

091108BRE Mooney Vol II.txt

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

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STATEMENT OF:

8

THOMAS D. MOONEY

9

SEPTEMBER 11, 2008

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13

HOLIDAY INN HOTEL & CONFERENCE CENTER

14

411 SOUTH LARKIN AVENUE

15

JOLIET, ILLINOIS

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21 CHIMNIAK REPORTING & VIDEO

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23 Reported by: Nicole M. Breyspraak, 084-003835

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MR. MOONEY: P.O. Box 37,
Page 1

2 Plainfield, Illinois 60544-0037, and
3 (815) 529-3168 is the phone.

4 IDOT engineers have told me
5 personally that Plainfield, Illinois
6 needs three roads flowing onto I-55 in
7 order to handle their planned growth
8 levels.

9 IDOT and Bolingbrook adopted my
10 U.S. Route 30 flowing down 127th Street
11 down Essington Road to the present 126 and
12 I-55 interchange. They said Plainfield
13 needs three roads flowing on, this would
14 give U.S. 30 and present Route 126 down
15 Main Street would only be two roads flowing
16 onto I-55. The third road, which
17 Plainfield and Joliet both need is moving
18 Route 126 to Renwick Road to become IDOT's
19 main east/west artery, which they've
20 already stated that this is their intention
21 that they want to have this to be IDOT's
22 main east/west artery.

23 Flowing Renwick Road over the
24 DuPage River on the new bridge that's

1 planned on Renwick Road, it can flow
2 underneath Route 59 and down a new right
3 lane to I-55. Renwick Road will also need
4 to flow its traffic to Plainfield's second
Page 2

5 Metra station. To do that, it needs to go
6 east on Renwick Road and not be clogged up
7 by two-mile long trains, and that is why
8 the trains from -- need to rise from Route
9 126 over Lockport Street and over Renwick
10 Road, which will probably become the new
11 Route 126, and that will allow the traffic
12 to get down Renwick Road from Joliet,
13 Plainfield, and Yorkville to the Metra
14 station to help relieve I-55. If the
15 trains do not go under the tracks, the
16 congestion will totally mess up being able
17 to use Metra to relieve I-55's present
18 congestion.

19 This gives Plainfield the third
20 road flowing to I-55 also because Renwick
21 Road after it goes over the DuPage River
22 can flow under Route 59, use a right turn
23 without stopping on the new lane that
24 begins on Route 30 going to I-55.

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1 Both Crest Hill, Joliet public
2 engineer James Trizna and Westfield's mall
3 management all agree I-55 and Route 30's
4 present interchange need to be a cloverleaf
5 to avoid the congestion that they presently
6 have at I-355 and Butterfield Road.

7 Presently, an elderly lady with
Page 3

8 a cane or walker can easily beat the
9 traffic on Butterfield Road because of the
10 turn lane light congestion is totally
11 gridlocking Butterfield Road at Rush hour.

12 Joliet, Crest Hill, Plainfield,
13 Romeoville need to be able to flow onto
14 I-55 and it needs to be a cloverleaf
15 interchange in order to accommodate the
16 traffic levels.

17 Plainfield will need Renwick
18 Road to be a free-flowing road in order for
19 it to be able to get to both Metra at their
20 second planned station in Plainfield for
21 Metra by I-55 and Route 30, where the
22 boulevard shops are planned next to the new
23 Metra station. Highrise Metra parking
24 garages with express trains from there

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1 would draw traffic from Romeoville, Crest
2 Hill, Joliet, and Plainfield and
3 Romeoville. This would greatly relieve the
4 congestion that is presently on the Federal
5 Route of I-55, which needs relief.

6 Route 30's present interchange
7 is only 3.6 miles from Route 126. The
8 planned interchange being in between at
9 Lockport Road would have three interchanges
10 within 3.6 miles of each other, which

11 creates an average of 1.2 miles apart. It
12 is also the same distance between Route 30
13 and U.S. 30 and I-55 and Route 52,
14 Jefferson Street interchange on I-55. With
15 only 3.6 miles between these two putting a
16 Caton Farm or Black Road interchange would
17 be too close also together creating
18 averages of 1.2 miles apart, which would
19 congest the federal government's I-55.

20 To relieve the congestion, we
21 need to keep Plainfield's three roads
22 flowing onto I-55 and flowing to the Metra
23 parking garages with express trains from
24 Plainfield flowing down Naperville's

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1 express train tracks to downtown Chicago.
2 Thank you.
3 (End of statement.)
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