



CN | E&E

Environmental Impact Statement

Scoping Comment for the Proposed Canadian National Railway Company Acquisition of the Elgin, Joliet and Eastern Railway Company

STB Finance Docket No. 35087

Comment Form

How Do I Submit Comments?

01226, 013008. MOONEY.PCTE.60544.0.N.C.F

- Written Comments: Complete and submit this form at the public open house scoping meeting, or follow the directions on the reverse side of this sheet to mail your comments.
- Recorded Comments: Provide your comments to a member of the project team or court reporter at this public open house scoping meeting, or call the toll-free project information line: 1-800-347-0689.
- Electronic Comments: Submit electronic comments by visiting the Surface Transportation Board's website, www.stb.dot.gov, under the heading "E-Filing."

Please refer to STB Finance Docket No. 35087 in all correspondence addressed to the Surface Transportation Board. Comments must be submitted by February 1, 2008.

This is with material I am
including with this. The material adds
to statements I made in Barrington, Ill.
and in Joliet, Ill. I DOT and
Champaign have used several of my
suggestions. We increase material
of 13 typed sheets and app 8 drawings
will help clarify what I testified
to at both hearings.

Thomas D. Mooney

Surface Transportation Board

CN-EISE EB - FD-35087

What scoping meeting did you attend? (Please circle): Mundelein, Barrington, Joliet, Matteson, Gary, West Chicago, Chicago.

Due Date:

EDR File No.

Name:

YOUR INPUT IS IMPORTANT!

Address:

Scoping (Initial):

Comments provided by the public help determine the scope of the environmental review.

PROJECT #:

Cc: Original - Job File

City, State, Zip:

Date:

HDR

To increase trains many improvements are needed

Naperville-Plainfield Road is listed in Plainfield's Comprehensive Plan to be closed at Route 59. The plan states Naperville-Plainfield Road meets Route 59 too close to Route 126 to stack traffic on Route 59. Plainfield plans to have Naperville-Plainfield Road to flow onto a realigned Mill Street that aligns with Center Street for a joint traffic light. Since this would send traffic down Center Street to avoid Route 59 congestion the village is considering closing Center, and Eastern's railroad crossings. The villages plan is to flow Naperville-Plainfield Road onto present Route 126. This flows both roads together under the Canadian National freight, and under the METRA trains. Instead of shifting Naperville-Plainfield Roads traffic to the left turn lanes to go south it remains in the right lane. Instead of left turns southbound traffic uses the right lane. It flows over Route 59's underpass of Route 126. The right lane turns right onto a exit ramp onto Route 59's underpass of Route 126. This eliminates left turn lane light congestion. A Route 59 underpass of Route 126 cost less than a 143rd's overpass of Route 59! Route 59's underpass increases traffic flow while it reduces traffic accidents.

Route 126 would flow through Mobil's car wash site. It would cross Penn Street just north of the church parking lot. Similar to Lake Avenues DesPlaines River forest preserve bridge a poured concrete bridge would look like a real lime stone bridge. The bridge over the river crosses just south of the water treatment plant. This would help hide the water treatment plant from the state river bike trail. This helps create a forest preserve entrance to Plainfield. 143rd would look like Elk Grove's gross Tonne road. It runs along angle iron towers supporting power lines similar to 143rd's plan. It made me feel insecure.

From Thomas D. Mooney
1 of 13 typed pages + 7 more drawings

No Rte 126 underpass built as of this letter.

It gave me a very unpleasant feeling driving right next to Edison's angle iron towers supporting high tension power lines. It looks as unpleasant as it is to drive on. Weber Road is being widened to 6 lanes to handle traffic from one I-55 exit. To widen 143rd the state would have to buy 16 very expensive homes. Plainfield should listen to IDOT and study Route 59's underpass over building a more expensive 143rd overpass of Route 59. IDOT asked Plainfield to study underpasses because they cost less to build and maintain. Plainfield should flow Route 59 under Route 126 like IDOT flowed Route 59 under Route 20. Plainfield should flow Renwick Road under Route 59 like IDOT flowed Route 38 under Route 59.

My Route 126 bypass through Mobil's car wash flows over the DuPage River high enough to also flow over the EJE's railroad tracks. Then it descends down to Wood Farm Road which quickly turns west and is renamed Pesidential which conveniently flows west to end at U.S. Route 30. Cars turn left to the new downtown while trucks turn right and head north on U.S. Route 30. Trucks going west can use the 143rd truck bypass to Route 126. Teska wisely suggested letting Route 126 flow west around river walk restaurants. This follows Geneva, Illinois example. Geneva flows their Route 25 along their Mill Race Inn river walk restaurant. It works so well their still serving fine food continuously since 1933. Teska suggestion to follow Geneva's example would encourage restaurants to invest in our river walk. Portillio built Keywester on Route 59 because he wanted traffic flowing past his restaurant. To succeed we should listen to Teska, and IDOT. Studies supported it is faster for trucks to flow to Route 59, and take Route 59 to 143rd.

Turning left to Walgreens on Route 126 at rush hour is almost impossible. With Route 59's underpass cars just stay right and flow onto Route 59's underpass of Route 126. They come up in time to make a safer right turn onto Oak Street to enter Walgreens much easier, and safer. Drivers trying to sneak a left turn in heavy traffic will be causing a lot of accidents and congestion without an underpass. Walgreens blames left turn access from Route 126 for lower revenues from less sales.

Without a Route 126 (Main Street) railroad underpass Naperville-Plainfield Road traffic will have to use Route 59's train underpass. Traffic going downtown, or south would require longer turn lights to flow onto Route 59. Route 126, and Renwick Road train over or underpasses are needed to reduce Route 59's congestion. Route 59's underpass is cheaper than 143rd's overpass of Route 59. Putting Route 59's underpass dirt on the floodplain can be cost effective way to put Route 126 over the EJE's tracks south to Minooka. It also creates a berm to hide the sewage plant from the states bike trail. Route 126 underpass replaces 2 railroad crossings by eliminating Naperville-Plainfield Road crossing as well. This also eliminates long left turn light congestion on Route 59 as well with Route 59's underpass. This follows what all the road studies say that Plainfield needs to improve the traffic flow on existing north-south, and east-west roads.

Route 59 also needs relief from Joliet's traffic takes Route 59 to reach Route 126, and I-55. After crossing Route 59 trains need to rise over Lockport Road, and Renwick road. Lockport Road does not have enough room for the road to use an underpass. It would affect many homes. Bars

in downtown Plainfield, and along Plainfield's river walk will cause people drinking to collide with trains on Lockport Road's blind crossing. Since Renwick Road is planned by IDOT to carry traffic from Yorkville east to I-94 out of Chicago it needs to flow over or under the Canadian National freight trains. Since creeks, and low floodplain is along Renwick Road raising trains over Lockport Roads blind crossing is a better solution. This will prevent traffic from stacking behind trains on Renwick Road. Renwick Road will need a underpass of Route 59 like IDOT used on Route 38 under Route 59 to avoid Ogden Avenue style delays. Lockport Street has no room for the road to use a train underpass. Renwick Road being in the floodplain makes flowing the trains over both roads the ideal solution. This is similar to the Chicago Northwestern put their trains under Voltz Road, and Waukegan Road before climbing over Teckney, and Willow Road. They raised, and lowered the North Western train tracks from Chicago. They were put over Chicago, and Evanston's streets. Then they dropped below Winnetka's streets and rose again to meet Glencoes streets. The Canadian National freight trains need to rise east of Route 59 to flow over Lockport Road's blind crossing. This allows the trains to flow over Renwick Road. IDOT has widen Renwick Road to 10 lane inter-sections east of Plainfield already. IDOT plans to Make Renwick Road the Main east-west artery for the southern communities. Route 7, and Route 6 share Renwick Road already. Lockport Road having train congestion will have a serious effect on the local economy. Environmentally increasing train horns will have a negative effect on the Will County Forest Preserve rookies that surround the EJE's tracks. Besides cutting businesses downtown off from

Romeoville the trains blowing horns all day, and night will damage Lake Renwick's rookery bird populations of many species health. Will County Forest Preserves with bike trails line the Canadian National freight trains proposed route. The forest preserves will be affected by the increased trains, and horn noise. Increasing the trains without raising the tracks over Lockport Road, and Renwick Road will make unsafe for locals to ride their bikes to, and from the forest preserves. Hundreds of young people use ball park fields for their teams to play. Several pedestrian underpasses will be needed if the tracks are not raised over Lockport Road to help businesses in downtown Plainfield, and to protect the rookeries bird population. Raising the tracks will prevent an underpass of Renwick Road which would flood at times if built. An environmental study should be done for the Lake Renwick rookery.

Both 127th, and 119th are both hospital collector routes planned to carry large volumes of traffic to I-55. Blocking these roads will cost many people their lives according to Plainfield ambulance drivers. The ambulance drivers prefer a 127th underpass as 119th is covered in dense fog regularly. 119th also floods is why IDOT, and Bolingbrook, Illinois adopted my U.S. Route 30 bypass using 127th route to I-55, and to Plainfield's hospital. Naperville-Plainfield Road flows along the DuPage River, along Bolingbrook's golf course, and through Naperville's forest preserves. 119th can flow naturally under Naperville-Plainfield Road. 127th can flow naturally over Naperville-Plainfield Road which is a major north-south route. This shows why both 119th, and 127th need train underpasses because they can both carry extremely large

volumes of traffic to I-55. Naperville-Plainfield Road's ability to carry traffic is why Plainfield plans to have it turn down Mill Street to use Route 126 to reach Route 59. As the population grows Route 59 will be unable to stack Naperville-Plainfield Road traffic because Route 126 is too close. This is why Route 126 should flow under the freight, and METRA trains. This allows one underpass to carry 2 roads. This eliminates 143rd's extra train underpass. It also eliminates 143rd's expensive overpass of Route 59 to avoid flooding. A Route 59 underpass of Route 126 cost IDOT a lot less money. One underpass for 2 roads on Route 126 makes more sense than building another needlessly on 143rd. Plus Route 126 underpass can eliminate 4 railroad crossings. When Naperville-Plainfield Road railroad crossing closes traffic is planned to flow onto a realigned Mill Street with Center Street and get a traffic light at Mill Street, and Route 126. This is why the village is considering closing Center Street, and Eastern railroad crossings. Many people have already lost limbs, and 2 people lost their lives in separate accidents on Center Streets crossing. Eastern should be extended along the tracks to Route 59. Similar to IDOT put Glenview's Lehigh Avenue running along ^{of} the freight, and METRA tracks over Lake Avenues underpass the trains run Eastern Avenue along the tracks to Route 59 by flowing over Route 126's underpass of trains. This eliminates dangerous left turns to both Eastern Avenue, and to Center Street. Homeowners would flow under the trains on Route 126 to reach Route 59. They simply turn right onto Route 59, and right again onto Eastern Avenues extension over Route 126's train underpass.

Route 126 train underpass eliminates 4 railroad crossings without counting dropping 143rd's!

It should be noted I am Thomas Daniel Mooney and I live in Plainfield on Naperville-Plainfield Road. My mail comes to P.O.Box 37 Plainfield, Illinois 60544-0037 My phone number is 815 529-3168. I love to get a job designing road solutions. All my neighbors support IDOT, and Will County Road commissioners not wanting 143rd. Naperville-Plainfield Road is lined with signs against 143rd because it will only cause more congestion and provide no relief. That is why Rodger Claar Mayor of Bolingbrook, Illinois adopted my U.S. Route 30 bypass with IDOT because it will provide immediate traffic relief to several major roads. My U.S. Route 30 bypass on 127th flows over Naperville-Plainfield Road, then turns right onto Essington Road to flow under Route 126, and separately over I-55 to become a new lane on I-55 like Weber Road does.

My bypass Bolingbrook adopted reduces congestion while Plainfield's 143rd repeats all of nearby Joliet Roads cross-traffic mistakes. This is why both Will County, and Idot refused funding Plainfield's 143rd. Instead of my U.S. Route 30 underpass of Route 126 traffic from Interstate I-55 Plainfield wants a traffic light. This will stack traffic on I-55 like it stacks waiting for Joliet's Road, stacks waiting on Normantown Road. Traffic on Joliet Road waits for several traffic lights to get past Normantown Road dumping onto Route 53, (Joliet Road). This is exactly what Essington Road does by ending and dumping on to Route 126 like Normantown ends and dumps onto Joliet Romeoville Road. Joliet Road (Route 53) takes several more traffic lights to get past Romeo Road. 143rd repeats Romeo Roads cross-traffic congestion. The above is why IDOT, Will County Road Commissioners, and Mayor Rodger Claar of Bolingbrook do not support 143rd's congestion. This is why

IDOT, and Will County rebuilt 143rd in 2007 with only a 2 lane highway with no train underpass! If Plainfield builds 143rd against taxpayers wishes IDOT will have to build my U.S. Route 30 bypass on 127th to relieve the congestion. Ogden Avenue failed to cross Route 59 with 12 lanes. Ogden Avenue remains grid-locked for 3 miles every rush hour. Weber Road is being widened to 6 lanes to handle traffic to, and from I-55. 143rd only has room for a 4 lane road without buying up 16 extremely expensive homes. Flowing U.S. Route 30 over, and under crossroads on 127th, and Essington Road moves more traffic with less lanes replacing private property. Living on Naperville-Plainfield Road and I support my road flowing under the trains, under 127th with U.S. Route 30, and over 119th knowing it will increase traffic down my road. My flowing Naperville-Plainfield under the trains on Route 126 and over Route 59 to a exit ramp to Route 59's underpass of Route 126 would increase traffic. But it eliminates left turn lane lights, and accidents at Route 59, and Route 126.

Both Plainfield, and Bolingbrooks Hospitals deserve and need Canadian National freight train underpasses on 119th, and 127th. Plainfield's Comprehensive Plan calls for Naperville Plainfield Road to be closed at Route 59. This means the crossing should be closed if Route 126 gets a under-~~pass~~^{pass} The village has published in local papers they like to close Center Street, and Eastern Avenues crossings. Too many families in Plainfield have lost lives of family members at unnecessary railroad crossings. Many others have family members who have lost limbs from train accidents. Plainfield's government funded road studies support we need to have the underpasses I am asking for. The Canadian National Engineers liked all of my train underpass

suggestions. I pointed out the land is vacant along U.S. Route 30, and 127th. I also pointed out U.S. Route 30 on 127th can use one underpass of trains together like Route 126 can with Naperville-Plainfield Road. The engineers agree it is like Michigan Avenue flows under Lake Shore Drive before merging onto Chicago's Lake Shore Drive. The engineers pointed out my proposed U.S. Route 30 will be able to flow more more traffic with my suggestion. Many of Wisconsin, and Illinois roads flow under roads, and even under major historic buildings. The engineers pointed out my U.S. Route 30 bypass which IDOT already asked Plainfield to adopt would flow a lot of traffic past the adjacent lots with no cross-traffic congestion. Many say this will probably attract car dealerships there for Plainfield. Even if 143rd was built IDOT will have to build this U.S. Route 30 bypass which Bolingbrook already adopted to be able to flow traffic under Route 126 being over congested if 143rd is built.

C & N engineers also appreciated knowing IDOT wants to close Gaylord Road off at U.S. Route 30. I said i could only support Gaylord Road railroad crossing being closed if traffic on 16th street also called Stateville Road receives a underpass to allow trucks from I-55, and U.S. Route 30 to flow west on my truck route to Crest Hills, and Romeoville's industrial parks. This also traffic to Westfield's Louis Joliet Mall. 16th Street also called Stateville Road runs behind Home Depot, and Toys R US warehouse. The underpass is needed because IDOT does not want to repeat I-294's ramp congestion grid-locking I-294 every rush hour. U.S. Route 30 is only 3.6 miles from Route 126. Plainfield's 143rd, and Romeoville's Lockport Road proposed interchanges would create 3 interchanges in only 3.6 miles.

Only one of the proposed interchanges could be built if I-55 was being widened to 8 lanes to handle the traffic congestion. If a interchange was considered you would have to divide 3 interchanges into the 3.6 miles between Route 126 and Route 30 interchanges. Dividing the 3 interchanges into the 3.6 miles creates a average of 1.2 miles apart. This is identical to the average distances of the ramp congestion on I-294 after Willow Road ramp. Golf Road, Dempster Street, and Touhy ramps grid-lock I-294's 3 lanes every rush hour. Canton Farm Road is 1.5 miles from U.S. Route 30 interchange on I-55. IDOT stopped Joliet from building it because it was too close to U.S. Route 30's exit. I compiled the ramp distances on I-294's above congestion and found Romeoville Lockport Road, or Plainfield's 143rd ramps were identical in combined distances of ramp congestion. This means IDOT should refuse both requested interchanges. I mention the above to show why Romeoville needs Crest Hills truck underpass of 16th Street also called Stateville Road. This is directly behind Toy's R US warehouse which is along my Essington Road bypass on Hennepin Drive. James R. Trizna Public Engineer of Joliet said he wants to reconnect Essington Road under U.S. Route 30 to relieve turn lane congestion by Westfield's Louis Joliet Mall.

Westfield Mall management prefers my suggestion to flow Essington Road onto Hennepin Drive which will take the traffic on Essington Road to I-55, and to Plainfield's 2nd METRA station behind the old truck stop being replaced by the Boulevard shops. This flows through traffic around the malls road called the loop. This allows Essington Road's traffic to flow under U.S. Route 30 with no cross-traffic light congestion from traffic seeking to turn left to

reach I-55. This eliminates long left turn lights being needed. They would only add to the areas growing congestion. IDOT should ban left turns except at turn lights. Out lots by Home Depot should get a entrance right after Pizza Hut to a frontage road for out lots. This will help prevent accidents as traffic grows to I-55 from Joliet, and Crest Hill which both say we need a cloverleaf interchange to avoid repeating how I-355's turn lanes grid-lock Butterfield Road completely strangling traffic. Westfield Mall management also says the cloverleaf interchange is needed to relieve the turn light congestion affecting the mall. For IDOT to close Gaylor Road they will need 16th Street to flowing under the trains for trucks to flow Gaylord Road traffic south around the mall on Essington Road. Westfield Mall management agrees with me. They feel as I do the church at U.S. Route 30 should have a entrance to their parking lot from U.S. Route 30. This gives them access with right turns from Hennepin Drive, and from U.S. Route 30.

The Hennepin Drive Essington Road underpass surfaces to use the existing road around the Diamond, and bedding store parking lots to flow onto U.S. Route 30 to reach I-55, and to reach express trains to Chicago from Plainfield's 2nd METRA stations 5 story parking lots similar to downtown Palatines METRA parking lot. I suggested METRA trains from Plainfield need to flow directly onto Naperville's express train tracks to be faster than driving downtown. Express trains from Plainfield's METRA stops would only attract riders if they flow non stop to downtown like Palatine, and Arlington Heights use to fill their 5 story METRA parking garages. This is badly needed, and long over due to relieve I-55's congestion. Lack of

express trains serving Joliet, Romeoville, Plainfield, and Bolingbrook has left I-55 grid-locked in rush hour traffic. 119th should get a METRA station for Bolingbrook. By flowing Plainfield's METRA trains directly onto the express train tracks through Naperville IDOT would see a big relief on I-55.

If Canadian National raised the tracks through Plainfield they could flow safer, and faster. Raising the tracks east of Route 59 at least would allow the trains to flow over Lockport Road, and Renwick Road. This would prevent increasing train horns from affecting Lake Renwick's Rookery. This has the states largest populations of 5 threatened species of birds. The increased trains and their horns will make enjoying, and getting to the adjacent forest preserves bike trails extremely unsafe, and unenjoyable. Raising the trains would leave more homes by not needing to put the road under the tracks. Going over Lockport Road's blind crossing will save lives and also allows trains to flow faster over Renwick Road too! Besides saving the Rookery, and forest preserves it benefits the Canadian National by allowing faster safer train route around Chicago. If improvements are made Plainfield could benefit from less train horns, less accidents and it would follow their road studies if the trains are raised or if the roads are underpassed as the road studies say all of Plainfield's east-west, and north-south roads need improvements to flow traffic past trains. If the above suggestions are studied and followed an increase of trains could spell following road studies which would relive the growing congestion.

My name is Thomas D. Mooney I personally spoke with all of the above people who added their input. I started studying trains, and roads because IDOT said they can only

To increase trains many improvements are needed
page 13

study road suggestions presented at public hearing, and from the town. Plainfield has been against any underpasses until the increased train traffic threatened to cut them off from developers fees to pay their bills. Bolingbrook, IDOT, and the people of Plainfield have all given full support of my U.S. Route 30 bypass. Crest Hill village planner, Joliet's, and Westfield Mall all say they support most of my suggestions to reduce trains having accidents, and increase roads capacities at the same time.

I live in Plainfield on Naperville-Plainfield Road. My mailing address is P.O. Box 37 Plainfield, Illinois 60544-0037 My phone number is 815 529-3168 I would to find a job in planning. I like to look at things from a open view.

I would like to be kept informed of plans in my local communities. Trains can only be increased if improvements are made to separate them from having accidents with local traffic. LakeRenwick's Rookery should be studied to as solution is to flow trains over roads that could flood with a underpass.

This information helps clarify some of my statements made in Barrington, and Joliet hearings. Barrington's downtown needs the mile long train underpass they are seeking before trains can be increased. I personally have had to wait along time several times in Barrington because of cross train congestion. They also had 2 pedestrian deaths caused by trains in 2007. Plainfield has lost too many people in train accidents too!

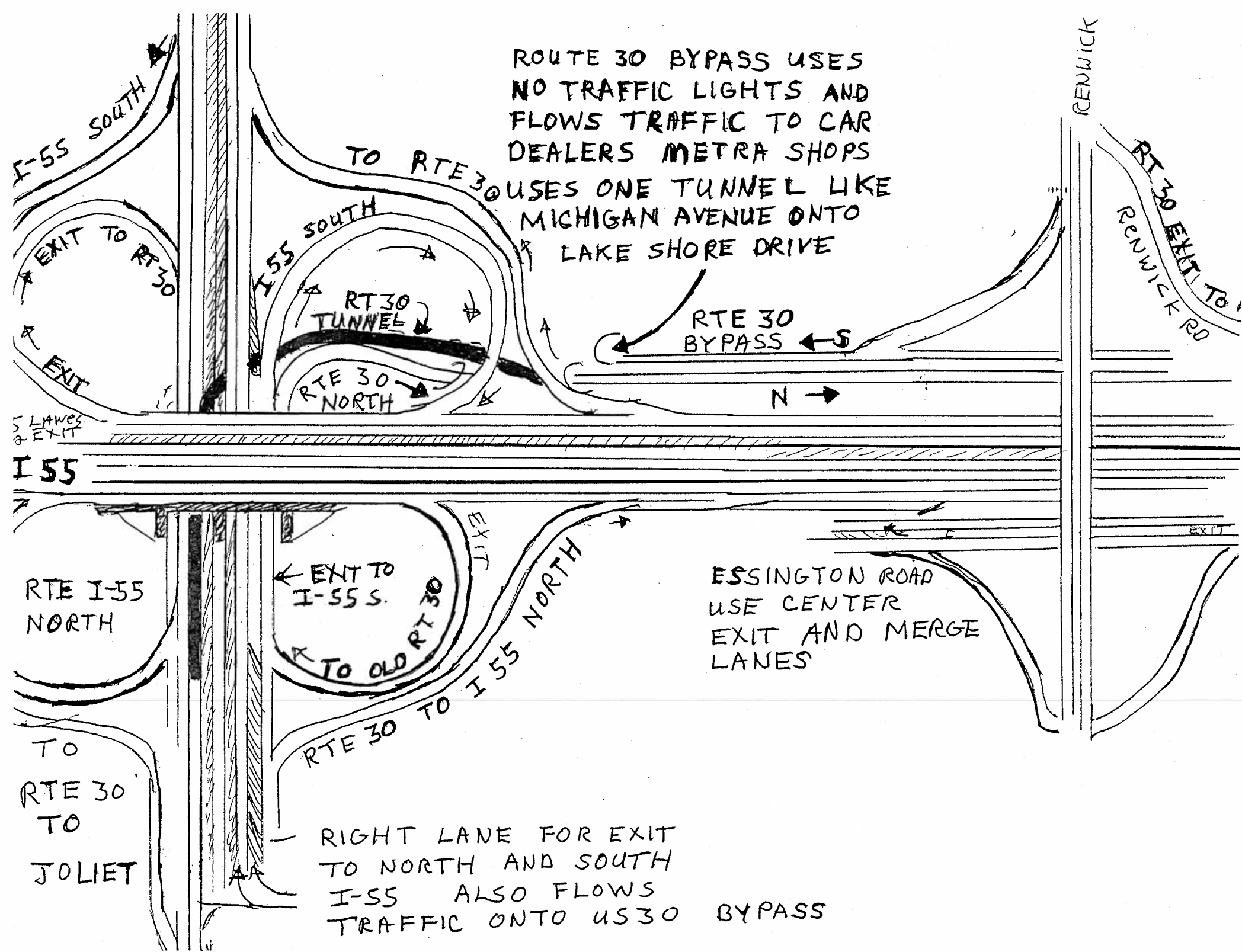
Please give this deep consideration. Thank you very much!

Sincerely yours.

Thomas D. Mooney
Thomas Daniel Mooney of

Plainfield, Illinois





ROUTE 30 BYPASS USES
NO TRAFFIC LIGHTS AND
FLOWS TRAFFIC TO CAR
DEALERS METRA SHOPS
USES ONE TUNNEL LIKE
MICHIGAN AVENUE ONTO
LAKE SHORE DRIVE

RTE 30
BYPASS ← S
N →

ESSINGTON ROAD
USE CENTER
EXIT AND MERGE
LANES

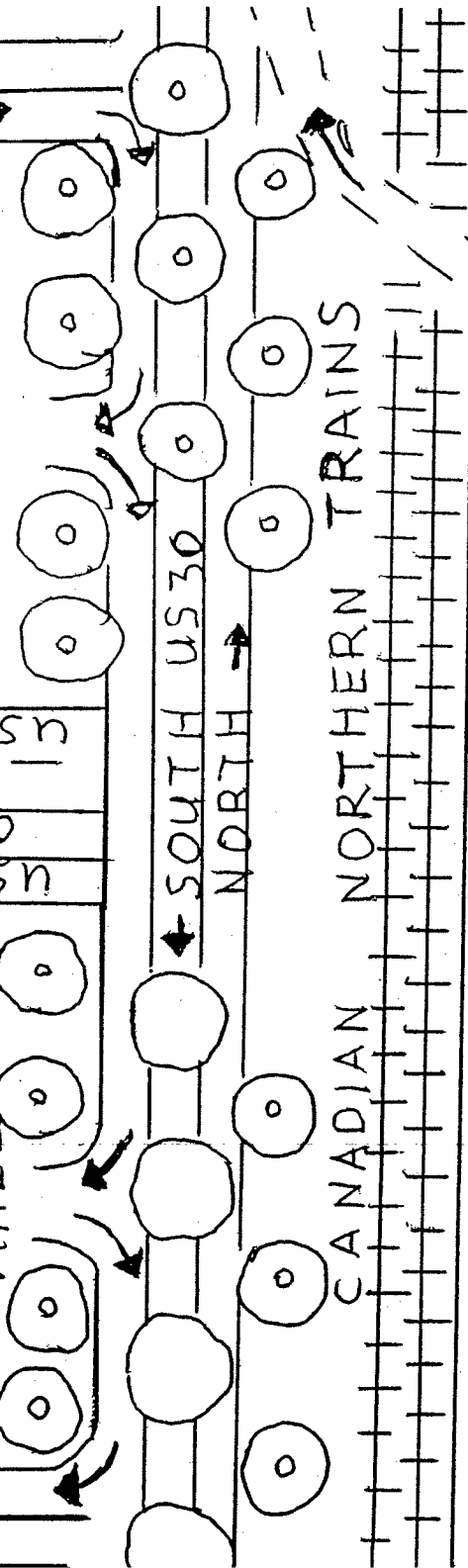
RIGHT LANE FOR EXIT
TO NORTH AND SOUTH
I-55 ALSO FLOWS
TRAFFIC ONTO US 30 BYPASS

HELPS CREATE
A 3RD ROAD
FLOWING TRAFFIC
ONTO I-55 BETTER

TO US30 BYPASS
BY Thomas D.
MOONEY PLAIN-
FIELD ILL.
CAR
DEALERSHIP'S
or
BANQUET
HALLS

US 30 SOUTH
ON 127th Street

TO OLD US 30
THIS LOT BE
3 TIMES
WIDER THAN
PICTURED



PLAINFIELD

AMBULANCE

DRIVERS

SAY UNDER-

PASS IS NEEDED

TO SAVE LIVES

CAN USE FEDERAL

FUNDING FOR

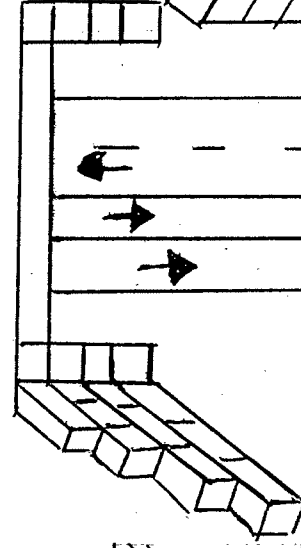
US30 CONGESTION

RELIEF

BOILINGBROOK

ADOPTED US 30 ON

127th + ESSINGTON



USES
UNDER
PASSES
of

CAN
TRAINS

127th + US30

IS IDENTICAL TO

WHERE 2

SCHOOL BUSES

WERE STRUCK

AT THE SAME

RAILROAD CROSSING

815 529 3168

ILLINOIS

OAK

Ramp To
To Southbound Rte 59

No left turns on Rte 59 →

BARTLET STREET

Rte 59 merge
lane

Eastern

Extension

Extension

Traffic to Eastern

Eastern Avenues Extension
Eastern Avenue

Naperville-Plainfield Rd

Center Street

MILL STREET

Center

Eastern Avenue

Eastern Avenue closed off

TORRES
COLLEGE

Park

HI

homes

ENTRANCE TO
LOCAL SUBDIVISION
ELIMINATES TRAFFIC LIGHT ON
ROUTE 126

→ JOINS ROUTE 126
TRUCKS FLOW TO ROUTE 59

FREE OF TRAFFIC LIGHTS

OVERPASS

OF

ESSINGTON
ROAD

RETENTION
LAKE

→ BYPASS

→ BECOMES
ESSINGTON
ROAD

US 30
DOES
ROAD
WEBER
LIKE
ON H-55

US 30 BECOMES NEW LANE

SOUTH

US 30 BYPASS
US 30 TO I-55

US 30

ENTRANCE TO
LOCAL SUBDIVISION
ELIMINATES TRAFFIC LIGHT ON
ROUTE 126

→ JOINS ROUTE 126
TRUCKS FLOW TO ROUTE 59

FREE OF TRAFFIC LIGHTS

OVERPASS

OF

ESSINGTON
ROAD

RETENTION
LAKE

→ BYPASS

ROAD BECOMES
ESSINGTON
ROAD

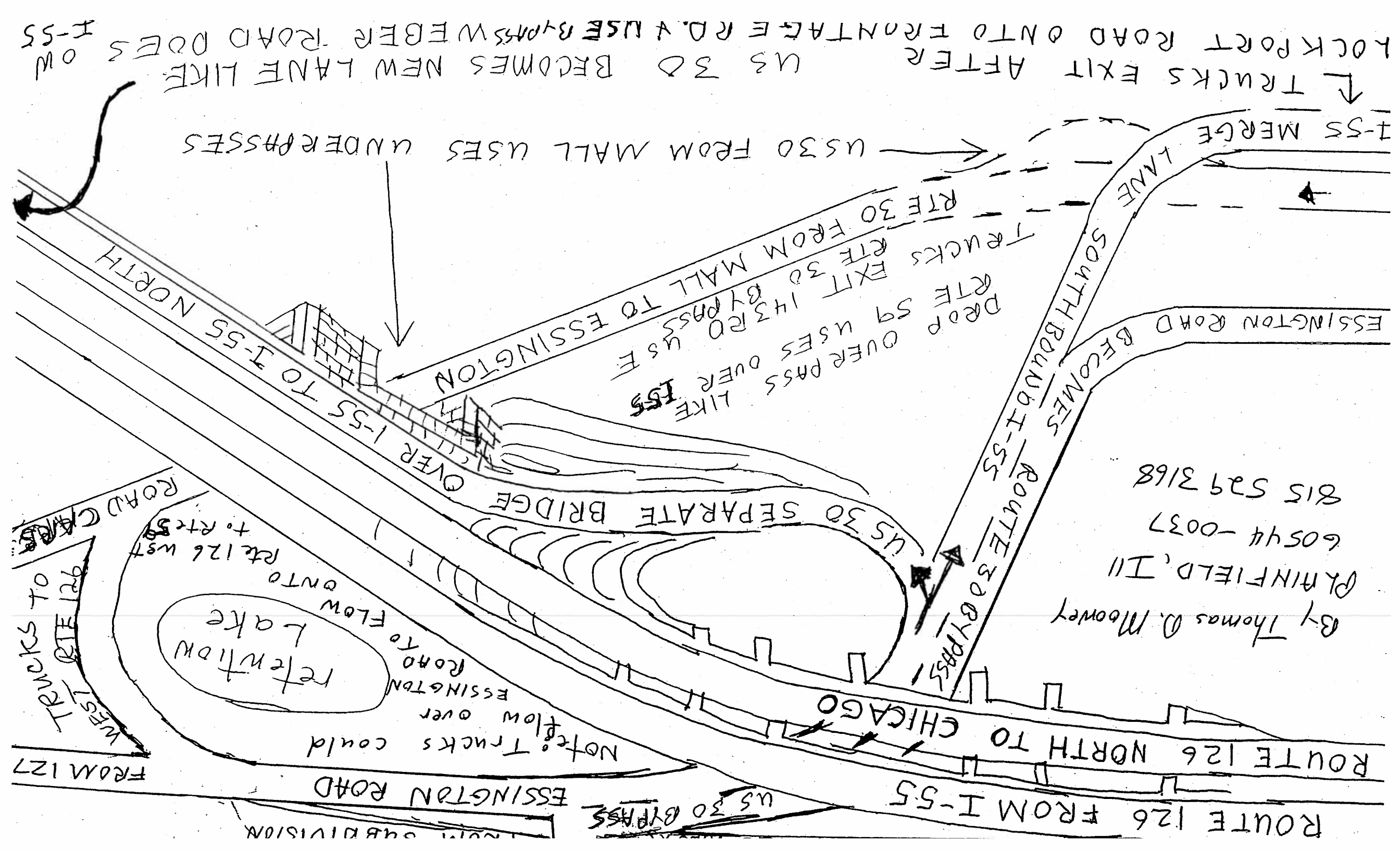
US 30
DOES
ROAD
WEAVER
LIKE
ON H-55

US 30 BECOMES NEW LANE

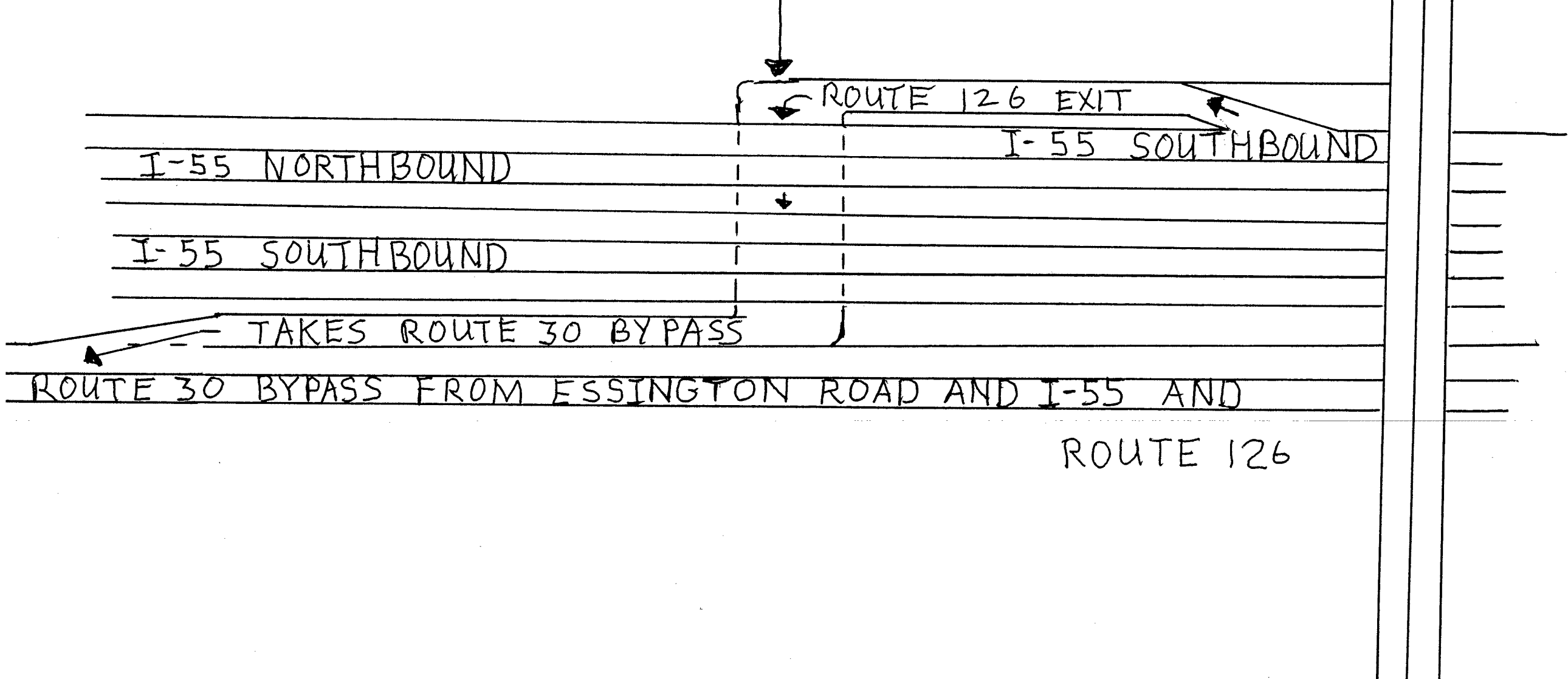
SOUTH

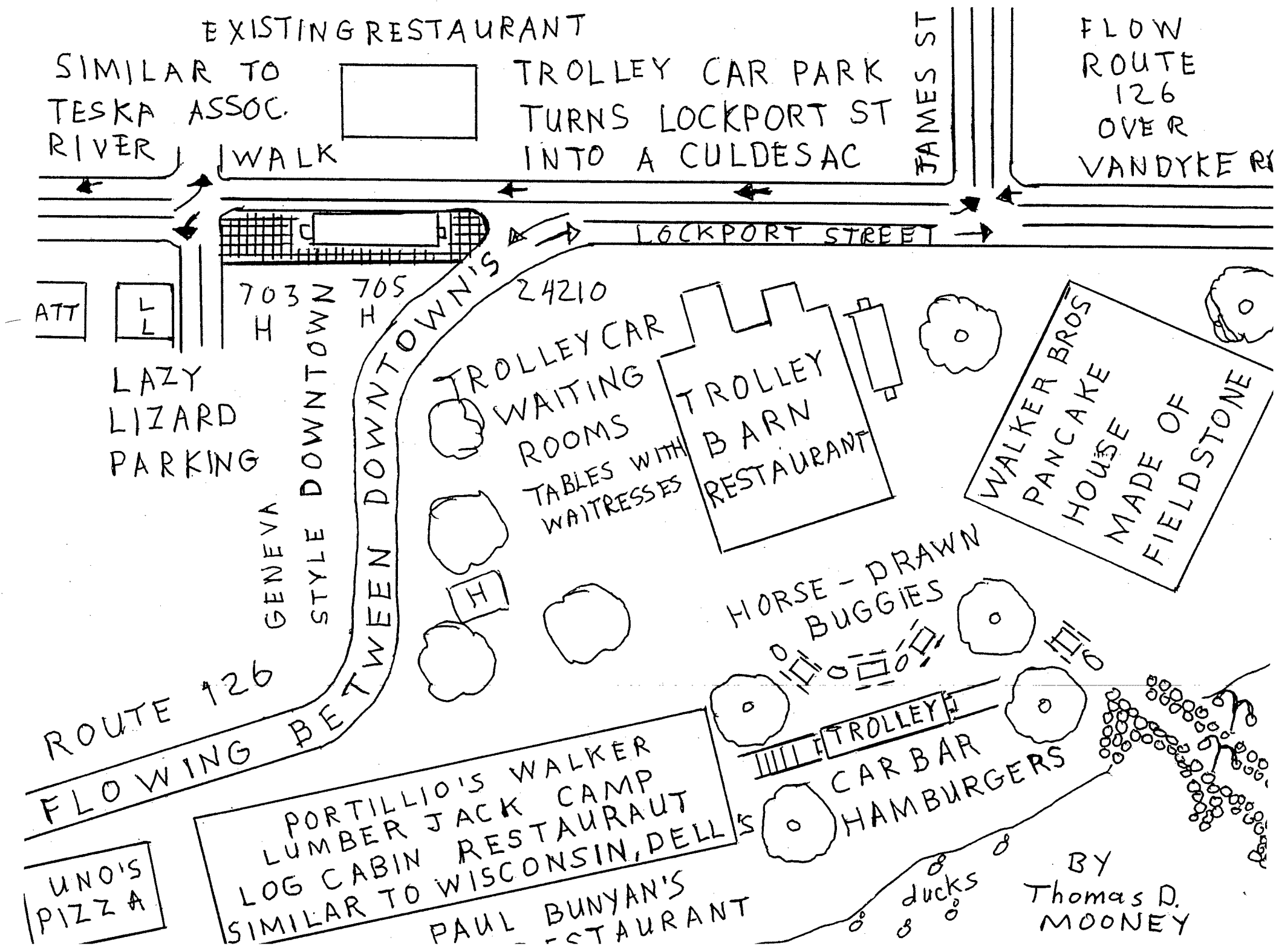
US 30 BYPASS
US 30 TO E 55

US 30



EXISTING 143RD UNDERPASS OF I-55





EXISTING RESTAURANT

SIMILAR TO
TESKA ASSOC.
RIVER

TROLLEY CAR PARK
TURNS LOCKPORT ST
INTO A CULDESAC

JAMES ST

FLOW
ROUTE
126
OVER
VANDYKE R

WALK

LOCKPORT STREET

ATT

L

LAZY
LIZARD
PARKING

703
H

705
H

24210

TROLLEY CAR
WAITING
ROOMS
TABLES WITH
WAITRESSES

TROLLEY
BARN
RESTAURANT

WALKER BROS
PANCAKE
HOUSE
MADE OF
FIELDSTONE

HORSE-DRAWN
BUGGIES

ROUTE 126
FLOWING BETWEEN

PORTILLO'S WALKER
LUMBER JACK CAMP
LOG CABIN RESTAURANT
SIMILAR TO WISCONSIN, DELL'S
PAUL BUNYAN'S
RESTAURANT

TROLLEY
CAR BAR
HAMBURGERS

UNO'S
PIZZA

ducks

BY
Thomas D.
MOONEY