

091108 Chi Mooney Vol I.txt

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

10 THOMAS D. MOONEY
11

12 September 11, 2008
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14 HOLIDAY INN HOTEL & CONFERENCE CENTER
15 411 SOUTH LARKIN AVENUE
JOLIET, ILLINOIS
16
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1 MR. MOONEY: Thomas D. Mooney, P.O.
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2 Box 37, Plainfield, Illinois 60544-0037;
3 815-529-3168.

4 IDOT has identified Plainfield
5 as needing three roads flowing onto I-55.
6 To eliminate train congestion and traffic
7 congestion, Illinois' funded road studies
8 state Plainfield needs to improve all their
9 existing roads.

10 IDOT and Bolingbrook have
11 adopted my 127th Street bypass of U.S.
12 Route 30, taking 127th Street to Essington
13 Road, going right and north to I-55.
14 Essington Road would have a lane go up over
15 I-55 southbound lanes, and this would
16 become the left lane headed to Chicago,
17 with U.S. Route 30's car traffic.

18 Route 30's traffic to I-55 south
19 would flow under 126 on Essington Road and
20 also along I-55 to the Louis Joliet Mall.
21 This route should also flow over the EJ&E
22 line, like I-55.

23 IDOT said Plainfield needs three
24 roads flowing to I-55. Route 126 they want

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1 separate of U.S. Route 30 when they move it
2 to I-55 and Route 126 present interchange.
3 Moving Route 126 to Renwick Road benefits
4 IDOT because this is their existing

5 east-west main artery, which they want to
6 take further west.

7 Flowing the trains after Route
8 126 uphill, over Lockport Street, which is
9 one of the few existing roads over I-55 and
10 needs to remain freely flowing, the trains
11 would flow over Lockport Street, over
12 Renwick Road, with Route 126 traffic
13 flowing from the east at I-94 out of
14 Chicago, which already has been increased
15 to ten-lane intersections and five-lane
16 roads out to Route 45, where Southwest
17 Highway also joins this route, linking many
18 more towns flowing west on Renwick Road.

19 Moving Route 126 to this road
20 makes more sense because it can flow from
21 I-94 out of Chicago, all the way west to
22 Plano, Illinois, and avoid going through
23 towns of Plainfield and Yorkville, which
24 reduces congestion. This is why Route 126

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1 or Renwick Road needs to flow under the
2 trains, to prevent heavy cross-traffic
3 accidents and backed up traffic.

4 Renwick Road will also be
5 necessary to flow traffic to the
6 five-story-tall Metra express train
7 garages, to get traffic off of I-55, to

8 relieve their congestion on I-55. So it
9 needs to flow underneath the trains to
10 prevent backing up traffic.

11 IDOT has requested Plainfield to
12 flow U.S. 30 trucks down Main Street,
13 present Route 126, to Route 59. IDOT says
14 this is the fastest route. This route also
15 flows Lockport Street traffic, carrying
16 central Plainfield to I-55.

17 Besides Renwick Road flowing
18 traffic to I-55 at present Route 30
19 interchange, Lockport Road is necessary to
20 flow traffic from central Plainfield down
21 present Route 126 to I-55's present 126
22 interchange.

23 The township of Plainfield
24 supports U.S. 30's truck route flowing

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1 Plainfield-Naperville Road traffic down
2 Mill Street to an underpass of present 126
3 on Main Street. This would then flow over
4 Route 59 and for southbound traffic would
5 use a right-lane turn through Mobil Oil's
6 property to use the underpass that would be
7 built for Route 59. This eliminates all
8 left turns for people crossing on Center
9 Street and Eastern Avenue. It allows them
10 to have their railroad crossings closed,

11 and they would simply use a right turn onto
12 Route 59, a right turn a quarter block
13 north onto an Eastern Avenue extension,
14 which would flow over the underpass built
15 of the train for U.S. Route 30's trucks on
16 present Route 126 on Main Street in
17 plainfield.

18 This allows Eastern Avenue to
19 flow traffic with simple right-hand turns,
20 no left turns, which are dangerous with the
21 high amounts of traffic going to I-55 here,
22 and allows them to flow along Eastern
23 Avenue extension running along the tracks
24 to Route 59. And this allows Center Street

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1 in Bartlett to also have access from I-55,
2 by using Eastern Avenue's extension, using
3 right turns instead of left turns, which
4 are more dangerous and also cause more
5 congestion.

6 from Route 126 the trains need
7 to be raised to flow over Lockport Street
8 because it is one of the few roads that
9 goes over I-55, and this needs to remain
10 open and not blocked by two-mile-long
11 trains. It is also a route for bicycle
12 riders to use to access the forest
13 preserves on both sides of the tracks here.

14 This also allows the trains to easily flow
15 over Renwick Road and above the forest
16 preserves, to reduce the noise levels in
17 the forest preserves affecting the Rookery,
18 and it allows it to flow over the traffic
19 that will be IDOT's main east-west artery
20 on Renwick Road, which most likely will
21 become Route 126 in the future.

22 IDOT's U.S. Route 30 bypass was
23 preferred flowing through Mobil Oil's
24 property at Route 126 and Route 59. Mobil

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1 Oil also prefers this because they could
2 move to Route 126 at Renwick Road and be in
3 a more desirable location on two major
4 routes flowing a lot of traffic to I-55,
5 and it would give them better access to
6 those customers.

7 IDOT preferred flowing to U.S.
8 Route 30 trucks on my bypass through Mobil
9 Oil because the property is all high enough
10 and dry enough to even build Plainfield's
11 wastewater treatment plant on. Even though
12 it is on a flood plain, it is not on the
13 route that they want to use for wetlands.

14 Return traffic from Lockport
15 Street in the morning wouldn't have to be
16 diverted. This traffic would alternate

17 with traffic lights with U.S. 30's trucks
18 to flow down Lockport Street and flow over
19 Route 59's heavy traffic. It would flow
20 with cars on Lockport Street on a separate
21 traffic light from the traffic light for
22 the trucks on U.S. Route 30's bypass
23 through Mobil. This separates the cars and
24 the trucks so when they flow onto I-55 it

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1 will be much safer.
2 Plainfield Township supports my
3 flowing Plainfield-Naperville Road down
4 Mill Street and on the Main Street
5 underpass and over Route 59. They feel it
6 would benefit IDOT and the community of
7 Plainfield to be able to use a right-hand
8 turn through Mobil's property instead of
9 left turns to flow traffic down to the
10 underpass of Route 59 going under Lockport
11 Street on Main Street.
12 This would relieve all
13 left-turn-light congestion and would be
14 cars headed to Center Street, Eastern
15 Street, and Bartlett Street going to Route
16 59, making a right-hand turn and then
17 another right-hand turn at the next light,
18 which would become Eastern Avenue's
19 extension.

20 This would flow them over Main
21 Street, around the trains, and would
22 alleviate all the left-hand turns which are
23 very dangerous. This also alleviates two
24 train crossings, which would not be

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1 necessary with the one underpass of Main
2 Street.

3 So Plainfield-Naperville Road
4 would alleviate their underpass also by
5 using the underpass on Main Street and with
6 Eastern, Center, and present Main Street
7 Route 126, it would all use one underpass
8 instead of four train crossings.

9 United Airlines has told me
10 personally they prefer Mayor Daley's Gary
11 airport because of the fact that the planes
12 flying south over Lake Michigan can be
13 diverted to Milwaukee's airport, Chicago's,
14 and Gary's safely and easily, without
15 requiring separate levels of flight
16 patterns to fly down over Lake Michigan.
17 This reduces air traffic congestion.

18 O'Hare is in desperate need of
19 parking relief, as well as Illinois
20 highways. We need to have the STAR Line
21 created by IDOT to fly traffic from
22 high-rise parking garages at Gary's airport

23 to keep Indiana's traffic out of O'Hare's
24 parking lots and off our roads. This would

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1 allow them to take trains express right to
2 the O'Hare terminals, which would greatly
3 relieve the congestion on Illinois's
4 highways.

5 Air pollution in Will County was
6 also considered so high that the federal
7 government has put Will County on a federal
8 watch list to have their road funding cut.
9 This is why the coal-fired electric plant
10 was canceled, to reduce air pollution
11 levels. So adding more congestion from
12 freight trains without adding the needed
13 underpasses to relieve the congestion would
14 increase the pollution in this county to
15 undesirable levels, which are already on
16 the federal watch list.

17 The STAR Line can flow traffic
18 that is normally on I-55 on express trains
19 from Plainfield by Joliet present Route 30,
20 where their second Metra station is
21 planned. Five-story parking garages there
22 could take traffic from Crest Hill, Joliet,
23 and Plainfield and Romeoville off I-55 on
24 express trains to Naperville's express

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1 tracks and east to Chicago with nonstop
2 trains to relieve I-55's congestion.

3 I-55 has no room to add trains
4 and subways are too expensive. The only
5 way IDOT has found to relieve the
6 congestion on I-55, which I personally have
7 witnessed since the early 1970s that needs
8 to be reduced, and by using express trains
9 is the only way to get people off I-55.

10 The trains in Joliet that are mostly
11 nonexpress trains do not remove traffic
12 from I-55. So the STAR Line route is a
13 necessary route that is needed in Illinois.

14 (End of statement.)

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