 to 175 points indicates a low rating for protection; a score of 176 to 225 points indicates a moderate rating for protection; and a score of 226 to 300 points indicates that the land should be retained as agricultural land and an alternative alignment should be considered.

Before providing comment to the STB, landowners should review GLB's Route Narrative and the map of the proposed route to determine how the project will impact their farming operations. In addition to other issues discussed above, Landowners should also comment on the following types of potential impacts on their farmland:

- How much of my farm will be impacted (acres)?
- Do you have Prime or important soils that will be impacted? Highly erodible soils?
- Will your home be relocated?
- Will you have to relocate farm buildings?
- Will your farm be severed? How will private crossing impact farming operations?
- Will your farm be landlocked?
- Will you suffer from adverse travel? If yes, are alternate routes safe? Adequate?
- How will your tile and surface drainage be impacted?
 - Cut and/or crushed field tiles?
 - Construction will result in compaction that impacts drainage and crop loss
 - Flyovers and grade crossings will impact drainage on farmland and drainage ditches
- Do you have land in CRP or other conservation easements?
- Do you have livestock operations that will be impacted?
- Will the project create an uneconomical remnant on your parcel?
- Will the project impact irrigation on your farm?
- Do you have a wind turbine or wind farm lease that will be impacted?
- Do you have mineral rights or a mineral lease that may be impacted?
- How will road closures impact your farming operation?
 - Adverse Travel?
 - Impact emergency services?
- Is your farm in an Ag Use Area?
- Designated Historical Area? Designated Centennial/Sesquicentennial Farm? Tribal ground?
- Federal Flood Plain Designations?
- Wetland designation?
- Impact of flyovers, at grade crossings on ability to safely accommodate travel of farm equipment?

⊛ There is Nothing feasible about
this⁴ route!
Nothing!

8412 Edson Road, Cherry, **Valley Illinois 61016 Impact** **Study**

- Proposed railroad crosses Nystrom's Nursery, Inc.'s (Scott Nystrom- land and home owner) established nursery stock of approximately 5 acres of trees valued at approximately \$500,000
- Proposed railroad goes through 110 acre farm of prime hunting ground with 15 acres of woods. This farm provides food by hunting for Scott Nystrom, his son Eric, and 4 other hunters. This area has more than 3 times the deer population of neighboring counties.
- Proposed railroad crosses approximately 3 acres of land along the Kishwaukee River that is in a CRP Program to prevent erosion.

- Proposed railroad blocks our driveway with not 1 but 2- yes, 2 tracks. It runs across the entire property. This destroys the value of our multi-million dollar estate. My husband built our home 3 years ago with his own hands.
- Proposed railroad makes Edson Road a dead end to the West. I, Amy Nystrom, am a Registered Nurse. An Orthopedic nurse that has worked in the Operating Room at a local hospital. We bought this farm 13 years ago. I take call for the job I have worked at for 20 years. Our farm is 30 minutes away from my job taking Edson Road, West. If the road is closed, and even 1 track is installed, I will lose my job of 20 years. I can NOT be later than 30 minutes when I am on call. How could Frank possibly compensate my for 27 more years of work, 401K investments, full benefits for my family, and

my pension. I would lose my job because of this!

- My husband, Scott would also suffer. He goes back and forth to work at his business in Boone County multiple times a day. There is NO way he can wait multiple times a day at train tracks!
- We bought this farm and it was not even for sale. It is the most beautiful, peaceful, quiet place in Northern Illinois. Rarely do we even see cars go down Edson Road. Multiple trains hauling toxic chemicals, fertilizers and coal- WOW! And trying to span more than 900 feet of flood land that is increasing every year due to development in Dekalb, County- UNFEASIBLE!!!

2014 ILLINOIS COUNTY DEER HARVEST BY SEX FOR EACH SEASON (state sites included in county totals)

County	Youth			Muzzleloader			Late-Winter/CWD			Firearm			Archery			All Seasons		
	M	F	Total	M	F	Total	M	F	Total	M	F	Total	M	F	Total	M	F	Total
Perry	21	18	39	27	37	64	0	0	0	669	482	1151	413	383	796	1130	920	2050
Piatt	4	4	8	2	3	5	0	0	0	67	50	117	67	95	162	140	152	292
Pike	96	56	152	62	85	147	93	435	528	1157	1006	2163	1159	1019	2178	2567	2601	5168
Pope	25	10	35	23	29	52	0	0	0	923	578	1501	506	453	959	1477	1070	2547
Pulaski	14	7	21	18	24	42	0	0	0	280	218	498	121	151	272	433	400	833
Putnam	6	4	10	9	7	16	15	36	51	187	170	357	121	134	255	338	351	689
Randolph	42	39	81	39	49	88	0	0	0	1122	835	1957	511	487	998	1714	1410	3124
Richland	12	11	23	12	10	22	0	0	0	360	308	668	192	194	386	576	523	1099
Rock Island	9	13	22	17	19	36	37	99	136	403	326	729	344	346	690	810	803	1613
Saline	20	14	34	16	21	37	23	124	147	467	313	780	236	288	524	762	760	1522
Sangamon	12	15	27	18	19	37	0	0	0	322	286	608	368	347	715	720	667	1387
Schuyler	35	26	61	23	43	66	43	225	268	736	581	1317	457	354	811	1294	1229	2523
Scott	6	8	14	11	13	24	0	0	0	199	180	379	118	99	217	334	300	634
Shelby	14	11	25	19	16	35	21	65	86	557	403	960	319	307	626	930	802	1732
Stark	4	1	5	2	4	6	3	21	24	117	103	220	63	47	110	189	176	365
St. Clair	8	8	16	13	10	23	0	0	0	374	259	633	281	238	519	676	515	1191
Stephenson	3	5	8	6	13	19	80	139	219	436	341	777	259	212	471	784	710	1494
Tazewell	12	12	24	8	11	19	0	0	0	278	199	477	269	252	521	567	474	1041
Union	28	37	65	36	50	86	0	0	0	946	678	1624	403	506	909	1413	1271	2684
Vermilion	15	13	28	20	17	37	25	83	108	332	229	561	406	378	784	798	720	1518
Wabash	7	3	10	7	2	9	0	0	0	126	110	236	121	119	240	261	234	495
Warren	4	5	9	10	20	30	18	58	76	246	244	490	152	127	279	430	454	884
Washington	14	6	20	15	17	32	0	0	0	520	373	893	262	215	477	811	611	1422
Wayne	27	14	41	25	33	58	50	236	286	789	615	1404	396	445	841	1287	1343	2630
White	20	14	34	16	23	39	40	236	276	449	328	777	334	306	640	859	907	1766
Whiteside	10	5	15	6	11	17	0	0	0	305	291	596	245	228	473	566	535	1101
Will	11	9	20	13	9	22	18	33	51	168	107	275	394	331	725	604	489	1093
Williamson	18	23	41	22	36	58	0	0	0	961	666	1627	530	570	1100	1531	1295	2826
Winnebago	4	3	7	5	5	10	48	82	130	193	147	340	257	168	425	507	405	912
Woodford	19	15	34	16	13	29	0	0	0	333	254	587	243	207	450	611	489	1100
Totals	1500	1270	2770	1549	1922	3471	1645	5116	6761	42964	33611	76575	29471	26672	56143	77129	68591	145720
Percent	54.2	45.8		44.6	55.4		24.3	75.7		56.1	43.9		52.5	47.5		52.9	47.1	

JS
*
Dur
arm

2014 ILLINOIS COUNTY DEER HARVEST BY SEX FOR EACH SEASON (state sites included in county totals)

County	Youth			Muzzleloader			Late-Winter/CWD			Firearm			Archery			All Seasons		
	M	F	Total	M	F	Total	M	F	Total	M	F	Total	M	F	Total	M	F	Total
Adams	40	27	67	48	56	104	0	0	0	1115	999	2114	636	579	1215	1839	1661	3500
Alexander	10	6	16	17	15	32	0	0	0	272	129	401	117	83	200	416	233	649
Bond	10	7	17	12	17	29	0	0	0	296	278	574	189	155	344	507	457	964
Boone	1	1	2	0	3	3	14	16	30	69	41	110	91	61	152	175	122	297
Brown	30	15	45	28	38	66	57	182	239	545	452	997	405	322	727	1065	1009	2074
Bureau	16	10	26	32	29	61	0	0	0	576	453	1029	322	300	622	946	792	1738
Calhoun	20	14	34	22	28	50	0	0	0	426	377	803	358	293	651	826	712	1538
Carroll	8	4	12	7	19	26	45	84	129	388	354	742	285	280	565	733	741	1474
Cass	13	12	25	11	13	24	0	0	0	363	268	631	287	247	534	674	540	1214
Champaign	8	4	12	10	11	21	0	0	0	146	82	228	147	151	298	311	248	559
Christian	10	12	22	4	14	18	0	0	0	311	223	534	224	239	463	549	488	1037
Clark	17	19	36	21	23	44	21	118	139	535	392	927	388	320	708	982	872	1854
Clay	15	26	41	20	16	36	20	97	117	565	409	974	286	244	530	906	792	1698
Clinton	7	8	15	5	13	18	0	0	0	329	254	583	196	184	380	537	459	996
Coles	9	7	16	10	9	19	9	27	36	249	181	430	270	226	496	547	450	997
Cook	0	0	0	0	0	0	0	0	0	0	0	0	70	49	119	70	49	119
Crawford	15	18	33	17	23	40	37	94	131	502	404	906	363	375	738	934	914	1848
Cumberland	1	2	3	7	6	13	0	0	0	324	284	608	184	150	334	516	442	958
DeKalb	0	1	1	4	3	7	17	28	45	88	45	133	100	62	162	209	139	348
DeWitt	8	9	17	8	15	23	0	0	0	198	142	340	183	278	461	397	444	841
Douglas	2	2	4	6	4	10	0	0	0	92	64	156	71	60	131	171	130	301
DuPage	0	0	0	0	0	0	0	0	0	0	0	0	27	9	36	27	9	36
Edgar	19	11	30	19	14	33	17	62	79	277	241	518	213	182	395	545	510	1055
Edwards	9	8	17	2	11	13	13	64	77	233	164	397	125	124	249	382	371	753
Effingham	14	11	25	11	9	20	13	38	51	409	269	678	185	169	354	632	496	1128
Fayette	20	22	42	26	28	54	0	0	0	822	622	1444	347	290	637	1215	962	2177
Ford	5	2	7	7	0	7	0	0	0	66	41	107	31	19	50	109	62	171
Franklin	25	27	52	18	16	34	0	0	0	665	508	1173	488	510	998	1196	1061	2257
Fulton	44	36	80	47	58	105	92	352	444	1070	909	1979	825	733	1558	2078	2088	4166
Gallatin	8	4	12	12	15	27	0	0	0	278	192	470	169	160	329	467	371	838
Greene	13	28	41	22	33	55	0	0	0	516	520	1036	323	318	641	874	899	1773
Grundy	6	3	9	4	5	9	27	63	90	198	133	331	179	166	345	414	370	784
Hamilton	22	11	33	18	27	45	25	146	171	620	450	1070	318	328	646	1003	962	1965
Hancock	19	23	42	35	46	81	0	0	0	859	862	1721	389	310	699	1302	1241	2543
Hardin	11	17	28	17	33	50	0	0	0	470	375	845	212	217	429	710	642	1352
Henderson	7	5	12	13	11	24	15	66	81	274	257	531	155	109	264	464	448	912

Great Lakes Basin Route Narrative

The Great Lakes Basin Railroad (GLBR) is designed to provide a by-pass for railroad freight traffic that currently moves through the Chicago region without originating or terminating there. GLBR's route will connect all six Class 1 railroads serving the region, as well as several regional and short line railroads, accelerating the flow of interchange between carriers without the delays and weather-related breakdowns that plague the Chicago terminal today. GLBR is being designed as a completely new 21st century railroad with current technology and management practices to provide capacity, velocity, reliability, service, safety, and sustainability in an environmentally friendly manner.

Key Design Objectives

The GLBR route design process started in 2011 and has evolved through several iterations over the past five years. The following are GLBR's key design objectives:

1. **Safety:** Locate the route away from existing town populations (of any size) by one half mile to two miles. Govern operations with a Centralized Traffic Control signal system interfaced with Positive Train Control to prevent train to train collisions, ensure compliance with permanent and temporary speed restrictions, and eliminate intrusion by trains into work zones where personnel and maintenance equipment occupy the track.
2. **Environment:** Reduce diesel locomotive exhaust emissions from idling locomotives by providing a faster alternative route for traffic currently moving through Chicago. Avoid environmentally sensitive areas. Grade-separate major road crossings at interstates and state Highways, and protect level grade crossings with gates and red flashing lights. Design the grade crossings to qualify as quiet zones. GLBR's overall environmental goals are to improve safety, minimize traffic delays, minimize idling time, and reduce noise levels from minimal locomotive whistling.
3. **Community:** Minimize the relocation of existing homes or farmsteads along the mainline and branches. Provide a utility corridor for improved electricity, water, natural gas, fiber optics, and wireless coverage, both to support railroad operations and to provide new options for our neighbors.
4. **Reliability:** Utilize the latest technology for track, train dispatching, information system support and communications to support train operations, customer information, planning, and processes. Avoid interfering with train operations of existing railroads by having 100% flyovers at major rail junctions, improving velocity, reducing emissions, and increasing reliability to keep trains moving. Adopt engineering standards for track and structures such as bridges to keep the railroad operating during periods of high rainfall and snowfall, keeping weather interference to a minimum.
5. **Capacity:** Secure a dedicated 200 foot right of way for the 243.48 miles of mainline from Pinola, IN to Milton, WI, plus staging tracks near interchange points and lead tracks to terminals and to serve industries. Staging Track areas will be designed with 15,000-foot-long tracks to accommodate the variety of train lengths being operated by the Class 1 railroads. Design main tracks to accommodate train operations up to 70 mph, with crossovers permitting train speeds up to 50 mph, and other switches permitting train speeds from 30 to 50 mph, depending on location and operating needs.
6. **Velocity:** Dramatically reduce the time it currently takes a rail freight shipment to pass through the Chicago terminal. GLBR will link new interchange points with the six Class 1 railroads serving

⊗ Falsified Documents

Complete Lies - Map
was taken directly off the
website!

MP 180.00 to MP 190.00

Route Segment Description: This segment starts at grade, curving northeast from MP 180.00 to the northeast and then north to MP 186.00, where the route turns east and at MP 187.50 goes east to MP 190.00.

Route Operations Description: The route consists of two main tracks from MP 180.00 to MP 187.00 where MT 2 ends. From this point west, GLBR would have one main track and sidings, which would provide enough capacity for the expected traffic volume. At MP 180.30 a double crossover would manage the flow of traffic and position trains for interchange with Canadian Pacific. A flyover of CP's Chicago Subdivision at MP 182.80 would connect with an interchange track in the southwest quadrant of the resulting crossing. At MP 186.00 GLBR will install a double crossover to manage train traffic and access the junction with GLBR's Rockford Subdivision. At this location, a north leg of a wye connection between the Wisconsin and Rockford Subdivisions would be constructed to move trains and maintenance equipment between the two Subdivisions, and to turn locomotives and railcars. At MP 187.00 the railroad transitions to one main track for the rest of the main line to MP 243.48 east of Milton, WI.

Route Public Interface: To maintain vehicle flow, GLBR will install a road overpass for Illinois State Highway 72. Nine at grade crossings would be protected by flashers, gates, and bell in a quiet zone, subject to regulatory approval. One private road crossing would be protected by crossbucks and stop signs. GLBR would request consideration of stubbing E Telephone Road at MP 180.70 due to low population and alternative routes in the vicinity.

Route Alternatives Considered: The alternative alignment considered for this route followed some of the Rockford Subdivision footprint and beyond to a connection with the Wisconsin and Southern east of Broadhead, WI in two different locations. Several impediments precluded this alternative, including adjacent wetlands and hunting areas, and a gradient issue on the Illinois-Wisconsin border. To reach a connection with the WSOR, GLBR's preferred alignment is a route going east of Rockford, IL and Belvidere, IL then north to reach the WSOR.

Route Environmental interface: The route goes through greenfield farmland and passes some residences and farmsteads. No wetlands, wooded areas, or waterways would be affected by this segment. Safety at grade crossings would be maintained with flashers, gates, and bell. The area will benefit from a whistle quiet zone reducing noise exposure from rail operations.

MP 190.00 to MP 200.00

Route Segment Description: The segment proceeds east to MP 192.00, then curves northeast to east at MP 193.00 to MP 195.00 and northeast to MP 198.00, turning north from MP 199.00 to MP 200.00.

Route Operations Description: This entire segment has a single main track. At MP 192.10 the route would fly over of CN's Freeport Subdivision. Moving westward, a siding from MP 196.20 to MP 199.90 would permit train meets and passes.

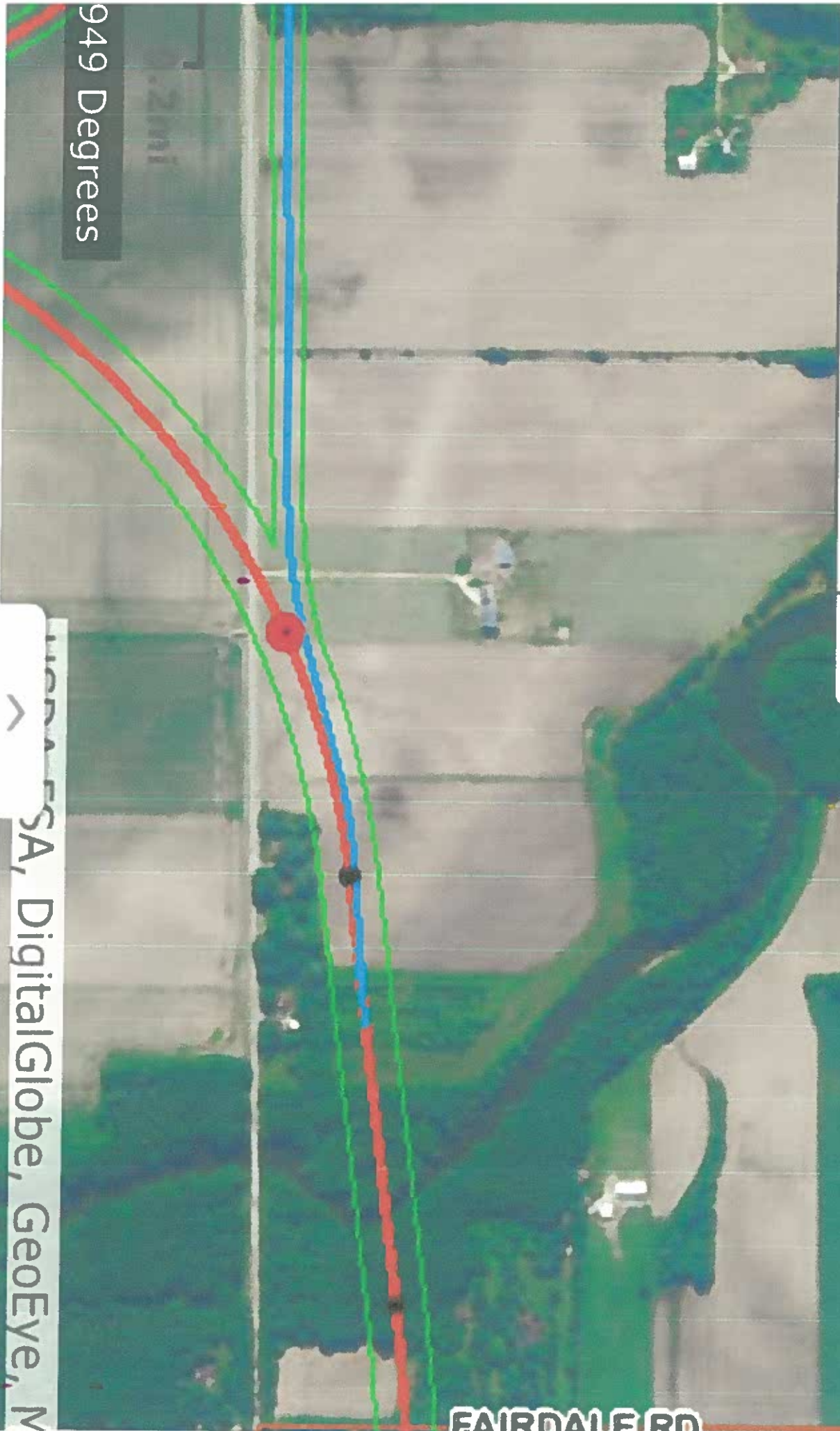
Route Public Interface: To maintain vehicle traffic flow, GLBR will build three road overpasses at MP 197.20 (Spring Center Road), MP 198.30 (Shattuck Road), and MP 198.50 (Carlson Road). Five at grade crossings would be protected by flashers, gates, and bell in a quiet zone, subject to regulatory approval.

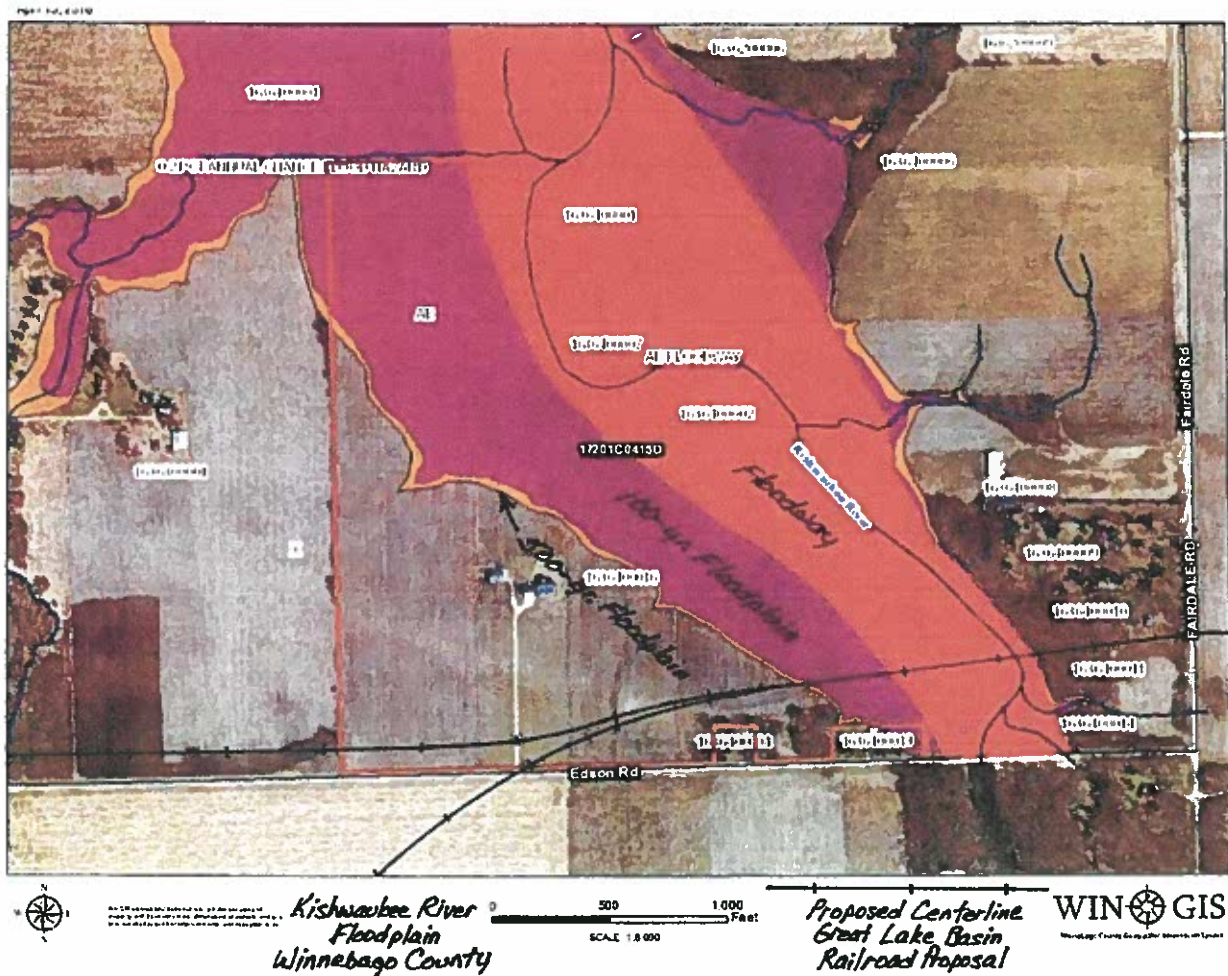
187-188
↓
our farm
↓ crosses
188 Flood plain
Crossing
very large
section
of
Kishwaukee
River

MP
187
our farm
↓
crosses
trees,
CRP,
Kishwaukee
River,
990 ft
flood pla
aces of
forest
at 188



949 Degrees





Army Corps of Engineers
Winnebago County, Illinois
Parcel # 16-36-400-016

(*) Proposed Crossing would extend
approx 990 feet across the
Kishwaukee Floodplain

DEKALB COUNTY STORMWATER MANAGEMENT PLAN PHASE 2

Introduction

DeKalb County, Illinois, located approximately 50 miles west of Lake Michigan, is rectangular in shape, with a north/south dimension of 36 miles and an east/west dimension of 18 miles. The County is bordered by LaSalle County to the south, Ogle and Lee Counties to the west, Boone and McHenry Counties to the north, and Kane and Kendall Counties to the east. DeKalb County contains approximately 636 square miles (406,151 acres) and is comprised of 19 Townships. Portions of three major river watersheds are within the County borders, those of the Kishwaukee, the Fox, and a small portion of the Green River. Important waterways are the South Branch of the Kishwaukee River and a number of streams, including Owens, Coon, Battle, Little Rock, Somonauk and Indian Creeks.

Stormwater drainage and stormwater management are critical issues for the environment, economy, land uses and quality of life in DeKalb County. The flood hazard areas associated with the natural and man-made waterways are subject to periodic inundation which can, if improperly managed, result in loss of life and damage to property, health and safety hazards, disruption of commerce and governmental services, extraordinary public expenditures for flood protection and relief, and impairment of the tax base. Improper stormwater management associated with construction and new land uses can have similar negative impacts on adjoining and downstream properties. It is, therefore, in the best interests of the public health, safety, and general welfare that the County have a Plan for the management and mitigation of floodplains and stormwater drainage associated with land use and development.

Authority

Authority to create and adopt this Countywide stormwater management plan is set forth in the Illinois Compiled Statutes, 55 ILCS 5/5-1062.2.

Purpose

The purpose of this Plan is to allow management and mitigation of the possible negative effects of urbanization and development on flooding and stormwater drainage in DeKalb County. This purpose is to be achieved by consolidating the existing stormwater management framework into a united, countywide structure; recommending minimum standards for floodplain and stormwater management; and establishing a countywide Plan for the management of stormwater runoff, including the management of natural and man-made drainage ways, including watersheds.

Flood Plains

DeKalb County typically receives between 35" and 48" of rain fall each year. The combination of flat land and rich fertile soils in DeKalb County creates drainage issues. The major drainage channel for the northern half of the County is the South Branch of the Kishwaukee River. The southern half of the County is drained by several small tributaries which flow into the Fox River. Associated with these natural drainage patterns are several floodplains which pose possible problems for development. These flood prone areas are generally associated with narrow bands of low lying land located near the Kishwaukee River and several smaller creeks. These areas are well established and recorded on the Federal Emergency Management Administration (FEMA) mapping system.

Potential losses associated with flooding are caused by the cumulative effect of obstructions in floodplains causing increases in flood heights and velocities, and by the occupancy of flood hazard areas by uses vulnerable to floods or hazardous to other lands which are inadequately elevated, flood-proofed, or otherwise protected from flood damages. Although some development may already exist in the floodplain areas, further development within floodplains is strongly discouraged by this Plan, and should generally be limited to recreational and agricultural uses. If development is proposed in floodplain areas, careful consideration of existing natural resources, adjacent land uses and economic impact must be included prior to construction.

Stormwater Management

Outside the floodplains within DeKalb County, another potential source of damages and losses is from stormwater runoff associated with new construction and land uses. The County should, therefore, seek to safeguard persons, protect property, prevent damage to the environment, and promote the public welfare by guiding, regulating and controlling the design, construction, use and maintenance of any development or other activity which disturbs or breaks the topsoil or otherwise results in the movement of earth on land situated in DeKalb County. The intent is that land disturbing activities shall not result in an increase in the rate of or the location of storm water runoff from properties, in order to safeguard adjoining properties from the negative impacts of such runoff. Further, the County should require the temporary storage, and control of the rate of release, of post-development stormwater that exceeds the pre-development condition.

Agriculture

Agriculture is the predominant land use in DeKalb County. Approximately 90% of the County's land area is used for agriculture, including farm houses. In 2007 there were 930 farms averaging 399 acres each. DeKalb's agricultural environment is very diverse, and agriculture remains the primary land use throughout the County and an important element of the character and heritage of the communities within the County. It is the intent of this Plan to allow the continuation of traditional agricultural practices and land uses without

additional regulation, provided, however, that new agricultural buildings should be subject to stormwater management practices to assure the construction of such does not increase the potential for damage to adjoining and downstream properties from stormwater runoff.

Natural Areas

In addition to floodplains, certain properties in DeKalb County contain significant natural resources, such as wetlands, woodlands, and other unique environments. These areas provide valuable habitats for flora and fauna, water retention and groundwater recharge, filtration of water to improve water quality, and irreplaceable opportunities for recreation, pleasure, and education of the public. Without concerted efforts at preservation of these resources, development may substantially alter or destroy them, depriving future generations of the many benefits provided by such areas. It is the intent of this Plan that protection of the regulatory floodplains and management of stormwater through regulations associated with grading activities should help preserve and enhance these important natural areas.

Goals and Objectives

This Plan echoes the goals and objectives of the DeKalb County Unified Comprehensive Plan that relate to floodplains and stormwater management, including:

Goal: Preserve floodplains, wetlands, and stormwater recharge areas.

Objectives:

1. Avoid development of flood plain and key stormwater recharge areas except for limited recreational uses.
2. Encourage use of regional wetland banking to maximize wetland benefits while reducing costs associated with numerous isolated wetlands within individual developments.
3. Avoid development of septic sanitary systems in areas where soil conditions and other geological factors present possible problems in relation to ground water contamination.

Goal: Promote policies and development that protect and preserve natural resources.

Objective -- Before development in rural areas is allowed, impact on environmental features such as flood plains, site drainage and water features, soil stability and sanitary waste disposal, should be analyzed. Woodlands and natural drainage-ways should be considered as amenities rather than development obstacles.

Goal: Reduce the potential for flood damage to homes, businesses, and farms.

Objectives:

1. Work in cooperation with the municipalities within the County to develop County-wide stormwater management practices, including policies, plans and regulations that recognize the regional nature of stormwater management and encourage a watershed approach to storm water management issues.
2. Require appropriate water retention and detention, including off-site impacts and relationships, on land slated for development to control surface run-off and contamination of water resources.
3. Update County and municipal subdivision control regulations to implement best storm water management practices.
4. Work with drainage districts, property owners, and other interested parties to clear debris from the Kishwaukee River and tributaries to reduce potential flooding.

Recommendations and Implementation

This Plan is the second part of a three-phase approach toward floodplain and stormwater management. Phase One was intended to regulate and restrict uses and development within or in close proximity to existing floodplains, and regulate stormwater management associated with new growth and development throughout the County. To this end, Phase One, which was adopted by the DeKalb County Board in 2006, endorsed the regulations set forth in the FP/C, Floodplain/Conservation District of the DeKalb County Zoning Ordinance, dated April 20, 2005, for the regulation of uses and protection of the floodplains within DeKalb County. The FP/C District regulations incorporate, by reference, the Flood Insurance Rate Maps for DeKalb County for identification of the limits of the regulatory floodplain, and have been approved by the Federal Emergency Management Agency for compliance with the requirements of the National Flood Insurance Program. Phase One further recommended the adoption of stormwater management regulations and minimum standards applicable to new construction and alteration of topography throughout the County. Traditional farming or other agricultural activities on property zoned for agriculture were exempted from stormwater management regulations, with the exception of new agricultural buildings and structures.

This Plan constitutes Phase Two of the three-phase program. Integral to this Phase Two is the surface water data contained in the computer-generated digital DeKalb County Zoning Map for each township within the County, said maps being accessible for use at www.dekalbcounty.org. Key elements of the surface water maps include: property lines, municipal boundaries, and road rights-of-way; two-foot contours; waterways; aerial photography; regulatory floodplains; soils types; wetlands; and watershed boundaries. This information should be referred to and guide the regulations of the Countywide Stormwater Management Ordinance. This Plan also encourages that the Countywide Stormwater Management regulations be amended to reflect a watershed-based approach to stormwater management. Traditional agriculture should continue to be exempt from grading and stormwater management regulations provided, however, that new agricultural structures and buildings that disturb one acre or more in area should be subject to the stormwater management regulations applicable to all new construction. The Stormwater

Management Plan should also strengthen protection of floodplains and waterways, and adopt regulations to delineate and protect or mitigate wetlands. Finally, this Plan encourages that the Countywide Stormwater Management Regulations include an appendix of "green" stormwater management techniques as non-mandatory alternatives to traditional approaches, and encourages the use of these techniques.

Phase Three: At such time as funding becomes available, the County should update this Plan to identify important stormwater recharge areas and develop regulations to protect these areas to help ensure a clean water supply. Phase Three should also include identification and prioritization of needed regional stormwater management facilities within each major watershed, and generate appropriate design solutions for those projects. Phase Three or a subsequent phase of this Plan should also include a program for the identification, design, financing and construction plans for these needed regional stormwater management facilities.

August 20, 2010

P:\Grading\CountywideOrd\Memos\2010\StormwaterPlan.08-10.doc

C H A P T E R F O U R

Rock River Watershed



Significant features include upland and floodplain forests, seeps, springs, prairies, aquatic systems, cliffs and bedrock outcroppings.

Illinois' third largest ISIS watershed is located in the northwestern part of the state. It has the most grassland acreage in the state, as well as the highest percentage of land in grasses. The Rock is the third most urbanized watershed (in both acreage and percentage of land), with only the Fox/Des Plaines and Kaskaskia watersheds being more urbanized. (See page 103 for a color map of the watershed's land cover.)

Five sites within the watershed have been designated as Resource Rich Areas (RRA) — the Driftless Area, Kishwaukee River, Rock River, Sugar River, and Mississippi-Lower Rock River

- The 300-square-mile Driftless Area RRA is a unique part of the state because it escaped Pleistocene glaciation. The area is characterized by rolling hills and wooded ridges and includes canyons, ravines, bluffs and palisades. Some of the flora and fauna are distinctive and unique in the state, including several plant species which are northern species or preglacial and interglacial relicts.
- The Sugar River RRA is characterized by a wide, wooded riparian corridor of floodplain forest



and upland woods. The smallest RRA at 23.7 square miles, the area is along an important bird migration route and provides habitat for several unusual amphibians and reptiles.

- The natural resources of the 101-square-mile Kishwaukee River RRA are concentrated along the wooded corridor of the river. Originally the area was savanna with many sloughs and marshes, but is now primarily agricultural.

• The Mississippi-Lower Rock River RRA encompasses 715 square miles — 81% in the Rock River watershed and 19% in the Spoon River watershed. It includes major rivers, bottomlands, upland forests, prairies and river bluffs. The area has a relatively high total acreage of natural areas because of the Mississippi River sites.

- The ecological core of the 322-square-mile Rock River RRA is the river corridor from Rockford to Dixon. Significant features include upland and floodplain forests, seeps, springs, prairies, aquatic systems, cliffs and bedrock outcroppings. Some of the habitats support relict boreal plants which are more normally found farther north in Wisconsin and Minnesota and in the Appalachian Mountains.

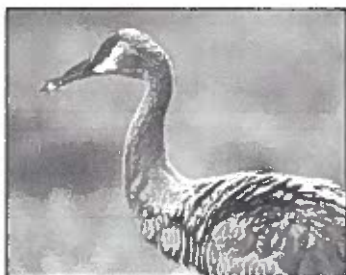
Table 15. Watershed Land Cover

Land Cover	Acres	Percent of Watershed	Statewide Percentage*
Upland forest	297,383	7.3% (8)	7.2% (5)
Grassland	1,073,788	26.2% (1)	16.7% (1)
Non-forested wetlands	37,092	0.9% (5)	10.5% (5)
Bottomland forest	49,663	1.2% (8)	5.7% (8)
Water	63,506	1.6% (4)	12.7% (4)
Urban/built-up	175,492	4.3% (3)	9.4% (3)
Cropland	2,398,071	58.6% (8)	11.1% (5)
Total acreage	4,094,998	100.0%	11.3% (3)

* The watershed's percentage of the land cover type statewide, e.g. 7.2% of the state's upland forests are located in this watershed. Note: the watershed's rank (1st-10th) is shown in parentheses.

tillage methods. Today, three-fourths of basin farmland loses soil no faster than natural processes can replenish it.

Water pollution - Two-thirds of the Rock River is now clean enough for the uses to which it is put, according to EPA standards, as is half the Green River. Most remaining pollution can be attributed to excess nutrients from partially treated sewage and runoff from



farm fields, both of which promote the growth of bacteria that deplete water of oxygen. About 58% of the area is deemed at least "moderately" vulnerable to aquifer contamination, due to geological factors. However, such pollution is usually local.

Opportunities

While pristine examples of original habitats either do not exist or are quite small in the Lower Rock River basin, many acres of degraded natural communities persist. These remnants need to be identified, in particular those restorable bits of floodplain forest, mesic (moist) prairie, and savanna of which few or no high-quality examples remain. If they were restored, they could prove crucial to maintaining the biodiversity of the region.

Many other steps can be taken to increase local biodiversity; the following are just a few of several recommendations.

- Restore grassy and sedge-dominated wetlands to attract threatened and endangered species such as the least and American bitterns, green heron, king rail, and marsh wrens. The Green River Conservation Area in particular would be a likely area for trumpeter swans to begin nesting again in Illinois. While there is a paucity of public sites large enough to attract breeding birds, the smaller areas could be managed as stopover sites to attract migrating species such as warblers and vireos.
- Leave unmowed strips around ponds to provide refuge for reptiles and amphibians and

nesting sites for birds, and delay mowing hayfields in which bobolinks nest to spare young birds, since mowing kills as many as 94% of nestlings.

- Reestablish streamside grasses, shrubs, and trees to restore the ecological richness of streams. For example, in spite of being surrounded by farmland, Fairfield Ditch #1 has clear water because its banks are protected by a sediment-catching buffer of small trees and grasses some ten feet wide.

Kishwaukee River Basin



The Kishwaukee River originates just south of Woodstock in McHenry County and flows into the Rock River just south of Rockford. The basin covers approximately 1,218 square miles in parts of seven counties. Much of the land is used for agricultural purposes; only 7% is forest or wetland.

Glaciation, however, has left moraines, sub-glacial channels, terraces, out-wash fans, valley train deposits, and bedrock highs in the area. The Marengo Moraine is the oldest moraine in the area and is one of the most striking glacial landforms in Illinois.

Though much of the land has been altered for agriculture, unique natural communities remain:

- parts of three streams, totaling about 64 miles, are recognized as Biologically Significant because they support a high level of mussel and fish diversity,
- 64,386 acres have been designated a state Resource Rich Area,
- 30 acres of wetland and 22 acres of prairie are classified as high quality,
- the Illinois Water Quality Report rated 86.5% of the Kishwaukee sub-basin as "full support,"
- the Biological Stream Characterization rated the Kishwaukee River upstream from the South Branch as an "A" stream.

Many steps can be taken to increase local biodiversity.

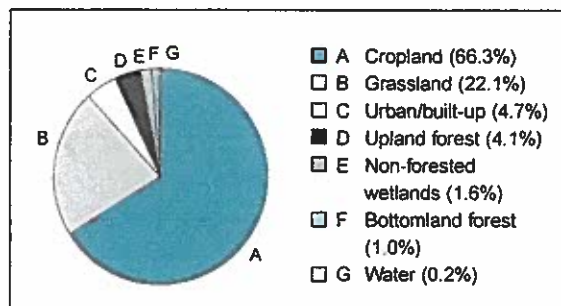


Figure 32. Kishwaukee River basin land cover

Plant and animal species

Thirty-five percent of the state's native and naturalized vascular plants are found in the basin. Of these, 14 are listed as state endangered and 14 as state threatened. Of these 28 T&E species, 17 occur in wetlands. Not all plants found here are wanted or appreciated — 21% of the plants have been introduced from other geographical areas.

At least 262 of the 299 bird species that regularly occur in the state can be found in the area. Of these 262, 135 breed or formerly bred here, including 14 of the 34 T&E bird species. The area's wetlands represent the most significant avian area where species such as the state threatened least bittern and sandhill crane breed.

Seventy-five percent of the state's mammal species are likely to occur in the Kishwaukee area, and the state threatened river otter has recently been sighted along the south branch of the Kishwaukee River. The basin also supports a diversity of aquatic species and state endangered fishes include the blacknose shiner and the Iowa darter.

Local economy and outdoor recreation

The area is home to nearly 5% of the state's population and is highly urban, with nearly four-fifths of its residents living in urban areas. Since 1870 the population in the Kishwaukee River area has grown fivefold; growth has been particularly high in Winnebago and McHenry counties.

The local economy grew nearly twice as fast as in the rest of the state between 1970 and 1994. It generates 4.7% of the state's employment and personal income. In 1994 it employed more than 314,000 people and generated \$13 billion in income.

There are no major state-owned recreation areas in the basin, but conservation districts offer several forest preserves and trails. There are also limited activities including hiking and natural history discovery at the undeveloped nature preserves and natural areas.

Threats

Today's Kishwaukee River basin is much changed from the presettlement era. Forests, wetlands and prairies have given way to agriculture, artificial water drainage, and urbanization. Today's landscape is 85% agricultural and urban.

Basin acreage - 779,744
Total natural areas - 3,379.1 acres
High-quality natural areas - 52 acres
Nature preserves - 247.4 acres

Flooding - One of the greatest concerns for area residents is flooding. Average annual flow in the basin has jumped more than 50% since 1970. Although average precipitation has increased, other explanations for the increased flow include the drainage and removal of wetland areas and the discharge of treated waste water into the river basin.

Erosion - Field drainage has played an important role in increasing the volume and rate of runoff from cultivated fields. With the majority of the soils in the watershed having loess as their uppermost parent material, the potential for soil erosion is moderate to high and the increased discharge is causing erosion problems along the Kishwaukee River and its drainage. Channel widening and bank failures are two major erosion problems.

Habitat loss - The loss of natural habitat in the basin has been severe. Prior to European settlement in 1820, the area was a montage of different forest types, savannas, blacksoil and gravel prairies, and a variety of wetlands from marshes to fens. For example, wetlands covered as much as 31% of McHenry County, 21% of Boone, and 14% of Winnebago. Today, McHenry County still has the highest percentage of wetlands — 6%. Overall, only 2.6% of the area's land is wetland. There has also been a similar decline in prairie, savanna and forest. Altogether only 52 acres (0.006% of total area) remain in a high quality, undegraded condition, all of it wetland and prairie. No pristine forest or savanna remains.



At least 262 of the 299 bird species that regularly occur in the state can be found in the area.

THE ROCK RIVER >>
 THE KISHWAUKEE RIVER >>
 THE SUGAR RIVER >>
 THE PECATONICA RIVER >>



Rivers

The Kishwaukee River

The Kishwaukee River is considered to be one of the highest quality streams in Illinois due to its relatively clean water and the diversity of life it supports. Designated an Illinois Resource Rich Area and a Biologically Significant Stream, the "Kish" watershed supports numerous threatened and endangered plant and animal species. Yet, its location, sandwiched between the spreading metropolitan regions of Rockford, IL and Chicago, make it increasingly vulnerable to numerous threats.

Originating near Woodstock in McHenry County, the Kishwaukee watershed, or basin, has an area of 1,250 square miles. The 63.4-mile Kishwaukee River corridor meanders gently across the post glacial landscape within a basin of what was a much larger river system created as glacial melt water rushed off over 13,000 years ago.

The Kishwaukee River watershed is open oak woodland and prairie country on low undulating land until traversing steeper topography in the northern parts of Boone and Winnebago counties. The North branch flows from Woodstock to Rockford where it joins the Rock River. The southern branch has its origin high upon the Cropsey Moraine, just north of Shabbona. It flows in a northeasterly direction until the village of Genoa where it turns left, flowing west-northwest.

One thousand seventy species of plants are found in the Kishwaukee River watershed. It is home to at least 28 plants and 30 animals listed as Illinois threatened or endangered and it supports a diversity of aquatic life: 59 species of fish, 26 species of mussels, and 14 species of large crustaceans. In 2010, Openlands, a Chicago-based conservation organization, released a report on a year-long comprehensive mussel study conducted at 18 sites on the Kishwaukee River. In total, 16 species of live mussels have been documented (19 species, including dead shells), including three endangered species. Mussels are a very big deal in river conservation because they are among the best indicators of a waterway's long-term health. When there is



a pollution event, a change in water quality or an increase in sedimentation; the mussels are stuck there, and have to absorb it. A stream that has high-quality mussels, lots of different kinds (10 or more species), and good numbers of individuals, is considered to be relatively healthy.

Although the water quality of the Kishwaukee River is generally good, sections of it have recently been found to be contaminated with pollutants affecting the river's ability to support natural plant and animal populations, and recreational uses. According to the Illinois Environmental Protection Agency's 2010 Water Resource Assessment, 34.7 miles of the north branch and 5.81 miles of the south branch are designated as impaired. Sections totaling 56.49 miles are impaired due to PCB's (polychlorinated biphenyls) and a total of 25.61 miles exceed levels of mercury, which results in consumption advisories for fish caught in those areas.

Dams, habitat loss, river and tributary erosion, and water pollution are scientifically and comprehensively addressed in the Strategic Plan for Habitat Conservation and Restoration in Kishwaukee River Watershed, developed by the Kishwaukee River Ecosystem Partnership in 2006. Rapid urban growth and extensive construction, especially in the metropolitan areas of Woodstock, Belvidere and Rockford as primary threats to the health of the Kish.

Contaminated storm water run-off from extensive parking lots, roads and roof tops, and municipal sewage discharge, contribute to the degradation of the river. Agricultural erosion and chemicals have negative impacts in the Kishwaukee as well, since almost 70% of the land in the watershed is agricultural and nearly 90% is farmland in DeKalb County where the south branch originates. Erosion from construction sites and agriculture washes fine sediment into the Kishwaukee and its tributaries, smothering the habitat for mussels and for aquatic insects, which are the base of the river system's food chain. Cropland practices, such as minimum tillage, grassed waterways, streamside filter strips and terraces, can minimize agricultural erosion which causes siltation. Right now the Kishwaukee presents a very unique opportunity to save an amazing resource. Because most of it is still in good shape, if we do all we can to protect its watershed, this river has a bright future.

Beyond best management practices such as siltation control and vegetated buffer strips, preserving the riparian corridors (native vegetation zones) along the banks of the Kishwaukee is the best way to protect the water and wildlife. Conservation agencies in McHenry, Boone, Winnebago and DeKalb counties have made acquiring and managing quality natural areas along the Kishwaukee a priority. Not only does the vegetated land along the river corridor store flood waters and filter run-off, it protects scarce prairie, woodland and wetland habitat for a multitude of species that keep the Kish vital.

Because much of the Kishwaukee River corridor remains a natural setting, it is very popular for paddling, floating and fishing. One of the greatest attractions for recreationalists is the unspoiled scenery and outstanding wildlife viewing opportunities for those who glide quietly along. In spring, the Kishwaukee River banks are blanketed with bluebells, lady's slippers, trilliums and trout lilies. In summer the oaks, sycamores and silver maples line the river with deep green shade, and in fall provide one of the most colorful foliage displays in the region. Some of the outstanding birds seen on the Kishwaukee are great Blue Herons, Least Bitterns, Sandhill Cranes, Barred Owls, Wood Ducks and the state endangered osprey. Twelve amphibian and 21 reptile species occur here, which means recreationalists are likely to sight frogs, toads, and a variety of turtles.

The Winnebago County Forest Preserve District has prioritized acquisition along the Kishwaukee and is working toward creating a continuous corridor of high quality habitat to protect the river and its entire ecosystem. Tom Hartley, Director of Land Acquisition for WCFPD, says the agency has focused on the Kishwaukee River area because that's the part of the county where the most growth and development is occurring. Hartley says, "there is an urgency to protect and restore riverfront land to minimize the impacts of development. A continuous corridor protects the integrity of the stream, provides connected wildlife habitat and enables land and water recreation trails." Once the forest preserve district adds a new parcel to the Kishwaukee corridor, such as County Line Forest Preserve in 2010, it is restored with native trees and grasses to enhance habitat, filter debris and pollutants, provide nutrients, and reduce flooding. WCFPD has been actively acquiring land along the Kishwaukee River since 1978.

Friday Night Basketball Schedule

6:30 6th Grade vs. Belvidere	7:30 7th Grade vs. IL, Waterv	8:30 8th Grade vs. IL, Waterv	9:30 9th Grade vs. IL, Waterv	10:30 10th Grade vs. IL, Waterv	11:30 11th Grade vs. IL, Waterv	12:30 12th Grade vs. IL, Waterv	13:30 13th Grade vs. IL, Waterv	14:30 14th Grade vs. IL, Waterv	15:30 15th Grade vs. IL, Waterv	16:30 16th Grade vs. IL, Waterv	17:30 17th Grade vs. IL, Waterv	18:30 18th Grade vs. IL, Waterv	19:30 19th Grade vs. IL, Waterv	20:30 20th Grade vs. IL, Waterv	21:30 21st Grade vs. IL, Waterv	22:30 22nd Grade vs. IL, Waterv	23:30 23rd Grade vs. IL, Waterv	24:30 24th Grade vs. IL, Waterv	25:30 25th Grade vs. IL, Waterv	26:30 26th Grade vs. IL, Waterv	27:30 27th Grade vs. IL, Waterv	28:30 28th Grade vs. IL, Waterv	29:30 29th Grade vs. IL, Waterv	30:30 30th Grade vs. IL, Waterv	31:30 31st Grade vs. IL, Waterv	32:30 32nd Grade vs. IL, Waterv	33:30 33rd Grade vs. IL, Waterv	34:30 34th Grade vs. IL, Waterv	35:30 35th Grade vs. IL, Waterv	36:30 36th Grade vs. IL, Waterv	37:30 37th Grade vs. IL, Waterv	38:30 38th Grade vs. IL, Waterv	39:30 39th Grade vs. IL, Waterv	40:30 40th Grade vs. IL, Waterv	41:30 41st Grade vs. IL, Waterv	42:30 42nd Grade vs. IL, Waterv	43:30 43rd Grade vs. IL, Waterv	44:30 44th Grade vs. IL, Waterv	45:30 45th Grade vs. IL, Waterv	46:30 46th Grade vs. IL, Waterv	47:30 47th Grade vs. IL, Waterv	48:30 48th Grade vs. IL, Waterv	49:30 49th Grade vs. IL, Waterv	50:30 50th Grade vs. IL, Waterv	51:30 51st Grade vs. IL, Waterv	52:30 52nd Grade vs. IL, Waterv	53:30 53rd Grade vs. IL, Waterv	54:30 54th Grade vs. IL, Waterv	55:30 55th Grade vs. IL, Waterv	56:30 56th Grade vs. IL, Waterv	57:30 57th Grade vs. IL, Waterv	58:30 58th Grade vs. IL, Waterv	59:30 59th Grade vs. IL, Waterv	60:30 60th Grade vs. IL, Waterv	61:30 61st Grade vs. IL, Waterv	62:30 62nd Grade vs. IL, Waterv	63:30 63rd Grade vs. IL, Waterv	64:30 64th Grade vs. IL, Waterv	65:30 65th Grade vs. IL, Waterv	66:30 66th Grade vs. IL, Waterv	67:30 67th Grade vs. IL, Waterv	68:30 68th Grade vs. IL, Waterv	69:30 69th Grade vs. IL, Waterv	70:30 70th Grade vs. IL, Waterv	71:30 71st Grade vs. IL, Waterv	72:30 72nd Grade vs. IL, Waterv	73:30 73rd Grade vs. IL, Waterv	74:30 74th Grade vs. IL, Waterv	75:30 75th Grade vs. IL, Waterv	76:30 76th Grade vs. IL, Waterv	77:30 77th Grade vs. IL, Waterv	78:30 78th Grade vs. IL, Waterv	79:30 79th Grade vs. IL, Waterv	80:30 80th Grade vs. IL, Waterv	81:30 81st Grade vs. IL, Waterv	82:30 82nd Grade vs. IL, Waterv	83:30 83rd Grade vs. IL, Waterv	84:30 84th Grade vs. IL, Waterv	85:30 85th Grade vs. IL, Waterv	86:30 86th Grade vs. IL, Waterv	87:30 87th Grade vs. IL, Waterv	88:30 88th Grade vs. IL, Waterv	89:30 89th Grade vs. IL, Waterv	90:30 90th Grade vs. IL, Waterv	91:30 91st Grade vs. IL, Waterv	92:30 92nd Grade vs. IL, Waterv	93:30 93rd Grade vs. IL, Waterv	94:30 94th Grade vs. IL, Waterv	95:30 95th Grade vs. IL, Waterv	96:30 96th Grade vs. IL, Waterv	97:30 97th Grade vs. IL, Waterv	98:30 98th Grade vs. IL, Waterv	99:30 99th Grade vs. IL, Waterv	100:30 100th Grade vs. IL, Waterv	101:30 101st Grade vs. IL, Waterv	102:30 102nd Grade vs. IL, Waterv	103:30 103rd Grade vs. IL, Waterv	104:30 104th Grade vs. IL, Waterv	105:30 105th Grade vs. IL, Waterv	106:30 106th Grade vs. IL, Waterv	107:30 107th Grade vs. IL, Waterv	108:30 108th Grade vs. IL, Waterv	109:30 109th Grade vs. IL, Waterv	110:30 110th Grade vs. IL, Waterv	111:30 111th Grade vs. IL, Waterv	112:30 112th Grade vs. IL, Waterv	113:30 113th Grade vs. IL, Waterv	114:30 114th Grade vs. IL, Waterv	115:30 115th Grade vs. IL, Waterv	116:30 116th Grade vs. IL, Waterv	117:30 117th Grade vs. IL, Waterv	118:30 118th Grade vs. IL, Waterv	119:30 119th Grade vs. IL, Waterv	120:30 120th Grade vs. IL, Waterv	121:30 121st Grade vs. IL, Waterv	122:30 122nd Grade vs. IL, Waterv	123:30 123rd Grade vs. IL, Waterv	124:30 124th Grade vs. IL, Waterv	125:30 125th Grade vs. IL, Waterv	126:30 126th Grade vs. IL, Waterv	127:30 127th Grade vs. IL, Waterv	128:30 128th Grade vs. IL, Waterv	129:30 129th Grade vs. IL, Waterv	130:30 130th Grade vs. IL, Waterv	131:30 131st Grade vs. IL, Waterv	132:30 132nd Grade vs. IL, Waterv	133:30 133rd Grade vs. IL, Waterv	134:30 134th Grade vs. IL, Waterv	135:30 135th Grade vs. IL, Waterv	136:30 136th Grade vs. IL, Waterv	137:30 137th Grade vs. IL, Waterv	138:30 138th Grade vs. IL, Waterv	139:30 139th Grade vs. IL, Waterv	140:30 140th Grade vs. IL, Waterv	141:30 141st Grade vs. IL, Waterv	142:30 142nd Grade vs. IL, Waterv	143:30 143rd Grade vs. IL, Waterv	144:30 144th Grade vs. IL, Waterv	145:30 145th Grade vs. IL, Waterv	146:30 146th Grade vs. IL, Waterv	147:30 147th Grade vs. IL, Waterv	148:30 148th Grade vs. IL, Waterv	149:30 149th Grade vs. IL, Waterv	150:30 150th Grade vs. IL, Waterv	151:30 151st Grade vs. IL, Waterv	152:30 152nd Grade vs. IL, Waterv	153:30 153rd Grade vs. IL, Waterv	154:30 154th Grade vs. IL, Waterv	155:30 155th Grade vs. IL, Waterv	156:30 156th Grade vs. IL, Waterv	157:30 157th Grade vs. IL, Waterv	158:30 158th Grade vs. IL, Waterv	159:30 159th Grade vs. IL, Waterv	160:30 160th Grade vs. IL, Waterv	161:30 161st Grade vs. IL, Waterv	162:30 162nd Grade vs. IL, Waterv	163:30 163rd Grade vs. IL, Waterv	164:30 164th Grade vs. IL, Waterv	165:30 165th Grade vs. IL, Waterv	166:30 166th Grade vs. IL, Waterv	167:30 167th Grade vs. IL, Waterv	168:30 168th Grade vs. IL, Waterv	169:30 169th Grade vs. IL, Waterv	170:30 170th Grade vs. IL, Waterv	171:30 171st Grade vs. IL, Waterv	172:30 172nd Grade vs. IL, Waterv	173:30 173rd Grade vs. IL, Waterv	174:30 174th Grade vs. IL, Waterv	175:30 175th Grade vs. IL, Waterv	176:30 176th Grade vs. IL, Waterv	177:30 177th Grade vs. IL, Waterv	178:30 178th Grade vs. IL, Waterv	179:30 179th Grade vs. IL, Waterv	180:30 180th Grade vs. IL, Waterv	181:30 181st Grade vs. IL, Waterv	182:30 182nd Grade vs. IL, Waterv	183:30 183rd Grade vs. IL, Waterv	184:30 184th Grade vs. IL, Waterv	185:30 185th Grade vs. IL, Waterv	186:30 186th Grade vs. IL, Waterv	187:30 187th Grade vs. IL, Waterv	188:30 188th Grade vs. IL, Waterv	189:30 189th Grade vs. IL, Waterv	190:30 190th Grade vs. IL, Waterv	191:30 191st Grade vs. IL, Waterv	192:30 192nd Grade vs. IL, Waterv	193:30 193rd Grade vs. IL, Waterv	194:30 194th Grade vs. IL, Waterv	195:30 195th Grade vs. IL, Waterv	196:30 196th Grade vs. IL, Waterv	197:30 197th Grade vs. IL, Waterv	198:30 198th Grade vs. IL, Waterv	199:30 199th Grade vs. IL, Waterv	200:30 200th Grade vs. IL, Waterv	201:30 201st Grade vs. IL, Waterv	202:30 202nd Grade vs. IL, Waterv	203:30 203rd Grade vs. IL, Waterv	204:30 204th Grade vs. IL, Waterv	205:30 205th Grade vs. IL, Waterv	206:30 206th Grade vs. IL, Waterv	207:30 207th Grade vs. IL, Waterv	208:30 208th Grade vs. IL, Waterv	209:30 209th Grade vs. IL, Waterv	210:30 210th Grade vs. IL, Waterv	211:30 211st Grade vs. IL, Waterv	212:30 212nd Grade vs. IL, Waterv	213:30 213rd Grade vs. IL, Waterv	214:30 214th Grade vs. IL, Waterv	215:30 215th Grade vs. IL, Waterv	216:30 216th Grade vs. IL, Waterv	217:30 217th Grade vs. IL, Waterv	218:30 218th Grade vs. IL, Waterv	219:30 219th Grade vs. IL, Waterv	220:30 220th Grade vs. IL, Waterv	221:30 221st Grade vs. IL, Waterv	222:30 222nd Grade vs. IL, Waterv	223:30 223rd Grade vs. IL, Waterv	224:30 224th Grade vs. IL, Waterv	225:30 225th Grade vs. IL, Waterv	226:30 226th Grade vs. IL, Waterv	227:30 227th Grade vs. IL, Waterv	228:30 228th Grade vs. IL, Waterv	229:30 229th Grade vs. IL, Waterv	230:30 230th Grade vs. IL, Waterv	231:30 231st Grade vs. IL, Waterv	232:30 232nd Grade vs. IL, Waterv	233:30 233rd Grade vs. IL, Waterv	234:30 234th Grade vs. IL, Waterv	235:30 235th Grade vs. IL, Waterv	236:30 236th Grade vs. IL, Waterv	237:30 237th Grade vs. IL, Waterv	238:30 238th Grade vs. IL, Waterv	239:30 239th Grade vs. IL, Waterv	240:30 240th Grade vs. IL, Waterv	241:30 241st Grade vs. IL, Waterv	242:30 242nd Grade vs. IL, Waterv	243:30 243rd Grade vs. IL, Waterv	244:30 244th Grade vs. IL, Waterv	245:30 245th Grade vs. IL, Waterv	246:30 246th Grade vs. IL, Waterv	247:30 247th Grade vs. IL, Waterv	248:30 248th Grade vs. IL, Waterv	249:30 249th Grade vs. IL, Waterv	250:30 250th Grade vs. IL, Waterv	251:30 251st Grade vs. IL, Waterv	252:30 252nd Grade vs. IL, Waterv	253:30 253rd Grade vs. IL, Waterv	254:30 254th Grade vs. IL, Waterv	255:30 255th Grade vs. IL, Waterv	256:30 256th Grade vs. IL, Waterv	257:30 257th Grade vs. IL, Waterv	258:30 258th Grade vs. IL, Waterv	259:30 259th Grade vs. IL, Waterv	260:30 260th Grade vs. IL, Waterv	261:30 261st Grade vs. IL, Waterv	262:30 262nd Grade vs. IL, Waterv	263:30 263rd Grade vs. IL, Waterv	264:30 264th Grade vs. IL, Waterv	265:30 265th Grade vs. IL, Waterv	266:30 266th Grade vs. IL, Waterv	267:30 267th Grade vs. IL, Waterv	268:30 268th Grade vs. IL, Waterv	269:30 269th Grade vs. IL, Waterv	270:30 270th Grade vs. IL, Waterv	271:30 271st Grade vs. IL, Waterv	272:30 272nd Grade vs. IL, Waterv	273:30 273rd Grade vs. IL, Waterv	274:30 274th Grade vs. IL, Waterv	275:30 275th Grade vs. IL, Waterv	276:30 276th Grade vs. IL, Waterv	277:30 277th Grade vs. IL, Waterv	278:30 278th Grade vs. IL, Waterv	279:30 279th Grade vs. IL, Waterv	280:30 280th Grade vs. IL, Waterv	281:30 281st Grade vs. IL, Waterv	282:30 282nd Grade vs. IL, Waterv	283:30 283rd Grade vs. IL, Waterv	284:30 284th Grade vs. IL, Waterv	285:30 285th Grade vs. IL, Waterv	286:30 286th Grade vs. IL, Waterv	287:30 287th Grade vs. IL, Waterv	288:30 288th Grade vs. IL, Waterv	289:30 289th Grade vs. IL, Waterv	290:30 290th Grade vs. IL, Waterv	291:30 291st Grade vs. IL, Waterv	292:30 292nd Grade vs. IL, Waterv	293:30 293rd Grade vs. IL, Waterv	294:30 294th Grade vs. IL, Waterv	295:30 295th Grade vs. IL, Waterv	296:30 296th Grade vs. IL, Waterv	297:30 297th Grade vs. IL, Waterv	298:30 298th Grade vs. IL, Waterv	299:30 299th Grade vs. IL, Waterv	300:30 300th Grade vs. IL, Waterv	301:30 301st Grade vs. IL, Waterv	302:30 302nd Grade vs. IL, Waterv	303:30 303rd Grade vs. IL, Waterv	304:30 304th Grade vs. IL, Waterv	305:30 305th Grade vs. IL, Waterv	306:30 306th Grade vs. IL, Waterv	307:30 307th Grade vs. IL, Waterv	308:30 308th Grade vs. IL, Waterv	309:30 309th Grade vs. IL, Waterv	310:30 310th Grade vs. IL, Waterv	311:30 311st Grade vs. IL, Waterv	312:30 312nd Grade vs. IL, Waterv	313:30 313rd Grade vs. IL, Waterv	314:30 314th Grade vs. IL, Waterv	315:30 315th Grade vs. IL, Waterv	316:30 316th Grade vs. IL, Waterv	317:30 317th Grade vs. IL, Waterv	318:30 318th Grade vs. IL, Waterv	319:30 319th Grade vs. IL, Waterv	320:30 320th Grade vs. IL, Waterv	321:30 321st Grade vs. IL, Waterv	322:30 322nd Grade vs. IL, Waterv	323:30 323rd Grade vs. IL, Waterv	324:30 324th Grade vs. IL, Waterv	325:30 325th Grade vs. IL, Waterv	326:30 326th Grade vs. IL, Waterv	327:30 327th Grade vs. IL, Waterv	328:30 328th Grade vs. IL, Waterv	329:30 329th Grade vs. IL, Waterv	330:30 330th Grade vs. IL, Waterv	331:30 331st Grade vs. IL, Waterv	332:30 332nd Grade vs. IL, Waterv	333:30 333rd Grade vs. IL, Waterv	334:30 334th Grade vs. IL, Waterv	335:30 335th Grade vs. IL, Waterv	336:30 336th Grade vs. IL, Waterv	337:30 337th Grade vs. IL, Waterv	338:30 338th Grade vs. IL, Waterv	339:30 339th Grade vs. IL, Waterv	340:30 340th Grade vs. IL, Waterv	341:30 341st Grade vs. IL, Waterv	342:30 342nd Grade vs. IL, Waterv	343:30 343rd Grade vs. IL, Waterv	344:30 344th Grade vs. IL, Waterv	345:30 345th Grade vs. IL, Waterv	346:30 346th Grade vs. IL, Waterv	347:30 347th Grade vs. IL, Waterv	348:30 348th Grade vs. IL, Waterv	349:30 349th Grade vs. IL, Waterv	350:30 350th Grade vs. IL, Waterv	351:30 351st Grade vs. IL, Waterv	352:30 352nd Grade vs. IL, Waterv	353:30 353rd Grade vs. IL, Waterv	354:30 354th Grade vs. IL, Waterv	355:30 355th Grade vs. IL, Waterv	356:30 356th Grade vs. IL, Waterv	357:30 357th Grade vs. IL, Waterv	358:30 358th Grade vs. IL, Waterv	359:30 359th Grade vs. IL, Waterv	360:30 360th Grade vs. IL, Waterv	361:30 361st Grade vs. IL, Waterv	362:30 362nd Grade vs. IL, Waterv	363:30 363rd Grade vs. IL, Waterv	364:30 364th Grade vs. IL, Waterv	365:30 365th Grade vs. IL, Waterv	366:30 366th Grade vs. IL, Waterv	367:30 367th Grade vs. IL, Waterv	368:30 368th Grade vs. IL, Waterv	369:30 369th Grade vs. IL, Waterv	370:30 370th Grade vs. IL, Waterv	371:30 371st Grade vs. IL, Waterv	372:30 372nd Grade vs. IL, Waterv	373:30 373rd Grade vs. IL, Waterv	374:30 374th Grade vs. IL, Waterv	375:30 375th Grade vs. IL, Waterv	376:30 376th Grade vs. IL, Waterv	377:30 377th Grade vs. IL, Waterv	378:30 378th Grade vs. IL, Waterv	379:30 379th Grade vs. IL, Waterv	380:30 380th Grade vs. IL, Waterv	381:30 381st Grade vs. IL, Waterv	382:30 382nd Grade vs. IL, Waterv	383:30 383rd Grade vs. IL, Waterv	384:30 384th Grade vs. IL, Waterv	385:30 385th Grade vs. IL, Waterv	386:30 386th Grade vs. IL, Waterv	387:30 387th Grade vs. IL, Waterv	388:30 388th Grade vs. IL, Waterv	389:30 389th Grade vs. IL, Waterv	390:30 390th Grade vs. IL, Waterv	391:30 391st Grade vs. IL, Waterv	392:30 392nd Grade vs. IL, Waterv	393:30 393rd Grade vs. IL, Waterv	394:30 394th Grade vs. IL, Waterv	395:30 395th Grade vs. IL, Waterv	396:30 396th Grade vs. IL, Waterv	397:30 397th Grade vs. IL, Waterv	398:30 398th Grade vs. IL, Waterv	399:30 399th Grade vs. IL, Waterv	400:30 400th Grade vs. IL, Waterv	401:30 401st Grade vs. IL, Waterv	402:30 402nd Grade vs. IL, Waterv	403:30 403rd Grade vs. IL, Waterv	404:30 404th Grade vs. IL, Waterv	405:30 405th Grade vs. IL, Waterv	406:30 406th Grade vs. IL, Waterv	407:30 407th Grade vs. IL, Waterv	408:30 408th Grade vs. IL, Waterv	409:30 409th Grade vs. IL, Waterv	410:30 410th Grade vs. IL, Waterv	411:30 411st Grade vs. IL, Waterv	412:30 412nd Grade vs. IL, Waterv	413:30 413rd Grade vs. IL, Waterv	414:30 414th Grade vs. IL, Waterv	415:30 415th Grade vs. IL, Waterv	416:30 416th Grade vs. IL, Waterv	417:30 417th Grade vs. IL, Waterv	418:30 418th Grade vs. IL, Waterv	419:30 419th Grade vs. IL, Waterv	420:30 420th Grade vs. IL, Waterv	421:30 421st Grade vs. IL, Waterv	422:30 422nd Grade vs. IL, Waterv	423:30 423rd Grade vs. IL, Waterv	424:30 424th Grade vs. IL, Waterv	425:30 425th Grade vs. IL, Waterv	426:30 426th Grade vs. IL, Waterv	427:30 427th Grade vs. IL, Waterv	428:30 428th Grade vs. IL, Waterv	429:30 429th Grade vs. IL, Waterv	430:30 430th Grade vs. IL, Waterv	431:30 431st Grade vs. IL, Waterv	432:30 432nd Grade vs. IL, Waterv	433:30 433rd Grade vs. IL, Waterv	434:30 434th Grade vs. IL, Waterv	435:30 435th Grade vs. IL, Waterv	436:30 436th Grade vs. IL, Waterv	437:30 437th Grade vs. IL, Waterv	438:30 438th Grade vs. IL, Waterv	439:30 439th Grade vs. IL, Waterv	440:30 440th Grade vs. IL, Waterv	441:30 441st Grade vs. IL, Waterv	442:30 442nd Grade vs. IL, Waterv	443:30 443rd Grade vs. IL, Waterv	444:30 444th Grade vs. IL, Waterv	445:30 445th Grade vs. IL, Waterv	446:30 446th Grade vs. IL, Waterv	447:30 447th Grade vs. IL, Waterv	448:30 448th Grade vs. IL, Waterv	449:30 449th Grade vs. IL, Waterv	450:30 450th Grade vs. IL, Waterv	451:30 451st Grade vs. IL, Waterv	452:30 452nd Grade vs. IL, Waterv	453:30 453rd Grade vs. IL, Waterv	454:30 454th Grade vs. IL, Waterv	455:30 455th Grade vs. IL, Waterv	456:30 456th Grade vs. IL, Waterv	457:30 457th Grade vs. IL, Waterv	458:30 458th Grade vs. IL, Waterv	459:30 459th Grade vs. IL, Waterv	460:30 460th Grade vs. IL, Waterv	461:30 461st Grade vs. IL, Waterv	462:30 462nd Grade vs. IL, Waterv	463:30 463rd Grade vs. IL, Waterv	464:30 464th Grade vs. IL, Waterv	465:30 465th Grade vs. IL, Waterv	466:30 466th Grade vs. IL, Waterv	467:30 467th Grade vs. IL, Waterv	468:30 468th Grade vs. IL, Waterv	469:30 469th Grade vs. IL, Waterv	470:30 470th Grade vs. IL, Waterv	471:30 471st Grade vs. IL, Waterv	472:30 472nd Grade vs. IL, Waterv	473:30 473rd Grade vs. IL, Waterv	474:30 474th Grade vs. IL, Waterv	475:30 475th Grade vs. IL, Waterv	476:30 476th Grade vs. IL, Waterv	477:30 477th Grade vs. IL, Waterv	478:30 478th Grade vs. IL, Waterv	479:30 479th Grade vs. IL, Waterv	480:30 480th Grade vs. IL, Waterv	481:30 481st Grade vs. IL, Waterv	482:30 482nd Grade vs. IL, Waterv	483:30 483rd Grade vs. IL, Waterv	484:30 484th Grade vs. IL, Waterv	485:30 485th Grade vs. IL, Waterv	486:30 486th Grade vs. IL, Waterv	487:30 487th Grade vs. IL, Waterv	488:30 488th Grade vs. IL, Waterv	489:30 489th Grade vs. IL, Waterv	490:30 490th Grade vs. IL, Waterv	491:30 491st Grade vs. IL, Waterv	492:30 492nd Grade vs. IL, Waterv	493:30 493rd Grade vs. IL, Waterv	494:30 494th Grade vs. IL, Waterv	495:30 495th Grade vs. IL, Waterv	496:30 496th Grade vs. IL, Waterv	497:30 497th Grade vs. IL, Waterv	498:30 498th Grade vs. IL, Waterv	499:30 499th Grade vs. IL, Waterv	500:30 500th Grade vs. IL, Waterv	501:30 501st Grade vs. IL, Waterv	502:30 502nd Grade vs. IL, Waterv	503:30 503rd Grade vs. IL, Waterv	504:30 504th Grade vs. IL, Waterv	505:30 505th Grade vs. IL, Waterv	506:30 506th Grade vs. IL, Waterv	507:30 507th Grade vs. IL, Waterv	508:30 508th Grade vs. IL, Waterv	509:30 509th Grade vs. IL, Waterv	510:30 510th Grade vs. IL, Waterv	511:30 511st Grade vs. IL, Waterv	512:30 512nd Grade vs. IL, Waterv	513:30 513rd Grade vs. IL, Waterv	514:30 514th Grade vs. IL, Waterv	515:30 515th Grade vs. IL, Waterv	516:30 516th Grade vs. IL, Waterv	517:30 517th Grade vs. IL, Waterv	518:30 518th Grade vs. IL, Waterv	519:30 519th Grade vs. IL, Waterv	520:30 520th Grade vs. IL, Waterv	521:30 521st Grade vs. IL, Waterv	522:30 522nd Grade vs. IL, Waterv	523:30 523rd Grade vs. IL, Waterv	524:30 524th Grade vs. IL, Waterv	525:30 525th Grade vs. IL, Waterv	526:30 526th Grade vs. IL, Waterv	527:30 527th Grade vs. IL, Waterv	528:30 528th Grade vs. IL, Waterv	529:30 529th Grade vs. IL, Waterv	530:30 530th Grade vs. IL, Waterv	531:30 531st Grade vs. IL, Waterv	532:30 532nd Grade vs. IL, Waterv	533:30 533rd Grade vs. IL, Waterv	534:30 534th Grade vs. IL, Waterv	535:30 535th Grade vs. IL, Waterv	536:30 536th Grade vs. IL, Waterv	537:30 537th Grade vs. IL, Waterv	538:30 538th Grade vs. IL, Waterv	539:30 539th Grade vs. IL, Waterv	540:30 540th Grade vs. IL, Waterv	541:30 541st Grade vs. IL, Waterv	542:30 542nd Grade vs. IL, Waterv	543:30 543rd Grade vs. IL, Waterv	544:30 544th Grade vs. IL, Waterv	545:30 545th Grade vs. IL, Waterv	546:30 546th Grade vs. IL, Waterv	547:30 547th Grade vs. IL, Waterv	548:30 548th Grade vs. IL, Waterv	549:30 549th Grade vs. IL, Waterv	550:30 550th Grade vs. IL, Waterv	551:30 551st Grade vs. IL, Waterv	552:30 552nd Grade vs. IL, Wat
------------------------------	-------------------------------	-------------------------------	-------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	---------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	-----------------------------------	--------------------------------

CMAP's Freight-Manufacturing Nexus Report

(<http://www.cmap.illinois.gov/documents/10180/27283/Freight-Manufacturing-Nexus-8-6-13-1.pdf/16f3459b-05af-4eac-af71-f9a8f18f7bc2>) notes that rail has a competitive advantage over other modes for bulky, low-value goods shipped over longer distances. The top five major rail origins and destinations by tonnage are Wyoming, Texas, Illinois, Washington, and Wisconsin, reflecting this focus on long-haul travel. Typically, freight by rail moves more slowly than by truck, but this makes it more affordable to ship goods that do not need to have a "just-in-time" delivery. The major commodities shipped by rail to and from the Chicago region by value include basic chemicals, coal, fertilizers, plastics and rubber, and electronics.

Air

Despite its low volumes, air freight accounts for \$55 billion in cargo value -- higher than that of rail. Air freight tends to move lightweight, high-value goods; the region's air freight value per ton is nearly 62 times that of truck and 150 times that of rail. Air freight is also the region's only direct gateway for international goods. While air freight comprises a small proportion of the Chicago FAF region's total freight tonnage and value, this mode still plays a large role in moving freight on a national scale. According to the Federal Aviation Administration, in 2013 O'Hare International Airport was the nation's fourth-busiest (http://www.faa.gov/airports/planning_capacity/passenger_allcargo_stats/passenger/) air cargo gateway in terms of total landed pounds.

According to 2012 FAF estimates, annual regional air volumes totaled 300,000 tons outbound and 400,000 tons inbound, or \$21 billion outbound and \$35 billion inbound. Unlike other freight modes, major origins and destinations for air freight are all outside of the Midwest. Alaska is the largest origin and destination for air freight; Anchorage is a common stopover location for goods headed to and from East Asia.

From: Rich <rpw@zimwalsh.com> Sent: Fri 15/04/16 3:07 PM
To: "scott@nystromsnursery.com" Priority: Normal
<scott@nystromsnursery.com>
Subject: FW: Eminent Domain Information for Tuesday's meetings

Scott,

I was great to talk with you on the phone this afternoon and good to hear that the matter may already be resolved for you. As we said, we believe there is so much opposition to this project up and down the proposed railroad line that the likelihood of it happening is remote. However, in the unlikely event the project does proceed Erin and I thought it would be helpful for you to have the following information regarding some of the legal aspects of the Illinois eminent domain proceedings for reference.

The Eminent Domain Act in Illinois is 735 ILCS 30/

A few of the key provisions you should be aware of include:

Since this acquisition will be undertaken for a "Private Use" the authority taking the property must prove by "clear and convincing evidence" that the acquisition is:

- 1. Primarily for the benefit, use, or enjoyment of the public, and
- 2. Necessary for a public purpose.

No Way!

This is a 2 part test of which both parts must be met before the project is approved. In this case it will be difficult for the railroad company to prove either of these requirements. Clear and convincing evidence means more than their simply stating or arguing that there is a public benefit and purpose. They will be required to show proof of what the public benefit and purpose would be. With all the current opposition to the project their ability of proving this will be remote.

However, there is another section of the statute which you should be aware of which states:

- 1. If the acquiring party can show that the Illinois Commerce Commission (ICC) has granted them a certificate or otherwise made a finding of public convenience and necessity for private ownership they will have a "rebuttable presumption" that they have met the 2 part test. or
- 2. If the acquiring party does not have a certificate from the ICC they will still receive the "rebuttable presumption" if the acquisition falls under certain listed acts. This acquisition is not covered under any of the currently listed acts so this exception shouldn't apply.

No Way!

What you may want to try and get an answer to at the meeting is whether or not they have or plan to ask the ICC for a certificate or finding of public convenience and necessity. If they plan to then those in opposition need to lobby the ICC not to grant one.

As we discussed it looks like your problems are resolved but having this information at hand will help you assist others who oppose the project.

If you have any questions or need further information please contact our office. In the meantime good luck at the meetings next week.

Rich Walsh

My name is Scott Nystrom My Wife & I own the farm on the South east corner of Winnebago. I am going to explain why Frank Patton & Jim Wilson of Great lake basin have no business running an 8 Billion Train operation. Very Fast.

Frank & Jim filed a letter with the Office of Environmental board Analysis / Surface Transportation board on 3/7/16. In detail it explains how it will operate and how it will not affect wetlands, Hunting Areas, & existing trees in a lot of other areas in there plan.

MP 180-190 is our farm, and they have it running directly through our driveway, running over my tree farm, my CRP, THE SOUTH BRANCH OF THE KISWAUKKEE RIVER, AND ACREAS OF FLOOD LAND.

In their detailed explanation, MP 180 -190 Mentions nothing of a home driveway Nursery, CRP, or the south branch of the kiswaukkee River (named cleanest river in Illinois), including approximately 900 feet of flood plain, and prime hunting ground.

INSTEAD there's SAYS I Quote: The route goes through Greenfield farmland and passes some residences and farmsteads. NO WETLANDS, WOODED AREAS, OR WATERWAYS WOULD BE AFFECTED by this segment.

Route alternatives are giving as in all other descriptions. There's was and I quote SEVERAL IMPEDIMENTS (Which means HINDERANCE OR OBSTRUCTION) PRUCLUDED THIS ALTERNATIVE, Including adjacent wetlands & hunting areas.

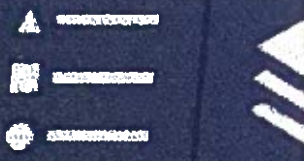
This is the largest intersection in there plan and they can't get that right, how many other mistakes have they made? They filed a FALSE REPORT

AT THIS POINT I WOULD NOT ONLY QUESTION THEIR INTEGRITY & HONESTY But 1 thing is very obvious...

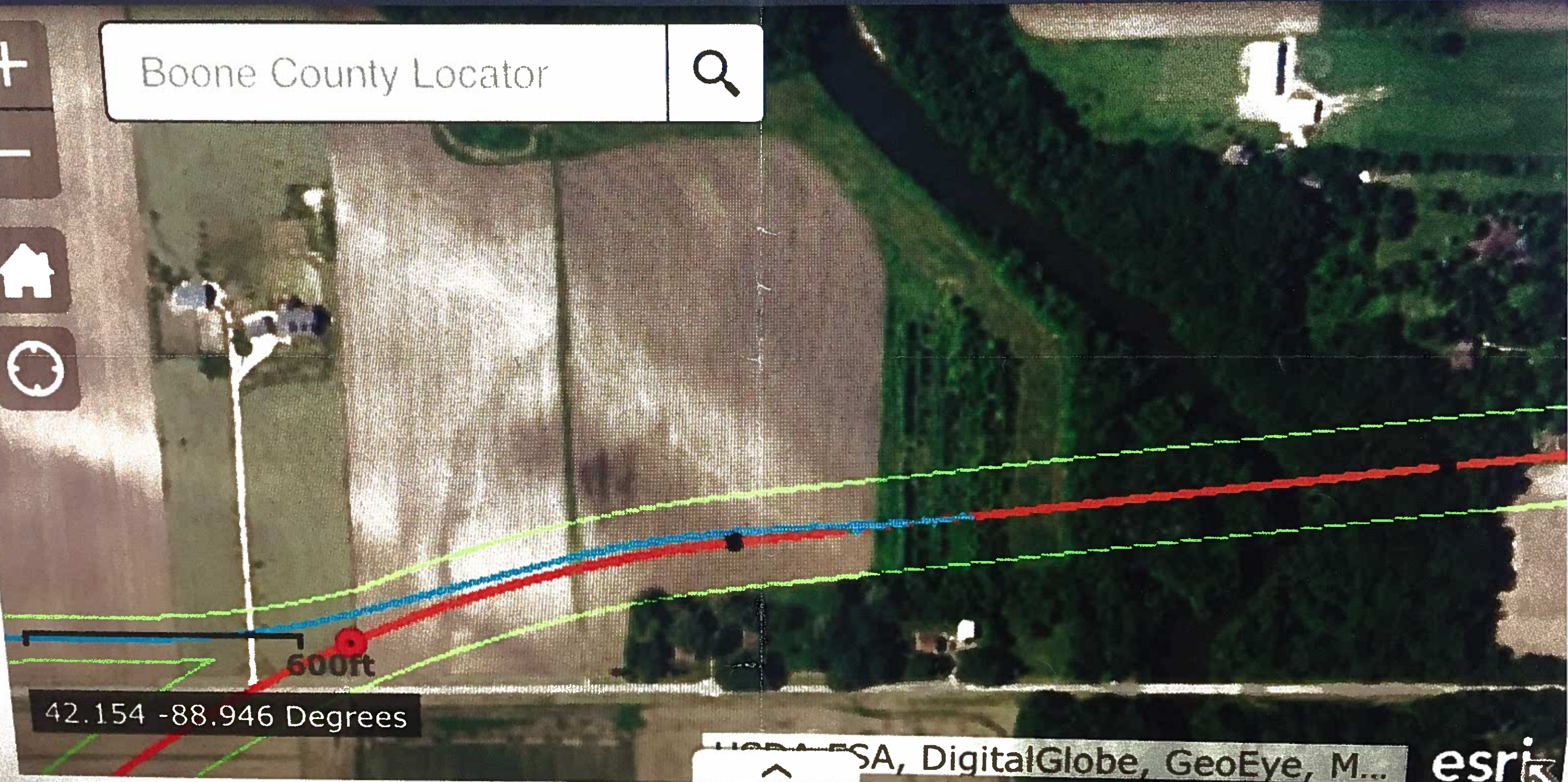
THAY HAVE NO BUSINESS RUNNING AN 8 BILLION DOLLAR PROJECT!! Their credibility is in the toilet!

As the service transportation board it is your DUTY as a FEDERAL EMPLOEE to stop this, you are performing a "feasibility study on this report is not even accurate!" NOT FEASABLE! You fail to provide accurate information to this project!

Thank You Scott Nystrom



Boone County Locator



USA, DigitalGlobe, GeoEye, M...

