Appendix A

Technical Information

Attachments:

A.1 Revised Matteson Connection Figure

A.2 Revised Leithton Connection Figure

A.3 Metra's Proposed STAR Line Commuter Rail Service Analysis

A.4 Safety

A.5 Transportation Systems

A.6 Environmental Justice Statistical Analysis

A.7 Air Quality

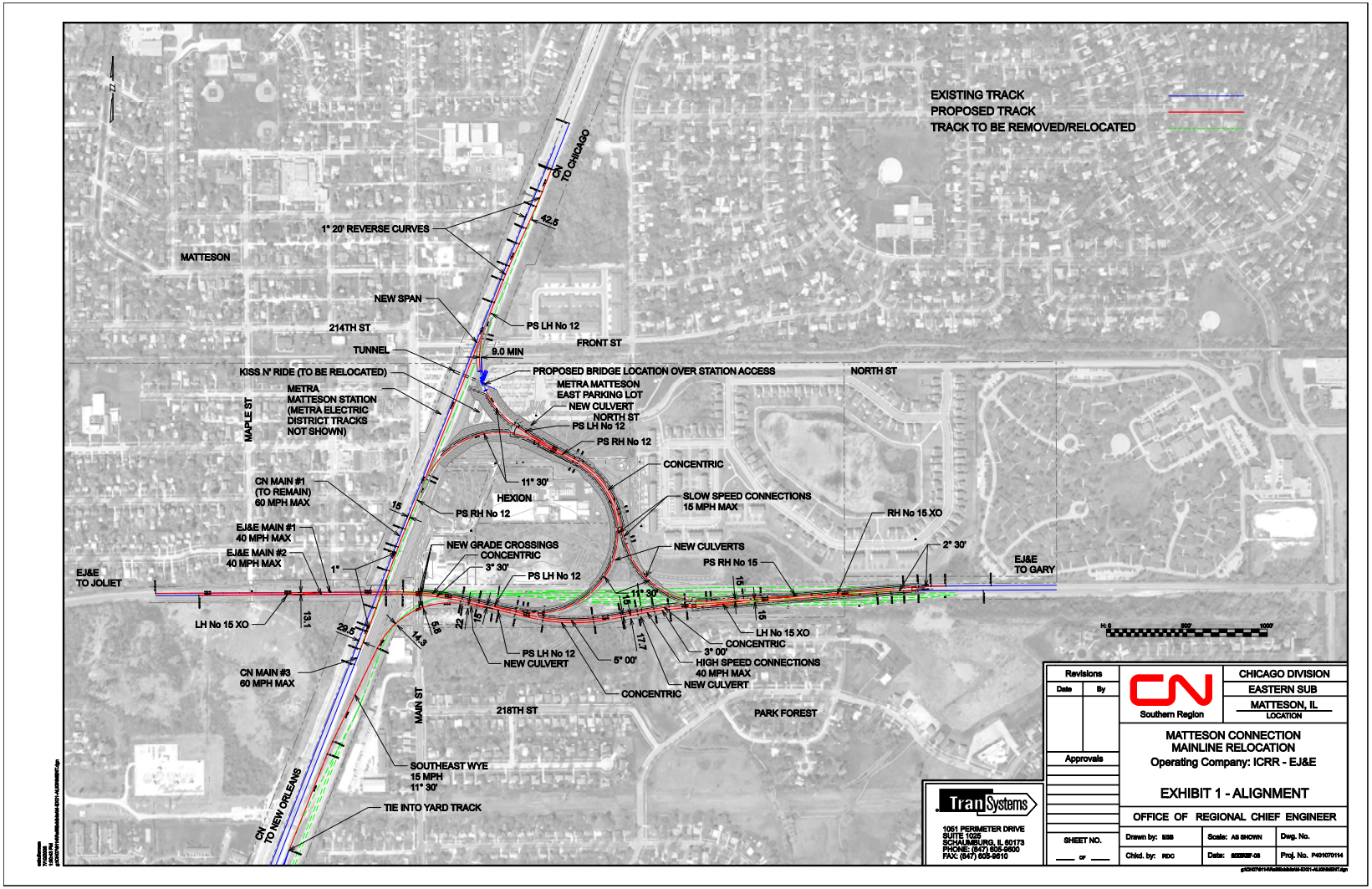
A.8 Noise and Vibration

A.9 Biological Resources

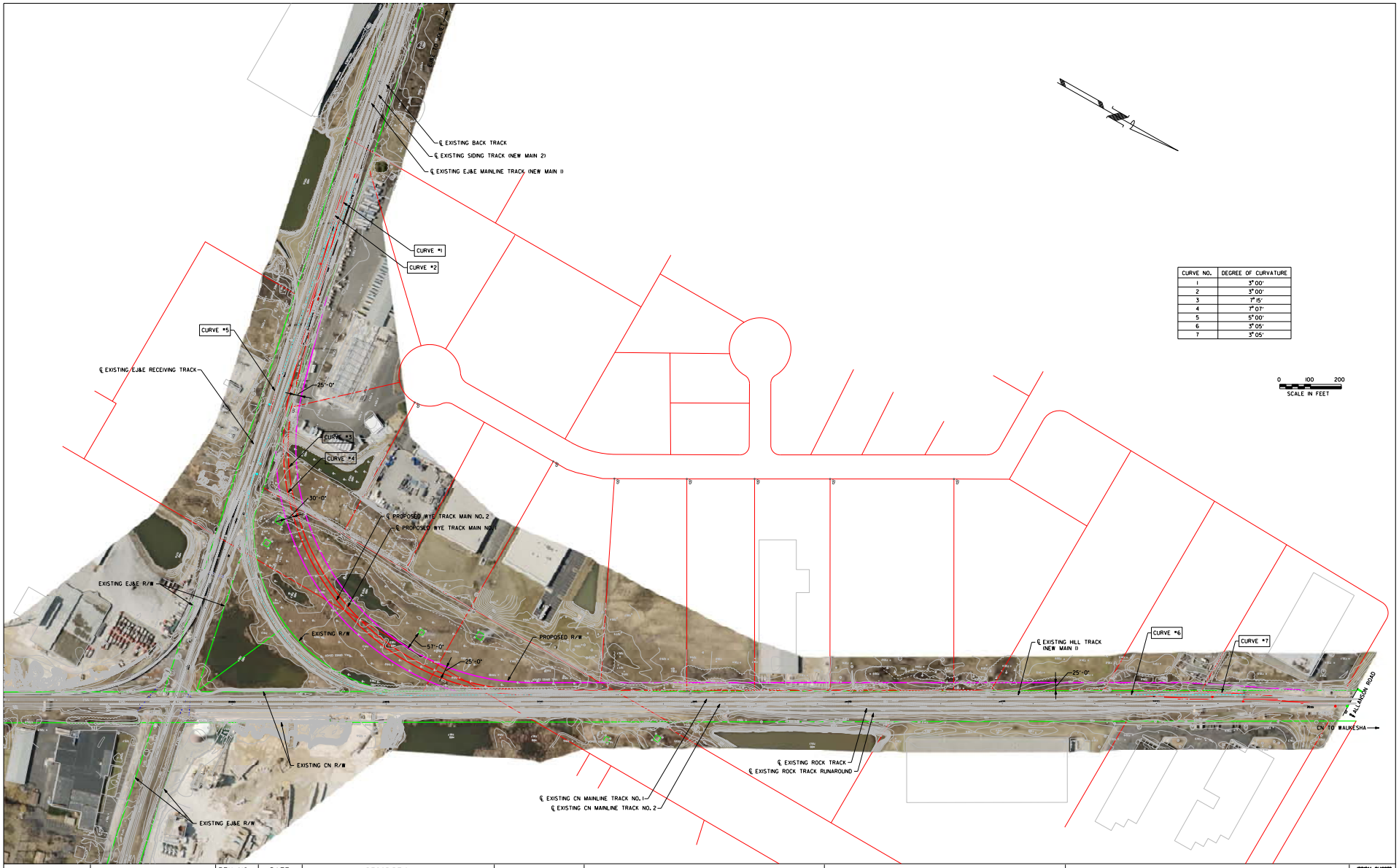
A.10 Brief History of the EJ&E Railway

A.11 Corrections to the Draft EIS

A.1 Matteson Connection Environmental Analysis


EXISTING TRACK
PROPOSED TRACK
TRACK TO BE REMOVED/RELOCATED
CN TO CHICAGO
1° 20' REVERSE CURVES
42.5
MATTESON
NEW SPAN
214TH ST
PS LH No 12
FRONT ST
TUNNEL
9.0 MIN
KISS N' RIDE (TO BE RELOCATED)
PROPOSED BRIDGE LOCATION OVER STATION ACCESS
NORTH ST
METRA MATTESON STATION (METRA ELECTRIC DISTRICT TRACKS NOT SHOWN)
METRA MATTESON EAST PARKING LOT
NEW CULVERT
NORTH ST
PS LH No 12
PS RH No 12
MAPLE ST
CONCENTRIC
11° 30'
HEXION
CN MAIN #1 (TO REMAIN) 60 MPH MAX
SLOW SPEED CONNECTIONS 15 MPH MAX
PS RH No 12
RH No 15 XO
EJ&E MAIN #1 40 MPH MAX
EJ&E MAIN #2 40 MPH MAX
NEW GRADE CROSSINGS CONCENTRIC
NEW CULVERTS
2° 30'
PS RH No 15
EJ&E TO JOLIET
EJ&E TO GARY
3° 30'
PS LH No 12
11° 30'
LH No 15 XO
LH No 15 XO CONCENTRIC
3° 00'
HIGH SPEED CONNECTIONS 40 MPH MAX
NEW CULVERT
PS LH No 12 NEW CULVERT
5° 00'
CONCENTRIC
CN MAIN #3 60 MPH MAX
MAIN ST
218TH ST
PARK FOREST
SOUTHEAST WYE 15 MPH 11° 30'
TIE INTO YARD TRACK
CN TO NEW ORLEANS
TranSystems
1051 PERIMETER DRIVE SUITE 1025 SCHAUMBURG, IL 60173 PHONE: (847) 605-9500 FAX: (847) 605-9510
Revisions
Date
By
Approvals
SHEET NO.
CN Southern Region
CHICAGO DIVISION
EASTERN SUB
MATTESON, IL
LOCATION
MATTESON CONNECTION
MAINLINE RELOCATION
Operating Company: ICRR - EJ&E
EXHIBIT 1 - ALIGNMENT
OFFICE OF REGIONAL CHIEF ENGINEER
Drawn by: BSB
Scale: AS SHOWN
Dwg. No.
Chkd. by: RDC
Date:
Proj. No. P401070114

A.2 Leithton Connection Environmental Analysis



CURVE NO.	DEGREE OF CURVATURE
1	3° 00'
2	3° 00'
3	7° 15'
4	7° 07'
5	5° 00'
6	3° 05'
7	3° 05'

X:/PROJ5257/5257	DRAWN BY: DMS CHECKED BY: MJK	REV. NO.	DATE	DESCRIPTION	SCALE: AS NOTED DATE: 07-29-08	benesch alfred benesch & company Engineers • Surveyors • Planners 4633 Washington Road Kenosha, Wisconsin 53140 (262) 652-8677	CN SOUTHERN REGION NORTH ZONE	LEITHTON WYE TRACK CONSTRUCTION ALT 4 - 7° 15' CURVES	TOTAL SHEETS

A.3

Commuter Rail Service

Proposed Metra STAR Line Service along the EJ&E Rail Line

A.3 Metra STAR Line Background

As described in Section 4.1.7.3 of the Draft EIS, SEA considered the potential effects of the Proposed Action on Metra's ability to implement their proposed STAR Line service on a portion of the EJ&E rail line. Under Metra's plans (1999, 2003, 2007), STAR Line service on the Outer Circumferential Segment (OCS) is proposed to operate on the EJ&E rail line segment between Hoffman Estates near EJ&E MP 42.3, south of the Northwest Tollway/Interstate 90 overpass and Joliet near EJ&E MP 7.2, just south of Renwick Road near Interstate 55. In the Draft EIS, SEA concluded that the Proposed Action would not preclude the implementation of the STAR line service, and that the Proposed Action would not adversely affect potential implementation of the Metra STAR Line Service on the EJ&E rail line.

Based on various comments to the Draft EIS, SEA has conducted a more in-depth analysis of the potential effects that the Proposed Action would have on STAR Line implementation. In order to handle the increased freight train traffic that would result from the Proposed Action, CN has proposed to upgrade and connect existing siding tracks and construct a second main line track to create a 10.1 mile segment of double track (see Figure A.3-1) between the north end of East Siding (MP 21.1) and the south end of Walker Siding (MP 10.9). This increase in track capacity by CN is intended to accommodate solely the additional CN as well as existing EJ&E freight traffic. According to several commenters including Metra, these additional freight trains, along with CN's intention to add this second main line in the EJ&E right-of-way, would be expected to increase the difficulty, costs, and timeline to construct the capacity improvements that would be needed to allow Metra to initiate STAR Line service on the EJ&E segment.

Metra, in their comment letter dated September 29, 2008, stated that these increased costs could adversely affect the STAR Line's cost-benefit standards and potentially jeopardize FTA funding for the STAR Line. Additionally, Metra points out that CN's predecessor railroads were involved with Metra for implementing the North Central Service (Wisconsin Central) and Heritage Corridor Service (Illinois Central) and that CN has been involved with Metra only for ongoing operations on these two routes. Since Metra and CN have never negotiated the initiation of a new Metra service on a CN line, Metra has expressed concern that CN's freight interests could undermine Metra's ability to successfully negotiate the details for STAR Line implementation on the EJ&E. Although Metra had discussions with EJ&E regarding initiation of this service prior to the Application, Metra has not entered into any formal agreements with EJ&E or CN for operating proposed STAR Line trains on the EJ&E.

Metra is preparing an Alternatives Analysis under the Federal Transit Administration (FTA) process. Metra, in a letter dated January 14, 2008, provided SEA with preliminary draft portions of the Metra STAR Line Alternatives Analysis; "Feasible Alternatives: Detailed Descriptions" dated November 13, 2007. Metra also provided SEA with a preliminary weekday passenger train schedule that includes 52 total passenger trains on the EJ&E segment. These trains are proposed to operate on 30 minute peak hour and 60 minute non-peak hour headways. Metra previously completed the Outer Circumferential Commuter Rail

Feasibility Study (T.Y. Lin International 1999) and the STAR Line (Suburban Transit Access Route) Feasibility Study for a Metra Commuter Rail Service System (Metra 2003). Key points provided in these documents have formed the basic framework for SEA's additional analysis.

The Metra Studies identified the capital improvements that would be necessary in order to implement the STAR Line service on the EJ&E under existing conditions. SEA defined these improvements as the Scenario No. 1, or the No Action alternative. To date, none of the Metra Studies include a detailed capacity study (a computer-based dispatch study which models the existing rail corridor with expected freight trains and proposed passenger trains). This capacity study would identify the locations of potential freight and passenger train conflicts and help to confirm the extent of capital improvements that would be needed to safely, efficiently and reliably handle both freight and passenger trains. Typically, a capacity study would be performed by the sponsoring agency (Metra) with the aid of the host railroad at a later stage in the feasibly studies. The results of a capacity study are usually described in terms of average operating speed or delay ratios and, once acceptable levels of these results are agreed upon, form the basis of an agreement between the freight owner and passenger train operator. Should the Board approve the Proposed Action and Metra proceed with the STAR Line development then Metra and CN would ultimately have to agree on a number of operating issues, including a program of capital improvements.

The 2003 Metra Study identified the following improvements that would be required to be implemented to begin STAR Line service as it was envisioned at that time:

- Construct a second mainline track between Crest Hill near Joliet (MP 6.1) and Eola (MP 20.9), including upgrading and incorporating the existing sidings at Walker, Normantown, East Siding and Eola as the second mainline track, with associated crossovers
- Construct a second mainline track between Eola (MP 20.9) to a point just south of West Chicago (MP 28.0)
- Construct a new siding between MP 37.6 and MP 39.1 at Spaulding
- Upgrade the existing mainline track to allow higher speeds
- Upgrade and install a Centralized Traffic Control signaling system with bi-directional signaling
- Upgrade existing at-grade rail/highway crossing surfaces and crossing protection devices
- Construct eight (8) passenger stations with low-level platforms
- Construct a maintenance facility at Hoffman Estates

In this 2003 Study, Metra states that "the ultimate scope and costs of improvements required will be subject to detailed operating analyses and negotiations." The improvements listed in the Study were determined using a "preliminary" schedule to determine the effects of operating EJ&E freight and STAR Line trains on the EJ&E. This preliminary schedule used 30 minute peak service and 60 minute non-peak service headways. These improvements for the initial service were envisioned to allow the joint use of the existing and proposed tracks by both EJ&E freight and Metra commuter passenger trains.

Table 11 of the 2003 Metra Study lists a Summary Opinion of Probable Construction Costs. This summary included capital costs for both the Outer Circumferential Segment on the EJ&E and for the Northwest Corridor Segment (NWCS) along I-90. This summary also included costs for rolling stock, but it did not include costs for right-of-way acquisition, environmental mitigation, or closing/separating any rail highway at-grade crossings. Table A3.1-1 below summarizes the Metra cost information.

TABLE A3.1-1. SUMMARY OPINION OF PROBABLE CONSTRUCTION COSTS FROM METRA 2003 STUDY (2003 DOLLARS)

Item	Opinion of Probable Costs 2003 Dollars	Opinion of Probable Costs Without NWCS and Rolling Stock
Outer Circumferential Segment/EJ&E (OCS) (Joliet to Hoffman Estates on EJ&E: 36 miles, 8 Stations)	$225,000,000	$225,000,000
Connection of EJ&E to NWCS (In Hoffman Estates: 1 Mile, 1 Station)	$38,000,000	Not Included
Northwest Corridor Segment (NWCS) (Hoffman Estates to O'Hare: 18 miles, 8 Stations)	$329,000,000	$38,000,000
Maintenance Facility and Yards	$36,000,000	$36,000,000
SUBTOTAL	$628,000,000	$299,000,000
Contingency: 25 percent of Subtotal	$157,000,000	$75,000,000
Engineering Design/Construction Management: 16 percent of Sum of Subtotal and Contingency	$126,000,000	$60,000,000
Rolling Stock	$192,000,000	Not Included
GRAND TOTAL	$1,103,000,000	$434,000,000

Source: Metra's 2003 STAR Line Report

When these figures are adjusted for inflation at a rate of 5 percent per year for five years, these figures increase to $1,407,000,000 when all items are included and $483,000,000 in terms of 2008 dollars when focused on the elements specified to be implemented along the EJ&E but not considering NWCS-corridor improvements and rolling stock. This $483,000,000 figure includes some project elements that are not included in SEA's analysis. SEA's analysis includes an assumed cost for each of the eight stations and does not include a cost for a Hoffman Estates station on the NWCS.

A.3.1 SEA's Additional Analysis for the Metra STAR Line

As discussed in Section 4.1.5.3 of the Draft EIS, SEA performed three separate and distinct analyses to assess whether CN had sufficient capacity along the EJ&E rail line to handle the expected rail volume. The first analysis was labeled the Bottleneck Analysis which considered all the factors that limit the ability of CN to handle their projected volumes. The second study used a technique known as Line Occupancy Index (LOI) that determined the amount of time each day a particular segment of track is occupied in terms of available minutes. A third test was also conducted by using the Rail Traffic Controller (RTC) model which is an industry-standard dispatching software tool that is used to determine train running times, meeting and passing locations and to help identify infrastructure requirements for a segment of rail line using various different operating scenarios. SEA performed RTC modeling of portions of the CN-EJ&E rail system as part of the Draft EIS analysis.

Following the issuance of the Draft EIS, SEA received numerous comments expressing concern about the EJ&E corridor being able to handle both the traffic levels anticipated by CN as well as the proposed Metra STAR Line service. In response to these comments, additional analysis was conducted to determine whether the EJ&E corridor could accommodate both CN and Metra rail traffic levels.

The additional analysis described below was completed by modifying the rail network that had already been created for the Draft EIS analysis to consider the implementation of Metra STAR Line trains with and without the inclusion of CN's expected traffic volumes. The RTC assumptions listed in the Draft EIS were also applied for this additional analysis.

SEA used the RTC model to examine the operational feasibility of freight trains and Metra passenger trains for various operating scenarios and combinations of infrastructure improvements for the entire STAR Line route on the EJ&E for a 35 mile segment between Hoffman Estates and Joliet. The objective of the additional analysis was to utilize the RTC model to confirm that the Proposed Action would not preclude Metra from initiating the STAR Line service on the EJ&E. The RTC modeling developed workable operating scenarios with associated delay ratios using combinations of infrastructure improvements. With this data, SEA then developed approximate baseline Metra costs for implementing STAR Line service on the existing EJ&E and then considered the incremental Metra implementation costs for additional alternatives that considered the Proposed Action. SEA defined these improvements as the Scenario No. 1, or the No Action alternative. For each scenario, SEA's analysis identified opinions of probable construction cost that would be needed to sustain acceptable levels of freight and passenger train operations.

Using information provided in the Metra documents referenced above, SEA identified four possible capital improvement and operating scenarios under which Metra could implement STAR Line Service. SEA developed Scenarios No. 1, 2, and 3 assuming that freight and passenger trains would or could use the same trackage. The only exception to this assumption is the proposed flyover at West Chicago over the Union Pacific/Metra Line. Metra has indicated that the flyover may be required and would be considered as project planning progresses. SEA assumed that the flyover would be designed with steep gradients to minimize costs, and therefore would be a passenger-train only structure. SEA developed Scenario No. 4 as a "stand-alone" commuter network to be constructed within EJ&E ROW. To date, none of the Metra Studies include a detailed capacity study (a computer-based dispatch study which models the existing rail corridor with expected freight trains and proposed passenger trains). Using the RTC Dispatch Model that SEA developed as part of the verification of the Applicants' operation plan (see Appendix B of the Draft EIS), SEA evaluated the operations of each of the scenarios to determine if the scenario would provide an acceptable level of passenger rail and freight rail service. SEA evaluated the following scenarios for the operation of the STAR Line service. See Figures A3-1 through A3-6.

- Scenario No. 1 – STAR Line base line infrastructure with a second main track between Eola and Walker was evaluated with two different train operating schedules: Scenario No. 1A with STAR Line trains and existing EJ&E trains (no action) and Scenario No. 1B with STAR Line trains and Proposed Action freight trains
- Scenario No. 2 – Infrastructure adds a third main track between Eola and Walker (near Plainfield) to the base line

- Scenario No. 3 – Infrastructure includes a third main track between Walker and Renwick Road to the base line
- Scenario No. 4 – Stand-alone commuter rail was created to analyze a stand-alone option that avoids, to the extent possible, the interference between freight and passenger trains between Hoffman Estates and Renwick Road, and to determine if this stand-alone option could potentially reduce the infrastructure costs

A.3.1.1 RTC Modeling Results

Table A3-2 displays the results of the four Scenarios described above and compares these outputs with the results compiled in the DRAFT EIS (Alternative 4.5), which was rerun to honor the curfew requirement. The Delay Ratio indicates the difference in hours between an unimpeded run as compared to a model run that includes meets and passes, waiting at rail/rail interlockings and trains held to avoid blocking at-grade highway/rail crossings. This difference is expressed in terms of percentage. Another applicable indicator is the average speed derived by the RTC simulation. Freight trains have a maximum operating speed of 45 MPH and passenger trains would be allowed to operate at 79 MPH. The speeds displayed in Table A3-2 include all meets and passes, dwell times at stations, accelerations and deceleration time, permanent slow orders, and slower speeds if a train uses a diverging route. The RTC simulation assumes that yard tracks "absorb" each train upon its arrival, a condition that seldom occurs in real life. The average speed for Metra trains under Scenario 4 indicates that commuter trains would average 44.9 MPH, a relatively high rate of speed with the numerous stations stops enroute.

TABLE A3-2. RTC MODELING

Scenario	Delay Ratio (%)		Average Speed (MPH)	
	CN+EJE	STAR Line	CN+EJE	STAR Line
Proposed Action*	69.7	n/a	23.1	NA**
Scenario 1A	13.0	12.6	20.8	36.2
Scenario 1B	Unacceptable	Unacceptable	Unacceptable	Unacceptable
Scenario 2	40.5	10.5	18.0	35.2
Scenario. 3	38.5	8.0	18.2	25.9
Scenario. 4	NA#	2.6	NA	44.9

* The Draft EIS, Table B4-4 shows this value as 58 percent, SEA recalculated the delay ratio to include the commitment made by the Applicants in voluntary mitigation measure VM 41 related to the operating restrictions imposed by the curfews.

** No STAR Line trains were operated under Proposed Action

Under Scenario 4, CN traffic would be entirely separated from Metra's STAR Line operations.

Scenario No. 2 produced performance results for STAR Line trains roughly comparable to Scenario No. 1A and freight train performance results were better than the Proposed Action. This indicates that Scenarios No. 2 and No. 3 would provide for an acceptable level of service for both passenger and freight trains. Performance results for Alternative No. 3 indicate a slightly better average speed and lowered delay ratio as compared to Alternative No. 2. However, the additional costs do not warrant the very slight benefits provided by Alt. No. 3. Therefore, SEA does not recommend that Alt. No. 3 be pursued. The stand-alone

option, Scenario No. 4 performs without freight train interference and shows the best results for the STAR Line trains.

A.3.1.2 Scenario No. 1: STAR Line with Double Main between Hoffman Estates and Joliet per Metra's 2007 Draft Alternatives Analysis

Scenario No.1 considered the infrastructure improvements identified in Metra's 2007 Draft Alternatives Analysis with the preliminary STAR Line weekday passenger train schedule that includes 52 total passenger trains (see Figures A.3-1 and A.3-3). Two RTC scenarios were modeled with the 52 STAR Line trains sharing trackage with EJ&E trains. Scenario 1A considered STAR Line trains sharing trackage with only current EJ&E freight trains (existing conditions). Scenario 1B considered the full complement of STAR Line trains sharing trackage with CN and EJ&E freight trains that would result from the Proposed Action. Both Scenarios No. 1A and 1B include the following improvements that were identified in the Metra 2007 Draft Alternatives Analysis. These improvements have been based on the fact that, as stated in Metra's 2007 Report, increases in the EJ&E freight train numbers have occurred since the 2003 Metra Study was completed. Due to these increases, Metra has proposed to extend the second mainline for the entire length of the EJ&E STAR Line route as noted above. For purposes of the Scenario No.1 analysis, it was assumed that CN would allow the additional track to be built within EJ&E right-of-way on 15 foot track centers without a transfer of ownership to Metra.

- Construct a second mainline track between a location near Crest Hill at I-55 (Turner - MP 5.5)[1] and Hoffman Estates (MP 42.3), including upgrading and incorporating the existing sidings at Walker, Normantown, East Siding, Eola, and Spaulding as the second mainline track, with associated crossovers
- Upgrade the existing mainline track to allow higher speeds (79 MPH up from 45 MPH)
- Upgrade and install a Centralized Traffic Control signaling system with bi-directional signaling
- Upgrade existing at-grade rail/highway crossing surfaces and crossing protection devices
- Construct eight (8) passenger stations with low-level platforms
- Construct a maintenance facility at a new location in Spaulding (instead of Hoffman Estates as was the case in the 2003 Report)

SEA's Scenario No.1 analysis also included additional features that were not identified in the Metra 2003 Study or the Metra 2007 Draft Alternatives Analysis but were identified to be desirable to consider for the proposed Metra train operations. The Maintenance Facility is slated to be located at a site north of the Metra Milwaukee District West Line at Spaulding and east of the EJ&E Main Track, and north of the proposed Elgin-Bartlett/Spaulding Station

[1] The RTC analysis for Scenario No. 1 is based on double tracking from Turner (MP 5.5) to Renwick Rd. (MP 7.5) to avoid congestion as freight traffic entered the STAR Line corridor and to avoid potential resultant freight delay into the corridor, which would skew the model results. Costs and exhibits reflect double tracking only to Renwick Road, which was identified in previous Metra studies of the Star Line, because this is the portion of costs which would fall onto Metra. The additional two miles of double track from Renwick Road to Turner could potentially be required in the future, based on operational conditions that emerge after STAR Line implementation. As stated previously, the precise capital requirements of STAR Line implementation would be worked out after additional in-depth analysis and negotiation between Metra and CN.

commuter station at MP 38.7. In order to facilitate equipment moves to and from the Maintenance Facility, SEA's analysis included a two track connection at MP 42.3 at Shoe Factory Road just south of the Northwest Tollway/Interstate 90 overpass, plus a dedicated Metra mainline track between MP 42.3 and the Elgin-Bartlett/Spaulding station with a connecting track leading to the Maintenance Facility.

The Metra 2007 Draft Alternatives Analysis states that a grade-separated crossing at West Chicago may be required but would be determined later in the project analysis. Due to the heavy UP freight and Metra West Line passenger traffic at West Chicago, SEA's analysis also included a grade separated crossing that will take a single passenger-only track for Metra STAR Line trains over the UP/Metra West Line tracks at West Chicago. Due to a track gradient of up to 4 percent, this track over UP/Metra was assumed to be used only by Metra STAR Line trains for this analysis.

Station locations for Scenario No. 1 included the eight (8) station locations listed in the 2007 Metra Draft Alternatives Analysis: Elgin-Bartlett/Spaulding Road, West Chicago/North Avenue, West Chicago/Washington Street, Aurora-Warrenville/Butterfield Road, Northwest Naperville, Naperville/95th Street, Plainfield/Van Dyke Road, and Joliet/Renwick Road. The Renwick Road station includes a layover facility with three (3) stub ended tracks. For station locations where there are two main line tracks, SEA assumed that platforms would be located on the outside of each track; center- or island platforms were not considered. For estimating purposes, SEA assumed a lump sum cost of $5,000,000 for each station/park & ride location.

Due to the Federal Transit Administration's level-boarding mandate that nominally requires platform construction within the dynamic clearance envelope of a freight train, SEA's analysis used a gauntlet track at each station platform. A gauntlet track includes two mainline turnouts and an additional pair of rails on longer cross ties that allow the passenger train to switch to the rails that are located closer to the station platform which is outside the clearance envelope of the mainline track. Scenario No.1 includes the use of gauntlet tracks at all stations except West Chicago/Washington Street since this station will be located on a track that would only be used by STAR Line trains near the grade separation at West Chicago. For estimating purposes, SEA assumed a cost of $500,000 for each gauntlet track location.

As part of the Proposed Action, CN has indicated that they will construct a second mainline track between East Siding (MP 21.1) and Walker Siding (MP 10.9), including upgrading and incorporating the existing sidings at Walker, Normantown, and East Siding as the second mainline track. SEA's Scenario No. 1 analysis includes the cost to build this segment of second main line. It is assumed that the cost for the second track as described by CN in their Application would be covered by CN and the cost to install all other trackage and STAR Line stations would be borne by Metra.

SEA performed an operational analysis using RTC for Scenario No.1. The Scenario No. 1 results were inconclusive because the RTC model could not produce a satisfactory result based on the number of conflicts caused by adding both the CN+EJ&E freight trains and the STAR Line service. In other words, SEA determined that Scenario No. 1 would not function adequately with only the infrastructure improvements identified above when considering

Metra STAR Line trains and the CN+EJ&E freight trains that would result from the Proposed Action.

SEA's preliminary opinion of probable construction costs for the infrastructure improvements listed above for both Scenario No. 1 scenarios was determined to be approximately $419 million (2008 dollars) which includes a 25 percent contingency and 16 percent for engineering design and construction management. Table 4.1.2-B contains a summary listing of these costs. This summary includes the costs identified in the Metra 2003 Study for the Maintenance Facility/Yards which has been adjusted up to $46,000,000 in 2008 dollars. This summary does not include costs for the NWCS segment, rolling stock, environmental mitigation, utility relocation, access fees, or operating costs.

SEA considered this figure of $419 million to be the baseline STAR Line cost that was then compared to the costs for the subsequent scenarios that were considered.

A.3.1.3 Scenario No. 2: STAR Line with Double Main between Hoffman Estates and Joliet plus Third Main between East Siding and Walker

Scenario No. 1B was shown to not be feasible operationally when considering CN+EJ&E freight trains and Metra STAR Line trains with the infrastructure identified in the Metra 2007 Draft Alternatives Analysis (see Figure A.3-4). Scenario No. 2 considered additional mainline track construction to provide additional capacity. Scenario No. 2 includes the same CN+EJ&E freight trains and Metra STAR Line trains with essentially the same improvements considered for Scenario No. 1, with the addition of a third mainline track between East Siding at MP 21.0 and Walker at MP 10.3. Again these improvements for the initial service would allow the joint use of the existing and proposed tracks by both freight and passenger trains. For purposes of the Scenario No. 2 analysis, it was again assumed that CN would allow the additional track to be built within EJ&E right-of-way without a transfer of ownership to Metra.

Similar to the analysis for Scenario No. 1, SEA's Scenario No. 2 analysis also included additional features that were not identified in Metra's 2003 Study or the Metra 2007 Draft Alternatives Analysis but were determined to be desirable to consider for the proposed Metra train operations. SEA's Scenario No. 2 analysis included a two track connection at MP 42.3 just south of the Northwest Tollway/Interstate 90 overpass, plus a dedicated Metra mainline track between MP 42.3 and the Maintenance Facility at Spaulding and the Elgin-Bartlett/Spaulding Station. The north limit of the new double track was modified to tie into the south end of the existing Sutton siding at MP 42.2. Due to the heavy UP freight and Metra UP West Line passenger traffic at West Chicago, SEA's Scenario No. 2 analysis also included the same grade-separated crossing for the Metra STAR Line at West Chicago that was included in Scenario No. 1. For estimating purposes, Scenario No. 2 again assumed a lump sum cost of $5,000,000 for each station/parking lot location and $500,000 for each gauntlet track location.

SEA performed an operational analysis using RTC for Scenario No. 2. Based on the results of this analysis, SEA determined that Scenario No. 2 would function adequately with the infrastructure improvements identified above when considering Metra STAR Line trains and the CN+EJ&E trains resulting from the Proposed Action. Delay Ratios of approximately 10 percent for Metra STAR Line trains were also identified. This equates to approximately 2.3

minutes of delay per Metra train. The CN freight delay ratio was calculated to be 44.2 percent, or 61.4 minutes of delay per freight train. This is a relatively high delay ratio, but as identified in the Draft EIS, the initial modeling results of Base Case 4.5 of the original CN Operating Plan without Metra STAR Line trains calculated a freight delay ratio of 47.2 percent, or 64.6 minutes of delay per freight train. Hence Scenario No. 2 has fairly low STAR Line commuter train delays and lower freight delay ratios as compared with the RTC results listed in the Draft EIS analysis. The modeling results indicate that the Proposed Action would not adversely effect the operations of the STAR Line , and conversely that the added infrastructure would not adversely affect the operation of CN's proposed and EJ&E's existing freight traffic.

SEA's preliminary opinion of probable construction costs for the infrastructure improvements listed above for Scenario No. 2 was determined to be approximately $472 million (2008 dollars) which includes a 25 percent contingency and 16 percent for engineering design and construction management. Table 4.1.2-B contains a summary listing of these costs. This summary includes the costs identified in the Metra 2003 Study for the Maintenance Facility/Yards which has been adjusted up to $46 million in 2008 dollars. It should be noted that this summary does include costs for the items described above plus additional right-of-way that is estimated to be required. This summary does not include costs for the NWCS segment, rolling stock, environmental mitigation, utility relocation, access fees, or operating costs.

SEA's preliminary opinion of probable construction cost of $472 million for Scenario No. 2 represents approximately a 2.3 percent increase above the baseline Scenario No. 1 cost of $419 million. As part of the Proposed Action, CN has proposed to construct a second mainline track between East Siding (MP 21.1) and Walker Siding (MP 11.0), including upgrading and incorporating the existing sidings at Walker, Normantown, and East Siding as the second mainline track. The incremental cost between Scenarios No. 1 and No. 2 is essentially the cost to build this segment of additional main line track. It could be argued that, since CN has proposed to build this segment of additional main line track at their cost even without the STAR Line, there should be no incremental cost increase to Metra to implement Scenario No. 2 rather than Scenario No. 1.

A.3.1.4 Scenario No. 3: STAR Line with Double Main between Hoffman Estates and East Siding plus Third Main between East Siding and Joliet

Scenario No. 3 considered adding mainline trackage to provide additional capacity (see Figure A.3-5). Scenario No. 3 includes the same CN+EJ&E freight trains and Metra STAR Line trains with essentially the same improvements included for Scenario No. 2, with a third mainline track extended from Walker at MP 10.3 south to just north of Renwick Road at MP 7.7. These capacity improvements would allow the joint use of the existing and proposed tracks by both freight and passenger trains. For purposes of the Scenario No. 2 analysis, it was again assumed that CN would allow the additional track to be built within EJ&E right-of-way without a transfer of ownership to Metra.

Similar to the analyses for Scenarios No. 1 and No. 2, SEA's Scenario No. 3 analysis also included additional features that were not identified in Metra's 2003 Study or the Metra 2007

Draft Alternatives Analysis but were determined to be desirable for inclusion for the proposed Metra train operations. SEA's Scenario No. 3 analysis included a two track connection at MP 42.3 just south of the Northwest Tollway/Interstate 90 overpass, plus a dedicated Metra mainline track between MP 42.3 and the Maintenance Facility and Elgin-Bartlett/Spaulding station. The north limit of the new double track was modified to tie into the south end of the existing Sutton siding at MP 42.2. Due to the heavy UP freight and Metra West Line passenger traffic at West Chicago, SEA's Scenario No. 3 analysis also included the same grade-separated crossing for the Metra STAR Line at West Chicago that was included in Scenarios No. 1 and No. 2. For estimating purposes, Scenario No. 3 again assumed a cost of $5,000,000 for each station/park & ride location and $500,000 for each gauntlet track location.

SEA performed an operational analysis using RTC for Scenario No. 3. Scenario No. 3 differed from Scenario No. 2 by the addition of a segment of double track between Walker through Plainfield, the Lake Renwick area to the end of the STAR Line service near Renwick Road. While a slight improvement in overall average speed (18.2 MPH up from 18.0 MPH) and a reduction in delay ratio (38.5% down from 40.5%) were noted, these results do not likely justify the increase in cost of approximately $27.9 million.

SEA's preliminary opinion of probable construction costs for the infrastructure improvements listed above for Scenario No. 3 was determined to be approximately $500 million (2008 dollars) which includes a 25 percent contingency and 16 percent for engineering design and construction management. Table 4.1.2-B contains a summary listing of these costs. This summary includes the costs identified in the Metra 2003 Study for the Maintenance Facility/Yards which has been adjusted up to $46,000,000 in 2008 dollars. It should be noted that this summary does include costs for the items described above plus additional right-of-way that is estimated to be required. This summary does not include costs for the NWCS segment, rolling stock, environmental mitigation, utility relocation, access fees, or operating costs.

SEA's preliminary opinion of probable construction cost of $500 million for Scenario No. 3 represents approximately an 8.9 percent increase above the baseline Scenario No. 1 cost of $419 million.

A.3.1.5 Scenario No. 4: Stand-Alone Option - STAR Line with CN Double Main between East Siding and Walker plus Exclusive Metra Main between Hoffman Estates and Joliet

Metra has envisioned the STAR Line to operate in mixed use with freight traffic similar to how Metra operates on all other diesel-operated service corridors in the Chicago area (see Figure A.3-6). As an alternative to a mixed freight-passenger corridor on the EJ&E, SEA considered the 52 daily STAR Line trains using a dedicated passenger-only Metra main line track located on the east side of the EJ&E corridor between Joliet (MP 7.5) and Hoffman Estates (MP 42.5). A dedicated main track for the STAR Line would allow Metra trains to operate independent of the CN+EJ&E trains. Under Scenario No. 4, Metra would purchase a 20 foot-wide swath on the east side at the outer edge of the EJ&E right-of-way between MP 42.5 and MP 7.5 and would then install a single track commuter network within this swath. At some locations where the right-of-way is limited by topographic features and

locations where passing tracks and stations would be required for Metra trains to meet opposing Metra trains and for passenger stations and park & rides, additional property would need to be acquired as needed outside the EJ&E right-of-way. The cost for this property acquisition has not been estimated. Due to the heavy UP freight and Metra UP West Line passenger traffic at West Chicago, SEA's Scenario No. 4 analysis also included the same grade-separated crossing for the Metra STAR Line at West Chicago that was included in the previous Scenarios. Because Metra would enter the EJ&E on the east side of the right-of-way at MP 42.5 and exit the EJ&E right-of-way on the west side at MP 7.5, a grade-separated flyover has been assumed just north of the Joliet/Renwick Road station.

The advantages to operating a stand-alone commuter network within the EJ&E ROW include:

- Metra could control their own operation which includes the ability to add, subtract or modify commuter service on an as-needed basis.
- Metra could also realize lower liability insurance premiums for independent rather than co-mingled or shared service.
- Track Access Fees would be eliminated.
- Metra could avoid the installation of gauntlet tracks at station locations.
- If desired, Metra could operate non-compliant vehicles.
- Signal spacing could be tailored for optimal commuter train operation. Developing a wayside signal system that provides for the save operation of two-mile long freight trains operating at 40-45 MPH combined with 500 foot long commuter trains operating at 79 MPH can be difficult and expensive.

Since this Metra track would be independent of the CN+EJ&E trackage, Scenario 4 does not include upgrading the CN+EJ&E trackage and signal system. A new Centralized Traffic Control signaling system with bi-directional signaling would be installed for the Metra track and would include locations where CN+EJ&E trains would need to cross the Metra main line to service industries located on the east side of the right-of-way. CN could serve these industries at night to minimize interference with STAR line commuter trains.

Since only Metra STAR Line trains would operate on this dedicated main line track, mid or high level platforms could be used to accomplish level boarding. For estimating purposes, Scenario No. 4 again assumed a cost of $5,000,000 for each of the eight station/park & ride locations, but the cost of gauntlet tracks was not included.

In order for the dedicated Metra track to not be considered an adjacent track for maintenance purposes, the centerline of the Metra track would need to be located a minimum of 25 feet from the centerline of the closest CN track. This separation allows either railroad to perform maintenance tasks independent of and without contacting the other railroad. Since this 25-foot separation is greater than the usual 15-foot track centers, additional right-of-way would need to be acquired because the grading footprint for the new Metra track would likely be off the existing right-of-way at more locations for Scenario No. 4 than for Scenarios No. 1 through No. 3.

SEA's preliminary opinion of probable construction costs for the infrastructure improvements listed above for Scenario No. 4 was determined to be approximately $499.7

million (2008 dollars) which includes a 25 percent contingency and 16 percent for engineering design and construction management. Table A3-3 contains a summary listing of these costs. This summary includes the costs identified in the Metra 2003 Study for the Maintenance Facility/Yards which has been adjusted up to $46,000,000 in 2008 dollars. It should be noted that this summary does include costs for the items described above plus additional right-of-way that is estimated to be required. Because the stand-alone alternative will be free and clear of CN's track infrastructure, the improvements that CN is planning to improve capacity along the EJ&E will not provide a benefit to Scenario No.4. This summary does not include costs for the NWCS segment, rolling stock, environmental mitigation, utility relocation, access fees, or operating costs.

SEA's preliminary opinion of probable construction cost of $499.7 million for Scenario No. 4 represents approximately a 19.3 percent increase above the baseline Scenario No. 1 cost of $419 million.

TABLE A3-3. OPINION OF PROBABLE CONSTRUCTION COSTS FOR SCENARIOS 1 THROUGH 4 (2008 DOLLARS)

Item	Scenario No. 1	Scenario No. 2	Scenario No. 3	Scenario No. 4
Track (Ballast, Ties, Rail & OTM)	$40,627,900	$53,333,500	$57,157,900	$57,194,000
Track Rehabilitation	$20,282,760	$20,282,760	$20,282,760	$0
Remove Track	$948,250	$918,200	$931,250	$186,300
Remove Turnout (s)	$440,000	$440,000	$460,000	$0
Add Track @ Diamond Crossing	$450,000	$600,000	$600,000	$1,650,000
Turnouts:				
New #10 (Hand Throw)	$2,100,000	$2,100,000	$2,300,000	$600,000
New #15 (Power Operated)	$300,000	$300,000	$300,000	$0
New #20 (Power Operated)	$9,800,000	$11,800,000	$12,800,000	$2,000,000
Gauntlet Tracks	$3,500,000	$3,500,000	$3,500,000	$0
Drainage & Erosion Control	$15,500,000	$20,000,000	$21,500,000	$21,500,000
Railroad Bridges/Underpasses	$16,695,000	$18,300,000	$23,580,000	$17,400,000
Railroad Flyovers:				
West Chicago	$15,225,000	$15,225,000	$15,225,000	$16,425,000
Renwick Rd.	$0	$0	$0	$9,900,000
Modifications to Existing Highway Overpasses	$1,682,500	$1,682,500	$1,682,500	$7,003,750
New Grade Crossing (Surfaces and Track)	$1,387,200	$1,789,600	$2,032,800	$1,215,200
Embankment (Assumed 68 SF/TF)	$12,029,396	$15,819,596	$16,925,850	$42,029,307
Mechanically Stabilized Earth (MSE Wall) for Flyovers	$0	$0	$3,625,000	$7,125,000
Right-of-Way	$16,500,000	$24,900,000	$26,400,000	$34,800,000
Train Control Signals	$45,500,000	$48,800,000	$49,700,000	$39,600,000
Stations	$40,000,000	$40,000,000	$40,000,000	$40,000,000
Maintenance Facilities and Yards	$46,000,000	$46,000,000	$46,000,000	$46,000,000
SUBTOTAL	**$288,968,006**	**$325,791,156**	**$345,003,060**	**$344,628,557**
Contingency	$72,242,002	$81,447,789	$86,250,765	$86,157,139
Design / Construction Management	$57,793,601	$65,158,231	$69,000,612	$68,925,711

TOTAL PROJECT COST	$419,003,609	$472,397,176	$500,254,437	$499,711,407
Less Work Completed By CN		$43,871,645	$43,871,645	
Net Project Costs (to Metra)		$428,525,530	$456,382,792	$499,711,407
INCREMENTAL COST Above Scenario No. 1 ($)		$9,521,921	$37,379,182	$80,707,798
INCREMENTAL COST Above Scenario No. 1 (percent)		2%	9%	20%

A.3.2 Summary of SEA's Additional Analysis for the Metra STAR Line

Table A3-4 contains a summary listing of the capital costs for Scenarios No. 1 through No. 4 including the incremental capital costs to implement each of Scenarios No. 2 through No.4 over and above the cost of Scenario No. 1 for the EJ&E segment. SEA's analysis shows that the cost to Metra to implement the STAR Line will be greater if the Proposed Action is approved. The percent ranges of the incremental increases are within reasonable ranges given the project complexities and factors that can only be more accurately identified through further detailed analysis. Since SEA did not include costs for the NWCS or for rolling stock, these percentages would be even lower if considered as a percentage of the overall cost to implement the entire STAR line project. CN has indicated that they will construct approximately ten miles of double track. If this double track construction occurs, Metra's cost for Scenarios 2 and 3 's could be reduced accordingly. SEA has estimated that the probable construction costs for the double track segment between East Siding and Walker that includes connecting the existing sidings at East Siding, Normantown and Walker would be approximately $43.9 million. This cost may be higher than ultimately estimated by CN as SEA's estimate includes several universal interlockings between East Siding and Walker than were not included in CN's original estimate.

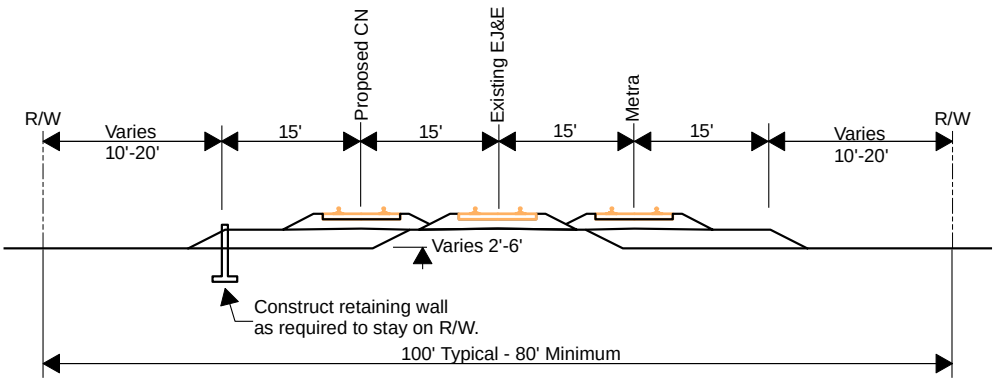
TABLE A3-4. SUMMARY COMPARISON OF OPINION OF PROBABLE CONSTRUCTION COSTS FOR SCENARIOS NO. 1 THROUGH NO. 4 (2008 DOLLARS)

	Scenario No. 1	Scenario No. 2	Scenario No. 3	Scenario No. 4
Total Project Cost	**$419,003,609**	**$472,397,176**	**$500,254,437**	**$499,711,407**
Incremental Cost Above Scenario No. 1 ($)		$53,393,567	$81,250,828	$80,707,798
Incremental Cost Above Scenario No. 1 (percent)		13 percent	20 percent	19 percent
LESS WORK COMPLETED BY CN		$43,871,645	$43,871,645	
NET PROJECT COSTS (TO METRA)		$428,525,530	$456,382,792	
INCREMENTAL COST Above Scenario No. 1 ($)		$9,521,921	$37,379,182	
INCREMENTAL COST Above Scenario No. 1 (percent)		2 %	9 %	

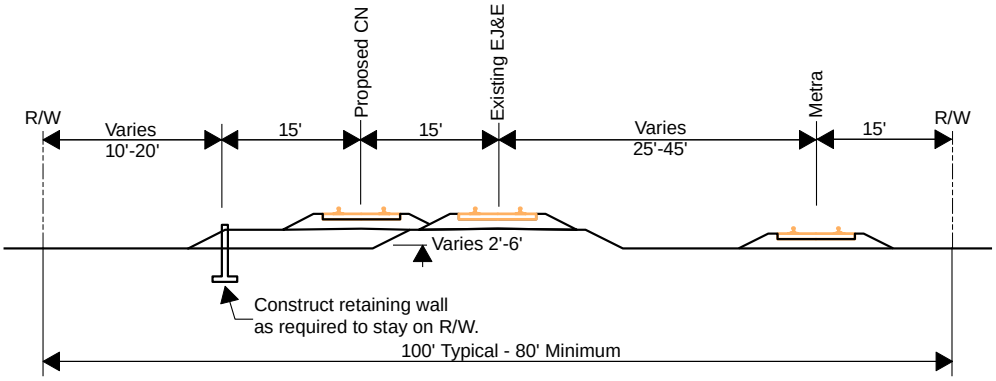
A major consideration when discussing STAR Line implementation is the speculative nature of determining costs for additional right-of-way. SEA's analysis identified costs per acre that were used uniformly but these costs in reality could vary widely per location. Scenario No. 4 has relatively low capital costs but would likely require the most right-of-way to implement. SEA also did not consider potential utility relocation for the additional analysis due to the

limited information available, but these costs would also become factors in determining overall implementation costs.

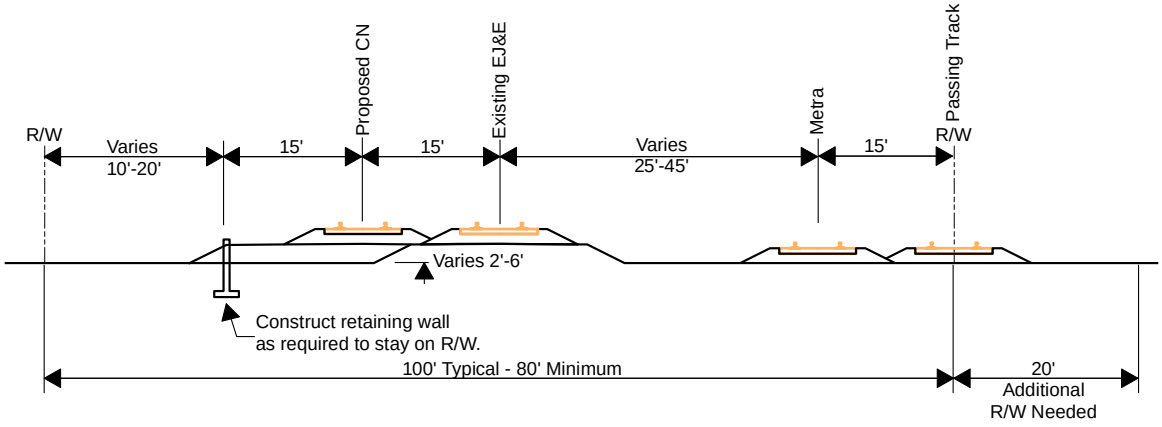
In conclusion, SEA determined that implementation of the STAR Line would still be physically possible and operationally feasible if the Proposed Action is approved. SEA acknowledges that the Proposed Action would increase the cost and difficulty to implement the STAR Line but would not preclude it.



Co-Mingled 3 Track Main



Stand-Alone



Stand-Alone With Passing Track

CN | EJ&E
Environmental Impact Statement

Figure A.3-1

Star Line
Commuter Rail
Typical Sections

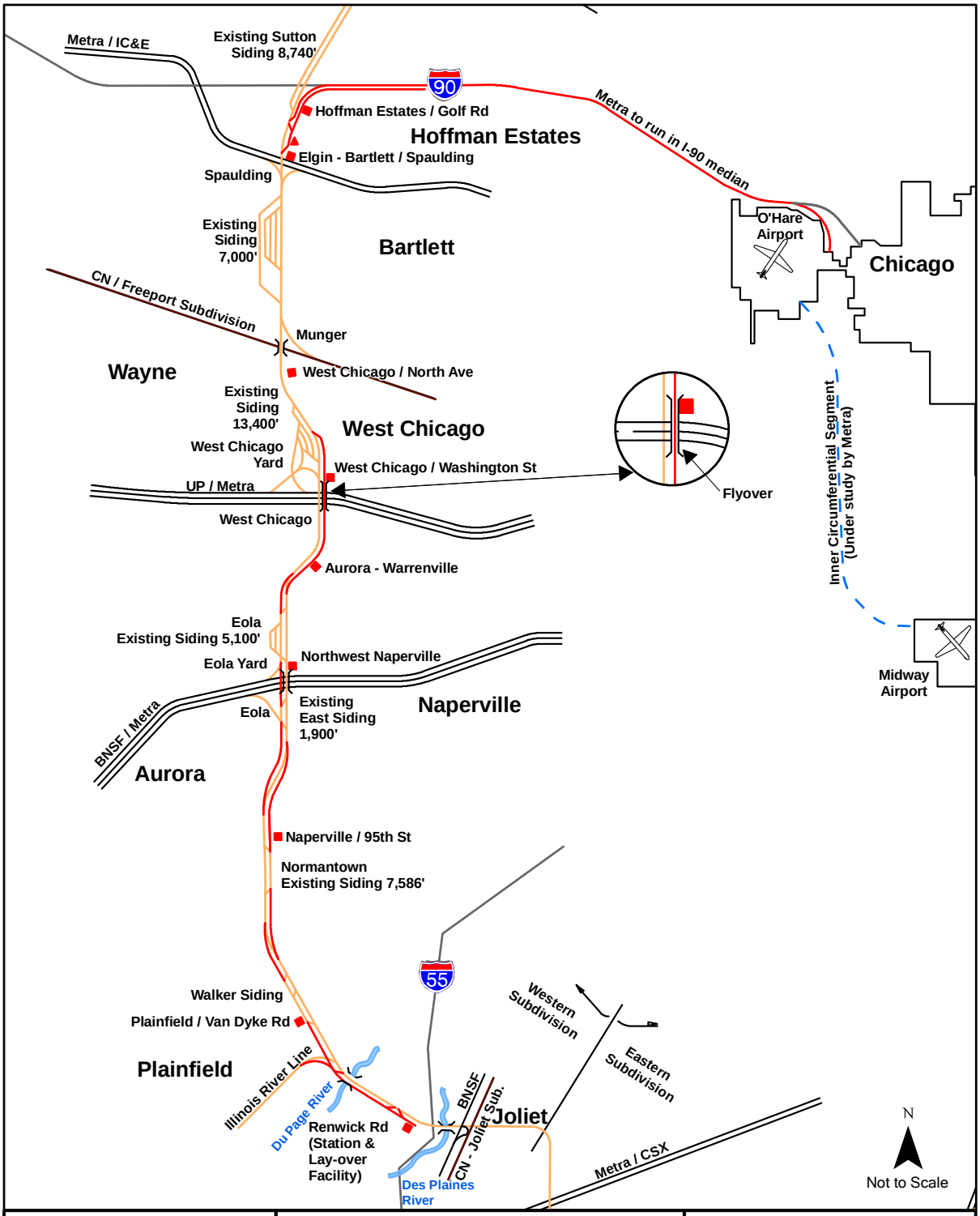


Figure A.3-2

Star Line Commuter Rail Alternative 0.0

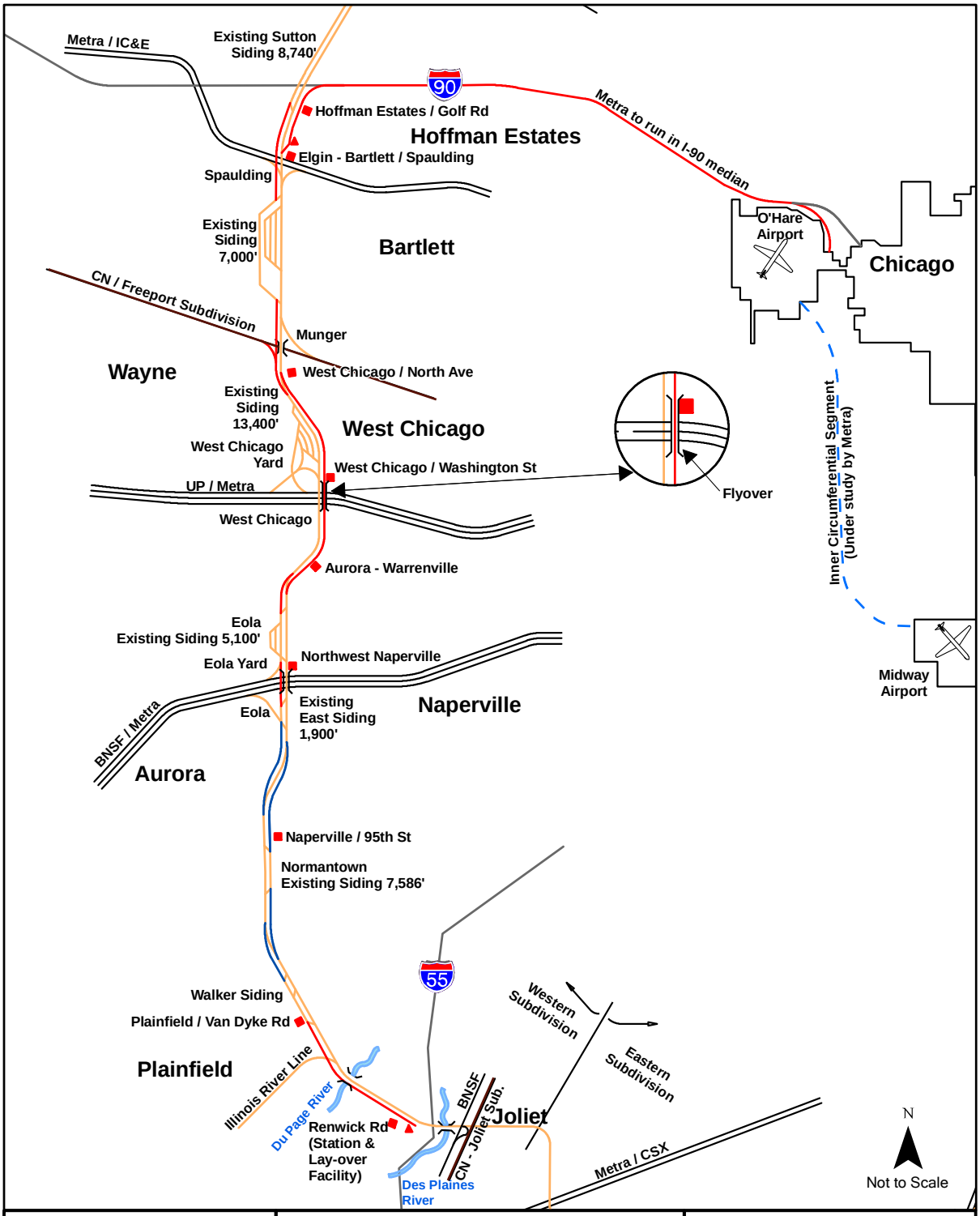
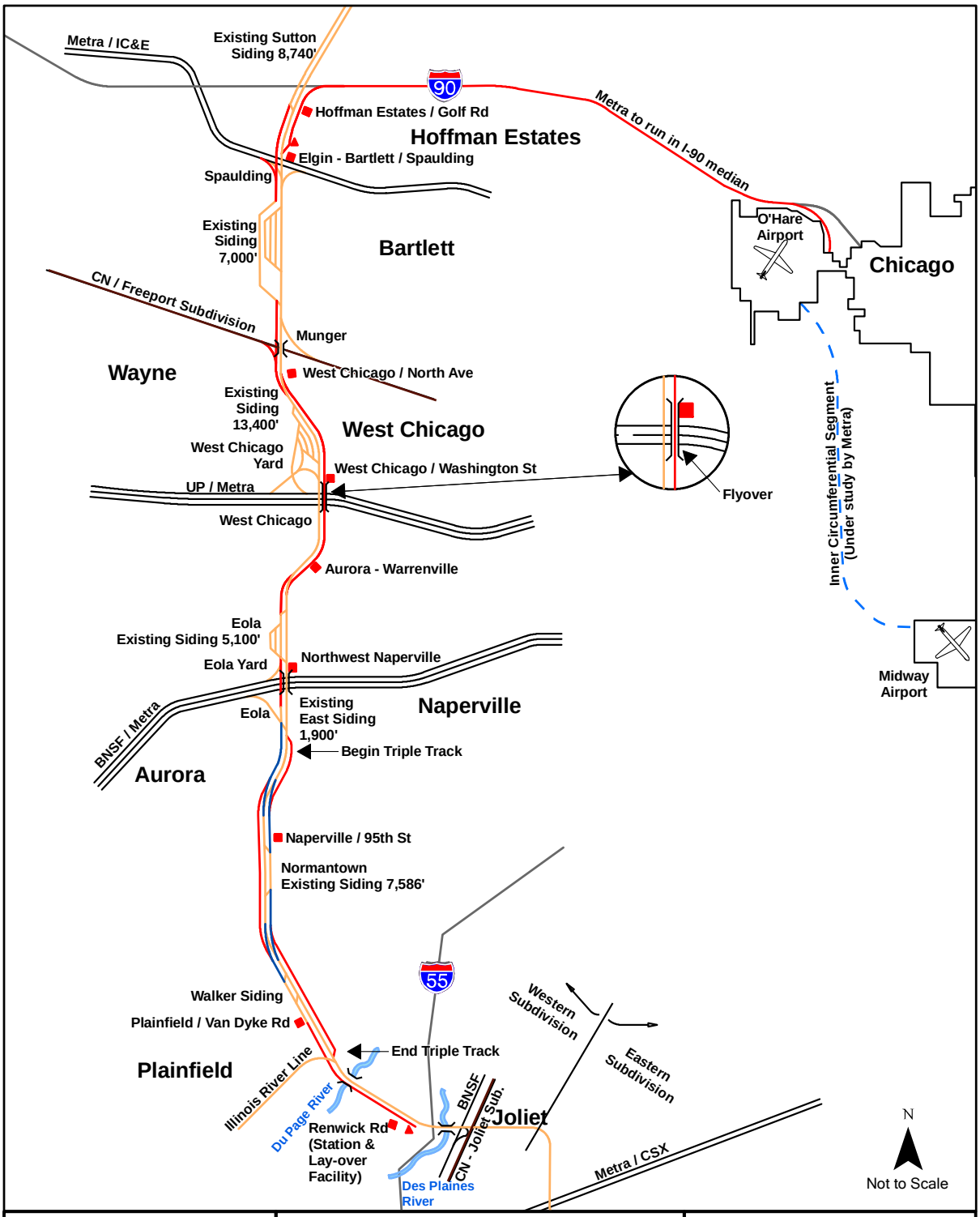


Figure A.3-3

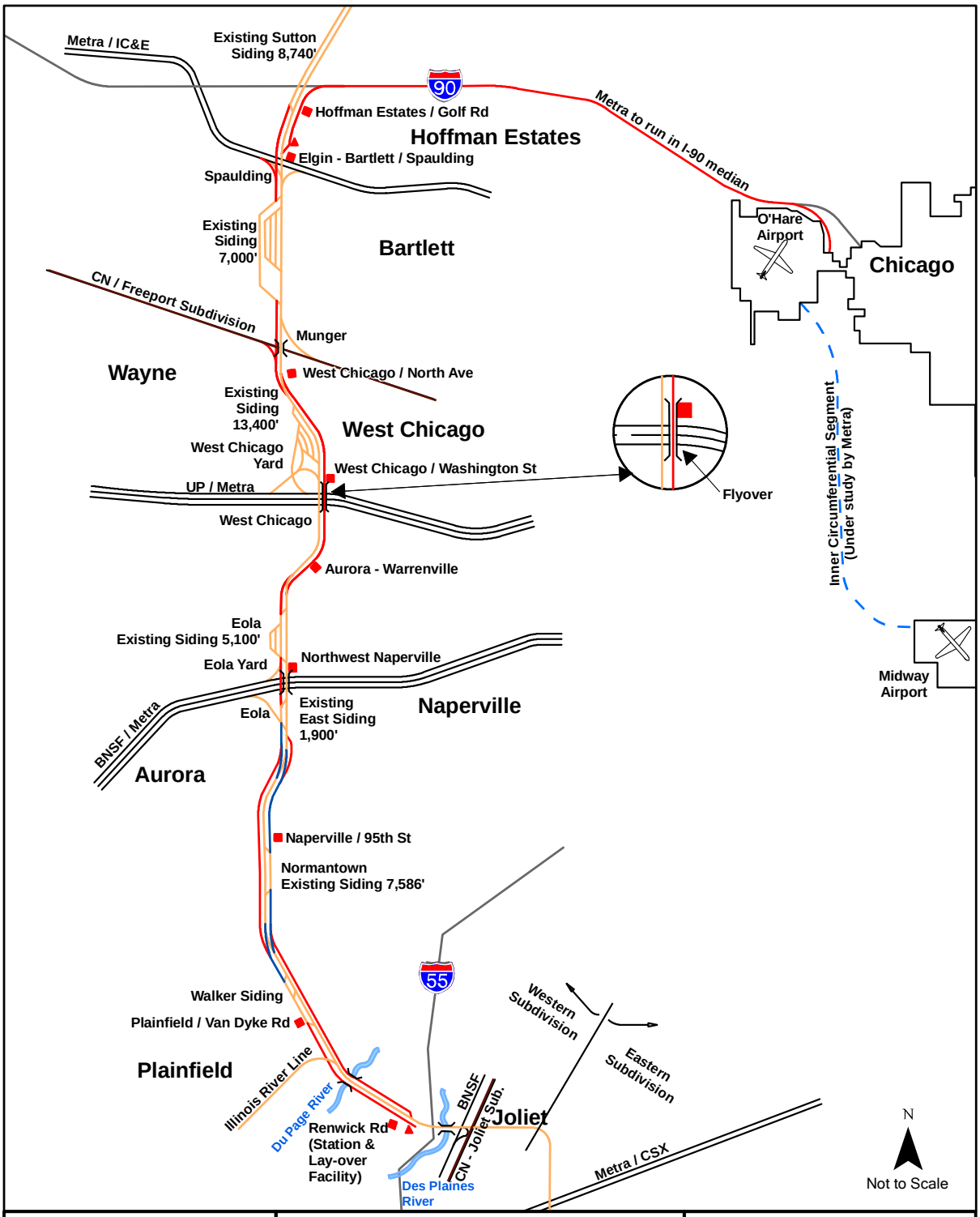
Star Line
Commuter Rail
Alternative 1.0



CN | EJ&E
Environmental Impact Statement

Figure A.3-4

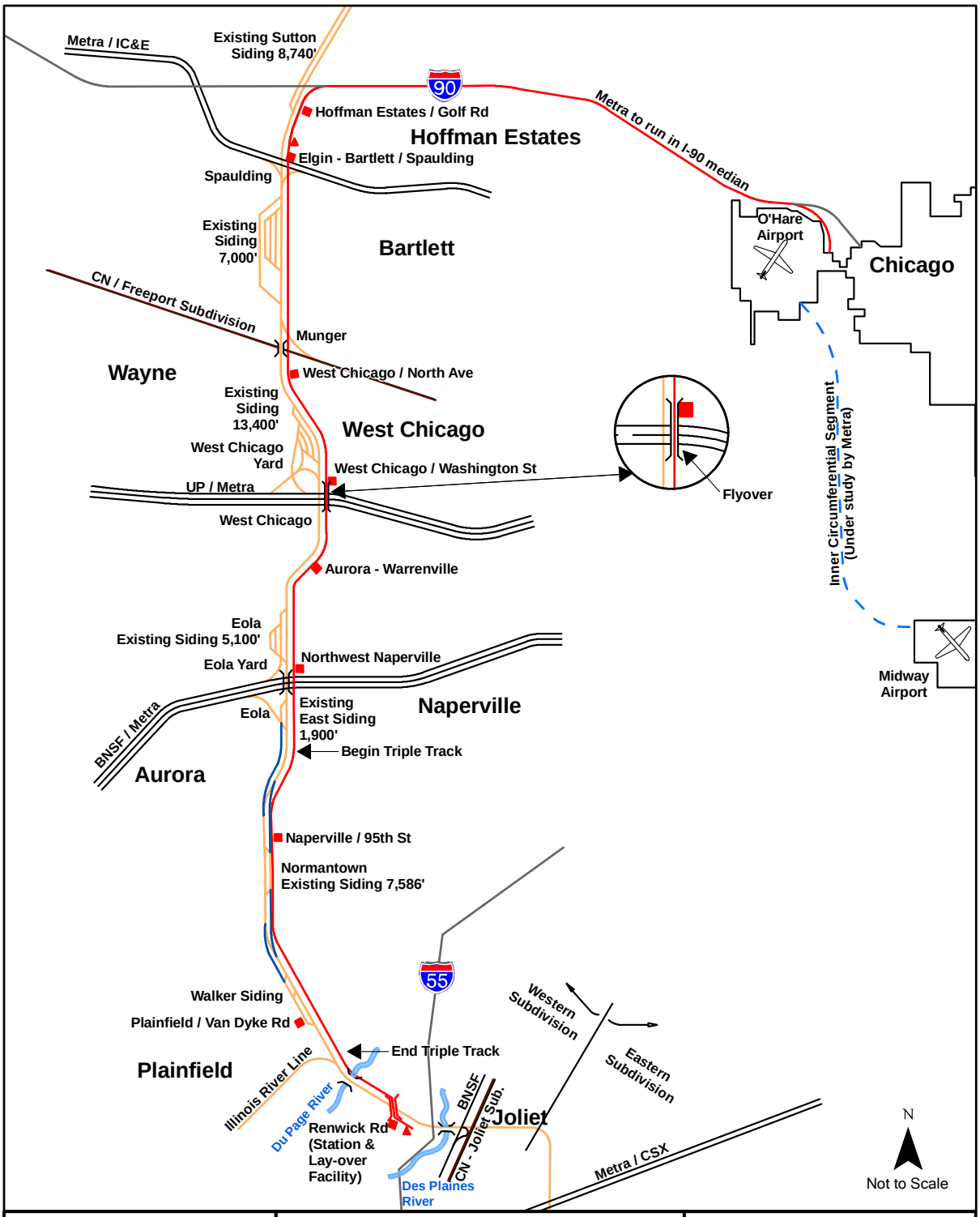
Star Line
Commuter Rail
Alternative 2.0



CN | EJ&E
Environmental Impact Statement

Figure A.3-5

Star Line
Commuter Rail
Alternative 3.0



CN | EJ&E
Environmental Impact Statement

- EJ&E Rail Line
- CN Rail Line
- Other Rail Line
- CN Proposed Track Improvements per Application
- Proposed Track
- Proposed Metra Station on EJ&E
- Proposed Metra Maintenance Facility on EJ&E

Figure A.3-6

Star Line Commuter Rail Alternative 4.0

A.4 Safety

Federal Railroad Administration Letter

CN Safety Record in Canada

U.S. Department
of Transportation

**Federal Railroad
Administration**

Administrator

1200 New Jersey Avenue, SE
Washington, DC 20590

SEP 1 2 2008

Ms. Victoria J. Rutson
Chief, Section of Environmental Analysis
Surface Transportation Board
1925 K Street NW
Washington, DC 20423

Re: Canadian National Railway Safety Integration Plan, Finance Docket No. 35087

Dear Ms. Rutson:

Pursuant to applicable regulations, the Federal Railroad Administration (FRA) hereby submits its findings and conclusions on the Safety Integration Plan (SIP) prepared for the proposed Canadian National Railway Company and Grand Trunk Corporation (CN) acquisition of the Elgin, Joliet and Eastern West Company (EJ&EW) (as per Title 49 Code of Federal Regulations (CFR) Section 244.17).

On December 28, 2007, CN filed its initial SIP with FRA and the Surface Transportation Board (STB) detailing the process and timetable for the merger of its operations with those of the EJ&EW. Subsequent discussions between FRA and CN resulted in CN submitting a revised SIP by letter dated June 27, 2008.

After careful review of the revised SIP, FRA finds that CN has adequately addressed the concerns FRA raised regarding the original SIP, and FRA finds that CN has now satisfactorily addressed each of the SIP elements required as per 49 CFR § 244.13.

Assuming that CN's acquisition of EJ&EW is approved, FRA will monitor CN's implementation of the SIP during the operations integration period. In accordance with regulatory requirements, FRA will also consult with the STB at all appropriate stages of implementation and will advise the STB of CN's status implementing the SIP, as appropriate. (See 49 CFR § 244.17(g).)

Finally, FRA supports adoption of the standard relevant conditions in rail merger cases, i.e., requiring the merging carriers to comply with the final SIP and to continue to

coordinate with FRA during the implementation of the transaction. (See, for example, Draft Environmental Impact Statement at ES-35).

Sincerely,

Joseph H. Boardman
Administrator

A.4 Canadian National Safety Record

CN's Safety Record in Canada

Several commenters on the Draft EIS expressed concerns about CN's safety record in Canada. This section provides an overview of Canada's rail safety regulations and CN's safety performance.

Transport Canada (TC), a department of the Canadian federal government, has jurisdiction over federally certified railways in Canada. TC reports to the Minister of Transport. A number of short lines operating solely within individual provinces fall within provincial jurisdiction; steps have been taken to harmonize federal and provincial regulation of railways under their respective jurisdictions.

A number of pieces of legislation cover the operation of federal railways in Canada, including;

- Canada Transportation Act
- Railway Safety Act
- Transportation of Dangerous Goods Act
- Canadian Transportation Accident Investigation and Safety Board Act
- Railway Relocation and Crossing Act

Two separate branches within Transport Canada have responsibility for implementing, monitoring and administering rail safety: the Rail Safety Directorate, and the Transport of Dangerous Goods Directorate (the latter has responsibility for handling and transportation of dangerous commodities by all modes).

The independent Transportation Safety Board of Canada (TSBC) conducts independent accident investigations for all transportation modes under federal jurisdiction, makes findings as to cause and contributing factors, identifies safety deficiencies, makes recommendations and reports publicly. TSBC regulations require accidents and incidents be reported to it, and establishes standards for reporting. The TSBC reports directly to the Privy Council.

The Canadian Transportation Agency (CTA) is an independent, quasi-judicial tribunal reporting to Parliament through the Minister of Transport. The CTA deals mainly with issues of economic regulation, market-entry and dispute resolution for all transport modes under federal jurisdiction. Although the CTA is responsible for issuing the Certificate of Fitness required for the operation of a railway company, it otherwise has a limited role in rail safety related mainly to level crossing issues, right of access to owners of adjoining land, and noise.

Comparison with the United States

The role of Transport Canada with respect to rail, particularly the role of the Rail Safety Directorate, is largely vested with the Federal Railroad Administration (FRA) in the US. The Transportation Safety Board of Canada acts similarly to the National Transportation Safety Board in the US. The Canadian Transportation Agency's role is largely filled by Surface Transportation Board in the US.

A.3.3 Rulemaking under the Railway Safety Act

Rulemaking in Canada under the *Railway Safety Act* (RSA) is largely a voluntary and consultative, rather than a prescriptive and directory, process. TC envisions the regulatory process as being performance-based. The Minister, however, has peremptory and definitive power under the RSA to order a railway company to formulate or revise its rules on any matter involving rail safety, and may impose rules directly.

FRA regulations are more prescriptive with little room for flexibility. While there has been discussion within the industry in the US about risk and performance based regulations, there has been little progress to date.

A.3.4 Background on Current Concerns about Rail Safety in Canada

The RSA was implemented in 1989 during a period of significant change in rail transportation in Canada – government deregulation, industry privatization and restructuring. The two Class I Railroads in Canada, the CN and CPR, closed many unprofitable lines and transferred others to newly created short lines. CN was privatized in 1995 and CPR completely reorganized and moved its headquarters from Montreal to Calgary in 1996.

The RSA reflected a move from a fully prescriptive regulatory approach to a co-operative relationship where Transport Canada retained overall responsibility for safety. After a mandated review in 1994, the RSA was amended in 1999, whereby each railway was required to develop and implement a safety management system (SMS). The SMS approach is neither deregulation nor industry self-regulation, but partnering between the industry and the regulator to better manage risks and continuously improve safety performance. The SMS approach remains in effect today.

From the mid-1990's through 2002, railway accidents in Canada declined. The trend reversed from 2003 through 2005, during which time there were a number of high-profile accidents. Although the number of accidents fell off again in 2006, the Minister of Transport, Infrastructure and Communities, under pressure from the media, the public, federal opposition parties, provincial governments and rail unions, initiated the *Railway Safety Act* Review in December, 2006. A Review Advisory Panel was appointed by the Minister in February 2007. The Minister tabled the Panel's report entitled *Stronger Ties: A Shared Commitment to Railway Safety – Report of the Railway Safety Act Advisory Panel* in the House of Commons on March 7, 2008.

The House of Commons' Standing Committee on Transport, Infrastructure and Communities commenced its own review of rail safety in October 2006 (2 months before the Minister announced his review) and issued a report on May 29, 2008 which largely endorsed the finding of the Advisory Review Panel while adding a few recommendations of its own.

A.3.5 CN's Safety Record in Canada

CN and CPR have both suffered a number of high – profile accidents over the last few years. In its Introduction, the Advisory Panel makes specific reference to accidents at Cheakamus Canyon BC, Lillooet BC and Montmagny, Quebec, all involving CN. And in the body of its Report, the Panel compares accidents at Cheakamus and Wabamun, Alberta, other locations on CN.

The specifics of the accidents at the four CN locations are as follows:

Wabamun: On August 3, 2005, a CN freight train, proceeding westward from Edmonton, Alberta to Vancouver B.C., derailed 43 cars, including 1 loaded car of pole treating oil, 1 car of toluene, and 25 cars of Bunker C (heavy fuel oil) at Mile 49.4 of the Edson Subdivision near Wabamun, Alberta. Approximately 700,000 litres of Bunker C and 88,000 litres of pole treating oil were spilled causing extensive property, environmental, and biological damage in and adjacent to Lake Wabamun. About 20 people were evacuated from the immediate area. There were no injuries.

Cheakamus: On August 5, 2005, a CN freight train, proceeding northward from Squamish to Lillooet, B.C., derailed nine cars including one of sodium hydroxide (caustic soda) and eight empties at Mile 56.6 of the Squamish Subdivision near Garibaldi, B.C.

Approximately 40,000 litres of caustic soda spilled into the Cheakamus River, causing extensive environmental damage. There were no injuries.

Montmagny: The Transportation Safety Board investigated four accidents, which took place on CN's Montmagny Subdivision in 2002, 2003 and 2004. These were:

On July 22, 2002, 52 cars, 51 of which were empty tank cars which had recently held fuel oil and gasoline, derailed and rolled over while being switched in Joffre Yard at Levis, Quebec, Mile 115.2 of the Montmagny Subdivision. Two switches and 3600 feet of track were damaged. There were no injuries.

On January 20, 2003, an eastbound CN freight train collided with a Hi-rail vehicle at Mile 97.60 of the Montmagny Subdivision, near St. Charles, Quebec. The Hi-rail vehicle was destroyed and the lead locomotive slightly damaged. There were no injuries.

On February 7, 2004, a westbound CN freight train derailed 27 freight cars, including a pressure tank car loaded with chlorine at Mile 77.8 of the Montmagny Subdivision in the city of Montmagny, Quebec. Approximately 1500 feet of track and two public crossings were damaged. Three spans of the railway bridge over the Du Sud River were destroyed, and the remaining six spans were damaged. There was no release of dangerous goods and no-one was injured.

On November 12, 2004, 10 multi – platform container cars of an eastbound CN freight train derailed at Mile 114.8 of the Montmagny Subdivision, near Levis, Quebec. The cars sustained minor damage, and two switches and 500 metres of track were damaged. No dangerous goods were spilled and there were no injuries.

On June 29, 2006, a CN locomotive and lumber car derailed approximately 40 kilometres north of Lillooet B.C. Two CN employees were killed and a third injured. The locomotive and car were destroyed.

While rulemaking in Canada under the *Railway Safety Act* is a consultative and cooperative rather than a prescriptive and directory process, the Minister has peremptory and definitive power under the RSA to order a railway company to formulate or revise its rules on any matter involving rail safety, and may impose rules directly. Transport Canada, acting on behalf of the Minister, has used this authority on several occasions to issue orders affecting

CN operations, particularly on the former BC Rail property acquired by CN in 2004. Transport Canada also carried out a detailed audit of CN's safety management system.

A.3.5.1 Canadian Rail Safety Statistics

- The Panel analyzed accidents reported to the Transportation Safety Board of Canada (TSBC) since the RSA was implemented in 1989 through 2006 and found two periods during which accidents increased, 1992-1996 and 2002-2005.
- The first increase was attributed to a change in reporting requirements, which started in 1992 and not fully implemented until 1994. The turmoil associated with the privatization of CN in 1995 and CPR's reorganization and move of headquarters to Calgary likely also contributed, as did the severe winter weather in the middle of the decade.
- The Panel noted that the sale of lightly used (and therefore less well-maintained) federal lines to provincial railways may have contributed to the reduction of accidents between 1997 and 2002. Similarly, CN's 2004 acquisition of previously provincially – regulated BC Rail increased the size of the federally regulated network for which accident statistics were reported. Also, the mountainous nature of BC Rail likely contributes to higher preponderance of accidents. Many of the accidents CN experienced between 2004 and 2006 occurred on BC Rail.

The Panel found:

- Main track accidents accounted for only 12.2 percent of all accidents in 2006, and 66 percent of these involved 5 cars or less. The Panel focused heavily on main track accidents, however, as these have the greatest potential for catastrophic impact. Also, while infrequent, total main track accidents increased between 2002 and 2005, then fell in 2006.
- Non main track accidents accounted for 52.8 percent of all accidents in 2006. These also increased from 2002 to 2005.
- Crossing accidents accounted for 23.6 percent of the total in 2006, and have fallen substantially since 1989. Trespasser accidents accounted for 2.8 percent of the total in 2006 and have remained fairly constant over the period. Crossing and trespasser accidents are the cause of most railway fatalities and serious injuries, responsible for 87 percent (142 people) of the total in 2006.
- While transportation of dangerous goods on CN and CPR increased by approximately 60 percent between 1997 and 2006, reportable accidents and incidents fell dramatically.

A.3.5.2 Comparison of Canadian and U.S. Reporting Criteria

What constitute railway reportable "accidents" and "incidents" in Canada are very different from those in the U.S.; further the word "accident" has a very different meaning in Canada than in the U.S. Therefore what are counted as accidents in the two countries are not the same and cannot be compared.

What constitutes an "accident" in Canada is far more encompassing. To emphasize this point, data provided by the TSBC for the years 2005 and 2006, showing TSB reportable accidents compared to accidents which would have been reported had the FRA methodology been used, is shown in the following table:

Numbers of TSB Reportable Accidents and Accidents Indicated as FRA Reportable				
	2005		2006	
	CTSB Reportable Accidents	Accidents Indicated as FRA Reportable	Accident Type	Accidents Indicated as FRA Reportable
Main track Collisions & Derailments	200	71	137	33
All other	1,047	55	1,006	34
Total	**1,247**	**126**	**1,143**	**67**

Source: Joseph F. Schulman, CPCS Transcom Limited, *The State of Rail Safety in Canada* (August 2007), p. 29, Figure 7.1 (see Appendix C)

A.3.5.3 Comparison of Canada/U.S. Rail Safety Records

Using conversion data like that above provided by both CPR and CN, a comparison can be made of the Canadian railways with their Class I counterparts in the U.S. and draw the following conclusions:

- CN's performance since 1996, its first year following privatization, has been consistently better.
- CN's and CPR's accident rates per million train miles for their combined Canadian and U.S. operations averaged over the entire period 1996 – 2006 are 2.2 and 2.4 respectively. This compares favorably with the averages of the four largest U.S. railways, which range between 2.8 and 4.4, and the overall U.S. Class 1 (does not include Canadian operations of CN and CPR) average of 3.9 per million train miles for the same period
- CN's average for its U.S. operations alone is 5.4, higher than the U.S. Class 1 average. CPR's
- CN's and CPR's safety records in Canada are better than those achieved in the U.S.

A.3.5.4 Panel's Conclusions and Recommendations

The Panel concluded "the safety record of Canada's major railways (CN and CPR) is among the best in North America". It also found that "the RSA and its principals are fundamentally sound" and indicated it "supported the SMS approach to managing railway safety." It stressed, however, the upward trend of main track accidents must be addressed, and improvements made to reduce accidents in yards and on railway spurs.

The Panel went on to make 56 recommendations. Only five of these dealt with operational issues. The bulk of the recommendations relate to governance, regulatory framework, the nature of safety management systems, information collection, analysis and dissemination,

proximity issues, environmental protection and response, scientific and technological innovation, resources, and relationships.

A.3.5.5 Harmonization of Rail Operations and Safety between Canada and the US

CN's activities in the US are governed by US and not Canadian laws and regulations. Even so there may be some concern that CN, as a company headquartered in Canada, is somehow different from the US based Class 1 roads. The following information is intended to allay concerns.

- Rail Safety Directorate senior officers hold confidential meetings with their FRA counterparts each spring and fall. Representatives of both organizations feel cross - border harmonization on rail safety is very good.
- The Railroad Safety Advisory Committee comprised of all North American railways and their unions as well as both Canadian and American regulators meet quarterly.
- Harmonization is expected to be furthered by railway associations and regulators working out problems one by one, rather than by formal structure. A number of factors contribute to this belief:
    - Harmonization is necessary for unimpeded flow of trade
    - The Rail industry has a 140-year history of close integration.
    - Canadian and U.S. railways operate in each other's countries.
    - Canadian railways see themselves as North American carriers with a mindset that operationally, the border does not exist.
    - Industry has always interchanged traffic, necessitating harmonization.
    - Industry is highly organized with associations, supplier groups and other bodies that have created standards and procedures that permeate day-to-day life.
    - Industry draws on common pool of equipment suppliers.

A.5 Transportation Systems

Current and Regional Mobility

Village of Barrington Traffic Operations Analysis

Table A.5-1 Total Vehicle Traffic and Percent Increase

A.5 Current and Regional Mobility

Appendix A Transportation Current and 2015 Regional Mobility

Current Regional Mobility

Section 3.3 of the Draft EIS discussed the existing local and regional highway systems, emergency vehicle services, navigation, and airports. To update current regional mobility conditions, SEA used updated ADTs to conduct additional analyses of crossing LOS and queue lengths. The results of SEA's additional analyses assessing current regional mobility factors are described below.

EJ&E Rail Line

SEA used updated ADT's and train operation data, including increased train speeds at some locations, to reassess potential effects of the Proposed Action on mobility within affected communities and the region. SEA's additional analyses resulted in several changes in Levels of Service (LOS) for roadways that cross the EJ&E rail line. The LOS refers to the efficiency at which a roadway, intersection, or highway/rail at-grade crossing operates and is a reflection of vehicle delay and congestion. LOS is one of the measurements planning agencies use to assess regional mobility. Based on SEA's additional analyses, the LOS for some affected roadways that cross the EJ&E declined but most improved. Table 2.5-2, below, (published in the Draft EIS with SEA's original results as Table 3.3-3) summarizes the changes in LOS that SEA identified.

Table A3-1. 2007 LOS Summary of Roadways Crossing the EJ&E Railway

LOS	Total	Lake (Illinois)	Cook (Illinois)	DuPage (Illinois)	Will (Illinois)	Lake (Indiana)
LOS A - B	54	10	12	5	21	6
LOS C - D	41	9	6	4	17	5
LOS E - F	17	7	2	3	1	4

SEA's new analyses of the current roadway conditions in each affected community resulted in many changes to queue lengths that were included in Section 3.3 of the Draft EIS. Those changes are described below.

Lake County, Illinois

Mundelein, Illinois

- IL 60/83 queue length changed from 950 feet to 930 feet, which continues to block Diamond Lake Road, a major cross street east of the crossing.

Kane, County, Illinois

Aurora, Illinois

- Liberty Street LOS changed from LOS E-F to D or better.

Will County, Illinois

Plainfield, Illinois

- Wolf's Crossing Road changed from LOS E-F to LOS D or better.
- 127th Street changed from LOS D or better to LOS E-F.
- Main Street changed from LOS E-F to LOS D or better.

- Peak period queue lengths.
    - 127th Street queue length changed from 250 feet to 545 feet, and would still block Lincoln Highway/US 30, a major cross street west of the crossing.

Frankfort, Illinois

- 88th Avenue/Pfeiffer Road queue length changed from 275 feet to 285 feet, and would still to block one major roadway, Sauk Trail. Lake County, Indiana

Dyer, Indiana

- Hart Street now has a queue length that blocks a major roadway. Queue lengths at Hart Street are approximately 680 feet at the crossing, which blocks Matteson Street, a major roadway, north of the crossing.

Griffith, Indiana

- Broad Street now has a queue length that blocks a major roadway. Queue lengths at Broad Street are approximately 1,035 feet at the crossing, which blocks one major roadway, Main Street, north of the crossing.

CN Subdivisions

The new analysis resulted in several changes in LOS for the CN subdivisions. Table 2.5-3, below is a summary of those changes for the 2007 roadway LOS analysis.

Table A3-2. 2007 LOS Summary of Roadways Crossing CN Subdivisions

LOS	Total	Waukesha (Illinois)	Freeport (Illinois)	Joliet (Illinois)	Chicago (Illinois)	Elsdon (Illinois/ Indiana)
LOS A - B	74	20	17	9	1	27
LOS C - D	49	17	13	2	0	17
LOS E - F	29	10	6	3	1	9

River Grove, Illinois

- 1st Avenue queue length changes from 925 feet to 1,100 feet, which continues blocks North Avenue/IL 64, which is a major cross street north of the crossing.

Des Plaines, Illinois

- Prospect Avenue queue length changes from 150 feet to 325 feet, which continues to block US 12, which is a major cross street west of the crossing.
- Golf Road/IL 58 queue length changes from 1,175 feet to 1,125 feet, which continues to block Rand Road/US 12, a major cross street east of the crossing.
- Rand Road/US 12 queue length changes from 950 feet to 925 feet, which continues to block Golf Road (IL 58), a major cross street south of the crossing.

North Riverside, Illinois

- Harlem Avenue LOS changes from LOS D to LOS E-F.

- Peak period queue lengths.
    - Harlem Avenue/IL 43 queue length changes from 1,325 feet to 1,500 feet, which continues to block 26th Street, a major cross street north of the crossing.
    - 1st Avenue/IL 171 queue length changes from 1,600 feet to 1,425 feet, which continues to block Cermak Road, a major cross street south of the crossing.

Bloomingdale, Illinois

- Gary Avenue queue length changes from 825 feet to 850 feet, which continues to block Army Trail Road, a major cross street north of the crossing.

Lemont, Illinois

- Lemont Street LOS changes from LOS E-F to D or better.
- Stephen Street LOS changes from LOS D to LOS E-F.
- Peak period queue lengths.
    - Lemont Street changes from 70 feet to 75 feet, which continues to block one major roadway, Main Street

Lockport, Illinois

- 9th Street/IL 7 queue length changes from 1,200 feet to 1,275 feet, which continues to block State Street/IL 171, a major cross street east of the crossing.

Joliet, Illinois

- Jackson Street queue length changes from 1,165 feet to 1,175 feet, which continues to block Scott Street/IL 53 and Ottawa Street, major cross streets west of the crossing.
- Ohio Street queue length changes from 290 feet to 825 feet, and this updated queue length blocks Scott Street/IL 53 and Chicago Street/IL 53, major cross streets to the west, along with two railroad crossings to the east.

Chicago Subdivision

Richton Park and University Park, Illinois

- The Draft EIS discussed two roadways in University Park, Illinois. These two roadways should have been separately analyzed as being in University Park and Richton Park. University Parkway/Stuenkel Road is in Richton Park, Illinois, and W. Dralle Road is in University Park, Illinois.

Elsdon Subdivision

City of Chicago, Illinois

- 51st Street is a four-lane collector, but was shown as a two-lane connector in the Draft EIS.

Harvey, Illinois

The Draft EIS stated that all roadways in Harvey, Illinois currently operate at LOS D or better with no queue length issues. SEA's updated analyses identified the following regional mobility changes in Harvey, Illinois.

- Ashland Avenue is a two-lane collector that runs north-south, crossing the Elsdon subdivision. Ashland Avenue LOS changed from D to E-F.
- Wood Street is a four-lane collector that runs north-south and operates at LOS D or better. Wood Street parallels Ashland Avenue within 0.25 mile, and is an alternate route to the congested Ashland Avenue.
- Peak period queue lengths:
    - Ashland Avenue's revised queue length is approximately 850 feet, which blocks 147th Street/Sibley Boulevard (IL 83), a major cross street to the north.

Phoenix, Illinois

The Draft EIS did not address potential mobility effects in Phoenix, Illinois. SEA reviewed the roadways in Phoenix and identified one that crosses CN's Elsdon Subdivision at-grade at 155th Street.

- 155th Street operates at LOS D or better.
- Community is urban-residential and industrial in the vicinity of the crossing.

SEA concluded that mobility in Phoenix would not be substantially affected and would remain acceptable levels because the at-grade crossing operates at LOS D or better.]

A.5 Village of Barrington Traffic Operations Analysis

CHAPTER 1 – INTRODUCTION

This report documents the study methodology and evaluation of existing and future traffic operations in the Village of Barrington, Illinois. As part of the proposed purchase of the Elgin, Joliet, and Eastern Railway Company (EJ&E), Canadian National Railway (CN) is proposing to increase the number of freight trains using the EJ&E line. Increases in train traffic proposed by CN will have an effect on automobile traffic operations in Barrington, especially at the EJ&E at-grade crossings. Three corridors have been identified to be analyzed to assess area mobility: Northwest Highway, Main Street/Lake Cook Road, and Hough Street. These three corridors serve a majority of traffic in the Barrington area and have at-grade crossings with the EJ&E line.

Public meeting commentors and local government officials have expressed concerns about the interaction of the new EJ&E rail traffic with existing UP freight rail traffic, METRA commuter rail traffic, Barrington High School traffic and existing roadway congestion. A closer review of these conditions was deemed necessary recognizing that vehicular mobility and safety in the Barrington area is a complex issue requiring additional study. Therefore, this more detailed analysis of the interaction of train movements and motorist travel was conducted.

Chapter 1 describes the study methodology. Chapter 2 describes the VISSIM model coding methodology. Chapters 3 and 4 identify existing traffic conditions and analysis results. Chapter 5 identifies 2015 future traffic conditions and provides a comparative analysis of two future scenarios.

1.1 STUDY PURPOSE

This study will address:

1) Commenter and local agency concerns regarding worsening of the Barrington community congestion and mobility resulting from the Proposed Action;
2) Concerns regarding the inter-related effects of the Proposed Action on Barrington's transportation network due to the close proximity of major roadway intersections and railway crossings;
3) Analysis of reasonable and feasible alternatives for mitigation of the serious transportation system effects of the queuing predicted for the Hough Street and EJ&E rail line at-grade crossing.

These objectives will be addressed using a high-level, microscopic simulation model to simulate existing and future traffic conditions on Northwest Highway, Main Street/Lake Cook Road, and Hough Street corridors. PTV's VISSIM software program was employed for this purpose. Two rail lines, the EJ&E and the Union Pacific/Northwest Line, cross these three study corridors. Vehicles in these corridors currently experience delays due to train movements at these crossings. The current proposal by CN would result in an increase in the number of freight trains traveling through Barrington on the EJ&E line by the year 2015.

Three simulation models have been developed to assess effects of the Proposed Action on automobile traffic in the study area:

- 2008 Existing Conditions (simulation calibration)
- 2015 Future Conditions - No Action (No Action for EJ&E)
- 2015 Future Conditions - Proposed Action (EJ&E traffic increases)

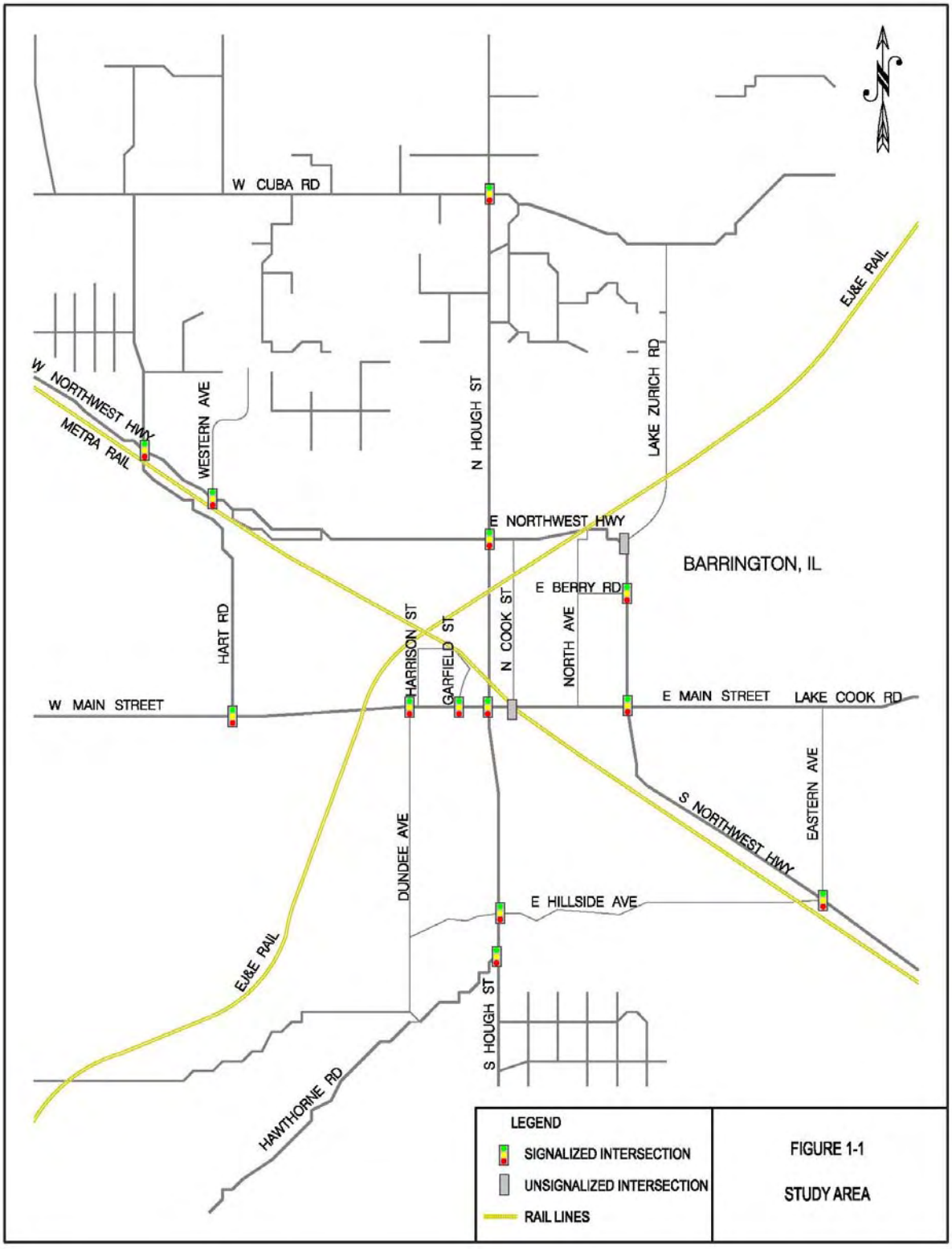
These models evaluate intersection operations under the above scenarios and provide several measures to document traffic operations in the corridors, as presented in this report.

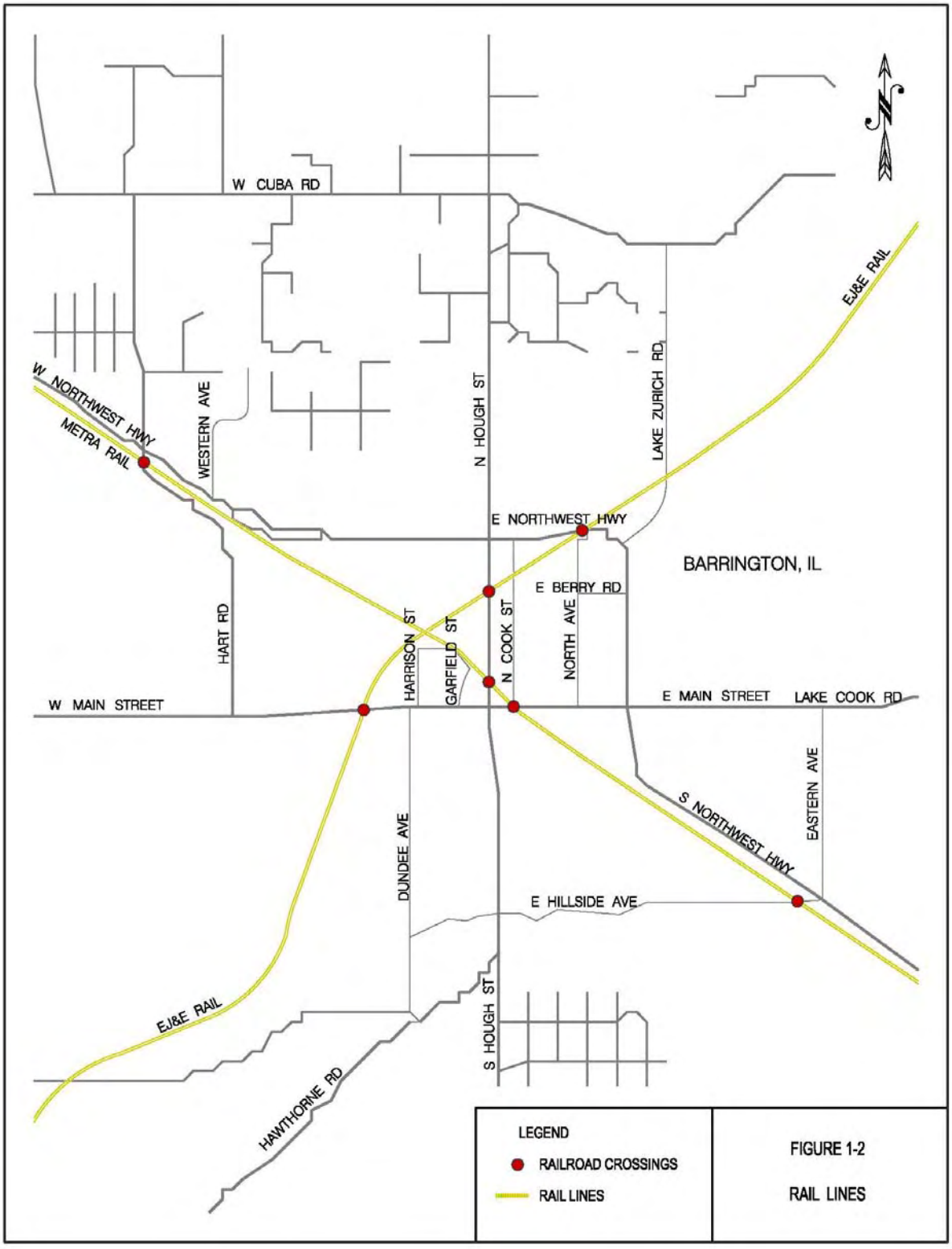
1.2 STUDY AREA

The study area was designated to include regional roadways/highways and railroads that effect Barrington mobility. The three regional roadway corridors and two railroads listed earlier have been specifically included in the study area. The area consists of approximately 2.5 miles of Northwest Highway, between Hart Road and Eastern Avenue, 1.2 miles of Main Street/Lake Cook Road, between Hart Road and Northwest Highway, and 2.1 miles of Hough Street, between Cuba Road and Hawthorne Road, as shown in Figure 1-1. There are thirteen (13) signalized intersections and two (2) unsignalized intersections in the study area.

As mentioned in the previous section, two rail lines, the EJ&E and Union Pacific/Northwest Line, cross the study corridors as shown in Figure 1-2. These two rail lines cross these major corridors five (5) times in the study area.

According to CN, a total of five (5) trains currently run on the EJ&E railway line per day through the study area. For the purposes of this study, it was assumed that currently, no EJ&E trains travel through Barrington during the AM and PM peak hours. A total of ten (10) trains and seven (7) Metra commuter trains run on the Union Pacific/Northwest Line during the AM and PM peak periods, respectively, through the study area at this time.


W CUBA RD
E&J&E RAIL
W NORTHWEST HWY
METRA RAIL
WESTERN AVE
N HOUGH ST
LAKE ZURICH RD
E NORTHWEST HWY
BARRINGTON, IL
E BERRY RD
HART RD
HARRISON ST
GARFIELD ST
N COOK ST
NORTH AVE
W MAIN STREET
E MAIN STREET
LAKE COOK RD
EASTERN AVE
S NORTHWEST HWY
DUNDEE AVE
E HILLSIDE AVE
E&J&E RAIL
S HOUGH ST
HAWTHORNE RD
LEGEND
SIGNALIZED INTERSECTION
UNSIGNALIZED INTERSECTION
RAIL LINES
FIGURE 1-1
STUDY AREA


W CUBA RD
E&E RAIL
W NORTHWEST HWY
METRA RAIL
WESTERN AVE
N HOUGH ST
LAKE ZURICH RD
E NORTHWEST HWY
BARRINGTON, IL
E BERRY RD
HART RD
HARRISON ST
GARFIELD ST
N COOK ST
NORTH AVE
W MAIN STREET
E MAIN STREET
LAKE COOK RD
EASTERN AVE
S NORTHWEST HWY
DUNDEE AVE
E HILLSIDE AVE
E&E RAIL
S HOUGH ST
HAWTHORNE RD
LEGEND
RAILROAD CROSSINGS
RAIL LINES
FIGURE 1-2
RAIL LINES

CHAPTER 2 – VISSIM MODEL CODING METHODOLOGY

2.1 OVERVIEW

The three corridors in the study area were simulated using the microscopic simulation model VISSIM Version 5.00. VISSIM (a German acronym, which translated means "traffic in towns – simulation") has main two components: a traffic simulator and a signal state generator. The traffic simulator is a microscopic traffic flow simulation model which includes car following and a lane change logic model. The signal state generator is signal control software that uses detector information from the traffic simulator and updates the status of the traffic signals on a discrete time step basis (as small as one-tenth of a second). VISSIM is classified as a microscopic simulation model because it models vehicles and other components as individual units and updates them every second. After defining the street geometry, traffic control and vehicular volumes, VISSIM outputs many measures of effectiveness (MOEs) such as average delay, queue length, speed etc. that can then be used as a basis for comparison of alternatives. VISSIM also has the capability of modeling various modes of transit such as buses, trains, and rail. VISSIM has a user friendly 3D animation tool which can be used to show the existing and future transportation network in 3D animation form.

This chapter discusses the methodology for modifying VISSIM model parameters to account for roadway network changes in the study area.

2.2 ANALYSIS METHODOLOGY

The three corridors in the study area were simulated using VISSIM Version 5.00. It was used to evaluate AM and PM peak hour traffic operations on weekdays.

2.3 COMPUTER SIMULATION

One of the most important analytical tools of traffic engineering is microscopic simulation software. A transportation system simulation by means of a simulation model allows the prediction of the effects of modified lane configurations, traffic control and any changes made in the transportation system on the system's operational performance. Operational performance is measured in terms of MOEs, which include average vehicle speed, vehicle stops, delays, vehicle hours of travel, vehicle miles of travel, fuel consumption, and several other measures. The MOEs provide useful input in the selection of future alternative improvements to handle issues related to traffic such as traffic congestion, delay, queues, etc.

VISSIM is capable of simulating individual vehicle behavior in a roadway network and is capable of simulating the operation of signalized intersections. VISSIM applies interval-based simulation to describe traffic operations. Each vehicle is a distinct object whose characteristics are updated every second. Each variable control device (such as traffic signals) and each event are registered and updated every second. In addition, each vehicle is identified by category (auto, carpool, truck, or bus) and by type. Additionally, specific driver behavioral characteristics are assigned to specific vehicles. The major features of the VISSIM model are identified as follows:

- Link types and connectors
- Fleet components (bus, truck, car)
- Load factor (number of passengers/vehicle)
- Automobile routing and turning movement
- Bus operations (headways, dwell times, stations, and routes)
- Priority rules (right of way designations)
- Stop and yield signs

- Pretimed/actuated signal control

2.4 Model Parameters

The traffic flow model used by VISSIM is a discreet, stochastic, time step based microscopic model, with driver-vehicle-units as single entities. The model contains a psycho-physical car following model for longitudinal vehicle movement and a rule-based algorithm for lateral movements (lane changing). The model is based on the continuous work of Wiedemann.

Vehicles follow each other in an oscillating process. As a faster vehicle approaches a slower vehicle on a single lane, it has to decelerate. The action point of conscious reaction depends on the speed difference, distance, and driver-dependant behavior. On multi-lane links, moved up vehicles check whether they can improve their position by changing lanes. If so, they check the possibility of finding acceptable gaps on neighboring lanes. Car following and lane-changing together form the traffic flow model, comprising the basis of VISSIM.

More detailed information regarding VISSIM modeling parameters can be found in the VISSIM user's manual.

2.5 Model Development

The HDR|WHM team developed the network for the study area. Field observations and aerial photographs were used to obtain accurate geometrics. Year 2008 traffic volume counts collected in September 2008 were used to develop the existing condition model.

The major component inputs for the study area VISSIM model included the following:

Roadway Geometrics – The first step in defining a network is describing the network geometry. VISSIM uses the concept of links and connectors to define the roadway network. Links are one-directional segments of streets or freeways, and connectors are usually the intersection of two or more links. In the case of a two-way street, each roadway block would consist of two one-directional links as shown in Figure 2-1.

Volume Data – Year 2008 traffic volume counts collected in the field were used for developing the existing condition model update.

Entry and exit volumes at the periphery of the network were obtained from tube counts and intersection turning movement counts (TMCs), since entry volumes are coded as input when building the model, and exit volumes are used to calibrate the model to ensure appropriate distribution of traffic through the simulated network.

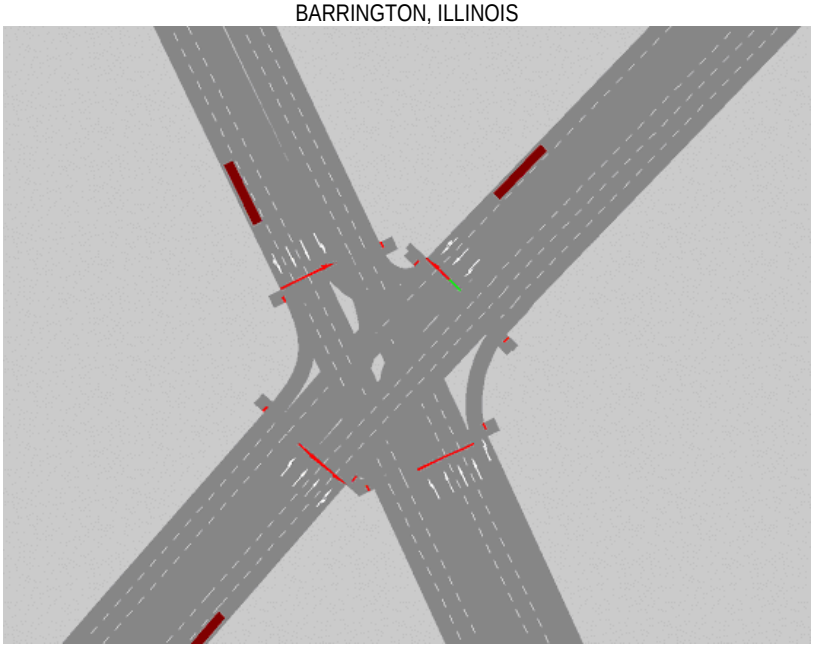
When coding the model, turning movement input describes how traffic is distributed to departure links. TMCs were used to determine existing routing decisions for each approach at an intersection. When a simulation is run, traffic volumes enter the network through entry links and are distributed through the network according to routing decisions assigned to each intersection approach.

Traffic Control – Existing conditions analysis involved coding of traffic signal phasing, timing, and coordination in Synchro, a microcomputer traffic signal coordination software program developed by Trafficware. This traffic signal information was then imported into the VISSIM model to simulate the operation of existing signalized intersections.

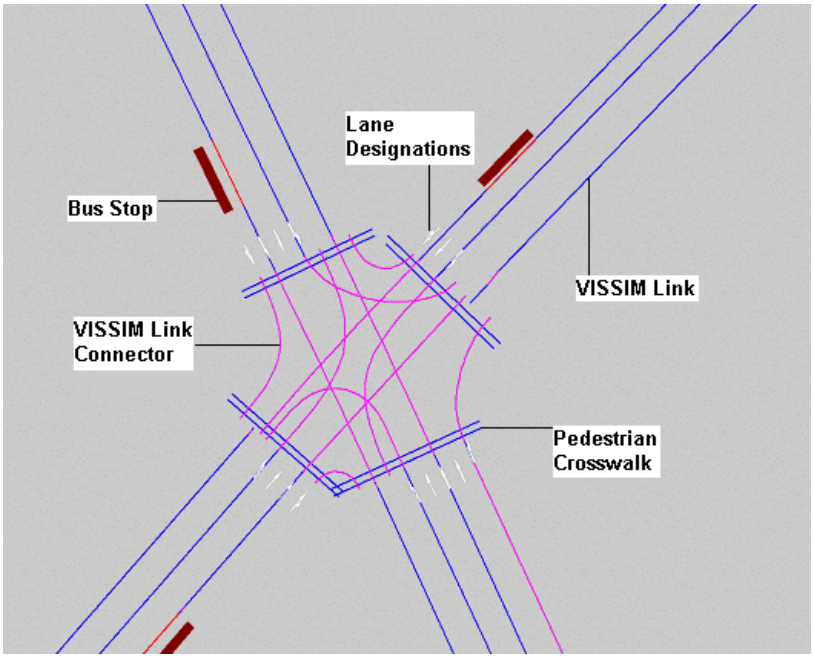
Rail Operations – Information on rail line and at-grade crossings for the EJ&E and Metra rail lines were obtained from Canadian National Railway Company and Regional Transportation Authority, respectively, and

were included in the development of the VISSIM network. Two (2) rail lines that traverse the study area were coded in the model.

FIGURE 2-1
INTERSECTION LINK TO CONNECTOR DIAGRAM
VILLAGE OF BARRINGTON TRAFFIC OPERATIONAL ANALYSIS
BARRINGTON, ILLINOIS



(A) Typical VISSIM Intersection



(B) Typical Intersection Converted to VISSIM Link-Connector Diagram

2.6 Model Calibration

The models were calibrated using field-counted traffic volume data. Turning movement counts at intersections in the study area were used to verify that volumes shown on the corresponding links in the model were distributing in a manner consistent with real-world conditions. In addition, field observations were conducted and the models were calibrated based on field observations of queue lengths, traffic operations, and rail operations.

In order to account for inherent variability in traffic flow and operations, ten (10) replicate runs were performed for each model scenario, and the average results were reported.

2.7 MEASURES OF EFFECTIVENESS

Operational performance is expressed in terms of measures of effectiveness (MOEs), which include average vehicle speed, delay, vehicle miles of travel, travel time, fuel consumption, emissions and several other measures. While the VISSIM model provides a wide variety of MOEs, only a few MOEs that focus on the scope of this project were used to establish a baseline evaluation of existing traffic operations.

Network Delay – Delay is a measure of lost travel time and is influenced by a number of factors including cycle length, signal coordination and degree of saturation or volume-capacity ratio. The *Highway Capacity Manual (HCM)* defines total delay as the total time elapsed from when a vehicle stops at the end of a queue until the vehicle departs from the stop line. It is measured in vehicle-hours and was measured for autos and buses.

Network Vehicles – Network Vehicles are measured in vehicles per hour and identifies the vehicles that have left the network or reached their destination. It was measured for autos and buses.

Network Travel Time – Travel time is measured in hours. Travel time identifies the total amount of time, including moving time, delay time, and stop time, that it takes for all vehicles to travel through the study area network. Travel time was calculated for vehicles and buses.

Average Speed – Average speed is measured in miles per hour and identifies the average speed of a vehicle in the network. It is calculated by taking the average of all link speeds. Average speed is a useful measure of effectiveness to assess the impact of network changes for alternative models and was measured for autos and buses.

Intersection Level of Service – Level of service (LOS) is a qualitative measure of operating conditions at a location and is directly related to vehicle delay at intersections, as shown in Table 2-1. LOS is given a letter designation ranging from A to F (free flow to heavily congested). For example, LOS can be related to the grading scale of a report card: A = excellent, B = good, C = average, D = below average, E = needs improvement, and F = failing. Utilizing procedures in the *HCM* and the MOEs reported by VISSIM, LOS was determined for intersections within the study area network.

Maximum Queue Length – Maximum queue length is the distance from the stop bar at a given intersection approach to the end of the furthest upstream vehicle in the queue at that approach.

TABLE 2-1
LEVEL-OF-SERVICE DEFINITIONS FOR INTERSECTIONS
VILLAGE OF BARRINGTON TRAFFIC OPERATIONAL ANALYSIS
BARRINGTON, ILLINOIS

Level of Service	Control Delay (sec/veh)		Description
	Signalized Intersections	Unsignalized Intersections	
A	≤ 10.0	≤ 10.0	Very low vehicle delays, free traffic flow, signal progression extremely favorable, most vehicles arrive during given signal phase.
B	10.1 to 20.0	10.1 to 15.0	Good signal progression, more vehicles stop and experience higher delays than for LOS A.
C	20.1 to 35.0	15.1 to 25.0	Stable traffic flow, fair signal progression, significant number of vehicles stop at signals.
D	35.1 to 55.0	25.1 to 35.0	Noticeable traffic congestion, longer delays and unfavorable signal progression, many vehicles stop at signals.
E	55.1 to 80.0	35.1 to 50.0	Limit of acceptable vehicle delay, unstable traffic flow, poor signal progression, traffic near roadway capacity, frequent cycle failures.
F	> 80.0	> 50.0	Unacceptable delay, extremely unstable flow, heavy congestion, traffic exceeds roadway capacity, stop-and-go conditions.

Source: *Highway Capacity Manual*, Transportation Research Board, 2000.

CHAPTER 3 – EXISTING CONDITIONS

The analysis of existing conditions forms the basis for VISSIM traffic simulation development and for evaluation of future scenarios. The major elements of the existing conditions scenario are year 2008 vehicular volumes collected as part of the study, existing signal timing data, as well as geometrics of the existing roadway network. Field studies were conducted to collect supplemental data, such as queue lengths, needed for the evaluation of traffic operations. Traffic data collected in the field included AM and PM peak period intersection TMCs. Illinois Department of Transportation (IDOT) provided signal timing information for signalized intersections. Further, freight and commuter train timetables were obtained from EJ&E, CN, and Regional Transportation Authority of Northeast Illinois (RTA). This chapter describes how this information was used to develop the VISSIM model for the subsequent analyses.

3.1 COMPUTER SIMULATION

The three corridors in the study area were simulated using VISSIM Version 5.00. VISSIM is classified as a microscopic simulation model because it models vehicles and other modes as individual units, updating their properties (such as location) every second. After defining the street geometry, traffic control and vehicular volumes, VISSIM outputs several MOEs that can be used as a basis for comparison. A more detailed description of the model parameters, model development and model calibration can be found in Chapter 2.

3.2 INTERSECTION SIGNAL TIMING

There are currently thirteen (13) signalized intersections in the study area. All the intersections are maintained and operated by IDOT. The HDR|WHM team coordinated with IDOT to obtain existing intersection signal timing data. The existing signal timing data were coded into VISSIM to ensure the model results reflect actual operations in the field.

3.3 EXISTING TRAFFIC DATA

Extensive data collection was performed to obtain information on existing conditions along the Northwest Highway, Main Street/Lake Cook Road, and Hough Street corridors.

AM peak hour (7:00 to 9:00 AM) and PM peak hour (4:00 to 6:00 PM) turning movements were collected in September 2008 as part of this study. AM and PM peak hour TMCs were collected at the signalized and unsignalized intersections along the corridors in the study area. The peak hour TMCs are summarized in the following section. A summary of the peak hour traffic volumes along the corridors are identified in Table 3-1. Twenty-four-hour TMCs were collected at twelve (12) locations in the study area and were focused on the outskirts of the limits of the study area to capture the number of vehicles entering and exiting the study area. Table 3-2 shows the hourly distribution of traffic volumes along the three major study area corridors.

AM and PM peak hour travel time runs were also performed along Northwest Highway, Hough Street, and Main Street/Lake Cook Road. The travel time runs assisted in gauging the average traveling speeds and levels of congestion on each roadway and also to calibrate the existing models.

In addition to the traffic data collected, field observations were performed to identify queue lengths at study intersections.

TABLE 3-1
EXISTING PEAK HOUR TRAFFIC VOLUMES
VILLAGE OF BARRINGTON TRAFFIC OPERATIONAL ANALYSIS
BARRINGTON, ILLINOIS

Locations	Direction	AM Peak (vph)	PM Peak (vph)
Northwest Highway, east of Hart Road	Eastbound	1,800	1,000
	Westbound	850	2,000
Northwest Highway, east of Hough Street	Eastbound	1,850	1,000
	Westbound	750	1,850
Northwest Highway, north of Main Street	Northbound	800	1,950
	Southbound	1,950	1,000
Northwest Highway, south of Eastern Avenue	Northbound	750	1,700
	Southbound	1,850	800
Main Street/Lake Cook Road, east of Hart Road	Eastbound	1,100	700
	Westbound	550	950
Main Street/Lake Cook Road, west of Hough Street	Eastbound	1,050	700
	Westbound	350	650
Main Street/Lake Cook Road, west of Northwest Highway	Eastbound	1,000	600
	Westbound	500	600
Hough Street, north of Northwest Highway	Northbound	550	950
	Southbound	850	600
Hough Street, south of Main Street/Lake Cook Road	Northbound	700	900
	Southbound	900	800

TABLE 3-2
HOURLY TRAFFIC VOLUME DISTRIBUTIONS
VILLAGE OF BARRINGTON TRAFFIC OPERATIONAL ANALYSIS
BARRINGTON, ILLINOIS

	Roadway		
Time Period	Northwest Highway	Hough Street	Main Street/ Lake Cook Road
12:00 a.m. – 1:00 a.m.	0.4%	0.4%	0.2%
1:00 a.m. – 2:00 a.m.	0.2%	0.2%	0.2%
2:00 a.m. – 3:00 a.m.	0.3%	0.2%	0.1%
3:00 a.m. – 4:00 a.m.	0.2%	0.2%	0.2%
4:00 a.m. – 5:00 a.m.	0.6%	0.6%	0.3%
5:00 a.m. – 6:00 a.m.	2.3%	2.3%	2.1%
6:00 a.m. – 7:00 a.m.	6.2%	4.9%	6.4%
7:00 a.m. – 8:00 a.m.	8.3%	6.1%	8.1%
8:00 a.m. – 9:00 a.m.	7.4%	6.5%	7.3%
9:00 a.m. – 10:00 a.m.	6.1%	6.3%	6.0%
10:00 a.m. – 11:00 a.m.	4.8%	6.2%	4.5%
11:00 a.m. – 12:00 p.m.	4.4%	6.0%	4.8%
12:00 p.m. – 1:00 p.m.	5.0%	6.0%	5.3%
1:00 p.m. – 2:00 p.m.	5.0%	6.3%	5.6%
2:00 p.m. – 3:00 p.m.	5.6%	6.0%	6.4%
3:00 p.m. – 4:00 p.m.	6.8%	6.9%	7.2%
4:00 p.m. – 5:00 p.m.	8.2%	7.5%	8.2%
5:00 p.m. – 6:00 p.m.	9.0%	7.5%	8.6%
6:00 p.m. – 7:00 p.m.	7.2%	6.2%	6.9%
7:00 p.m. – 8:00 p.m.	4.3%	4.9%	4.5%
8:00 p.m. – 9:00 p.m.	3.1%	3.8%	3.4%
9:00 p.m. – 10:00 p.m.	2.3%	2.6%	2.0%
10:00 p.m. – 11:00 p.m.	1.4%	1.6%	1.2%
11:00 p.m. – 12:00 a.m.	0.7%	0.8%	0.6%

3.5 EXISTING RAIL SYSTEM

As mentioned in previous sections, two rail lines, the EJ&E and Metra, cross the study corridors.

EJ&E is a Class II railroad which provides rail service to approximately 100 customers, including steel mills, coal utilities, plastics and chemical producers, steel processors, distribution centers, and scrap processors. In addition to operating local trains in the Chicago and Northwest Indiana region, EJ&E connects customers to Class I rail lines. A total of five (5) trains run on the EJ&E railway line per day through the study area. For the purposes of this study, it was assumed that no EJ&E trains travel through Barrington during the AM and PM peak hours.

The EJ&E at-grade crossings in the study area are as follows:

- Northwest Highway, east of Hough Street
- Lake Zurich Road, east of Hough Street
- Hough Street, south of Northwest Highway
- Lake Cook Road/Main Street, west of Hough Street

Metra, the commuter rail division of RTA, provides commuter service on its own rail lines and also has trackage rights on freight railroads. Metra operates 720 trains per day and provided service to eighty-two (82) million passengers in 2007. Metra's rail lines are intertwined with Class I freight rail lines through a series of parallel tracks, trackage rights granted to Metra on freight rail lines, and dozens of rail/rail at-grade crossings. A total of ten (10) trains and seven (7) trains run on the Metra railway line during the AM and PM peak periods, respectively, through the study area.

The Metra at-grade crossings in the study area are as follows:

- Lake Cook Road/Main Street, east of Hough Street
- Hough Street, north of Lake Cook Road/Main Street
- Hart Road, South of Northwest Highway
- Eastern Avenue, southwest of Northwest Highway

CHAPTER 4 – ANALYSIS OF EXISTING CONDITIONS

The Existing Conditions model (Year 2008) reflected the current conditions and operational problems associated with the three corridors. This chapter describes the results of analyses for existing conditions.

4.1 MEASURES OF EFFECTIVENESS

Operational performance is expressed in terms of measures of effectiveness (MOEs), which include average vehicle speed, delay, vehicle miles of travel, travel time, fuel consumption, emissions and several other measures. While the VISSIM model provides a wide variety of MOEs, only a few MOEs that focus on the scope of this project were used to establish existing traffic operations.

The MOEs that were evaluated for the existing conditions analysis include travel time, network delay, network vehicles, average speed and intersection level of service. Detailed descriptions of these MOEs can be found in Chapter 2.

4.2 NETWORK TRAFFIC OPERATIONS

Area-wide statistics are critical to the evaluation of the overall efficiency of the transportation network. Results for network travel time, network delay, network vehicles, and average speed for autos is summarized in Table 4-1 and shown graphically in Figures 4-1 and 4-2. Existing intersection level of service results for the AM and PM peaks are summarized in Table 4-2 and Figures 4-3 and 4-4.

TABLE 4-1
NETWORK-WIDE AVERAGE STATISTICS
VILLAGE OF BARRINGTON TRAFFIC OPERATIONAL ANALYSIS
BARRINGTON, ILLINOIS

MOE	AM Peak	PM Peak
Network Vehicles (no. of vehicles)	9,996	11,022
Total Travel Time (veh-hr)	986	1,007
Total Delay Time (veh-hr)	493	501
Average Speed (mph)	16	17

FIGURE 4-1
EXISTING TRAVEL TIME AND NETWORK DELAY FOR AUTOS
VILLAGE OF BARRINGTON TRAFFIC OPERATIONAL ANALYSIS
BARRINGTON, ILLINOIS

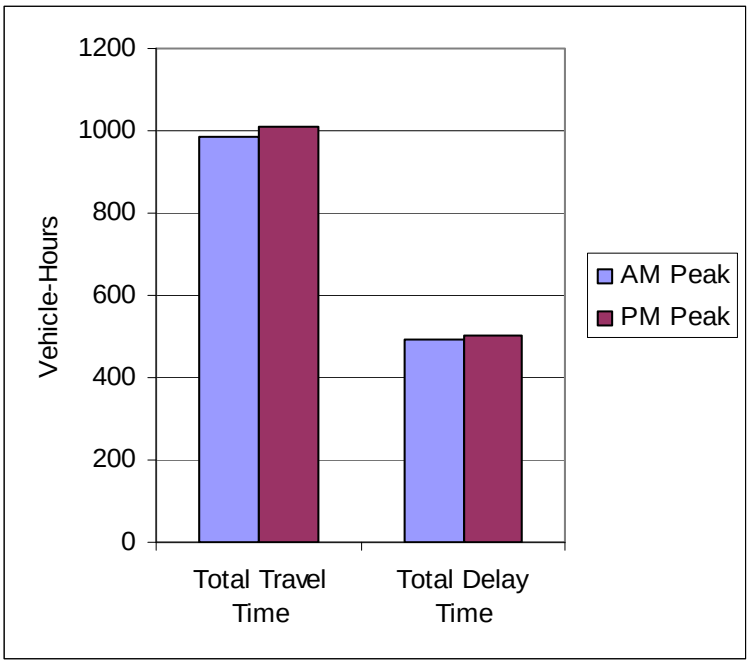
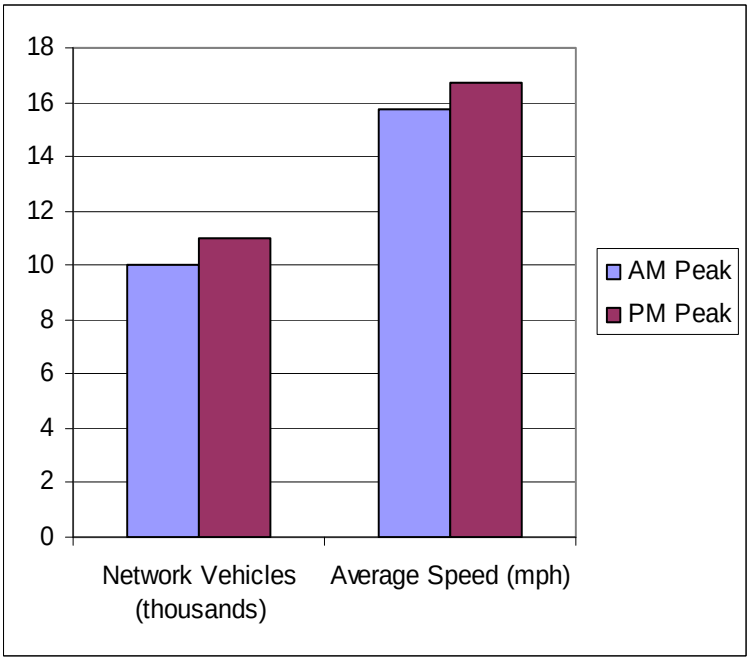


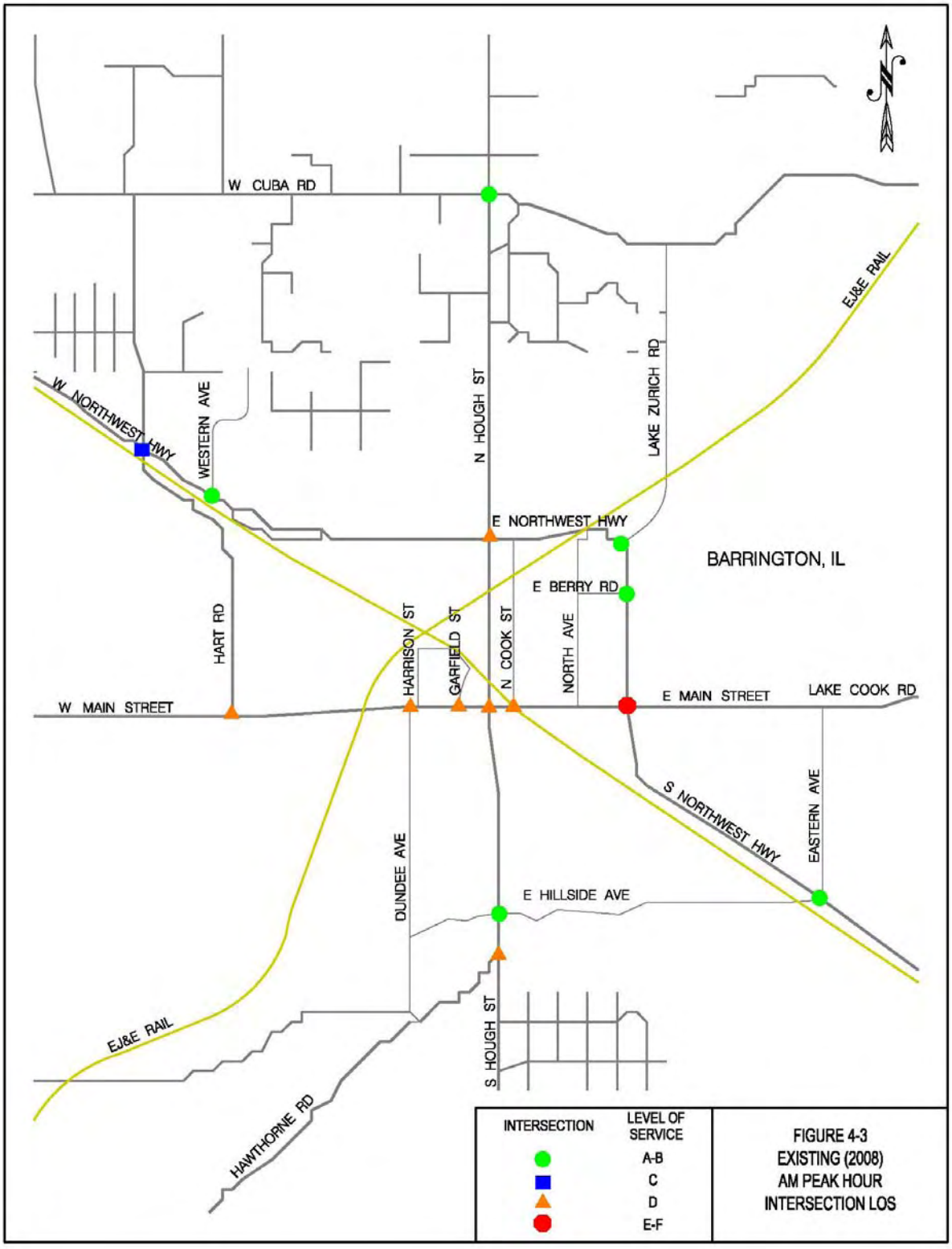
FIGURE 4-2
EXISTING NETWORK VEHICLES AND NETWORK SPEED
VILLAGE OF BARRINGTON TRAFFIC OPERATIONAL ANALYSIS
BARRINGTON, ILLINOIS

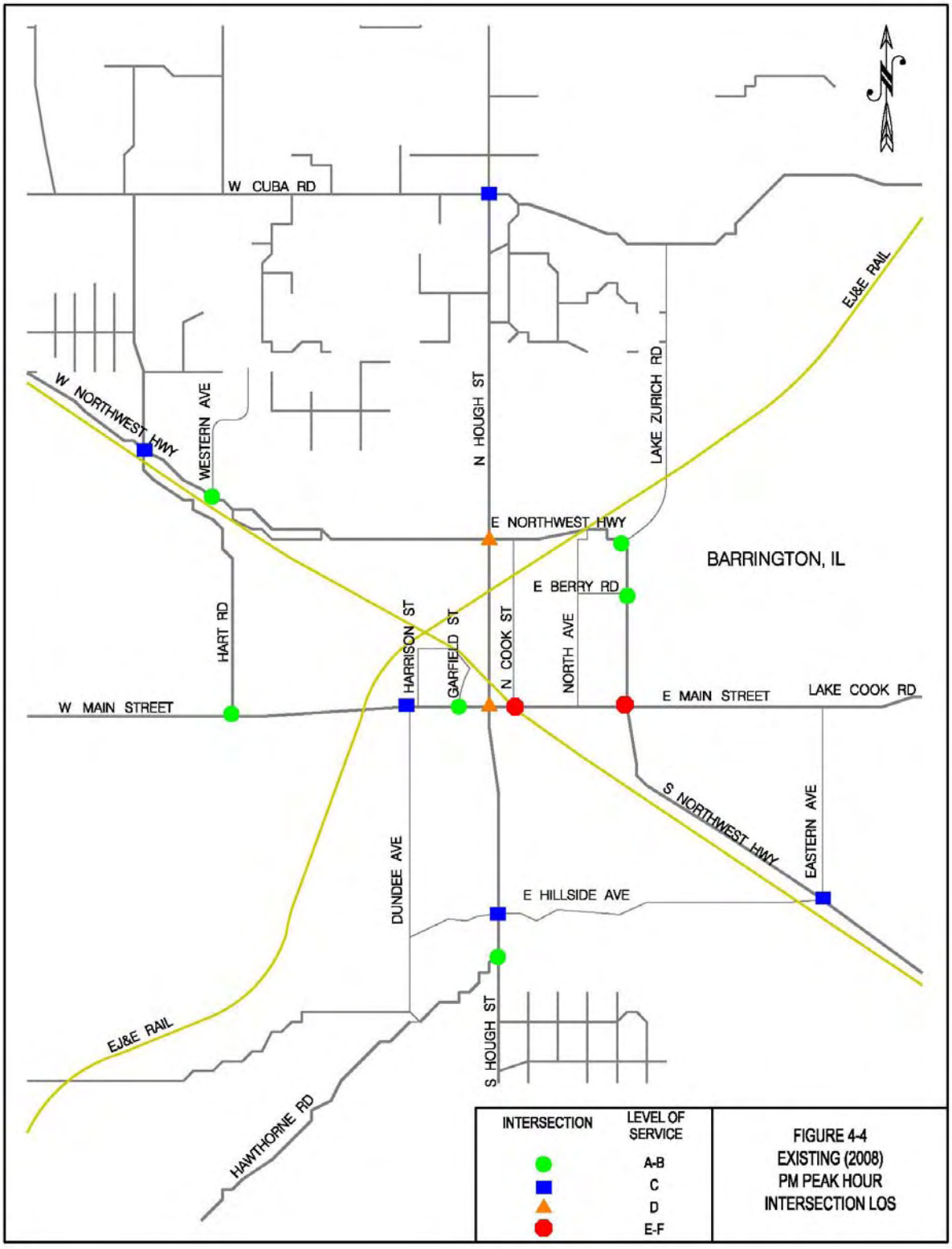


Existing intersection LOS is an important MOE for evaluating the existing conditions along the study corridor. Table 4-2 shows the existing levels of service for the intersections in the network during the AM and PM peak periods. The intersection LOSs are shown graphically in Figure 4-3 and Figure 4-4.

TABLE 4-2
INTERSECTION LEVEL-OF-SERVICE
VILLAGE OF BARRINGTON TRAFFIC OPERATIONAL ANALYSIS
BARRINGTON, ILLINOIS

Intersection LOS	AM Peak	PM Peak
A	1	3
B	5	3
C	1	5
D	7	2
E	0	0
F	1	2


W CUBA RD
EJ&E RAIL
W NORTHWEST HWY
WESTERN AVE
N HOUGH ST
LAKE ZURICH RD
E NORTHWEST HWY
BARRINGTON, IL
E BERRY RD
HART RD
HARRISON ST
GARFIELD ST
N COOK ST
NORTH AVE
W MAIN STREET
E MAIN STREET
LAKE COOK RD
S NORTHWEST HWY
EASTERN AVE
DUNDEE AVE
E HILLSIDE AVE
EJ&E RAIL
S HOUGH ST
HAWTHORNE RD
INTERSECTION
LEVEL OF SERVICE
A-B
C
D
E-F
FIGURE 4-3
EXISTING (2008)
AM PEAK HOUR
INTERSECTION LOS


W CUBA RD
EJ&E RAIL
W NORTHWEST HWY
WESTERN AVE
N HOUGH ST
LAKE ZURICH RD
E NORTHWEST HWY
BARRINGTON, IL
E BERRY RD
HART RD
HARRISON ST
GARFIELD ST
N COOK ST
NORTH AVE
W MAIN STREET
E MAIN STREET
LAKE COOK RD
S NORTHWEST HWY
EASTERN AVE
DUNDEE AVE
E HILLSIDE AVE
EJ&E RAIL
S HOUGH ST
HAWTHORNE RD
INTERSECTION
LEVEL OF SERVICE
A-B
C
D
E-F
FIGURE 4-4
EXISTING (2008)
PM PEAK HOUR
INTERSECTION LOS

CHAPTER 5 – 2015 TRAFFIC FORECASTS

The year 2015 was designated as the horizon year for full implementation of the Proposed Action. This study evaluates regional travel and intersection operations for the following two (2) future scenarios:

- 2015 Future Conditions - No Action (no change in the number of EJ&E trains)
- 2015 Future Conditions - Proposed Action (increase in the number of EJ&E trains)

5.1 2015 NO ACTION SCENARIO

The No Action scenario assumed no modifications to the train patterns on the EJ&E rail line. Future traffic conditions under this scenario assumed an increase in automobile traffic and Metra commuter rail traffic, with no increase in freight rail traffic on the EJ&E rail line.

Travel demand forecasts for 2015 are not available from local planning agencies normally responsible for developing those values. Therefore, available traffic counts were factored to simulate a 2015 travel forecast. Initially, the new traffic counts taken in September of 2008 were factored at 3% per year in the manner similar to the factoring performed for the Draft EIS analysis. However, with all movement counts factored in this manner, traffic demands became so great that the simulation was not able to process the traffic meaningfully. With traffic factored in this manner the area becomes grid-locked.

Therefore, traffic volumes along the corridors in the study area were factored to reflect 2015 traffic conditions by applying an annual growth rate of two (2) percent and three (3) percent in the AM and PM peak periods, respectively, to the existing 2008 traffic volumes. The growth rates still reflect increased estimates by Lake County engineering officials and iterative estimates of future congestion levels. These rates of increase were applied only to the through traffic volumes on the Northwest Highway and Hough Street. No growth rate was applied to the traffic volumes on Main Street/Lake Cook Road or to turning movements to/from local streets in the Village of Barrington. Assumptions of no growth in certain vehicle movement on these roadways was justified for this analyses since these areas are well built out and may not experience future increases. In addition, traffic congestion already exists in the Barrington region encouraging regional travelers to take routes that do not use these congested roadways.

Future year increases in Metra train operations were also input to the simulation. The number of trains on the Metra rail line was assumed to increase by one (1) train in both the AM and PM peak periods resulting in a total of eleven (11) trains and eight (8) trains during the AM and PM peak periods, respectively, through the study area.

Signal timing is an important input to the traffic simulation and future year timing schemes will be important to efficient regional travel. Signal timing optimization is an effective way to adjust to increasing traffic volumes and ever changing traffic patterns. It was assumed that IDOT would monitor signals in the study area and make modifications to signal timing when necessary. Minor modifications to the signal timing were assumed for some of the intersections in the study area. Additionally, a traffic signal was assumed at the intersection of Northwest Highway and Lake Zurich Road because it operated at an unacceptable LOS under the 2008 existing traffic conditions. It was anticipated that this intersection would meet traffic signal warrants by 2015, and hence, a signal was assumed at this intersection under this scenario.

5.2 2015 PROPOSED ACTION SCENARIO

The Proposed Action scenario assumed modifications to the train patterns on the EJ&E rail line. As per the proposal by Canadian National Railway, the number of trains on the EJ&E rail line will increase from five (5) to twenty (20) trains per day through the study area. For analysis purposes, it was assumed that one (1) train of average length would travel on the EJ&E rail line during both the AM and PM peak hours through the study area under this scenario. This is assumption is conservative because CN has agreed to adhere to the existing freight train curfews, which could limit the number of trains on the EJ&E rail line during the AM and PM peak periods. The actual number and

length of trains traveling the EJ&E during morning or evening peak periods, however, were not confirmed by CN. The same growth trends and signal timings were used as in the No Action scenario.

A summary of the estimated 2015 peak hour traffic volumes along the corridors is provided in Table 5-1.

TABLE 5-1
2008 EXISTING AND 2015 FORECASTED PEAK HOUR TRAFFIC VOLUMES
VILLAGE OF BARRINGTON TRAFFIC OPERATIONAL ANALYSIS
BARRINGTON, ILLINOIS

Locations	Direction	2008 Existing		2015 Forecasted	
		AM Peak (vph)	PM Peak (vph)	AM Peak (vph)	PM Peak (vph)
Northwest Highway, east of Hart Road	Eastbound	1,800	1,000	2,050	1,200
	Westbound	850	2,000	950	2,450
Northwest Highway, east of Hough Street	Eastbound	1,850	1,000	2,100	1,200
	Westbound	750	1,850	850	2,300
Northwest Highway, north of Main Street	Northbound	800	1,950	900	2,400
	Southbound	1,950	1,000	2,200	1,250
Northwest Highway, south of Eastern Avenue	Northbound	750	1,700	850	2,100
	Southbound	1,850	800	2,050	1,000
Main Street/Lake Cook Road, east of Hart Road	Eastbound	1,100	700	1,100	750
	Westbound	550	950	550	950
Main Street/Lake Cook Road, west of Hough Street	Eastbound	1,050	700	1,050	750
	Westbound	350	650	350	700
Main Street/Lake Cook Road, west of Northwest Highway	Eastbound	1,000	600	1,000	600
	Westbound	500	600	500	650
Hough Street, north of Northwest Highway	Northbound	550	950	650	1,150
	Southbound	850	600	1,000	800
Hough Street, south of Main Street/Lake Cook Road	Northbound	700	900	800	1,100
	Southbound	900	800	1,000	950

5.3 COMPARISON OF NETWORK TRAFFIC OPERATIONS

Area-wide statistics are critical to the evaluation of the overall efficiency of the transportation network. A comparison of the network travel time, network delay, network vehicles, and average speed for autos between 2015 No Action and 2015 Proposed Action traffic conditions is summarized in Table 5-2 and shown graphically in Figure 5-1 and Figure 5-2. The addition of an EJ&E freight train traveling through the study network was the only programmed difference between the No Action and Proposed Action scenarios. Because VISSIM is a stochastic simulation model, however, network traffic volumes differed slightly—but not substantially—between the two scenarios.

As shown in Table 5-2, based on the existing traffic model MOEs, the PM peak period was the critical peak period in that it had the highest traffic volumes, which resulted in the greatest travel time and delay within the network with vehicles traveling at low speeds.

TABLE 5-2
2015 NO ACTION AND 2015 PROPOSED ACTION NETWORK-WIDE AVERAGE STATISTICS
VILLAGE OF BARRINGTON TRAFFIC OPERATIONAL ANALYSIS
BARRINGTON, ILLINOIS

MOE	AM Peak			PM Peak		
	No Action	Proposed Action	Change	No Action	Proposed Action	Change
Network Vehicles (no. of vehicles)	10,178	10,199	Not Substantial	11,853	11,828	Not Substantial
Total Travel Time (veh-hr)	1,037	1,053	+1.5%	1,223	1,240	+1.4%
Total Delay Time (veh-hr)	550	565	+2.7%	639	660	+3.3%
Average Speed (mph)	16.1	15.9	-1.2%	15.9	15.6	-1.9%

FIGURE 5-1
2015 NO ACTION AND 2015 PROPOSED ACTION AM TRAVEL TIME AND NETWORK DELAY FOR AUTOS
VILLAGE OF BARRINGTON TRAFFIC OPERATIONAL ANALYSIS
BARRINGTON, ILLINOIS

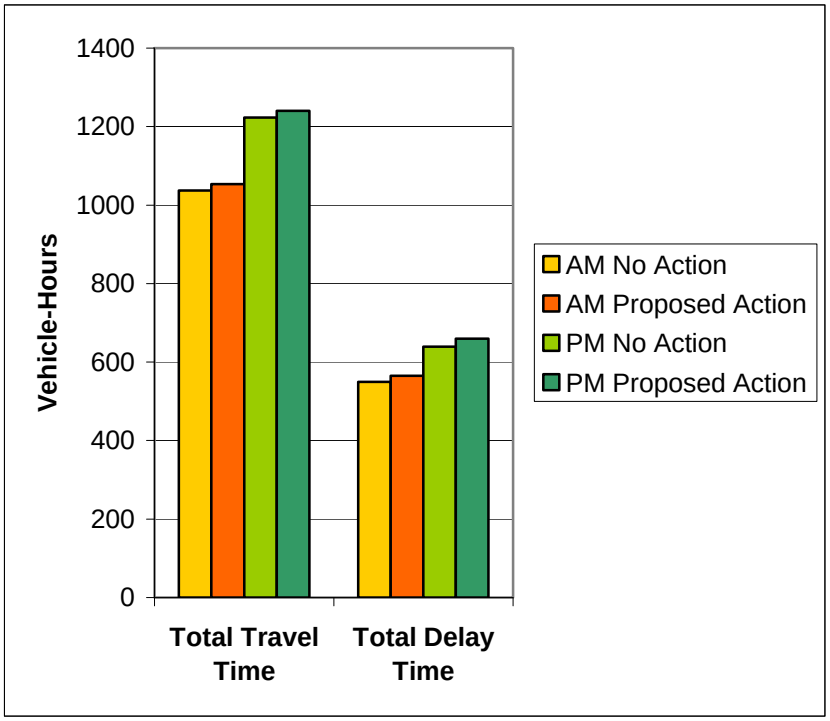
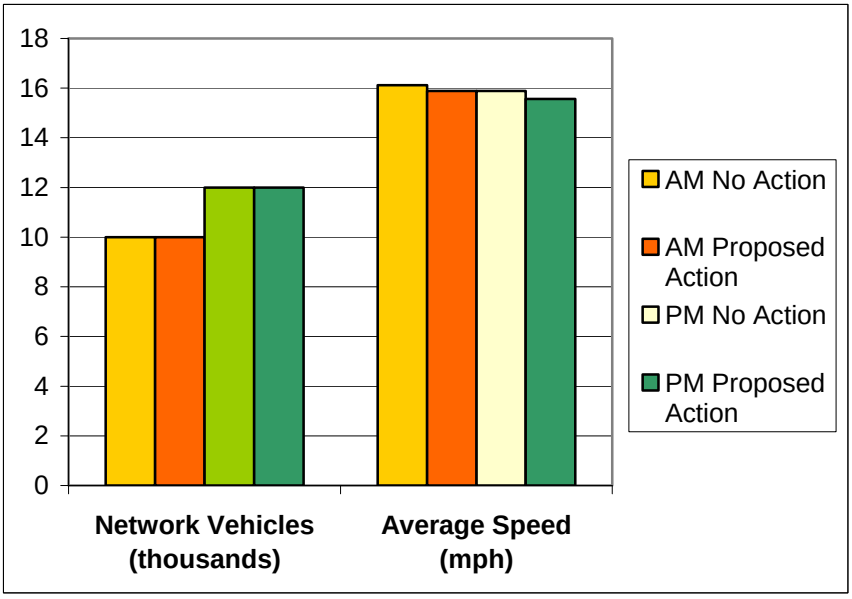


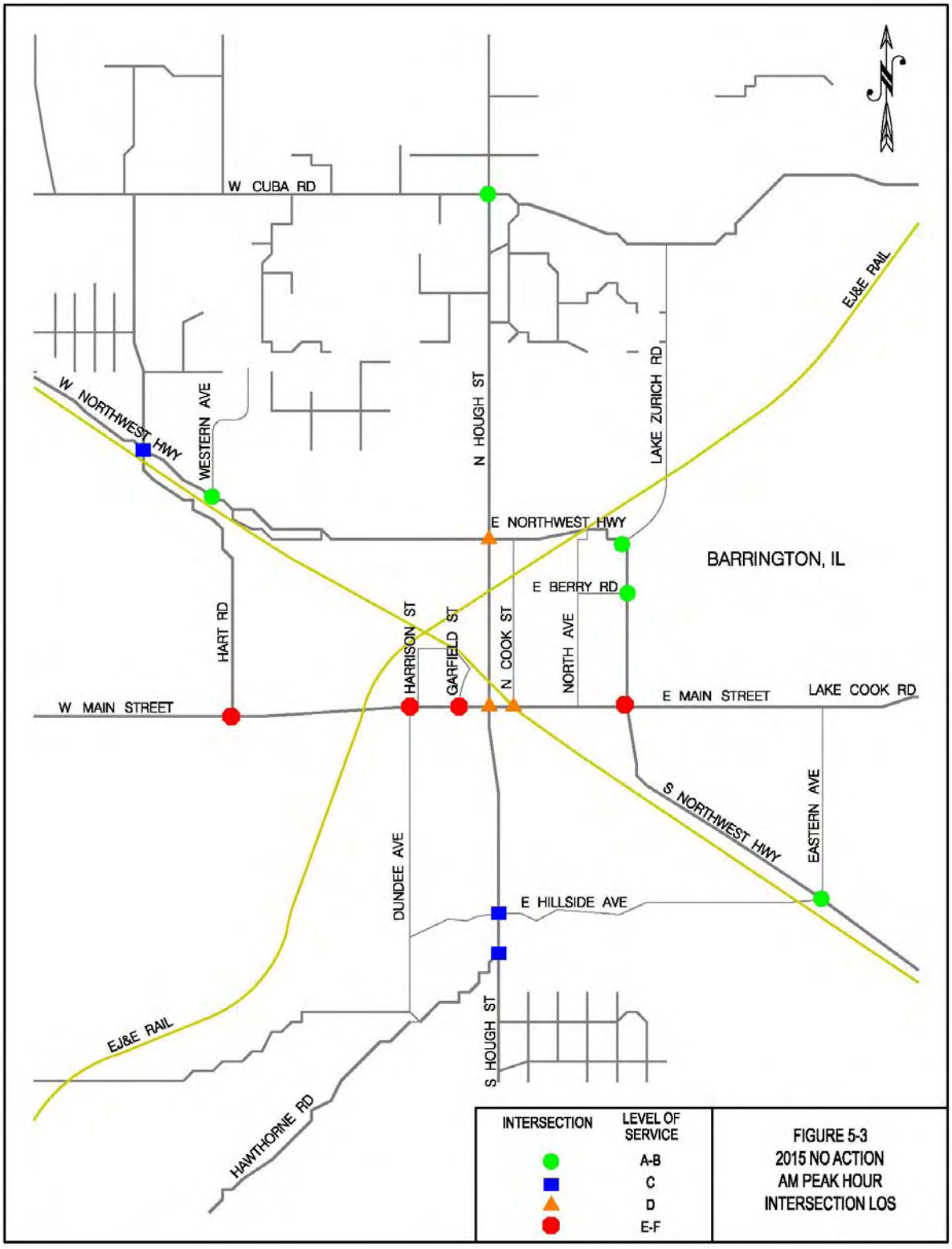
FIGURE 5-2
2015 NO ACTION AND 2015 PROPOSED ACTION AM NETWORK VEHICLES AND NETWORK SPEED
VILLAGE OF BARRINGTON TRAFFIC OPERATIONAL ANALYSIS
BARRINGTON, ILLINOIS

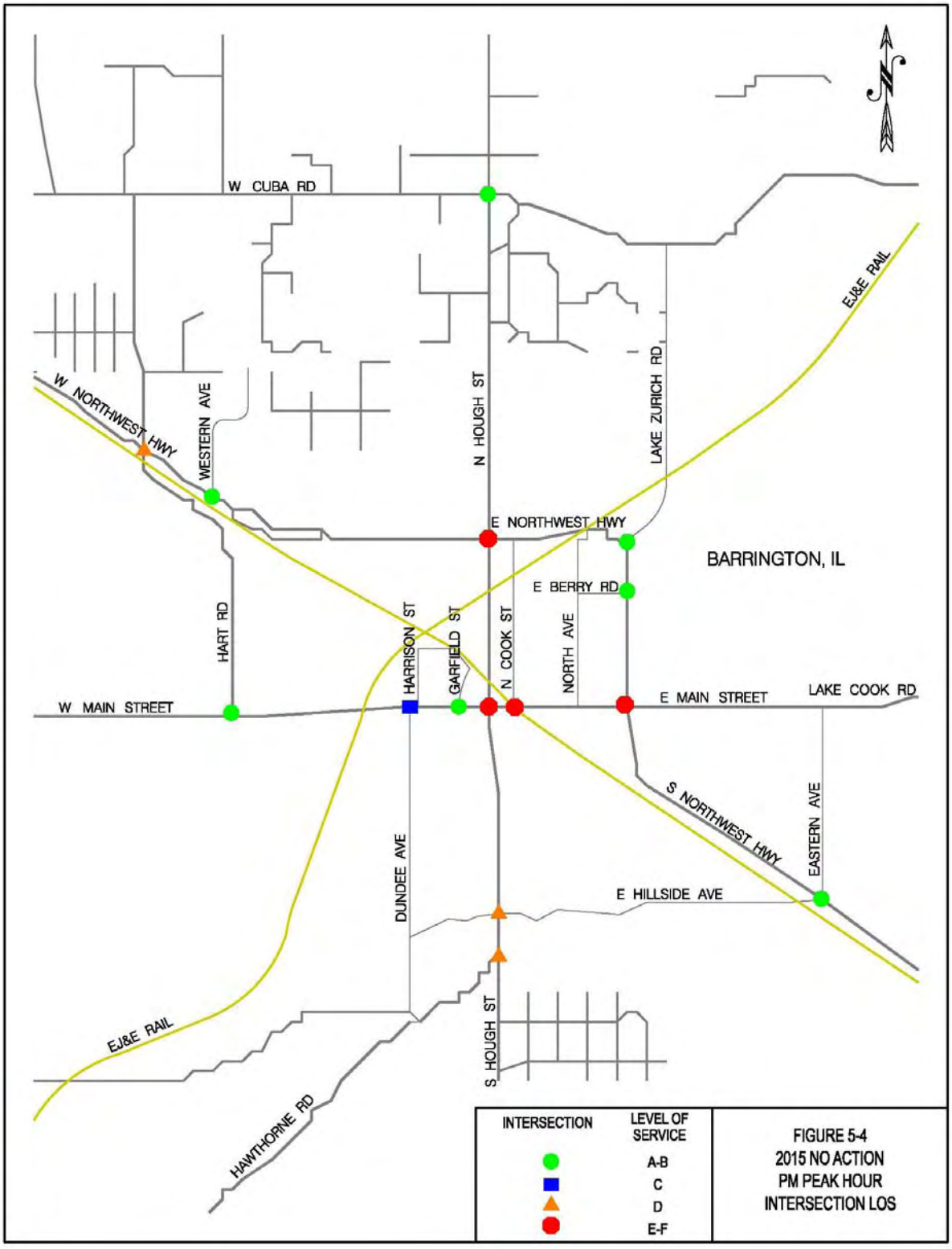


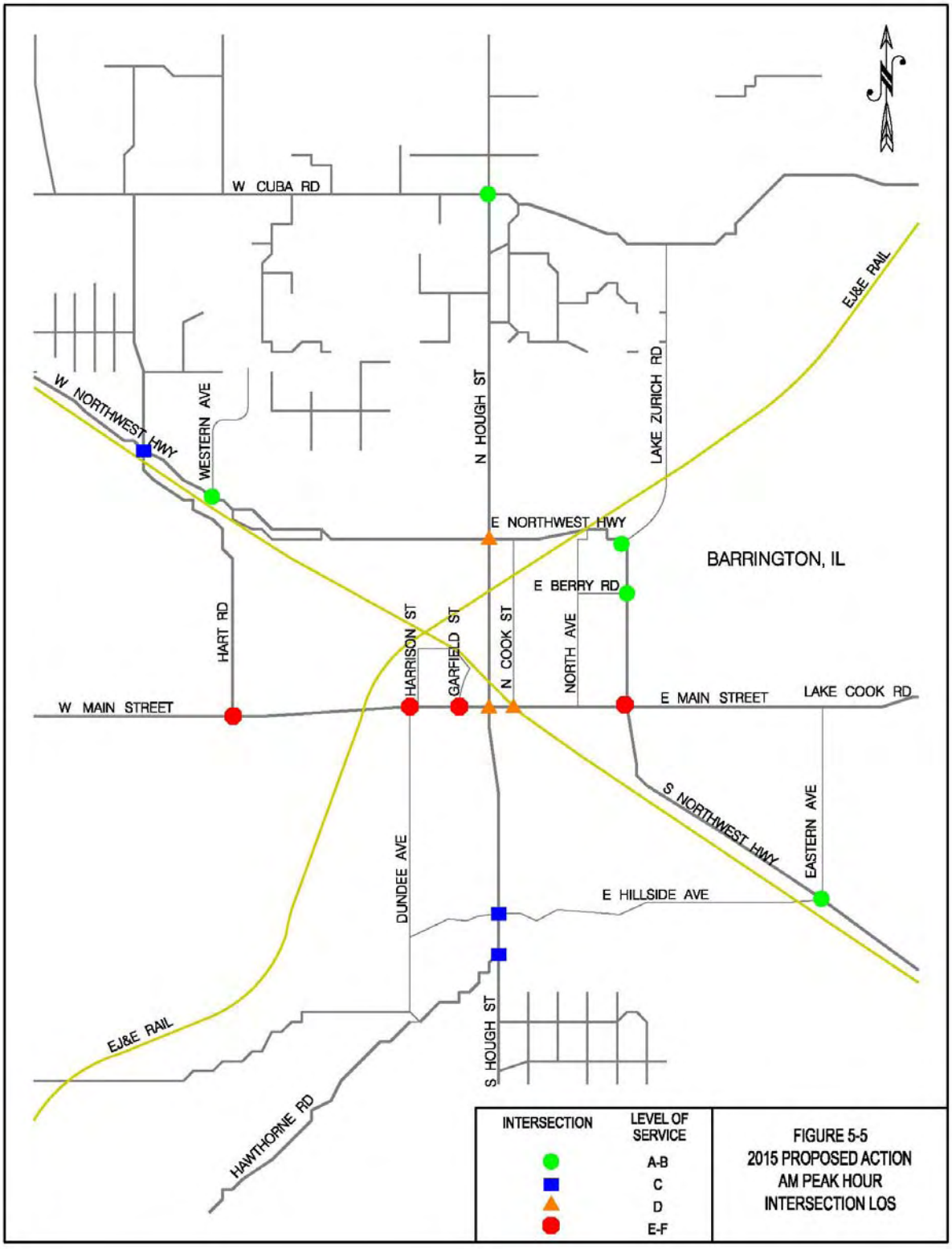
As mentioned in previous sections, LOS is an important MOE for evaluating the existing conditions along the study corridor. Table 5-3 and Figures 5-3 through 5-6 show the LOS at the intersections in the study area for the 2015 AM and PM No Action scenarios. Of the fifteen intersections in the study network, eleven (11) intersections operated at an acceptable LOS during both the AM and PM peak periods, while four (4) intersections operated at an unacceptable LOS during both the AM and PM peak periods.

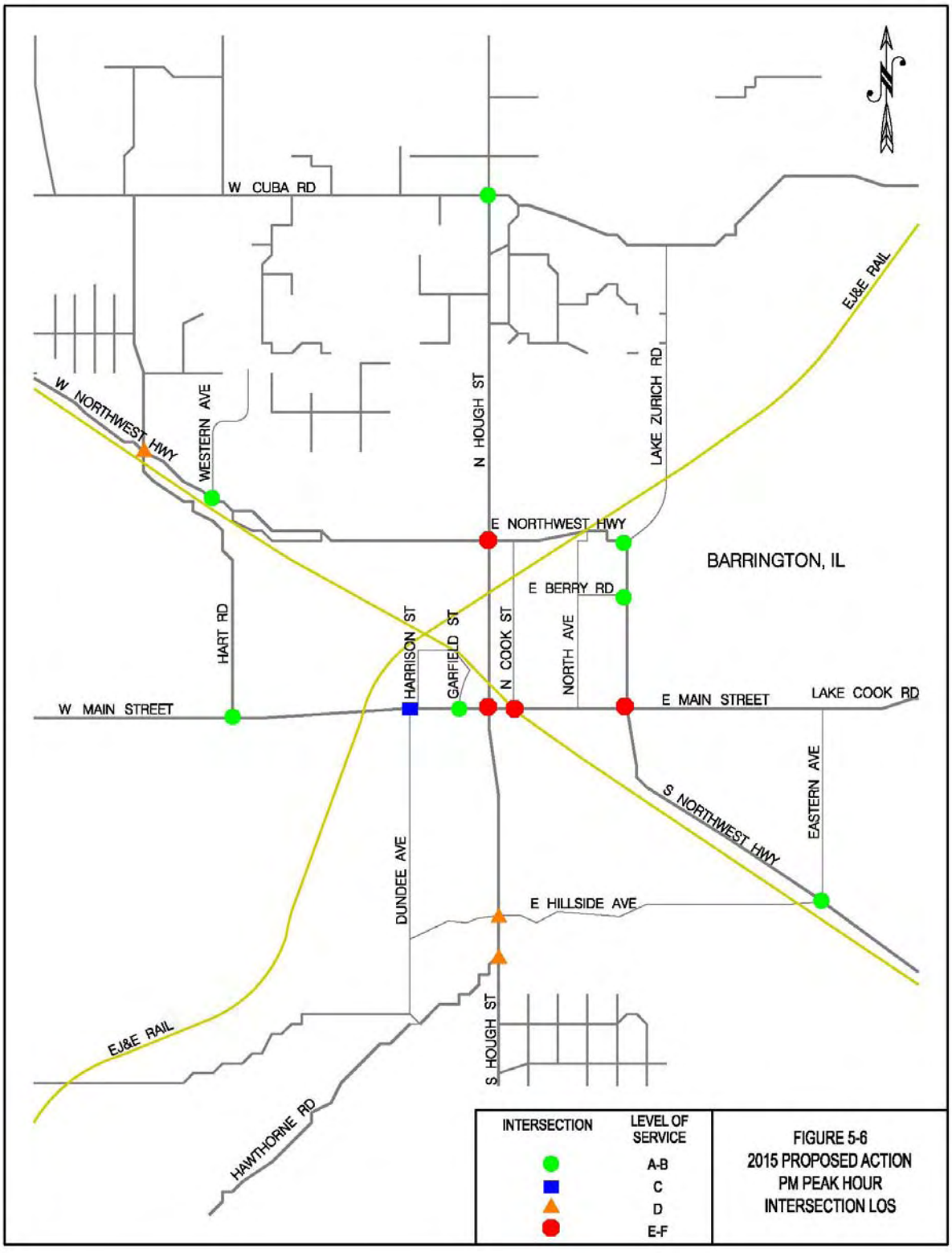
TABLE 5-3
2015 NO ACTION AND 2015 PROPOSED ACTION INTERSECTION LEVELS OF SERVICE
VILLAGE OF BARRINGTON TRAFFIC OPERATIONAL ANALYSIS
BARRINGTON, ILLINOIS

Intersection LOS	AM Peak		PM Peak	
	No Action	Proposed Action	No Action	Proposed Action
A	2	3	0	0
B	3	2	7	7
C	3	3	1	1
D	3	3	3	3
E	2	1	2	1
F	2	3	2	3


W CUBA RD
EJ&E RAIL
W NORTHWEST HWY
WESTERN AVE
N HOUGH ST
LAKE ZURICH RD
E NORTHWEST HWY
BARRINGTON, IL
E BERRY RD
HART RD
HARRISON ST
GARFIELD ST
N COOK ST
NORTH AVE
W MAIN STREET
E MAIN STREET
LAKE COOK RD
S NORTHWEST HWY
EASTERN AVE
DUNDEE AVE
E HILLSIDE AVE
EJ&E RAIL
S HOUGH ST
HAWTHORNE RD
INTERSECTION
LEVEL OF SERVICE
A-B
C
D
E-F
FIGURE 5-3
2015 NO ACTION
AM PEAK HOUR
INTERSECTION LOS


W CUBA RD
EJ&E RAIL
W NORTHWEST HWY
WESTERN AVE
N HOUGH ST
LAKE ZURICH RD
E NORTHWEST HWY
BARRINGTON, IL
E BERRY RD
HART RD
HARRISON ST
GARFIELD ST
N COOK ST
NORTH AVE
W MAIN STREET
E MAIN STREET
LAKE COOK RD
S NORTHWEST HWY
EASTERN AVE
DUNDEE AVE
E HILLSIDE AVE
EJ&E RAIL
S HOUGH ST
HAWTHORNE RD
INTERSECTION
LEVEL OF SERVICE
A-B
C
D
E-F
FIGURE 5-4
2015 NO ACTION
PM PEAK HOUR
INTERSECTION LOS


W CUBA RD
W NORTHWEST HWY
WESTERN AVE
N HOUGH ST
LAKE ZURICH RD
EJ&E RAIL
E NORTHWEST HWY
BARRINGTON, IL
E BERRY RD
HART RD
HARRISON ST
GARFIELD ST
N COOK ST
NORTH AVE
W MAIN STREET
E MAIN STREET
LAKE COOK RD
S NORTHWEST HWY
EASTERN AVE
DUNDEE AVE
E HILLSIDE AVE
EJ&E RAIL
S HOUGH ST
HAWTHORNE RD
INTERSECTION
LEVEL OF SERVICE
A-B
C
D
E-F
FIGURE 5-5
2015 PROPOSED ACTION
AM PEAK HOUR
INTERSECTION LOS


W CUBA RD
W NORTHWEST HWY
WESTERN AVE
N HOUGH ST
LAKE ZURICH RD
EJ&E RAIL
E NORTHWEST HWY
BARRINGTON, IL
E BERRY RD
HART RD
HARRISON ST
GARFIELD ST
N COOK ST
NORTH AVE
W MAIN STREET
E MAIN STREET
LAKE COOK RD
S NORTHWEST HWY
EASTERN AVE
DUNDEE AVE
E HILLSIDE AVE
S HOUGH ST
EJ&E RAIL
HAWTHORNE RD
INTERSECTION
LEVEL OF SERVICE
A-B
C
D
E-F
FIGURE 5-6
2015 PROPOSED ACTION
PM PEAK HOUR
INTERSECTION LOS

5.4 COMPARISON OF AT-GRADE CROSSING MEASURES OF EFFECTIVENESS

In addition to the intersection analyses, MOEs were obtained at the EJ&E at-grade crossings in the study area at Northwest Highway, Hough Street, and Main Street/Lake Cook Road. These included the maximum queue lengths and average vehicle delay at these locations. All crossing MOEs were obtained at sixty-second increments to isolate the effects of the increased EJ&E train traffic.

The methodologies used to calculated vehicle delay and queue lengths used in this study and the Draft EIS and the Final EIS are different. This study uses hourly vehicle counts, observed queue lengths and travel times taken on roadways in the Barrington area. The simulation model has been calibrated with this information to replicate actual traffic conditions on Barrington area roadways. Delay and queue length calculations used in the Draft and Finals EIS documents relied on 24 hour traffic count data at the railroad grade crossings. The methodology used an approach that used available data and traffic operations assumptions. Results of these different methods will be different due to these variations in data and calculation techniques.

Northwest Highway Crossing

No Action Conditions.

During the AM peak period under the No Action scenario, the Northwest Highway rail/highway at-grade crossing experienced a 550-foot queue resulting from spillback due to insufficient capacity at the intersection with Main Street/Lake Cook Road. In the westbound direction, however, no vehicle queuing was observed. During the PM peak period, the eastbound direction exhibited no vehicle queuing while the maximum vehicle queue in the westbound direction extended south from the intersection with Hough Street to just south of Berry Road due to insufficient capacity at the intersection of Northwest Highway and Hough Street. This results in a 1,600-foot maximum vehicle queue at the existing Northwest Highway crossing under the No Action scenario. Table 5-4 summarizes the travel times along Northwest Highway in each direction of travel between Hart Road and Eastern Avenue under the No Action and Action scenarios.

Proposed Action Conditions

During the AM and PM peak periods, the addition of a freight train on the EJ&E line resulted in minimal increases in travel time along Northwest Highway over the peak period as shown on Table 5-4. Travel time increased during and immediately following the freight train but soon returned to No Action conditions.

Table 5-5 provides a comparison of the maximum queue lengths at the Northwest Highway at-grade crossing under the No Action and Proposed Action scenarios. Figure 5-9 and Figure 5-10 show the effects of the EJ&E train on maximum queue lengths and average delay at the Northwest Highway at-grade crossing during the AM peak period. Queues caused by the blocked crossing dissipated after approximately fourteen (14) minutes and five (5) minutes in the eastbound and westbound directions of travel, respectively.

Under the Proposed Action scenario, the maximum eastbound vehicle queue length at the railway/highway at-grade crossing increased zero to 700-feet or an increase of 700 feet over the No Action scenario. Figure 5-11 and Figure 5-12 show the effects of the EJ&E train at Northwest Highway during the PM peak period. In the eastbound direction, queues caused by the blocked crossing dissipated after approximately six (6) minutes; however, queuing in the westbound direction remained for over twenty (20) minutes due to the high volumes traveling in this direction during the PM peak period and existing capacity constraints at the intersection of Northwest Highway and Hough Street. Under the Proposed Action scenario, the average westbound vehicle queue length increased by from 1,600 feet to 3,700 feet for an increase of 2,100 over the No Action scenario.

Table 5-4 shows that travel times along the Northwest Highway Corridor would increase over the peak hour study period.

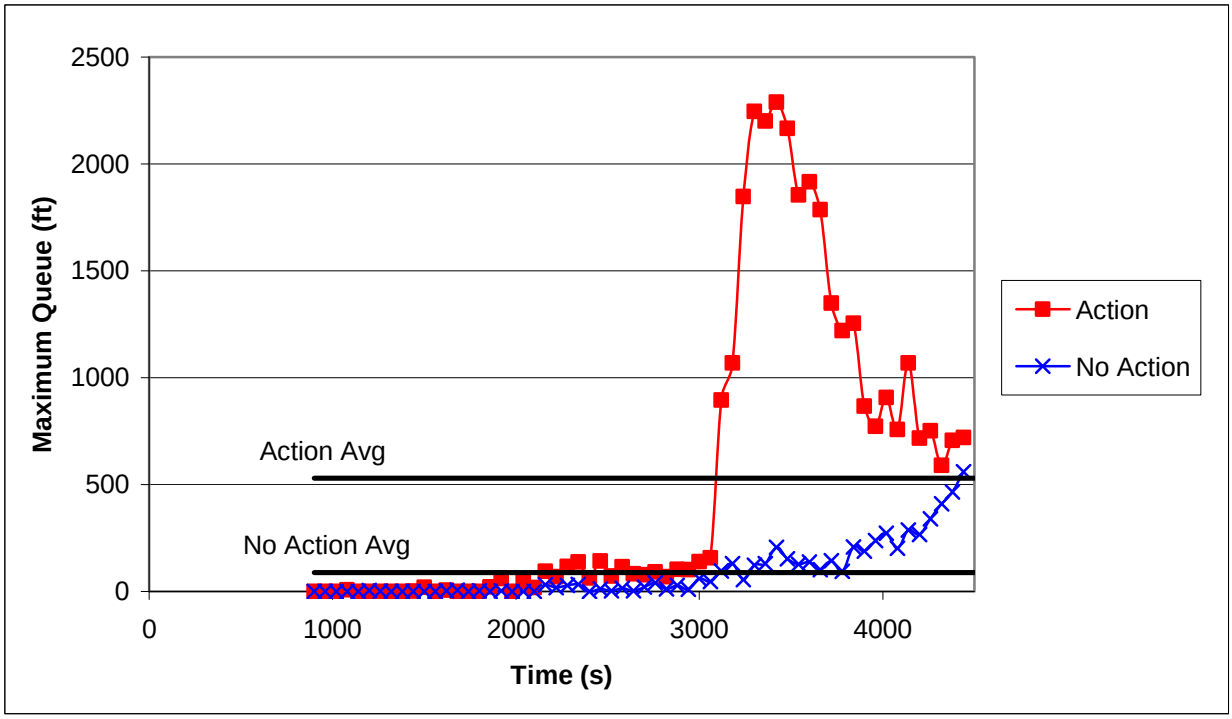
TABLE 5-4
NORTHWEST HIGHWAY - TRAVEL TIMES AND AVERAGE SPEED
VILLAGE OF BARRINGTON TRAFFIC OPERATIONAL ANALYSIS
BARRINGTON, ILLINOIS

Direction of Travel	AM Peak				PM Peak			
	No Action		Proposed Action		No Action		Proposed Action	
	Speed	Travel Time	Speed	Travel Time	Speed	Travel Time	Speed	Travel Time
Eastbound	21.2 mph	7.1 min.	21.2 mph	7.1 min.	29.6 mph	5.1 min.	29.6 mph	5.1 min.
Westbound	29.5 mph	5.1 min.	28.4 mph	5.3 min.	18.2 mph	8.3 min.	18.2 mph	8.3 min.

TABLE 5-5
NORTHWEST HIGHWAY MAXIMUM QUEUE LENGTHS
VILLAGE OF BARRINGTON TRAFFIC OPERATIONAL ANALYSIS
BARRINGTON, ILLINOIS

Direction of Travel	AM Peak		PM Peak	
	No Action	Proposed Action	No Action	Proposed Action
Eastbound	550 ft.	2,300 ft.	0	700 ft.
Westbound	0	500 ft.	1,600 ft.	3,700 ft.

FIGURE 5-9
NORTHWEST HIGHWAY EASTBOUND PERFORMANCE – AM PEAK
VILLAGE OF BARRINGTON TRAFFIC OPERATIONAL ANALYSIS
BARRINGTON, ILLINOIS



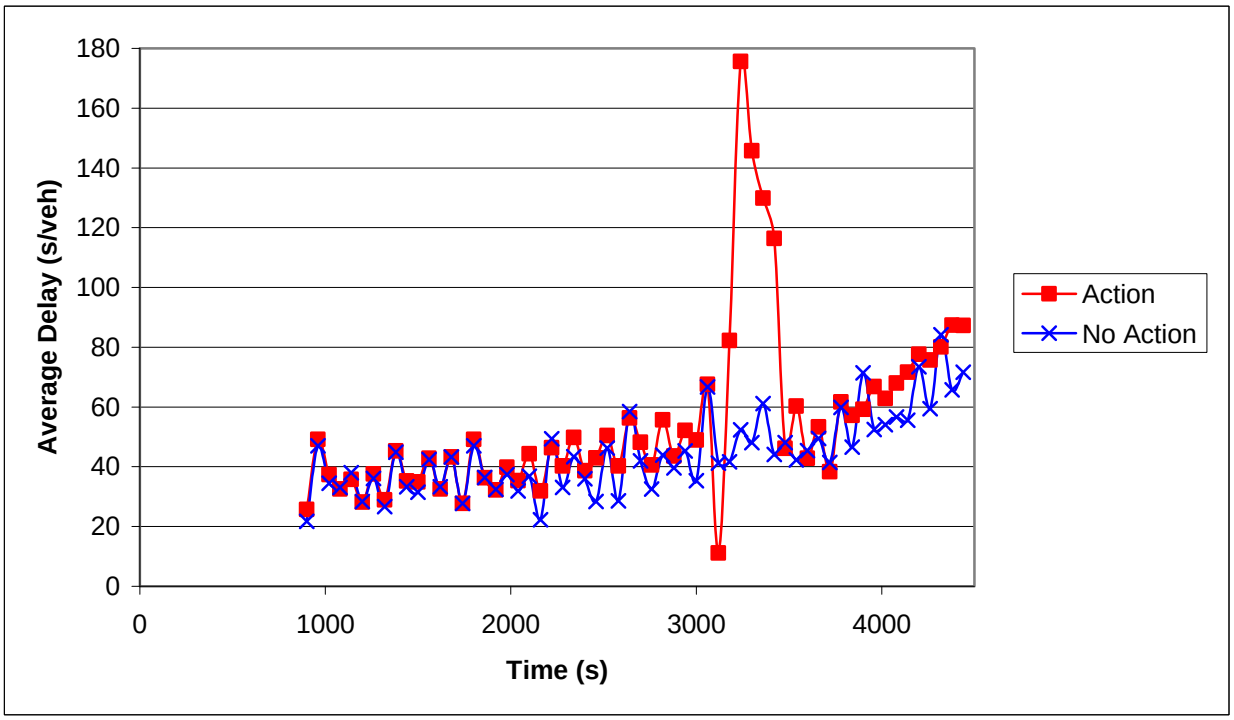
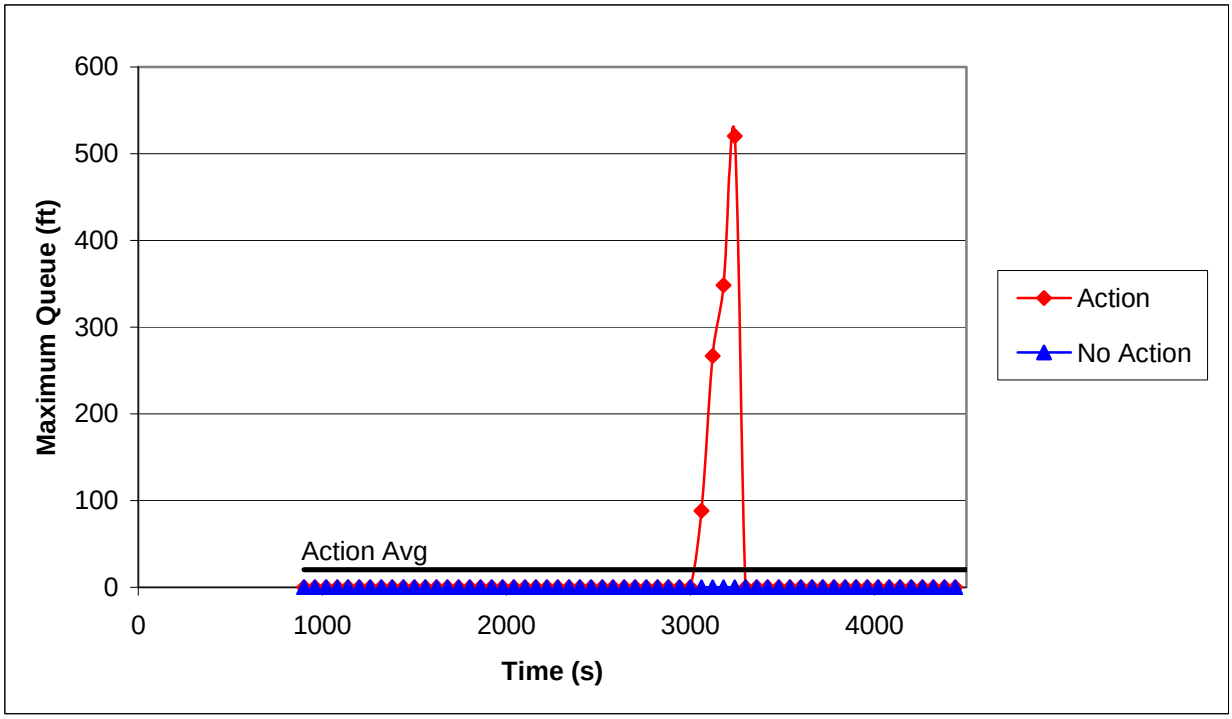


FIGURE 5-10
NORTHWEST HIGHWAY WESTBOUND PERFORMANCE – AM PEAK
VILLAGE OF BARRINGTON TRAFFIC OPERATIONAL ANALYSIS
BARRINGTON, ILLINOIS



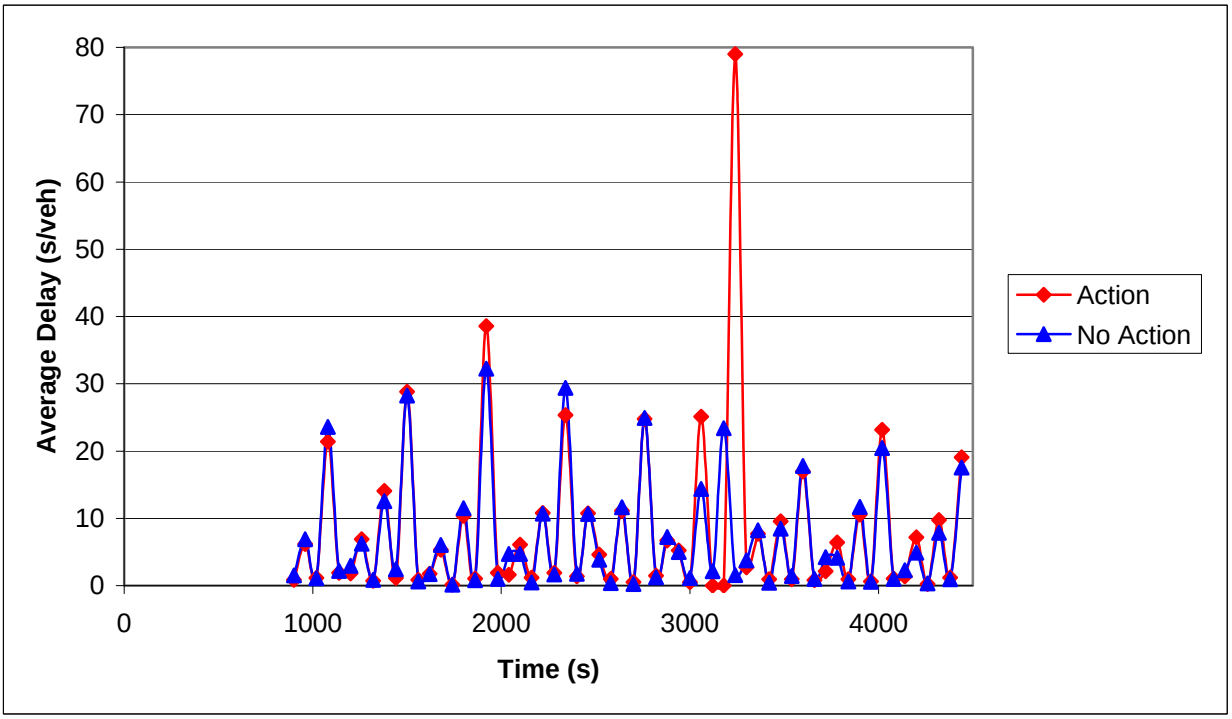
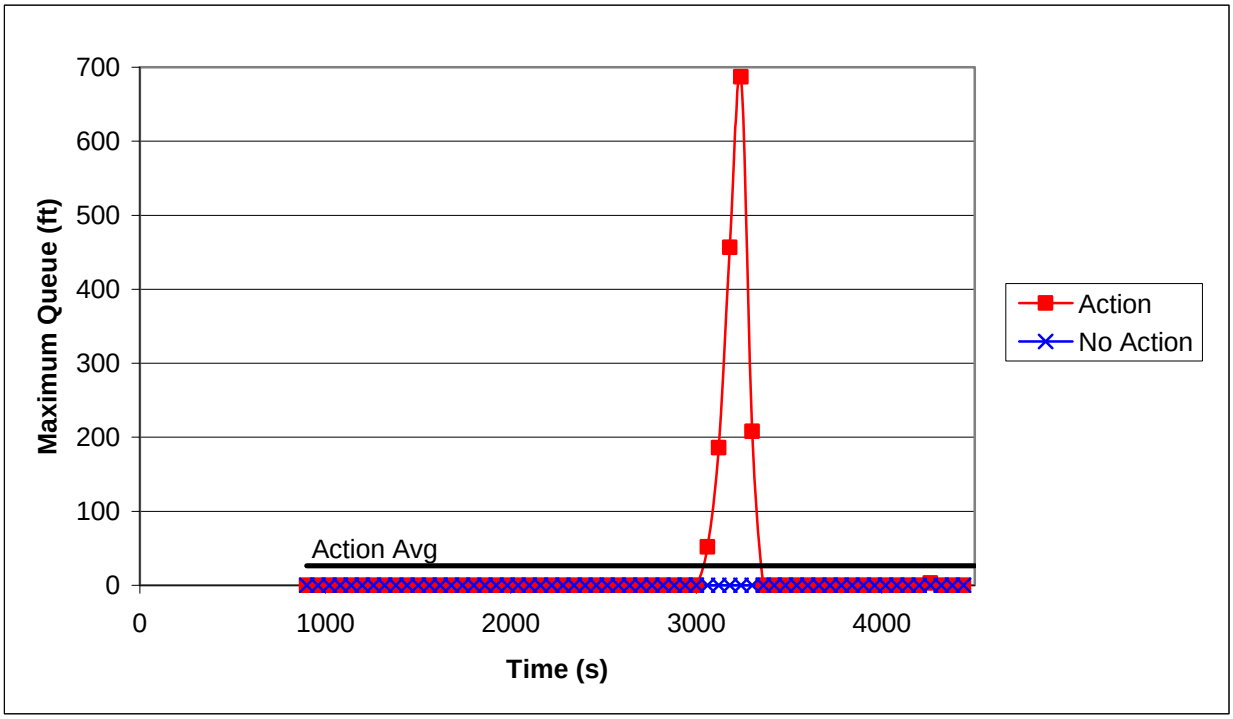


FIGURE 5-11
NORTHWEST HIGHWAY EASTBOUND PERFORMANCE – PM PEAK
VILLAGE OF BARRINGTON MODELING STUDY
BARRINGTON, ILLINOIS



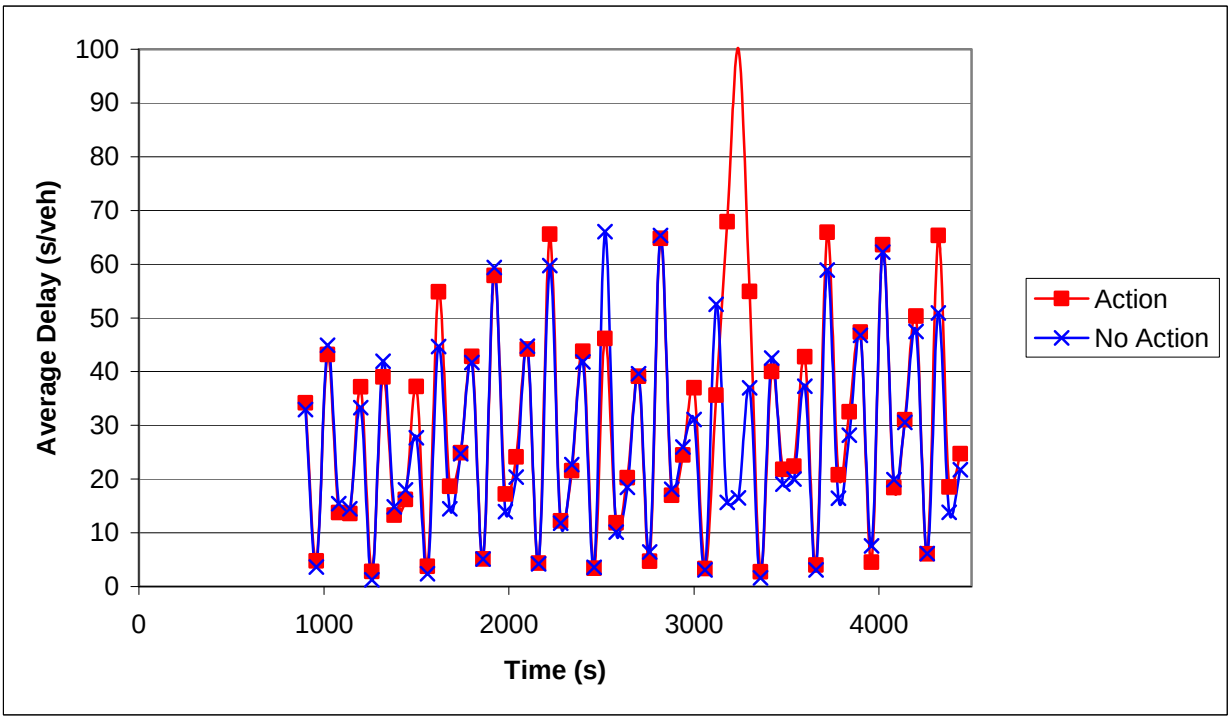
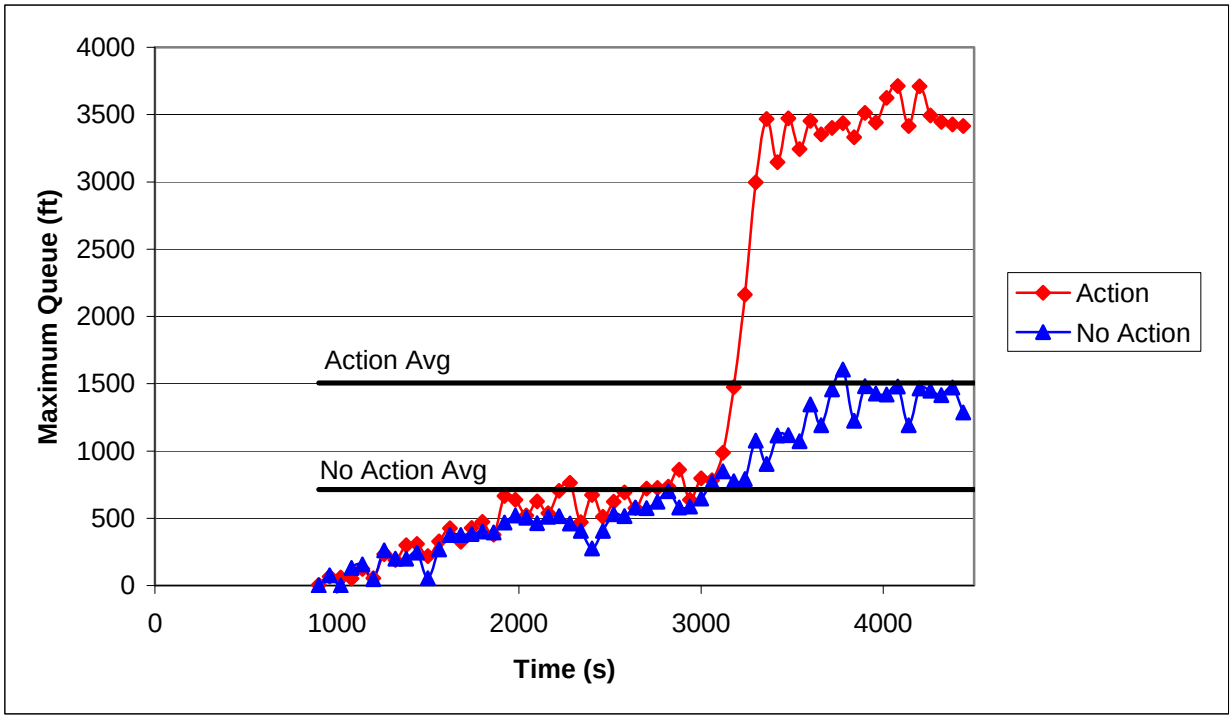
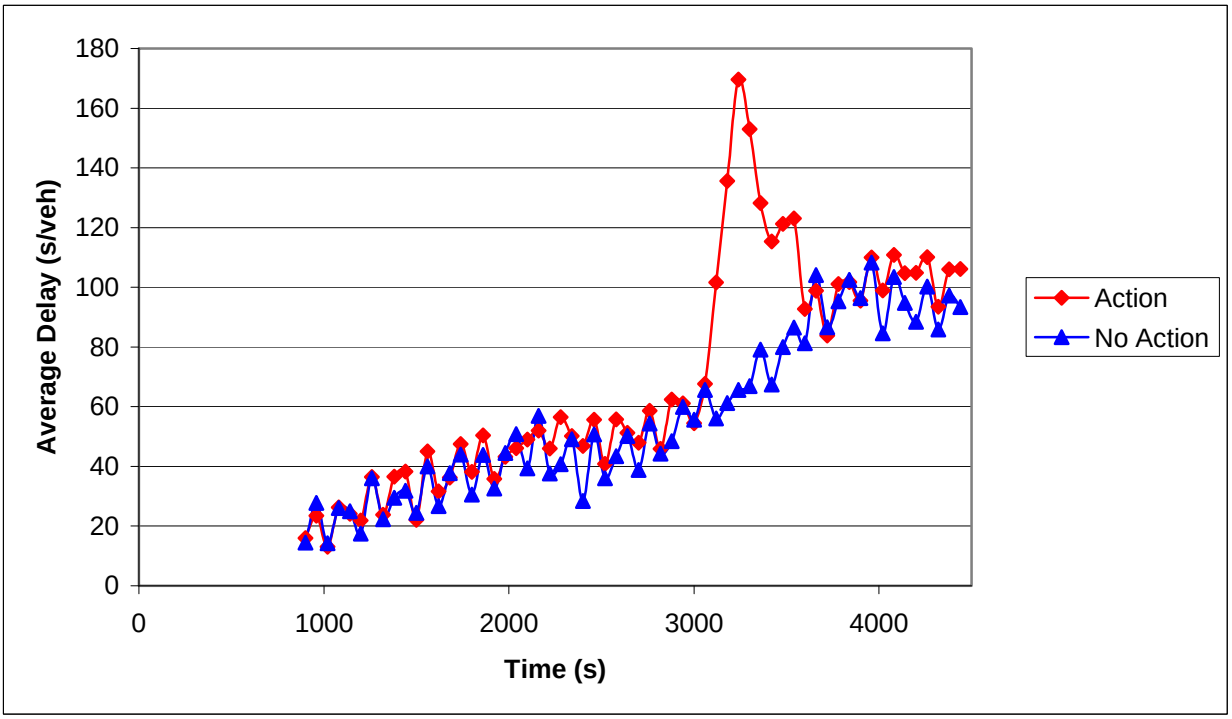


FIGURE 5-12
NORTHWEST HIGHWAY WESTBOUND PERFORMANCE – PM PEAK
VILLAGE OF BARRINGTON TRAFFIC OPERATIONAL ANALYSIS
BARRINGTON, ILLINOIS





Hough Street Crossing

No Action Conditions.

During the AM peak period under the No Action scenario, the Hough Street at-grade crossing experienced occasional vehicle queuing in the northbound direction while vehicle queues in the southbound direction extended north past Northwest Highway because of queue spillback due to insufficient capacity at the intersection of Hough Street and Main Street, resulting in a maximum vehicle queue of 1,150 feet at the Hough Street crossing under No Action conditions. Figure 5-13 (a) shows a screen capture of vehicle queuing under the No Action scenario. During the PM peak period, the northbound direction exhibited occasional vehicle queuing due to congestion at the intersection of Hough Street and Northwest Highway while no vehicle queuing existed in the southbound direction. Table 5-6 summarizes the travel times along Hough Street in each direction of travel between Cuba Road and Hawthorne Road under the No Action and Proposed Action scenarios.

Proposed Action Conditions

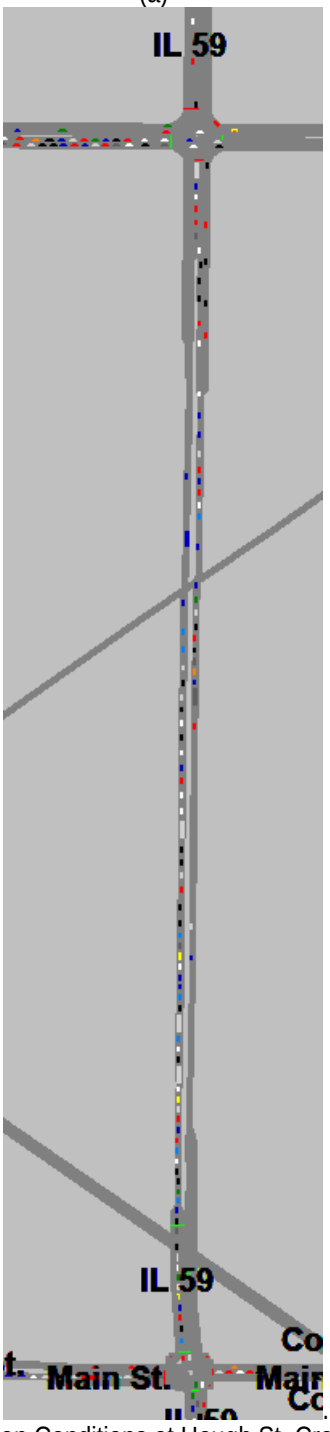
During the AM and PM peak periods, the addition of a freight train on the EJ&E line resulted in minimal increases in travel time along Hough Street over the peak period. Travel time increased during and immediately following the freight train but soon returned to No Action conditions.

Table 5-7 provides a comparison of the maximum queue lengths at the Hough Street at-grade crossing under the No Action and Proposed Action scenarios. Figure 5-14 and Figure 5-15 show the effects of the EJ&E train on maximum queue lengths and average delay at the Hough Street at-grade crossing during the AM peak period. Queues caused by the blocked crossing dissipated after approximately five (5) minutes and eight (8) minutes in the northbound and southbound directions of travel, respectively. Figure 5-13 (b) shows a screen capture of vehicle queuing under the Proposed Action scenario. Figure 5-16 and Figure 5-17 show the effects of the EJ&E train on the same MOEs at Hough Street during the PM peak period. In the southbound direction, queues caused by the blocked crossing dissipated to acceptable levels after approximately five (5) minutes. In the northbound direction, the queues remained for more than twenty (20) minutes due to high volumes in the northbound direction during the PM peak period and existing capacity constraints along Hough Street. Under the Proposed Action scenario, the maximum northbound vehicle queue length increases from 450-feet to 2,000-feet an increase of approximately 1,500 feet over the No Action scenario.

Table 5-6 shows that travel times along the Hough Corridor did not change substantially over the peak hour study period.

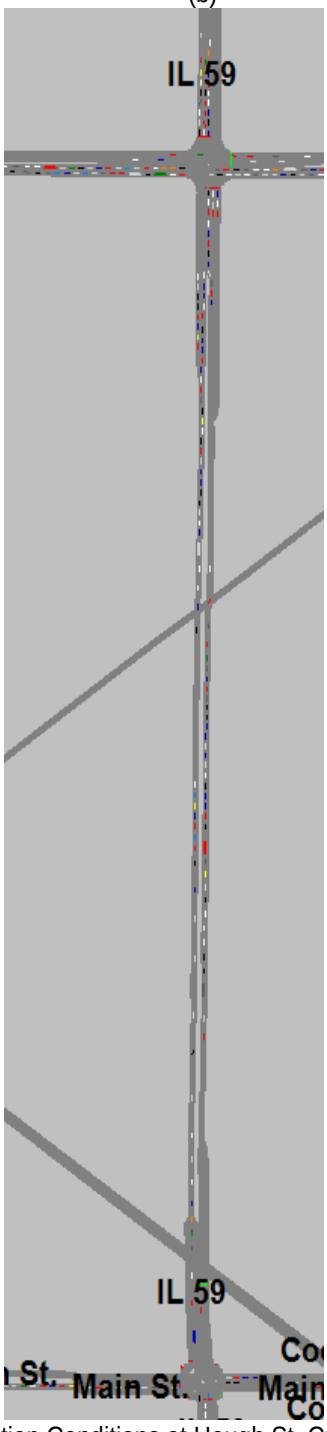
FIGURE 5-13
HOUGH STREET – PM PEAK
VILLAGE OF BARRINGTON TRAFFIC OPERATIONAL ANALYSIS
BARRINGTON, ILLINOIS

(a)



No Action Conditions at Hough St. Crossing

(b)



Proposed Action Conditions at Hough St. Crossing

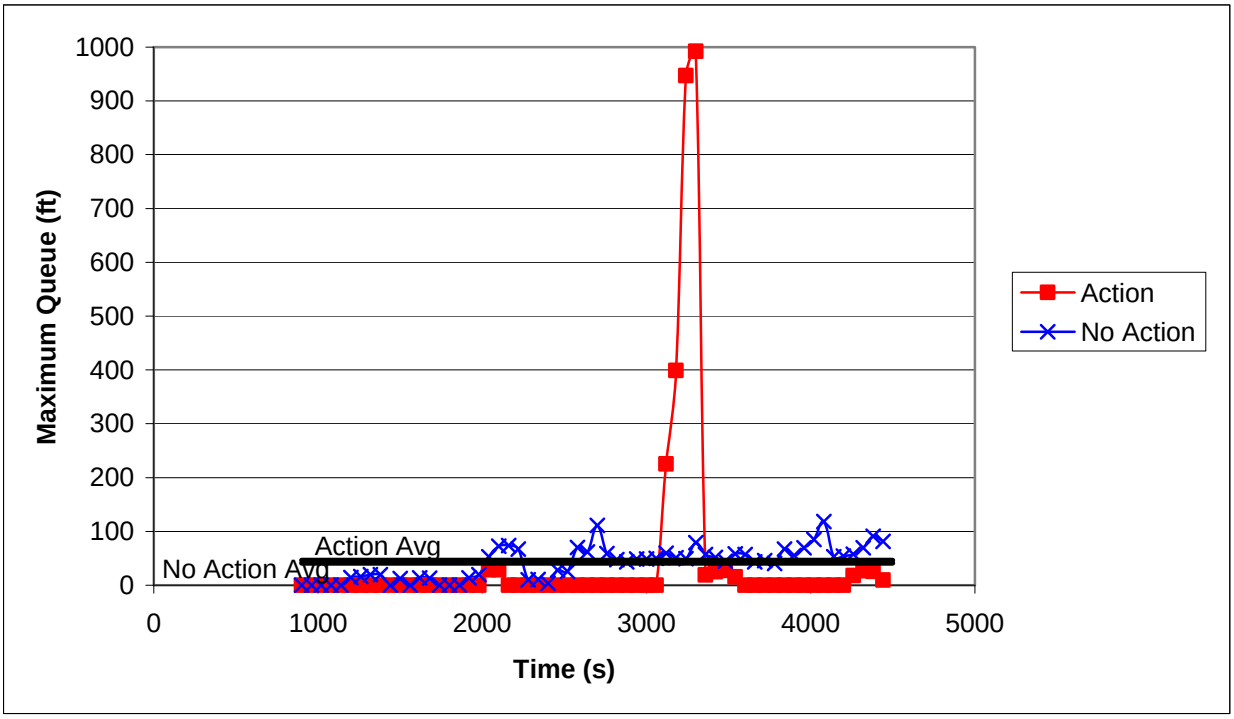
TABLE 5-6
HOUGH STREET TRAVEL TIMES
VILLAGE OF BARRINGTON TRAFFIC OPERATIONAL ANALYSIS
BARRINGTON, ILLINOIS

Direction of Travel	AM Peak				PM Peak			
	No Action		Proposed Action		No Action		Proposed Action	
	Speed	Travel Time	Speed	Travel Time	Speed	Travel Time	Speed	Travel Time
Northbound	20.5 mph	6.2 min	20.2 mph	6.3 min.	14.6 mph	8.7 min.	14.0 mph	9.1 min.
Southbound	14.2 mph	9.1 min	13.8 mph	9.4 min.	18.3 mph	7.1 min.	17.5 mph	7.4 min.

TABLE 5-7
HOUGH STREET MAXIMUM QUEUE LENGTHS
VILLAGE OF BARRINGTON TRAFFIC OPERATIONAL ANALYSIS
BARRINGTON, ILLINOIS

Direction of Travel	AM Peak		PM Peak	
	No Action	Proposed Action	No Action	Proposed Action
Northbound	100 ft.	1,000 ft.	450 ft.	2,000 ft.
Southbound	1,150 ft.	1,350 ft.	0	900 ft.

FIGURE 5-14
HOUGH STREET NORTHBOUND PERFORMANCE – AM PEAK
VILLAGE OF BARRINGTON TRAFFIC OPERATIONAL ANALYSIS
BARRINGTON, ILLINOIS



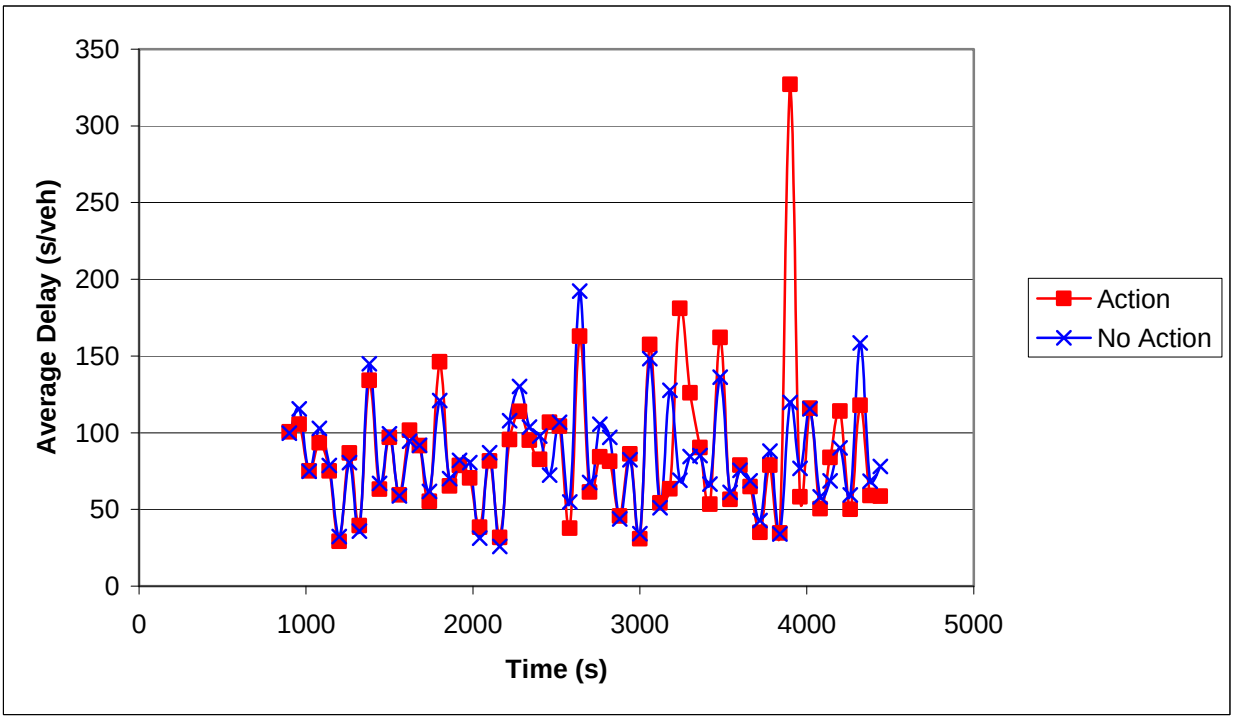
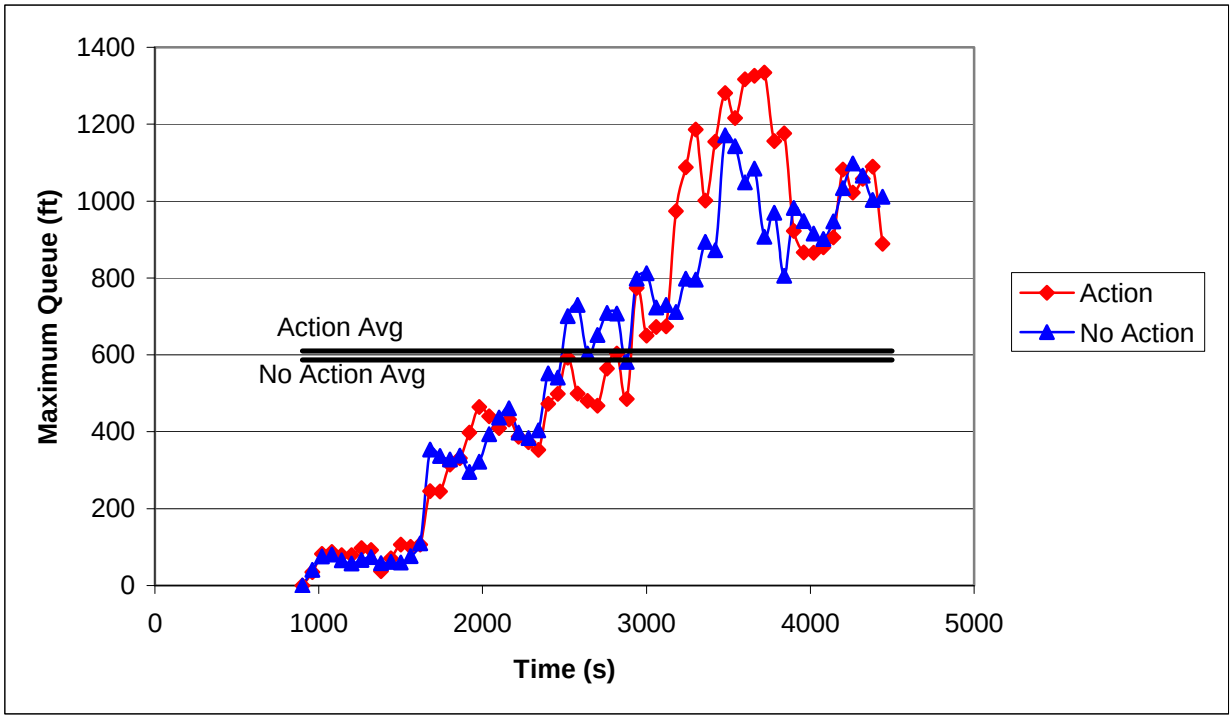


FIGURE 5-15
HOUGH STREET SOUTHBOUND PERFORMANCE – AM PEAK
VILLAGE OF BARRINGTON TRAFFIC OPERATIONAL ANALYSIS
BARRINGTON, ILLINOIS



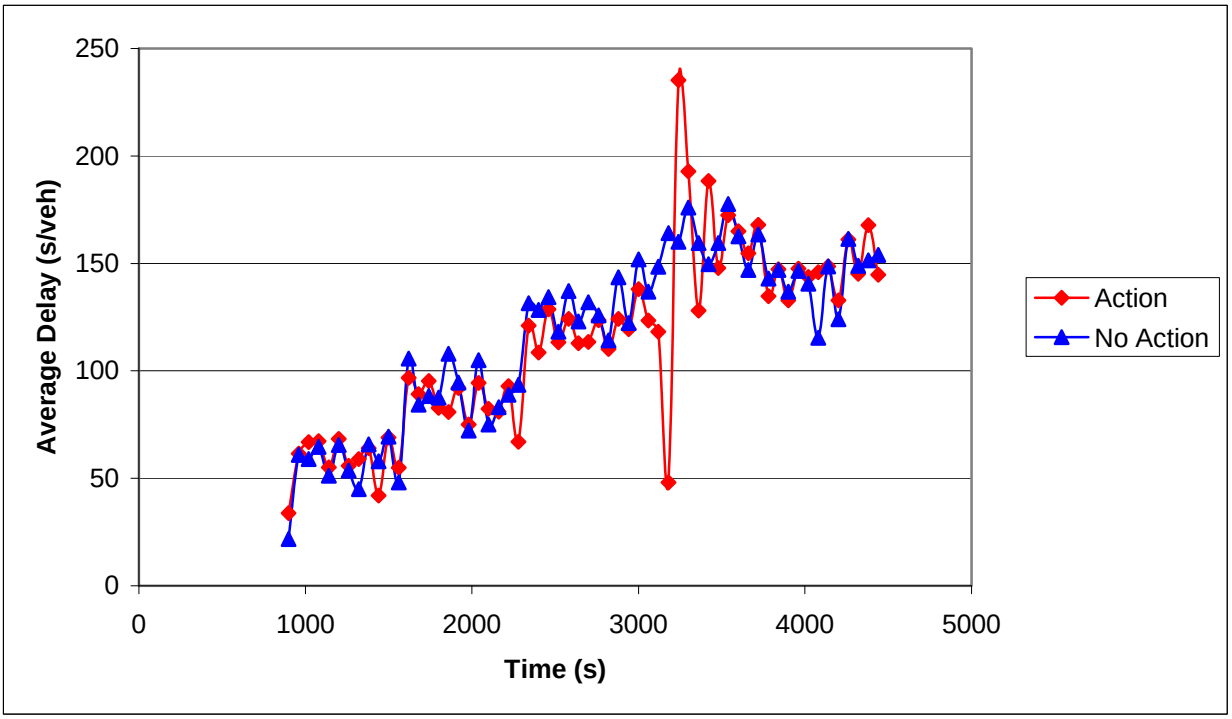
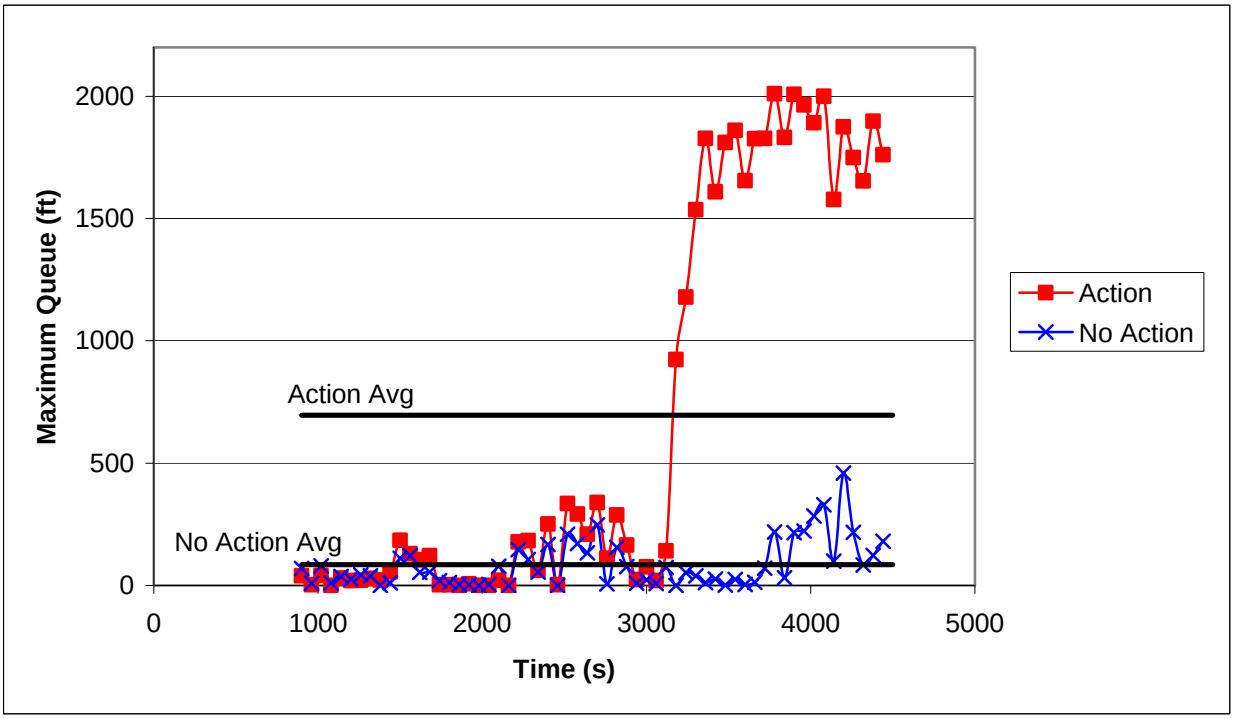


FIGURE 5-16
HOUGH STREET NORTHBOUND PERFORMANCE – PM PEAK
VILLAGE OF BARRINGTON TRAFFIC OPERATIONAL ANALYSIS
BARRINGTON, ILLINOIS



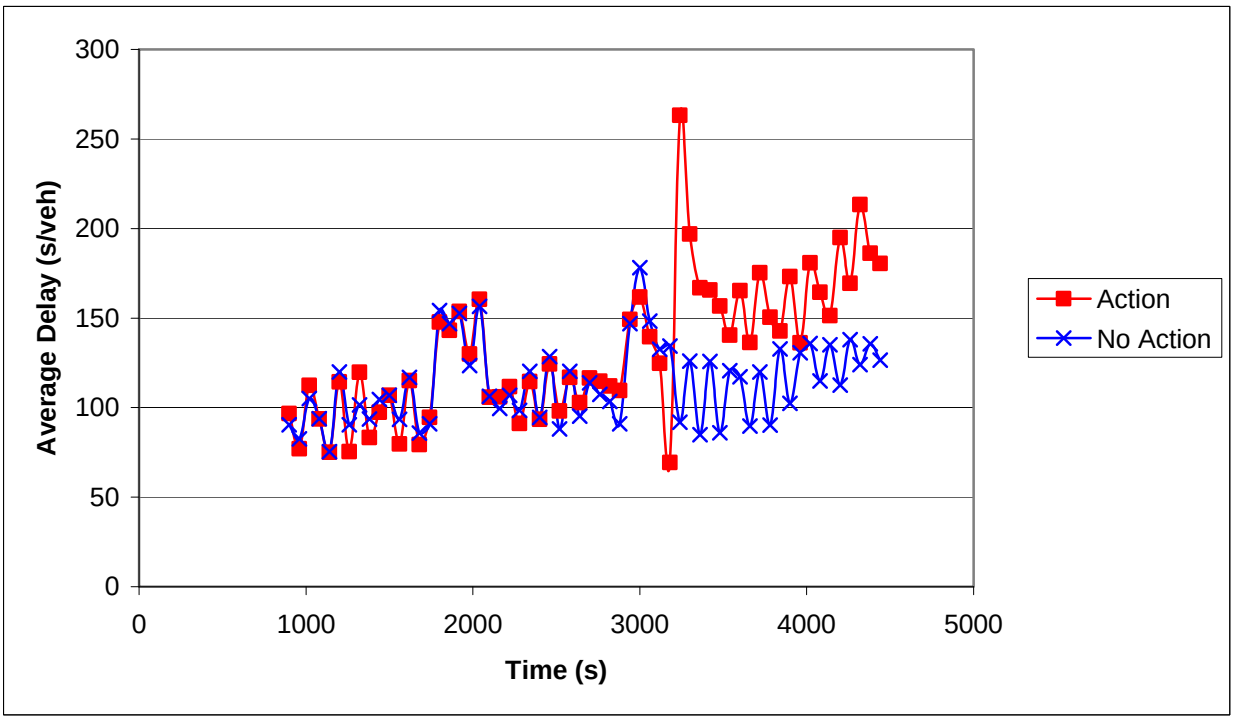
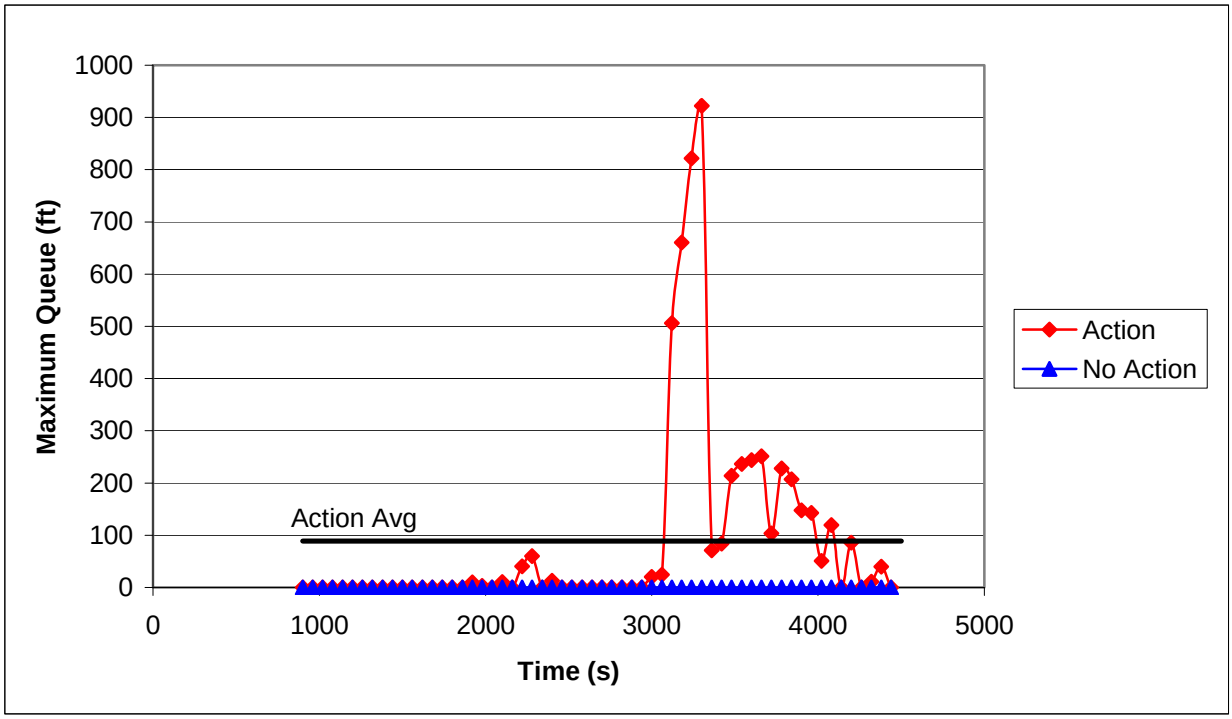
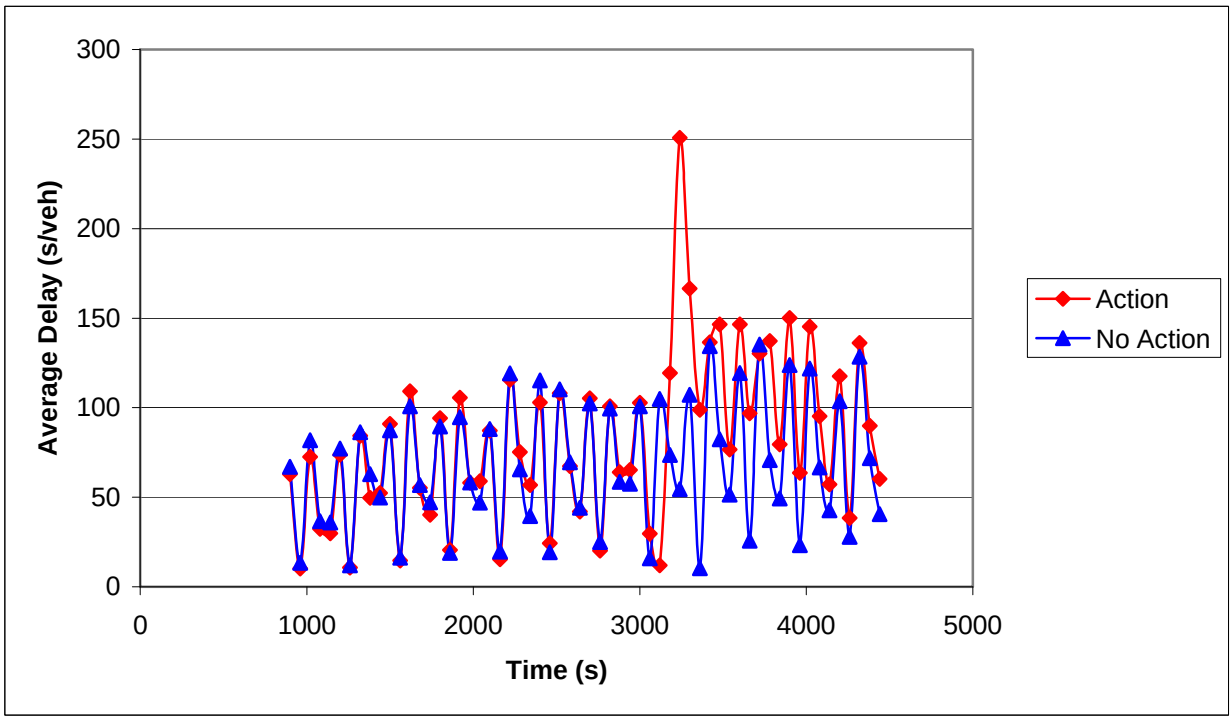


FIGURE 5-17
HOUGH STREET SOUTHBOUND PERFORMANCE – PM PEAK
VILLAGE OF BARRINGTON TRAFFIC OPERATIONAL ANALYSIS
BARRINGTON, ILLINOIS





Main Street/Lake Cook Road Crossing

No Action Conditions.

During the AM peak period under the No Action scenario, the Main Street/Lake Cook Road at-grade crossing experienced 2900 feet of vehicle queuing in the eastbound direction because of spillback due to insufficient capacity at the intersection with Hough Street. No vehicle queuing was exhibited in the westbound direction. During the PM peak period, neither direction of travel experienced vehicle queuing. Table 5-8 summarizes the travel times along Main Street/Lake Cook Road in each direction of travel between Hart Road and Northwest Highway under the No Action and Action scenarios.

Proposed Action Conditions

During the AM and PM peak periods, the addition of a freight train on the EJ&E line resulted in minimal increases in travel time along Main Street/Lake Cook Road over the peak period. Travel time increased during and immediately following the freight train but soon returned to No Action conditions.

Table 5-9 provides a comparison of the maximum queue lengths at the Main Street/Lake Cook Road at-grade crossing under the No Action and Proposed Action scenarios. Figure 5-18 and Figure 5-19 show the effects of the EJ&E train on maximum queue lengths and average delay at the Main Street/Lake Cook Road at-grade crossing during the AM peak period. In the eastbound direction of travel, vehicle queuing was similar under both scenarios while vehicle queues dissipated after approximately four (4) minutes in the westbound direction. Figure 5-20 and Figure 5-21 show the effects of the EJ&E train on the same MOEs at Main Street/Lake Cook Road during the PM peak period. In both directions of travel, vehicle queues dissipated after approximately six (6) minutes.

Table 5-8 shows that travel times along the Main Street/Lake Cook Road would increase over the peak hour study period.

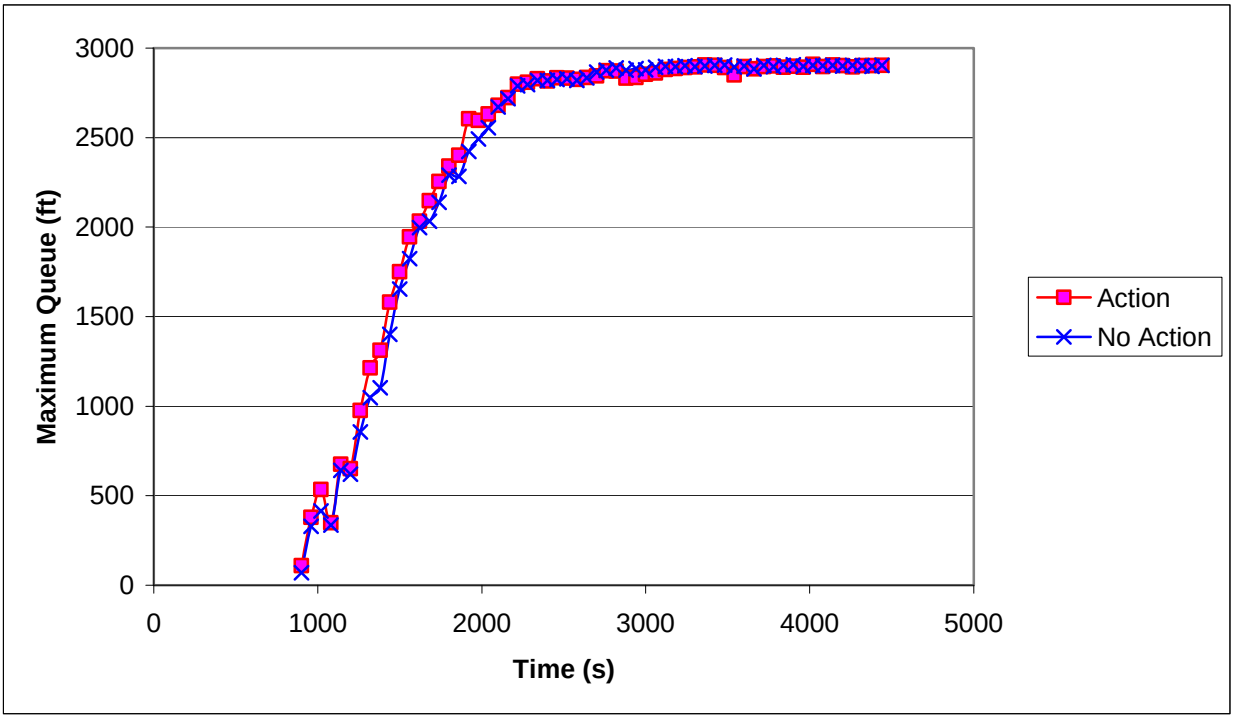
TABLE 5-8
MAIN STREET/LAKE COOK ROAD TRAVEL TIMES
VILLAGE OF BARRINGTON TRAFFIC OPERATIONAL ANALYSIS
BARRINGTON, ILLINOIS

Direction of Travel	AM Peak				PM Peak			
	No Action		Proposed Action		No Action		Proposed Action	
	Speed	Travel Time	Speed	Travel Time	Speed	Travel Time	Speed	Travel Time
Eastbound	5.3 mph	12.8 min.	5.3 mph	12.9 min.	13.9 mph	4.9 min.	13.1 mph	5.2 min.
Westbound	17.9 mph	3.8 min.	16.2 mph	4.2 min.	9.9 mph	6.9 min.	9.5 mph	7.2 min.

TABLE 5-9
MAIN STREET/LAKE COOK ROAD MAXIMUM QUEUE LENGTHS
VILLAGE OF BARRINGTON TRAFFIC OPERATIONAL ANALYSIS
BARRINGTON, ILLINOIS

Direction of Travel	AM Peak		PM Peak	
	No Action	Proposed Action	No Action	Proposed Action
Eastbound	2,900 ft.	2,900 ft.	0	1,000 ft.
Westbound	0	300 ft.	0	1,050 ft.

FIGURE 5-18
MAIN STREET/LAKE COOK ROAD EASTBOUND PERFORMANCE – AM PEAK
VILLAGE OF BARRINGTON TRAFFIC OPERATIONAL ANALYSIS
BARRINGTON, ILLINOIS



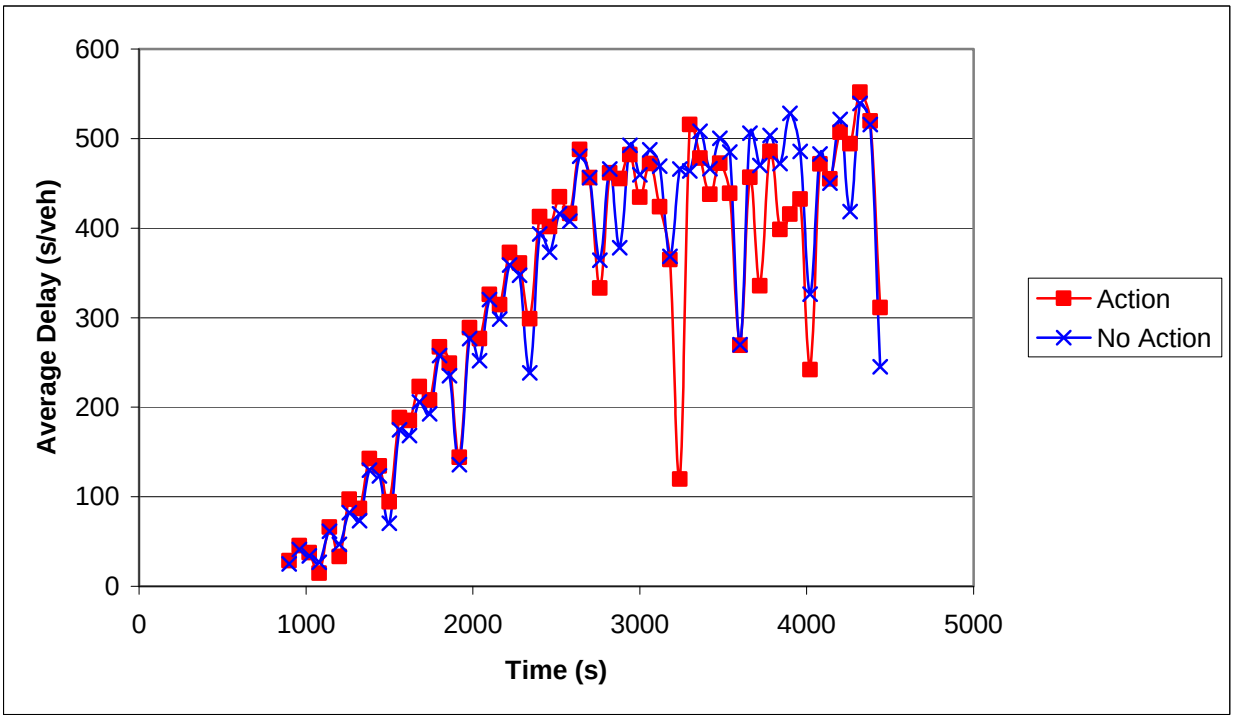
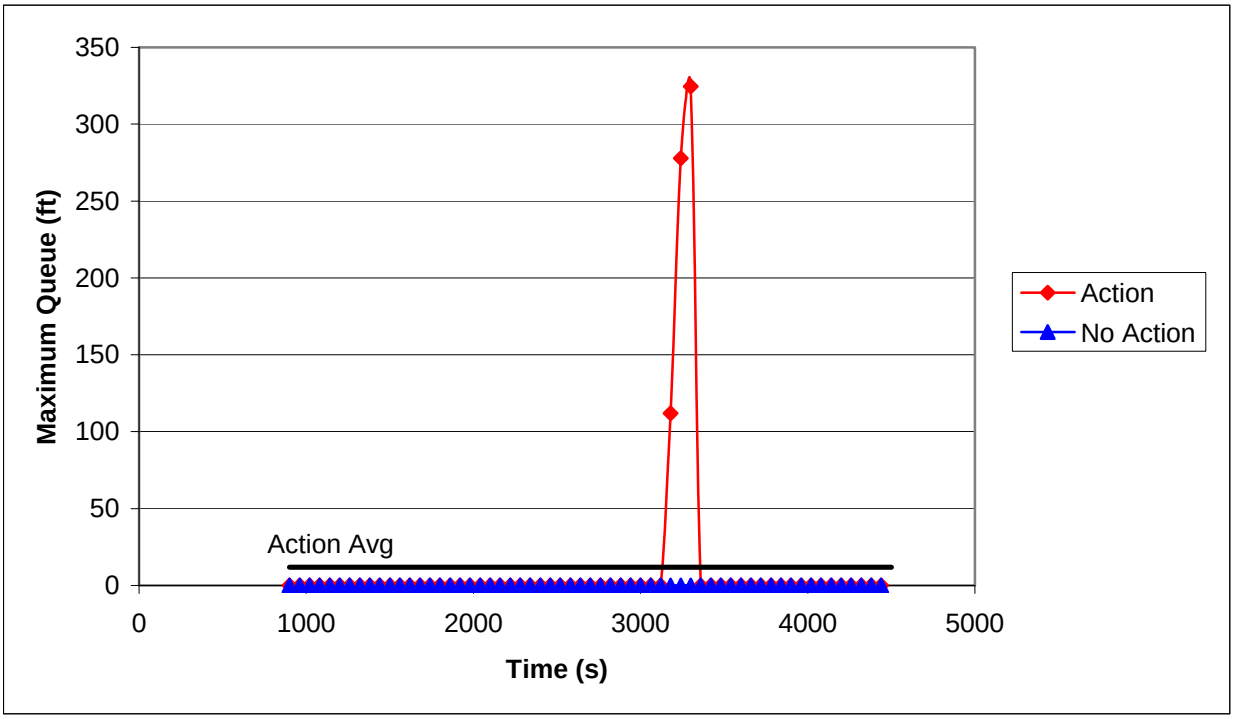


FIGURE 5-19
MAIN STREET/LAKE COOK ROAD WESTBOUND PERFORMANCE – AM PEAK
VILLAGE OF BARRINGTON TRAFFIC OPERATIONAL ANALYSIS
BARRINGTON, ILLINOIS



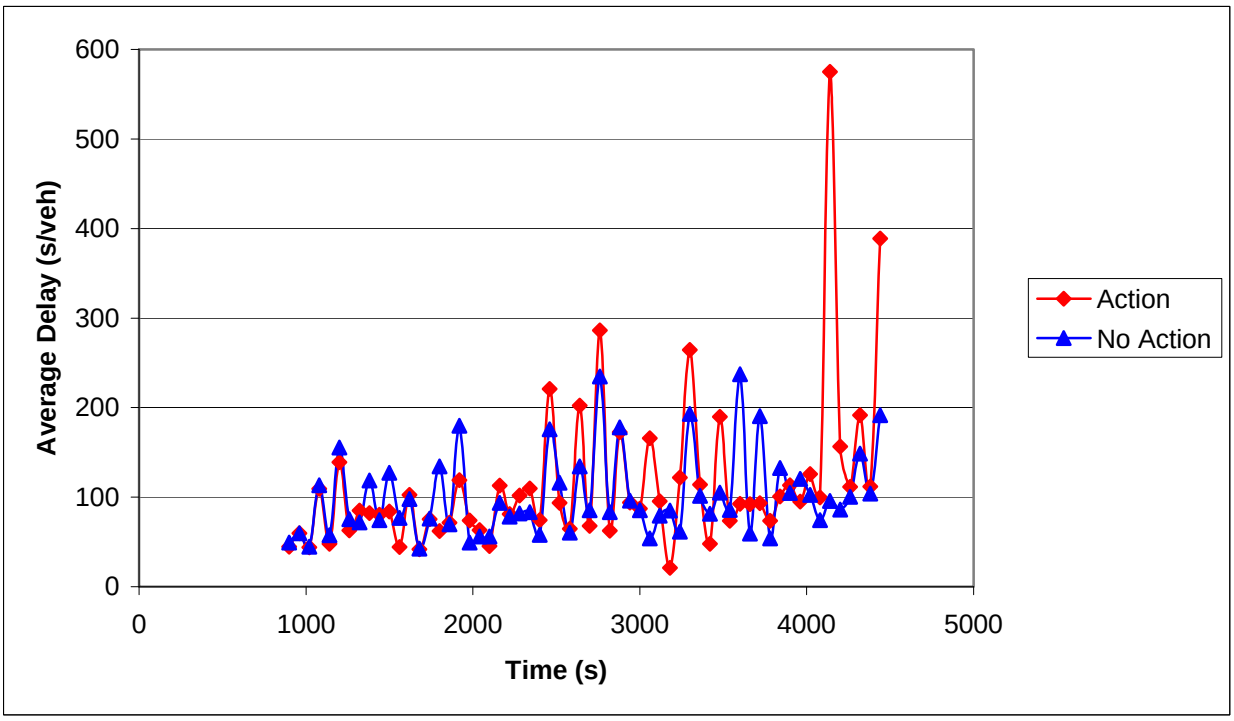
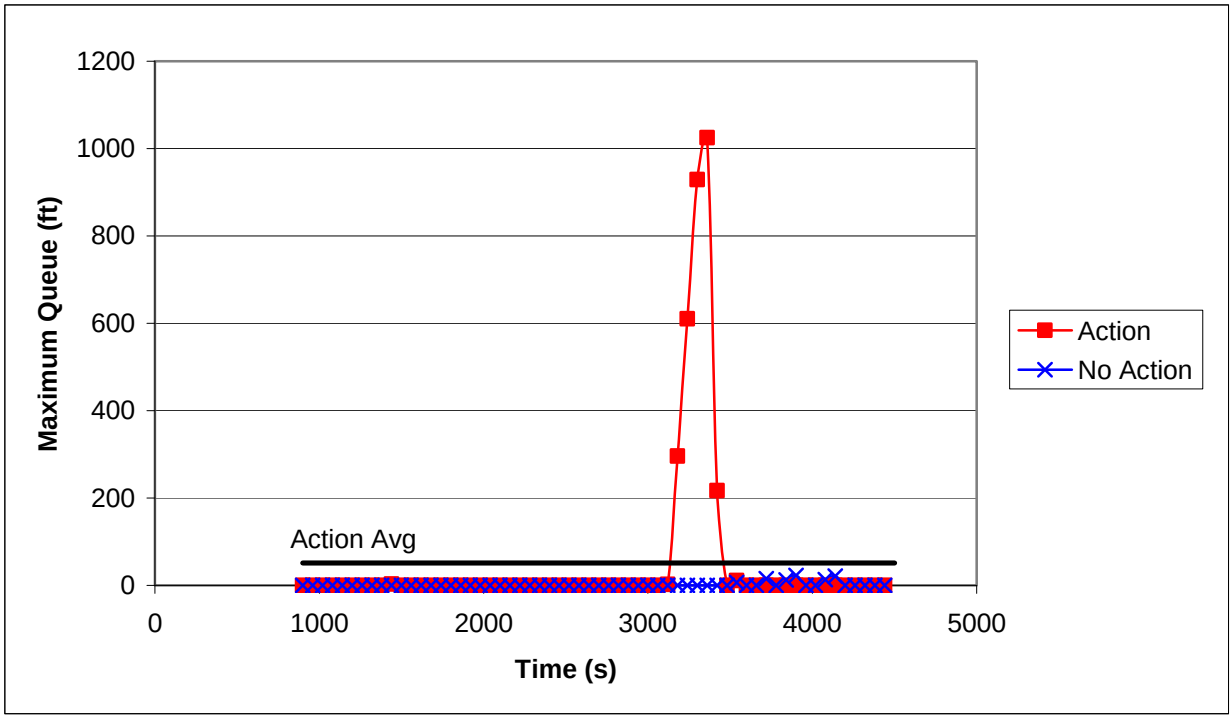


FIGURE 5-20
MAIN STREET/LAKE COOK ROAD EASTBOUND PERFORMANCE – PM PEAK
VILLAGE OF BARRINGTON TRAFFIC OPERATIONAL ANALYSIS
BARRINGTON, ILLINOIS



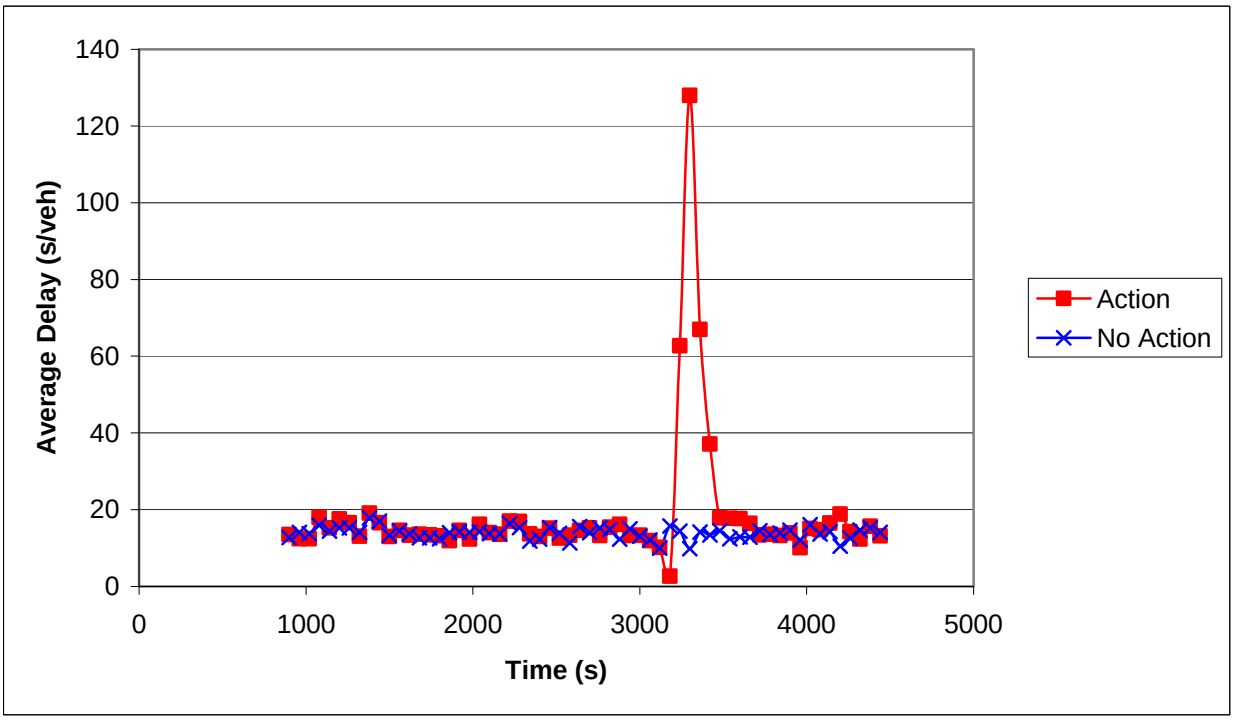
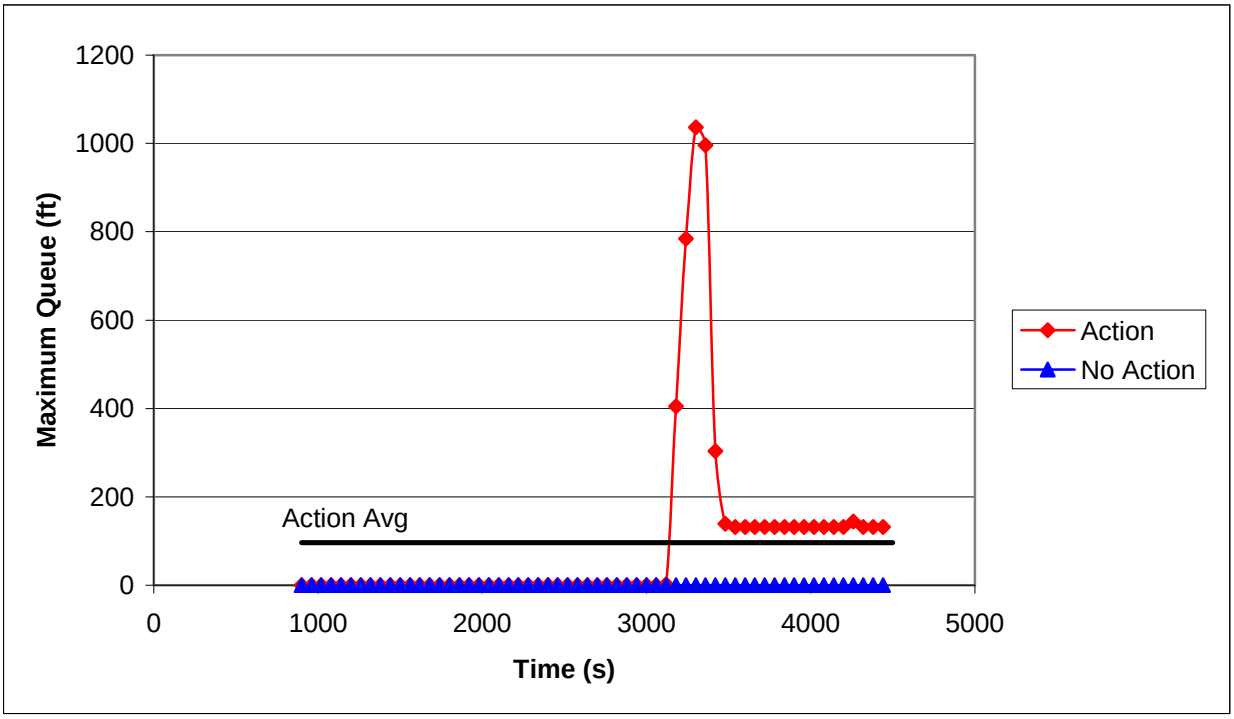
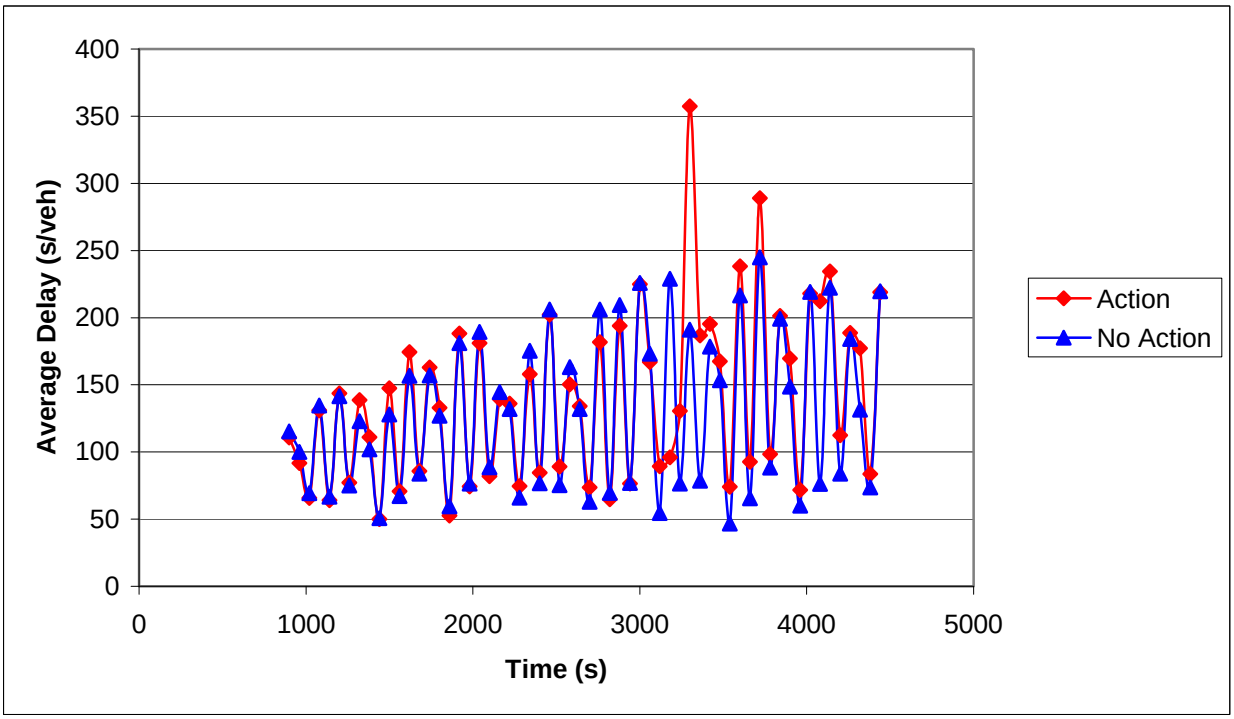


FIGURE 5-21
MAIN STREET/LAKE COOK ROAD WESTBOUND PERFORMANCE – PM PEAK
VILLAGE OF BARRINGTON TRAFFIC OPERATIONAL ANALYSIS
BARRINGTON, ILLINOIS





5.5 Summary of 2015 No Action and Proposed Action Results

The following is a summary of the changes in measures of effectiveness for the 2015 No Action and Proposed Action scenarios for the network as a whole and at the intersection level:

- For the study area, the total travel time increased by 1.5 percent and 1.4 percent during the AM and PM peak periods, respectively, under the Proposed Action scenario when compared to the No Action scenario.
- For the study corridors, Northwest Highway, Hough Street and Main Street/Lake Cook Road, travel times did not change during the peak hour study periods between the No Action and Proposed Action conditions.
- For the study area, the total delay time increased by 2.7 percent and 3.3 percent during the AM and PM peak periods, respectively, under the Proposed Action scenario when compared to the No Action scenario.
- In the No Action scenario, four intersections operated at an unacceptable LOS (E and F) during both the AM and PM peak periods. There was no increase in the number of intersections operating at an unacceptable LOS under the Proposed Action scenario.
- The Proposed Action plan does not seriously affect any of the Measures of Effectiveness.

The following is a summary of the changes in MOEs under the 2015 No Action and Proposed Action scenarios at the EJ&E railroad crossing locations:

Northwest Highway Crossing:

- Under the No Action scenario, vehicle queuing was present at the crossing in the eastbound direction during the AM peak period and in the westbound direction during the PM peak period due to insufficient capacity at the intersections with Main Street/Lake Cook Road and Hough Street, respectively.
- There was a minimal increase in travel time along Northwest Highway between Hart Road and Eastern Avenue under the Proposed Action scenario compared to the No Action scenario.
- During the AM peak period under the Proposed Action scenario, the eastbound and westbound maximum queue lengths increased by 1,750 feet and 500 feet, respectively, over the No Action scenario. These queues dissipated after approximately three (3) minutes in both directions of travel. Although the maximum queue length increased by 1,750 feet for eastbound traffic in the AM peak, the average vehicle queue length only increased by 450 feet for the time period compared to the No Action scenario.
- During the PM peak period under the Proposed Action scenario, the eastbound and westbound maximum queue lengths increased by 700 feet and 2,100 feet, respectively, over the No Action scenario. These queues dissipated after approximately six (6) minutes in the eastbound direction but remained for over twenty minutes in the westbound direction due to high traffic volumes and a lack of capacity at the intersection of Northwest Highway and Hough Street. Although the maximum queue length increased by 2,100 feet for westbound traffic in the PM peak, the average vehicle queue length only increased by 800 feet for the time period compared to the No Action scenario.

Hough Street Crossing:

- Under the No Action scenario, vehicle queuing was present at the crossing in the southbound direction during the AM peak period and in the northbound direction during the PM peak period from queue spillback due to insufficient capacity at the intersections with Main Street/Lake Cook Road and Northwest Highway, respectively.
- During the AM peak period under the Proposed Action scenario, the northbound maximum queue length increased by 900 feet over the No Action scenario. This queue dissipated after five (5) minutes. There was no significant increase in the southbound maximum queue length over the No Action scenario.

- During the PM peak period under the Proposed Action scenario, the northbound and southbound maximum queue lengths increased by 1,400 feet and 900 feet, respectively, over the No Action scenario. These queues remained for over twenty minutes in the northbound direction but mostly dissipated after five (5) minutes in the southbound direction. Although the maximum queue length increased by 1,400 feet for northbound traffic in the PM peak, the average vehicle queue length only increased by 600 feet for the time period compared to the No Action scenario.
- There was a minimal increase in travel time along Hough Street between Cuba Road and Hawthorne Road under the Proposed Action scenario compared to the No Action scenario.

Main Street/Lake Cook Road:

- Under the No Action scenario, vehicle queuing was present at the crossing in the eastbound direction during the AM peak period from queue spillback due to insufficient capacity at the intersection with Hough Street.
- During the AM peak period under the Proposed Action scenario, the westbound maximum queue length increased by 100 feet over the No Action scenario. This queue dissipated after three (3) minutes. The eastbound maximum queue length remained unchanged over the No Action scenario.
- During the PM peak period under the Proposed Action scenario, the eastbound and westbound maximum queue lengths increased by 1,000 feet and 1,100 feet, respectively, over the No Action scenario. These queues dissipated after six (6) minutes.
- There was a minimal increase in travel time along Main Street/Lake Cook Road between Hart Road and Northwest Highway under the Proposed Action scenario compared to the No Action scenario.

5.6 Conclusion

This study was prepared to address the following issues:

1). Commenter and local agency concerns regarding worsening of the Barrington community congestion and mobility resulting from the Proposed Action;
2). Concerns regarding the inter-related effects of the Proposed Action on Barrington's transportation network due to the close proximity of major roadway intersections and railway crossings;
3.). Analysis of reasonable and feasible alternatives for mitigation of the serious transportation system effects of the queuing predicted for the Hough Street and EJ&E line at-grade crossing.

Impacts to or from these issues is summarized below.

<u>Worsening Barrington Congestion</u>

Results of the Village of Barrington Traffic Operational Analysis show that the increase in train traffic on the EJ&E line will likely have some impacts on traffic congestion in Barrington but will not considerably worsen traffic congestion or mobility. The analysis shows that congestion will worsen and mobility will decline with predictions of continued traffic growth. Under the Proposed Action scenario, network-wide total delay time increased by four (4) percent and five (5) percent during the AM and PM peak periods, respectively, over the No Action scenario. Individual intersection levels of service, however, did not degrade under the Proposed Action scenario.

In the VISSIM analysis, a freight train passing through Barrington on the EJ&E line during the AM and PM peak periods caused increases in maximum vehicular queue lengths at most of the study at-grade crossing approaches. In many of these cases, however, the queuing did not last for more than six minutes. Queuing was significant at the Hough Street crossing for the northbound direction during the PM peak. The maximum queue length increased by approximately 1,400 feet at this location and the queue length does not diminish to No Action level for over 20 minutes due to high traffic volumes during the peak travel periods. Hough Street at this crossing is primarily a 2-lane

roadway in this section and the lack of available capacity causes this high level of queuing and inability for the queuing to dissipate quickly. Queuing due to the EJ&E line was most significant at the Northwest Highway crossing in the PM peak for the westbound direction. Due to the high traffic volumes traveling in the westbound direction in the PM peak, the maximum queue increases by over 2,100 feet and does not diminish to No Action levels for over 20 minutes. Northwest Highway is a four-lane undivided roadway near the crossing, carrying high traffic volumes throughout the day, and existing capacity is constrained by the signalized intersections upstream and downstream of the crossing. Even with the available capacity of two-lanes in each direction, the maximum queue is still increased by 2,100 feet over both lanes. This results in a greater delay experienced by all vehicles at this crossing location.

Inter-relation of Thoroughfares and Railways

Public meeting commentors and local officials expressed concerns that the combination of a closely spaced major thoroughfare network and two rail line crossings in the area could result in traffic grid lock during EJ&E train crossing events. This simulation determined that this would not occur. The simulation does show that the extent of existing and proposed traffic congestion does create potential for long traffic queues in the region.

Reasonable and Feasible Alternatives for Mitigation

Results of this analysis show that the major source of congestion in Barrington is the excess vehicle demand at existing major thoroughfare intersections. Existing congestion at these intersections backs traffic up into significant queues. Construction of a grade separation at Hough Street and the EJ&E will not prevent traffic queues on Hough Street, Northwest Highway or Main Street/Lake Cook Street. Therefore, construction of a grade separation alone at either the Hough Street or Northwest Highway crossings is not a feasible way to address regional congestion due to capacity constraints at existing signalized intersections. Construction of a grade separation at either crossing location would only be beneficial if capacity improvements are incorporated at the upstream and downstream signalized intersections.

Table A.5-1 Total Vehicle Traffic Delay and Percent Increase

Street	2015 ADT	Trains per Day		2015 Level of Service			Queue Length (Feet)		Average Delay per Delayed Vehicle (Minutes)		Total Vehicle Traffic Delay (24-Hr)			
				Crossing		Roadway								
		No-Action	Proposed Action	No-Action	Proposed Action		No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Prop. Action	Increase	Percent Increase
Washington Street	11,714	6.4	28.3	A	F	C	1,550	2,371	3.4	5.3	938.4	9,879.20	8940.8	91%
Woodruff Road	10,659	18.5	42.3	B	F	E	1,056	1,814	2.6	4.4	1,411.80	9,380.80	7969	85%
Chicago Road	23,390	8.6	31.6	A	C	D	718	1,091	1.6	2.4	548.8	4,596.00	4047.2	88%
Ogden Avenue (US 34)	46,110	15.7	39.5	A	B	F	1,083	1,330	1.2	1.5	1,132.80	4,377.00	3244.2	74%
Broad Street	19,572	7.6	23.6	A	B	F	1,311	1,916	1.7	2.5	470.9	3,140.00	2669.1	85%
Lincoln Highway (US 30)	29,237	10.2	34.2	A	B	E	634	939	1.1	1.7	394.9	3,034.50	2639.6	87%
Western Avenue	24,717	8.6	31.6	A	B	D	528	863	1.1	1.8	277.2	2,727.00	2449.8	90%
Old McHenry Road	32,494	5.3	20.3	A	A	F	641	1,186	1	1.9	189	2,540.30	2351.3	93%
IL 60 & 83	29,009	5.3	20.3	A	A	F	1,175	2,121	1.1	2	190.3	2,272.40	2082.1	92%
Washington Street	12,095	10.7	31.6	A	C	D	768	1,121	1.7	2.4	387.6	2,361.60	1974	84%
Montgomery Road/83rd Street	27,131	15.7	39.5	A	B	F	1,274	1,597	1.2	1.5	667.2	2,629.50	1962.3	75%
Cicero Avenue	23,281	6.4	28.3	A	B	D	504	777	1.1	1.7	196.9	2,077.40	1880.5	91%
Liberty Street.	16,111	15.7	39.5	A	B	F	912	1,148	1.5	1.9	597	2,392.10	1795.1	75%
Northwest Highway (US 14)	33,949	5.3	20.3	A	A	E	562	1,057	0.9	1.6	149.4	1,907.20	1757.8	92%
West 5th Avenue	28,467	9.8	29.8	A	A	D	537	807	1	1.5	292	2,004.00	1712	85%
Hawthorne Lane	20,024	4.4	23.4	A	B	F	694	1,430	0.9	1.9	76.5	1,765.10	1688.6	96%
Hart Street	20,268	10.2	34.2	A	B	F	859	1,272	1.1	1.6	267.3	1,932.80	1665.5	86%
East 45th Avenue	23,486	7.6	28.6	A	A	E	439	727	1	1.6	185	1,848.00	1663	90%
Stearns Road	27,604	5.5	22.5	A	A	E	486	815	0.9	1.5	134.1	1,527.00	1392.9	91%
East Main Street	10,960	7.6	28.6	A	B	E	505	904	1.2	2.1	128.4	1,507.80	1379.4	91%
State Street	7,656	10.2	34.2	A	C	A	418	690	1.4	2.3	165.2	1,508.80	1343.6	89%
Gilmer Road	18,662	5.3	20.3	A	A	F	719	1,328	1	1.9	106	1,421.30	1317.10	93%

Main Street	20,015	18.5	42.3	A	B	F	818	1,081	1.1	1.4	463.1	1,778.00	1314.9	74%
Ela Road	21,408	5.3	20.3	A	A	F	776	1,421	0.9	1.7	102.6	1,361.70	1259.1	92%
127th Street	13,160	15.7	39.5	A	B	F	665	867	1.3	1.7	377	1,618.40	1241.4	77%
West End Avenue/Halsted Street	5,956	8.6	31.6	A	C	C	396	604	1.7	2.6	161.5	1,378.00	1216.5	88%
Kennedy Avenue	17,076	10.2	34.2	A	A	F	665	981	1	1.5	189	1,398.00	1209	86%
Diehl Road	17,341	10.7	31.6	A	B	C	779	1,059	1.2	1.6	278.4	1,486.40	1208	81%
Briggs Street	13,842	6.4	28.3	A	B	E	654	946	1.2	1.8	139.2	1,339.20	1200	90%
West 15th Avenue	19,890	9.7	29.7	A	A	F	771	1,131	1	1.5	208	1,399.50	1191.5	85%
Hough Street (Il 59)	22,549	5.3	20.3	A	A	F	760	1,404	0.9	1.6	100.8	1,265.60	1164.8	92%
East End Avenue	5,086	8.6	31.6	A	C	B	325	515	1.7	2.6	132.6	1175.20	1042.60	88%
135th Street	13,898	15.7	39.5	A	B	F	636	852	1.2	1.6	333.6	1,4,9600	1162.40	78%
Wentworth Avenue	4,563	10.2	34.2	A	C	B	292	467	1.7	2.7	141.1	1,198.80	1057.7	88%
East 40th Place	14,222	7.6	28.6	A	A	F	521	861	1	1.6	110	1,094.40	984.4	90%
South Rowell Avenue	3,184	6.4	28.3	A	D	A	220	395	1.8	3.2	70.2	995.2	925	93%
Broad Street Connector	19,572	2.6	10.7	A	A	F	970	1,582	1.3	2.1	91	987	896	91%
Wolf Road	9,966	6.4	28.3	A	B	C	508	698	1.3	1.8	117	988.2	871.2	88%
111th Street	10,454	15.7	39.5	A	B	E	502	629	1.2	1.6	262.8	1,104.00	841.2	76%
West Bartlett Road	17,209	5.5	22.5	A	A	F	587	978	0.9	1.5	81	918	837	91%
Renwick Road	11,807	18.5	42.3	A	B	D	473	637	1	1.4	243	1,048.60	805.6	77%
Cedar Road	10,299	6.4	28.3	A	B	E	499	672	1.3	1.7	115.7	897.6	781.9	87%
Wolf's Crossing Road	9,593	15.7	39.5	A	B	D	461	577	1.2	1.6	241.2	1,012.80	771.6	76%
Harlem Avenue	12,336	6.4	28.3	A	A	D	267	363	1.1	1.8	104.5	855	750.5	88%
Lake Cook Road/Main Street	14,222	5.3	20.3	A	A	F	479	885	0.9	1.6	63.9	798.4	734.5	92%
South Gougar Road	8,063	6.4	28.3	A	B	D	411	551	1.3	1.8	94.9	779.4	684.5	88%
School House Road	8,721	6.4	28.3	A	B	D	412	569	1.2	1.7	87.6	759.9	672.3	88%
East Lake Street	6,524	7.6	28.6	A	B	C	275	488	1.1	1.9	63.8	735.3	671.5	91%

Cuba Road	12,921	5.3	20.3	A	A	D	443	804	0.9	1.6	58.5	726.4	667.9	92%
Lockport Road	10,085	18.5	42.3	A	B	E	412	545	1.1	1.4	233.2	896	662.8	74%
143rd Street	9,716	15.7	39.5	A	B	D	406	535	1.1	1.4	194.7	821.8	627.1	76%
East Miller Street	6,524	7.6	28.6	A	B	C	261	460	1	1.8	55	657	602	92%
Pfeiffer Road /88th Avenue	7,752	6.4	28.3	A	B	D	358	506	1.2	1.7	76.8	676.6	599.8	89%
Main Street	7,474	5.3	20.3	A	B	B	310	577	1.1	2	50.6	650	599.4	92%
Division Street	7,613	18.5	42.3	A	B	B	332	446	1.1	1.5	188.1	786	597.9	76%
Old Rand Road	7,474	5.3	20.3	A	A	B	303	561	1.1	2	49.5	632	582.5	92%
East Elm Street	8,090	7.6	28.6	A	A	C	316	501	1	1.6	67	636.8	569.8	89%
Nelson Road	7,336	6.4	28.3	A	B	C	347	479	1.2	1.7	74.4	639.2	564.8	88%
Torrence Avenue	8,968	10.2	34.2	A	A	C	337	486	1	1.4	95	645.4	550.4	85%
Plainfield/Naperville Road	8,117	18.5	42.3	A	B	B	332	438	1.1	1.4	188.1	721	532.9	74%
Shoe Factory Road	9,202	5.3	20.3	A	A	D	334	598	0.9	1.7	44.1	572.9	528.8	92%
Cottage Grove Avenue	5,578	10.2	34.2	A	B	A	121	179	1.1	1.7	75.9	578	502.1	87%
Van Dyke Road	6,921	15.7	39.5	A	B	C	295	389	1.1	1.5	141.9	640.5	498.6	78%
Gaylord Road	5,591	18.5	42.3	A	B	C	263	351	1.2	1.6	162	659.2	497.2	75%
Main Street Connector (North)	4,375	--	8	--	B	B	--	608	--	3.6	--	486	486	100%
Diamond Lake Road	6,207	5.3	20.3	A	A	C	265	466	1.1	2	42.9	526	483.1	92%
Center Avenue	5,320	6.4	28.3	A	B	B	264	364	1.3	1.7	61.1	514.8	453.7	88%
Army Trail Road	7,392	4.4	23.4	A	A	C	224	452	0.8	1.6	21.6	470.4	448.8	95%
Smith Road	7,123	4.4	23.4	A	A	C	220	435	0.8	1.6	21.6	452.8	431.2	95%
Lake Street	5,067	10.2	34.2	A	B	B	220	318	1.1	1.6	68.2	483.2	415	86%
Hafenrichter Road	5,657	15.7	39.5	A	B	C	266	333	1.2	1.5	139.2	547.5	408.3	75%
Oakwood Road	4,750	5.3	20.3	A	B	B	197	367	1.1	2	31.9	414	382.1	92%
East Frontage Road/ Essington Road	4,983	18.5	42.3	A	B	B	208	274	1.1	1.4	117.7	450.8	333.1	74%
Mills Road	3,115	6.4	28.3	A	B	A	163	236	1.4	2	40.6	372	331.4	89%
Keating Drive/87th Street	4,182	15.7	39.5	A	B	B	196	246	1.2	1.5	103.2	405	301.8	75%

Furguson Road - 119th Street	3,690	15.7	39.5	A	B	B	182	227	1.3	1.6	102.7	398.4	295.7	74%
Main Street Connector (South)	4,375	10	15	A	B	B	526	608	3.1	3.6	99.2	381.6	282.4	74%
South Rowell Avenue	3,184	6.4	28.3	A	B	A	158	223	1.3	1.8	36.4	315	278.6	88%
Penny Road	4,786	5.3	20.3	A	A	B	170	311	0.9	1.7	22.5	297.5	275	92%
Old Sauk Trail	3,461	6.4	28.3	A	B	A	160	226	1.2	1.7	33.6	300.9	267.3	89%
East End Avenue Connector	5,086	1.6	2.6	A	A	B	586	967	3	4.9	78	343	265	77%
Airport Road	3,818	10.2	34.2	A	A	B	146	215	1	1.5	41	306	265	87%
West 25th Avenue	4,187	9.7	29.7	A	A	B	162	238	1	1.5	44	294	250	85%
Spencer Road	3,104	6.4	28.3	A	B	A	147	202	1.2	1.7	31.2	270.3	239.1	88%
Eastern Avenue	3,444	18.5	42.3	A	B	A	141	186	1.1	1.4	79.2	305.2	226	74%
West 9th Avenue	4,187	9.7	29.7	A	A	B	159	233	1	1.4	43	268.8	225.8	84%
Ridgeland Avenue	3,642	6.4	28.3	A	A	B	158	214	1.1	1.5	30.8	252	221.2	88%
Main Street	4,375	6.4	20.3	A	C	B	173	262	1.1	1.6	31	236.8	205.8	87%
Lake Zurich Road	3,131	5.3	20.3	A	A	A	102	187	0.8	1.6	12	169.6	157.6	93%
Center Street	1,845	18.5	42.3	A	B	A	75	100	1.1	1.4	42.7	163.8	121.1	74%
Church Street	364	10.7	31.6	A	C	A	22	31	1.6	2.2	11.2	61.6	50.4	82%
Aurora Street	364	10.7	31.6	A	B	A	22	30	1.6	2.2	11.2	59.4	48.2	81%

A.6

Environmental Justice Statistical Analysis

HDR Engineering

Environmental Justice Statistical Analysis

In their comments on the DEIS, USEPA stated that Appendix I in the DEIS should have provided additional information to explain the statistical analysis and conclusions of the Environmental Justice analysis. USEPA asked the following five questions:

- How were the marginal probabilities derived?
- What do the different marginal probabilities demonstrate?
- Why are the marginal probabilities in Tables I.2-2 in Appendix I in the DEIS (Actual noise impacts) and I.2.3 (Expected noise impacts) identical?
- Why are there only 2 tables? Shouldn't there be four: minority/actual; minority/expected; low-income/actual; low income/expected?
- The DEIS states, "Further analysis revealed that the high and adverse train noise impacts are not disproportionately borne by minority or low-income environmental justice populations." What analysis supports that statement?

The following analysis is SEA's response to USEPA's questions. This analysis includes the revisions that are discussed in Section 2.9 of the FEIS.

The environmental justice analysis evaluated the effects on environmental justice populations where high and adverse impacts were identified. SEA completed a statistical analysis using the chi-squared test of independence to determine if the probability of a census block group experiencing high and adverse impacts is independent of a census block group being classified as an environmental justice population. If not statistically independent, then additional analysis is conducted to determine if the impacts are disproportionately borne by the environmental justice populations.

Chi-Squared Test of Independence for Train Noise Impacts Between Minority Groups

The 161 census block groups were categorized into two groups based on degree of train noise impacts: (i) those experiencing no to low impacts from train noise impacts along EJ&E rail lines; and (ii) those experiencing high and adverse impacts as a result of train noise impacts along the EJ&E rail lines. Furthermore, within each of these two groups, the number of minority and non-minority census block groups was determined and provided in Table A (a 2-row by 2-column contingency table).

Marginal probabilities are calculated by dividing the number of census block groups in a row or column by the total number of census block groups. The marginal probabilities reveal that 26% of the census blocks experience a "no to low" noise impact. In addition it reveals that 42% of the census blocks are considered minority.

Table A Minority Environmental Justice Census Block Group Analysis: Actual Train Noise Impacts

	Number of Minority Census Block Groups	Number of non-Minority Census Block Groups	Marginal Probability for Train Noise Impacts
No to Low Impact (ERS 0 or 3)	23	19	26%
High and adverse impact (ERS 5)	44	75	74%
Marginal Probability for Minority/Non-Minority	42%	58%	

A chi-squared test of independence is conducted to determine evaluates whether train noise impacts are distributed independently across minority/non-minority census block groups. The hypothesis is that these impacts are independent.

The next step in the statistical analysis is to determine the expected number of census block counts in the contingency table under the assumption of independence. For example, if independent, the number of census block groups with "no to low" noise impact that are classified as minority should equal the total number of census blocks (e.g., 161) times the marginal probability for "no to low" noise impact (26%) times the marginal probability for minority (42%). This yields an expected count of 17 for "no to low" impact and minority classified. Table B summarizes all expected census block counts.

Table B Minority Environmental Justice Census Block Group Analysis: Expected Train Noise Impacts

	Number of Minority	Number of non-Minority	Marginal Probability for Train Noise Impacts
No to Low Impact (ERS 0 or 3)	17	25	26%
High and adverse impact (ERS 5)	50	69	74%
Marginal Probability for Minority/Non-Minority	42%	58%	

The chi-squared test of independence assesses whether the actual and observed results are statistically "close" and therefore independent. The square of the difference in observed versus expected counts divided by the observed counts are totaled across all 4 cells. In this case, the total is 4.04. Comparing this value to a chi-squared distribution with one degree of freedom, it is determined that the probability that independence exists is only 4.4 percent. Therefore, we can be more than 95 percent certain that census block groups experiencing high and adverse impacts is not independent of environmental justice classifications.

After SEA determined that the two variables are not independent, the ratio of observed environmental justice census block groups with high and adverse impacts to the expected number of environmental census block groups with high and adverse impacts was calculated. A ratio of greater than one would indicate that a high and adverse impact would occur more frequently in environmental justice census block groups. In the case of minority census block groups, the ratio is 0.89 (or 44 divided by 50 from Tables A and B above) and therefore the impacts are not disproportionately borne by minority populations.

Chi-Squared Test of Independence for Train Noise Impacts Between Low Income Groups

The same process was used to ascertain whether train noise impacts were independent of income level. The observed actual and expected census block counts blocks by train noise impact and low income group are provided in Table C and Table D respectively. Again, the square of the difference in observed versus expected counts divided by the observed counts are totaled across all 4 cells. In this case, the total is 0.25. Comparing this value to a chi-squared distribution with one degree of freedom, it is determined that the probability that independence exists is 62 percent. Therefore, we can only be 38 percent certain that census block groups experiencing high and adverse impacts are not independent of the low income environmental justice classification. Since the certainty that census block groups experiencing high and adverse impacts are not independent of the low income environmental justice classification is less than 50 percent, the two variables are statistically independent. As a result, the impacts are not disproportionately borne by low-income populations.

Table C Low-Income Environmental Justice Census Block Group Analysis: Actual Train Noise Impacts			
	Number of Low-Income	**Number of non-Low-Income**	**Marginal Probability for Train Noise Impacts**
No to Low Impact (ERS 0 or 3)	7	35	26%
High and adverse impact (ERS 5)	24	95	74%
Marginal Probability for Income Group	19%	81%	

Table D Low-Income Environmental Justice Census Block Group Analysis: Expected Train Noise Impacts			
	Number of Low-Income	**Number of non-Low-Income**	**Marginal Probability for Train Noise Impacts**
No to Low Impact (ERS 0 or 3)	8	34	26%
High and adverse impact (ERS 5)	23	96	74%
Marginal Probability for Income Group	19%	81%	

A.7 Air Quality

Modeled Impacts for East-West Oriented Moving Trains vs NAAQS and Air Toxics Thresholds

		5-Year Maximum Modeled Impact for 1.0 grams/second Emission Rate				
		1-hour	3-hour	8-hour	24-hour	Annual
Rank						
Highest					4,851.4	767.1
Annual 2nd High		24,003.1	15,105.5	11,309.7	4,419.9	
98th Percentile					2,642.1	

NAAQS Pollutant (Rank)	Averaging Period	Per Source Emission Rate (g/s)	Modeled Max. Conc. (ug/m3)	(In)Significant Impact Level (ug/m3)	Will County Monitored Backgd (ug/m3)	Modeled + Monitored Total (ug/m3)	NAAQS (ug/m3)
CO (2nd high)	1-hour	2.11E-03	51	2,000	1,410	1,461	40,000
CO (2nd high)	8-hour	2.11E-03	24	500	914	938	10,000
NO2 (high)	Annual	2.22E-02	12.8	1	53	66	100
PM10 (2nd high)	24-hour	4.17E-04	1.8	5	40	42	150
PM2.5 (98th %)	24-hour	4.17E-04	1.1	1.2-5.0****	36.7	38	35
PM2.5 (high)	Annual	4.17E-04	0.3	0.3-1.0****	14.1	14.4	15
SO2 (2nd high)	3-hour	9.38E-06	0.14	25	133	133	1,300
SO2 (2nd high)	24-hour	9.38E-06	0.04	5	45	45	365
SO2 (high)	Annual	9.38E-06	0.01	1	11.4	11.4	80

MSAT Pollutant***	Averaging Period	Per Source Emission Rate (g/s)	Modeled Max. Conc. (ug/m3)	IRIS Threshold (ug/m3)
Acetaldehyde	24-hour	1.31E-05	0.063	9**
Acetaldehyde	Annual	1.31E-05	0.010	50*
Acrolein	24-hour	1.76E-06	0.009	0.02**
Benzene	24-hour	2.46E-06	0.012	30**
Benzene	Annual	2.46E-06	0.002	45*
1,3-Butadiene	24-hour	2.09E-06	0.010	2**
1,3-Butadiene	Annual	2.09E-06	0.002	3*
Formaldehyde	Annual	2.63E-05	0.020	8*
Diesel Exhaust (DPM)	24-hour	4.17E-04	2.0	5**

* Concentration estimated to cause a 1/10,000 lifetime risk of developing cancer, based on 70-year exposure to average concentration.
** EPA-estimated "safe" level to prevent acute effects on exposed, sensitive individuals based on 24-hour average concentration.
***MSAT pollutants are typically analyzed incrementally without regard to existing risks and exposures, which are typically orders of magnitude larger.
****Range of proposed values, per EPA proposed rule publication in Sept. 21, 2007 Federal Register
***** NO2 concentration estimated by multiplying NOx by EPA conservative 75% NO2/NOx ratio.

Modeled Impacts for North-South Oriented Moving Trains vs NAAQS and Air Toxics Thresholds

		5-Year Maximum Modeled Impact for 1.0 grams/second Emission Rate				
		1-hour	3-hour	8-hour	24-hour	Annual
Rank						
Highest					5,722.7	906.6
Annual 2nd High		23,122.4	14,618.7	8,502.6	3,976.4	
98th Percentile					2,526.0	

NAAQS Pollutant (Rank)	Averaging Period	Per Source Emission Rate (g/s)	Modeled Max. Conc. (ug/m3)	(In)Significant Impact Level (ug/m3)	Will County Monitored Backgd (ug/m3)	Modeled + Monitored Total (ug/m3)	NAAQS (ug/m3)
CO (2nd high)	1-hour	2.11E-03	49	2,000	1,410	1,459	40,000
CO (2nd high)	8-hour	2.11E-03	18	500	914	932	10,000
NO2 (high)	Annual	2.22E-02	15.1	1	53	68	100
PM10 (2nd high)	24-hour	4.17E-04	1.7	5	40	42	150
PM2.5 (98th %)	24-hour	4.17E-04	1.1	1.2-5.0****	36.7	38	35
PM2.5 (high)	Annual	4.17E-04	0.4	0.3-1.0****	14.1	14.5	15
SO2 (2nd high)	3-hour	9.38E-06	0.14	25	133	133	1,300
SO2 (2nd high)	24-hour	9.38E-06	0.04	5	45	45	365
SO2 (high)	Annual	9.38E-06	0.01	1	11.4	11.4	80

MSAT Pollutant***	Averaging Period	Per Source Emission Rate (g/s)	Modeled Max. Conc. (ug/m3)	IRIS Threshold (ug/m3)
Acetaldehyde	24-hour	1.31E-05	0.075	9**
Acetaldehyde	Annual	1.31E-05	0.012	50*
Acrolein	24-hour	1.76E-06	0.010	0.02**
Benzene	24-hour	2.46E-06	0.014	30**
Benzene	Annual	2.46E-06	0.002	45*
1,3-Butadiene	24-hour	2.09E-06	0.012	2**
1,3-Butadiene	Annual	2.09E-06	0.002	3*
Formaldehyde	Annual	2.63E-05	0.024	8*
Diesel Exhaust (DPM)	24-hour	4.17E-04	2.4	5**

* Concentration estimated to cause a 1/10,000 lifetime risk of developing cancer, based on 70-year exposure to average concentration.
** EPA-estimated "safe" level to prevent acute effects on exposed, sensitive individuals based on 24-hour average concentration.
***MSAT pollutants are typically analyzed incrementally without regard to existing risks and exposures, which are typically orders of magnitude larger.
****Range of proposed values, per EPA proposed rule publication in Sept. 21, 2007 Federal Register
***** NO2 concentration estimated by multiplying NOx by EPA conservative 75% NO2/NOx ratio.

Modeled Impacts for East-West Oriented Idling Trains vs NAAQS and Air Toxics Thresholds

		5-Year Maximum Modeled Impact for 1.0 grams/second Emission Rate				
		1-hour	3-hour	8-hour	24-hour	Annual
Rank	Idling Fraction =>	1	1	1	0.50	0.50
Highest					1890.51	143.62
Annual 2nd High		6267.37	3671.73	2839.15	1578.76	
98th Percentile					1094.33	

NAAQS Pollutant (Rank)	Averaging Period	Per Source Emission Rate (g/s)	Modeled Max. Conc. (ug/m3)	(In)Significant Impact Level (ug/m3)	Will County Monitored Backgd (ug/m3)	Modeled + Monitored Total (ug/m3)	NAAQS (ug/m3)
CO (2nd high)	1-hour	4.23E-02	265	2,000	1,410	1,675	40,000
CO (2nd high)	8-hour	4.23E-02	120	500	914	1,034	10,000
NO2 (high)	Annual	1.51E-01	10.8	1	53	64	100
PM10 (2nd high)	24-hour	6.39E-03	5.0	5	40	45	150
PM2.5 (98th %)	24-hour	6.39E-03	3.5	1.2-5.0****	36.7	40.2	35
PM2.5 (high)	Annual	6.39E-03	0.5	0.3-1.0****	14.1	14.6	15
SO2 (2nd high)	3-hour	1.74E-04	0.6	25	133	134	1,300
SO2 (2nd high)	24-hour	1.74E-04	0.1	5	45	45	365
SO2 (high)	Annual	1.74E-04	0.01	1	11.4	11.4	80

MSAT Pollutant***	Averaging Period	Per Source Emission Rate (g/s)	Modeled Max. Conc. (ug/m3)	IRIS Threshold (ug/m3)
Acetaldehyde	24-hour	1.15E-03	1.08	9**
Acetaldehyde	Annual	1.15E-03	0.08	50*
Acrolein	24-hour	2.36E-04	0.22	0.02**
Benzene	24-hour	1.39E-04	0.13	30**
Benzene	Annual	1.39E-04	0.01	45*
1,3-Butadiene	24-hour	1.46E-04	0.14	2**
1,3-Butadiene	Annual	1.46E-04	0.01	3*
Formaldehyde	Annual	2.52E-03	0.18	8*
Diesel Exhaust (DPM)	24-hour	6.39E-03	6.0	5**

* Concentration estimated to cause a 1/10,000 lifetime risk of developing cancer, based on 70-year exposure to average concentration.
** EPA-estimated "safe" level to prevent acute effects on exposed, sensitive individuals based on 24-hour average concentration.
***MSAT pollutants are typically analyzed incrementally without regard to existing risks and exposures, which are typically orders of magnitude larger.
****Range of proposed values, per EPA proposed rule publication in Sept. 21, 2007 Federal Register

Modeled Impacts for North-South Oriented Idling Trains vs NAAQS and Air Toxics Thresholds

		5-Year Maximum Modeled Impact for 1.0 grams/second Emission Rate				
		1-hour	3-hour	8-hour	24-hour	Annual
Rank	Idling Fraction =>	1	1	1	0.50	0.50
Highest					1927.6	173.7
Annual 2nd High		6706.0	4205.4	2312.5	1551.3	
98th Percentile					1110.0	

NAAQS Pollutant (Rank)	Averaging Period	Per Source Emission Rate (g/s)	Modeled Max. Conc. (ug/m3)	(In)Significant Impact Level (ug/m3)	Will County Monitored Backgd (ug/m3)	Modeled + Monitored Total (ug/m3)	NAAQS (ug/m3)
CO (2nd high)	1-hour	4.23E-02	284	2,000	1,410	1,694	40,000
CO (2nd high)	8-hour	4.23E-02	98	500	914	1,012	10,000
NO2 (high)	Annual	1.51E-01	13.1	1	53	66	100
PM10 (2nd high)	24-hour	6.39E-03	5.0	5	40	45	150
PM2.5 (98th %)	24-hour	6.39E-03	3.5	1.2-5.0****	36.7	40	35
PM2.5 (high)	Annual	6.39E-03	0.6	0.3-1.0****	14.1	14.7	15
SO2 (2nd high)	3-hour	1.74E-04	0.7	25	133	134	1,300
SO2 (2nd high)	24-hour	1.74E-04	0.1	5	45	45	365
SO2 (high)	Annual	1.74E-04	0.02	1	11.4	11.4	80

MSAT Pollutant***	Averaging Period	Per Source Emission Rate (g/s)	Modeled Max. Conc. (ug/m3)	IRIS Threshold (ug/m3)
Acetaldehyde	24-hour	1.15E-03	1.10	9**
Acetaldehyde	Annual	1.15E-03	0.10	50*
Acrolein	24-hour	2.36E-04	0.23	0.02**
Benzene	24-hour	1.39E-04	0.13	30**
Benzene	Annual	1.39E-04	0.01	45*
1,3-Butadiene	24-hour	1.46E-04	0.14	2**
1,3-Butadiene	Annual	1.46E-04	0.01	3*
Formaldehyde	Annual	2.52E-03	0.22	8*
Diesel Exhaust (DPM)	24-hour	6.39E-03	6.2	5**

* Concentration estimated to cause a 1/10,000 lifetime risk of developing cancer, based on 70-year exposure to average concentration.
** EPA-estimated "safe" level to prevent acute effects on exposed, sensitive individuals based on 24-hour average concentration.
***MSAT pollutants are typically analyzed incrementally without regard to existing risks and exposures, which are typically orders of magnitude larger.
****Range of proposed values, per EPA proposed rule publication in Sept. 21, 2007 Federal Register
Note: Background based on average of most recent 3 years of complete data for maximum impact monitor in Will County

Emission Calculation for Moving Train Modeling Scenario, Per 100-Foot Rail Segment
Based on Emission Rates for Notch 3 Throttle Setting

Inputs	Value	Units
Source Length	100	feet
Train Number	42.3	trains/day
Train Speed	10	miles/hour
Locomotives/Train	2	locomotives

Pollutant	Locomotive Notch 3 Emission Rate (g/s)	Train Speed (feet/sec)	Per Train Emissions Per 100 Feet (g/s)	Trains Per Day	Daily Emissions Per 100 Feet (g/day)	Daily Emissions Per 100 Feet (g/sec)
CO	0.316	14.67	4.309	42.3	182.2	2.11E-03
NOx	3.325	14.67	45.345	42.3	1918.1	2.22E-02
PM	0.062	14.67	0.851	42.3	36.0	4.17E-04
SO2	0.0014	14.67	0.019	42.3	0.81	9.38E-06
Benzene	3.68E-04	14.67	0.0050	42.3	0.21	2.46E-06
1,3-Butadiene	3.13E-04	14.67	0.0043	42.3	0.18	2.09E-06
Formaldehyde	3.94E-03	14.67	0.054	42.3	2.28	2.63E-05
Acetaldehyde	1.96E-03	14.67	0.027	42.3	1.13	1.31E-05
Acrolein	2.64E-04	14.67	0.0036	42.3	0.15	1.76E-06

Note: Locomotive Notch 3 average emission rates calculated on separate linked sheet.

Tested Emissions for 3 BNSF SD70MAC Locomotives (Appendix A, B, C) and 3 UP Dash-9 Locomotives (Appendix D, E, F) of Referenced Report
Testing with CARB Diesel Fuel, at 0.005 & sulfur (50 ppm sulfur by weight)

		Emission Rates for Each Pollutant and Listed Notch Setting in Units of Grams Per Hour																		Single Locomotive Overall Average	Single Locomotive Overall Average
	Throttle	Appendix A			Appendix B			Appendix C			Appendix D			Appendix E			Appendix F				
Pollutant	Setting	Run 1	Run 2	Run 3	Run 1	Run 2	Run 3	Run 1	Run 2	Run 3	Run 1	Run 2	Run 3	Run 1	Run 2	Run 3	Run 1	Run 2	Run 3	g/hr	g/sec
CO	Lowest Idle	137	151	158	116	164	143	57	59	61	282	251	228	189	128	163	167	165	123	152.3	0.0423
NOx	Lowest Idle	687	703	714	735	820	792	756	768	840	311	242	238	397	376	380	370	372	289	543.9	0.1511
PM	Lowest Idle	15	14	18	20	16	18	12	13	31	49	51	44	22	23	22	17	17	12	23.0	0.0064
CO	Notch 3	549	555	572	570	577	355	368	389	319	1,942	1,737	1,730	1,620	2,121	1,132	2,151	1,887	1,900	1,137	0.3160
NOx	Notch 3	9,850	10,333	10,270	10,078	10,173	10,346	9,813	9,889	9,757	12,427	12,517	12,386	14,326	13,933	13,675	15,580	15,424	14,703	11,971	3.3253
PM	Notch 3	243	230	277	290	310	385	216	229	230	256	245	221	176	203	135	137	128	135	225	0.0624

		Measured Fuel Rate in Pounds Per Hour																		avg lb/hr	SO2 g/sec
SO2	Lowest Idle	24	24.9	24.5	28.2	27.6	26.8	24.5	25.5	27.5	25.2	21.4	20	20.6	19.8	20.3	20.1	19.4	15.2	23	0.000087
SO2	Notch 3	352.8	356	354.5	353	351	351.2	355	355	353	391	390.6	389.5	387	389.4	384	396	398	387	372	0.00140

						Single Loco.	
		#9693	#9754	#9715	#9724	Avg.	Avg.
MSATs		g/hr	g/hr	g/hr	g/hr	g/hr	g/sec
Benzene	Lowest Idle	0.2	0.1	0.5	1.2	0.50	1.39E-04
1,3-Butadiene	Lowest Idle	0	0.2	0.6	1.3	0.53	1.46E-04
Formaldehyde	Lowest Idle	2.3	2.6	18.7	12.7	9.08	2.52E-03
Acetaldehyde	Lowest Idle	1.2	1.5	8.3	5.5	4.13	1.15E-03
Acrolein	Lowest Idle	0	0.1	2	1.3	0.85	2.36E-04
Benzene	Notch 3	0.6	0.4	1.4	2.9	1.33	3.68E-04
1,3-Butadiene	Notch 3	0	0.4	2	2.1	1.13	3.13E-04
Formaldehyde	Notch 3	6.8	9.2	22.3	18.5	14.20	3.94E-03
Acetaldehyde	Notch 3	4.3	6.7	10	7.2	7.05	1.96E-03
Acrolein	Notch 3	1.4	0.7	1.4	0.3	0.95	2.64E-04

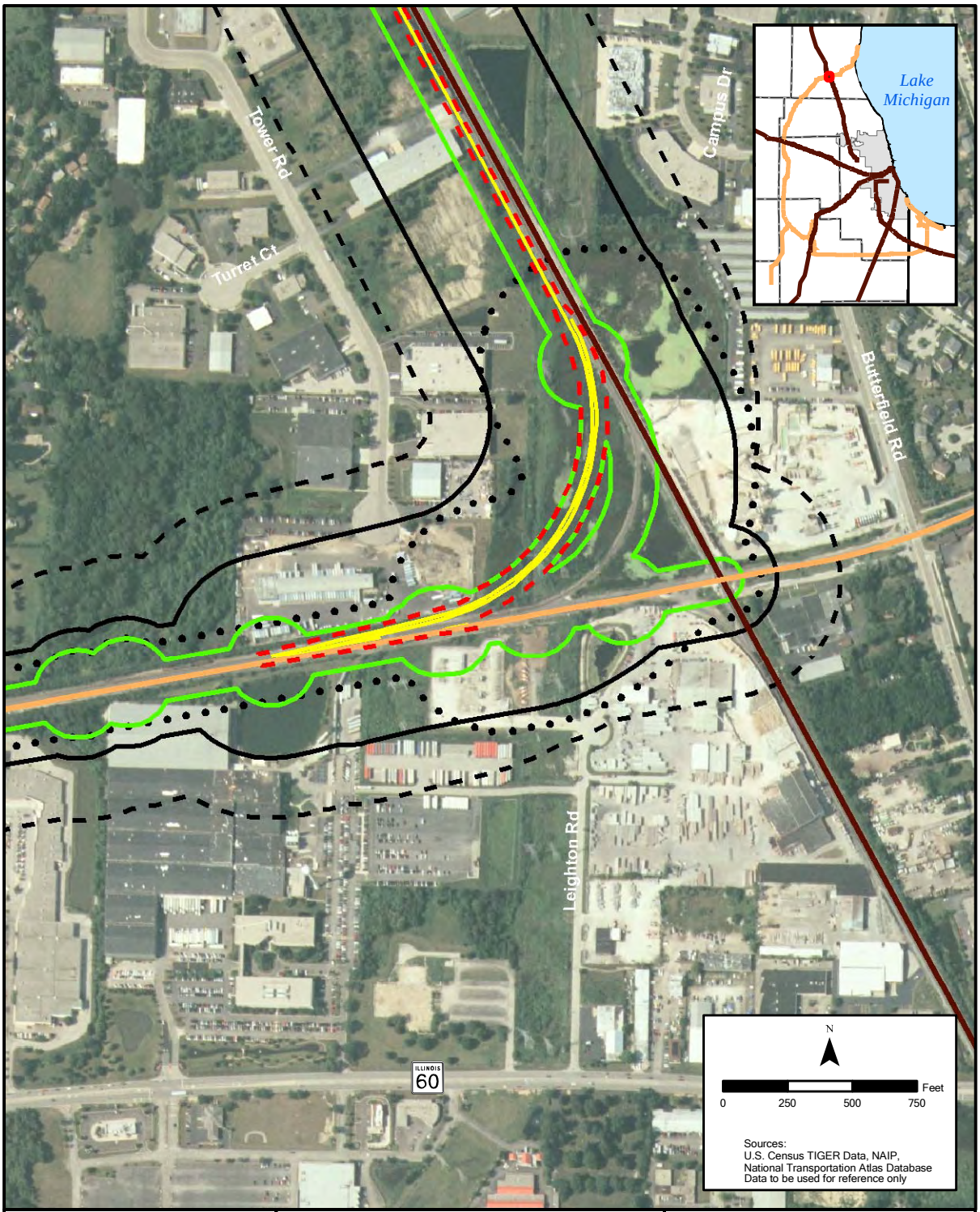
SO2 Calculation Inputs

MW Sulfur: 32.064
MW SO2: 64.0628
Sulfur Content: 0.0015 % (15 ppm)

Source for Data: DIESEL FUEL EFFECTS ON LOCOMOTIVE EXHAUST EMISSIONS, Report No. SwRI™ 08.02062, prepared for California Air Resources Board, October 2000

A.8

Noise and Vibration



CN | EJ&E

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Existing
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70 dBA Contour
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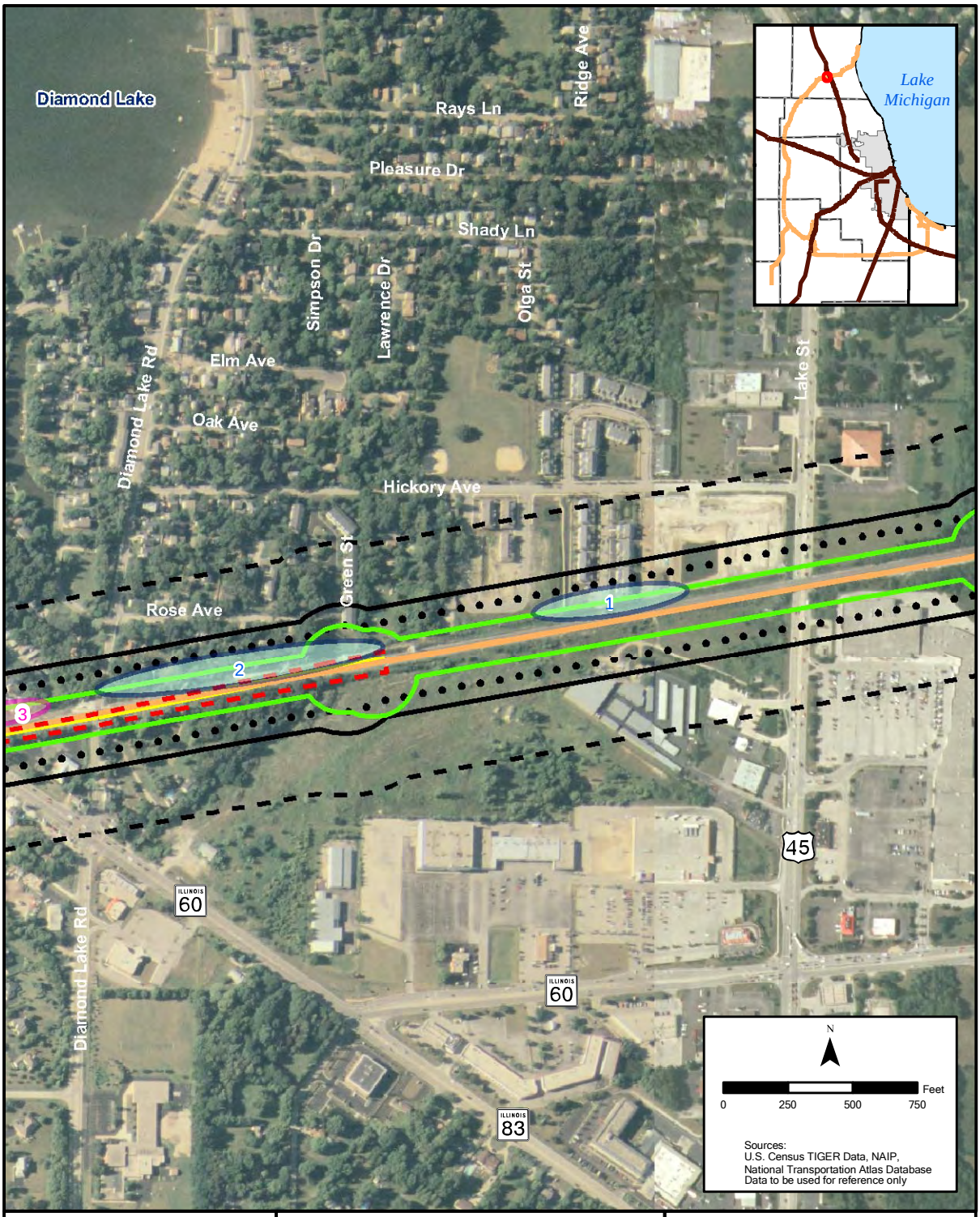
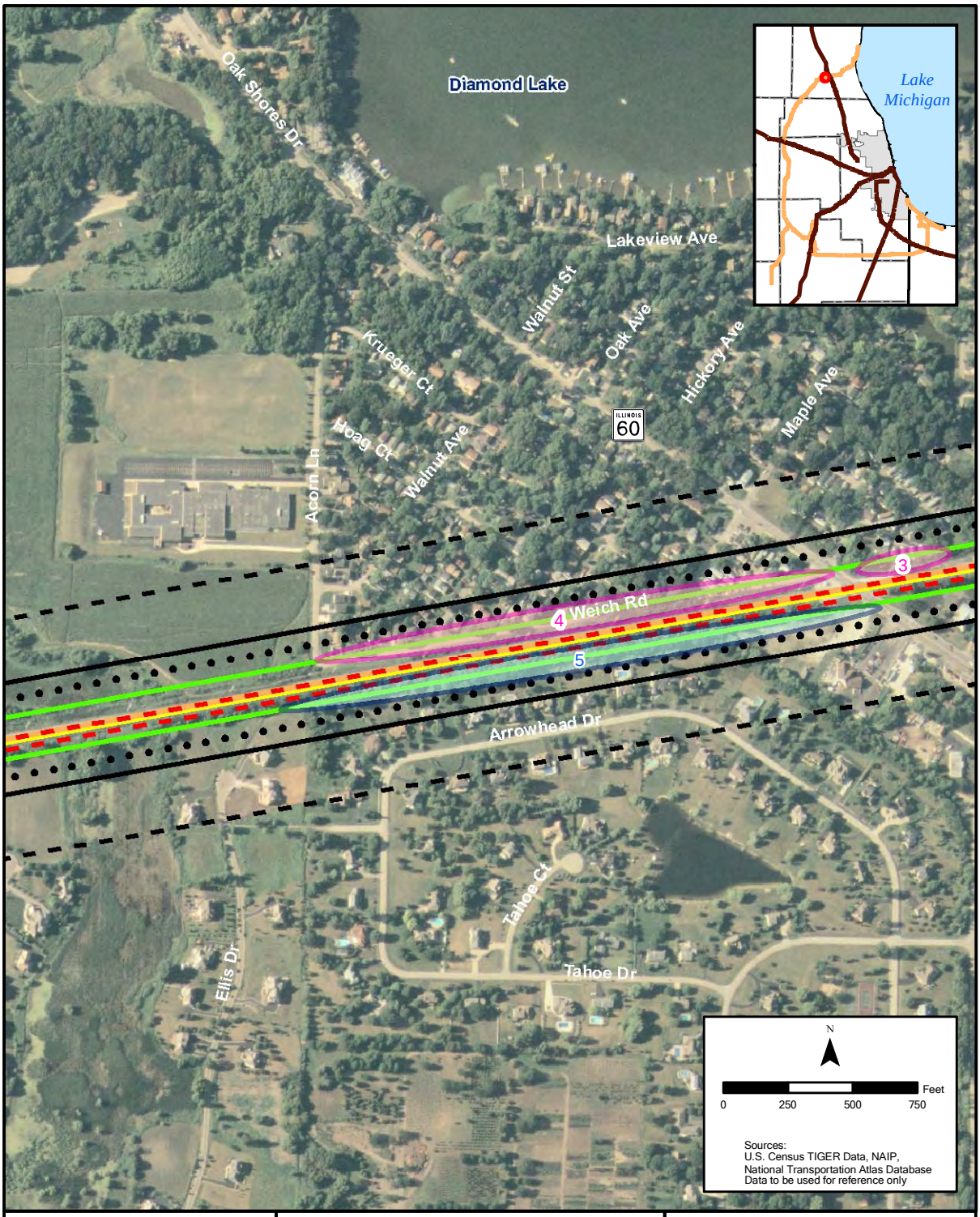


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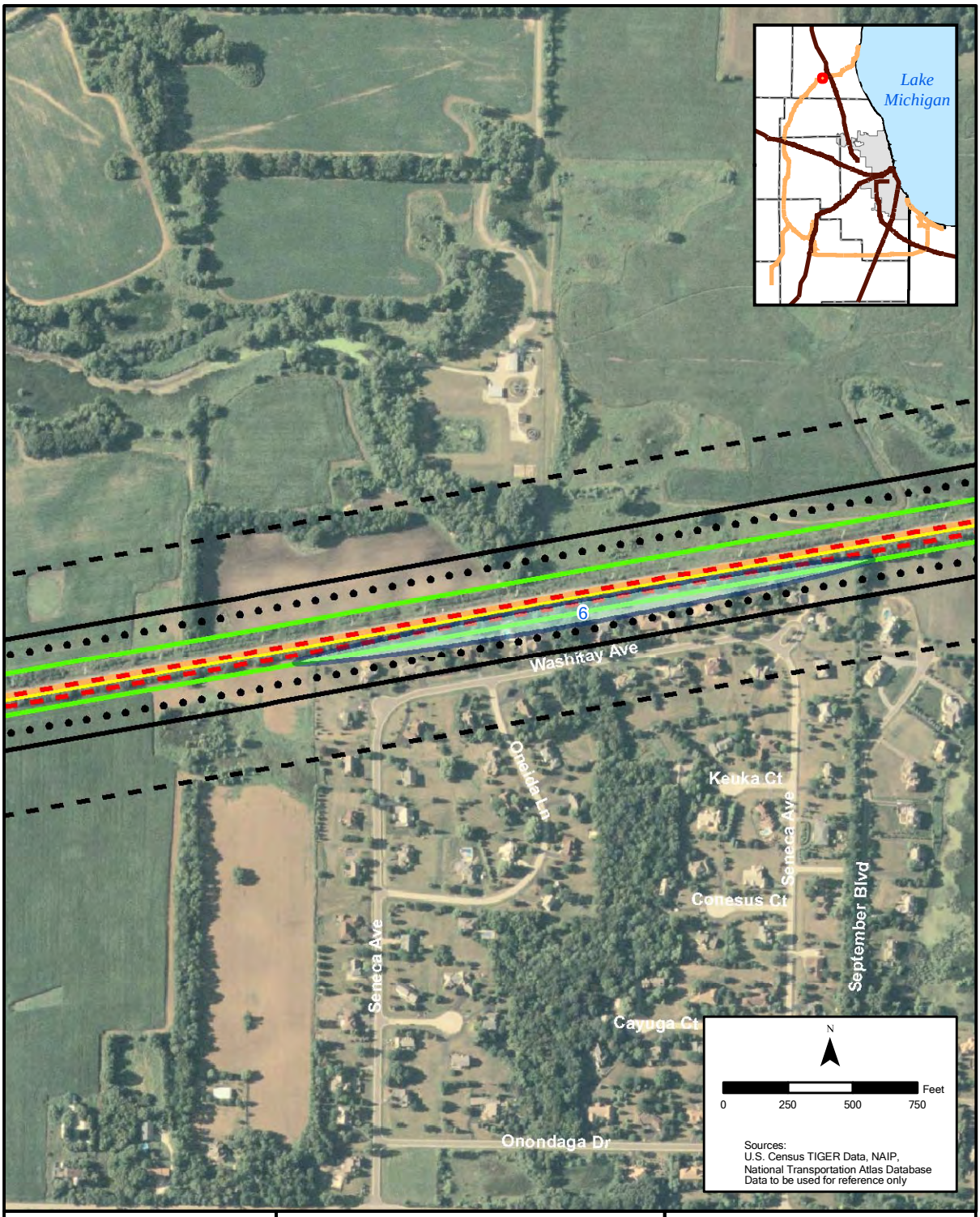
Existing
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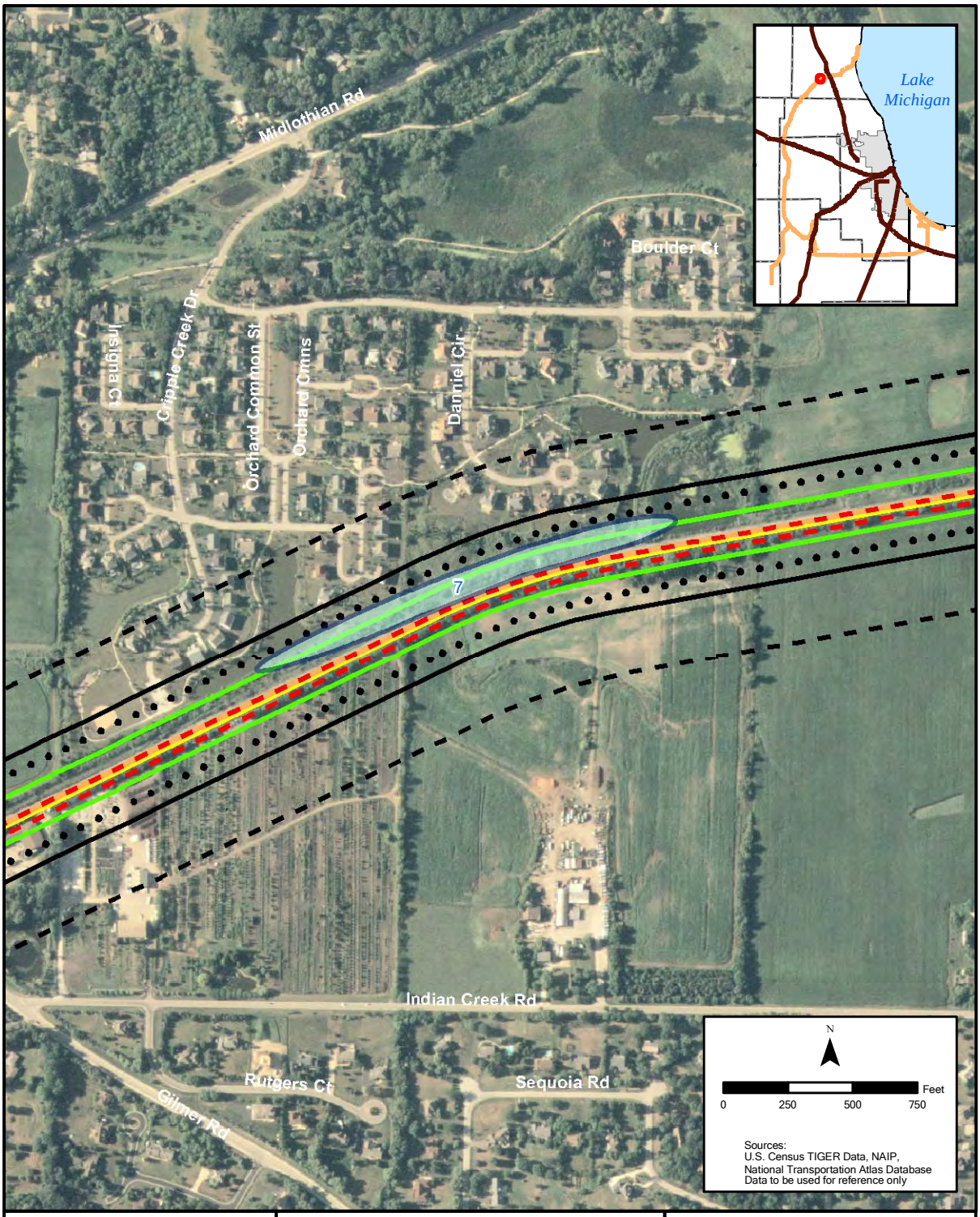
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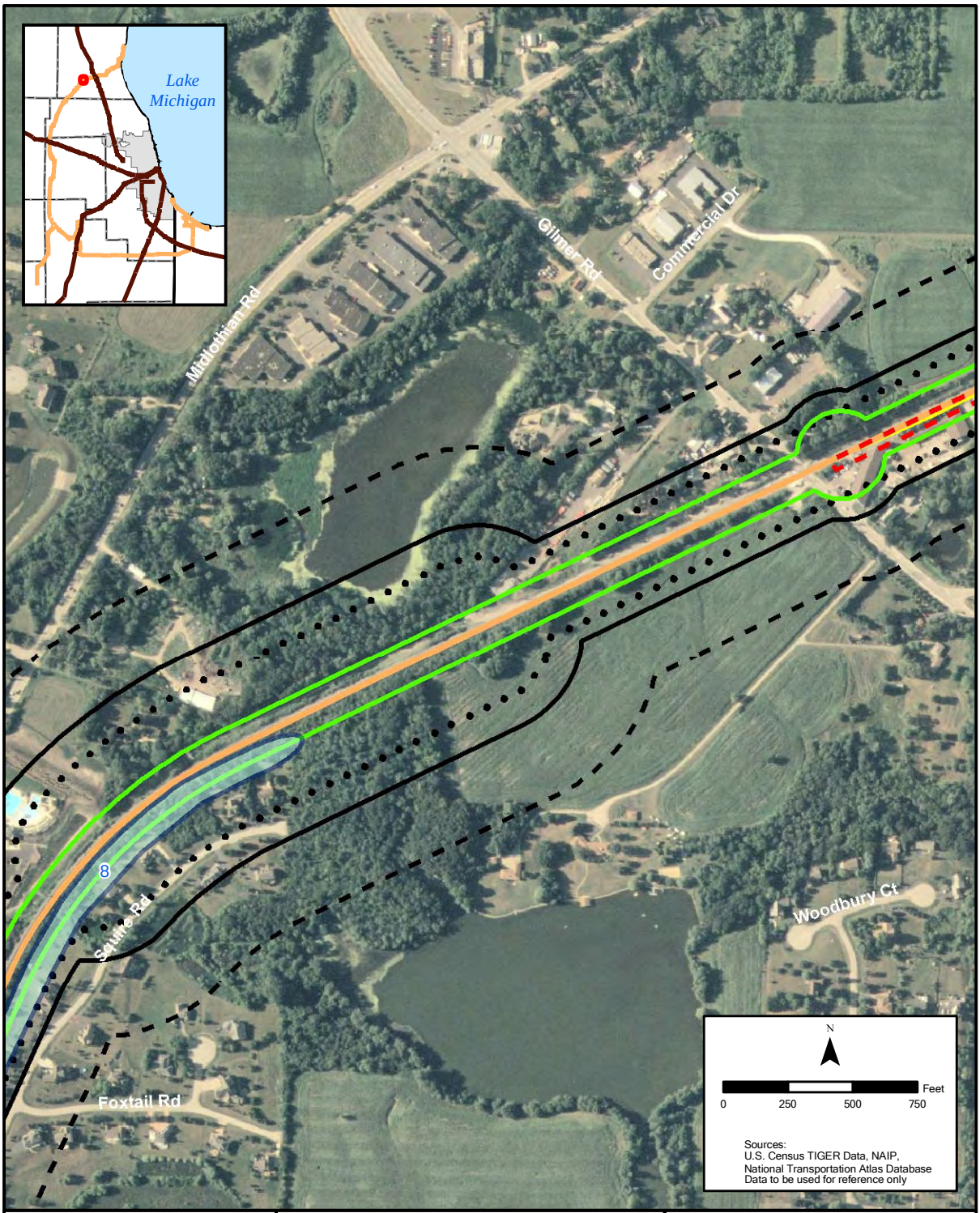
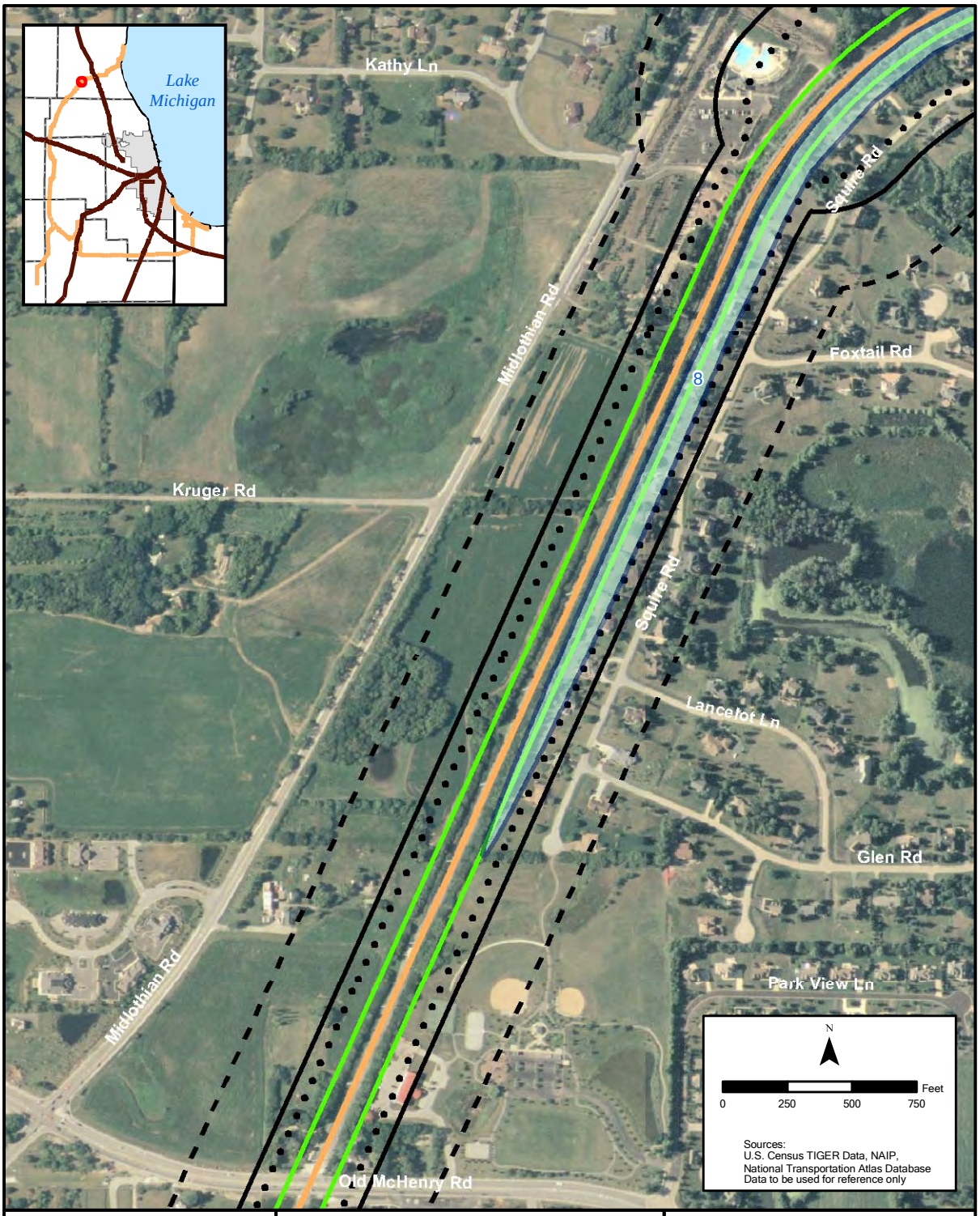


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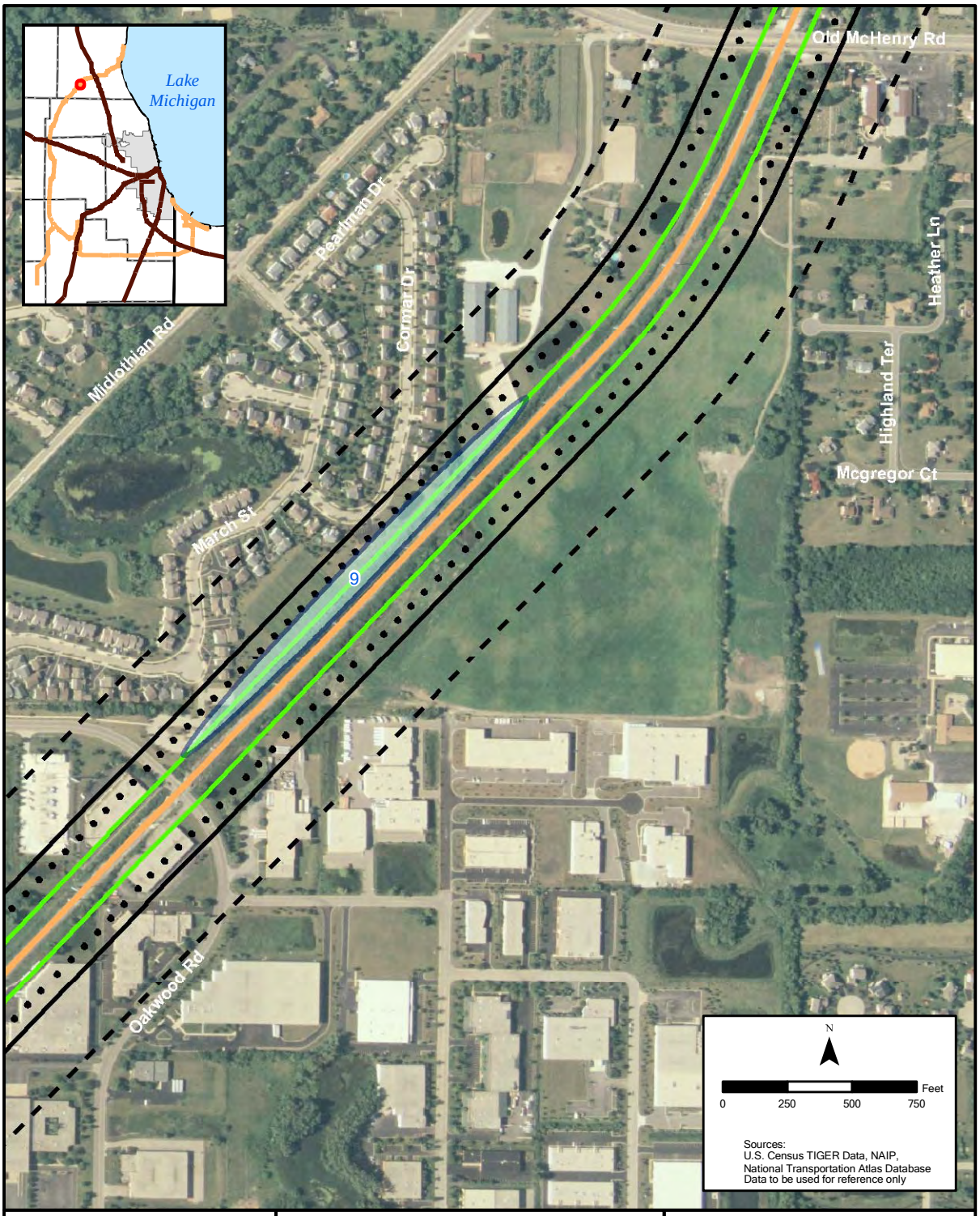
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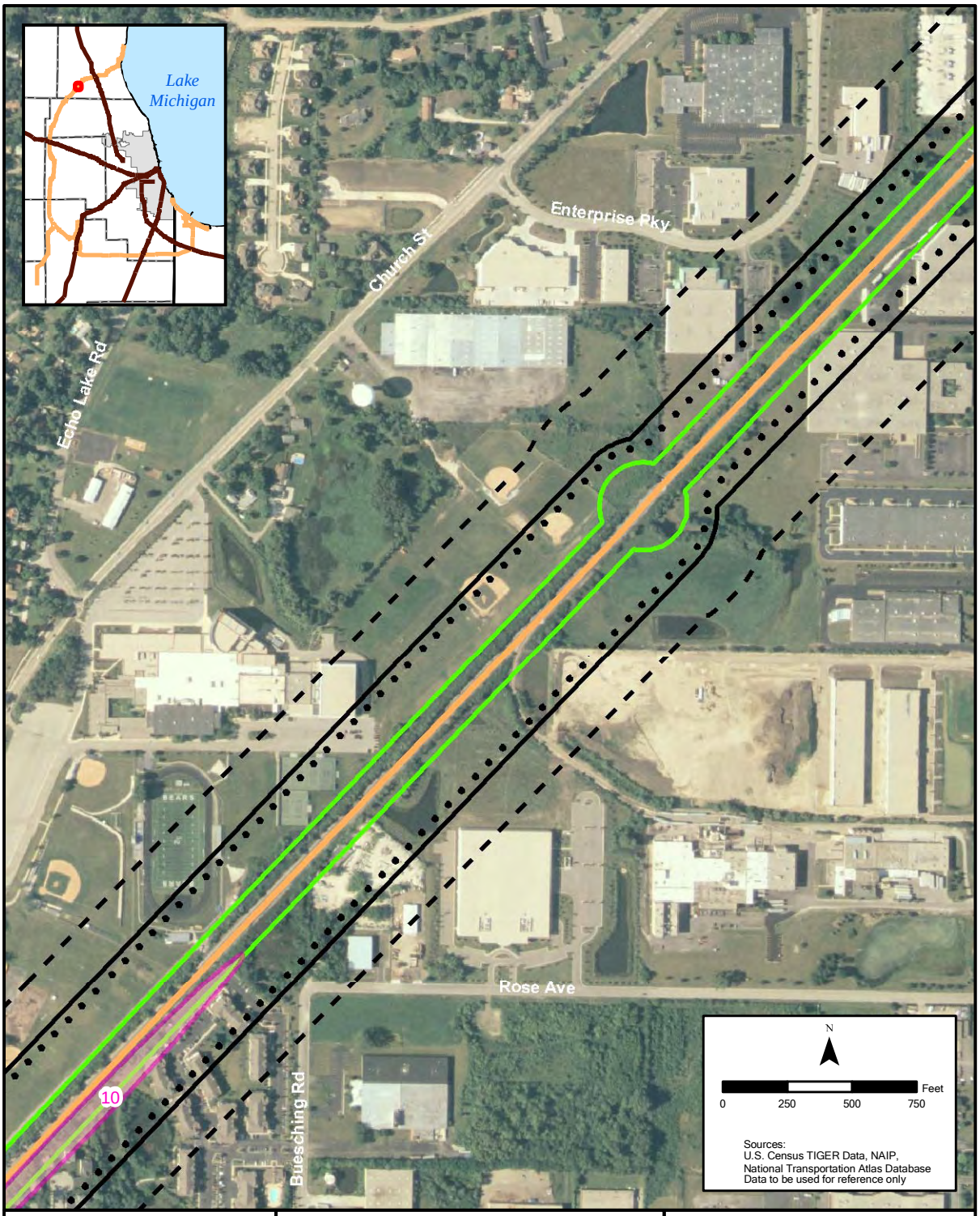
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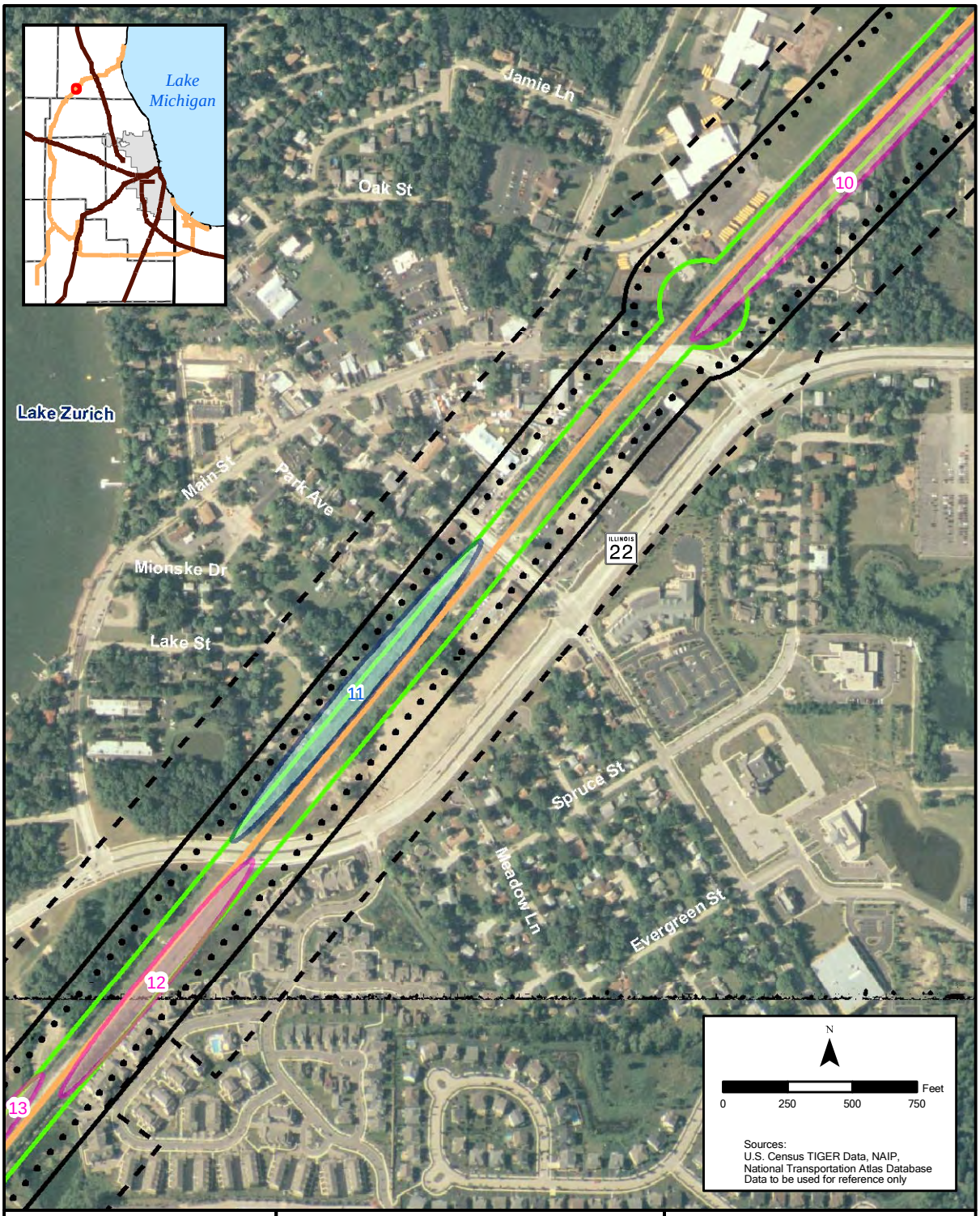
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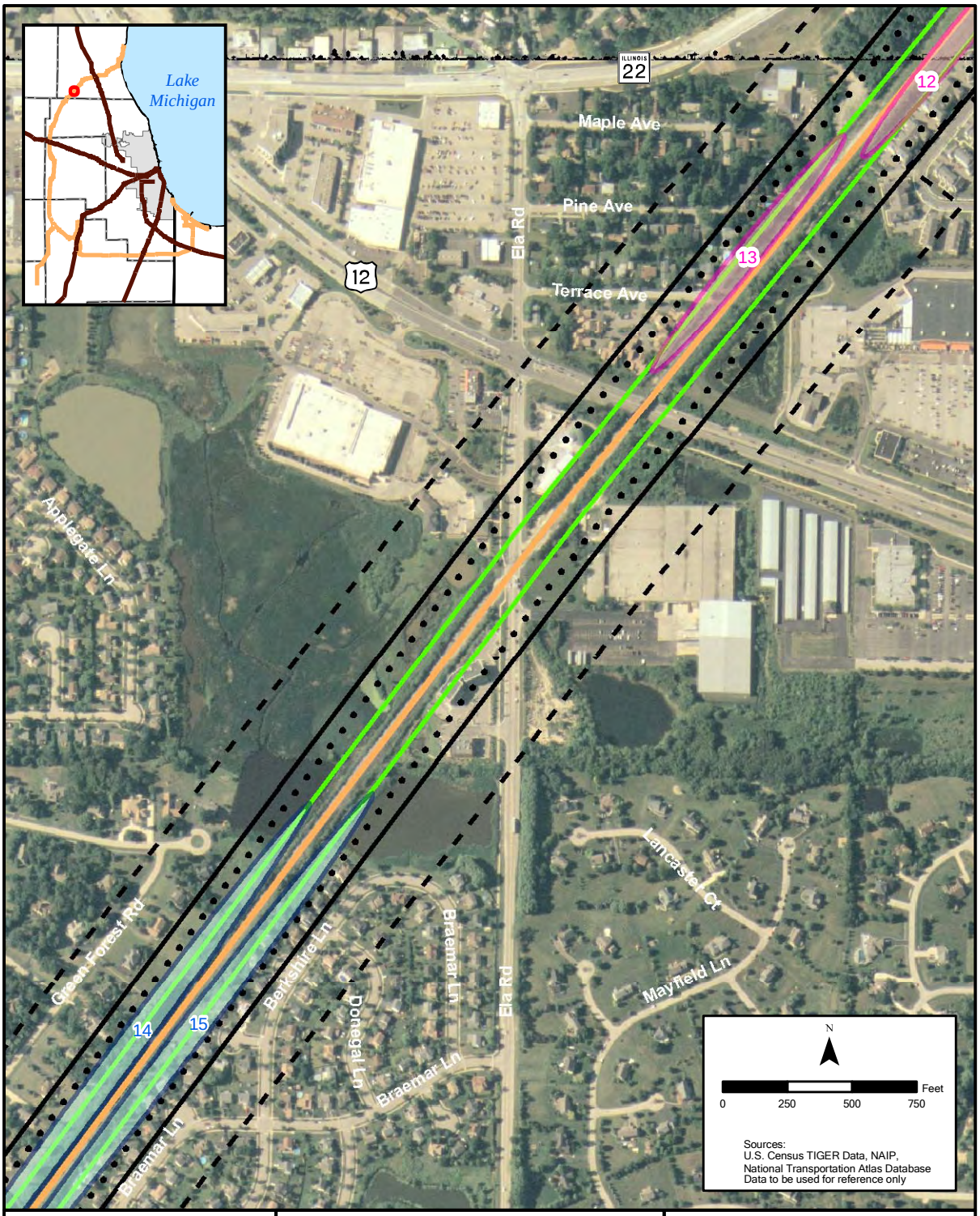
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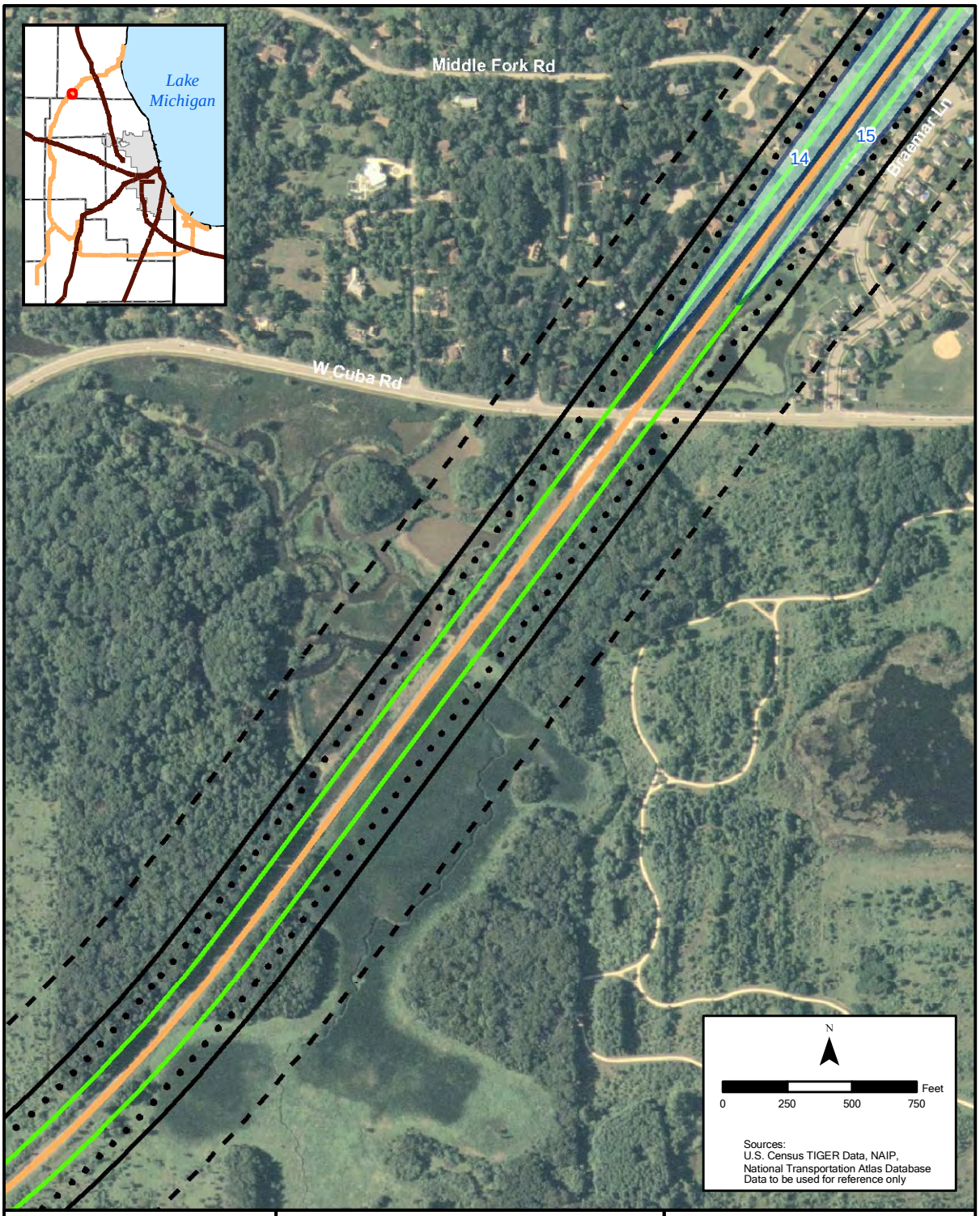
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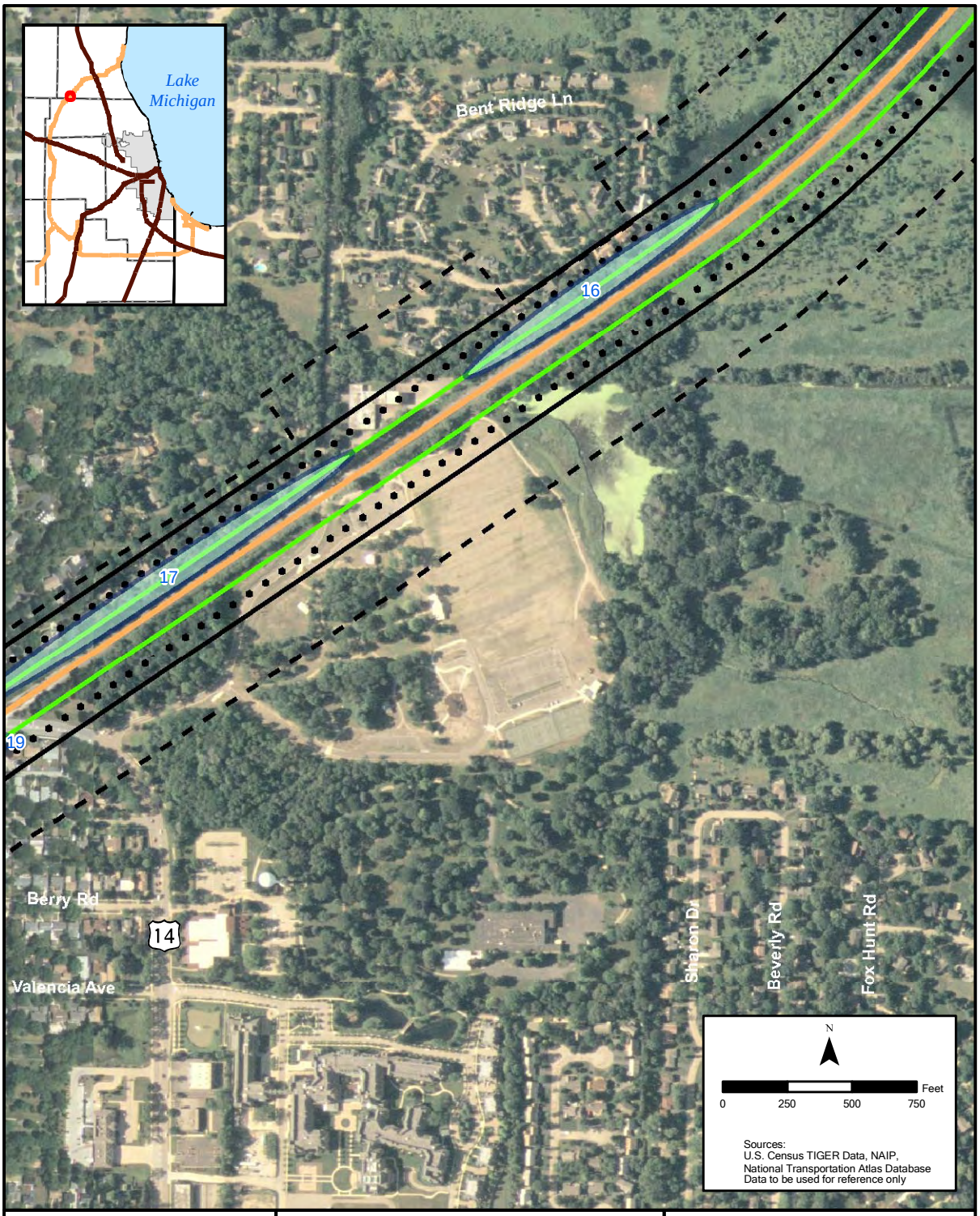
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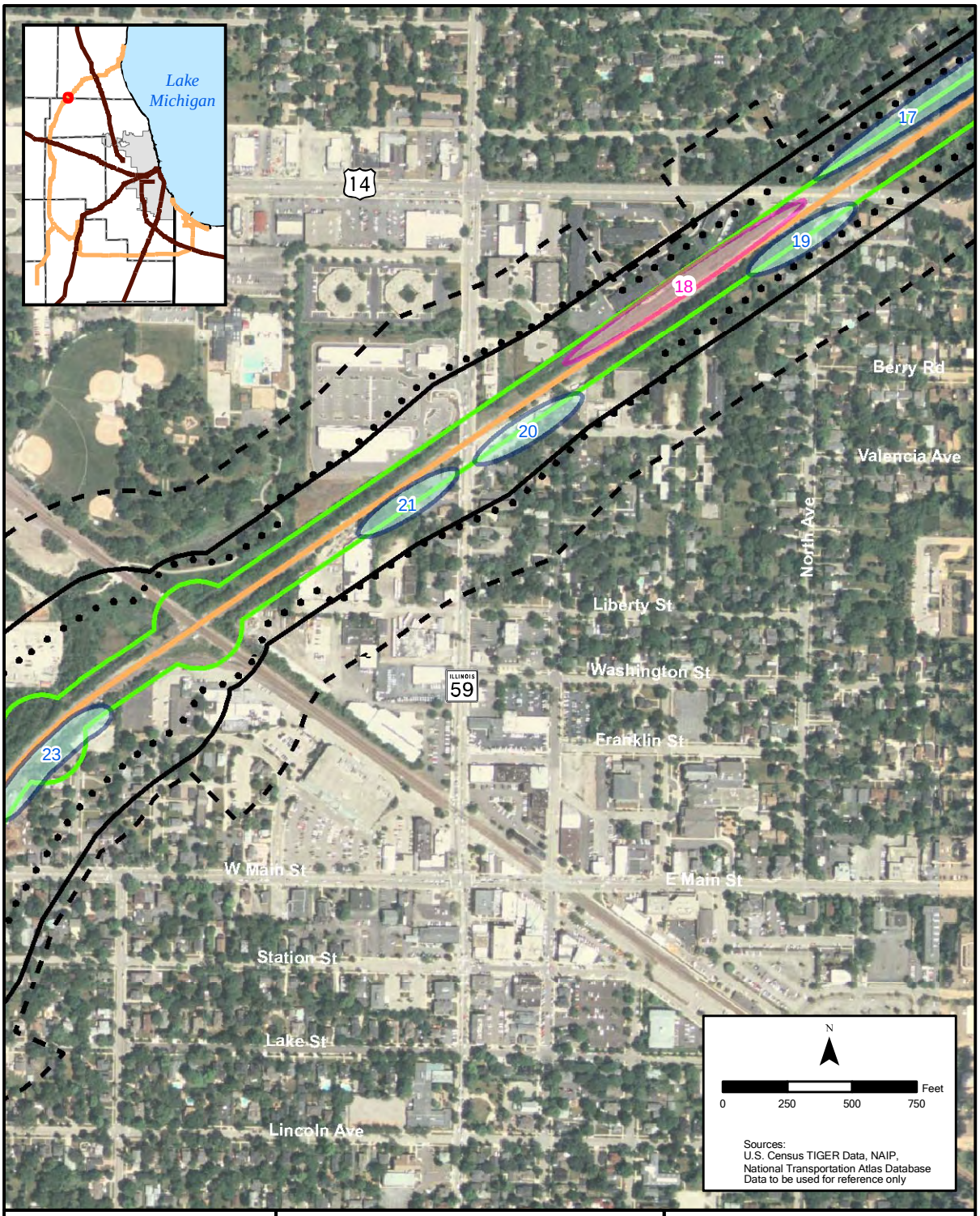
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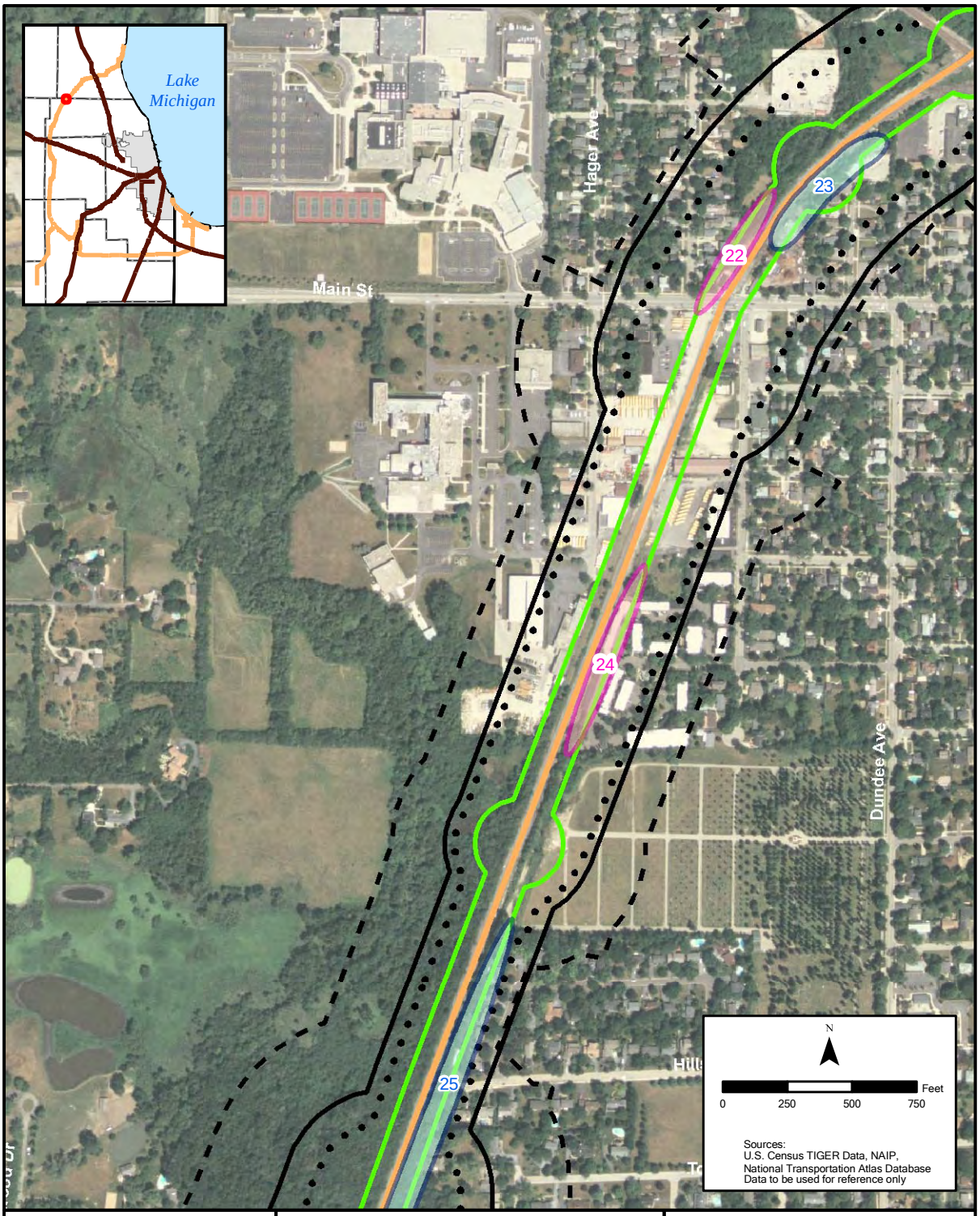
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Proposed Action
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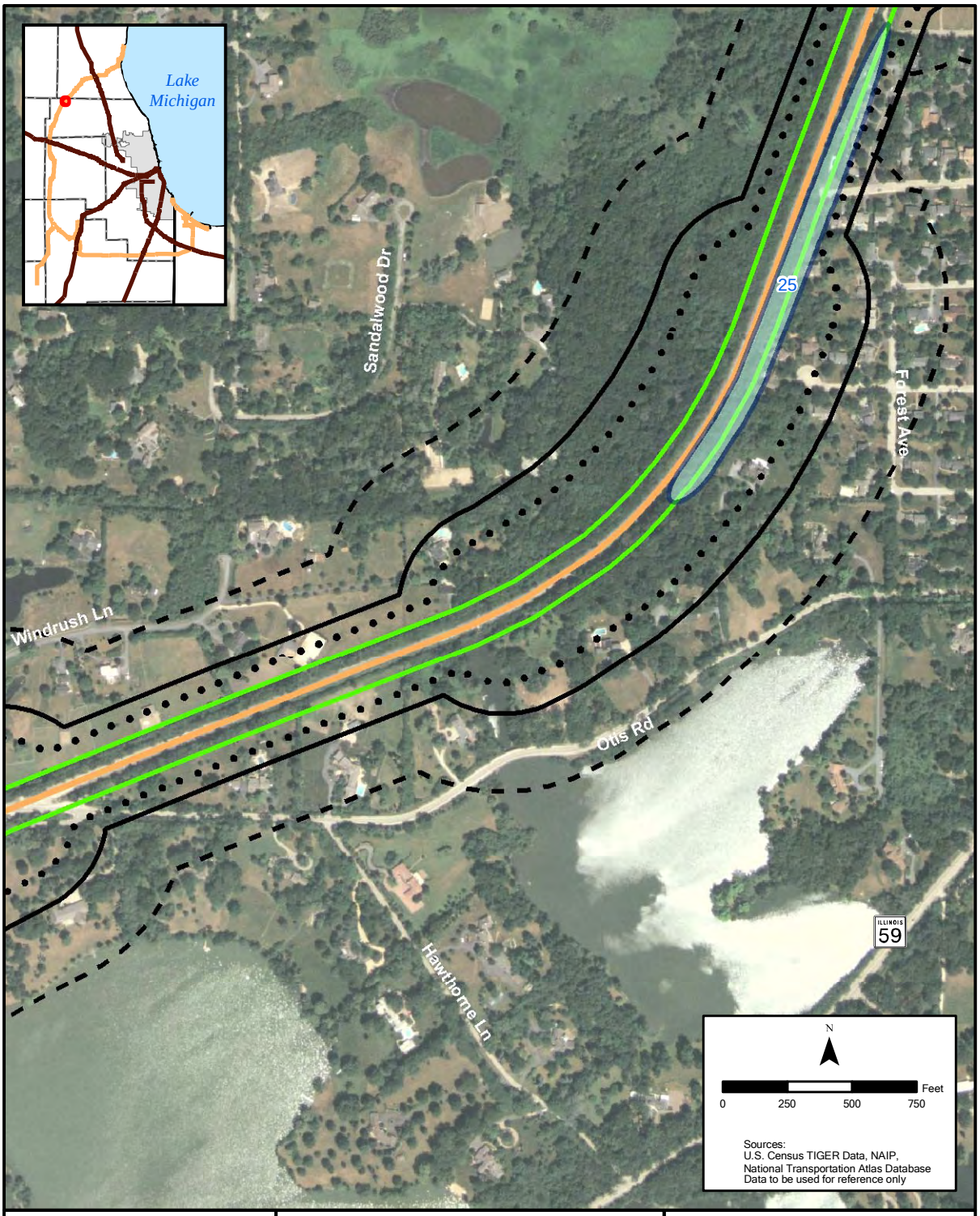
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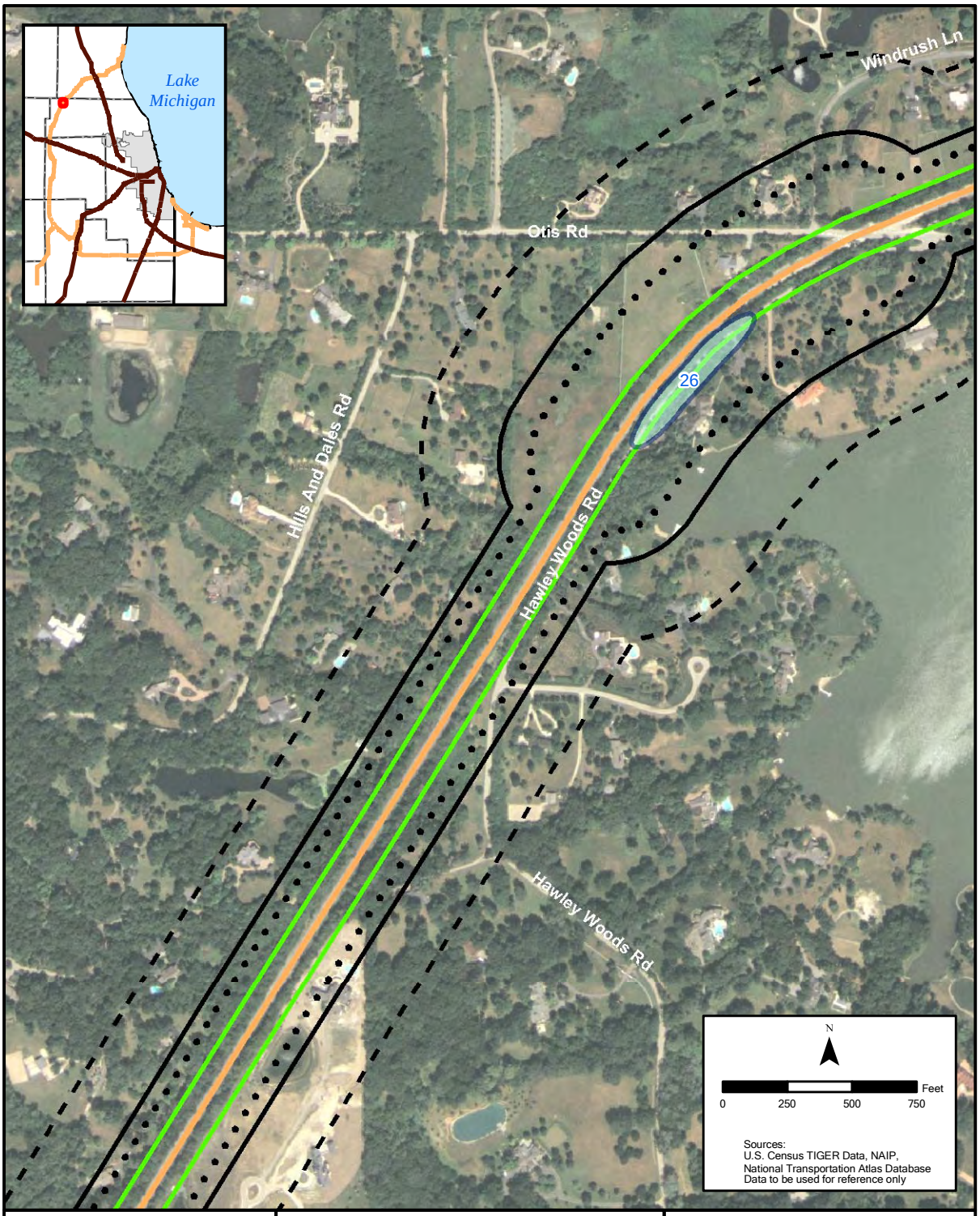
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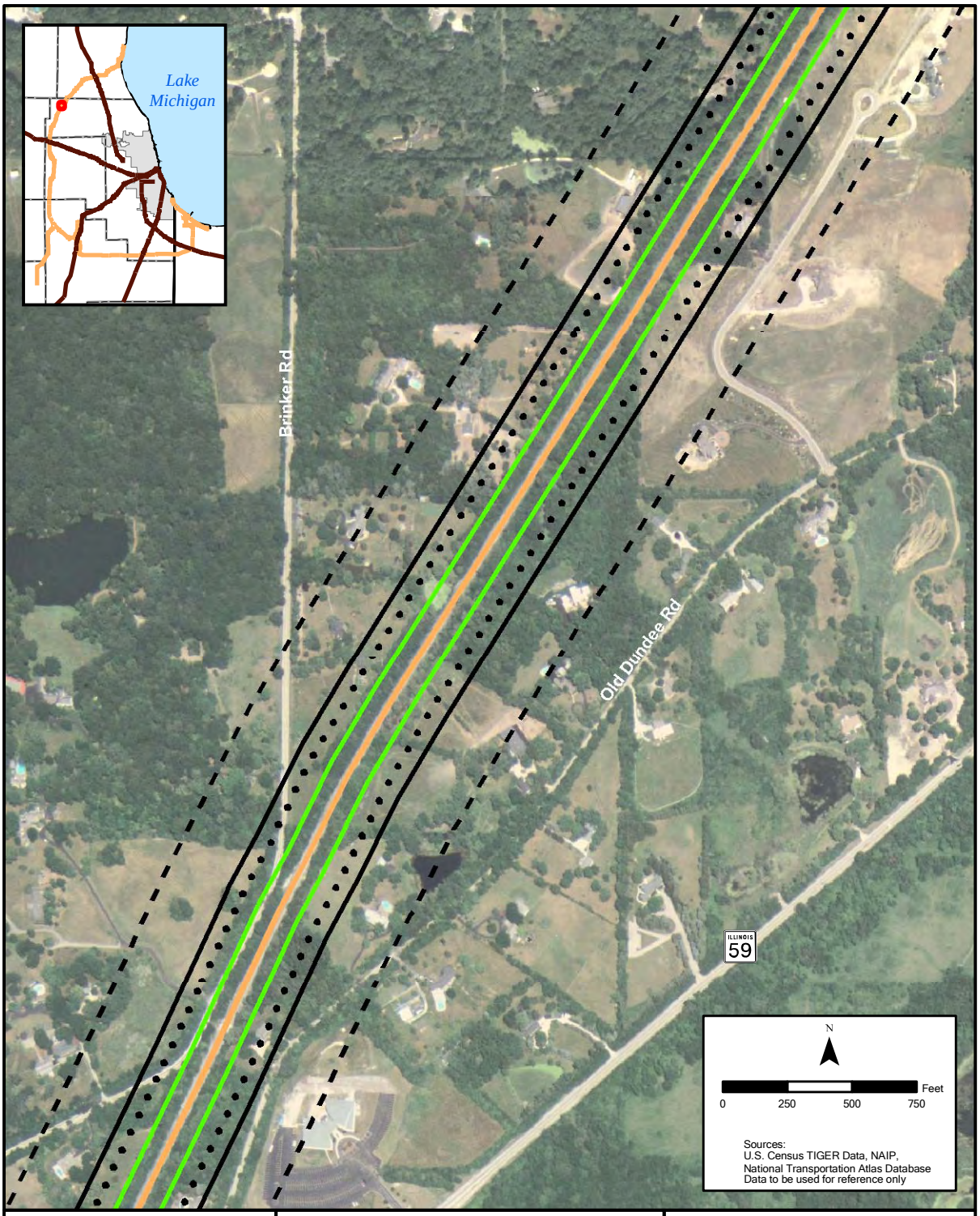
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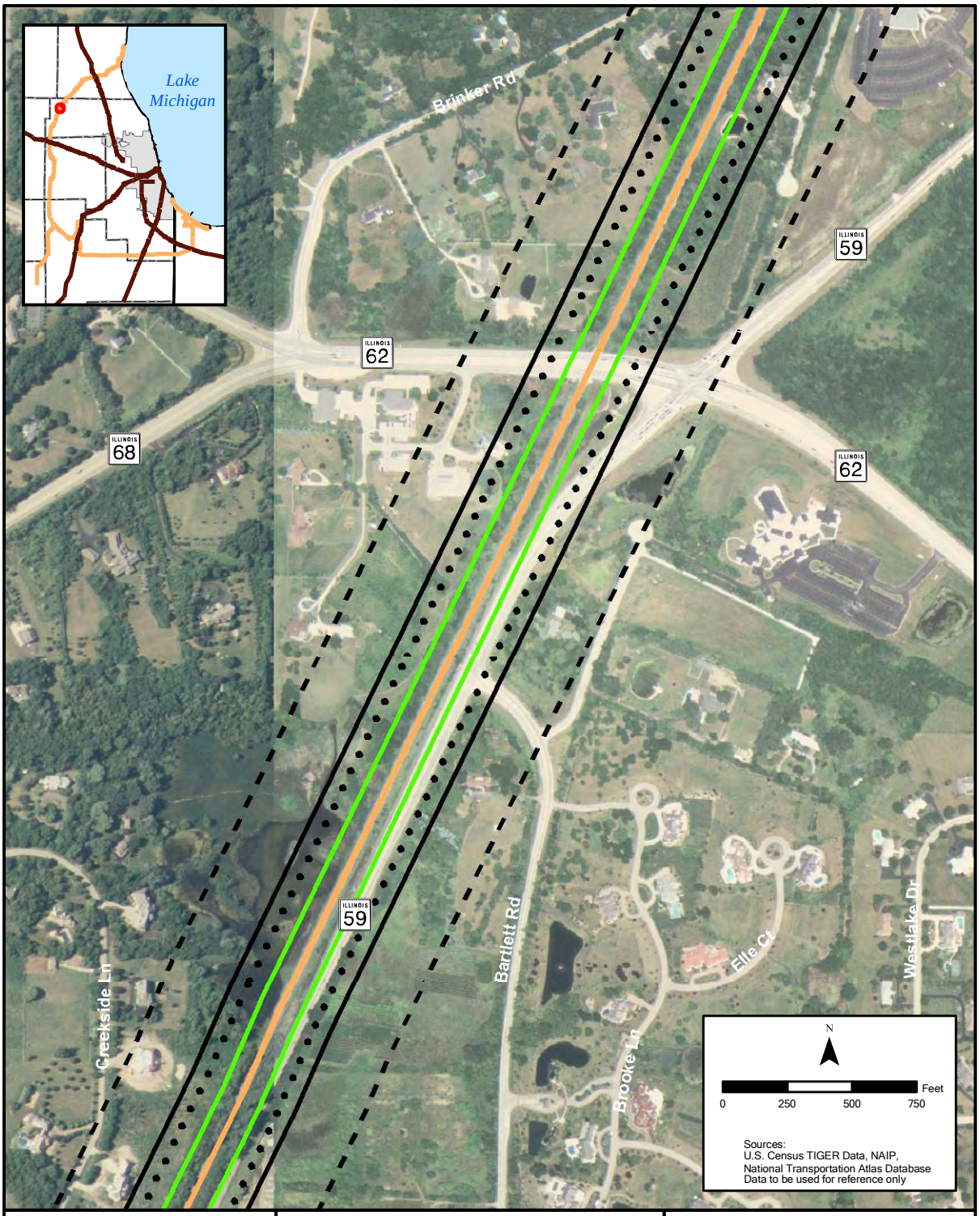
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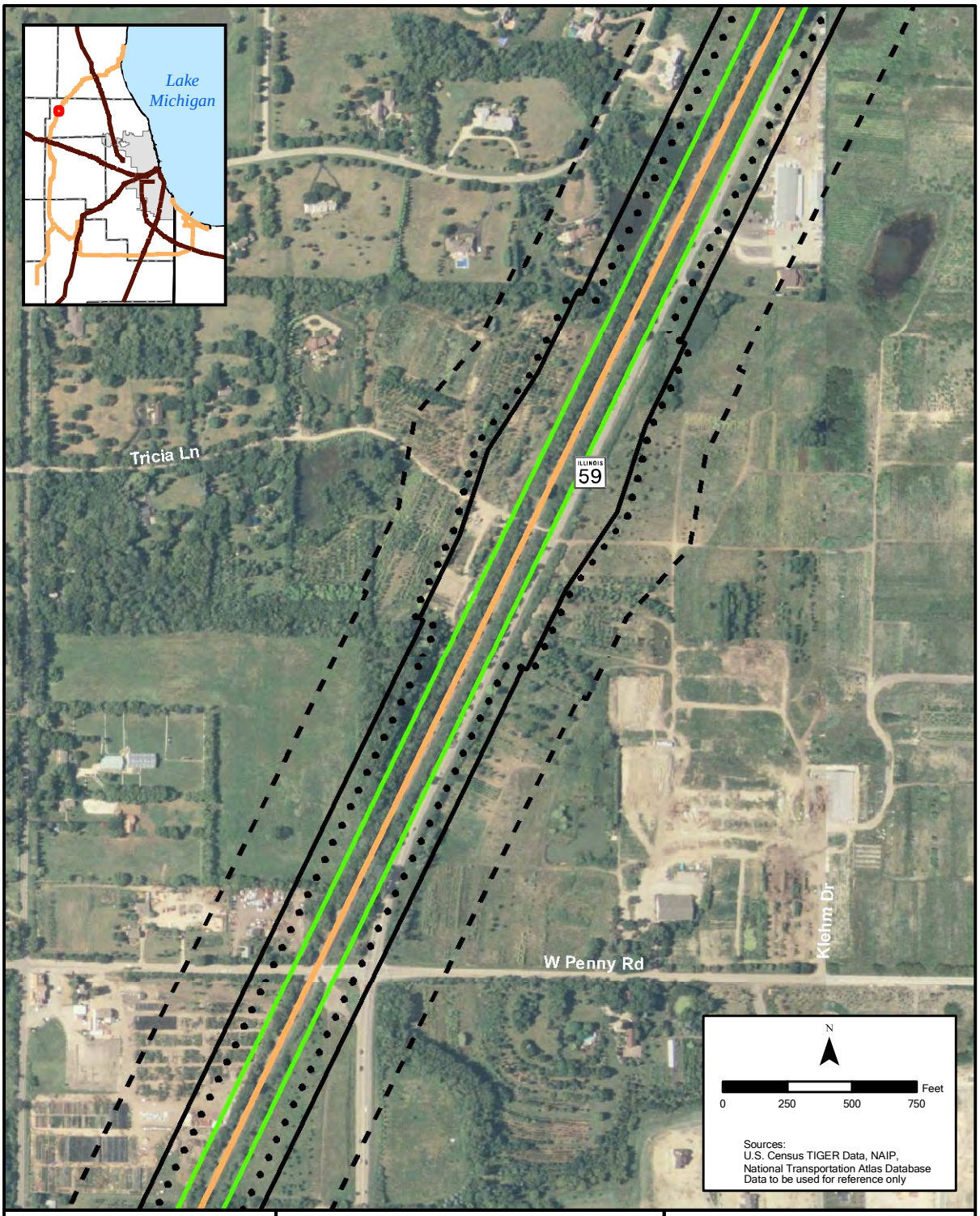
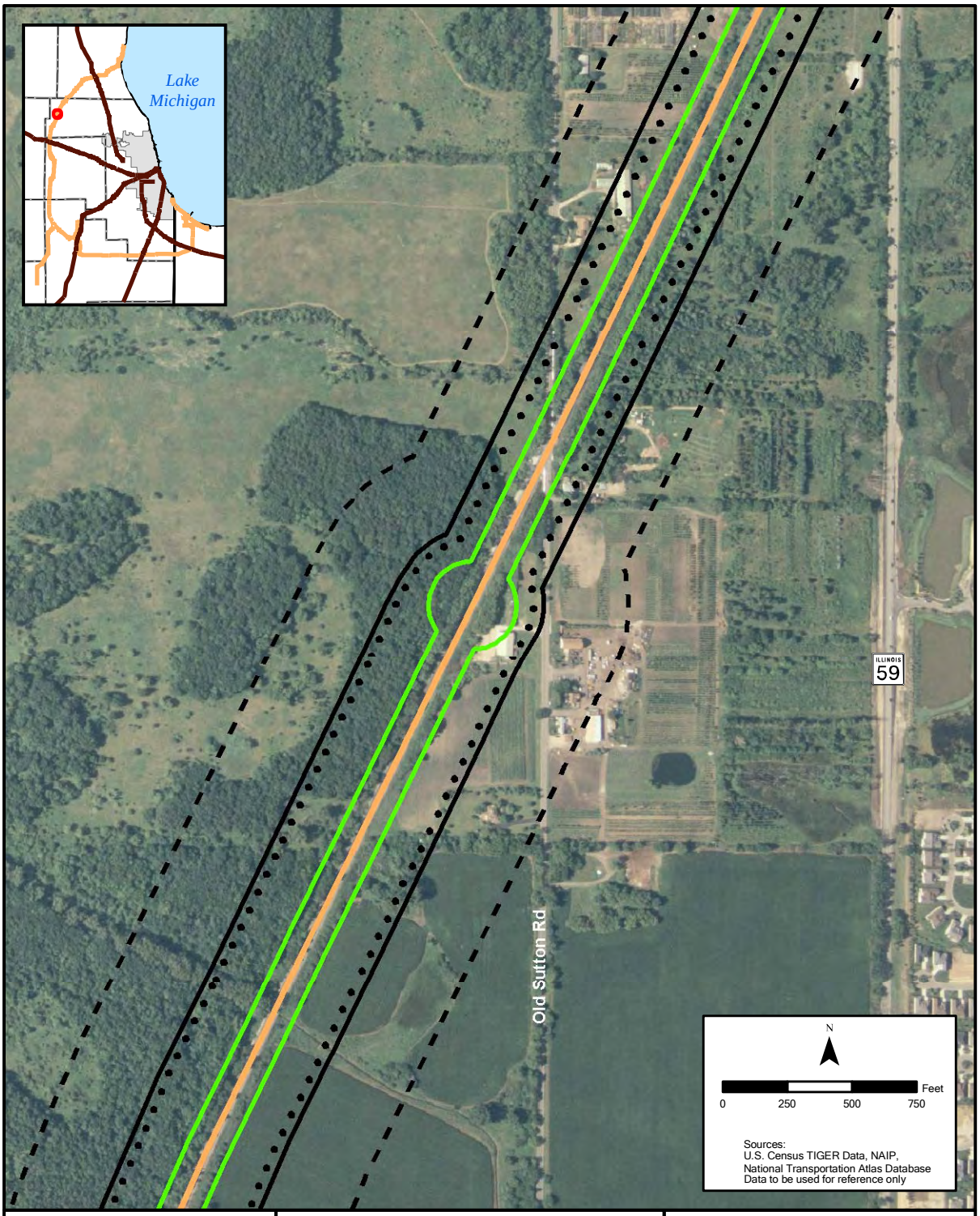


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Noise and Vibration Contours

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CN | EJ&E

Environmental Impact Statement

CN Rail Line
EJ&E Rail Line
Proposed Track
Construction Limits
Cost-Effective Barrier
Barrier Not Cost-Effective

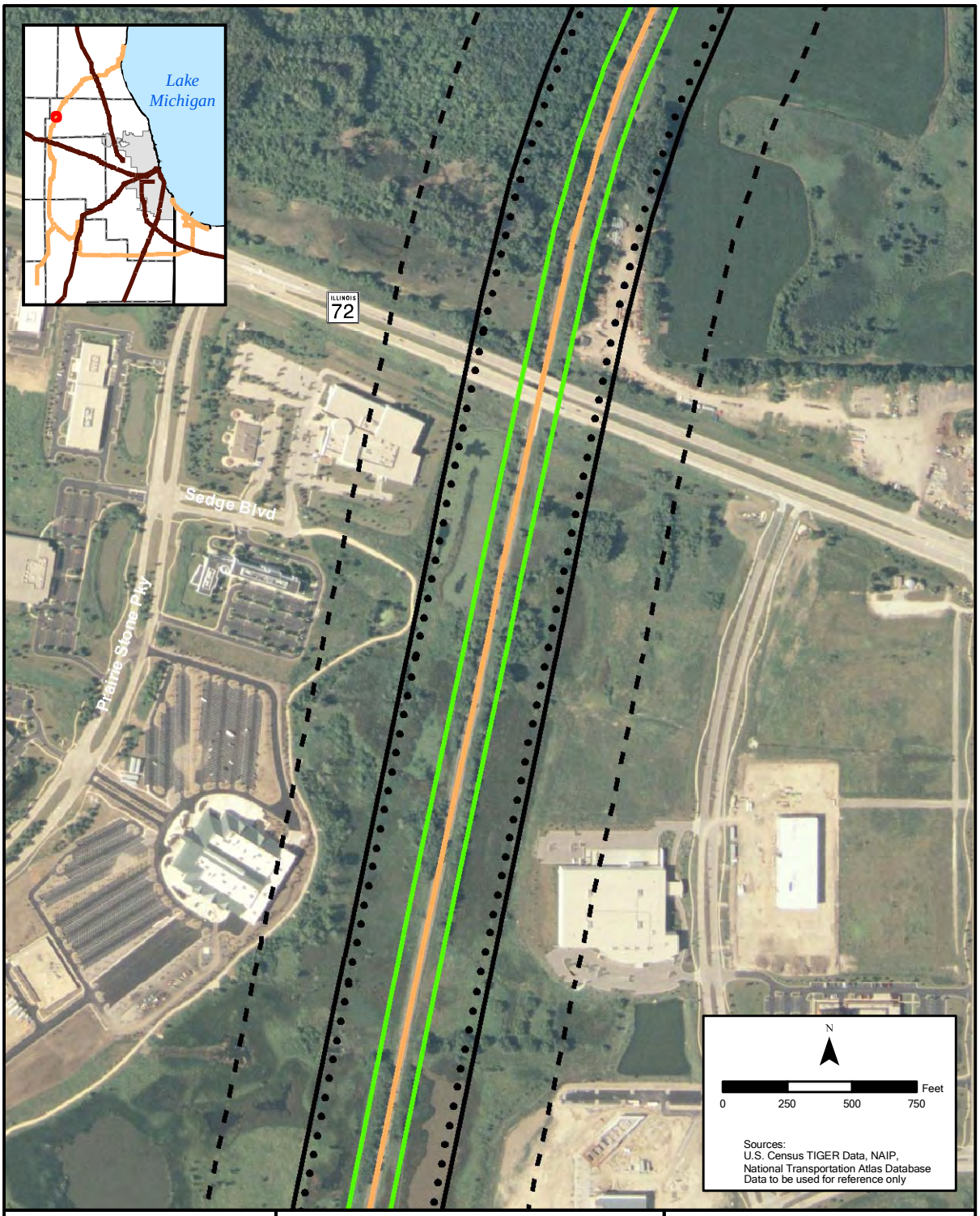
Existing
65 dBA Contour

Proposed Action
65 dBA Contour
70 dBA Contour
Vibration Contour

Figure L-1

Noise and Vibration Contours

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CN | EJ&E

Environmental Impact Statement

CN Rail Line
EJ&E Rail Line
Proposed Track
Construction Limits
Cost-Effective Barrier
Barrier Not Cost-Effective

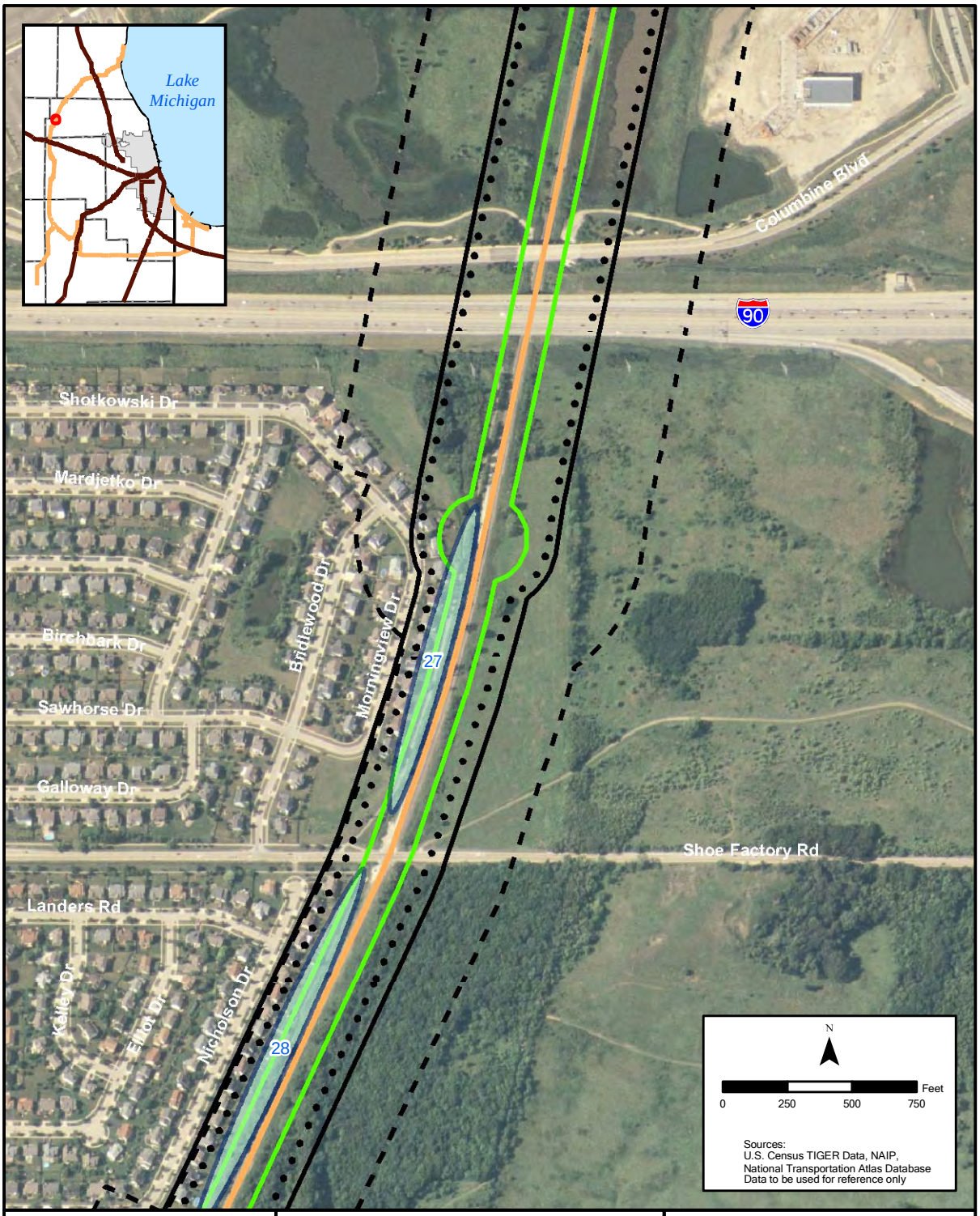
Existing
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Proposed Action
65 dBA Contour
70 dBA Contour
Vibration Contour

Figure L-1

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CN | EJ&E
Environmental Impact Statement

CN Rail Line
EJ&E Rail Line
Proposed Track
Construction Limits
Cost-Effective Barrier
Barrier Not Cost-Effective

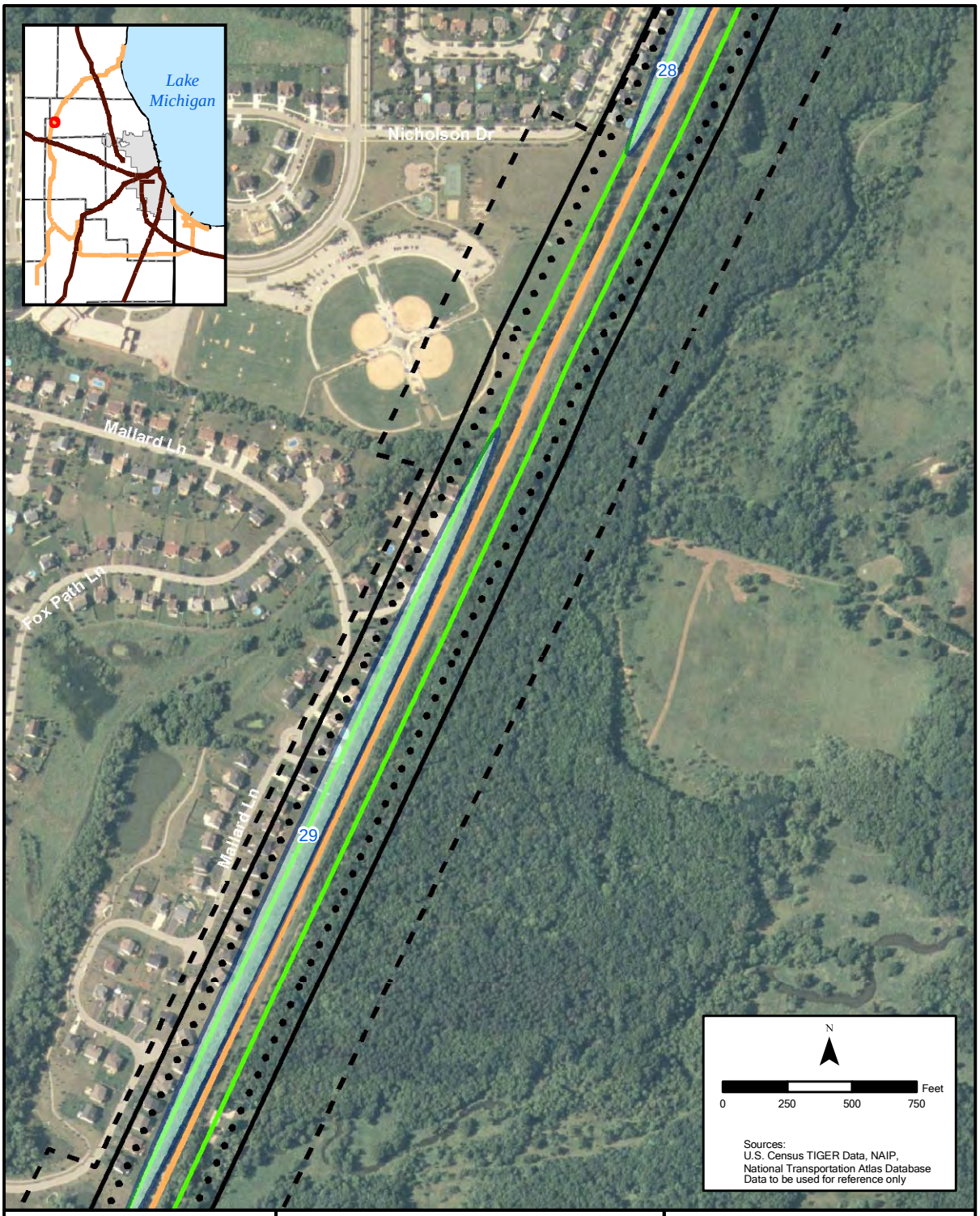
Existing
65 dBA Contour

Proposed Action
65 dBA Contour
70 dBA Contour
Vibration Contour

Figure L-1

Noise and Vibration Contours

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CN | EJ&E

Environmental Impact Statement

CN Rail Line
EJ&E Rail Line
Proposed Track
Construction Limits
Cost-Effective Barrier
Barrier Not Cost-Effective

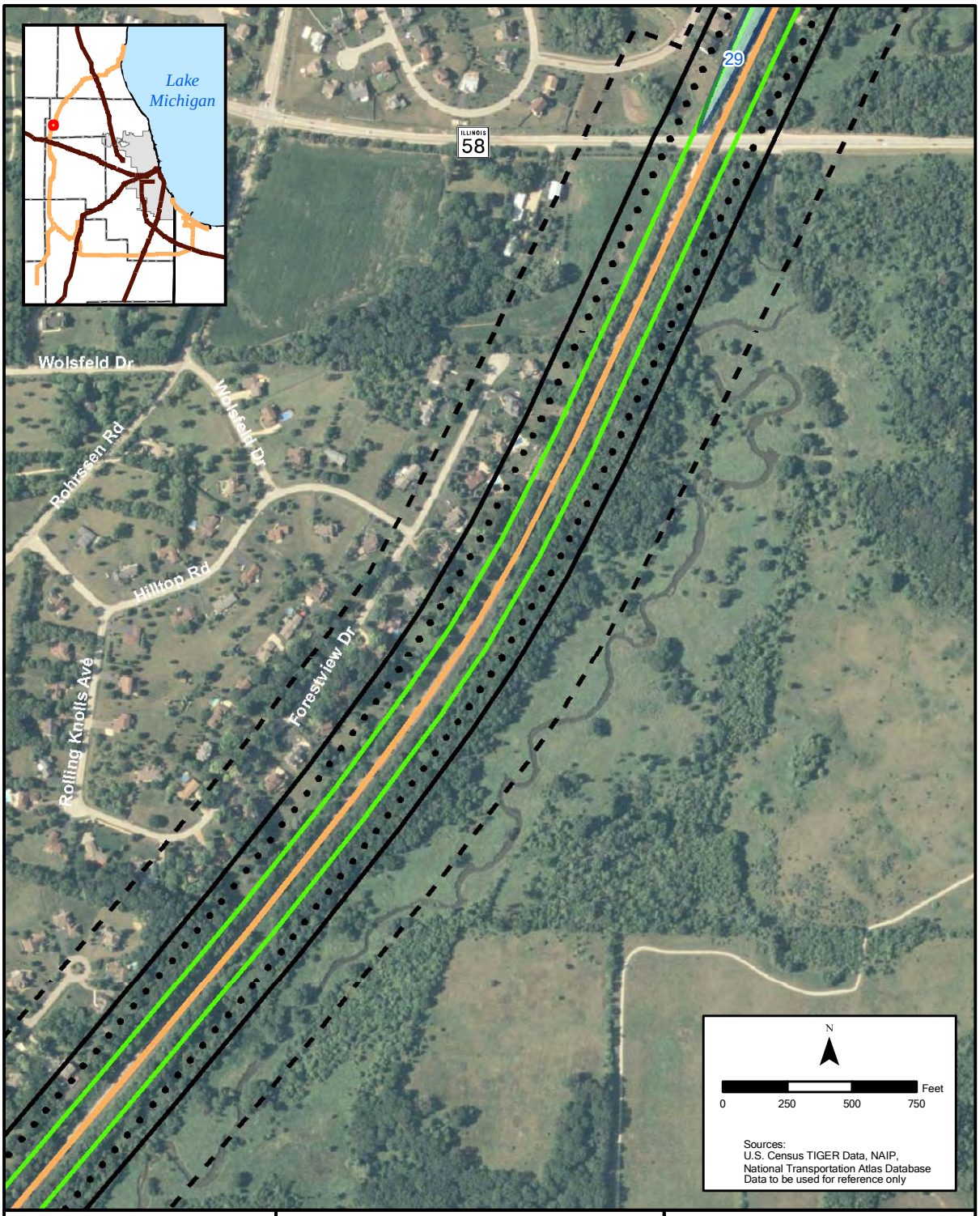
Existing
65 dBA Contour

Proposed Action
65 dBA Contour
70 dBA Contour
Vibration Contour

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Noise and Vibration Contours

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CN | EJ&E

Environmental Impact Statement

CN Rail Line
EJ&E Rail Line
Proposed Track
Construction Limits
Cost-Effective Barrier
Barrier Not Cost-Effective

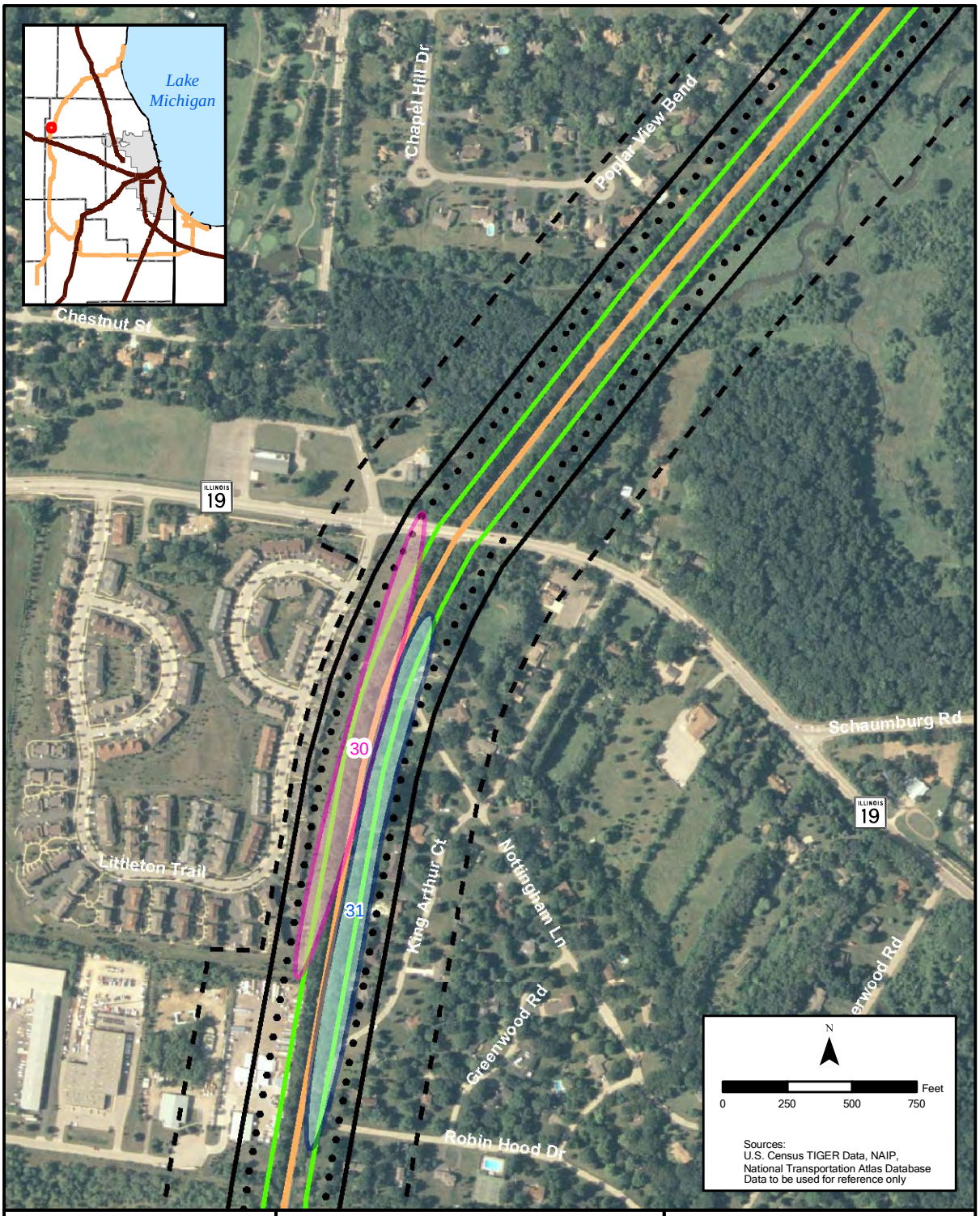
Existing
65 dBA Contour

Proposed Action
65 dBA Contour
70 dBA Contour
Vibration Contour

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CN | EJ&E

Environmental Impact Statement

CN Rail Line
EJ&E Rail Line
Proposed Track
Construction Limits
Cost-Effective Barrier
Barrier Not Cost-Effective

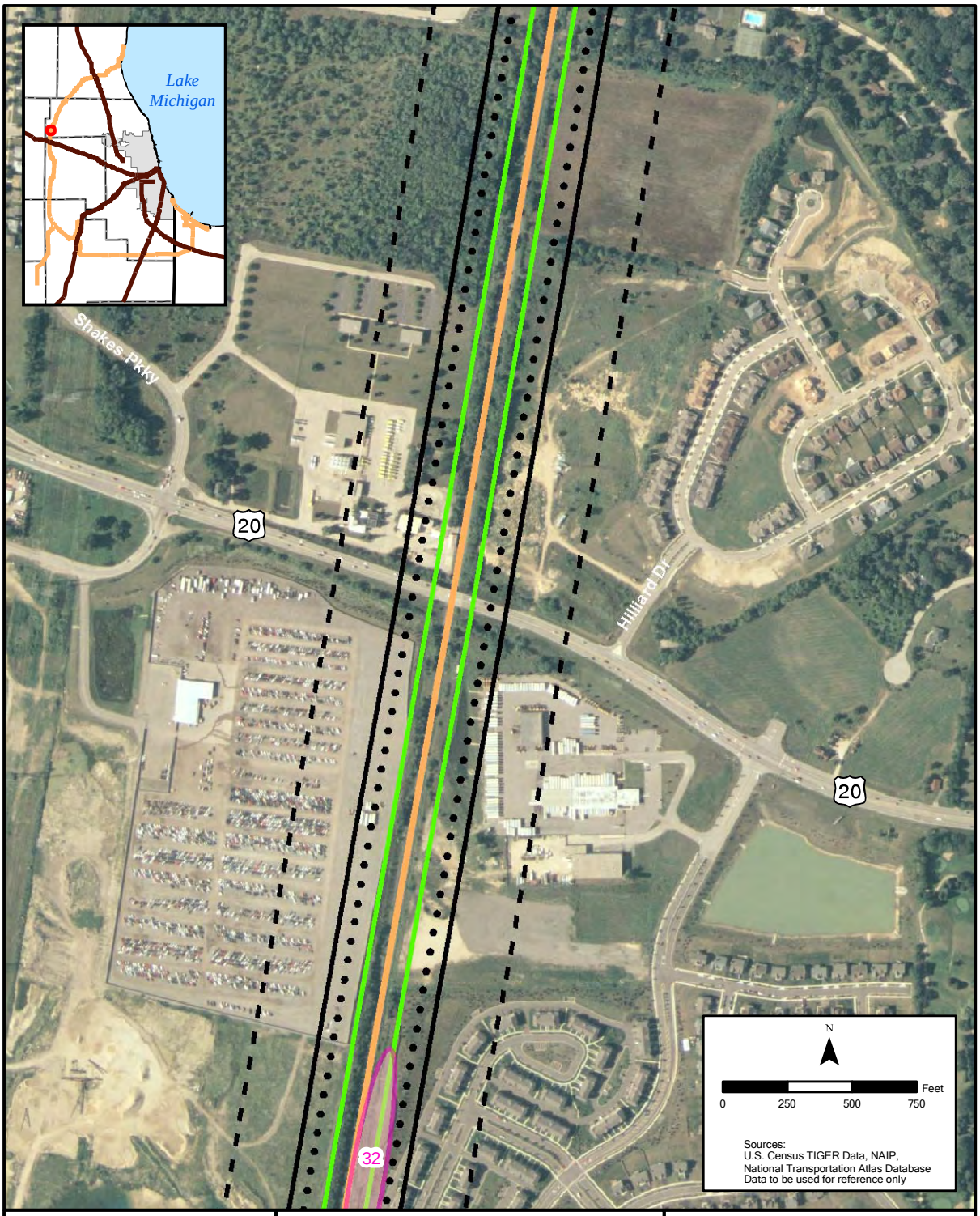
Existing
65 dBA Contour

Proposed Action
65 dBA Contour
70 dBA Contour
Vibration Contour

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Noise and Vibration Contours

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CN | EJ&E

Environmental Impact Statement

- CN Rail Line
- EJ&E Rail Line
- Proposed Track
- Construction Limits
- Cost-Effective Barrier
- Barrier Not Cost-Effective

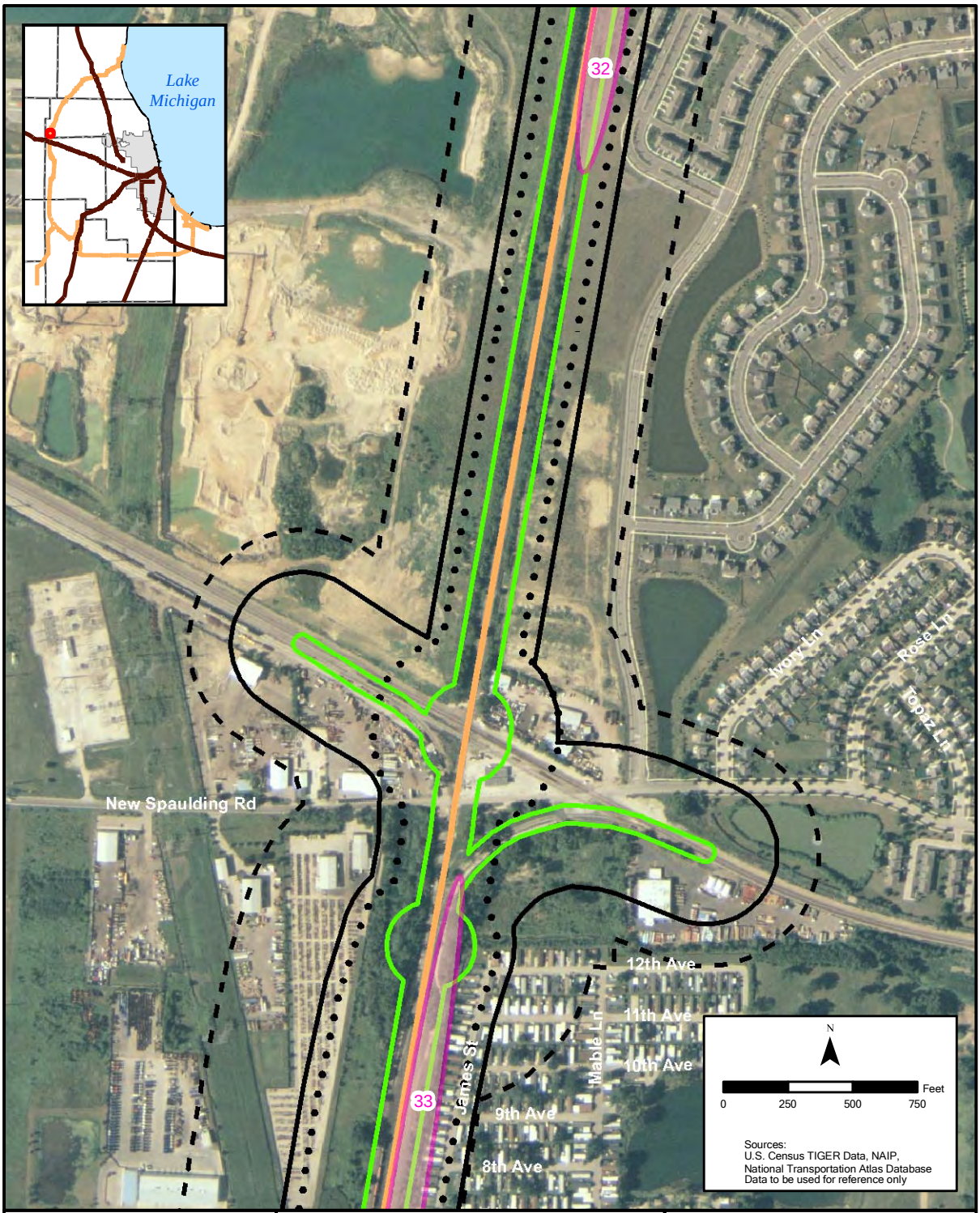
Existing
- 65 dBA Contour

Proposed Action
- 65 dBA Contour
- 70 dBA Contour
- Vibration Contour

Figure L-1

Noise and Vibration Contours

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CN | EJ&E
Environmental Impact Statement

CN Rail Line
EJ&E Rail Line
Proposed Track
Construction Limits
Cost-Effective Barrier
Barrier Not Cost-Effective

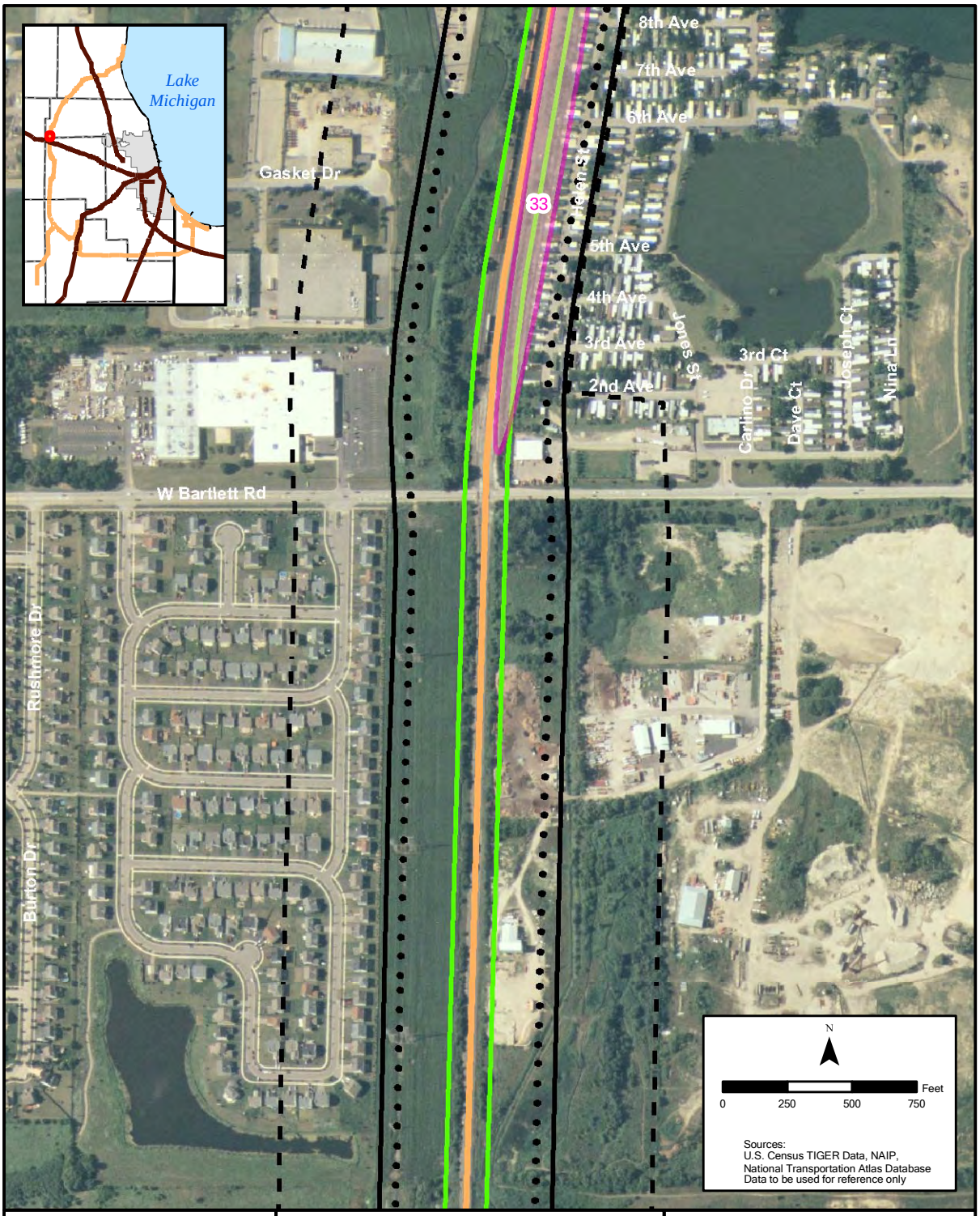
Existing
65 dBA Contour

Proposed Action
65 dBA Contour
70 dBA Contour
Vibration Contour

Figure L-1

Noise and Vibration Contours

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CN | EJ&E

Environmental Impact Statement

CN Rail Line
EJ&E Rail Line
Proposed Track
Construction Limits
Cost-Effective Barrier
Barrier Not Cost-Effective

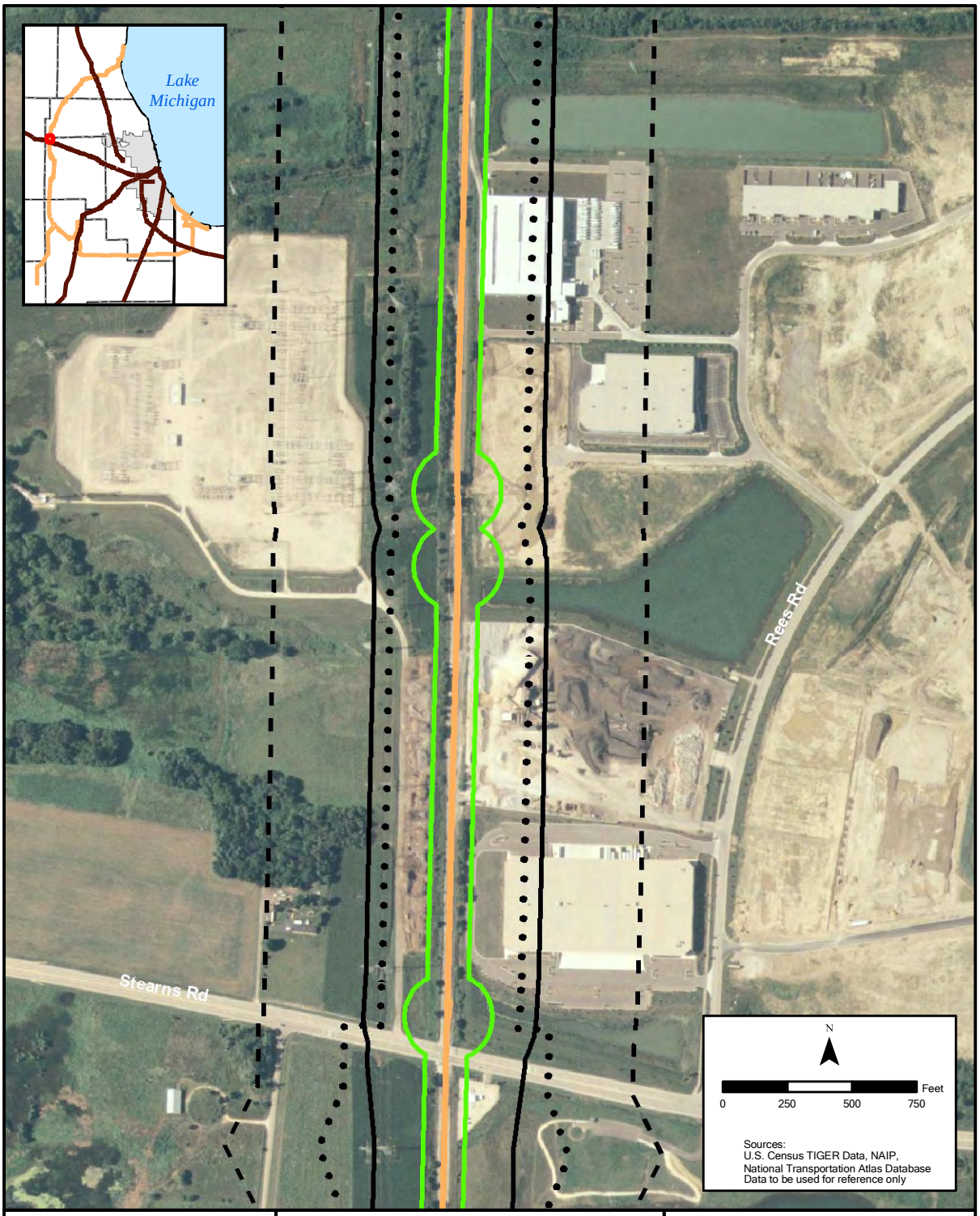
Existing
65 dBA Contour

Proposed Action
65 dBA Contour
70 dBA Contour
Vibration Contour

Figure L-1

Noise and Vibration Contours

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CN | EJ&E

Environmental Impact Statement

CN Rail Line
EJ&E Rail Line
Proposed Track
Construction Limits
Cost-Effective Barrier
Barrier Not Cost-Effective

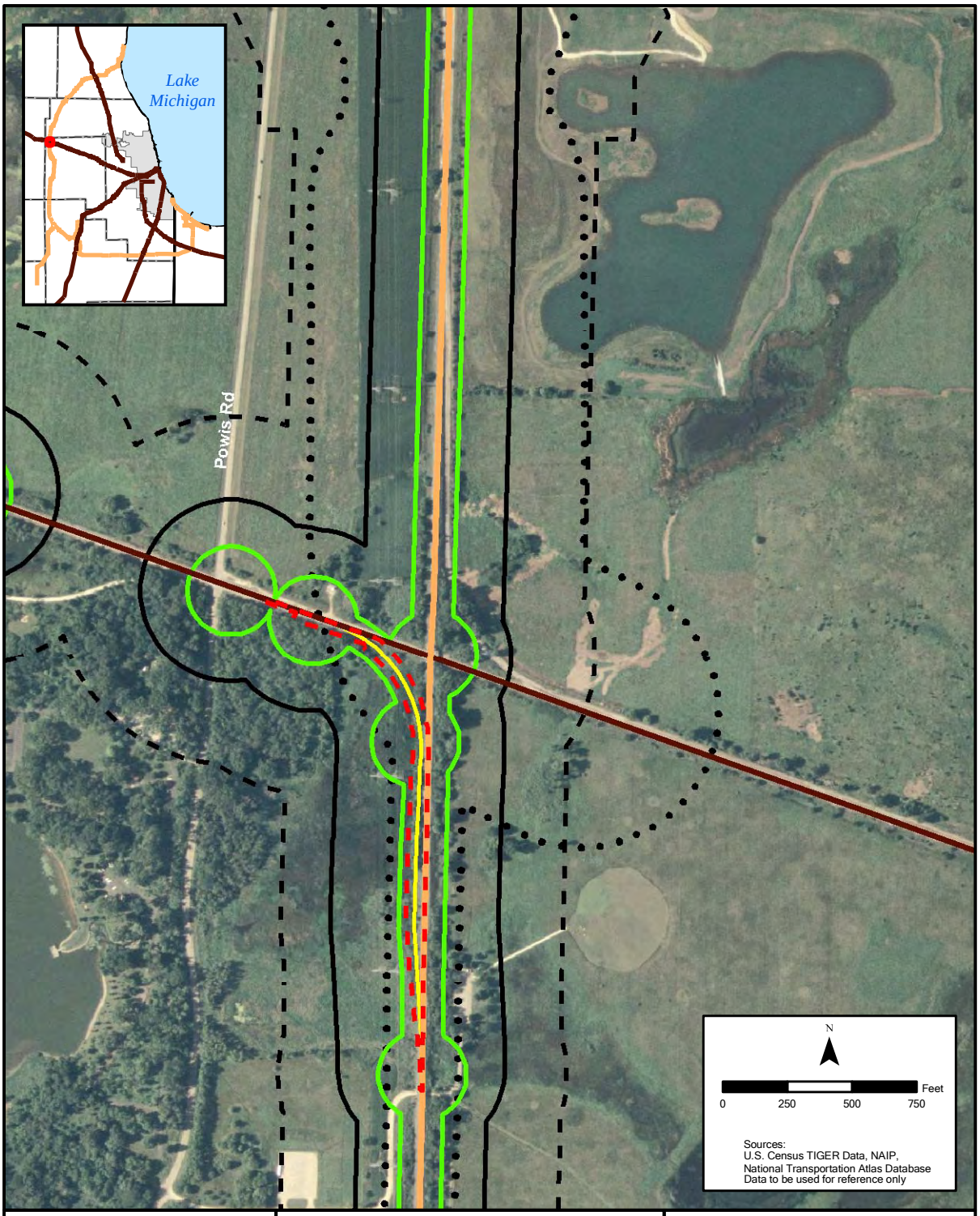
Existing
65 dBA Contour

Proposed Action
65 dBA Contour
70 dBA Contour
Vibration Contour

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CN | EJ&E
Environmental Impact Statement

CN Rail Line
EJ&E Rail Line
Proposed Track
Construction Limits
Cost-Effective Barrier
Barrier Not Cost-Effective

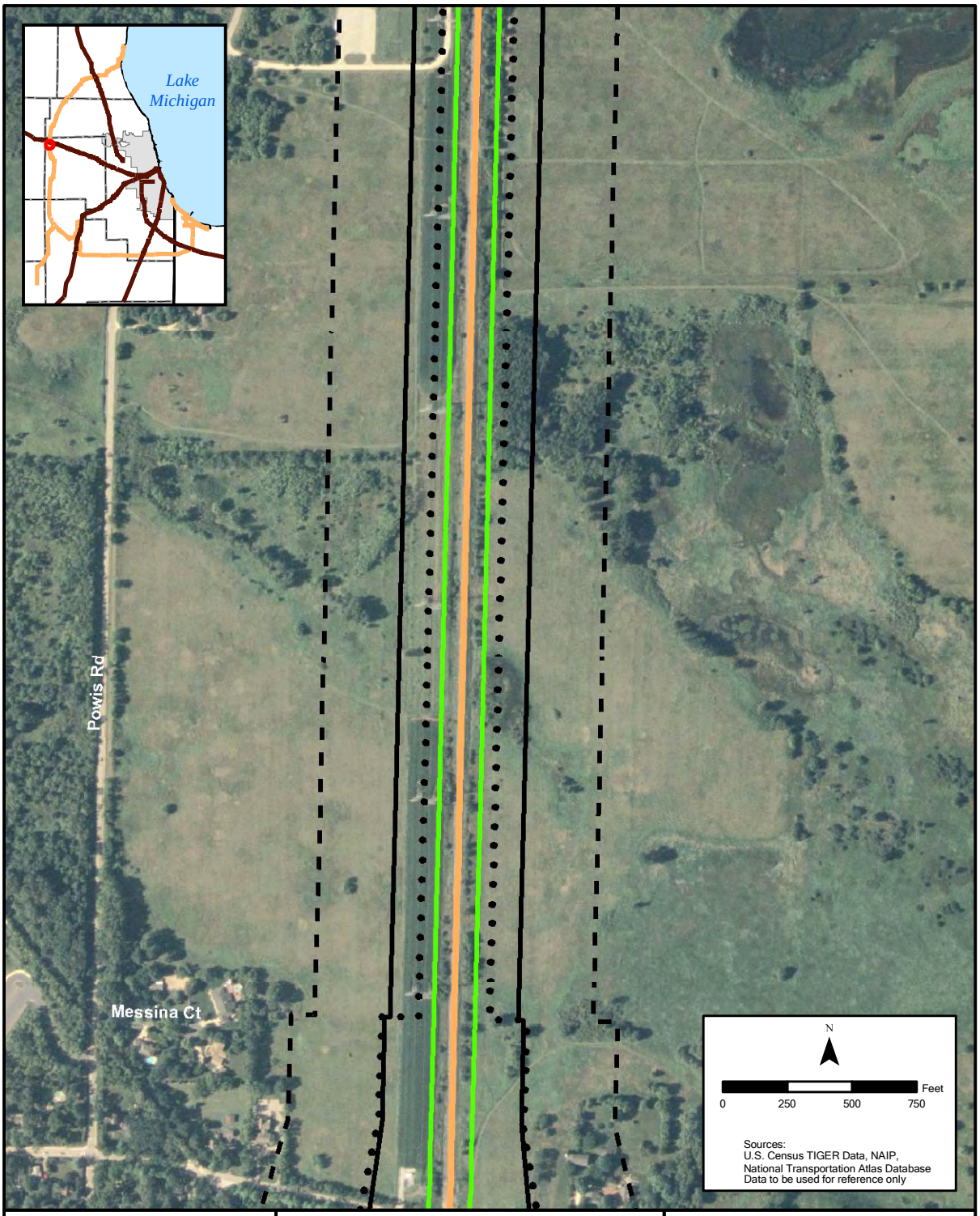
Existing
65 dBA Contour

Proposed Action
65 dBA Contour
70 dBA Contour
Vibration Contour

Figure L-1

Noise and Vibration Contours

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CN | EJ&E

Environmental Impact Statement

CN Rail Line
EJ&E Rail Line
Proposed Track
Construction Limits
Cost-Effective Barrier
Barrier Not Cost-Effective

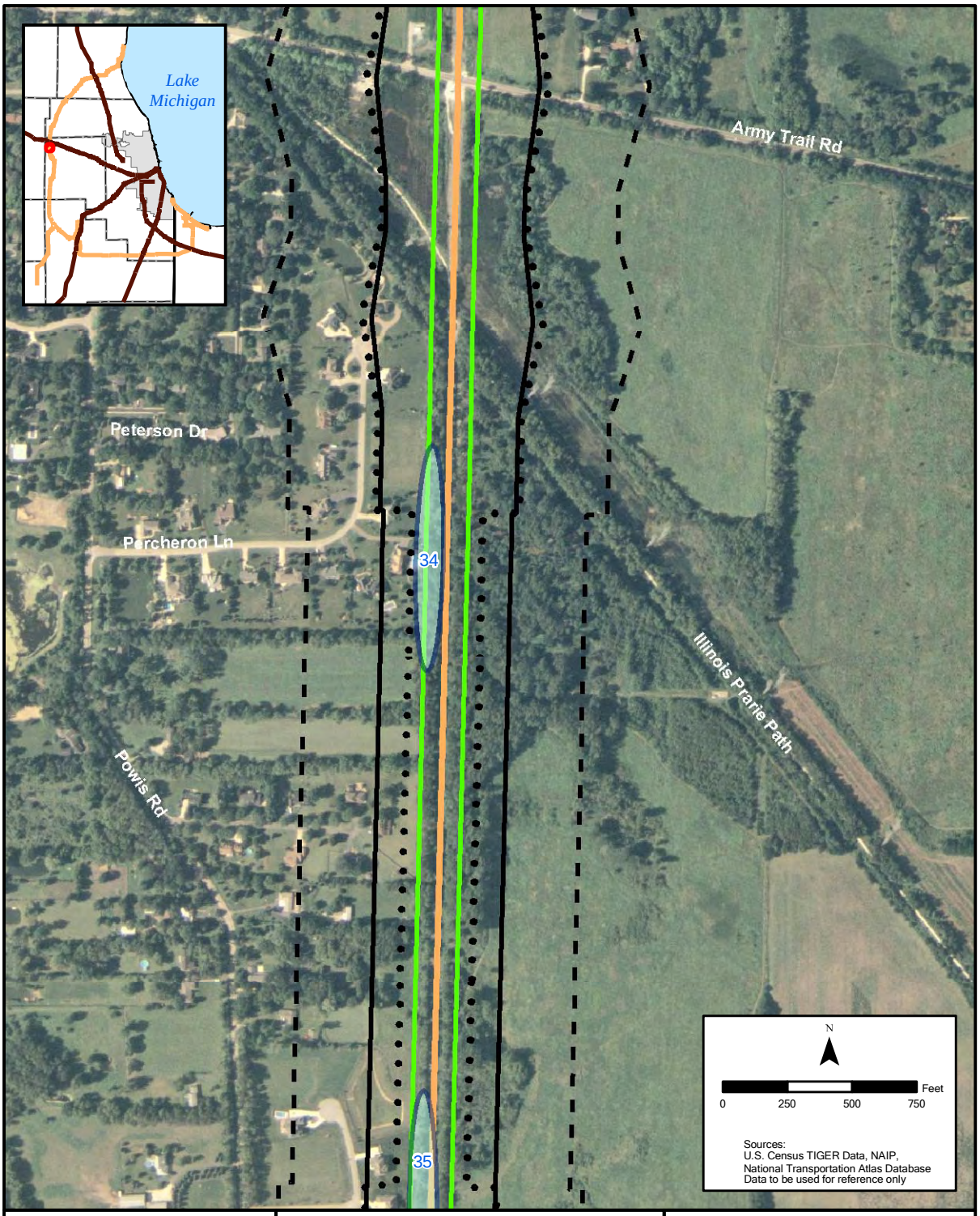
Existing
65 dBA Contour

Proposed Action
65 dBA Contour
70 dBA Contour
Vibration Contour

Figure L-1

Noise and Vibration Contours

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CN | EJ&E

Environmental Impact Statement

- CN Rail Line
- EJ&E Rail Line
- Proposed Track
- Construction Limits
- Cost-Effective Barrier
- Barrier Not Cost-Effective

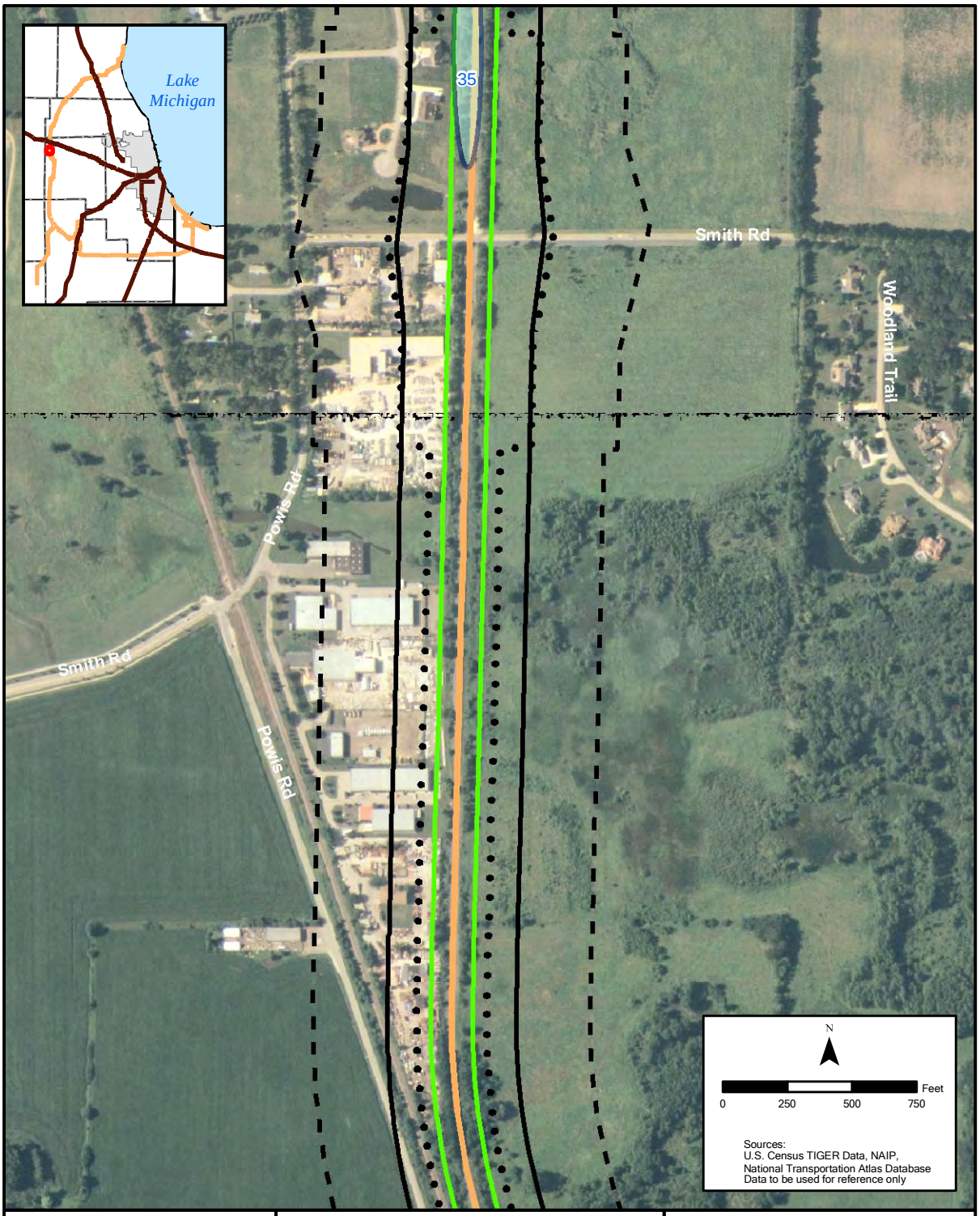
Existing
- 65 dBA Contour

Proposed Action
- 65 dBA Contour
- 70 dBA Contour
- Vibration Contour

Figure L-1

Noise and Vibration Contours

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CN Rail Line
EJ&E Rail Line
Proposed Track
Construction Limits
Cost-Effective Barrier
Barrier Not Cost-Effective

Existing
65 dBA Contour

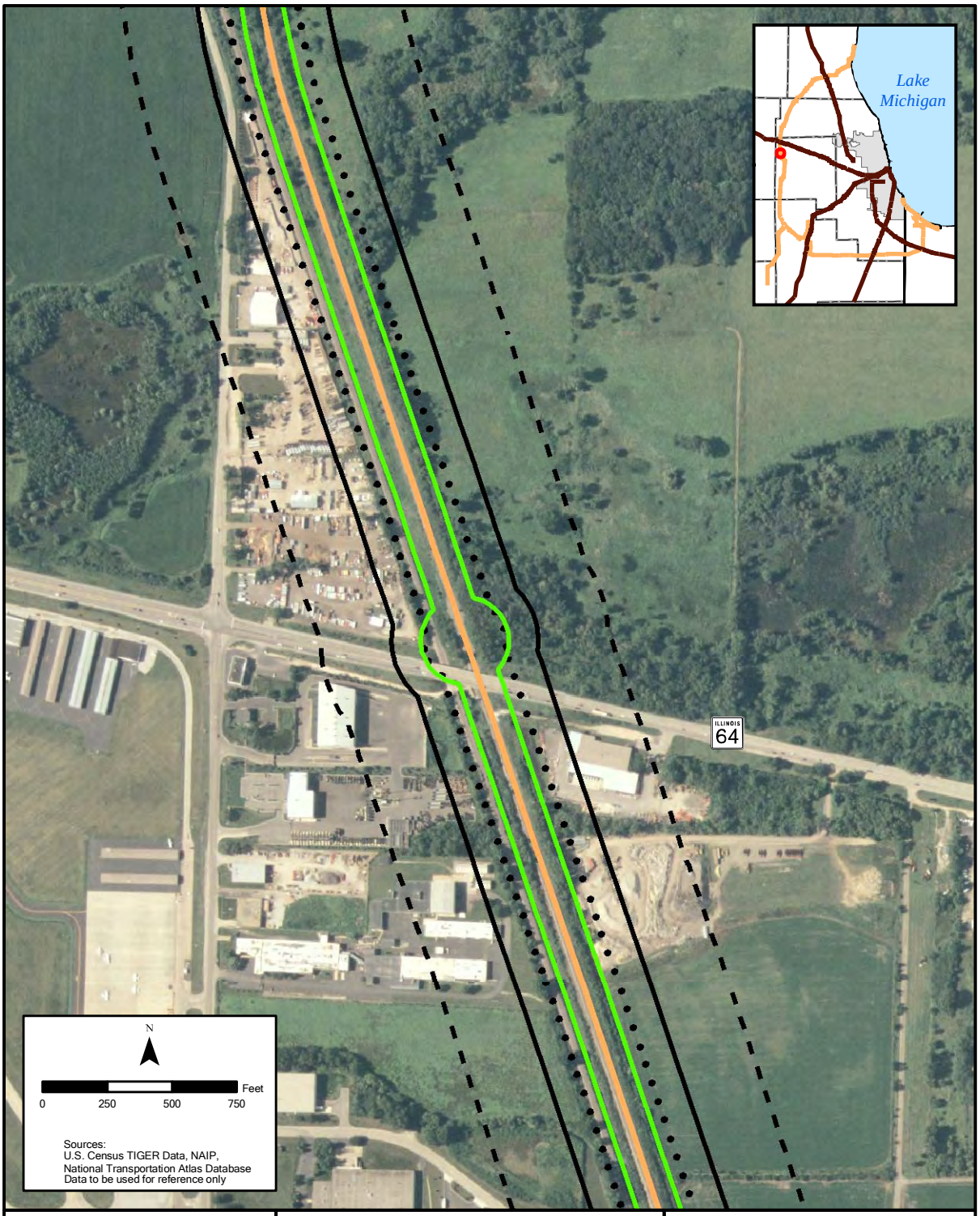
Proposed Action
65 dBA Contour
70 dBA Contour
Vibration Contour

CN | EJ&E
Environmental Impact Statement

Figure L-1

Noise and Vibration Contours

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CN | EJ&E

Environmental Impact Statement

CN Rail Line
EJ&E Rail Line
Proposed Track
Construction Limits
Cost-Effective Barrier
Barrier Not Cost-Effective

Existing
65 dBA Contour

Proposed Action
65 dBA Contour
70 dBA Contour
Vibration Contour

Figure L-1

Noise and Vibration Contours

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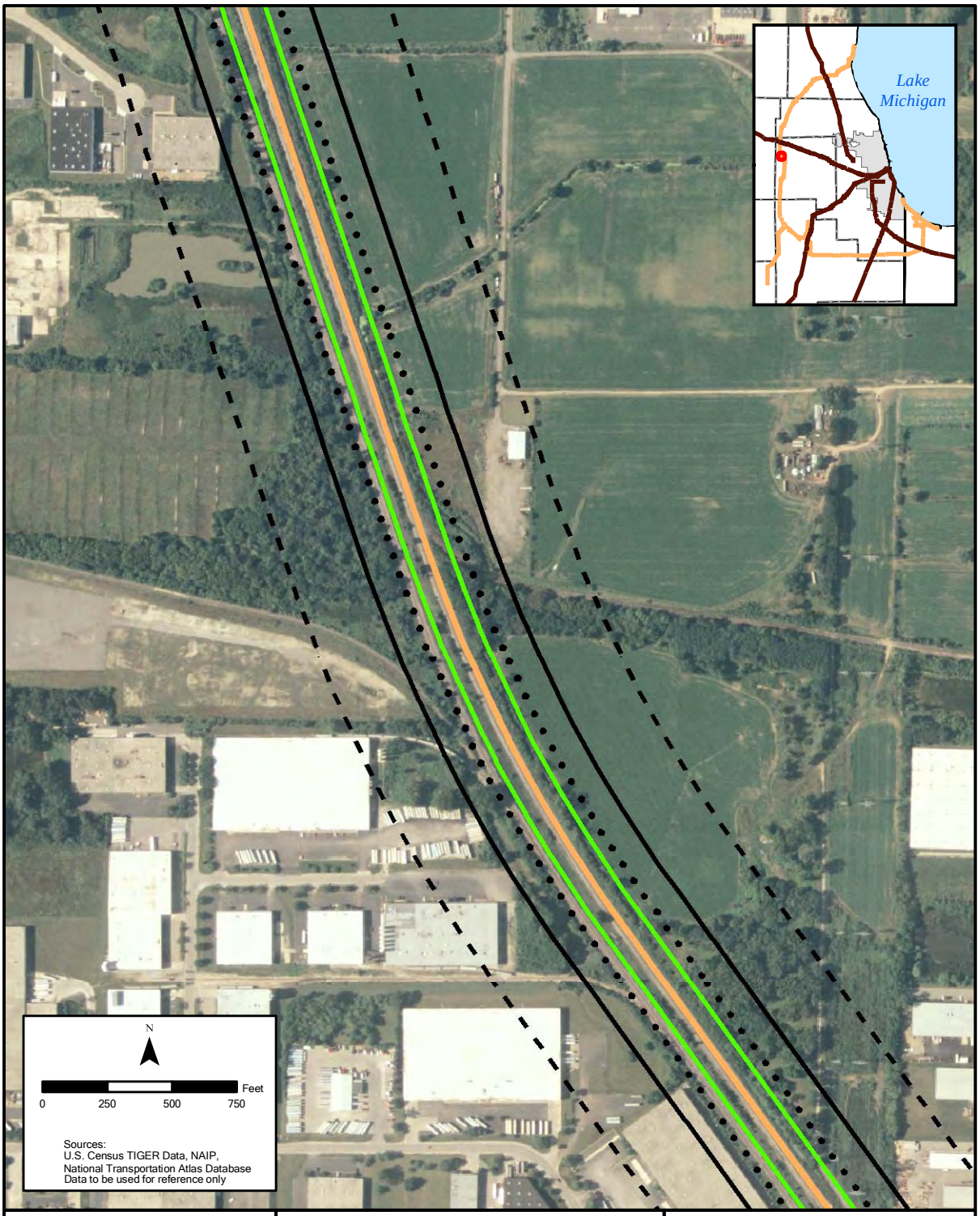


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Noise and Vibration Contours

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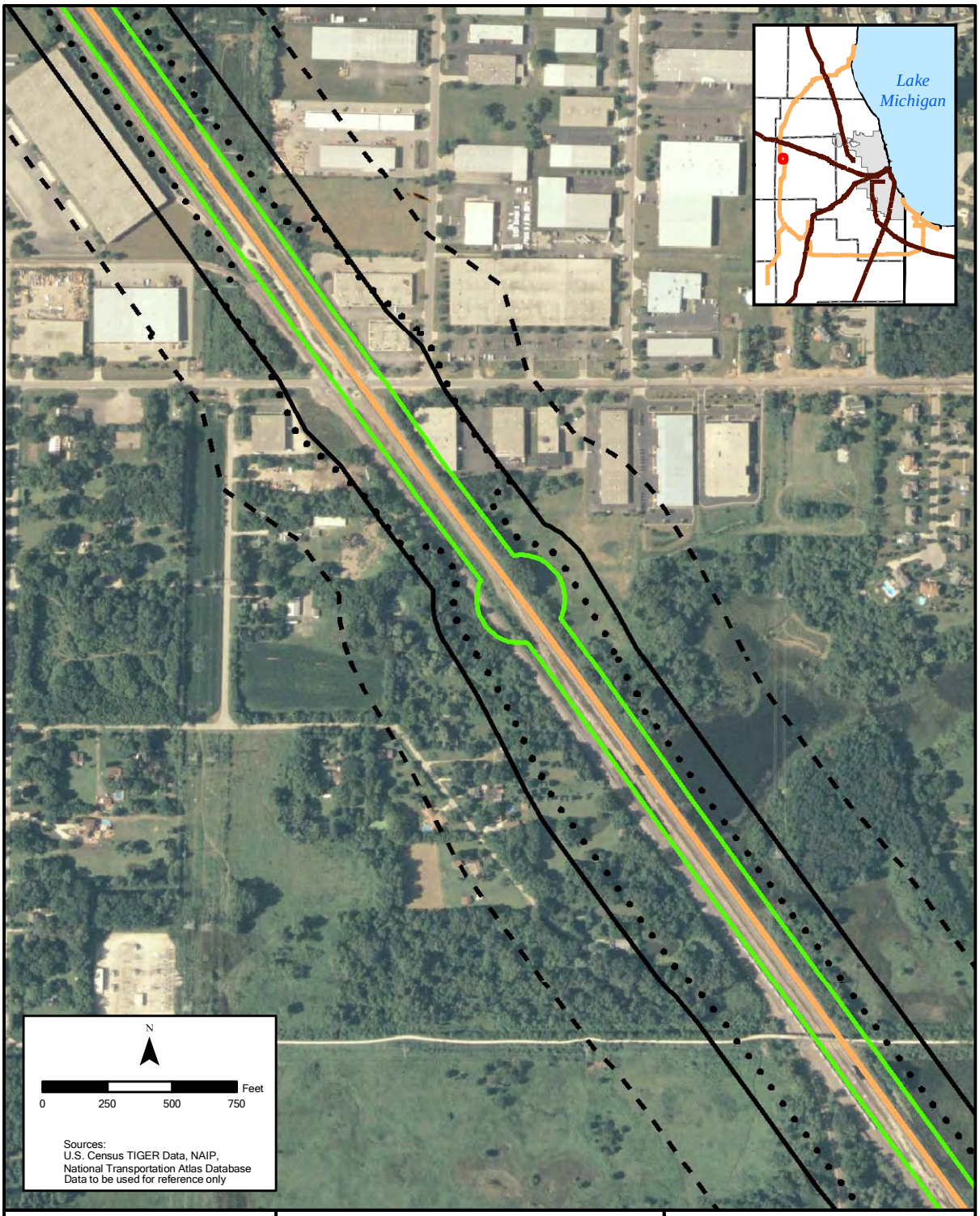
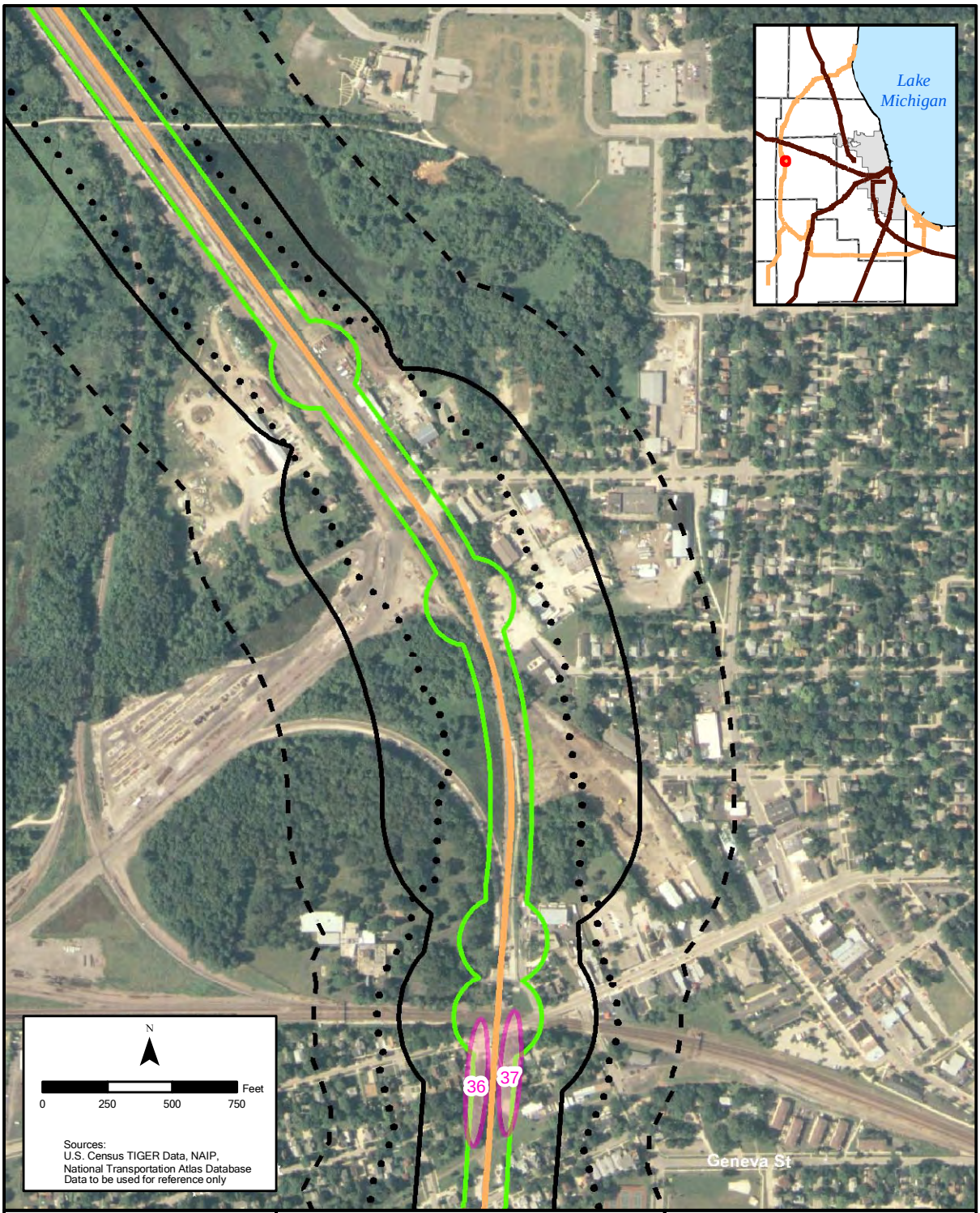


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Noise and Vibration Contours

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CN | EJ&E

Environmental Impact Statement

- CN Rail Line
- EJ&E Rail Line
- Proposed Track
- Construction Limits
- Cost-Effective Barrier
- Barrier Not Cost-Effective

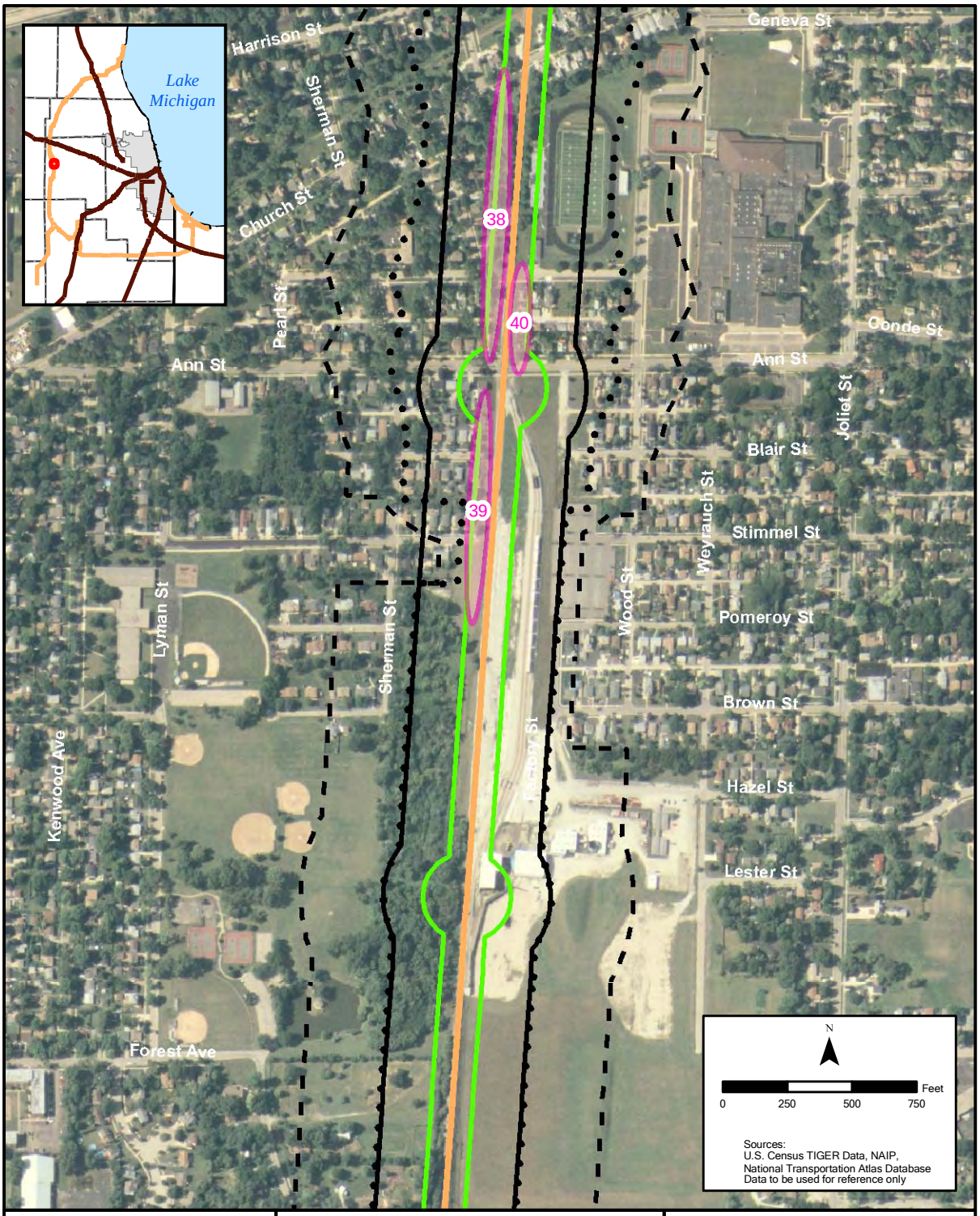
Existing
- 65 dBA Contour

Proposed Action
- 65 dBA Contour
- 70 dBA Contour
- Vibration Contour

Figure L-1

Noise and Vibration Contours

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CN | EJ&E

Environmental Impact Statement

CN Rail Line
EJ&E Rail Line
Proposed Track
Construction Limits
Cost-Effective Barrier
Barrier Not Cost-Effective

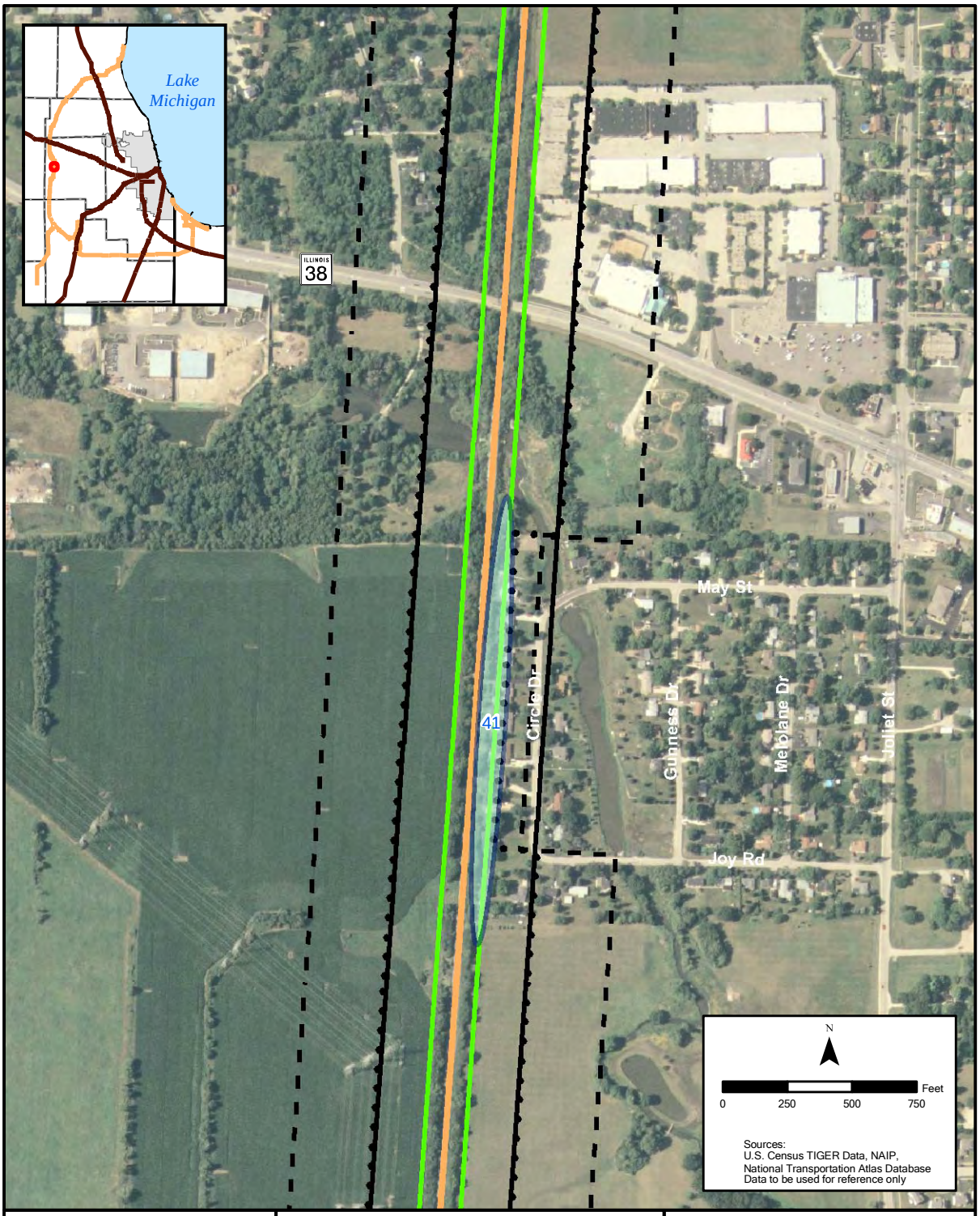
Existing
65 dBA Contour

Proposed Action
65 dBA Contour
70 dBA Contour
Vibration Contour

Figure L-1

Noise and Vibration Contours

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CN | EJ&E

Environmental Impact Statement

- CN Rail Line
- EJ&E Rail Line
- Proposed Track
- Construction Limits
- Cost-Effective Barrier
- Barrier Not Cost-Effective

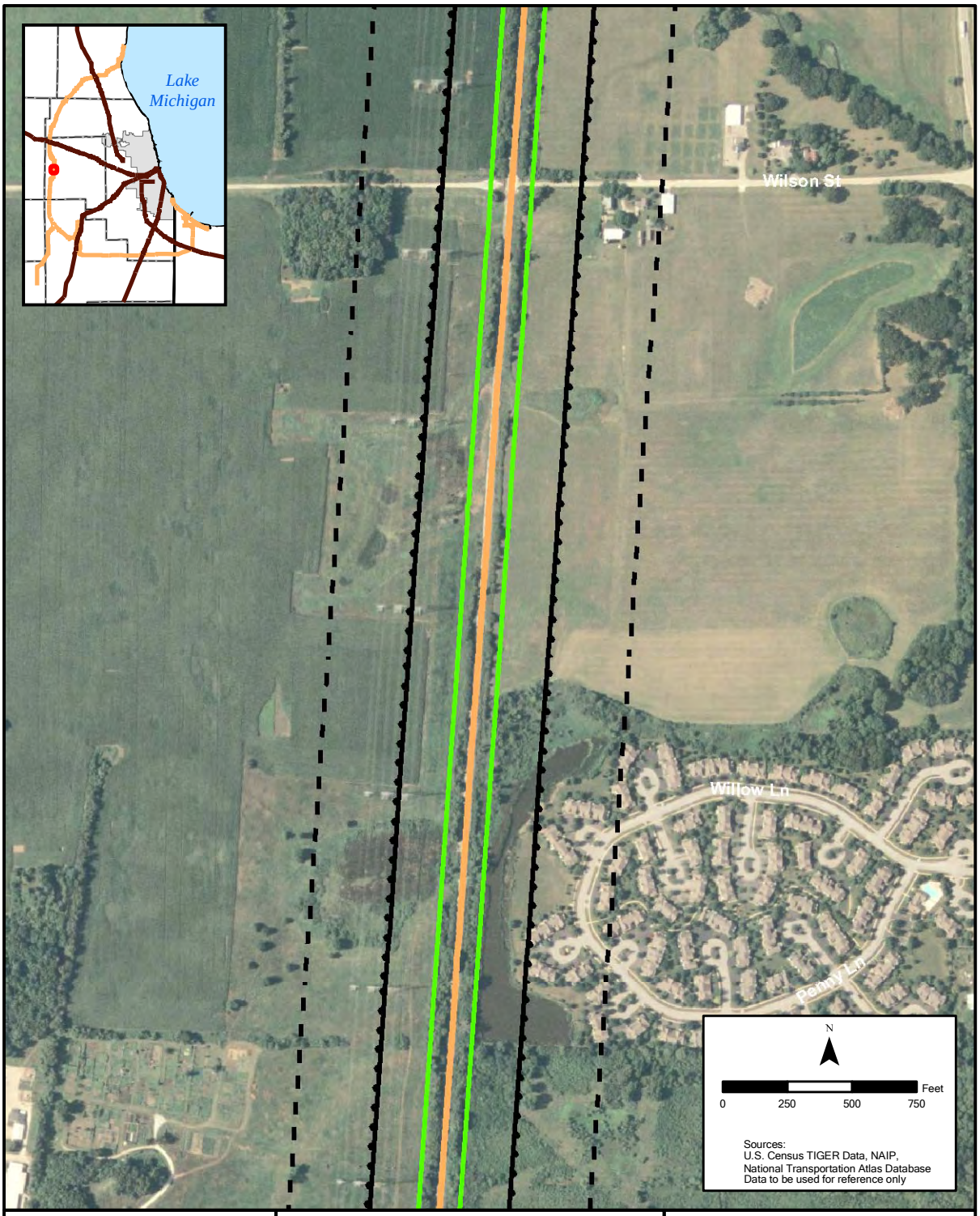
Existing
- 65 dBA Contour

Proposed Action
- 65 dBA Contour
- 70 dBA Contour
- Vibration Contour

Figure L-1

Noise and Vibration Contours

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CN | EJ&E
Environmental Impact Statement

- CN Rail Line
- EJ&E Rail Line
- Proposed Track
- Construction Limits
- Cost-Effective Barrier
- Barrier Not Cost-Effective

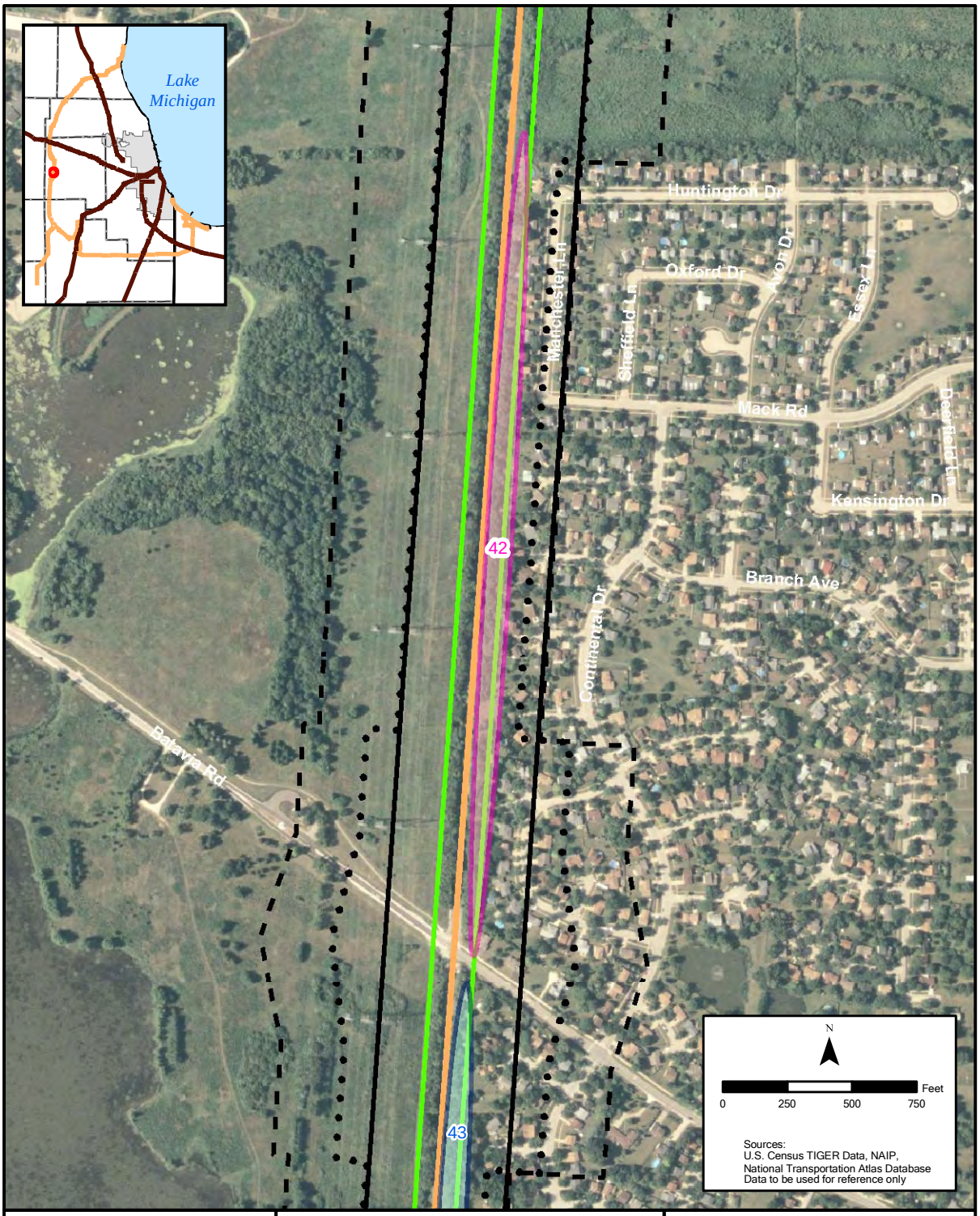
Existing
- 65 dBA Contour

Proposed Action
- 65 dBA Contour
- 70 dBA Contour
- Vibration Contour

Figure L-1

Noise and Vibration Contours

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CN | EJ&E
Environmental Impact Statement

CN Rail Line
EJ&E Rail Line
Proposed Track
Construction Limits
Cost-Effective Barrier
Barrier Not Cost-Effective

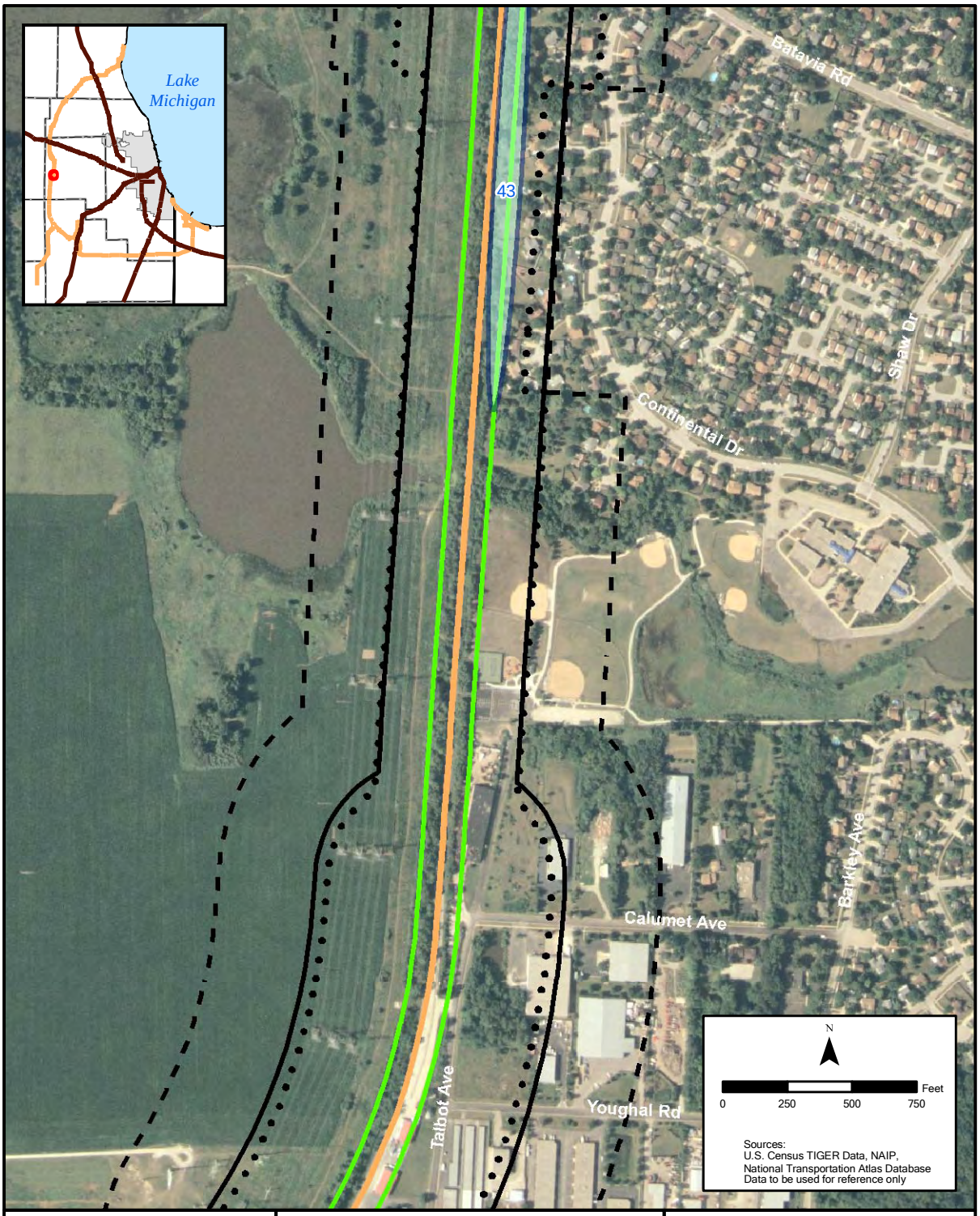
Existing
65 dBA Contour

Proposed Action
65 dBA Contour
70 dBA Contour
Vibration Contour

Figure L-1

Noise and Vibration Contours

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CN | EJ&E

Environmental Impact Statement

CN Rail Line
EJ&E Rail Line
Proposed Track
Construction Limits
Cost-Effective Barrier
Barrier Not Cost-Effective

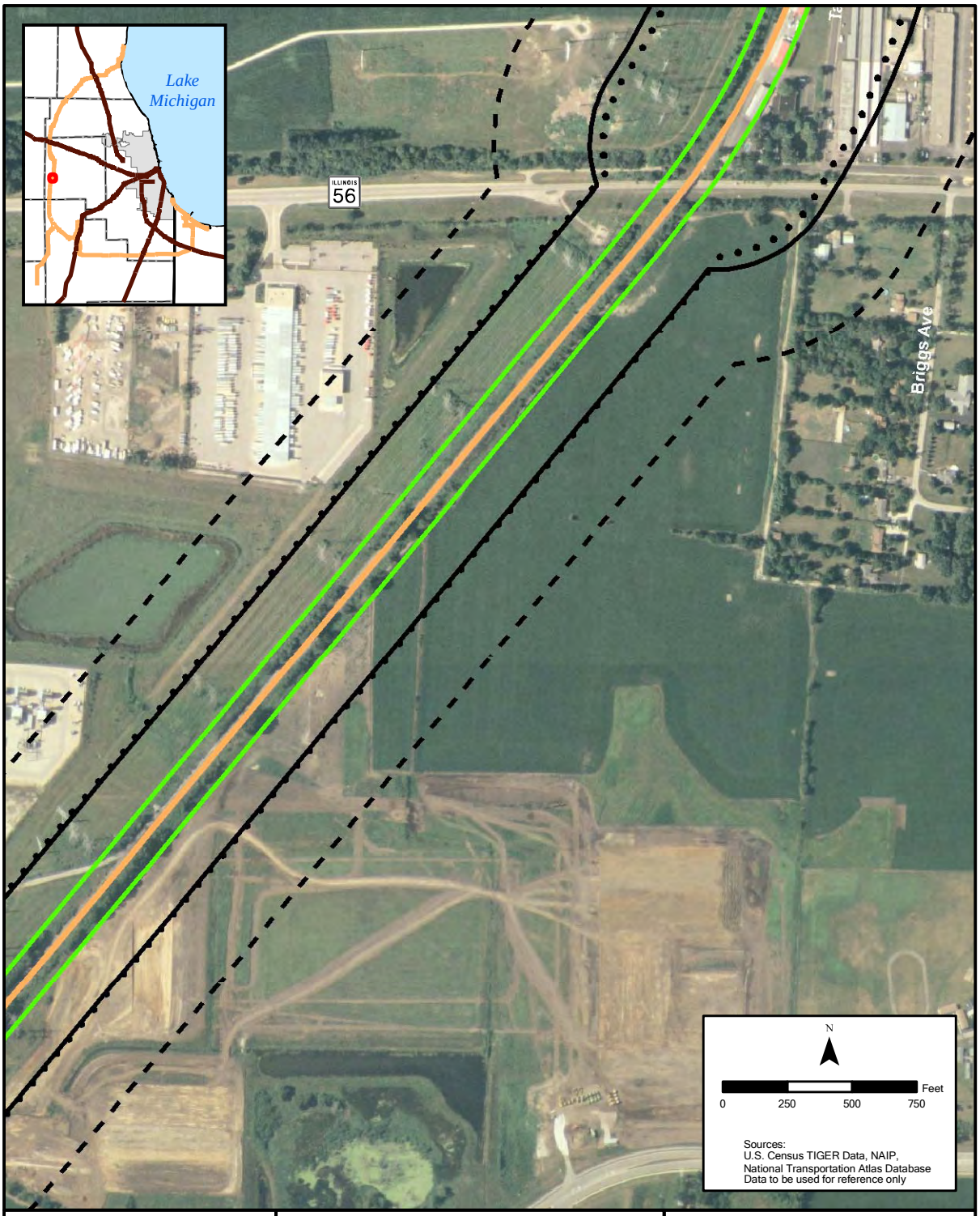
Existing
65 dBA Contour

Proposed Action
65 dBA Contour
70 dBA Contour
Vibration Contour

Figure L-1

Noise and Vibration Contours

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CN | EJ&E

Environmental Impact Statement

CN Rail Line
EJ&E Rail Line
Proposed Track
Construction Limits
Cost-Effective Barrier
Barrier Not Cost-Effective

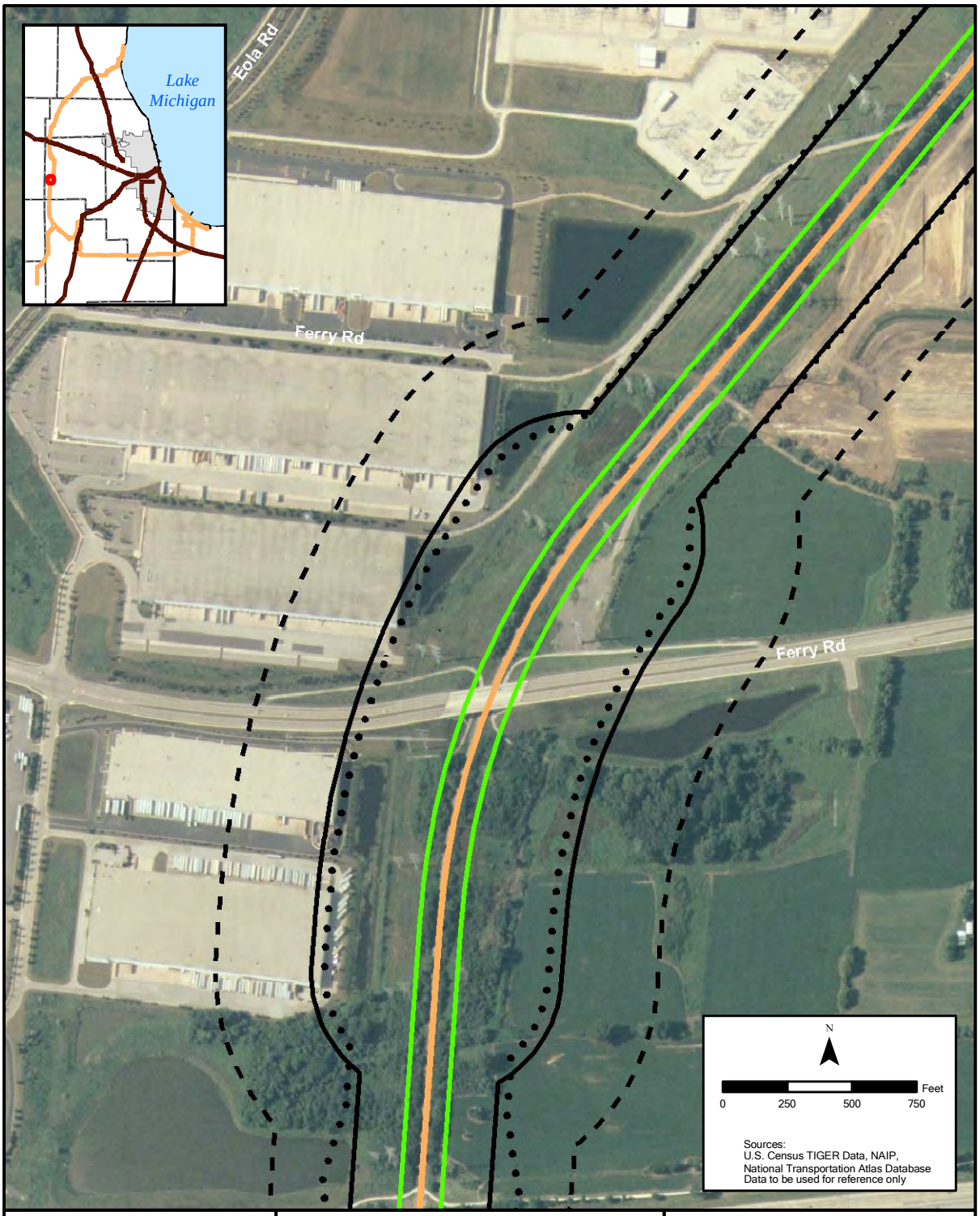
Existing
65 dBA Contour

Proposed Action
65 dBA Contour
70 dBA Contour
Vibration Contour

Figure L-1

Noise and Vibration Contours

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CN | EJ&E
Environmental Impact Statement

CN Rail Line
EJ&E Rail Line
Proposed Track
Construction Limits
Cost-Effective Barrier
Barrier Not Cost-Effective

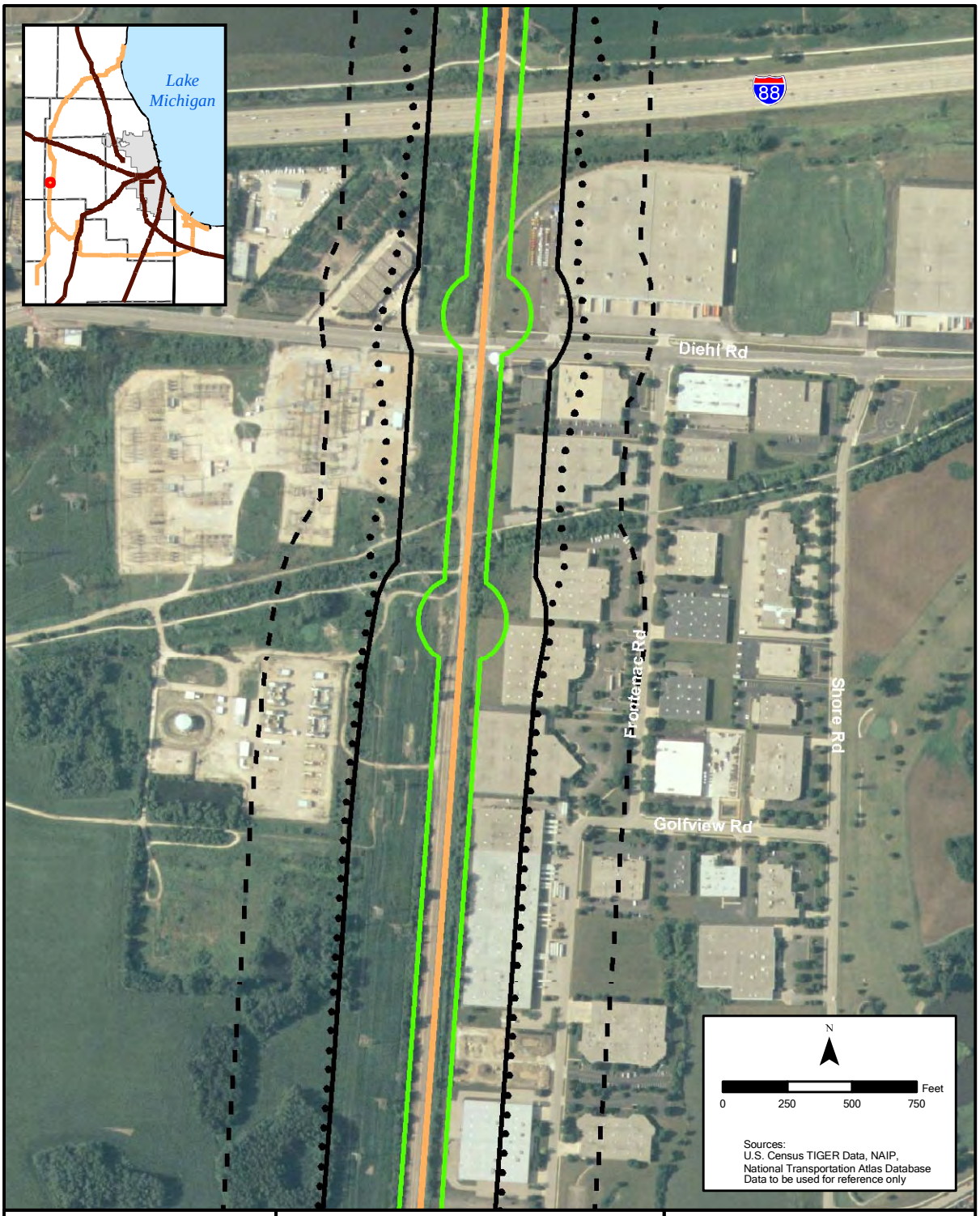
Existing
65 dBA Contour

Proposed Action
65 dBA Contour
70 dBA Contour
Vibration Contour

Figure L-1

Noise and Vibration Contours

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CN | EJ&E

Environmental Impact Statement

- CN Rail Line
- EJ&E Rail Line
- Proposed Track
- Construction Limits
- Cost-Effective Barrier
- Barrier Not Cost-Effective

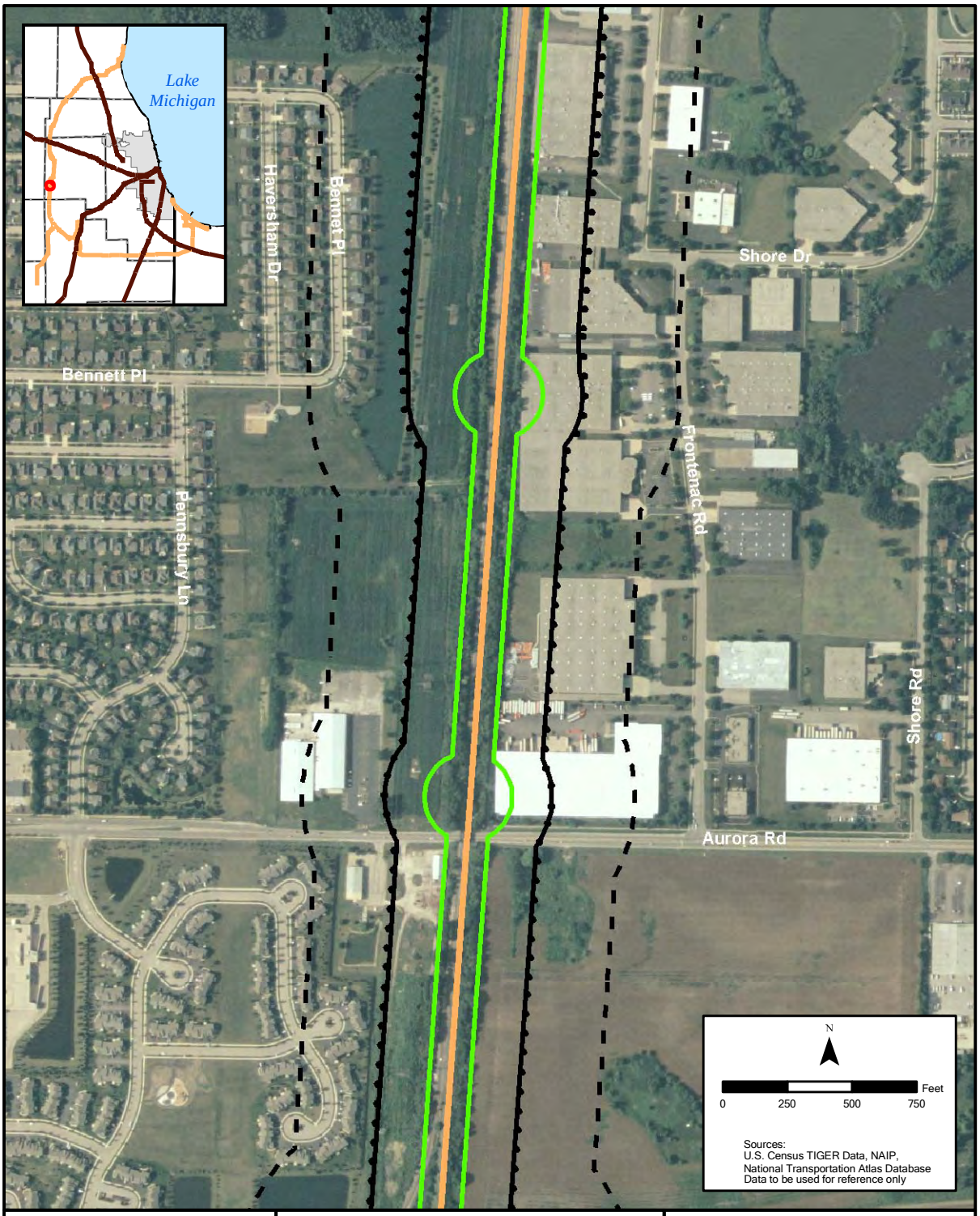
Existing
- 65 dBA Contour

Proposed Action
- 65 dBA Contour
- 70 dBA Contour
- Vibration Contour

Figure L-1

Noise and Vibration Contours

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CN | EJ&E

Environmental Impact Statement

CN Rail Line
EJ&E Rail Line
Proposed Track
Construction Limits
Cost-Effective Barrier
Barrier Not Cost-Effective

Existing
65 dBA Contour

Proposed Action
65 dBA Contour
70 dBA Contour
Vibration Contour

Figure L-1

Noise and Vibration Contours

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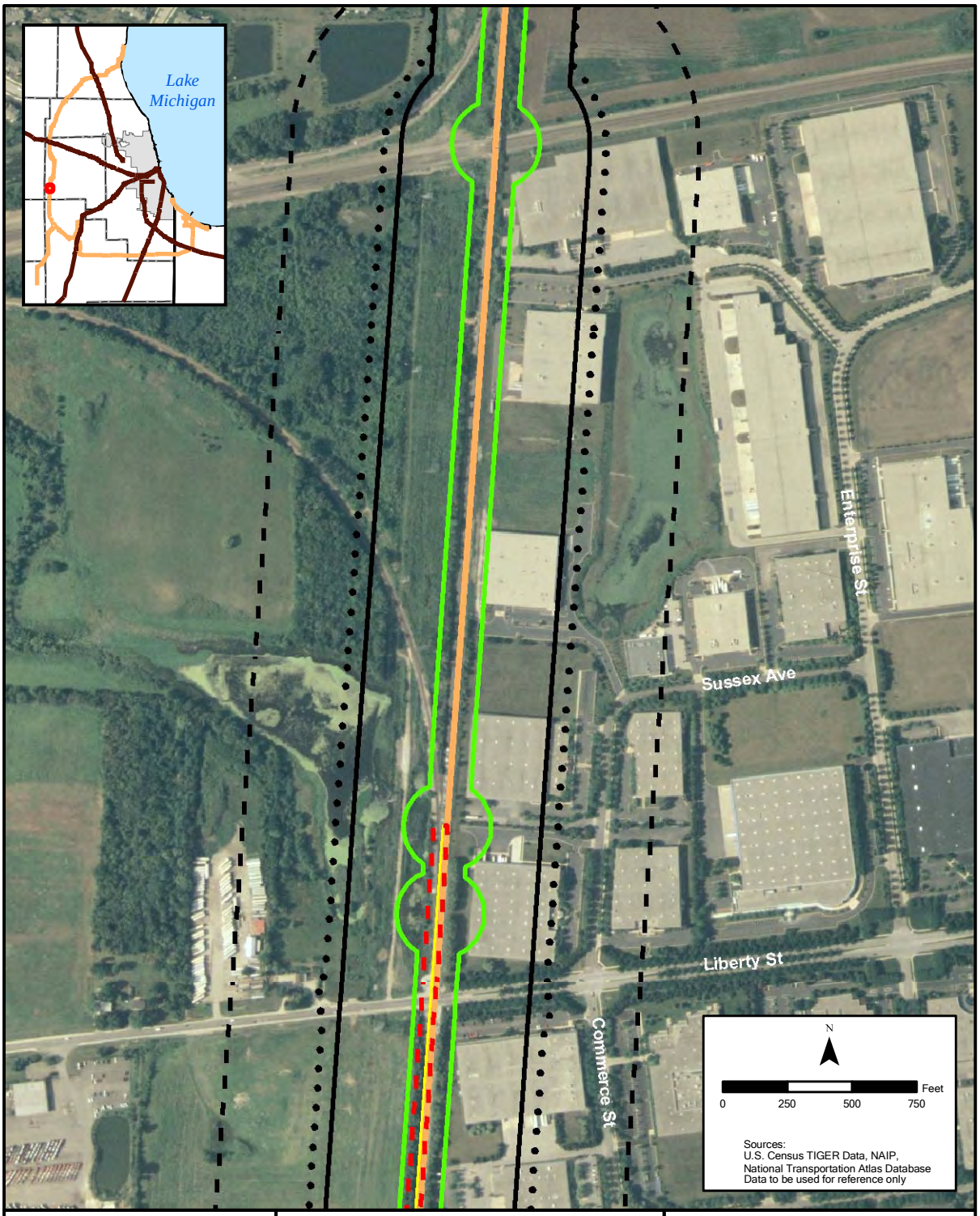


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Noise and Vibration Contours

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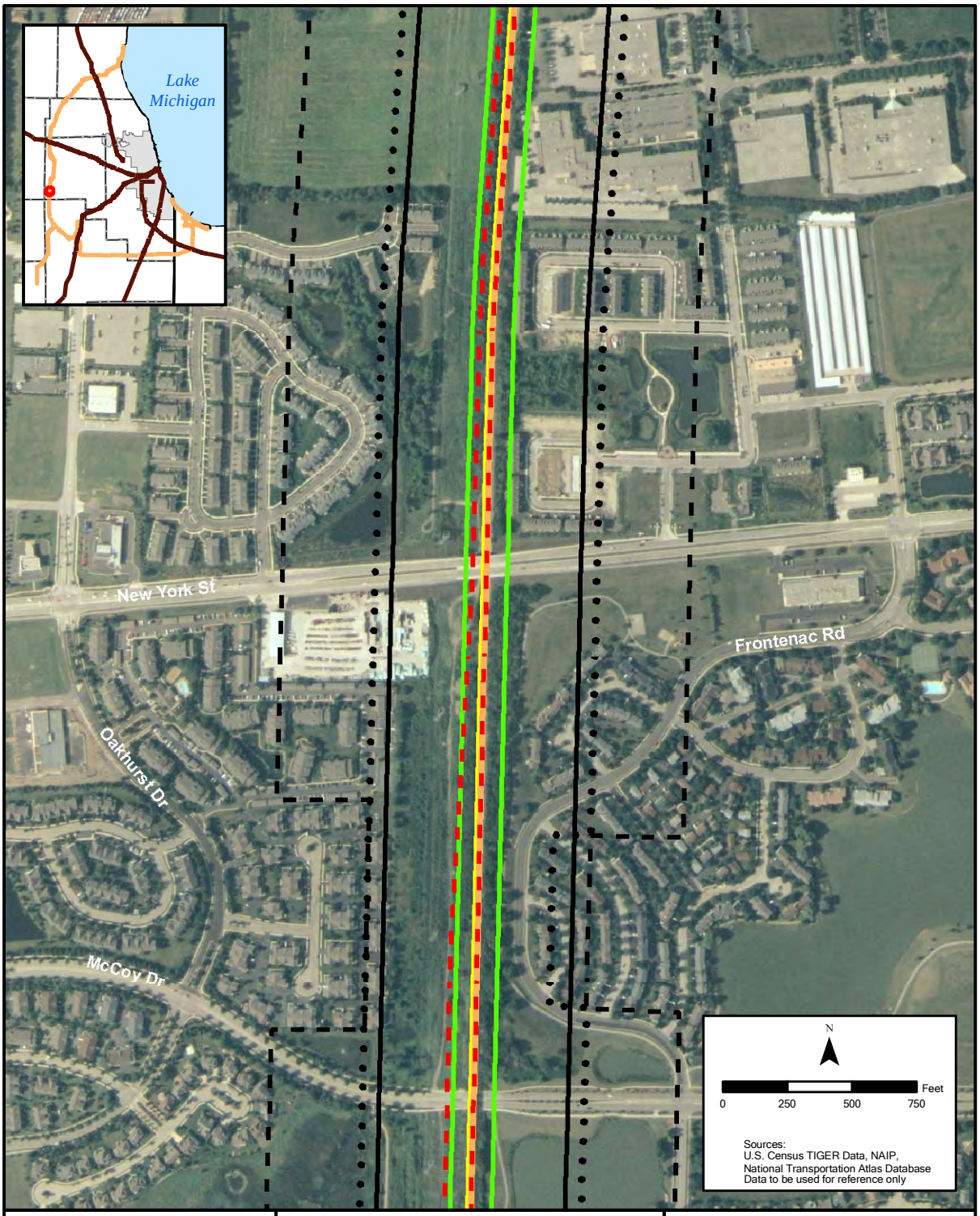
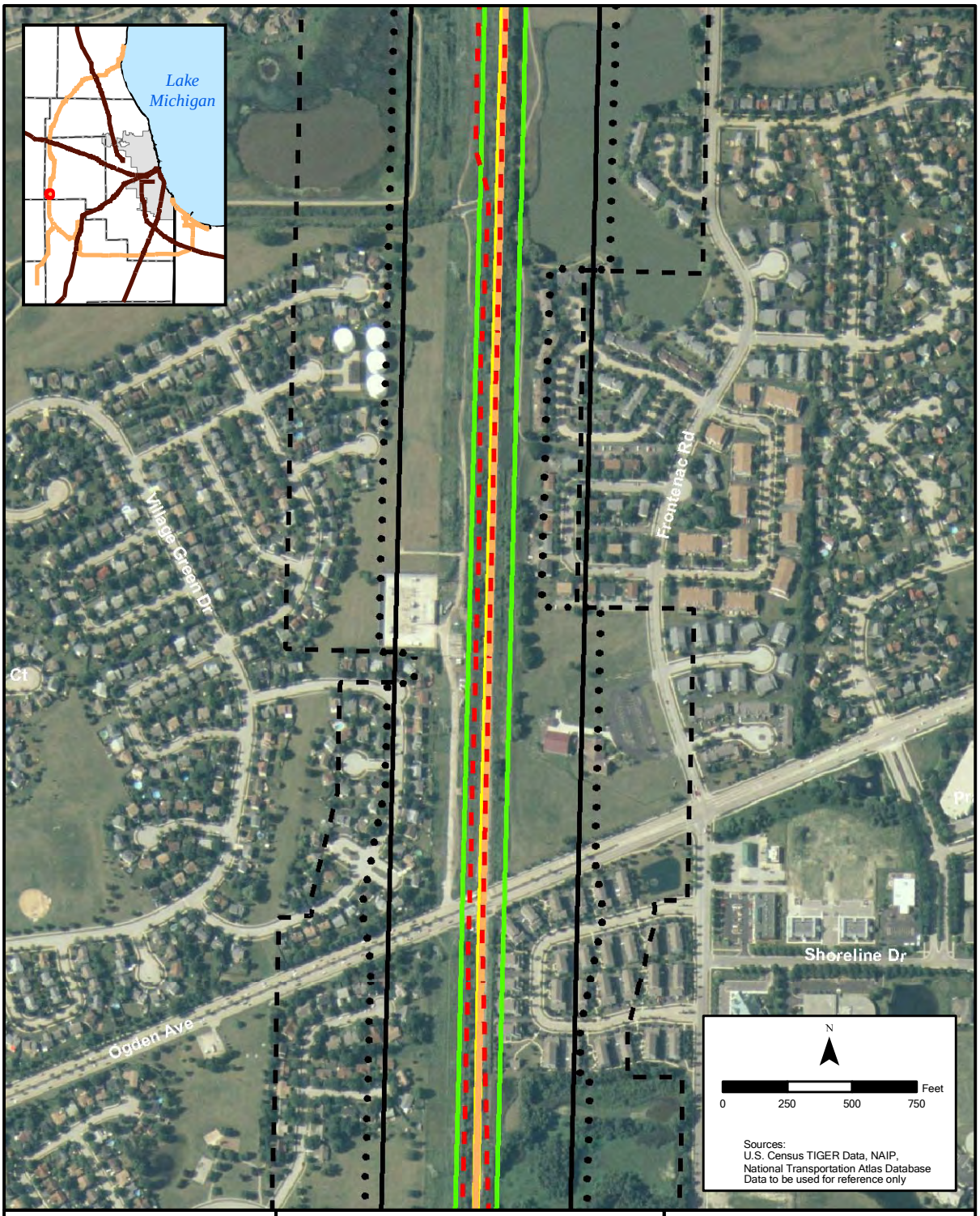


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CN | EJ&E

Environmental Impact Statement

CN Rail Line
EJ&E Rail Line
Proposed Track
Construction Limits
Cost-Effective Barrier
Barrier Not Cost-Effective

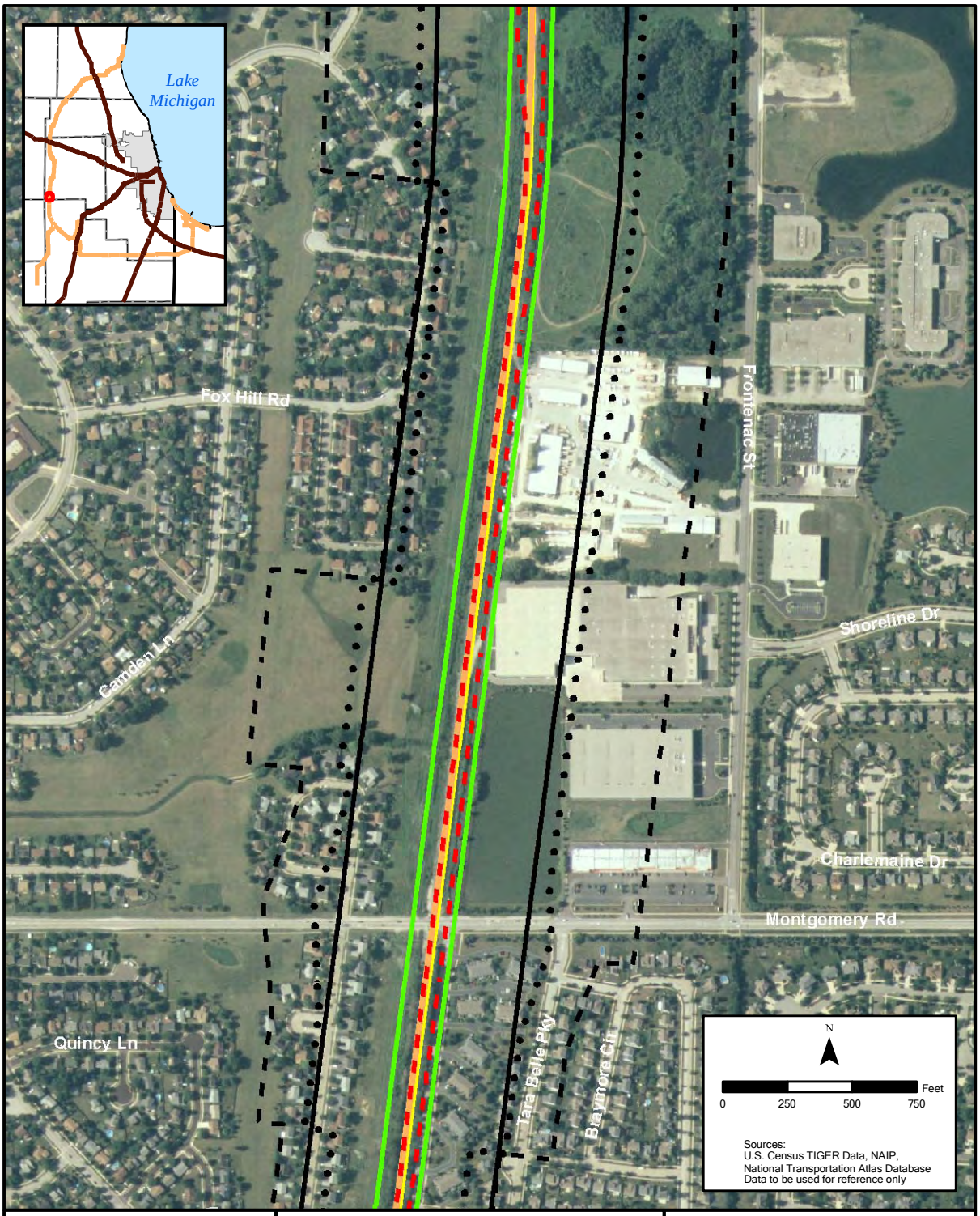
Existing
65 dBA Contour

Proposed Action
65 dBA Contour
70 dBA Contour
Vibration Contour

Figure L-1

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CN | EJ&E
Environmental Impact Statement

CN Rail Line
EJ&E Rail Line
Proposed Track
Construction Limits
Cost-Effective Barrier
Barrier Not Cost-Effective

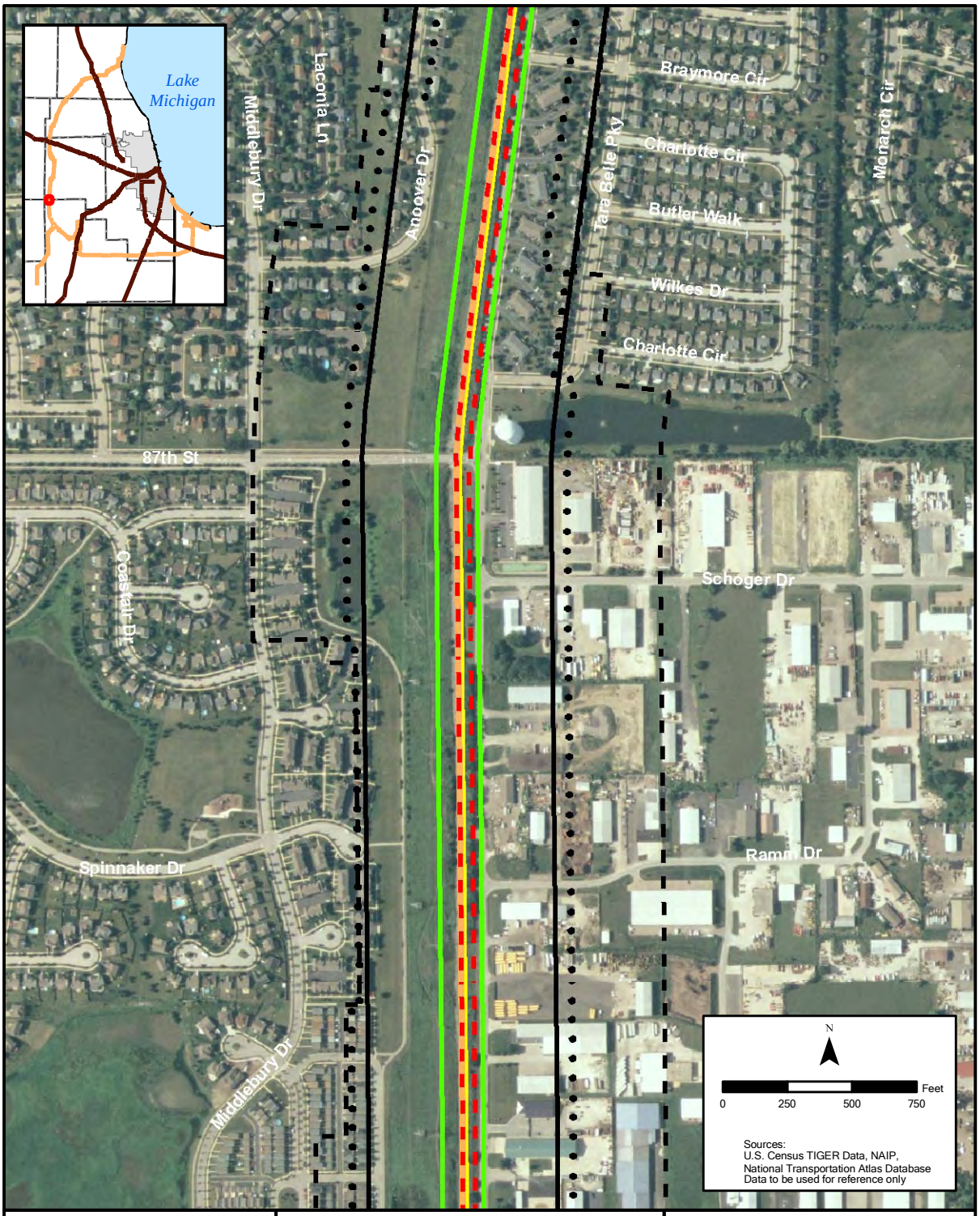
Existing
65 dBA Contour

Proposed Action
65 dBA Contour
70 dBA Contour
Vibration Contour

Figure L-1

Noise and Vibration Contours

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CN | EJ&E

Environmental Impact Statement

CN Rail Line
EJ&E Rail Line
Proposed Track
Construction Limits
Cost-Effective Barrier
Barrier Not Cost-Effective

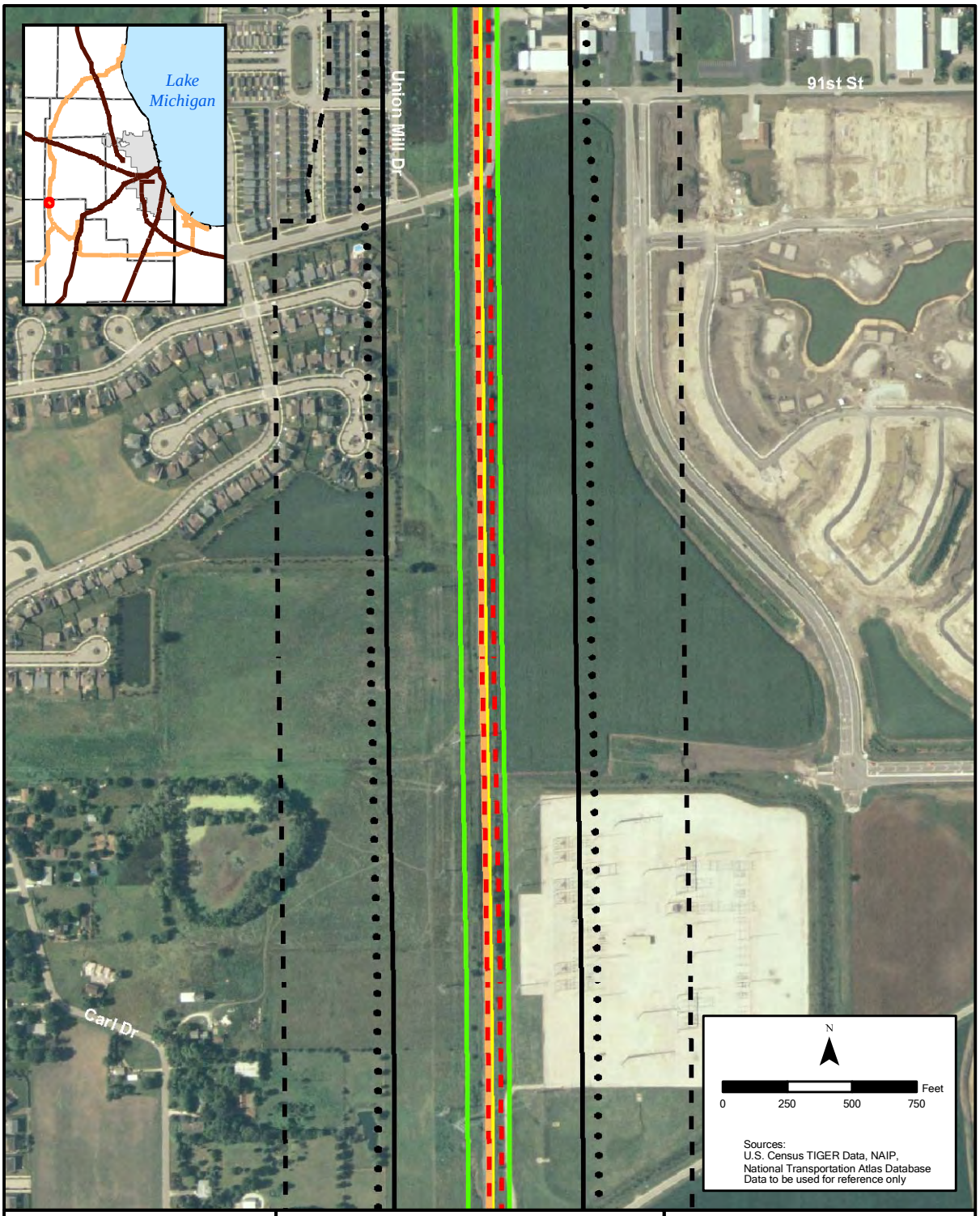
Existing
65 dBA Contour

Proposed Action
65 dBA Contour
70 dBA Contour
Vibration Contour

Figure L-1

Noise and Vibration Contours

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CN | EJ&E

Environmental Impact Statement

- CN Rail Line
- EJ&E Rail Line
- Proposed Track
- Construction Limits
- Cost-Effective Barrier
- Barrier Not Cost-Effective

Existing
- 65 dBA Contour

Proposed Action
- 65 dBA Contour
- 70 dBA Contour
- Vibration Contour

Figure L-1

Noise and Vibration Contours

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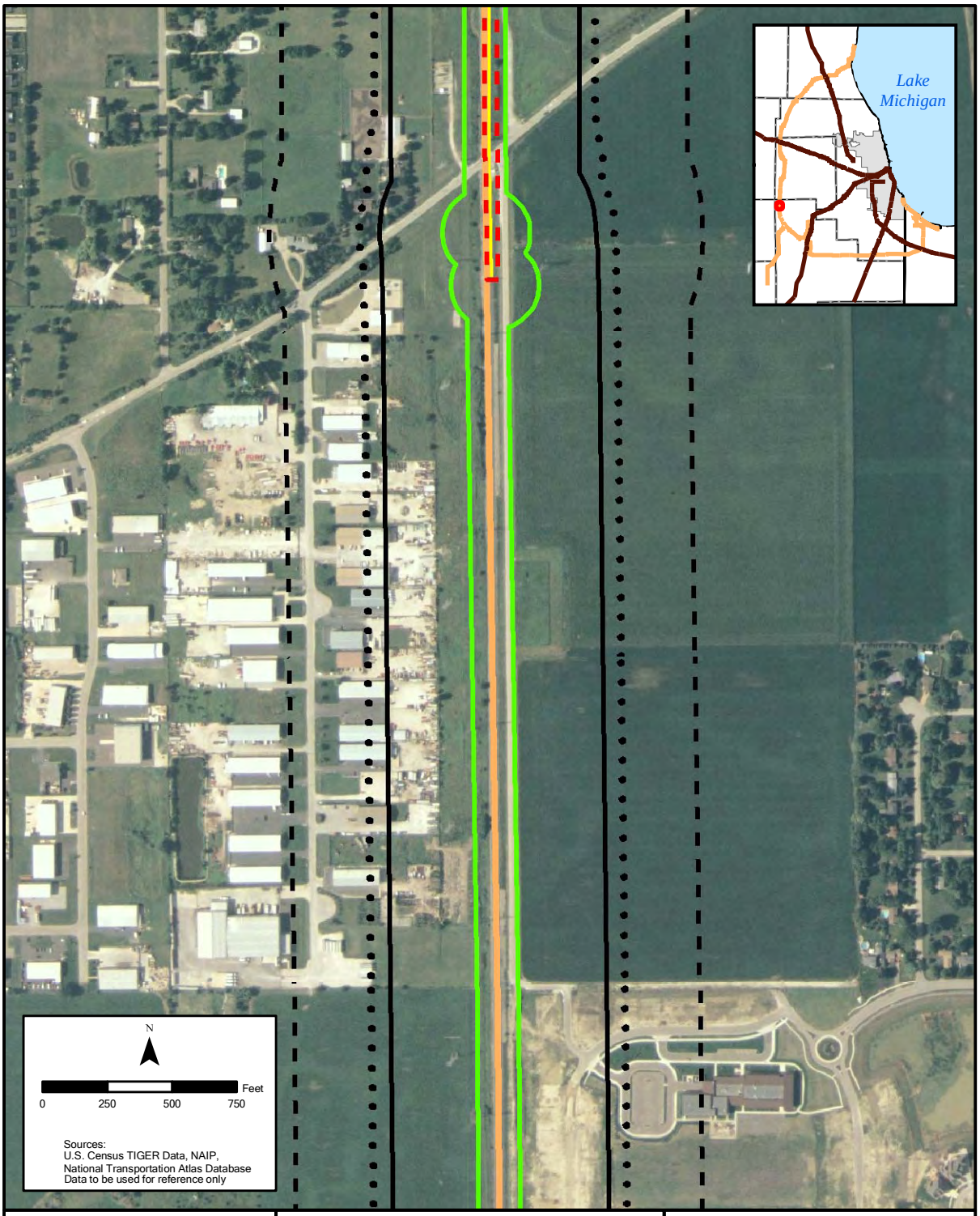


Figure L-1

Noise and Vibration Contours

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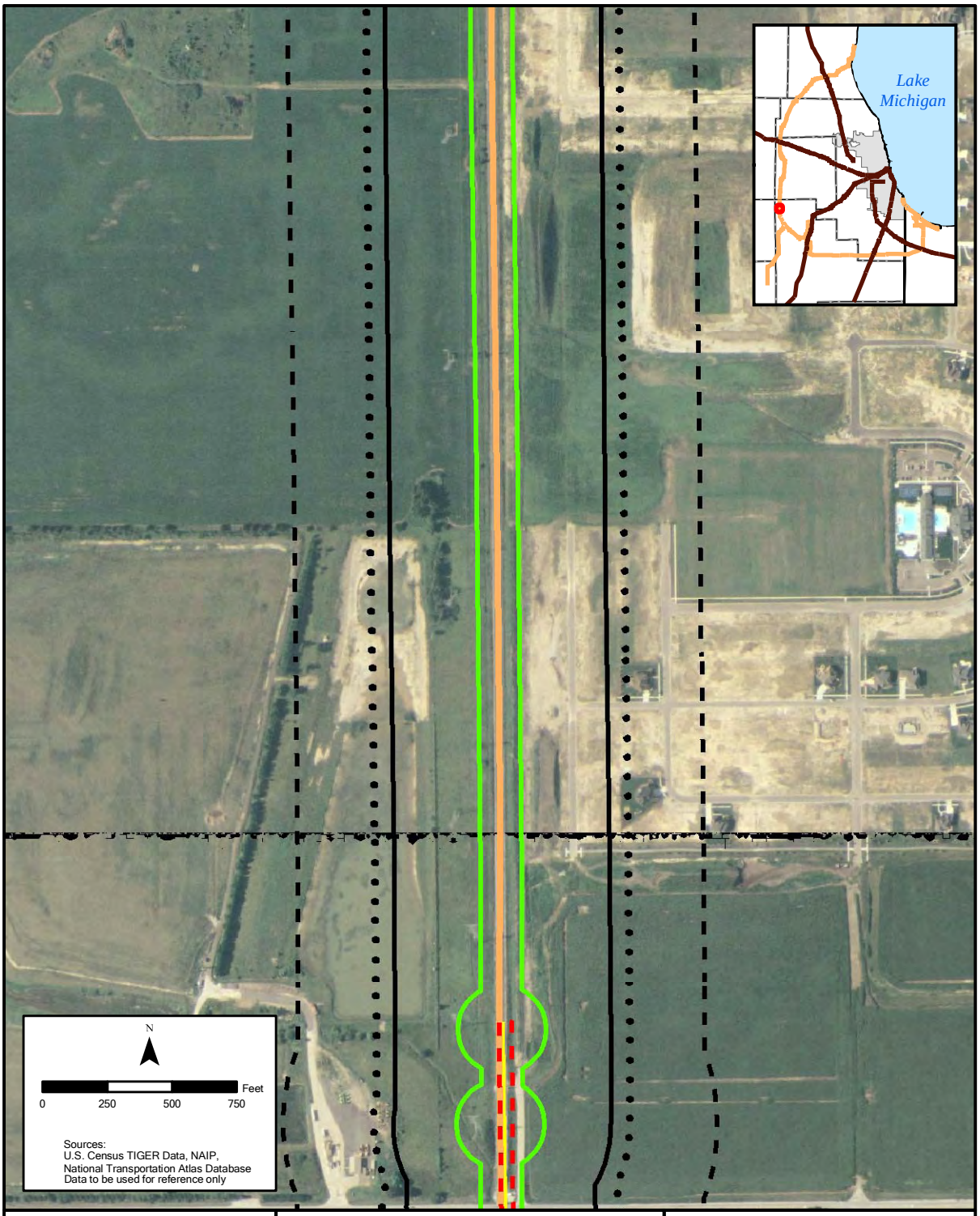
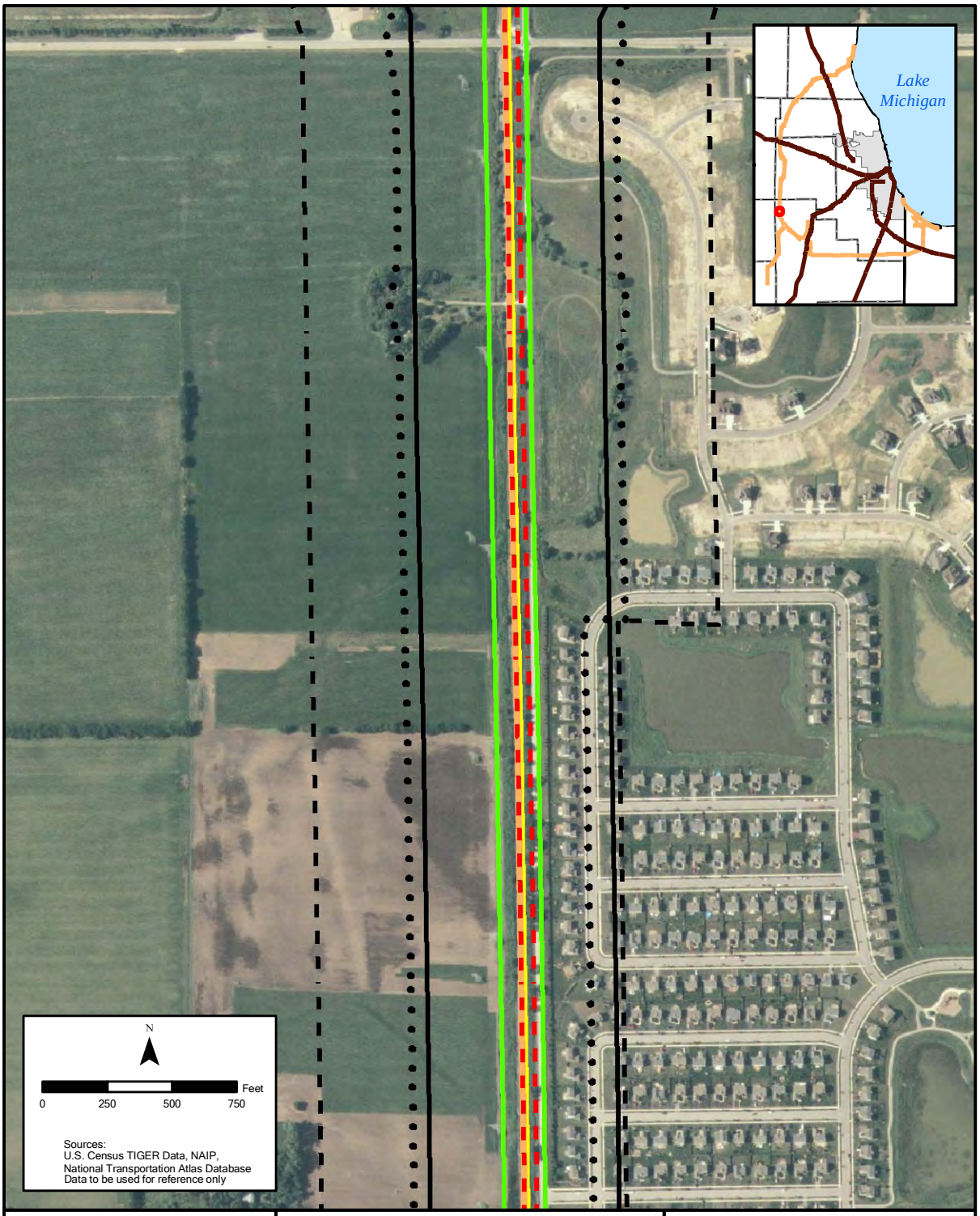


Figure L-1

Noise and Vibration Contours

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CN Rail Line
EJ&E Rail Line
Proposed Track
Construction Limits
Cost-Effective Barrier
Barrier Not Cost-Effective

Existing
65 dBA Contour

Proposed Action
65 dBA Contour
70 dBA Contour
Vibration Contour

Figure L-1

Noise and Vibration Contours

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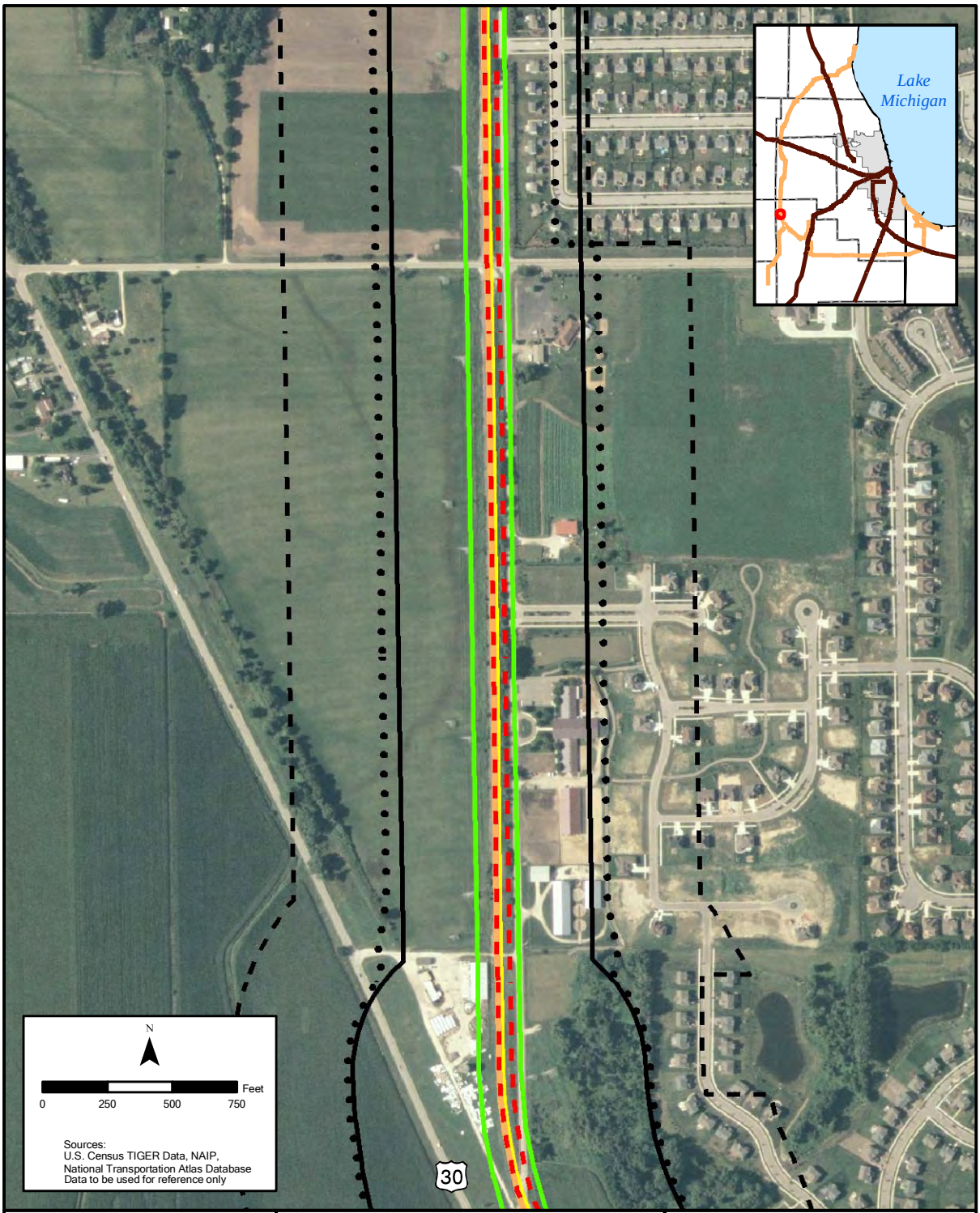
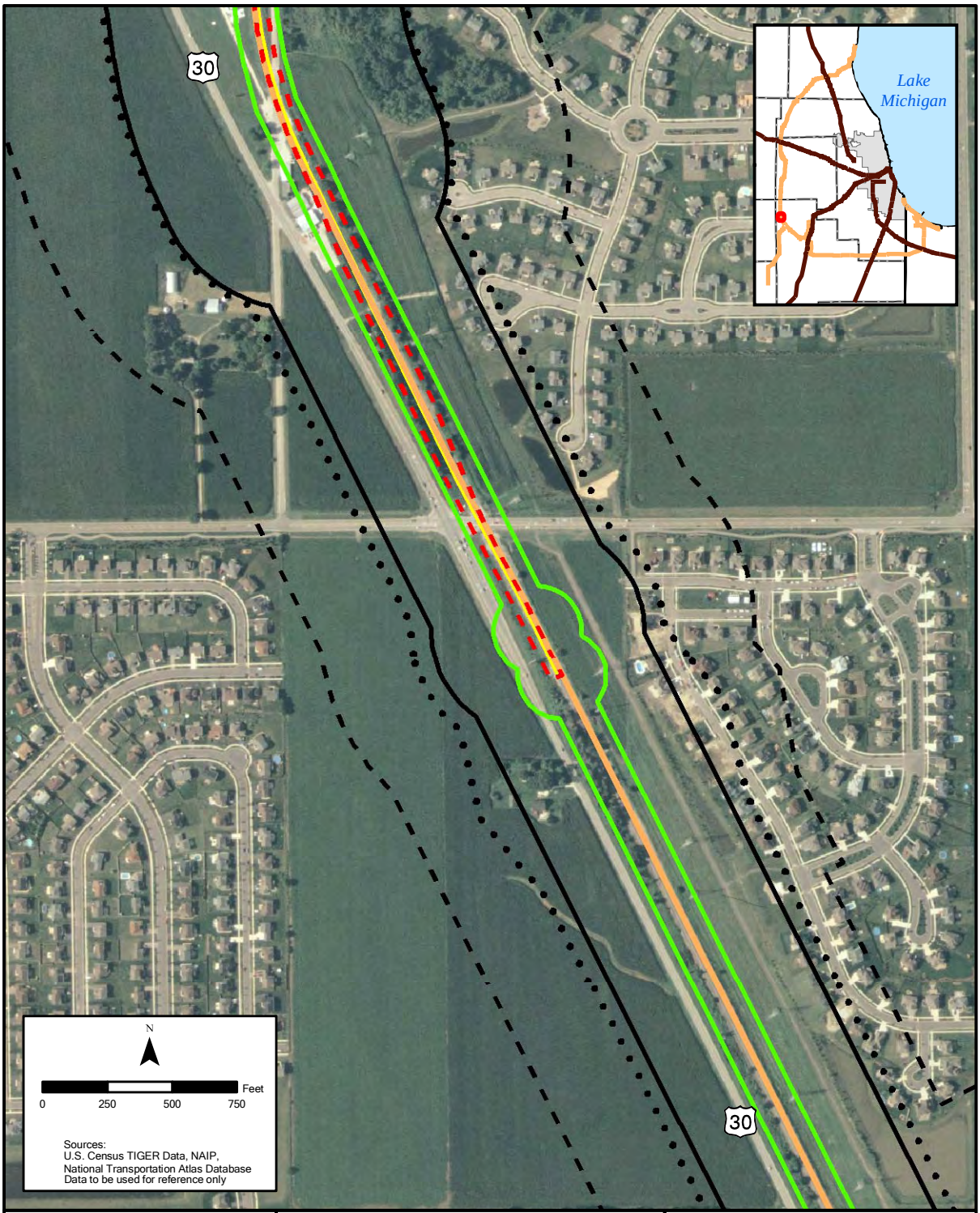


Figure L-1

Noise and Vibration Contours

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Environmental Impact Statement

CN | EJ&E

CN Rail Line
EJ&E Rail Line
Proposed Track
Construction Limits
Cost-Effective Barrier
Barrier Not Cost-Effective

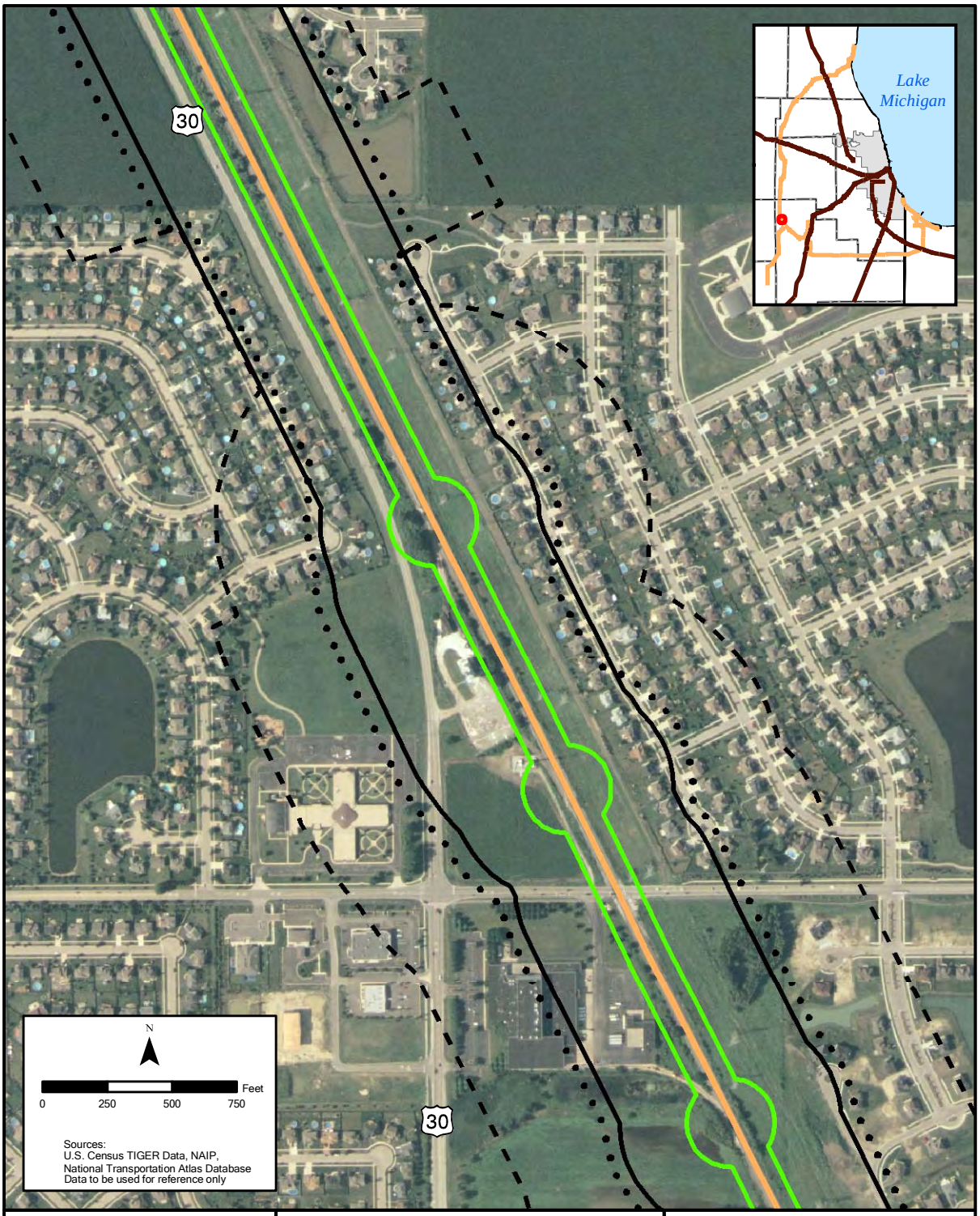
Existing
65 dBA Contour

Proposed Action
65 dBA Contour
70 dBA Contour
Vibration Contour

Figure L-1

Noise and Vibration Contours

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CN Rail Line
EJ&E Rail Line
Proposed Track
Construction Limits
Cost-Effective Barrier
Barrier Not Cost-Effective

Existing
65 dBA Contour

Proposed Action
65 dBA Contour
70 dBA Contour
Vibration Contour

Figure L-1

Noise and Vibration Contours

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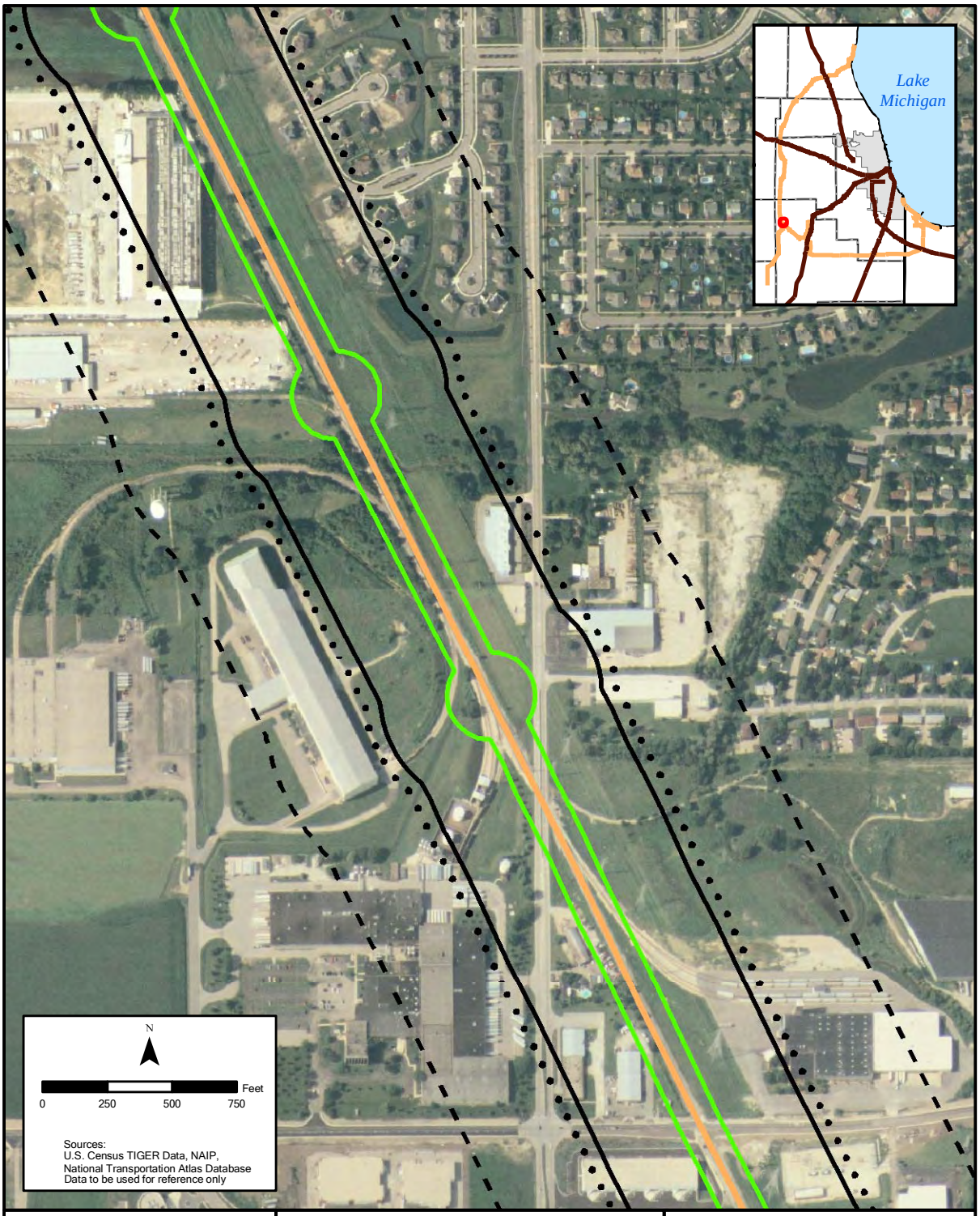
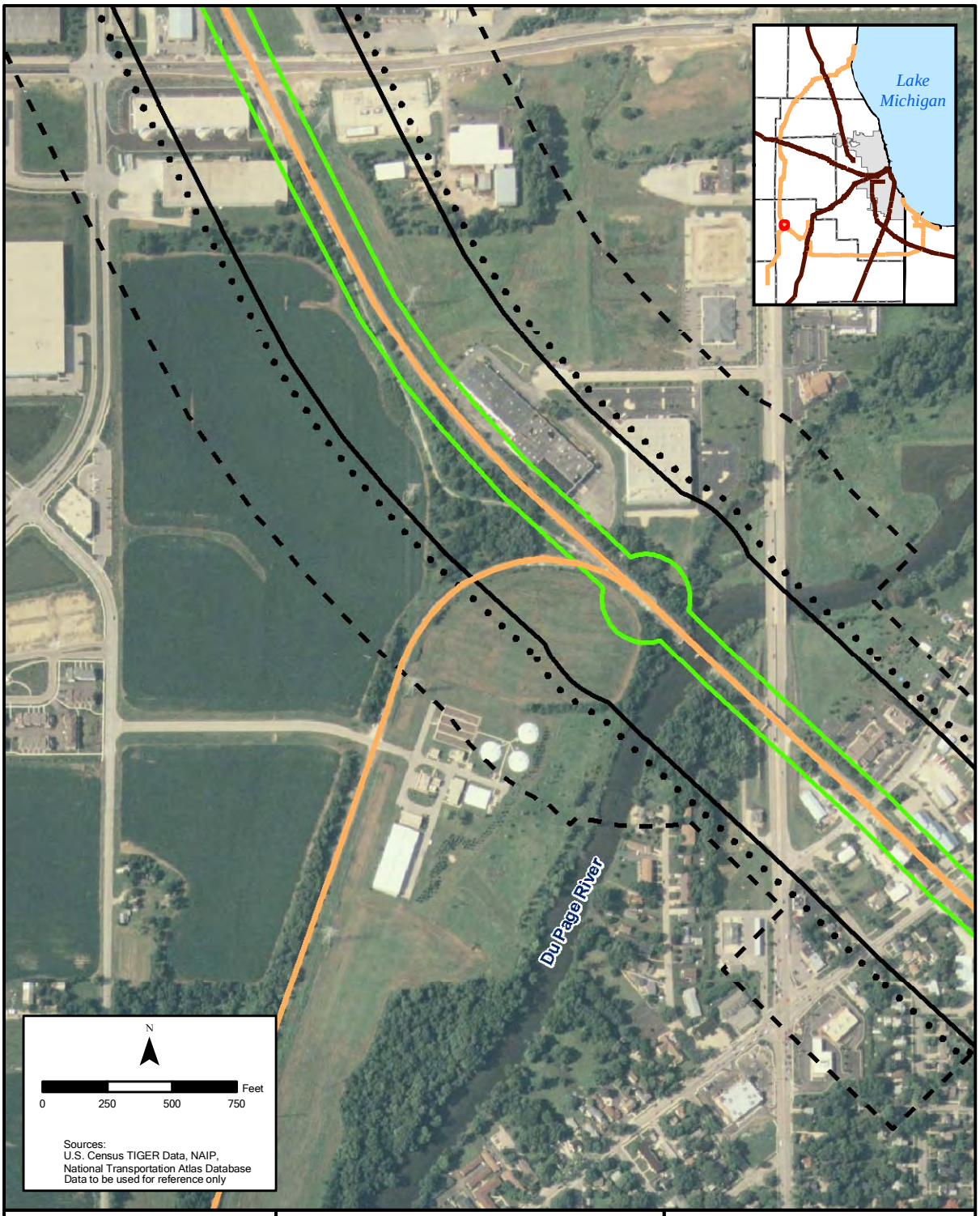


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CN | EJ&E

Environmental Impact Statement

CN Rail Line
EJ&E Rail Line
Proposed Track
Construction Limits
Cost-Effective Barrier
Barrier Not Cost-Effective

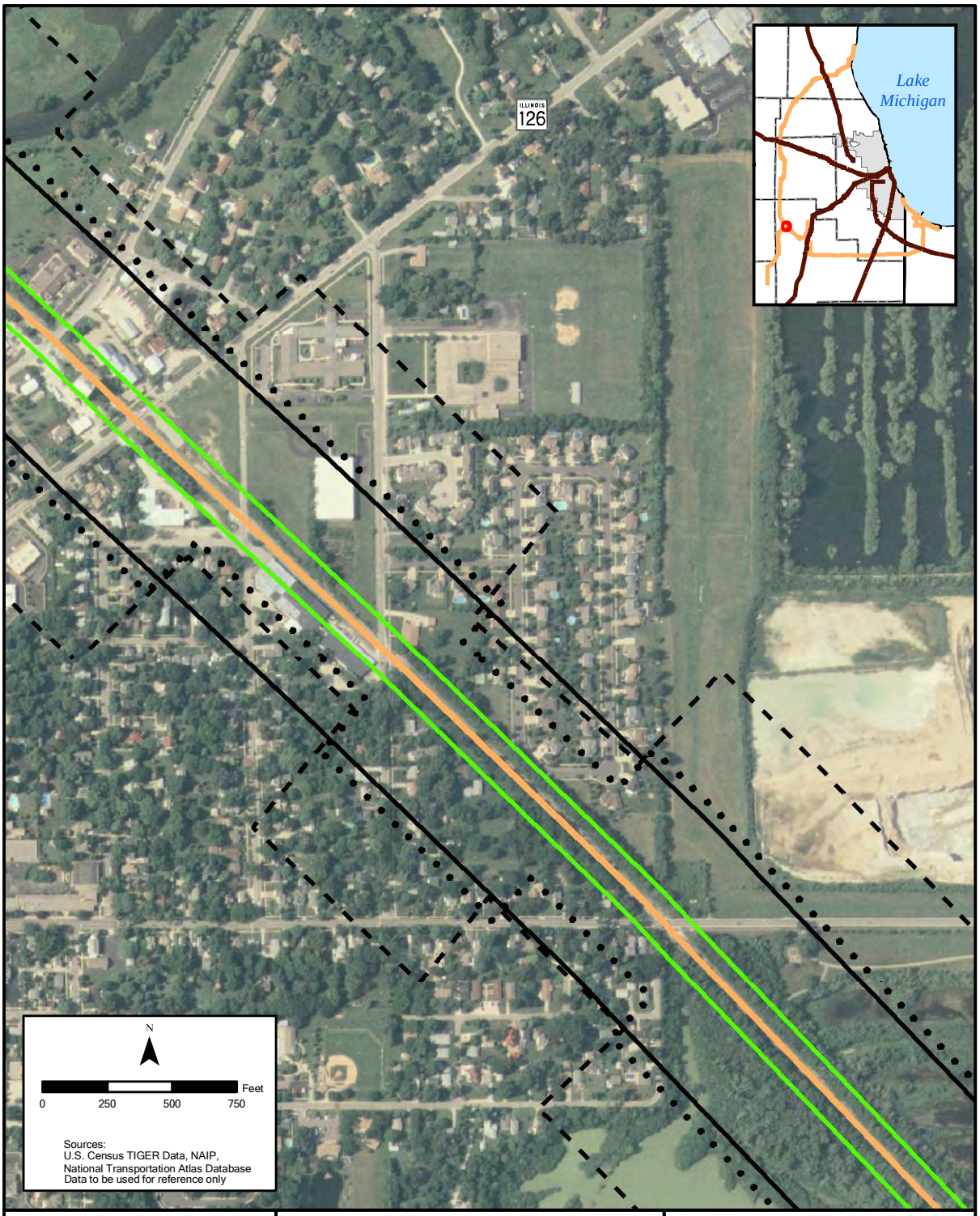
Existing
65 dBA Contour

Proposed Action
65 dBA Contour
70 dBA Contour
Vibration Contour

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CN | EJ&E

Environmental Impact Statement

CN Rail Line
EJ&E Rail Line
Proposed Track
Construction Limits
Cost-Effective Barrier
Barrier Not Cost-Effective

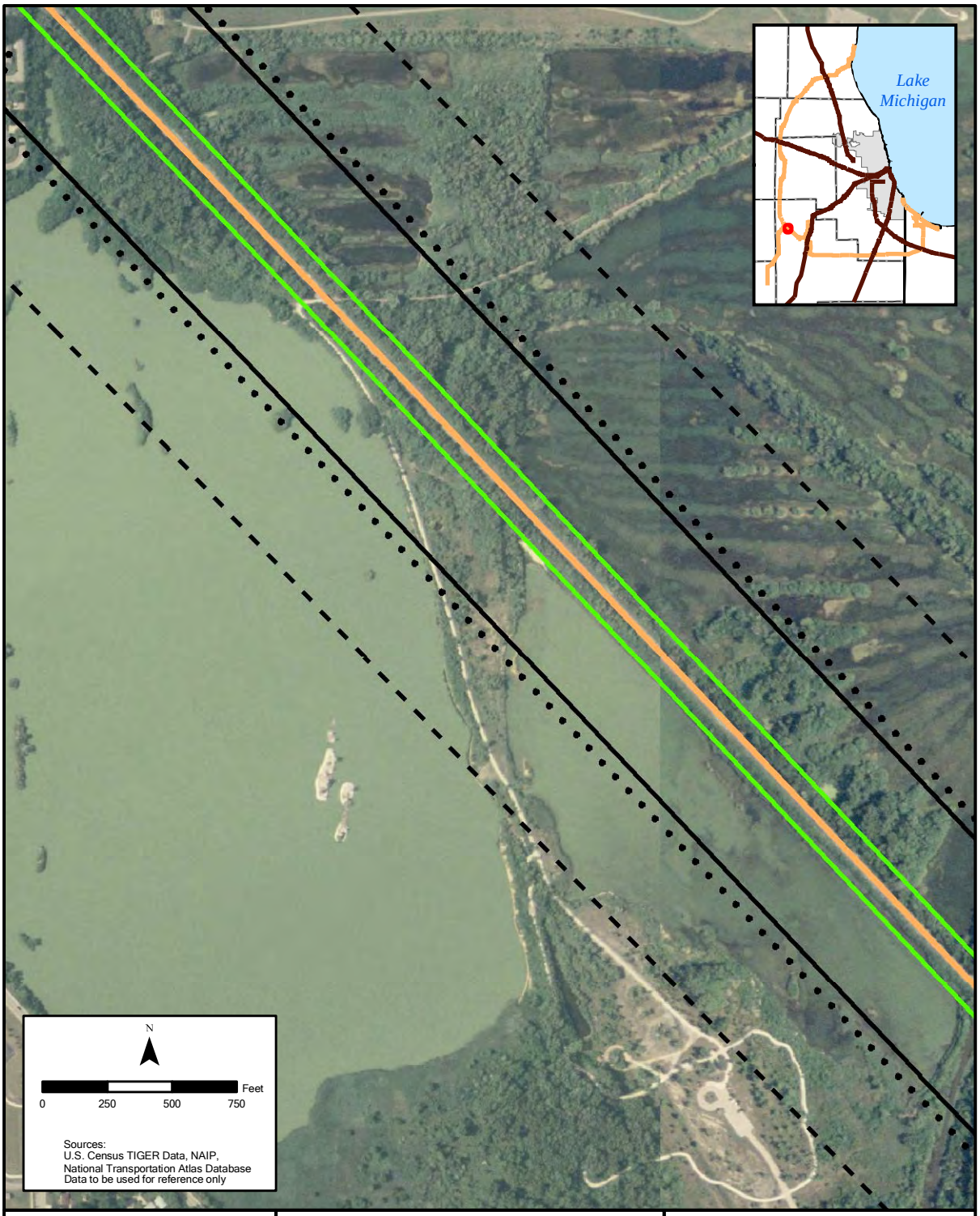
Existing
65 dBA Contour

Proposed Action
65 dBA Contour
70 dBA Contour
Vibration Contour

Figure L-1

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CN Rail Line
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Existing
65 dBA Contour

Proposed Action
65 dBA Contour
70 dBA Contour
Vibration Contour

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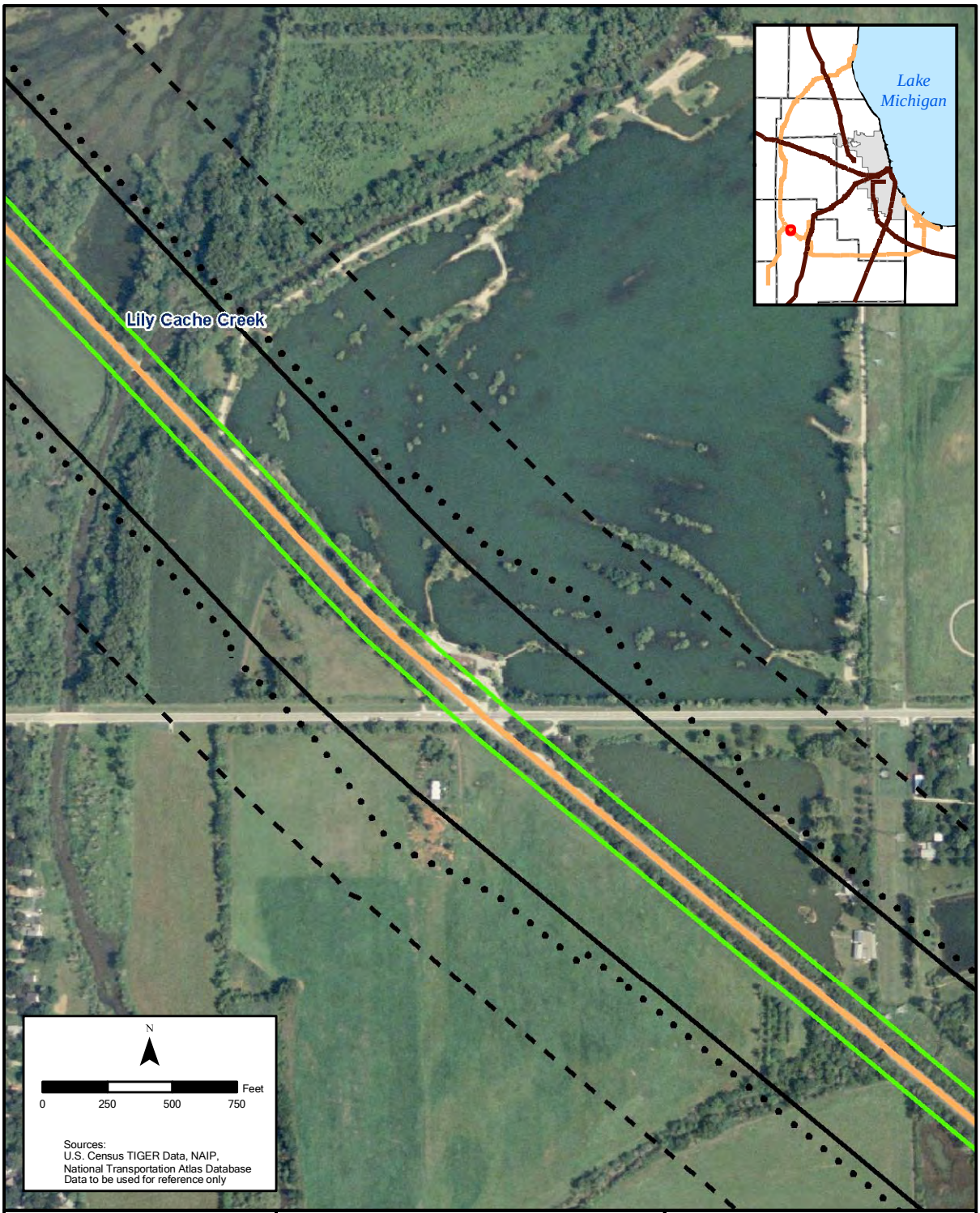


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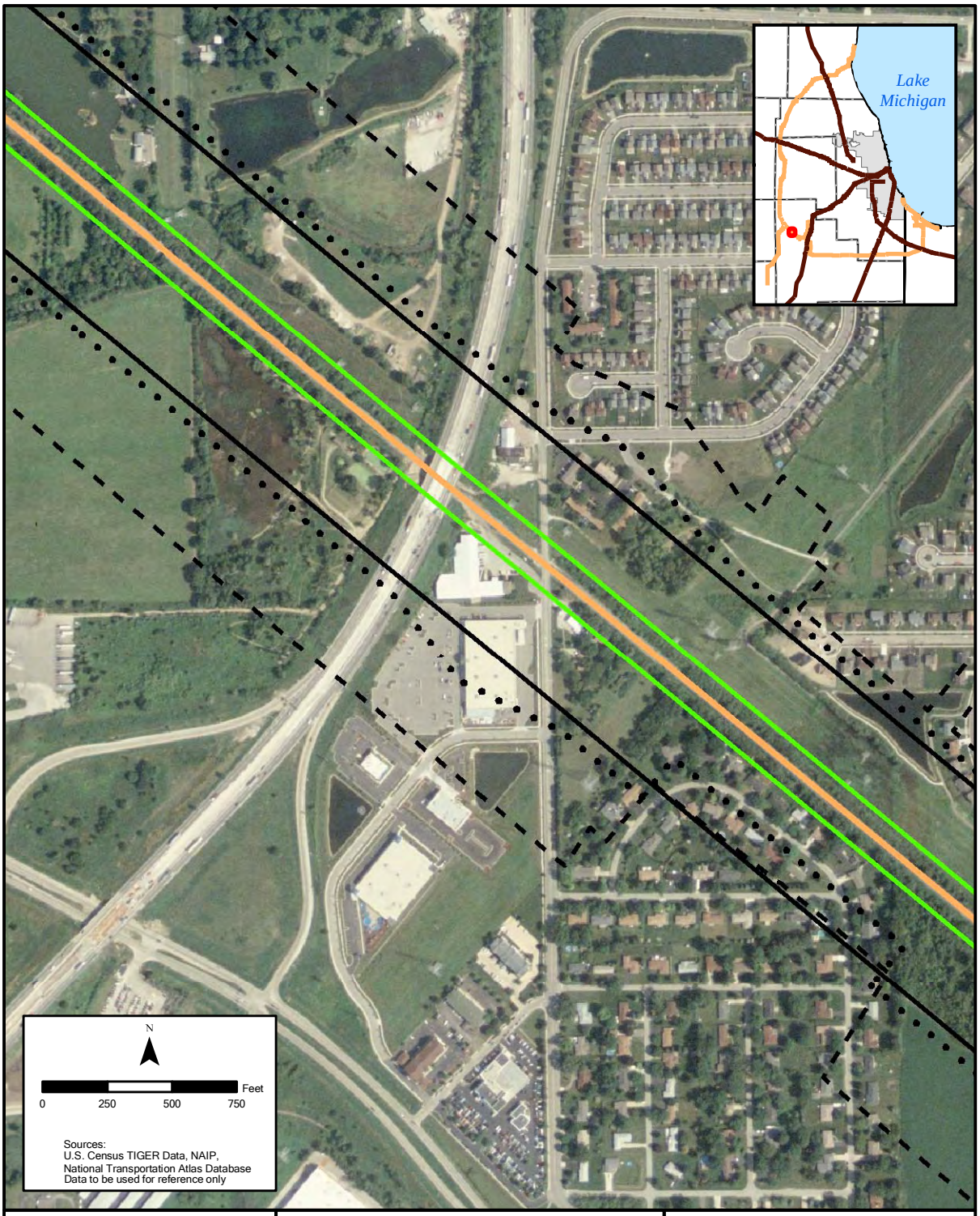


Figure L-1

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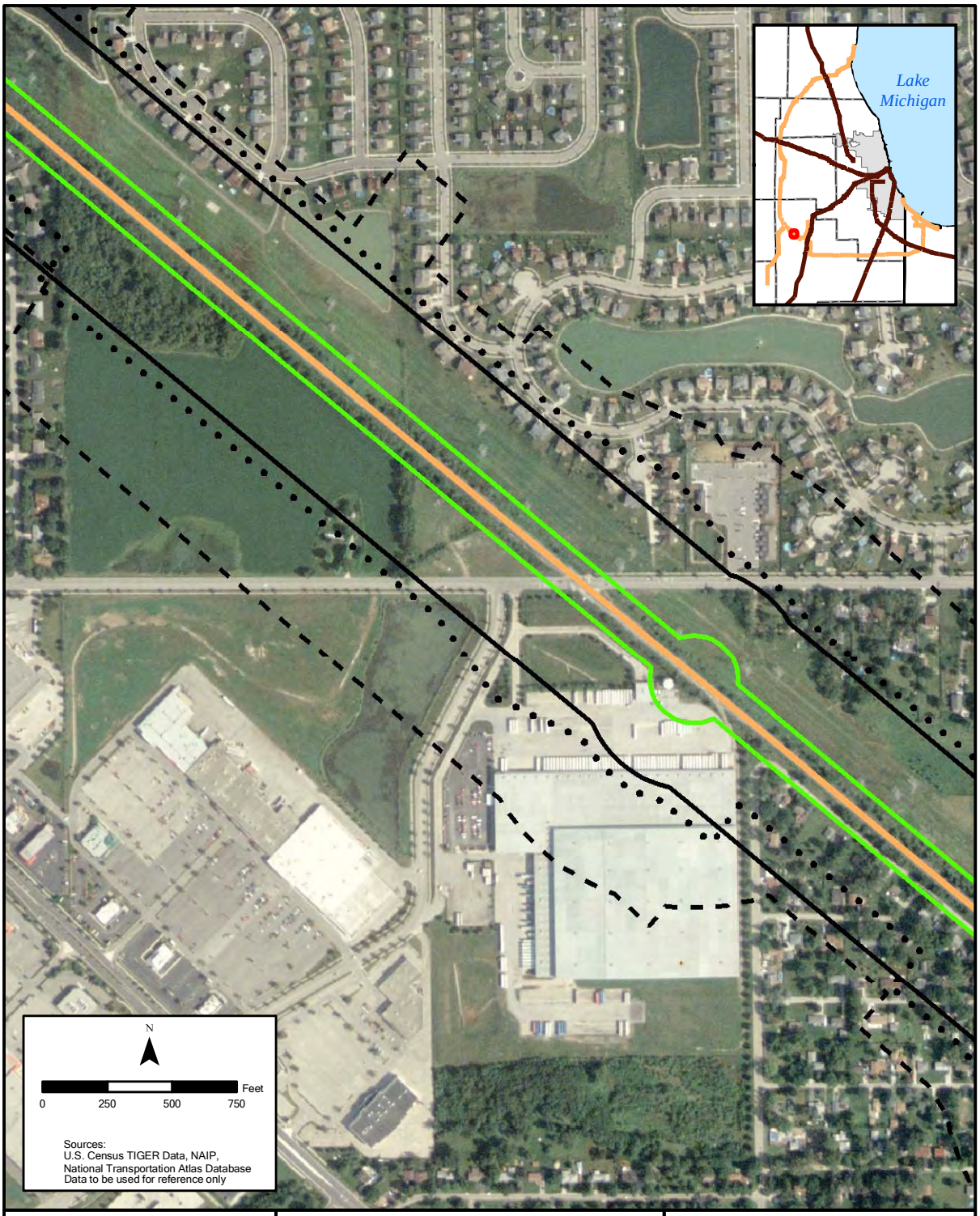


Figure L-1

Noise and Vibration Contours

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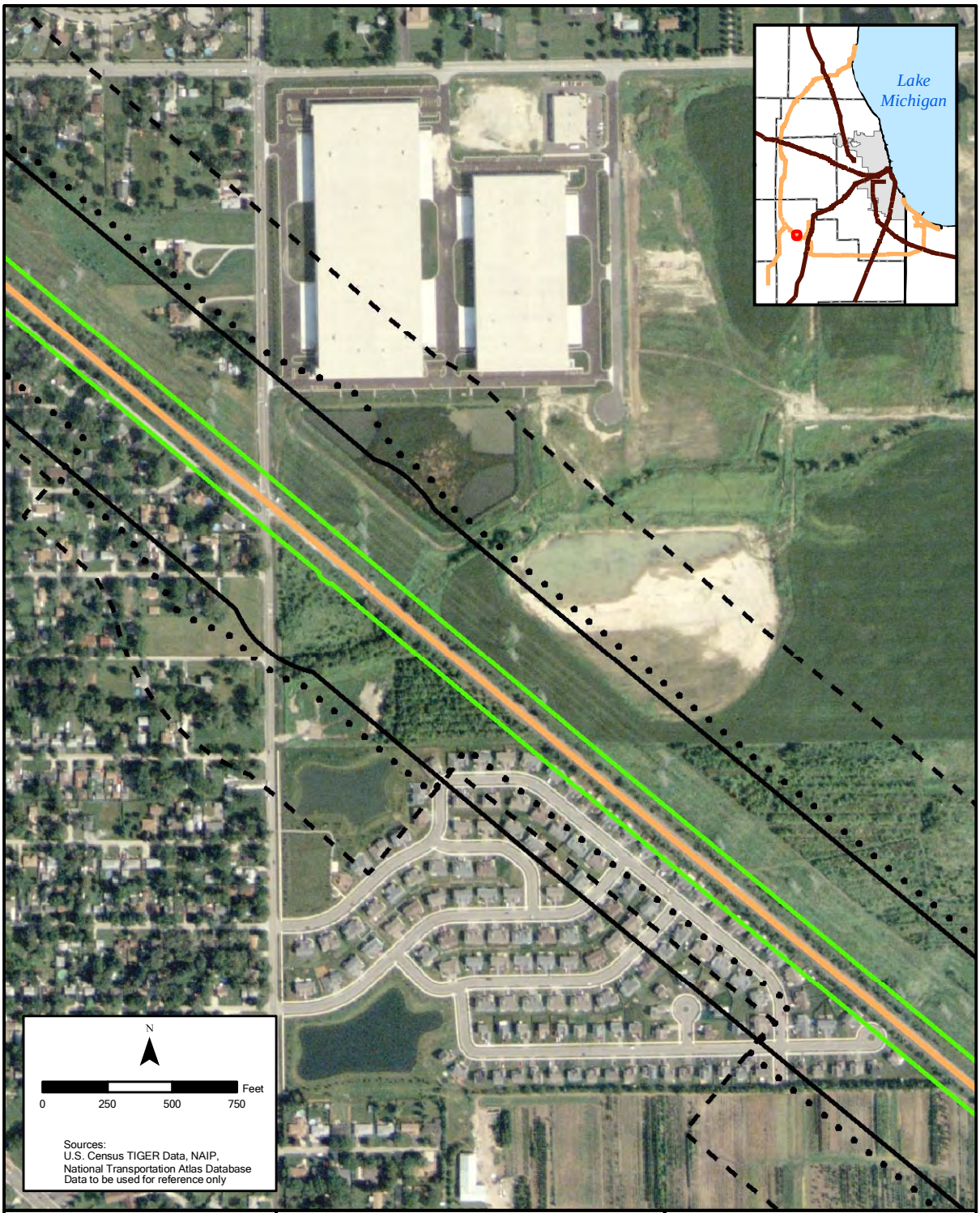


Figure L-1

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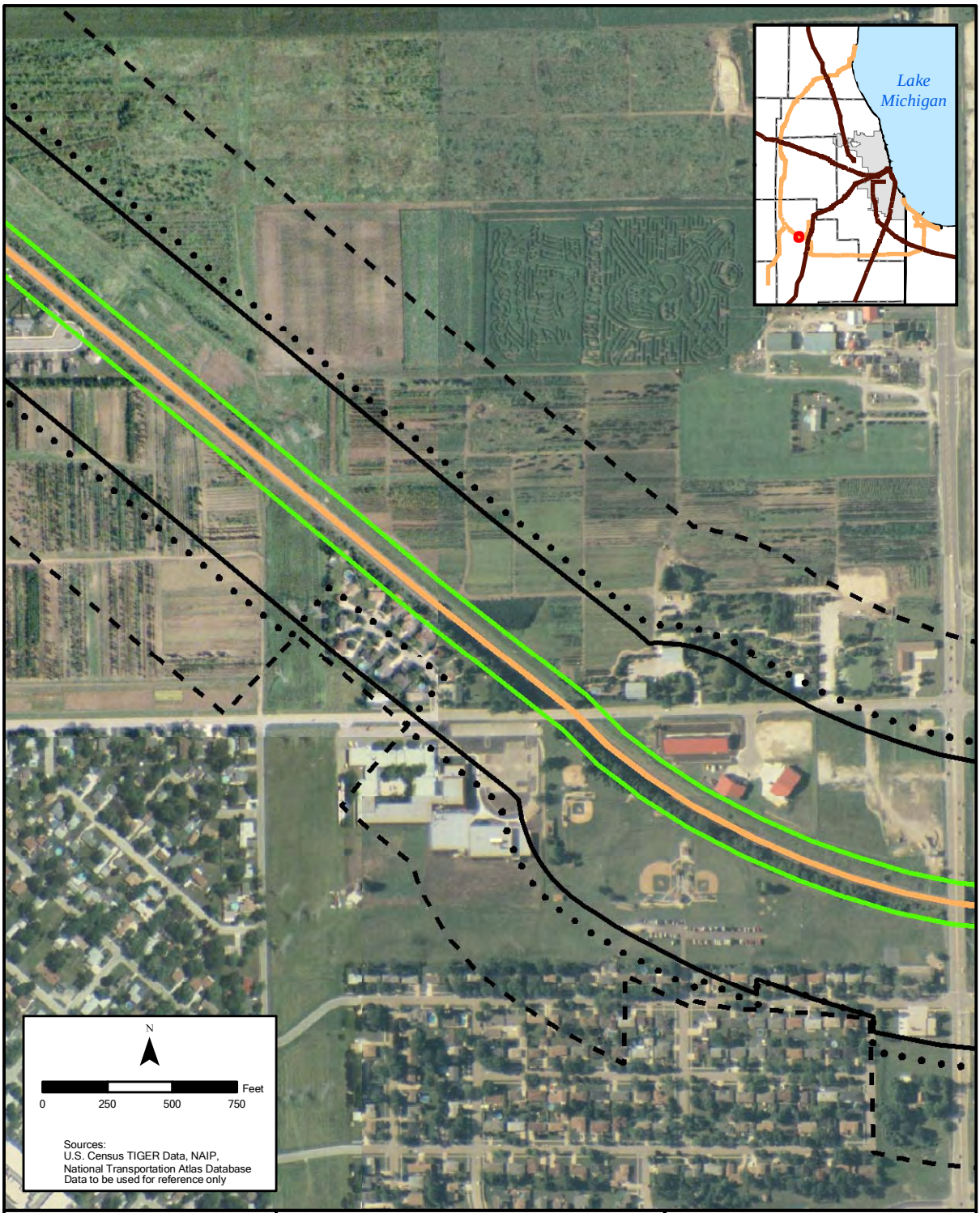


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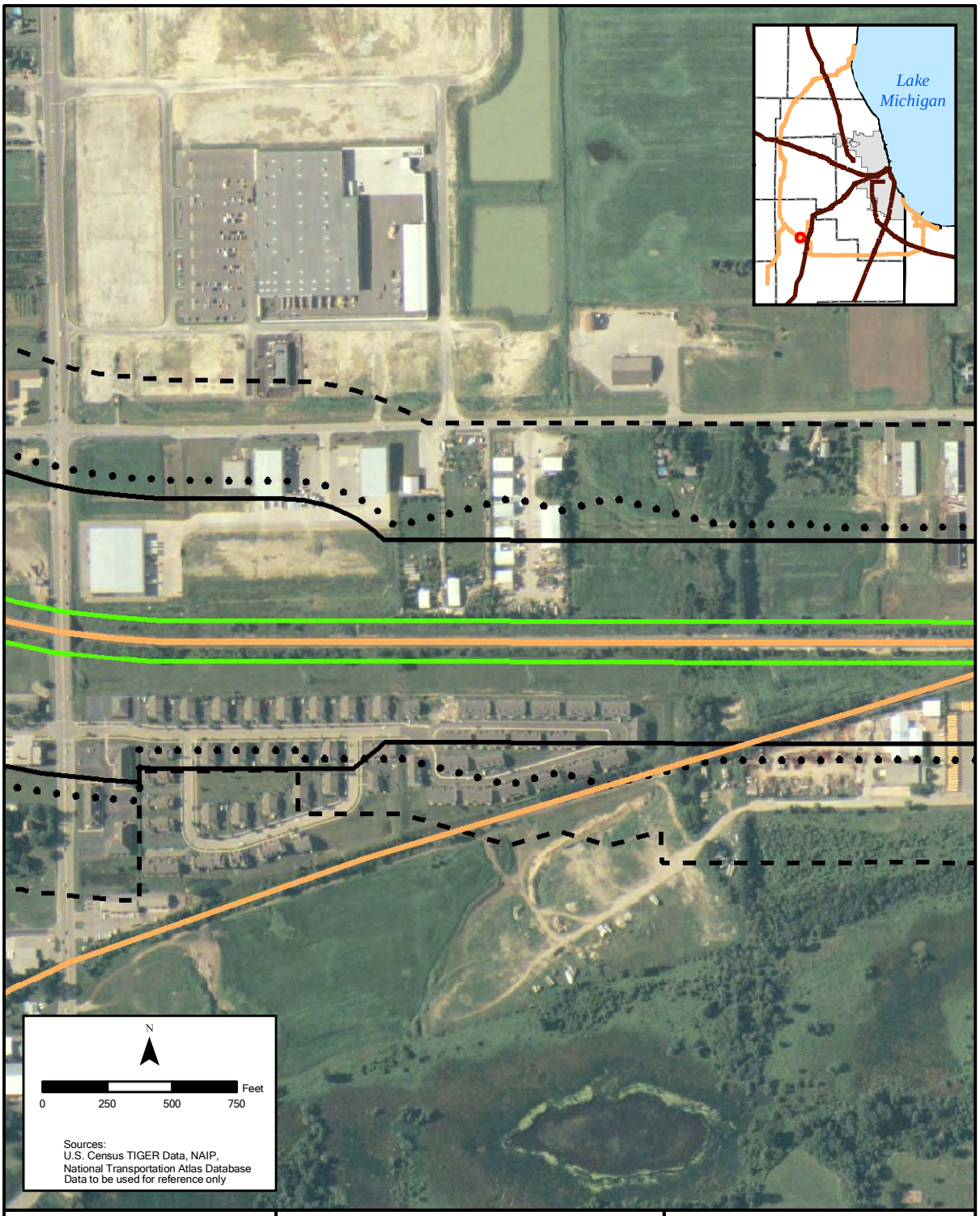
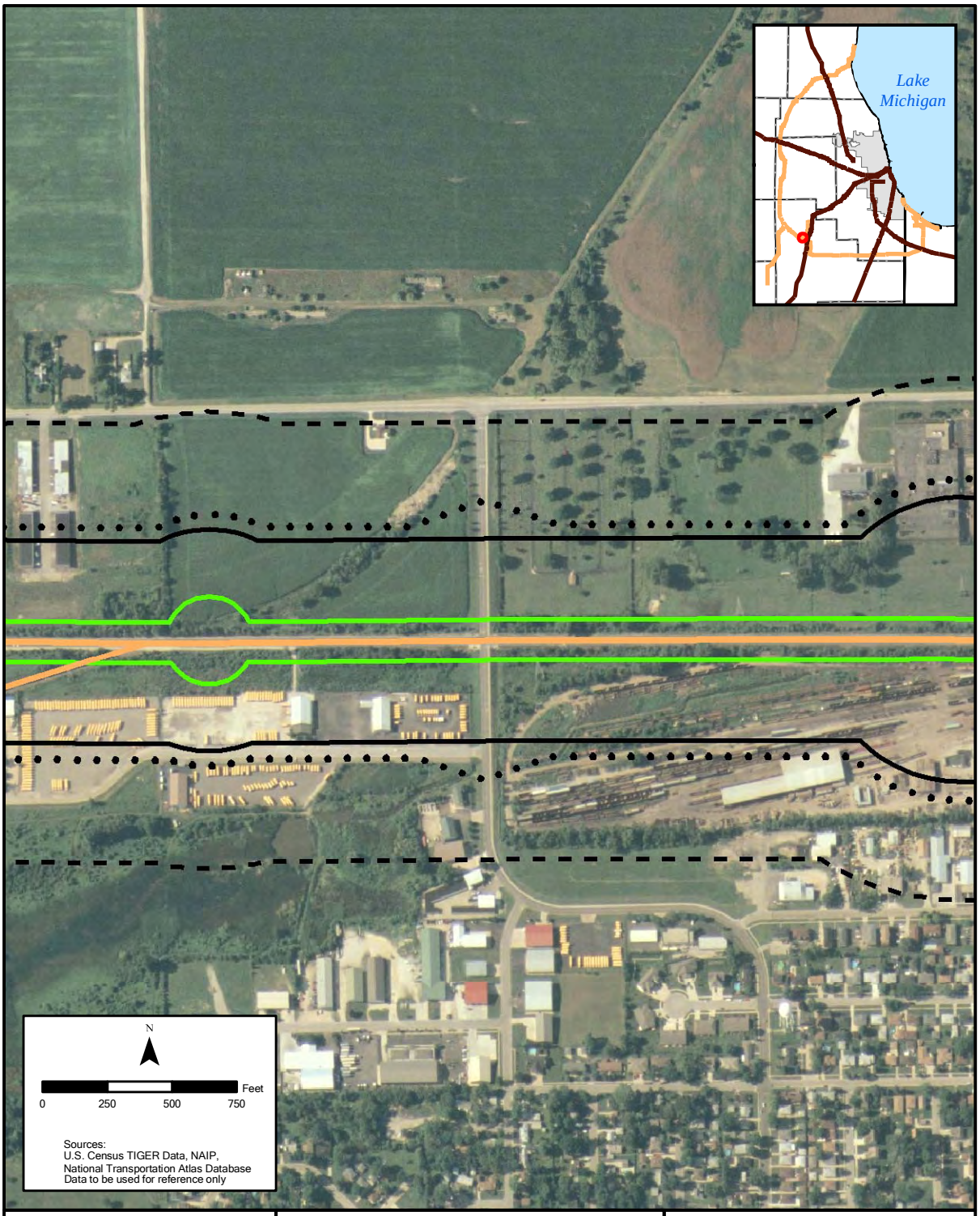


Figure L-1

Noise and Vibration Contours

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CN | EJ&E

Environmental Impact Statement

CN Rail Line
EJ&E Rail Line
Proposed Track
Construction Limits
Cost-Effective Barrier
Barrier Not Cost-Effective

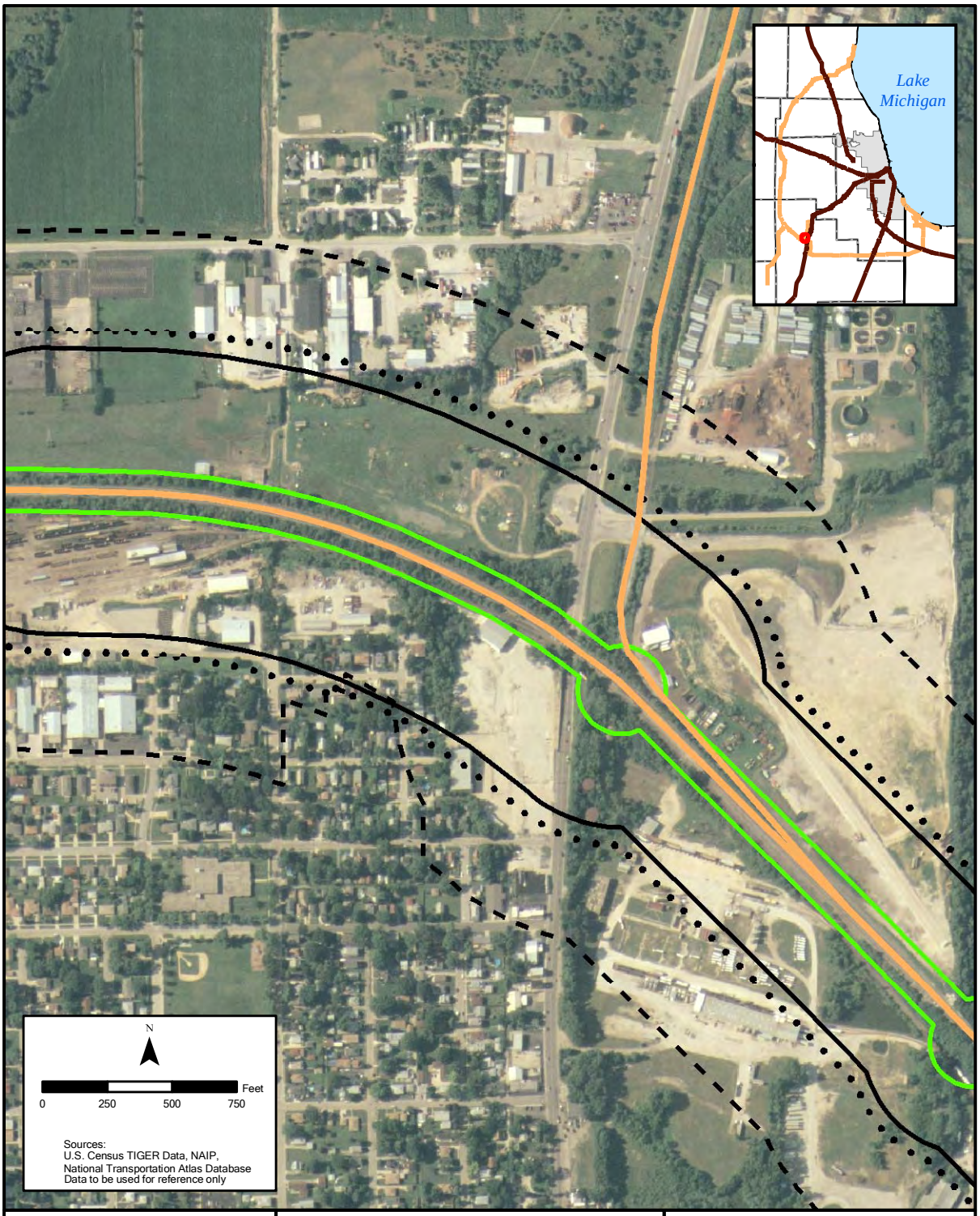
Existing
65 dBA Contour

Proposed Action
65 dBA Contour
70 dBA Contour
Vibration Contour

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CN | EJ&E

Environmental Impact Statement

CN Rail Line
EJ&E Rail Line
Proposed Track
Construction Limits
Cost-Effective Barrier
Barrier Not Cost-Effective

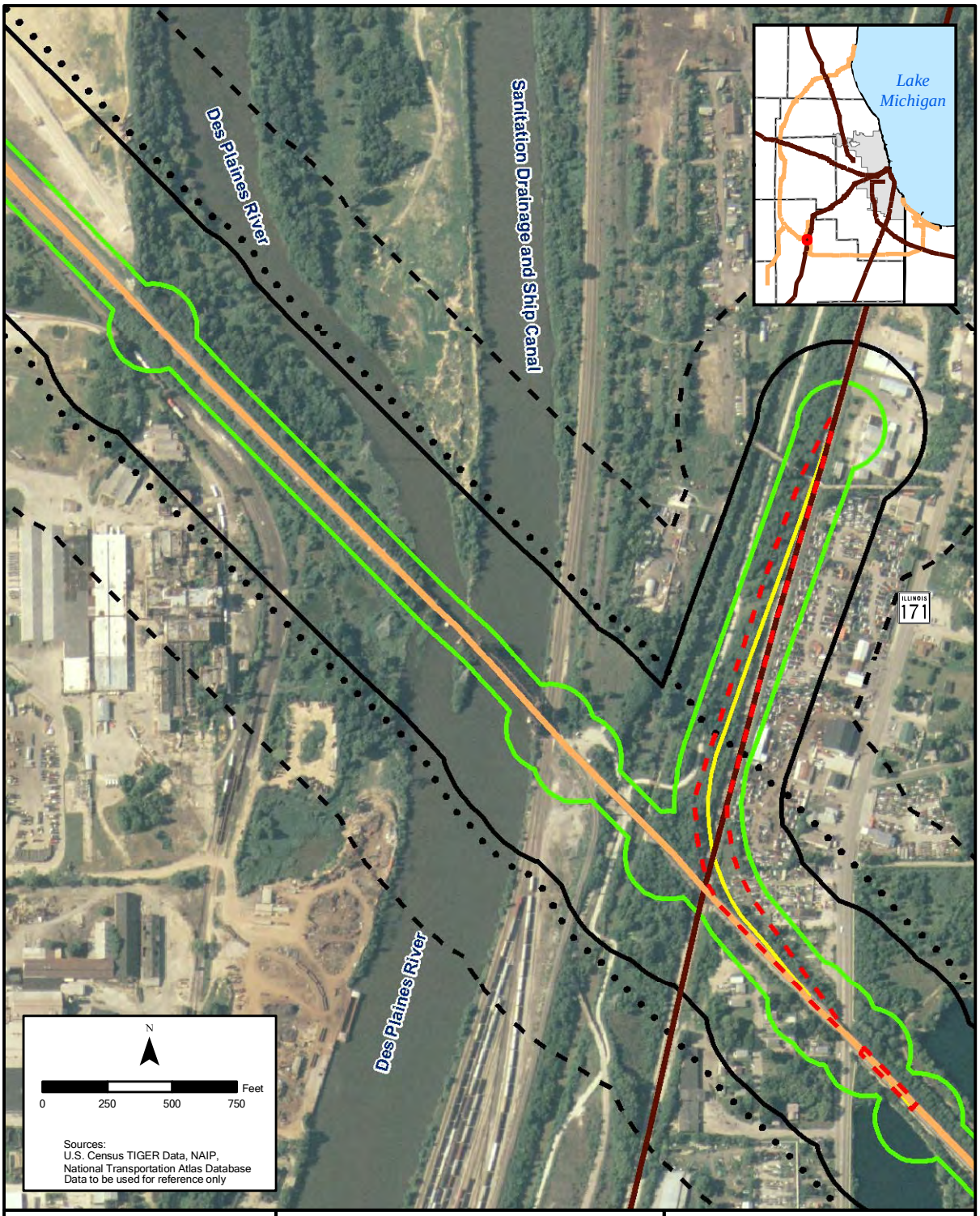
Existing
65 dBA Contour

Proposed Action
65 dBA Contour
70 dBA Contour
Vibration Contour

Figure L-1

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CN | EJ&E

Environmental Impact Statement

- CN Rail Line
- EJ&E Rail Line
- Proposed Track
- Construction Limits
- Cost-Effective Barrier
- Barrier Not Cost-Effective

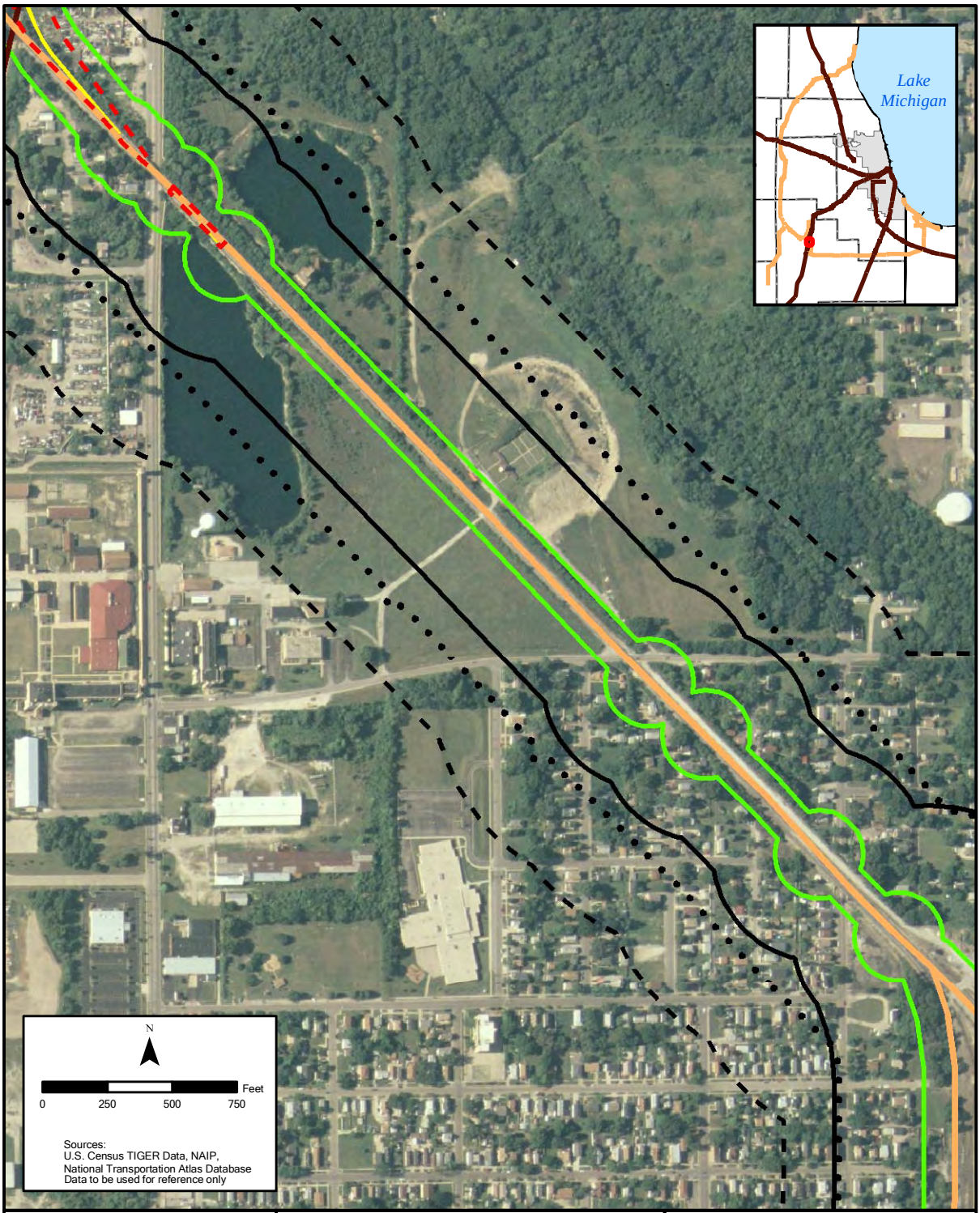
Existing
- 65 dBA Contour

Proposed Action
- 65 dBA Contour
- 70 dBA Contour
- Vibration Contour

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Barrier Not Cost-Effective

Existing
65 dBA Contour

Proposed Action
65 dBA Contour
70 dBA Contour
Vibration Contour

Figure L-1

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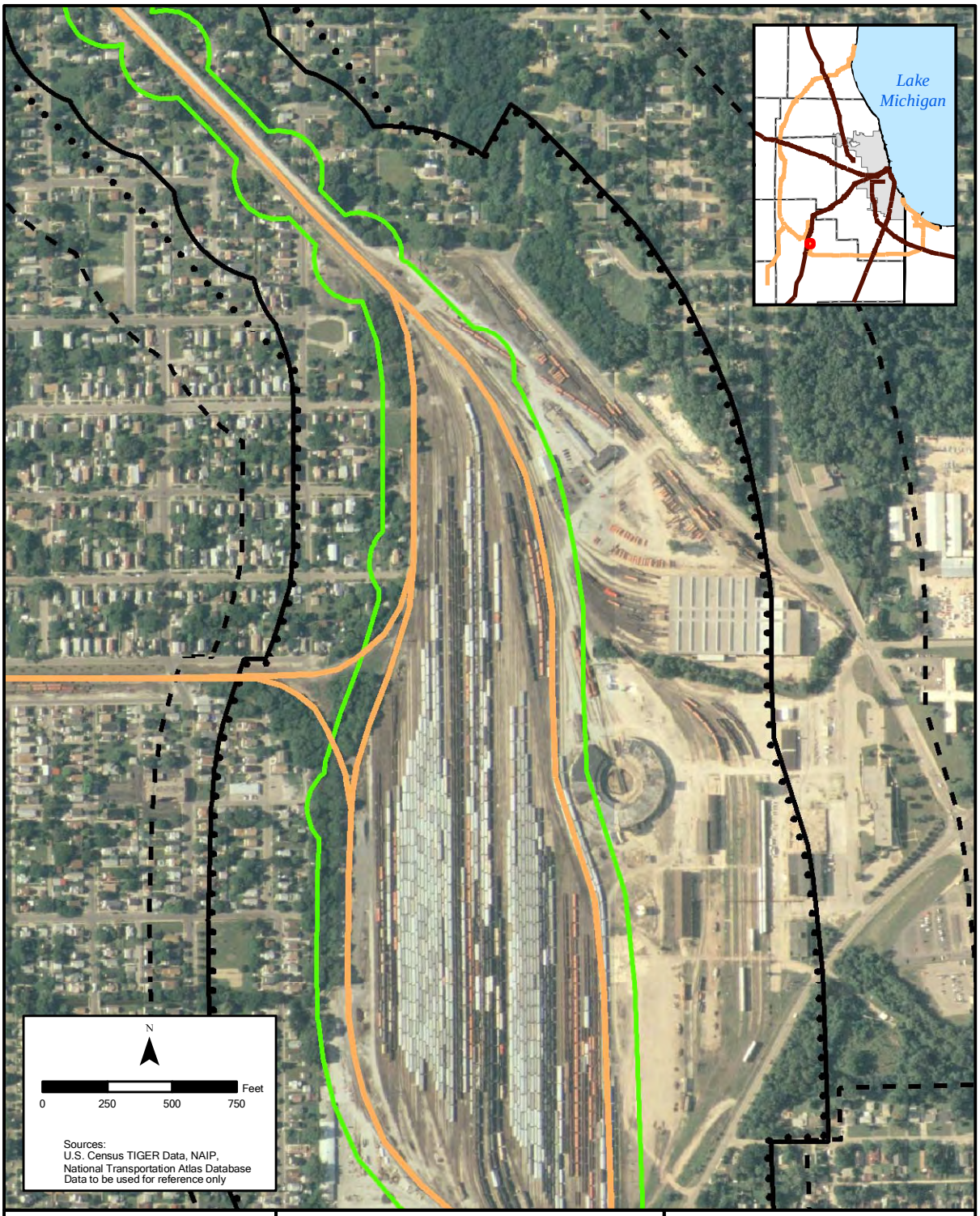


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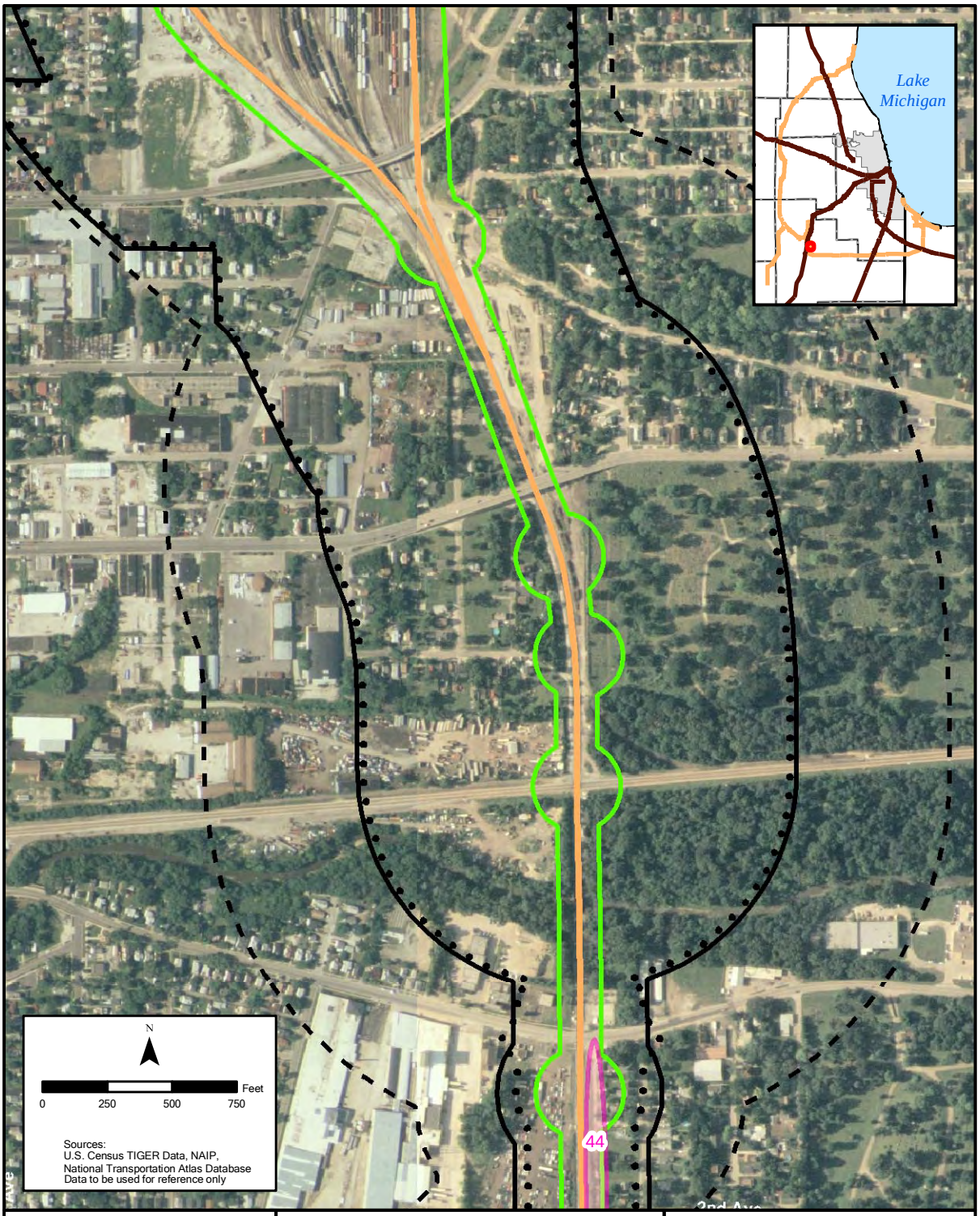
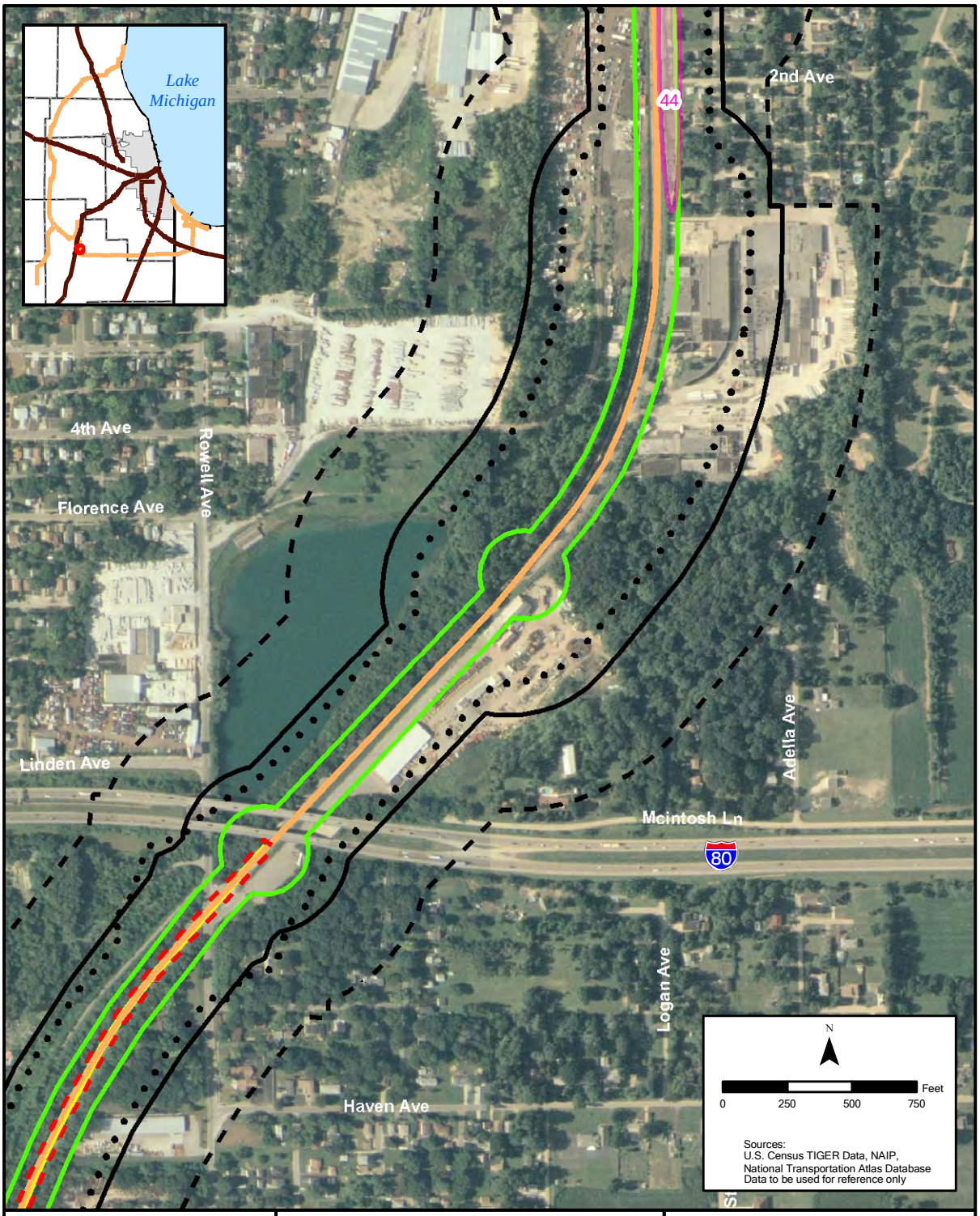


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CN | EJ&E

Environmental Impact Statement

CN Rail Line
EJ&E Rail Line
Proposed Track
Construction Limits
Cost-Effective Barrier
Barrier Not Cost-Effective

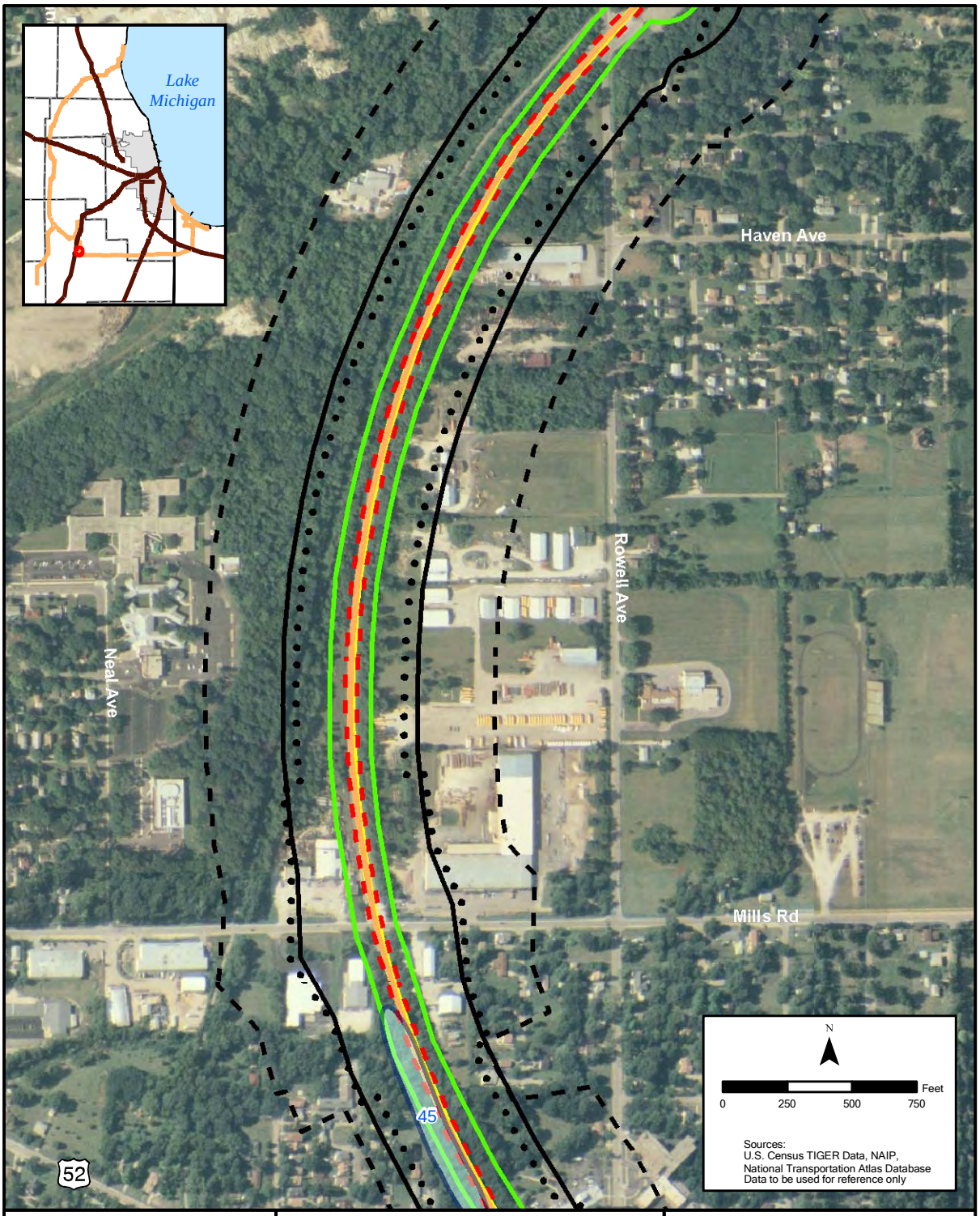
Existing
65 dBA Contour

Proposed Action
65 dBA Contour
70 dBA Contour
Vibration Contour

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CN | EJ&E

Environmental Impact Statement

CN Rail Line
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Proposed Track
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Cost-Effective Barrier
Barrier Not Cost-Effective

Existing
65 dBA Contour

Proposed Action
65 dBA Contour
70 dBA Contour
Vibration Contour

Figure L-1

Noise and Vibration Contours

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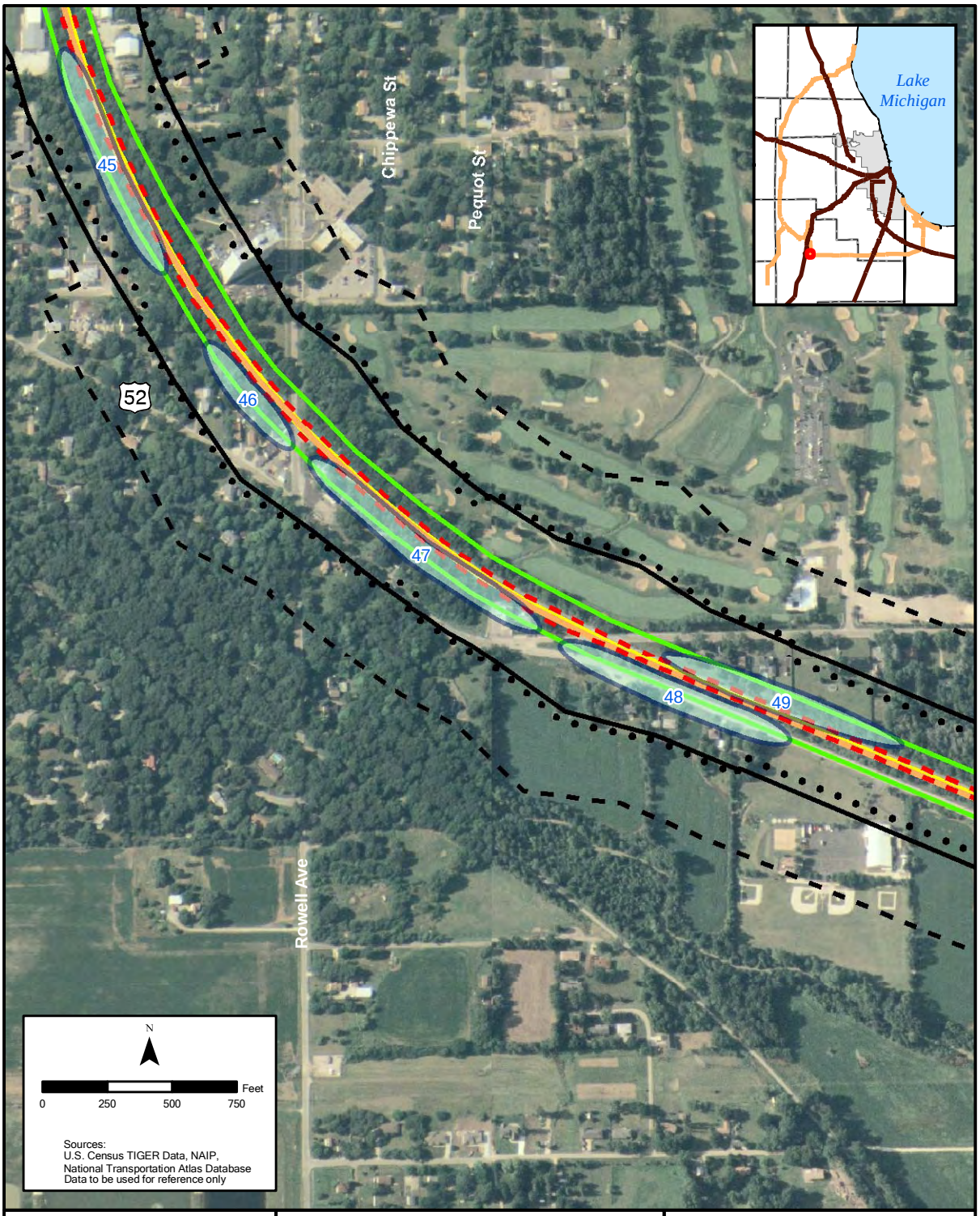
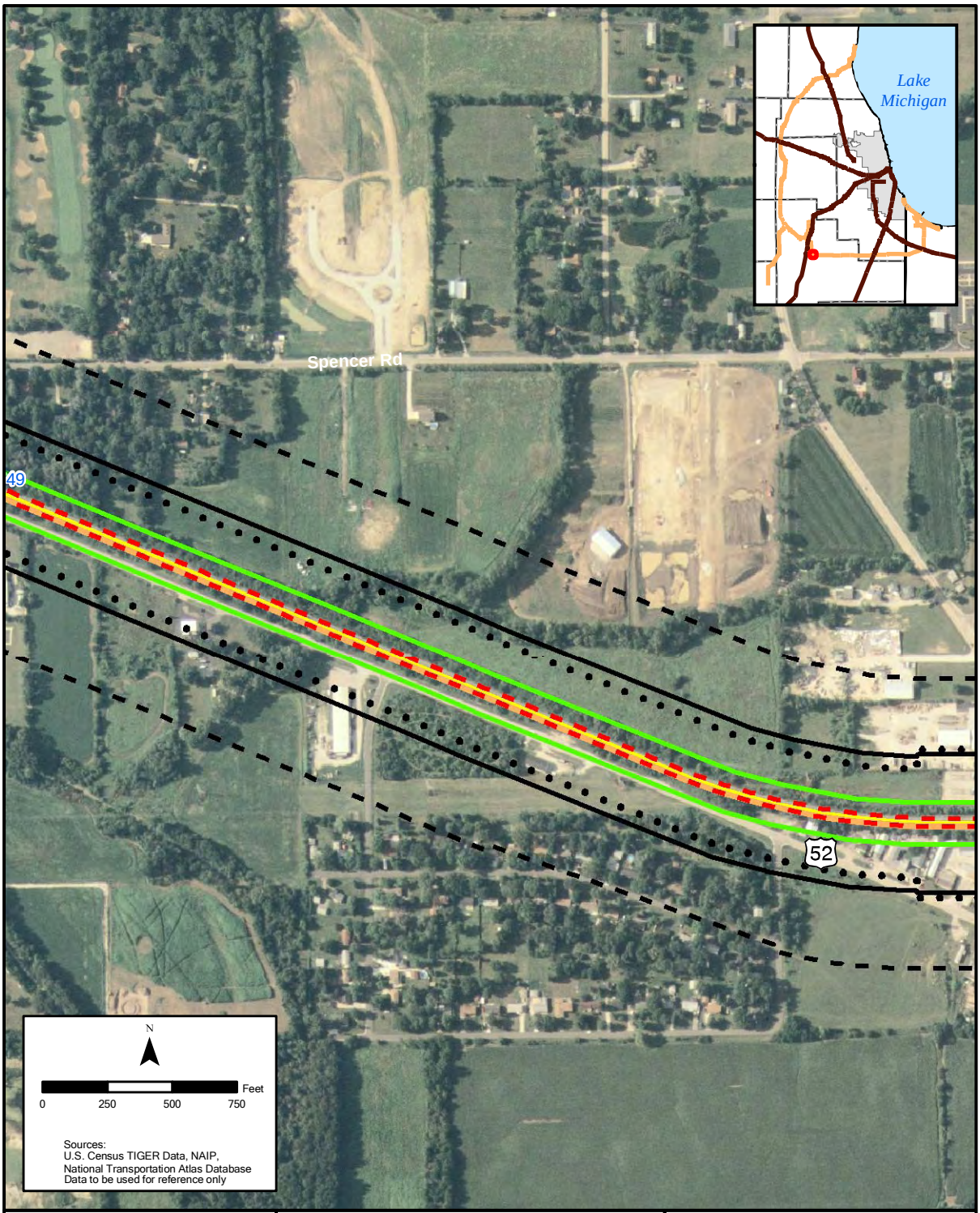


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Noise and Vibration Contours

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CN | EJ&E

Environmental Impact Statement

CN Rail Line
EJ&E Rail Line
Proposed Track
Construction Limits
Cost-Effective Barrier
Barrier Not Cost-Effective

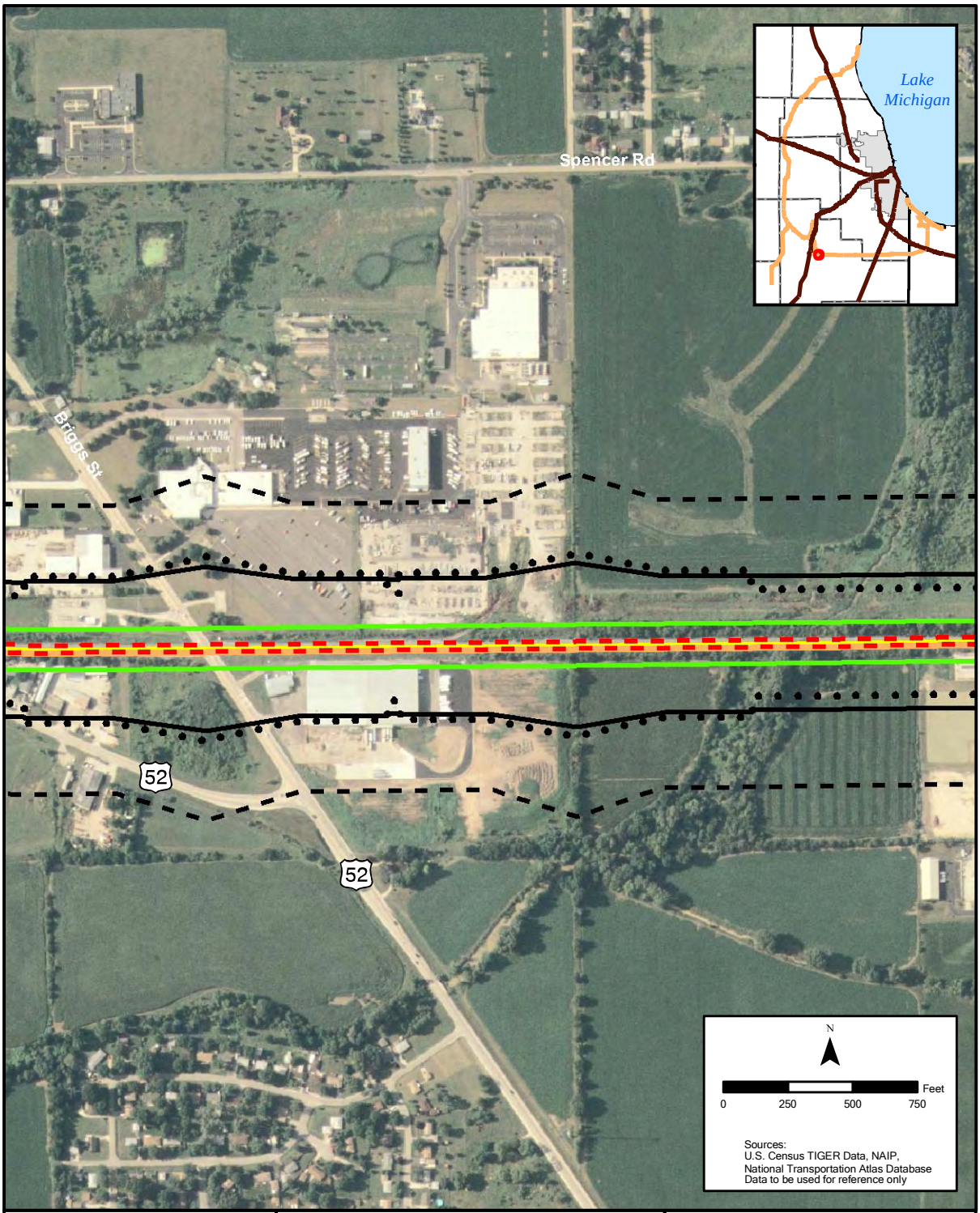
Existing
65 dBA Contour

Proposed Action
65 dBA Contour
70 dBA Contour
Vibration Contour

Figure L-1

Noise and Vibration Contours

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CN | EJ&E

Environmental Impact Statement

CN Rail Line
EJ&E Rail Line
Proposed Track
Construction Limits
Cost-Effective Barrier
Barrier Not Cost-Effective

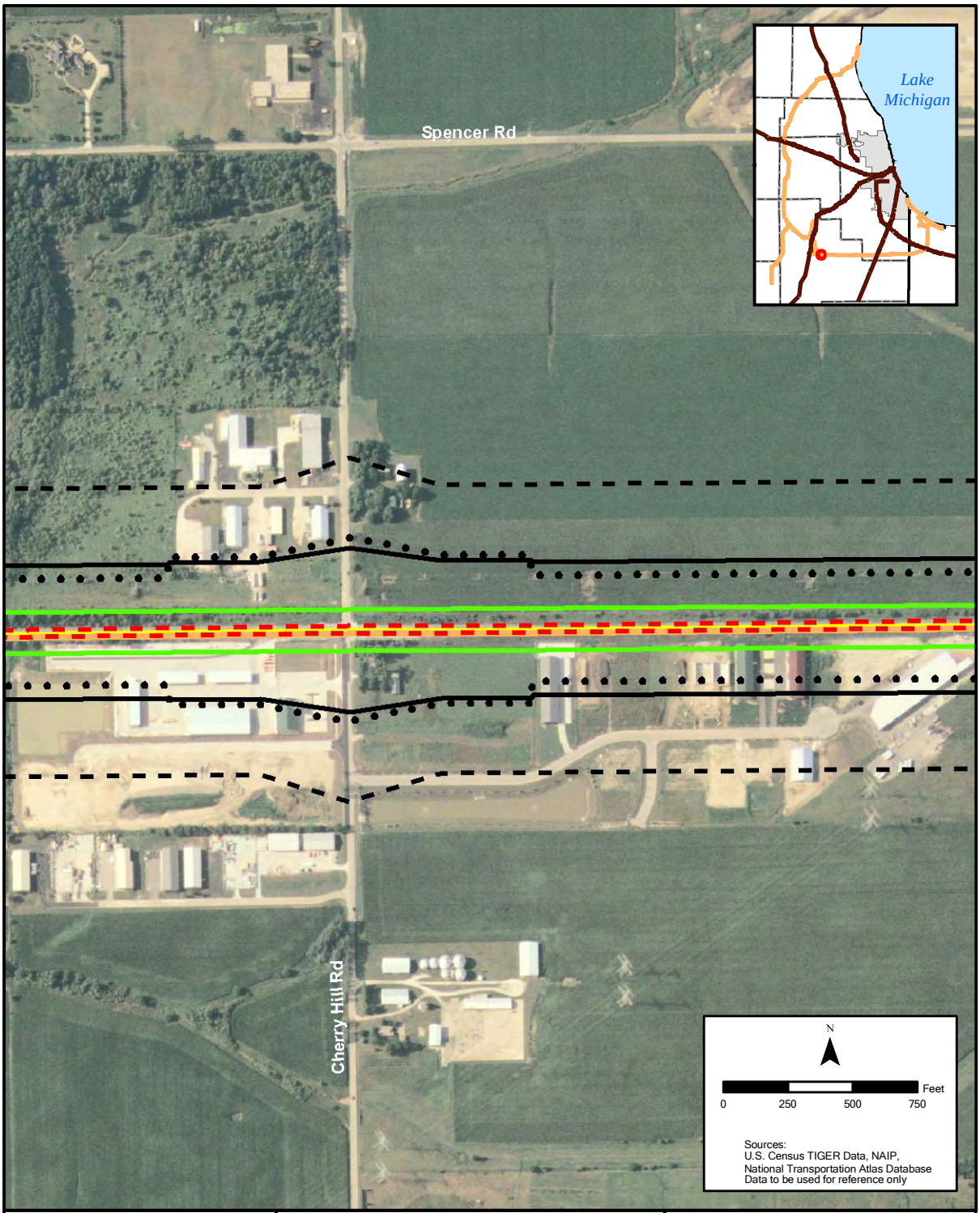
Existing
65 dBA Contour

Proposed Action
65 dBA Contour
70 dBA Contour
Vibration Contour

Figure L-1

Noise and Vibration Contours

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CN | EJ&E
Environmental Impact Statement

CN Rail Line
EJ&E Rail Line
Proposed Track
Construction Limits
Cost-Effective Barrier
Barrier Not Cost-Effective

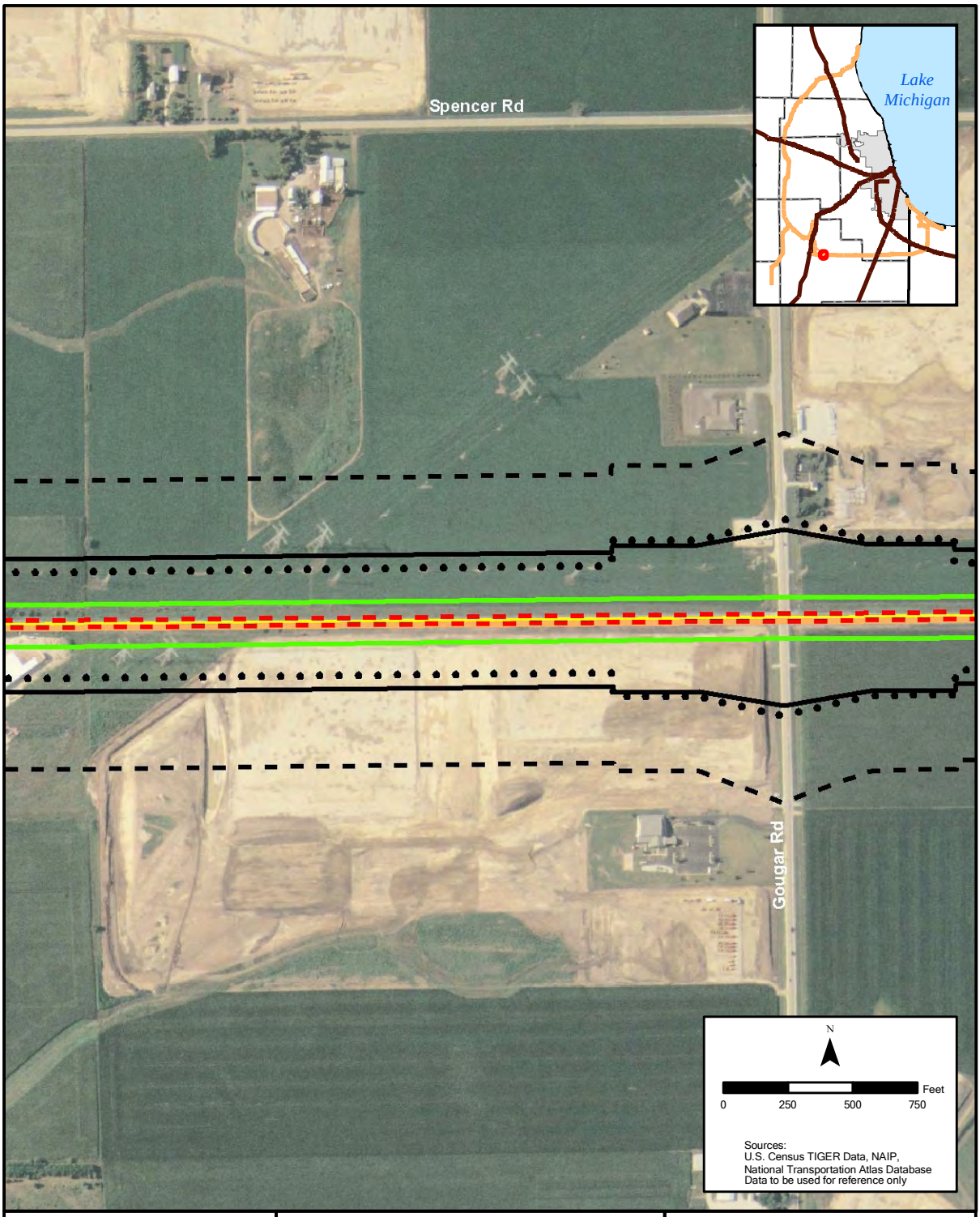
Existing
65 dBA Contour

Proposed Action
65 dBA Contour
70 dBA Contour
Vibration Contour

Figure L-1

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CN Rail Line
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Barrier Not Cost-Effective

Existing
65 dBA Contour

Proposed Action
65 dBA Contour
70 dBA Contour
Vibration Contour

Figure L-1

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Environmental Impact Statement

CN Rail Line
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Barrier Not Cost-Effective

Existing
65 dBA Contour

Proposed Action
65 dBA Contour
70 dBA Contour
Vibration Contour

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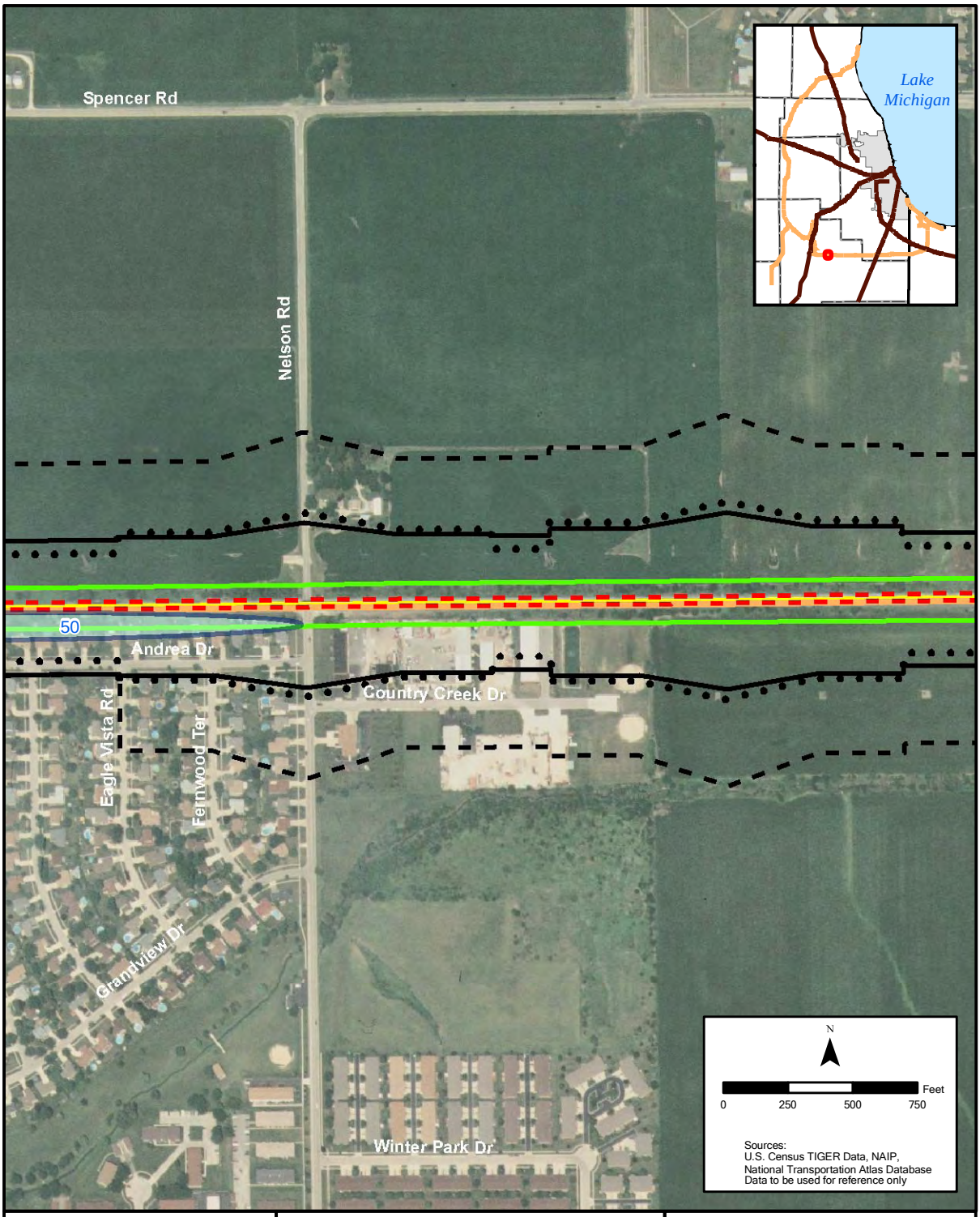
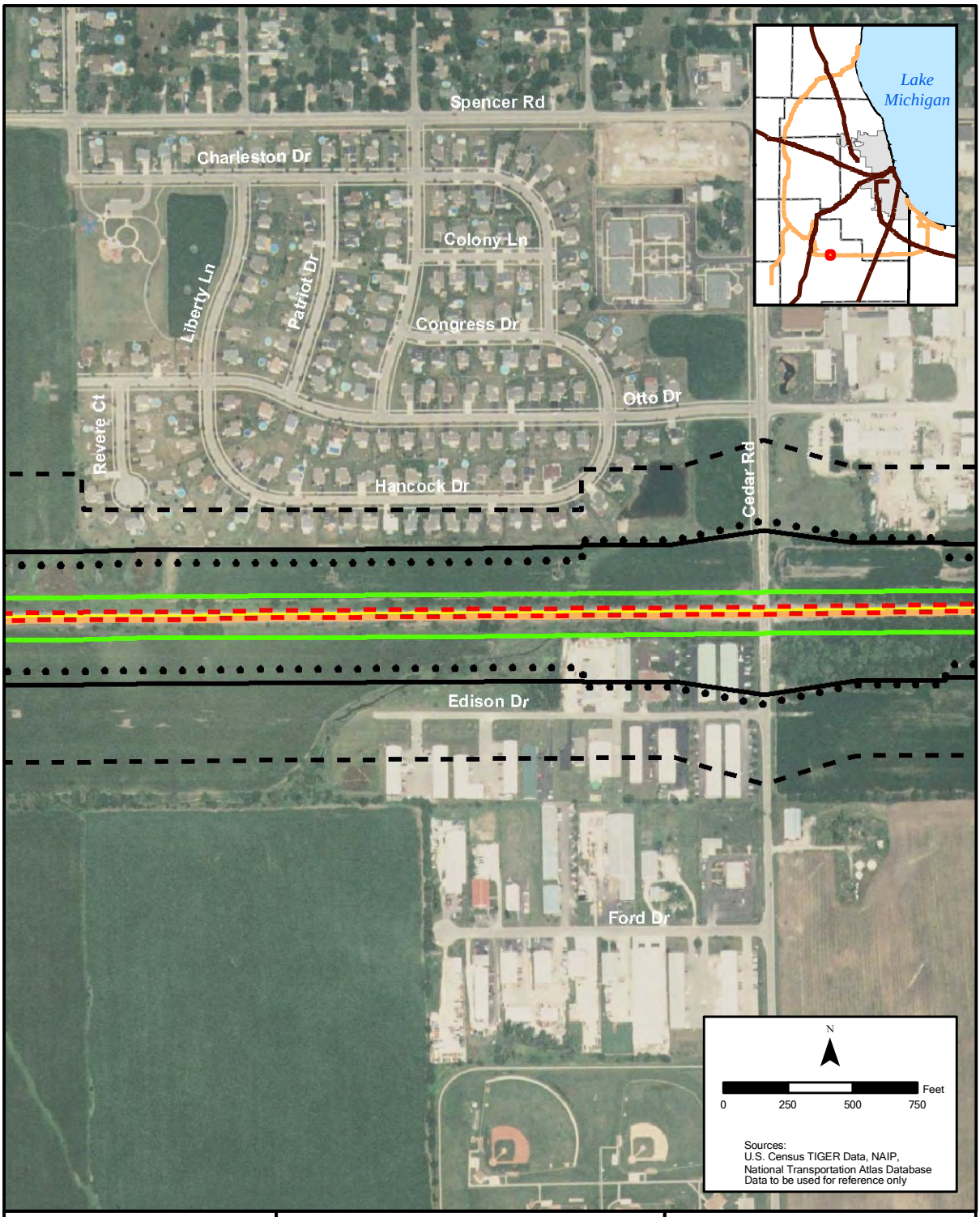


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CN | EJ&E

Environmental Impact Statement

CN Rail Line
EJ&E Rail Line
Proposed Track
Construction Limits
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Barrier Not Cost-Effective

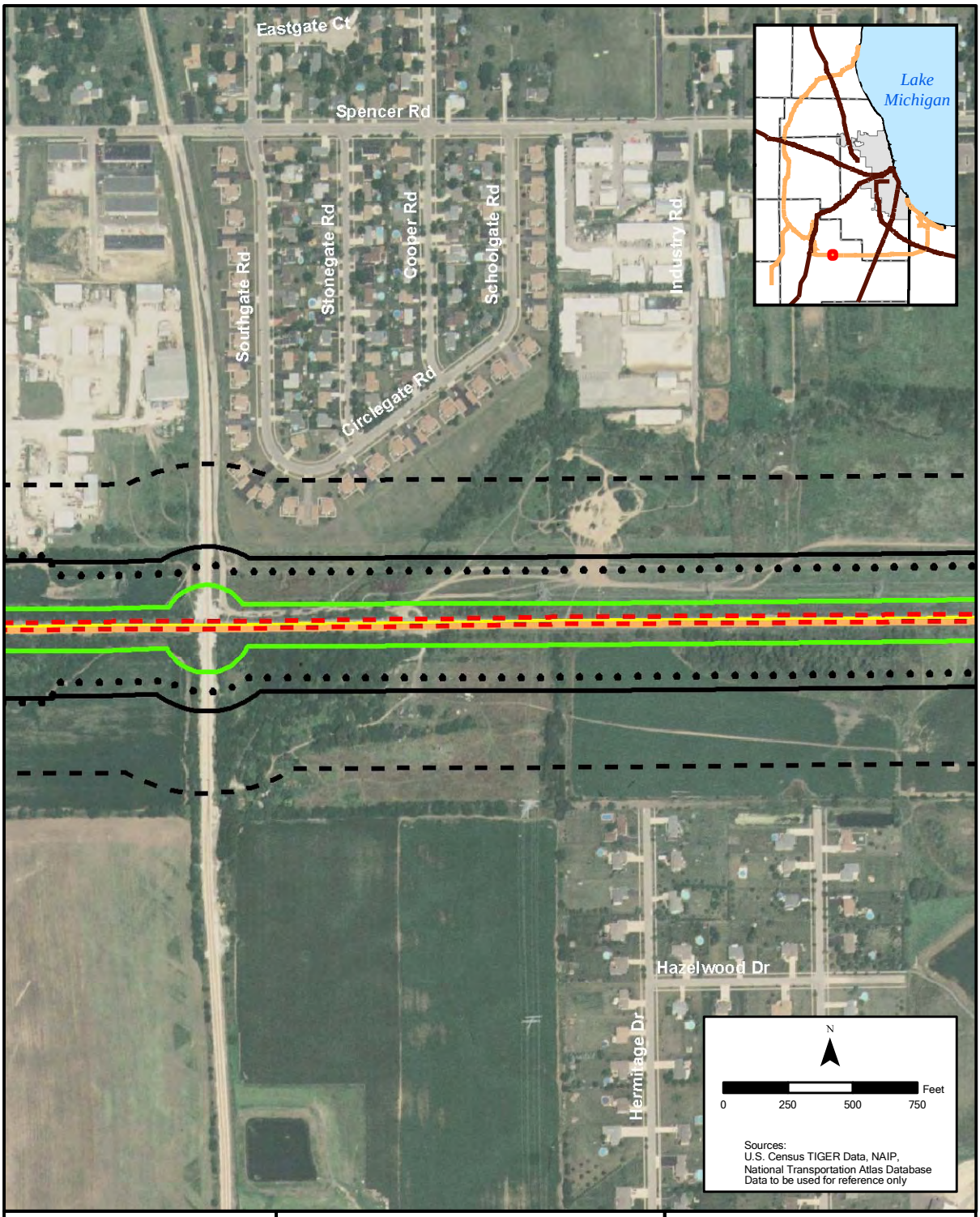
Existing
65 dBA Contour

Proposed Action
65 dBA Contour
70 dBA Contour
Vibration Contour

Figure L-1

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CN | EJ&E
Environmental Impact Statement

CN Rail Line
EJ&E Rail Line
Proposed Track
Construction Limits
Cost-Effective Barrier
Barrier Not Cost-Effective

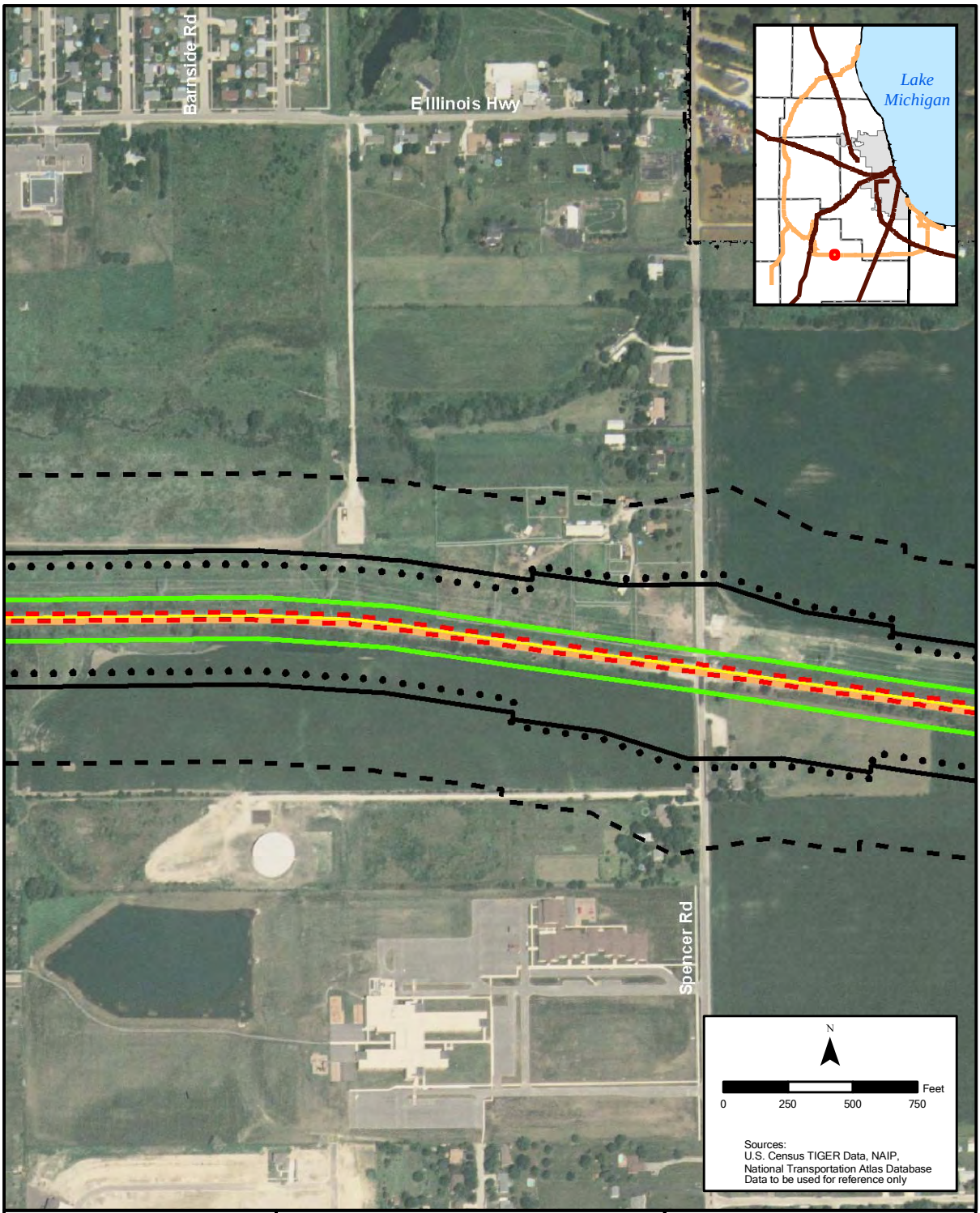
Existing
65 dBA Contour

Proposed Action
65 dBA Contour
70 dBA Contour
Vibration Contour

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CN | EJ&E

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CN Rail Line
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Construction Limits
Cost-Effective Barrier
Barrier Not Cost-Effective

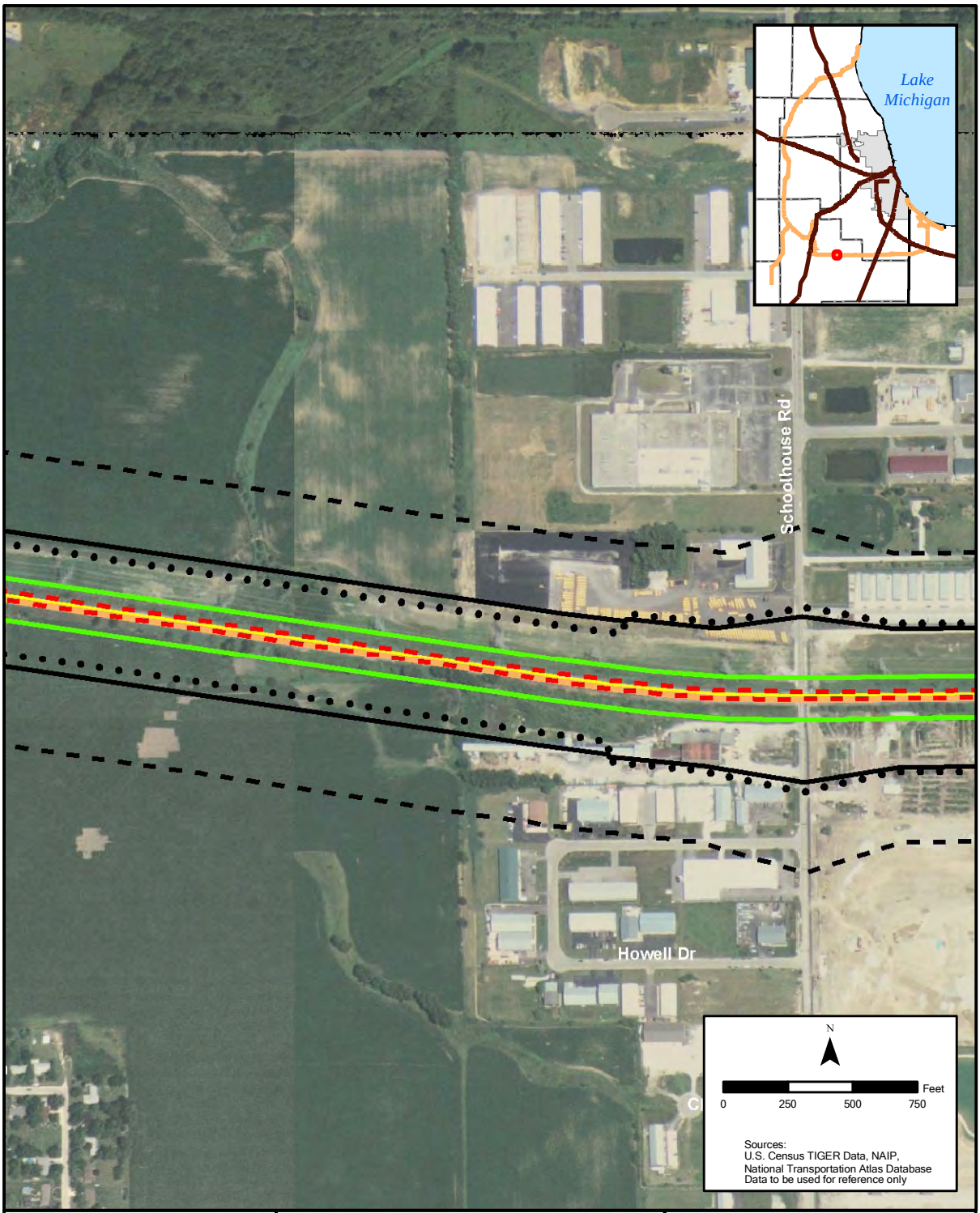
Existing
65 dBA Contour

Proposed Action
65 dBA Contour
70 dBA Contour
Vibration Contour

Figure L-1

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CN | EJ&E
Environmental Impact Statement

CN Rail Line
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Proposed Track
Construction Limits
Cost-Effective Barrier
Barrier Not Cost-Effective

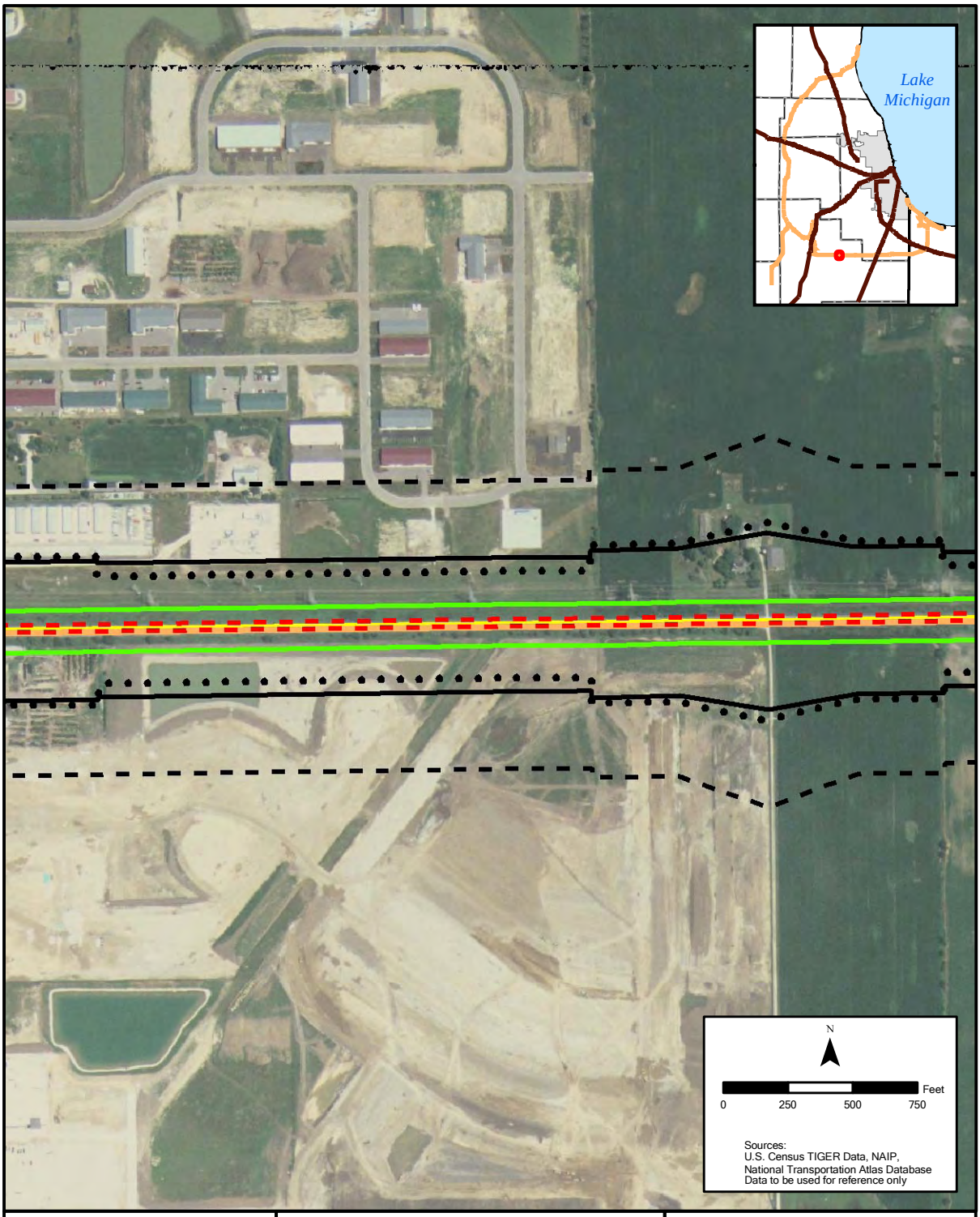
Existing
65 dBA Contour

Proposed Action
65 dBA Contour
70 dBA Contour
Vibration Contour

Figure L-1

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Environmental Impact Statement

CN | EJ&E

CN Rail Line
EJ&E Rail Line
Proposed Track
Construction Limits
Cost-Effective Barrier
Barrier Not Cost-Effective

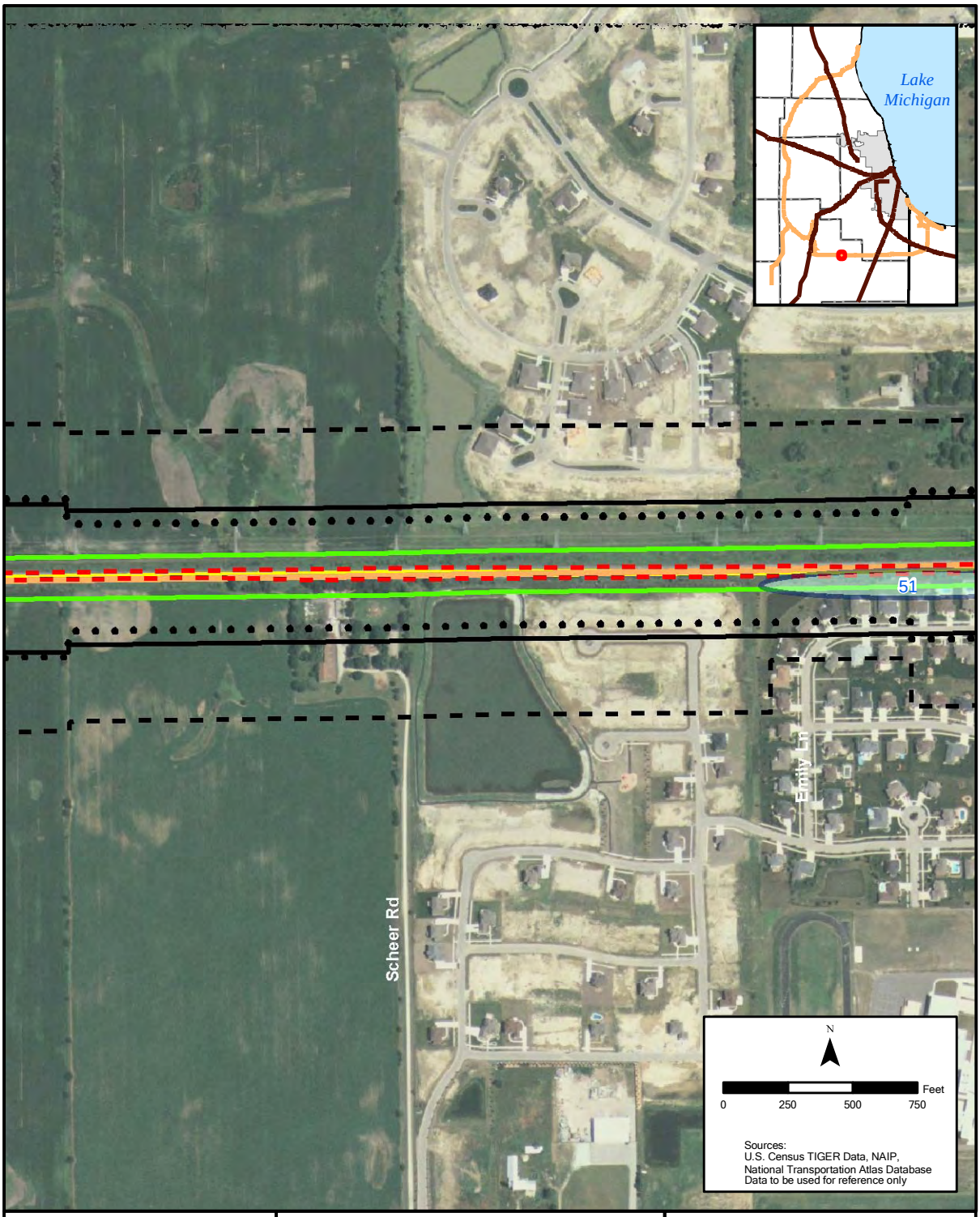
Existing
65 dBA Contour

Proposed Action
65 dBA Contour
70 dBA Contour
Vibration Contour

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Environmental Impact Statement

CN | EJ&E

CN Rail Line
EJ&E Rail Line
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Construction Limits
Cost-Effective Barrier
Barrier Not Cost-Effective

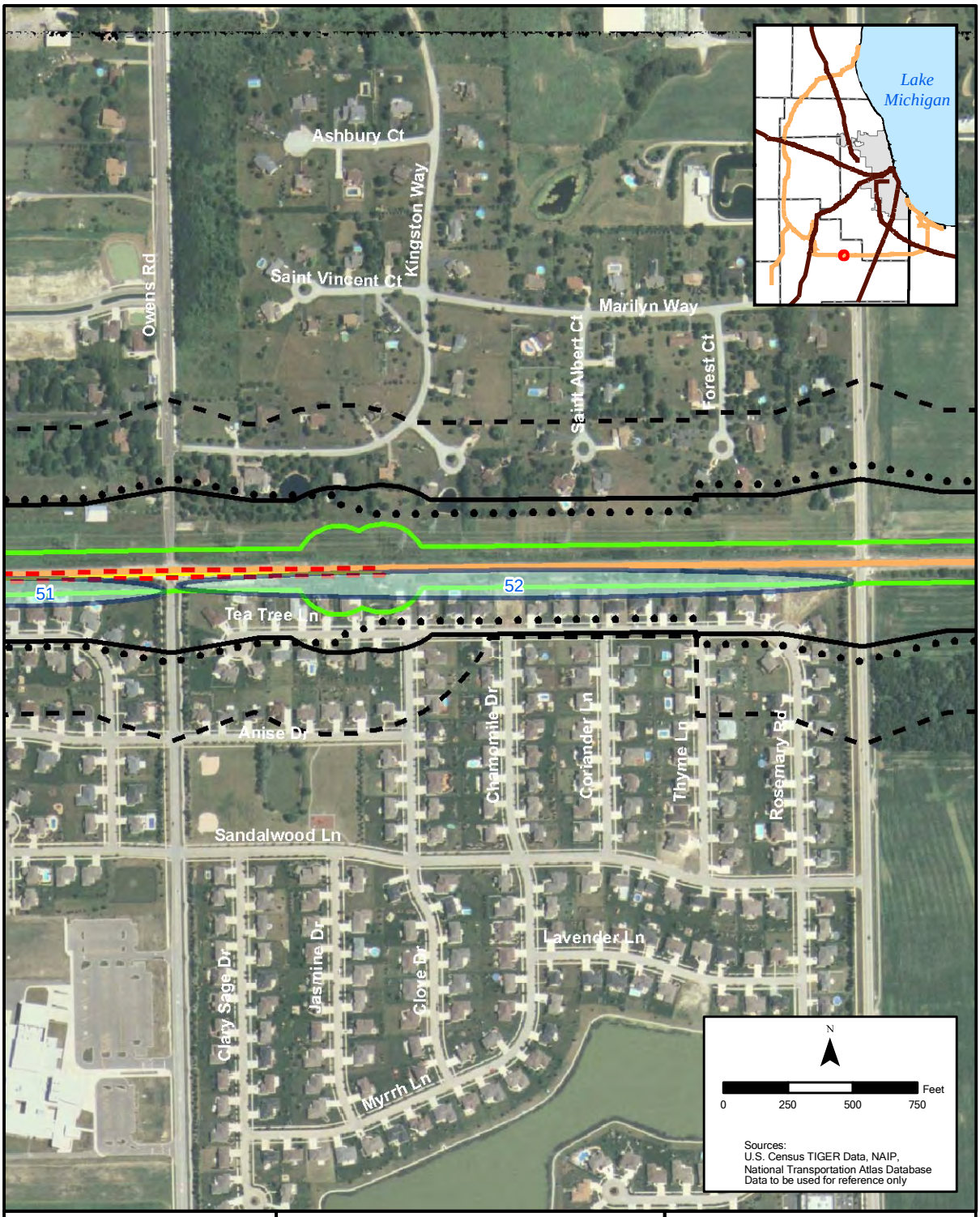
Existing
65 dBA Contour

Proposed Action
65 dBA Contour
70 dBA Contour
Vibration Contour

Figure L-1

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CN | EJ&E
Environmental Impact Statement

CN Rail Line
EJ&E Rail Line
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Construction Limits
Cost-Effective Barrier
Barrier Not Cost-Effective

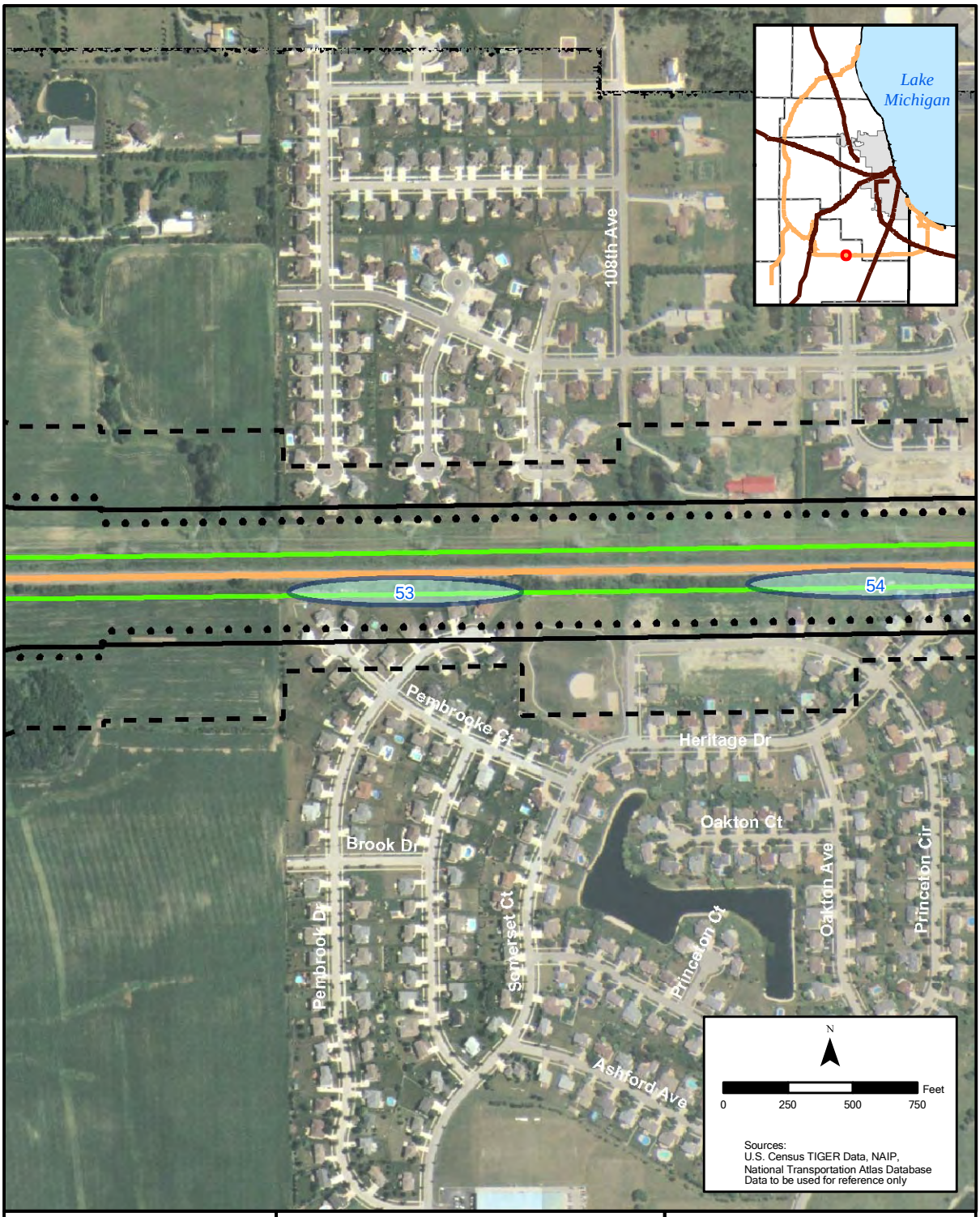
Existing
65 dBA Contour

Proposed Action
65 dBA Contour
70 dBA Contour
Vibration Contour

Figure L-1

Noise and Vibration Contours

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CN | EJ&E

Environmental Impact Statement

CN Rail Line
EJ&E Rail Line
Proposed Track
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Cost-Effective Barrier
Barrier Not Cost-Effective

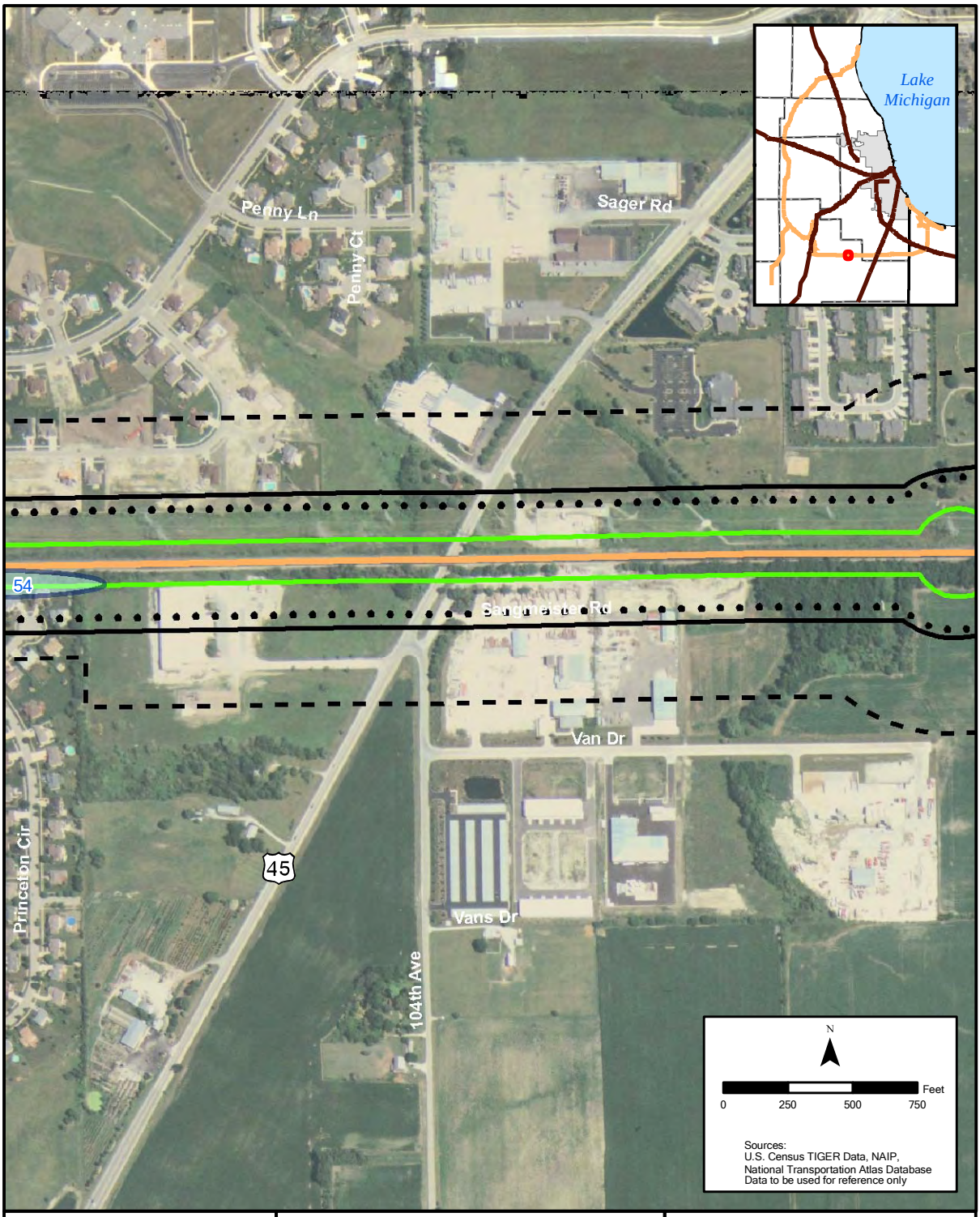
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65 dBA Contour

Proposed Action
65 dBA Contour
70 dBA Contour
Vibration Contour

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Environmental Impact Statement

CN Rail Line
EJ&E Rail Line
Proposed Track
Construction Limits
Cost-Effective Barrier
Barrier Not Cost-Effective

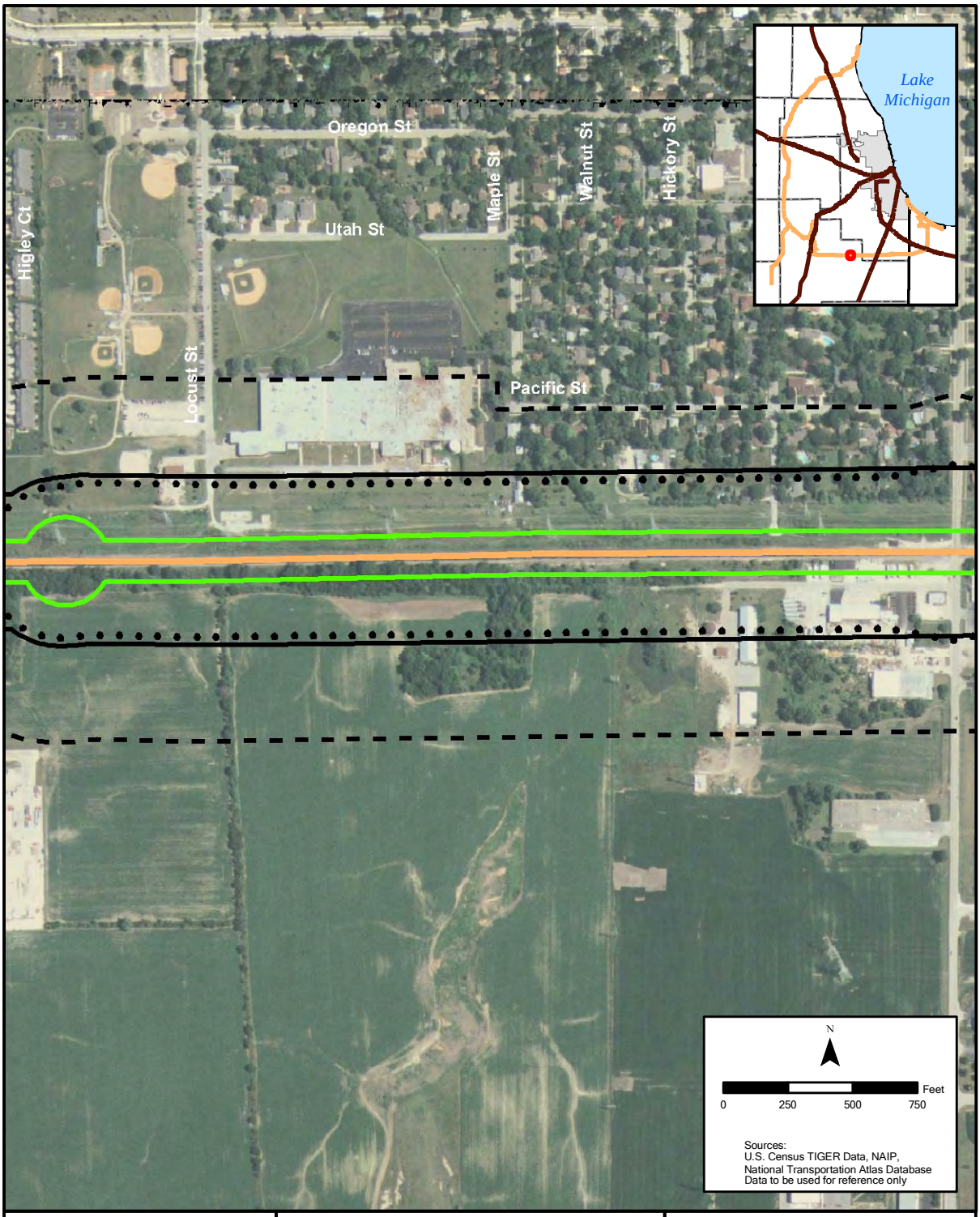
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65 dBA Contour

Proposed Action
65 dBA Contour
70 dBA Contour
Vibration Contour

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- EJ&E Rail Line
- Proposed Track
- Construction Limits
- Cost-Effective Barrier
- Barrier Not Cost-Effective

Existing
- 65 dBA Contour

Proposed Action
- 65 dBA Contour
- 70 dBA Contour
- Vibration Contour

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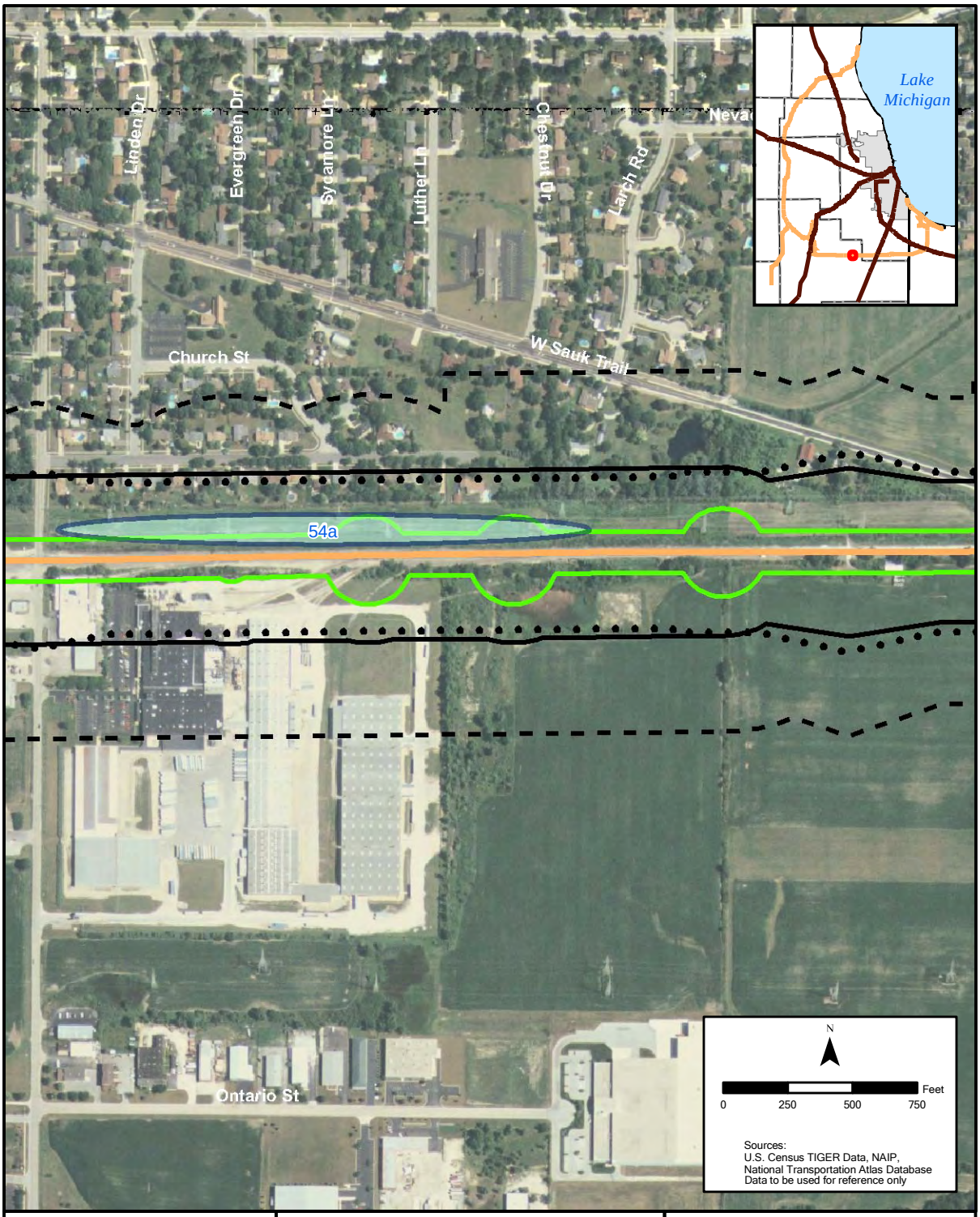
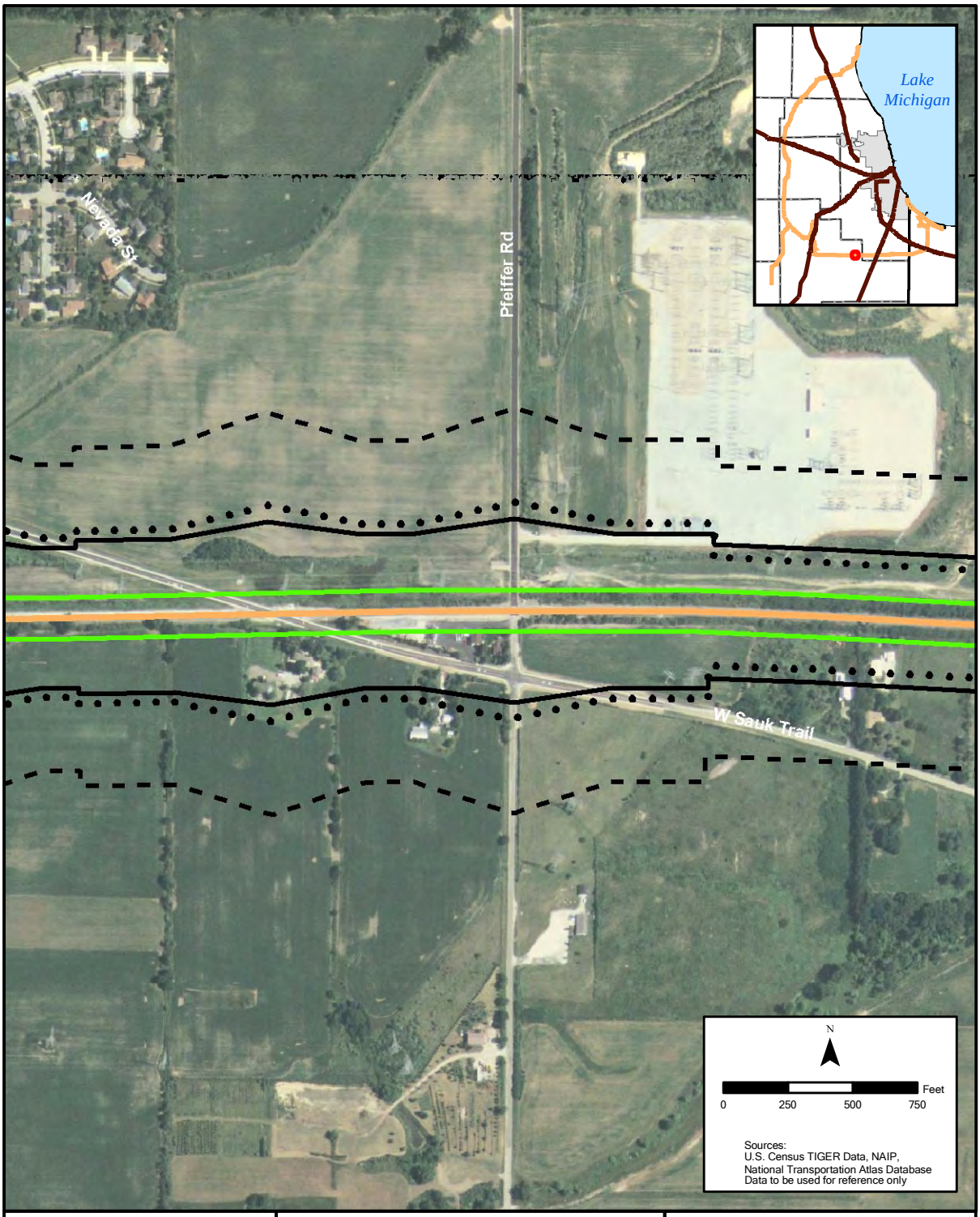


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CN Rail Line
EJ&E Rail Line
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Existing
65 dBA Contour

Proposed Action
65 dBA Contour
70 dBA Contour
Vibration Contour

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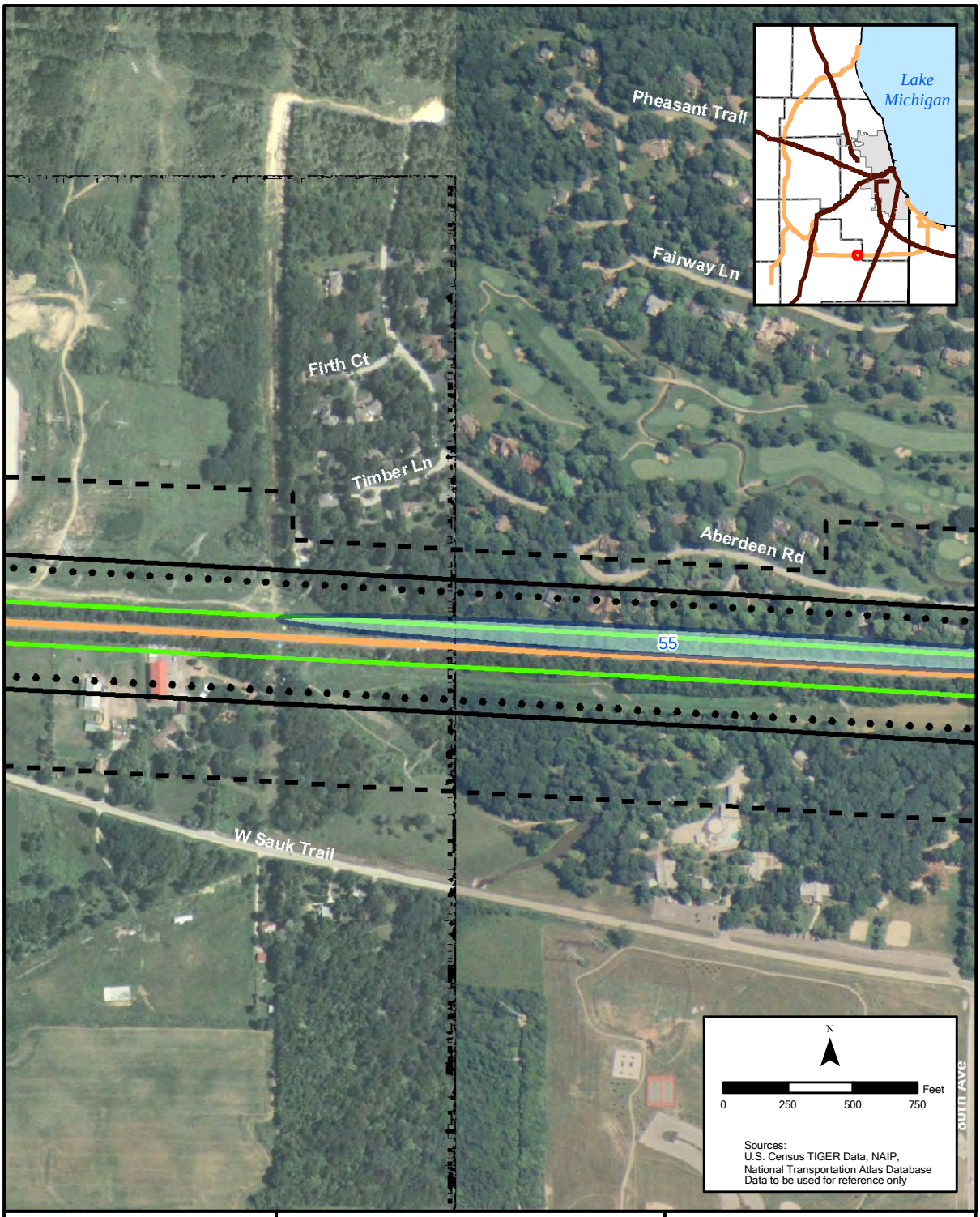
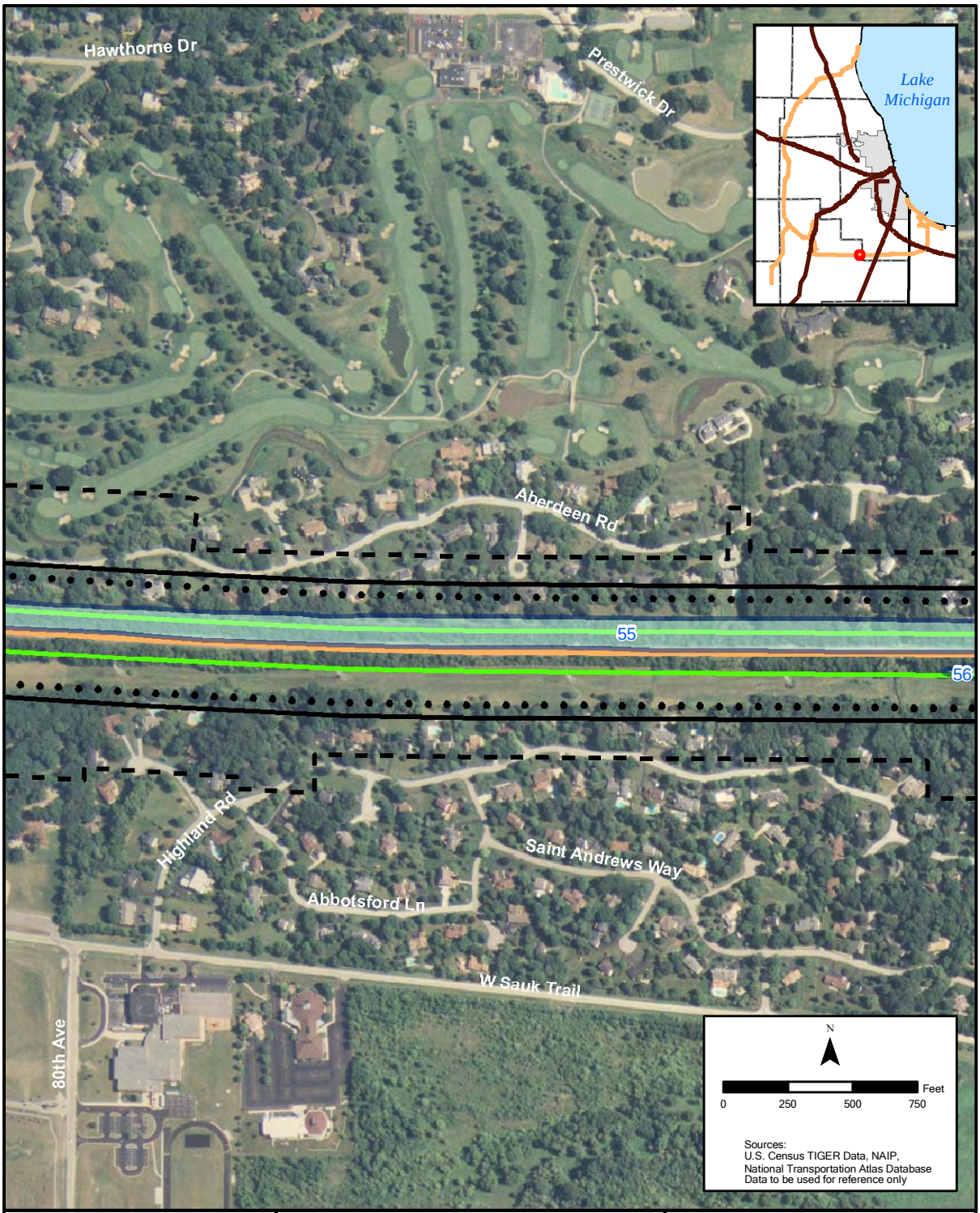


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CN | EJ&E

Environmental Impact Statement

CN Rail Line
EJ&E Rail Line
Proposed Track
Construction Limits
Cost-Effective Barrier
Barrier Not Cost-Effective

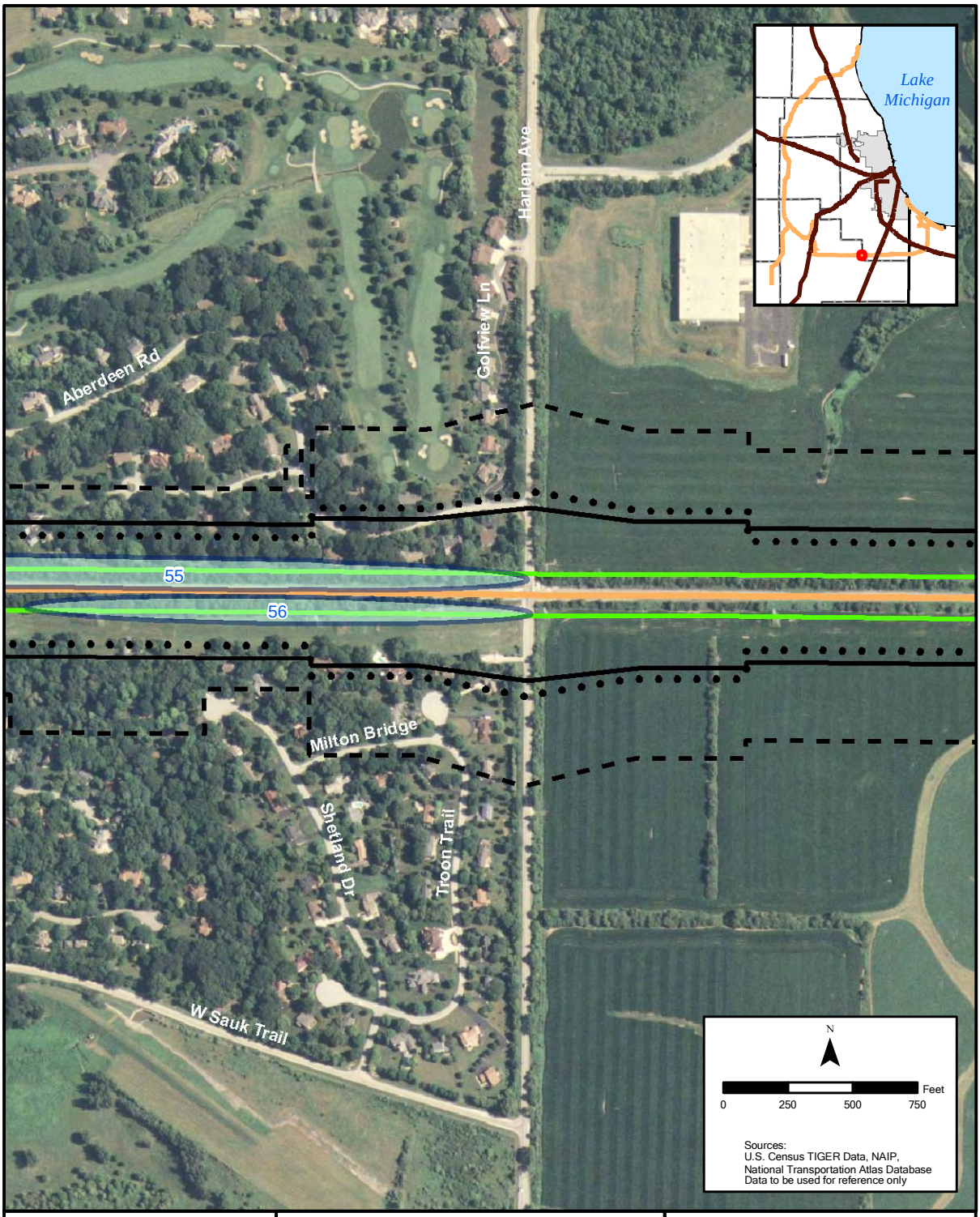
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65 dBA Contour

Proposed Action
65 dBA Contour
70 dBA Contour
Vibration Contour

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Environmental Impact Statement

CN Rail Line
EJ&E Rail Line
Proposed Track
Construction Limits
Cost-Effective Barrier
Barrier Not Cost-Effective

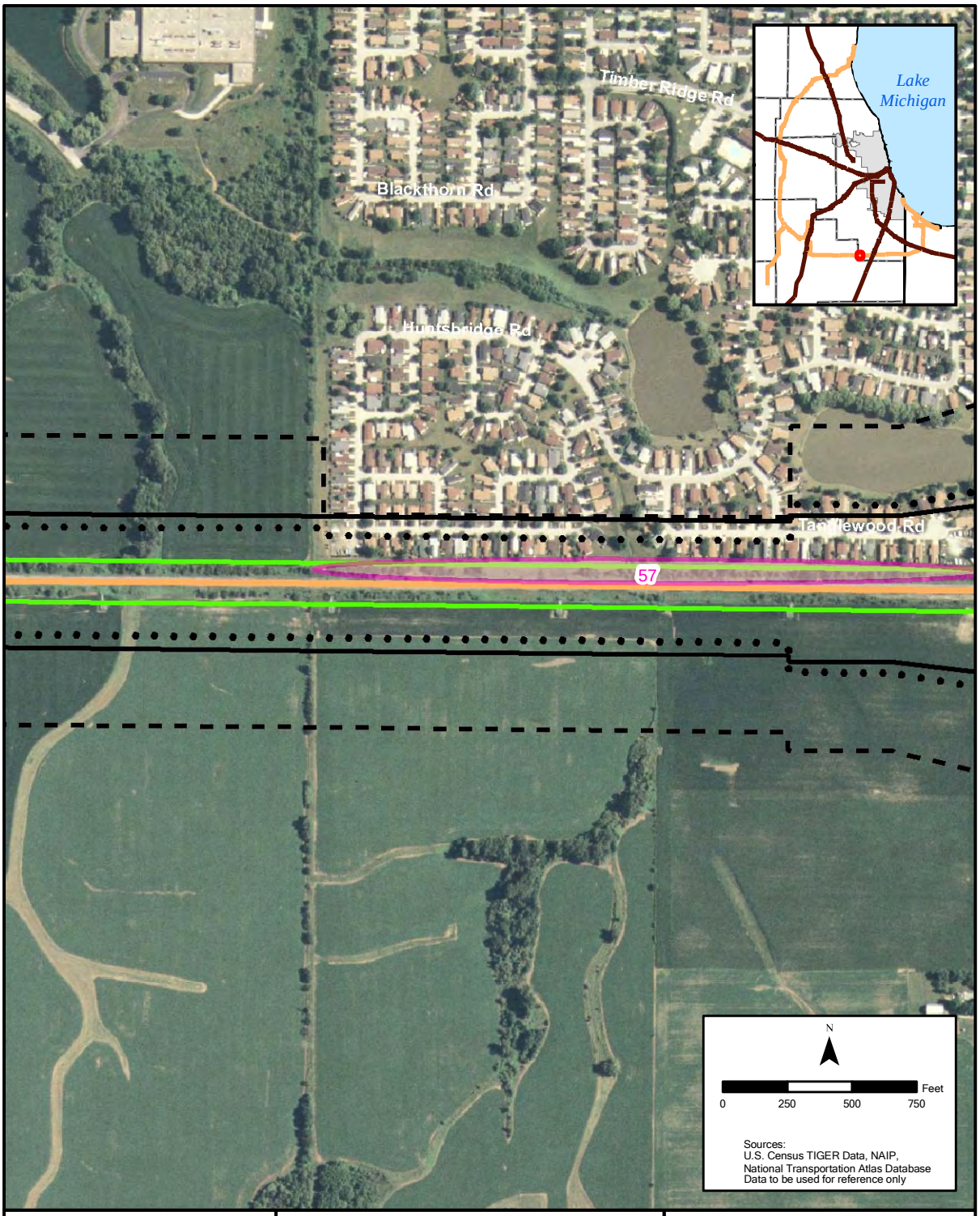
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65 dBA Contour

Proposed Action
65 dBA Contour
70 dBA Contour
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- CN Rail Line
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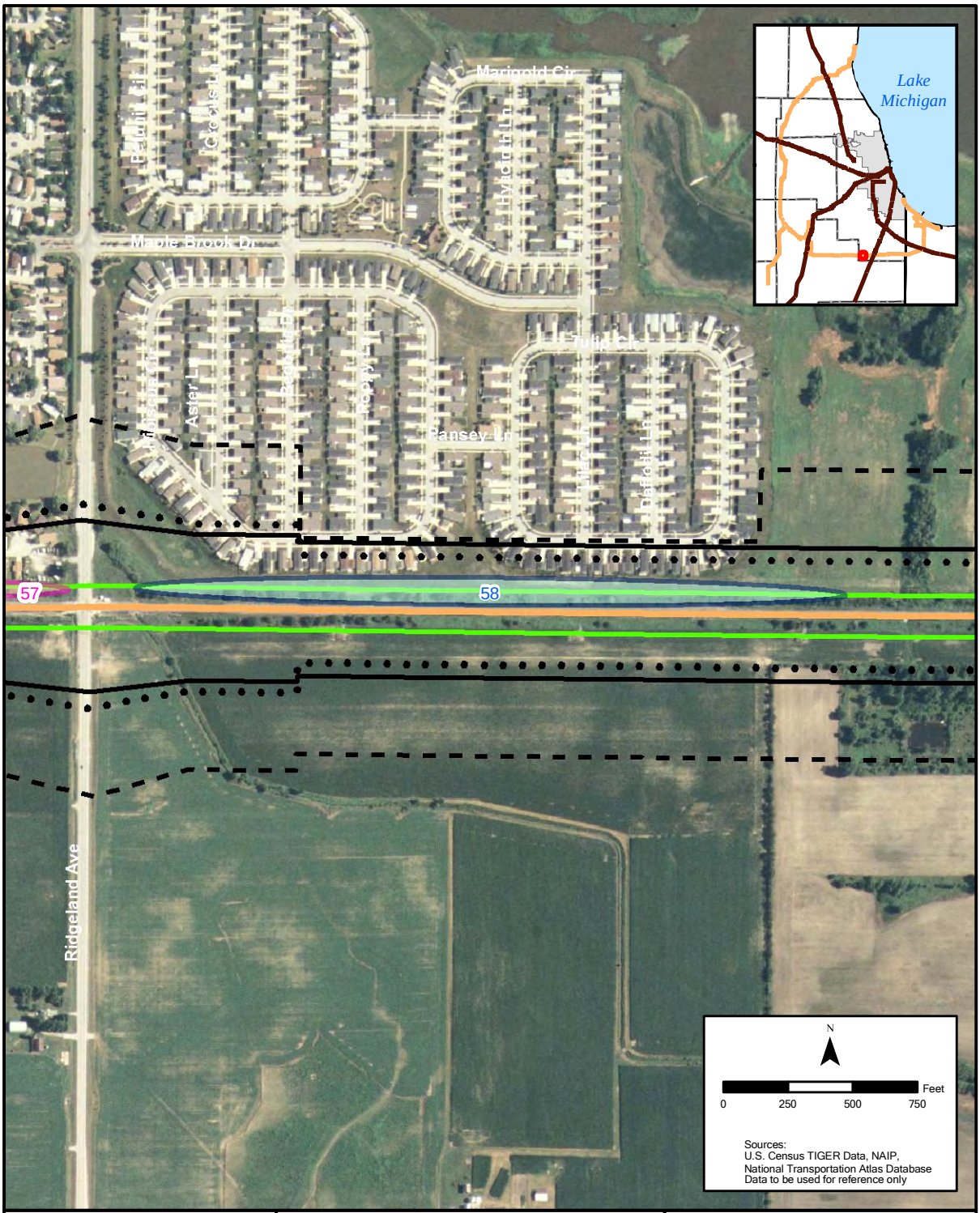
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- 65 dBA Contour

Proposed Action
- 65 dBA Contour
- 70 dBA Contour
- Vibration Contour

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CN Rail Line
EJ&E Rail Line
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Barrier Not Cost-Effective

Existing
65 dBA Contour

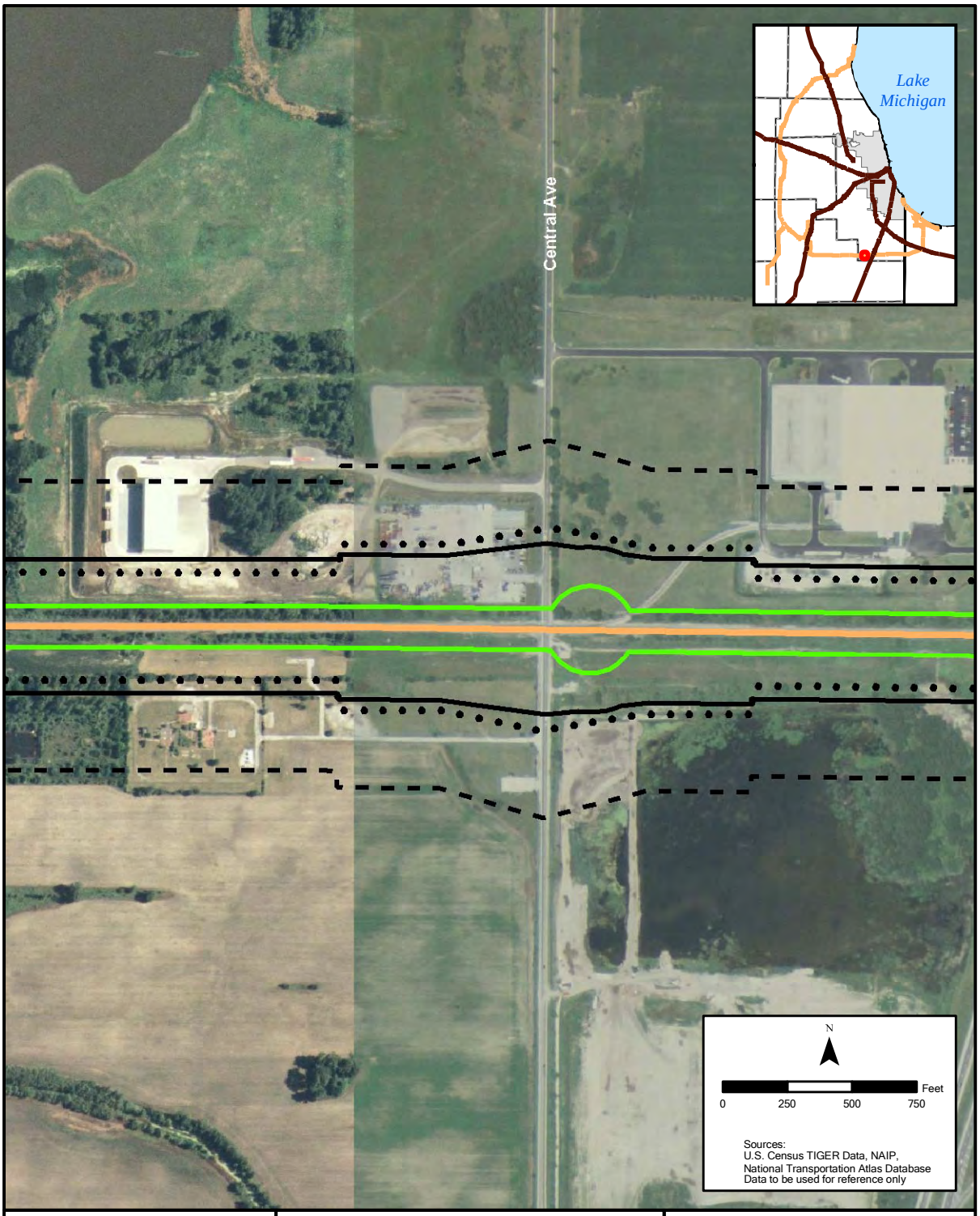
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65 dBA Contour
70 dBA Contour
Vibration Contour

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CN Rail Line
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Cost-Effective Barrier
Barrier Not Cost-Effective

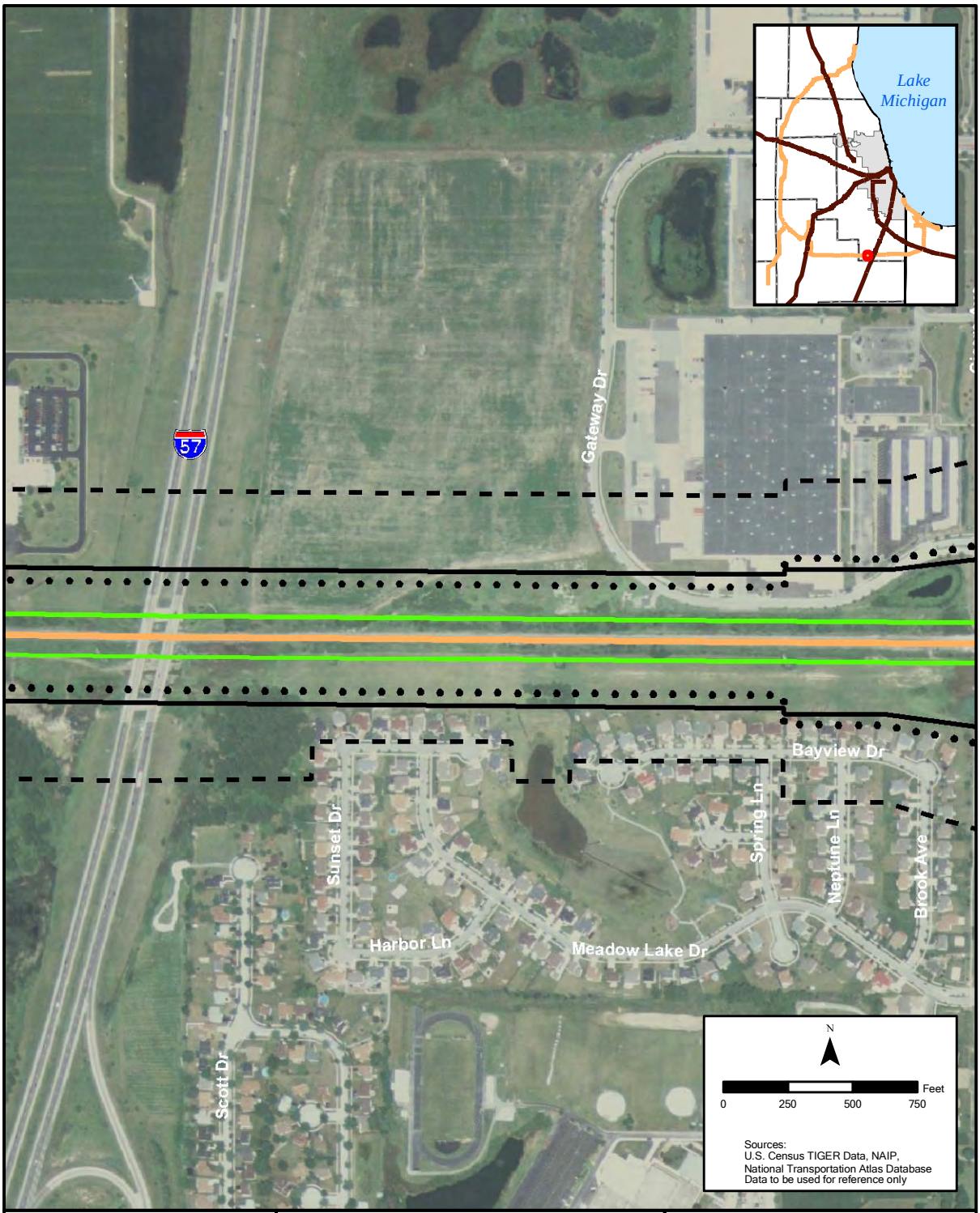
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65 dBA Contour

Proposed Action
65 dBA Contour
70 dBA Contour
Vibration Contour

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CN Rail Line
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Barrier Not Cost-Effective

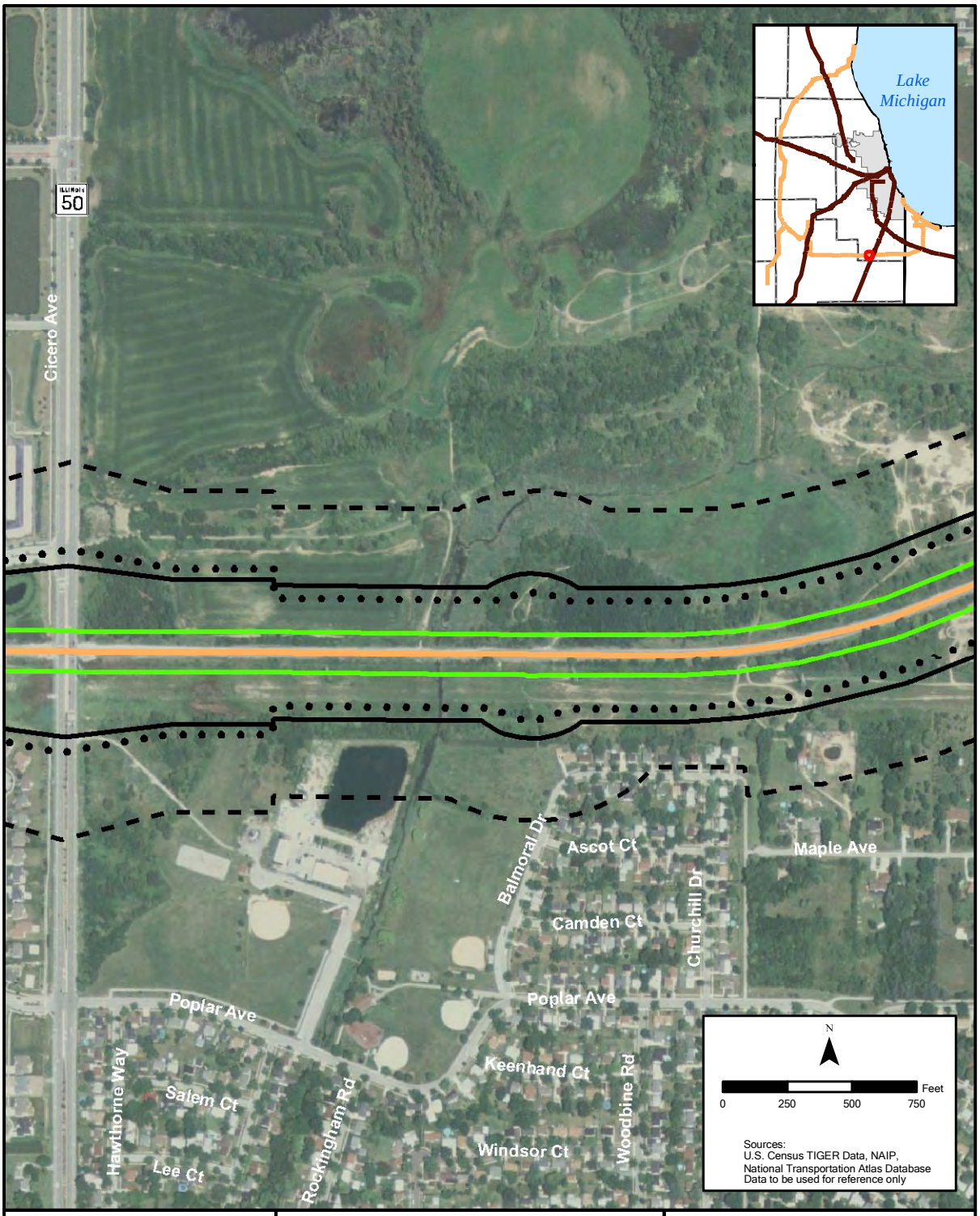
Existing
65 dBA Contour

Proposed Action
65 dBA Contour
70 dBA Contour
Vibration Contour

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CN Rail Line
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Proposed Track
Construction Limits
Cost-Effective Barrier
Barrier Not Cost-Effective

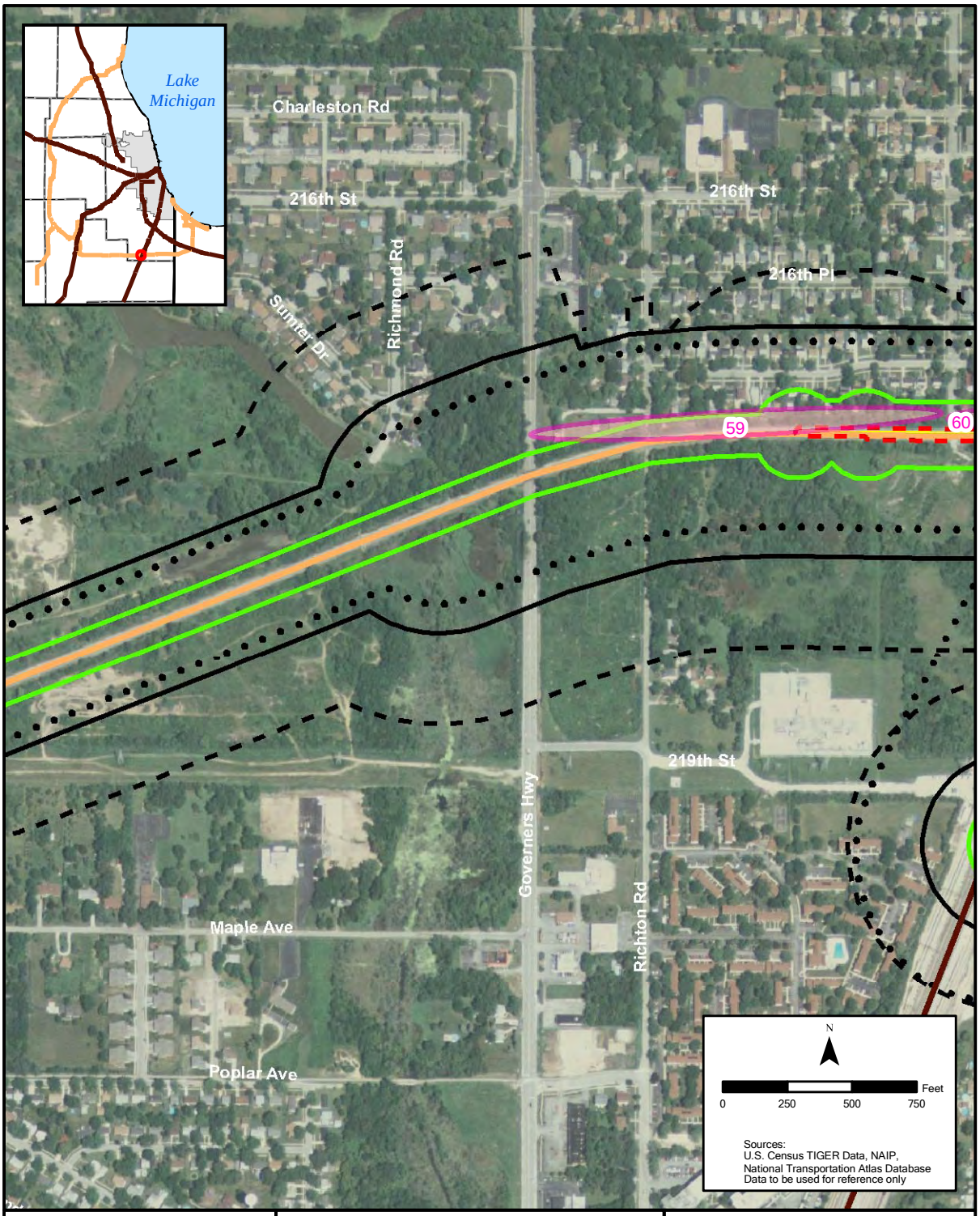
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65 dBA Contour

Proposed Action
65 dBA Contour
70 dBA Contour
Vibration Contour

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CN Rail Line
EJ&E Rail Line
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Construction Limits
Cost-Effective Barrier
Barrier Not Cost-Effective

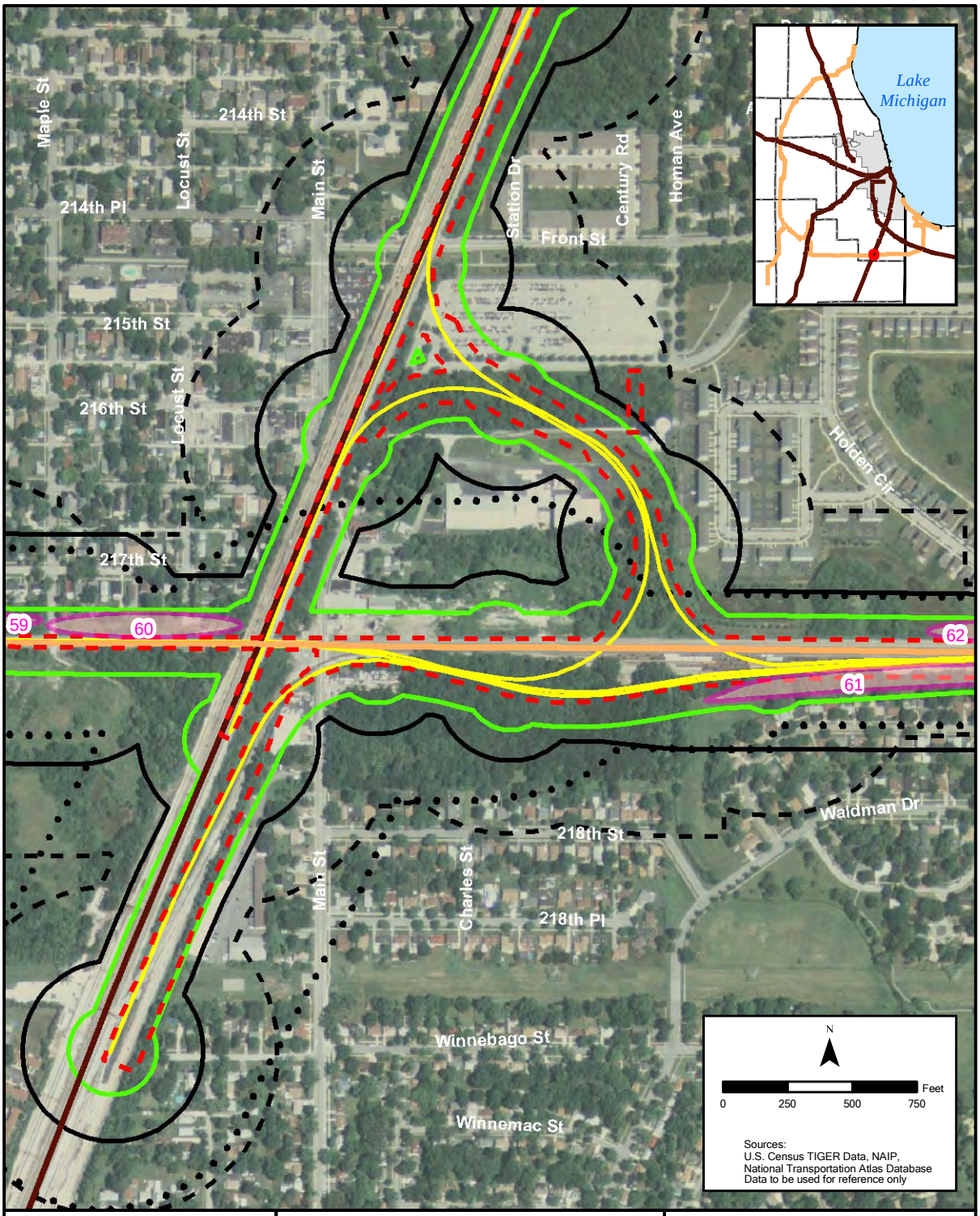
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65 dBA Contour

Proposed Action
65 dBA Contour
70 dBA Contour
Vibration Contour

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Environmental Impact Statement

- CN Rail Line
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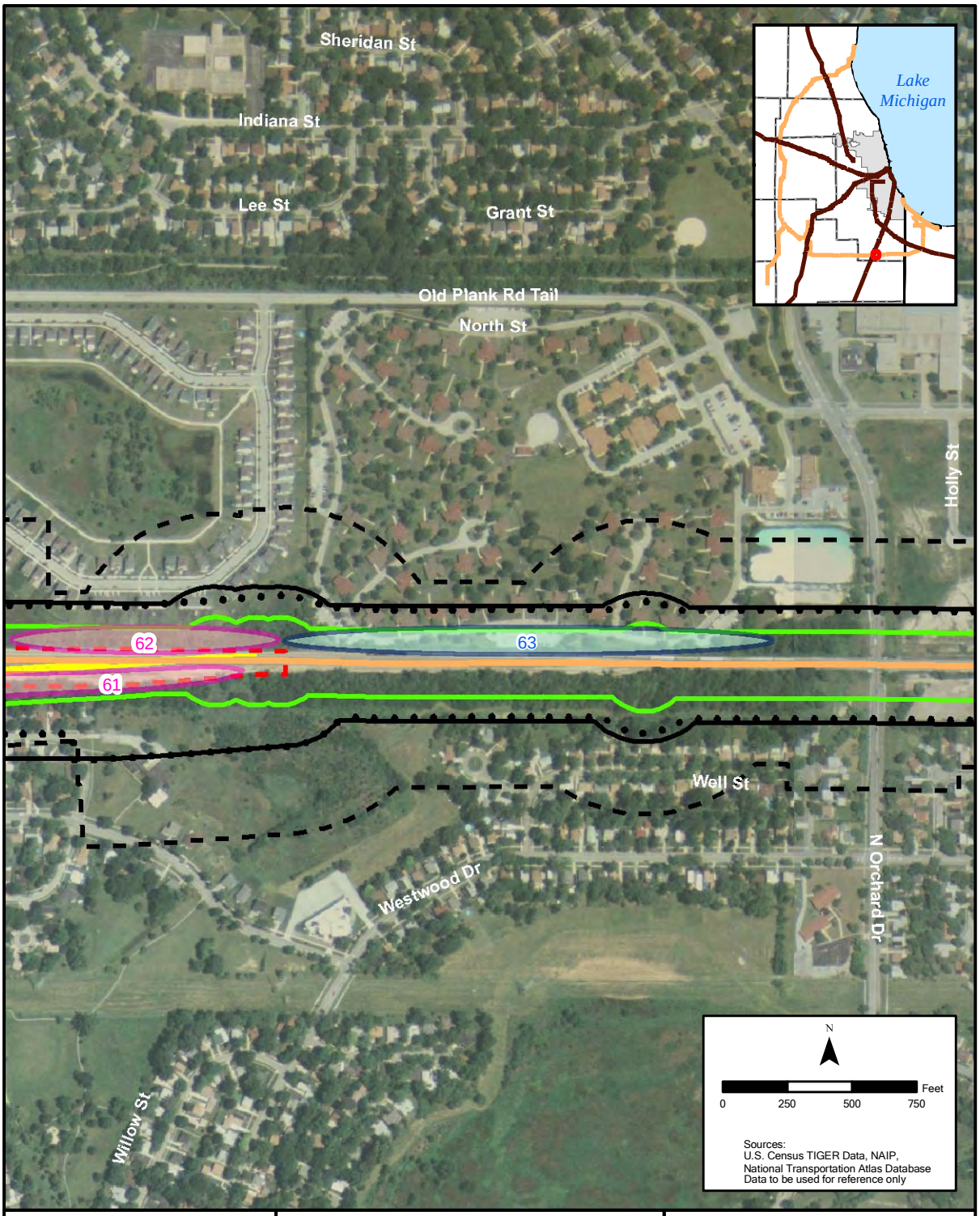
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- 65 dBA Contour

Proposed Action
- 65 dBA Contour
- 70 dBA Contour
- Vibration Contour

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Existing
65 dBA Contour

Proposed Action
65 dBA Contour
70 dBA Contour
Vibration Contour

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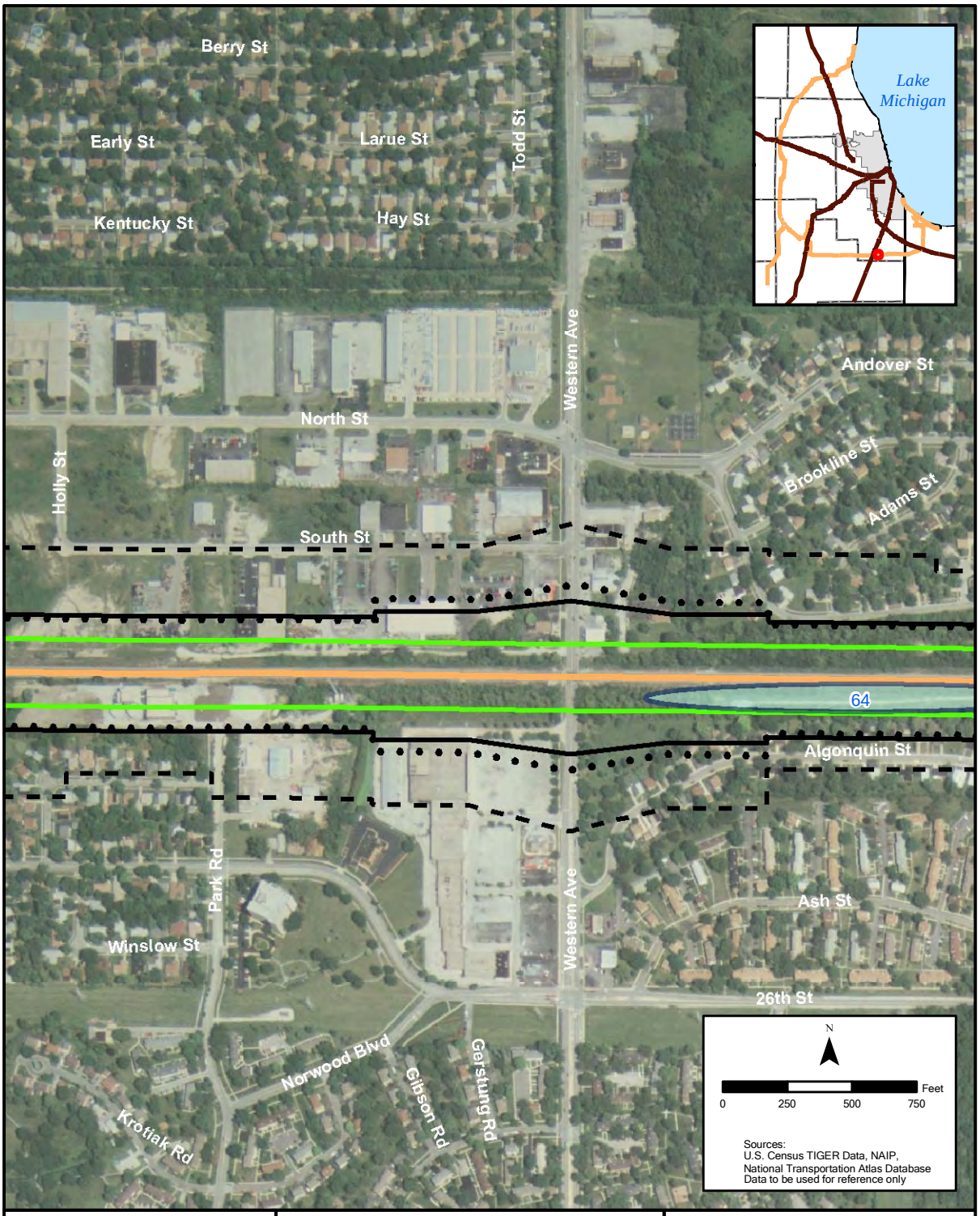


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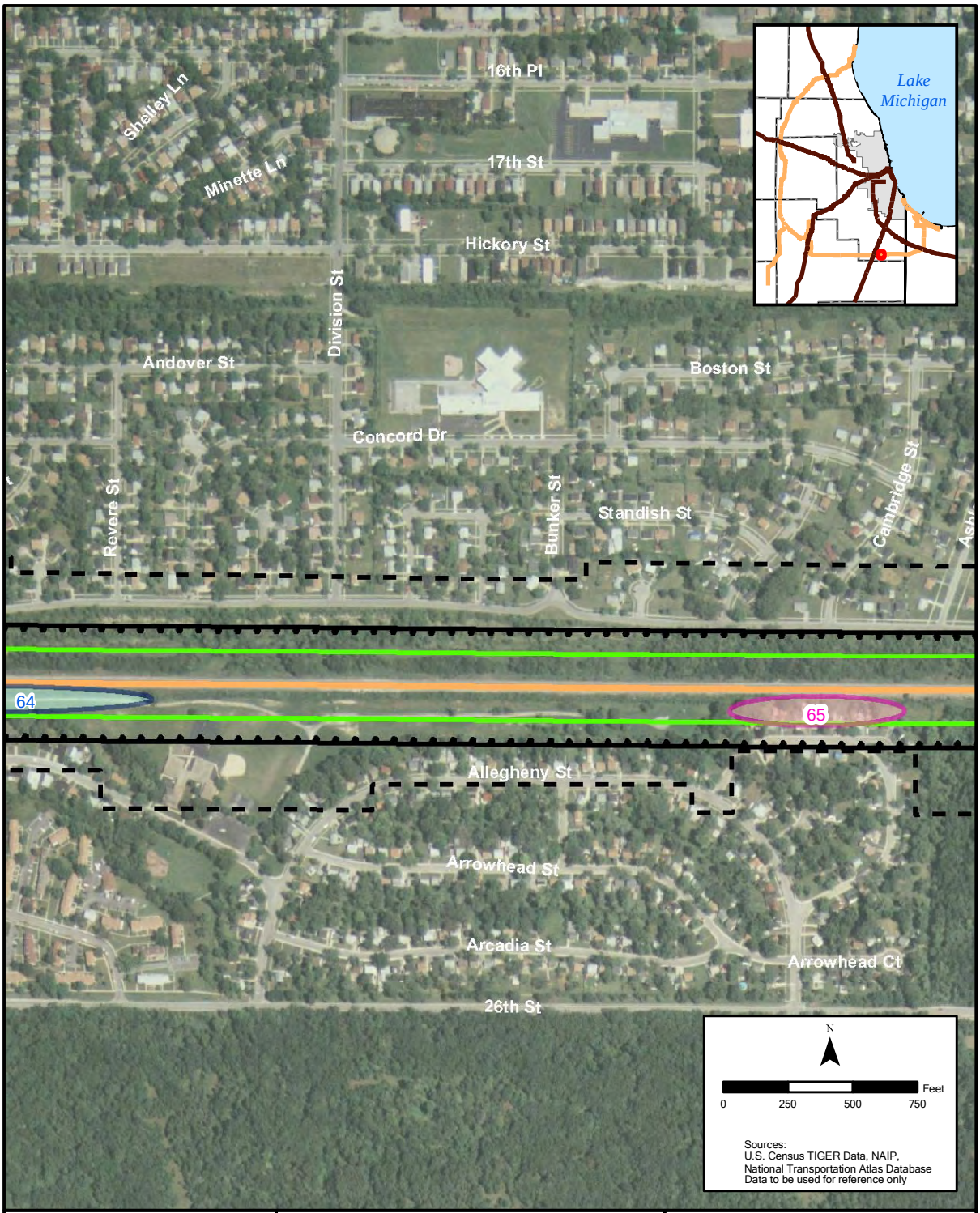
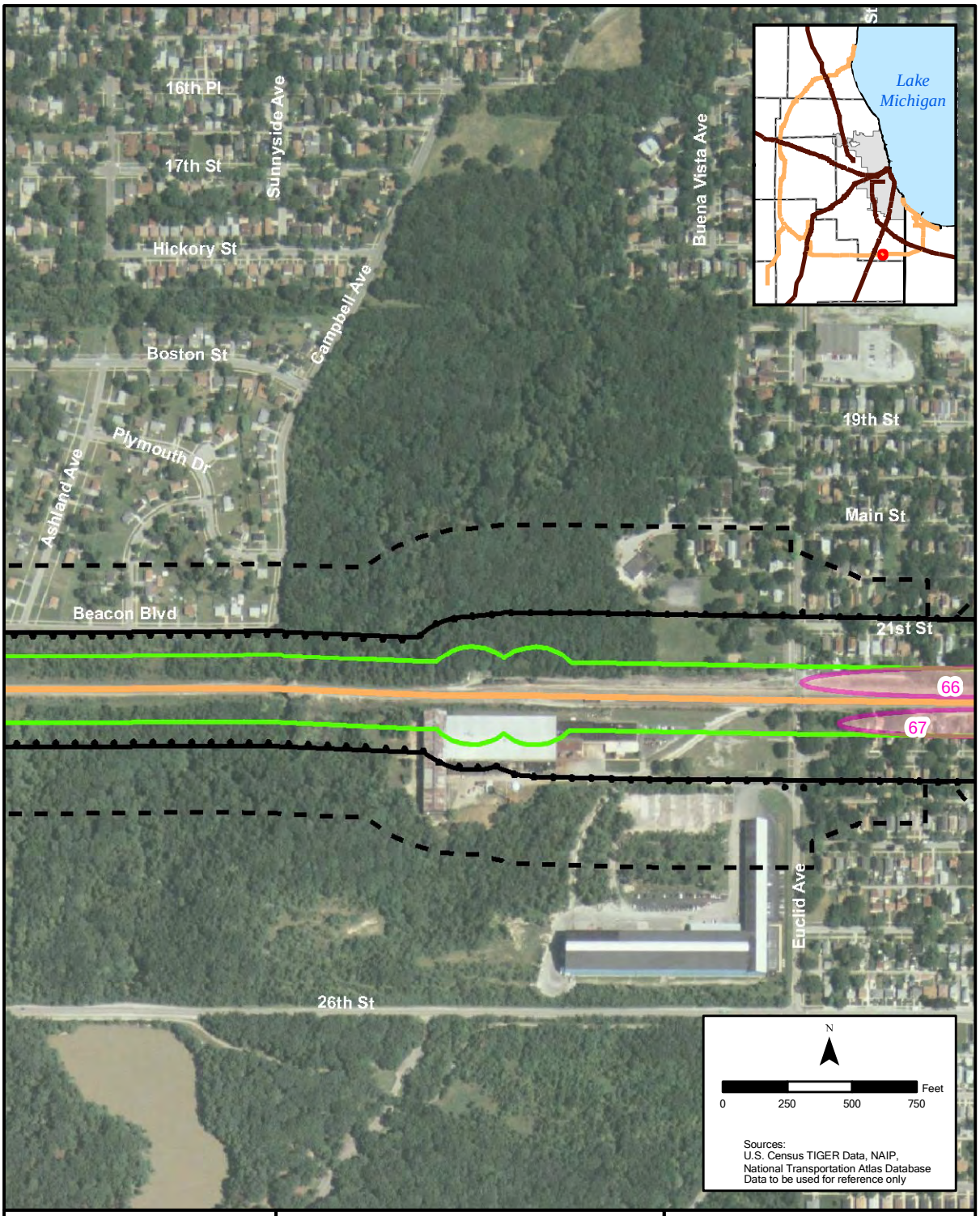


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Environmental Impact Statement

- CN Rail Line
- EJ&E Rail Line
- Proposed Track
- Construction Limits
- Cost-Effective Barrier
- Barrier Not Cost-Effective

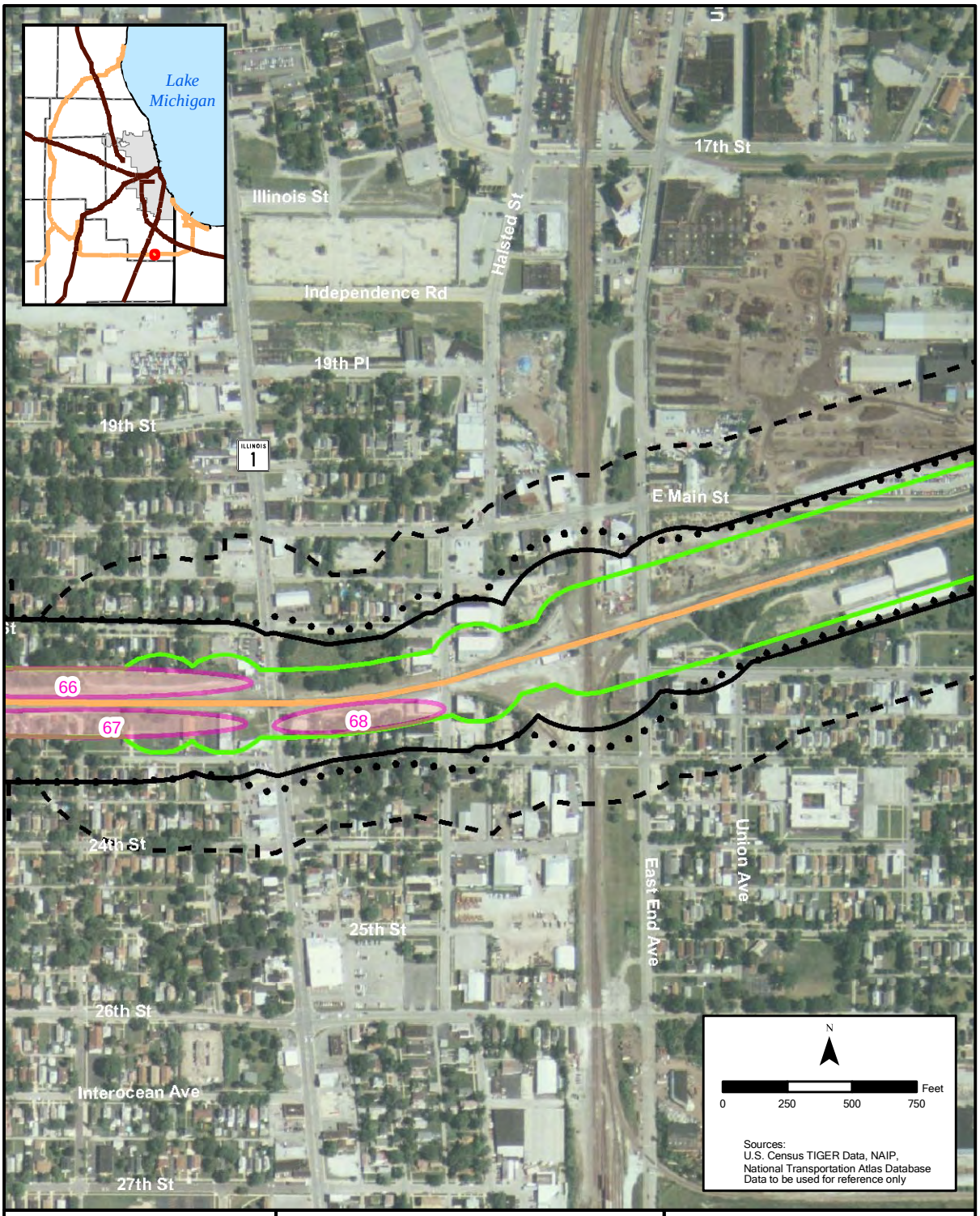
Existing
- 65 dBA Contour

Proposed Action
- 65 dBA Contour
- 70 dBA Contour
- Vibration Contour

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Environmental Impact Statement

- CN Rail Line
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- Proposed Track
- Construction Limits
- Cost-Effective Barrier
- Barrier Not Cost-Effective

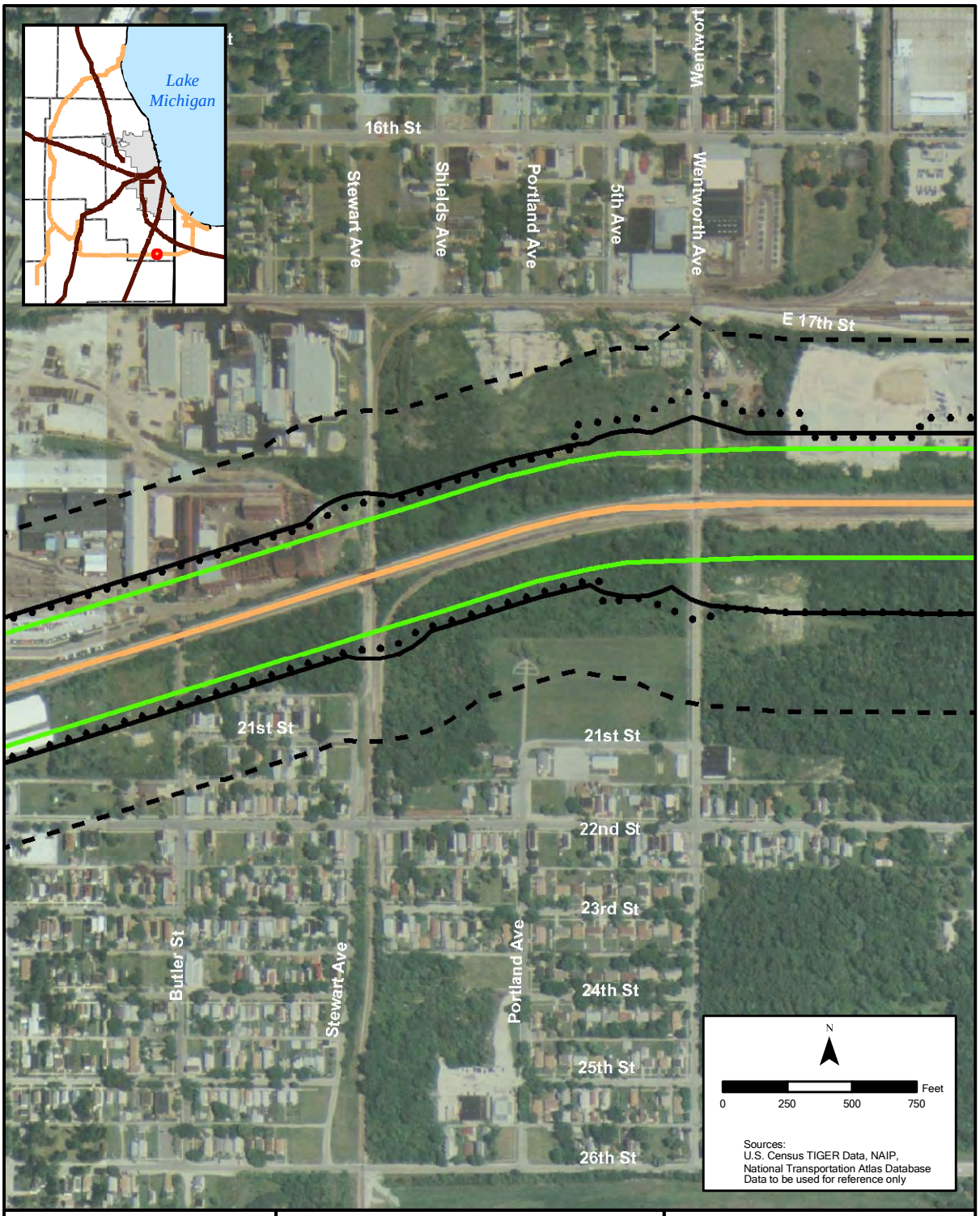
Existing
- 65 dBA Contour

Proposed Action
- 65 dBA Contour
- 70 dBA Contour
- Vibration Contour

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CN | EJ&E

Environmental Impact Statement

CN Rail Line
EJ&E Rail Line
Proposed Track
Construction Limits
Cost-Effective Barrier
Barrier Not Cost-Effective

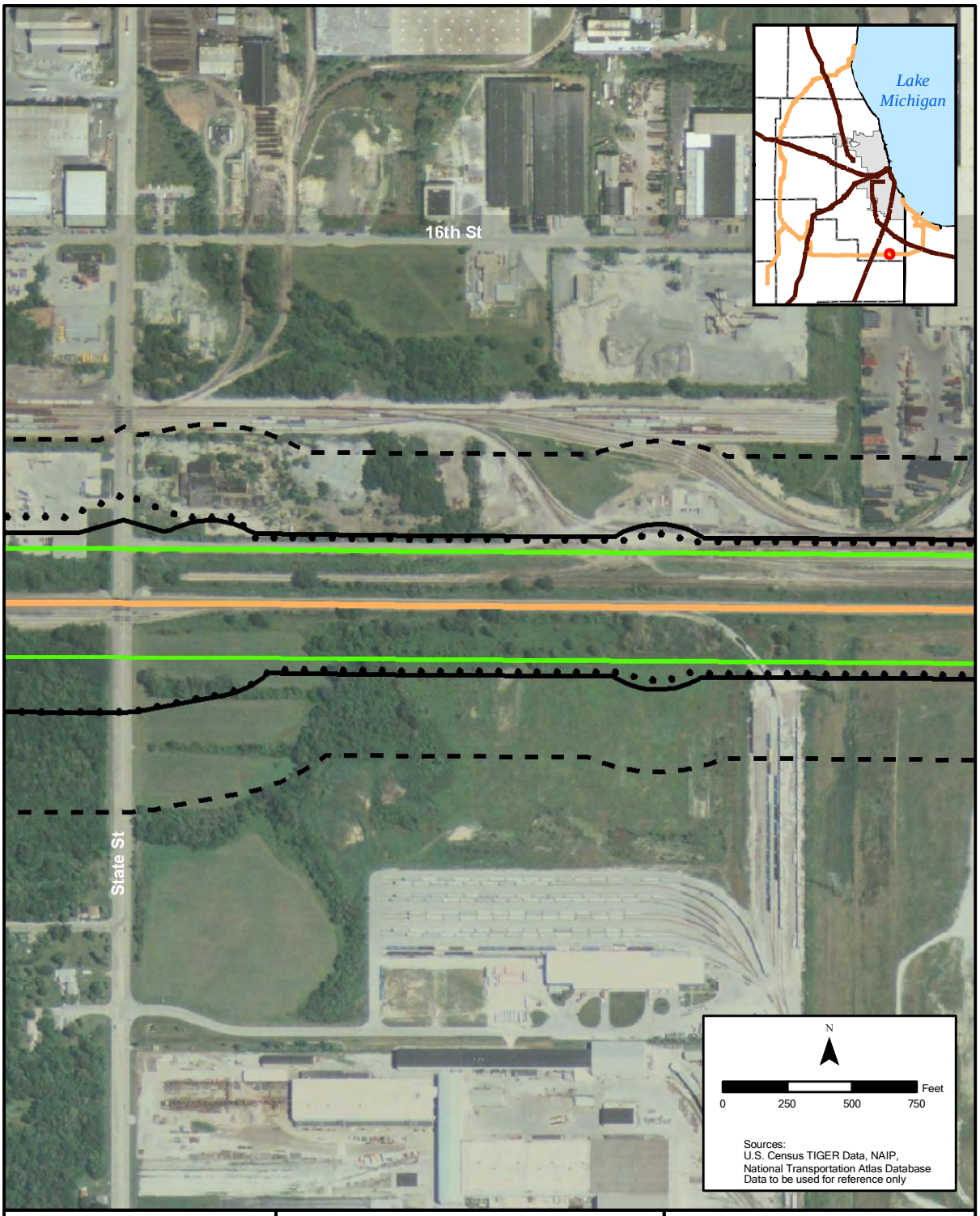
Existing
65 dBA Contour

Proposed Action
65 dBA Contour
70 dBA Contour
Vibration Contour

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Environmental Impact Statement

- CN Rail Line
- EJ&E Rail Line
- Proposed Track
- Construction Limits
- Cost-Effective Barrier
- Barrier Not Cost-Effective

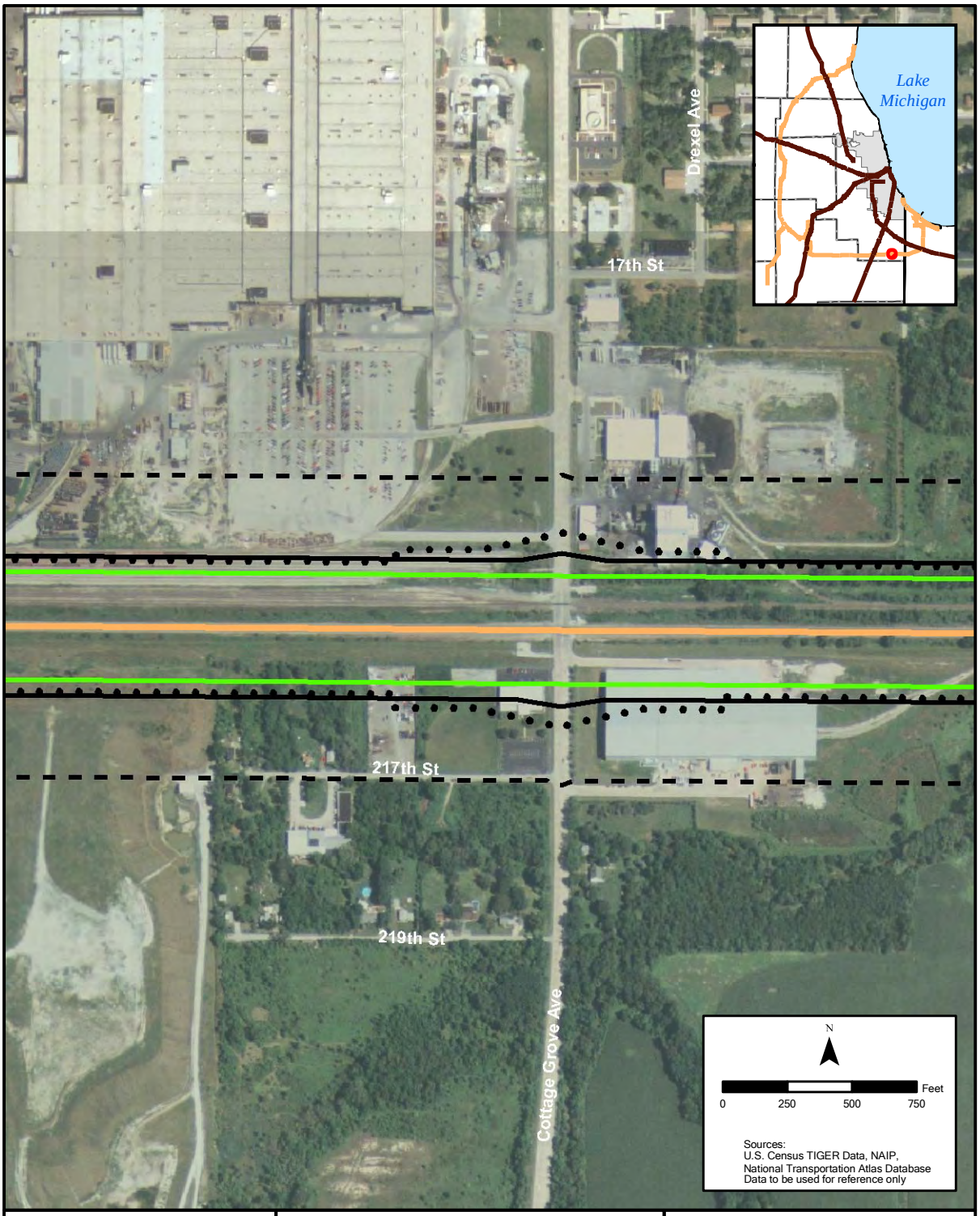
Existing
- 65 dBA Contour

Proposed Action
- 65 dBA Contour
- 70 dBA Contour
- Vibration Contour

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Barrier Not Cost-Effective

Existing
65 dBA Contour

Proposed Action
65 dBA Contour
70 dBA Contour
Vibration Contour

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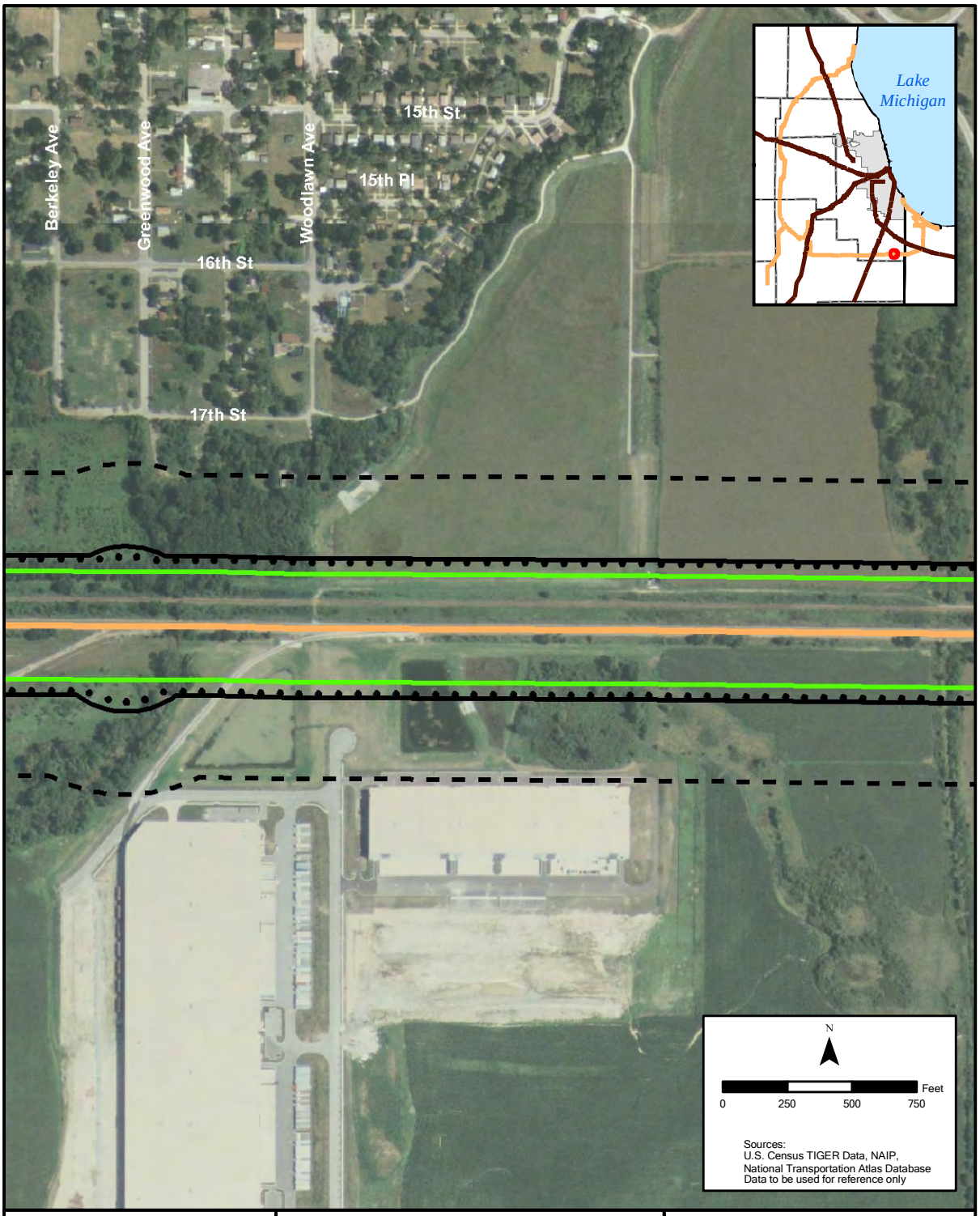
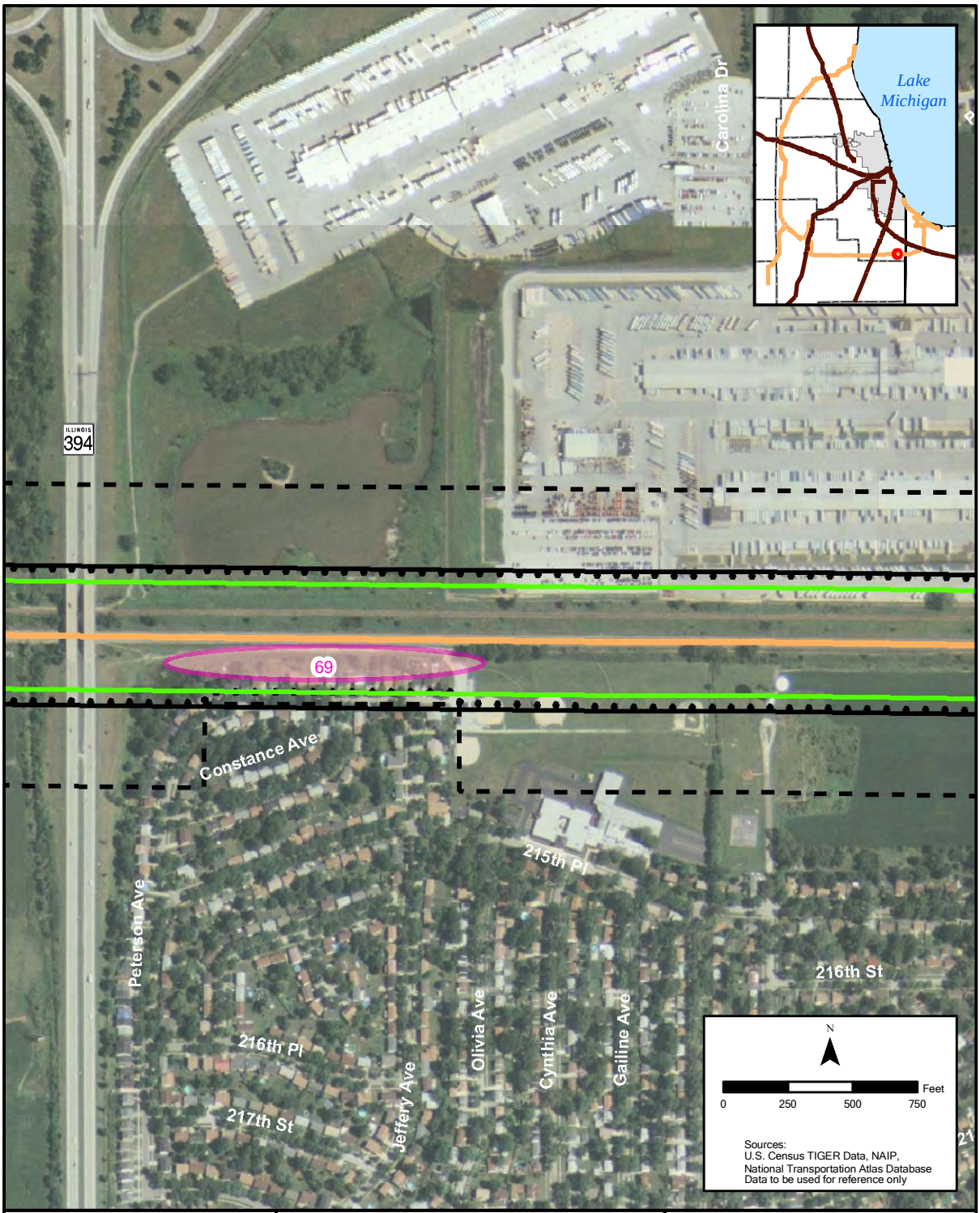


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CN Rail Line
EJ&E Rail Line
Proposed Track
Construction Limits
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Barrier Not Cost-Effective

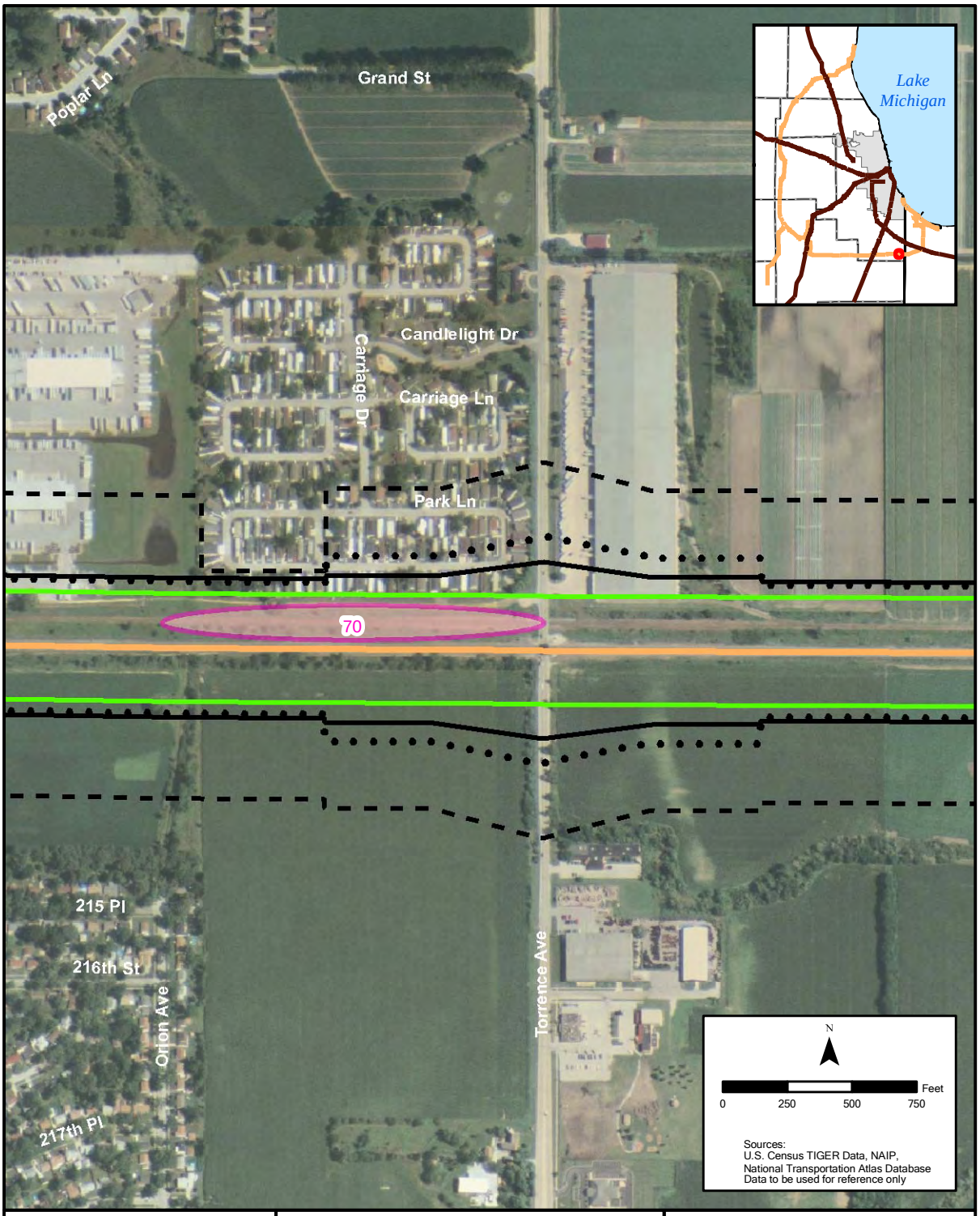
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65 dBA Contour

Proposed Action
65 dBA Contour
70 dBA Contour
Vibration Contour

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CN | EJ&E
Environmental Impact Statement

CN Rail Line
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Proposed Track
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Barrier Not Cost-Effective

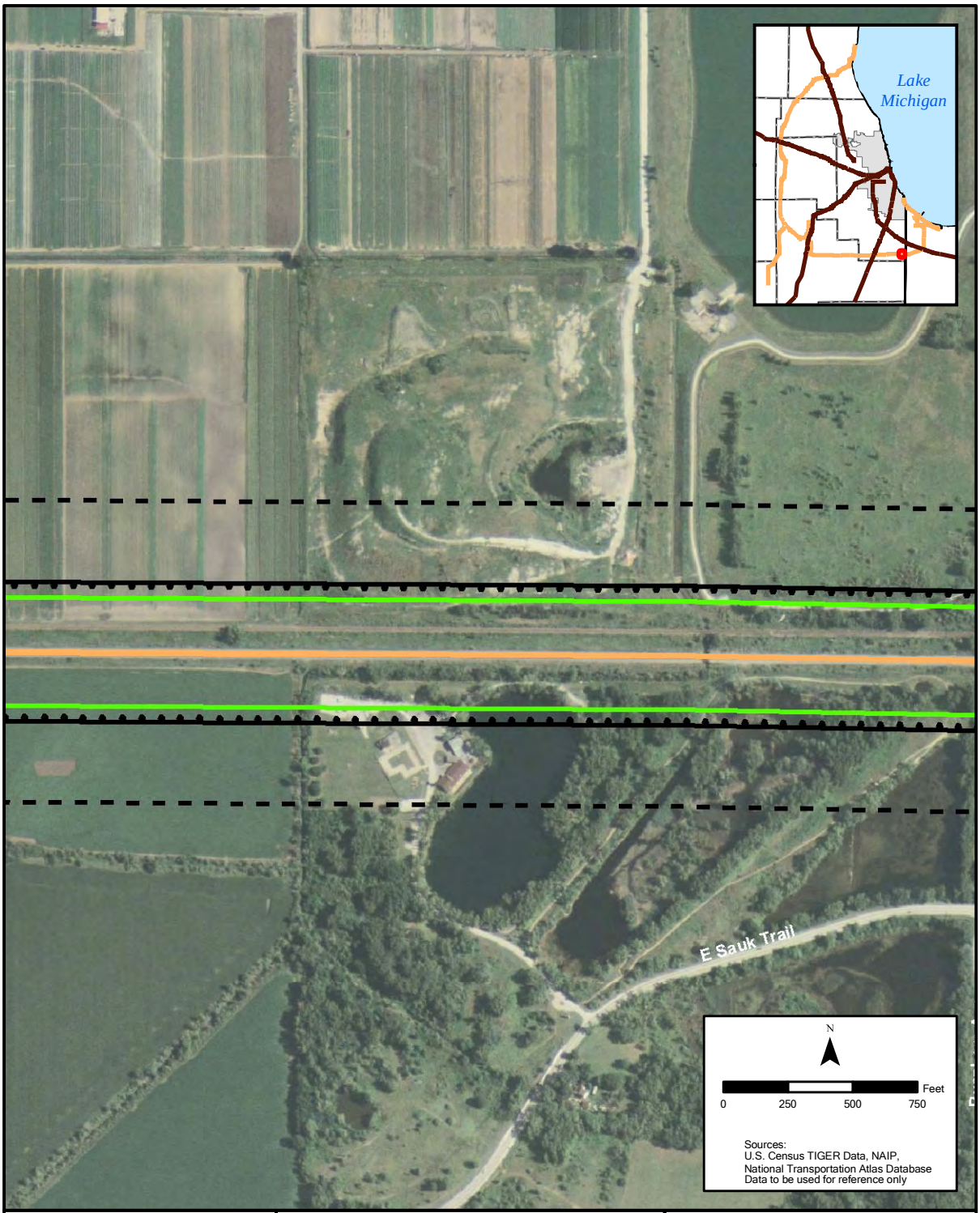
Existing
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Proposed Action
65 dBA Contour
70 dBA Contour
Vibration Contour

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Environmental Impact Statement

CN Rail Line
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Cost-Effective Barrier
Barrier Not Cost-Effective

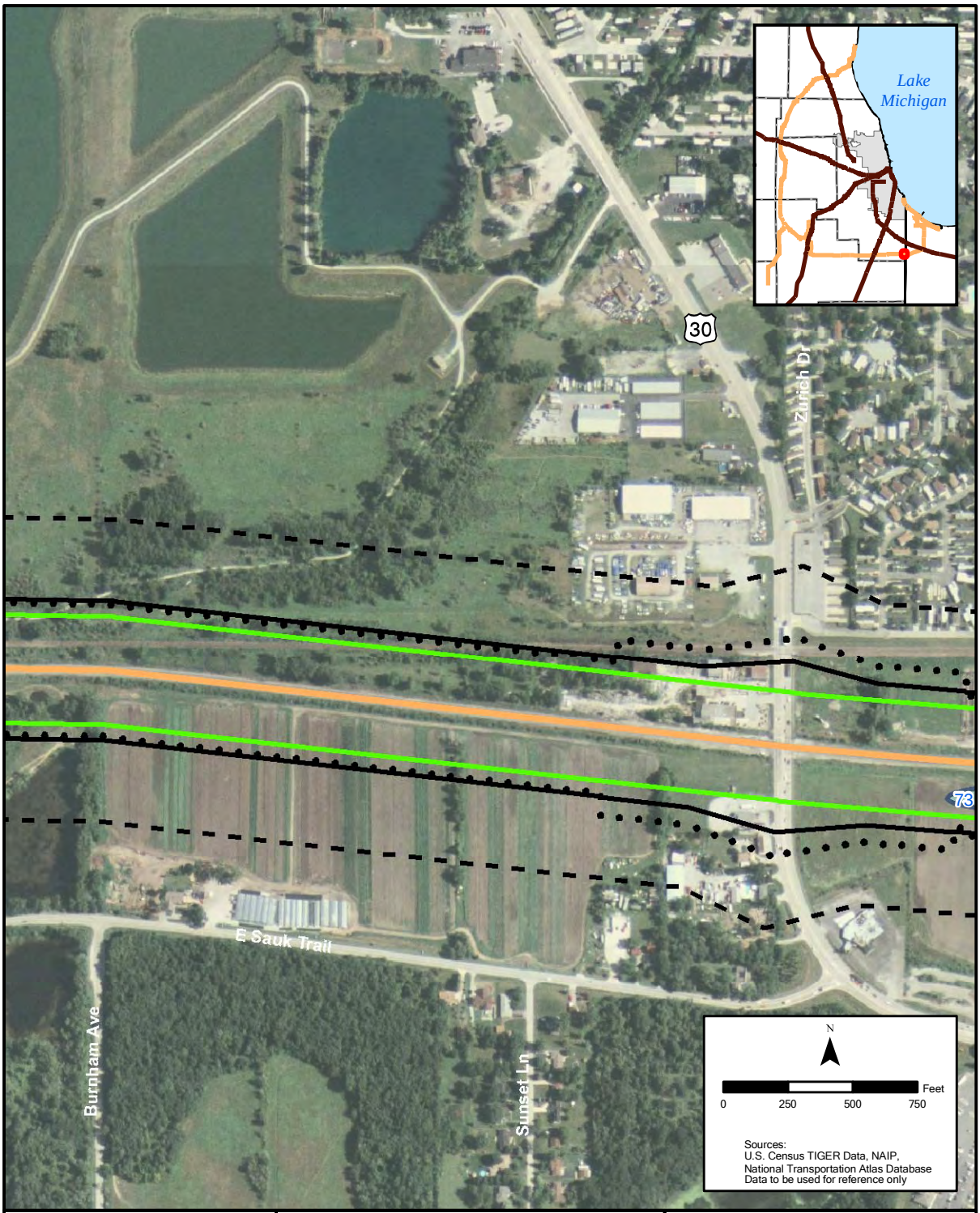
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Proposed Action
65 dBA Contour
70 dBA Contour
Vibration Contour

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- CN Rail Line
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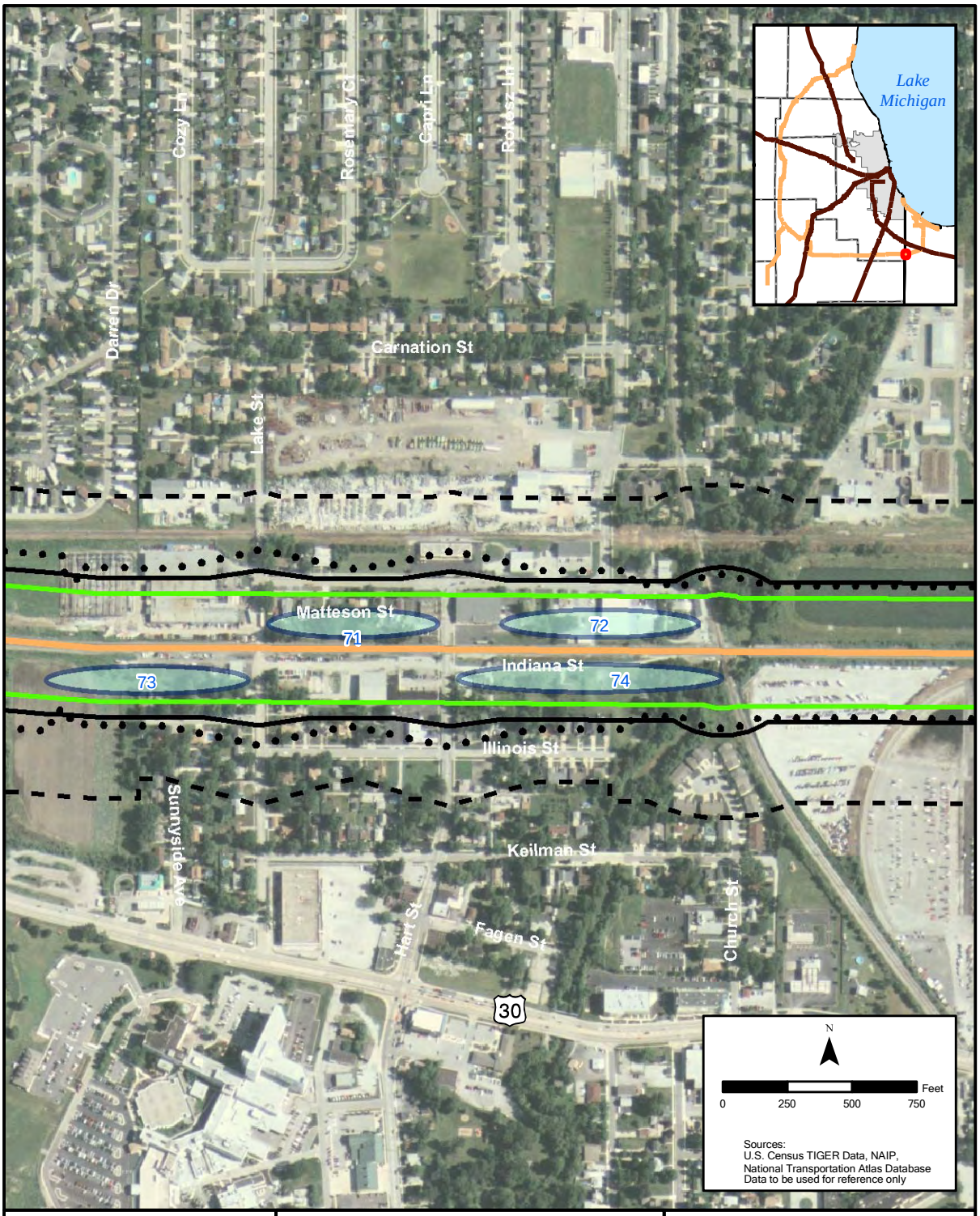
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- 65 dBA Contour

Proposed Action
- 65 dBA Contour
- 70 dBA Contour
- Vibration Contour

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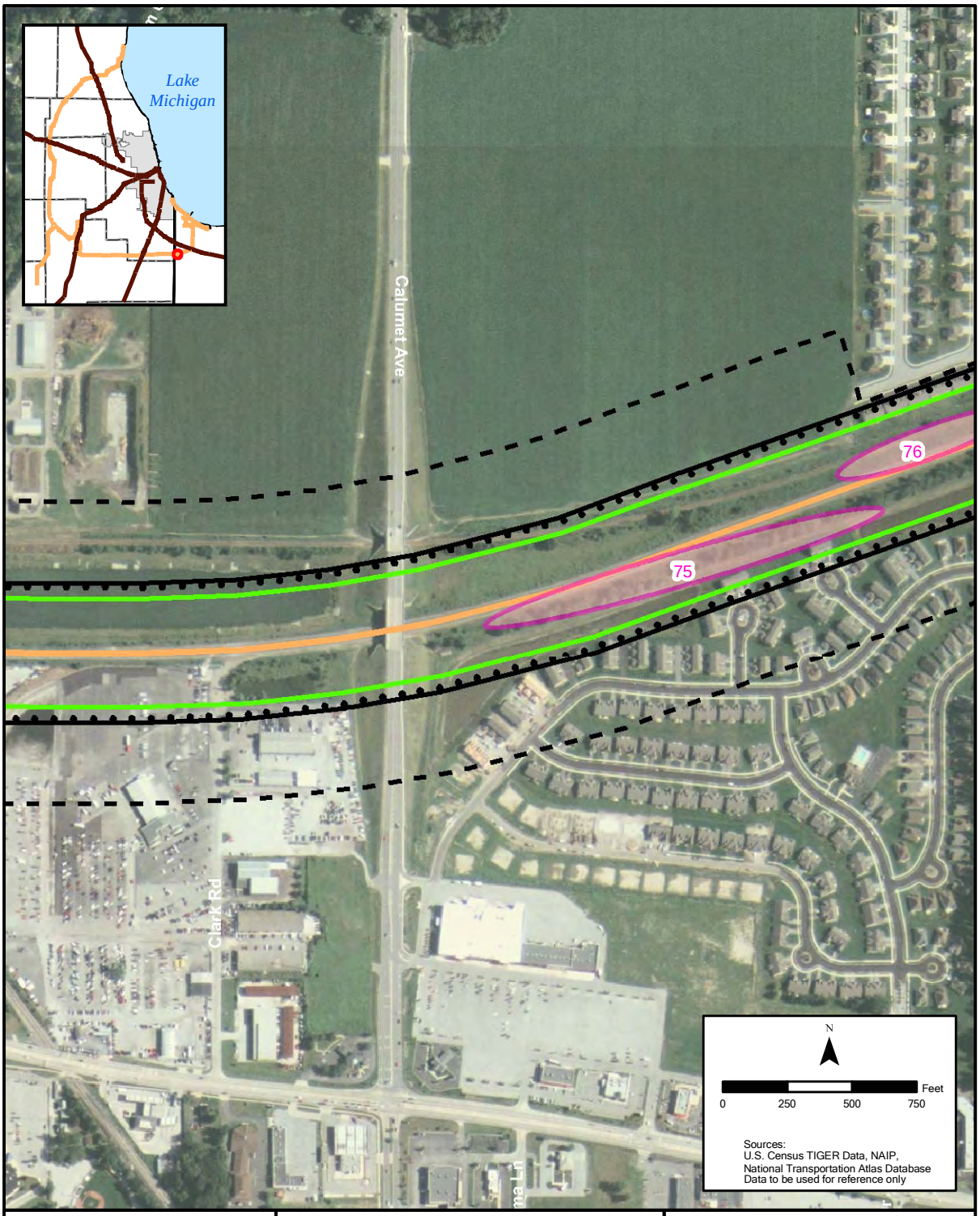
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- 65 dBA Contour

Proposed Action
- 65 dBA Contour
- 70 dBA Contour
- Vibration Contour

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CN | EJ&E

Environmental Impact Statement

CN Rail Line
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Proposed Track
Construction Limits
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Barrier Not Cost-Effective

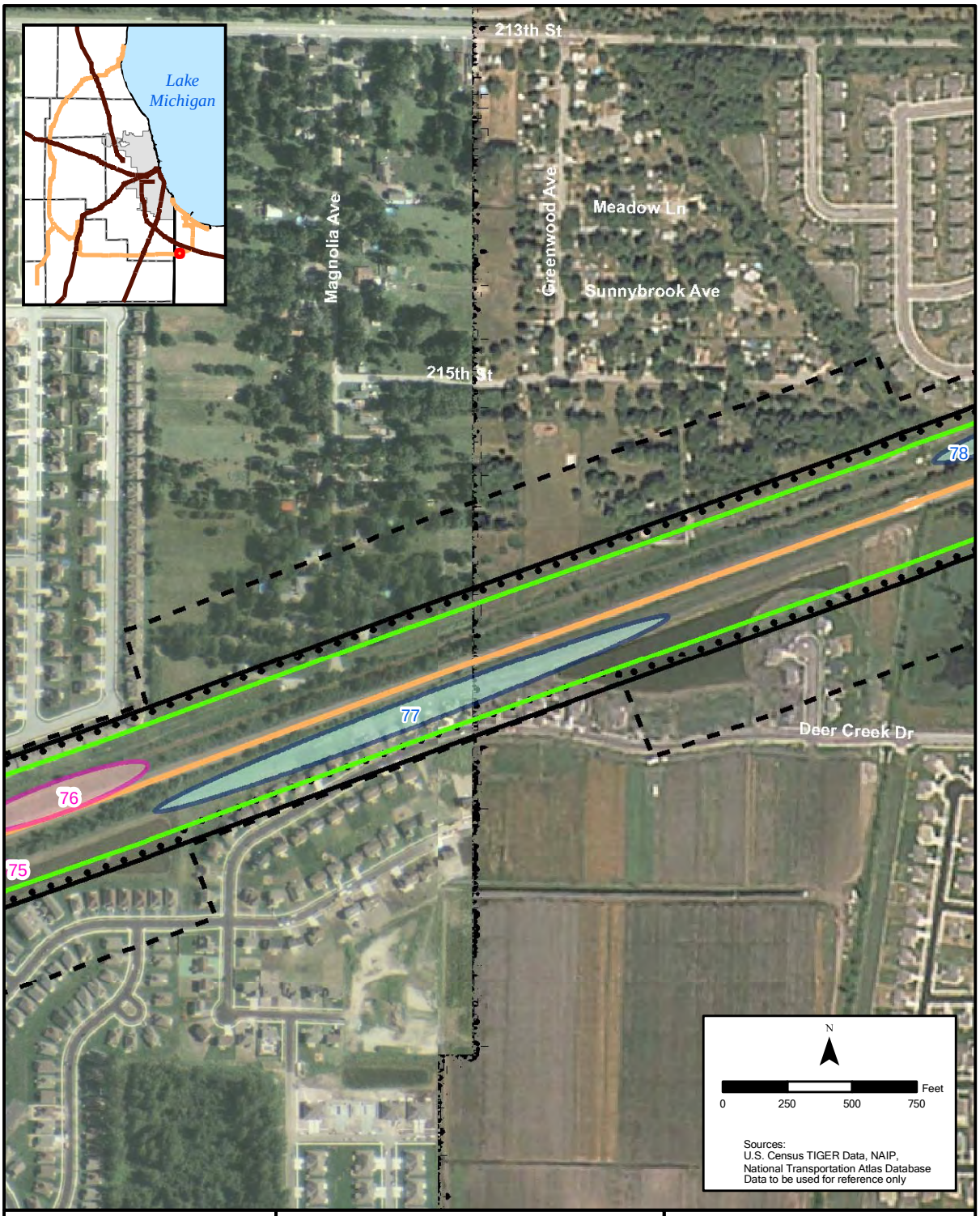
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Proposed Action
65 dBA Contour
70 dBA Contour
Vibration Contour

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Existing
65 dBA Contour

Proposed Action
65 dBA Contour
70 dBA Contour
Vibration Contour

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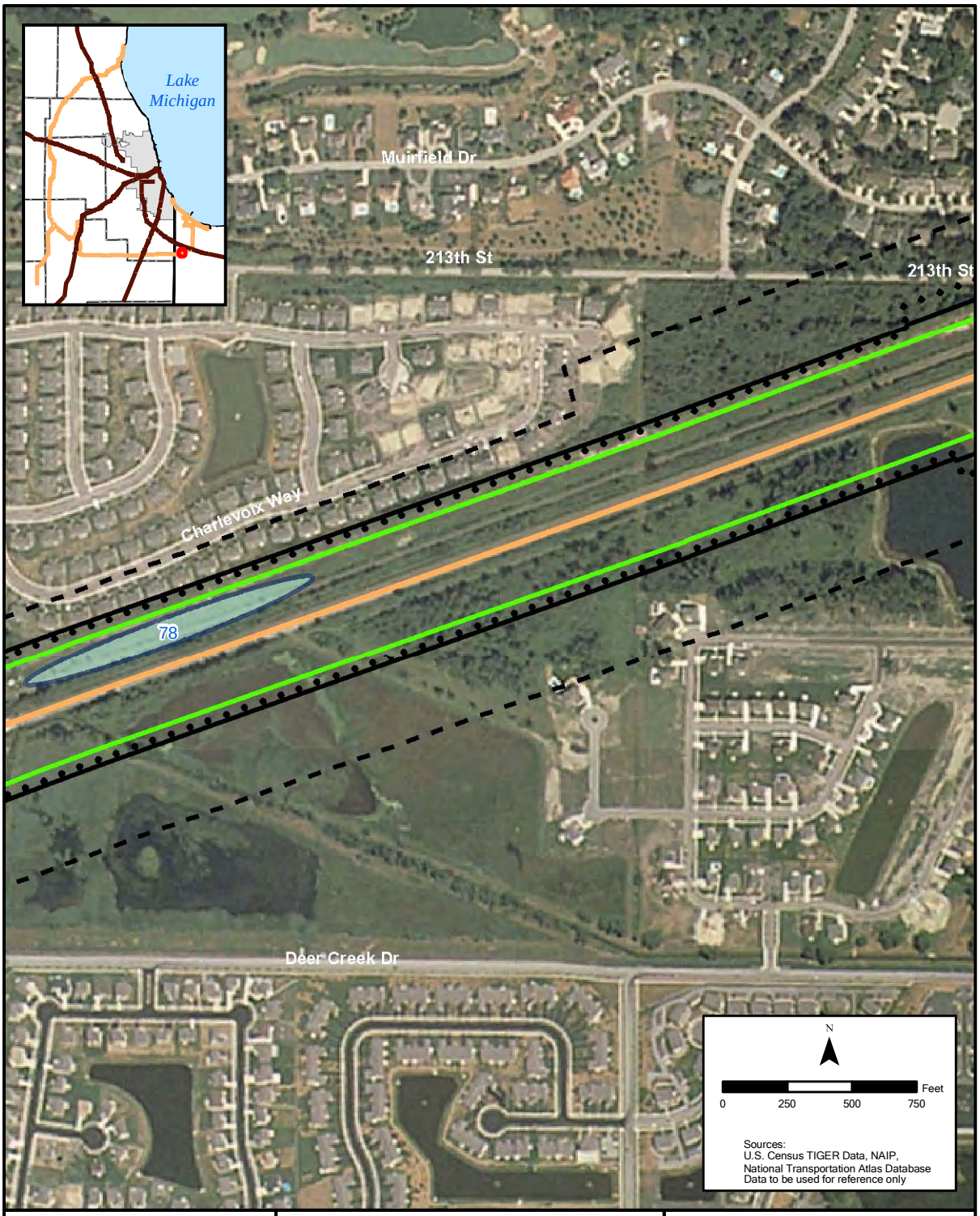
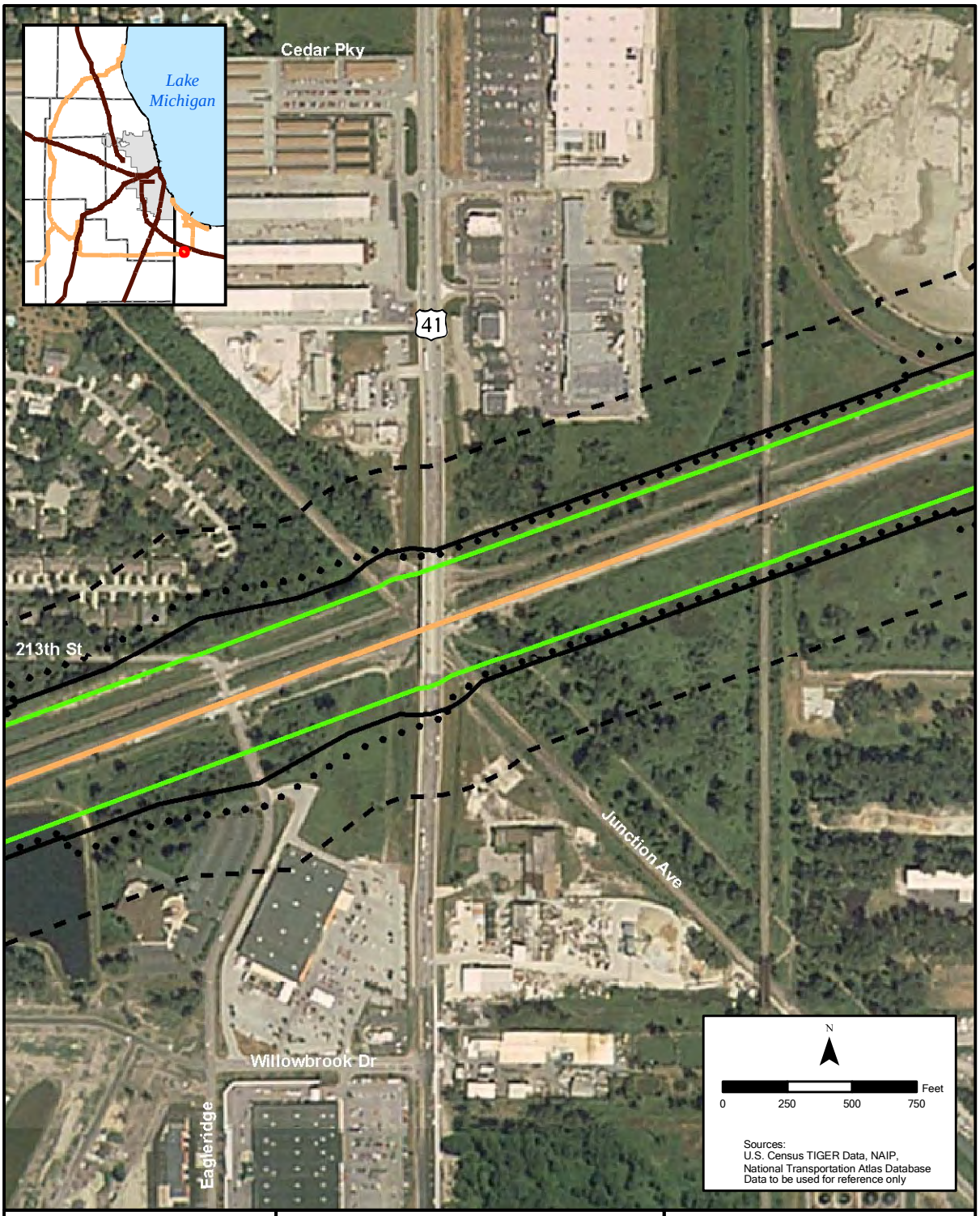


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- CN Rail Line
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- Barrier Not Cost-Effective

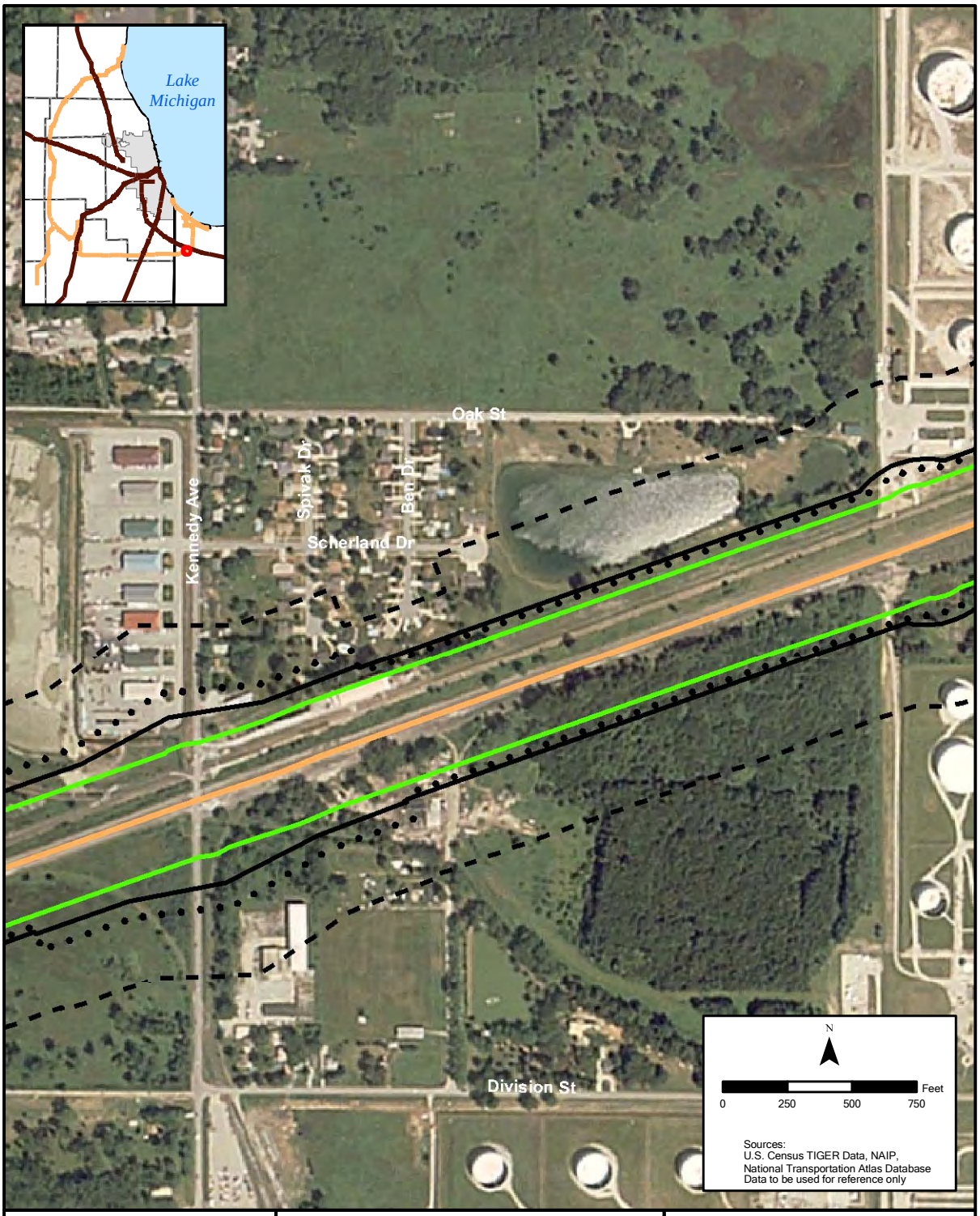
Existing
- 65 dBA Contour

Proposed Action
- 65 dBA Contour
- 70 dBA Contour
- Vibration Contour

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CN Rail Line
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Proposed Track
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Barrier Not Cost-Effective

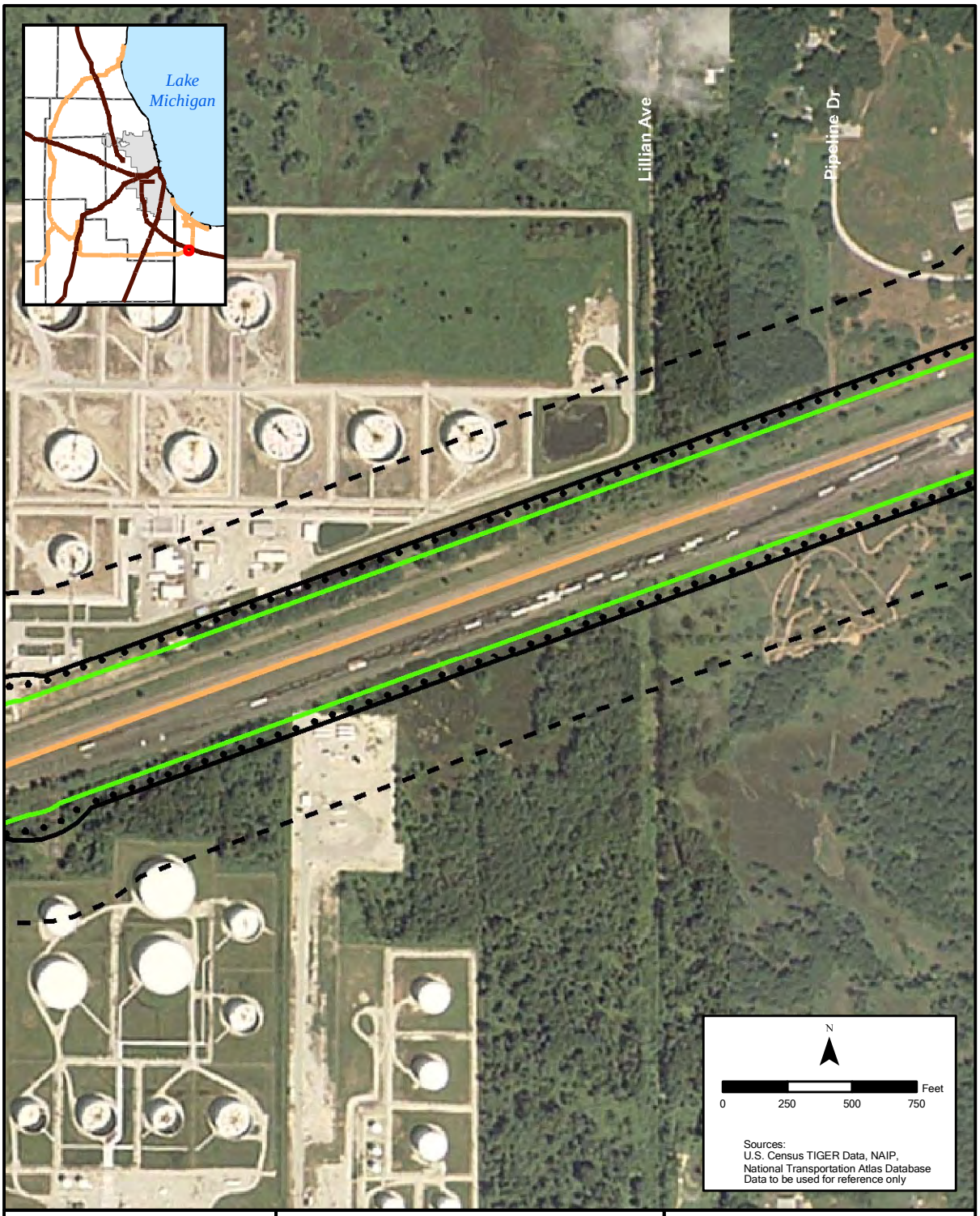
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Proposed Action
65 dBA Contour
70 dBA Contour
Vibration Contour

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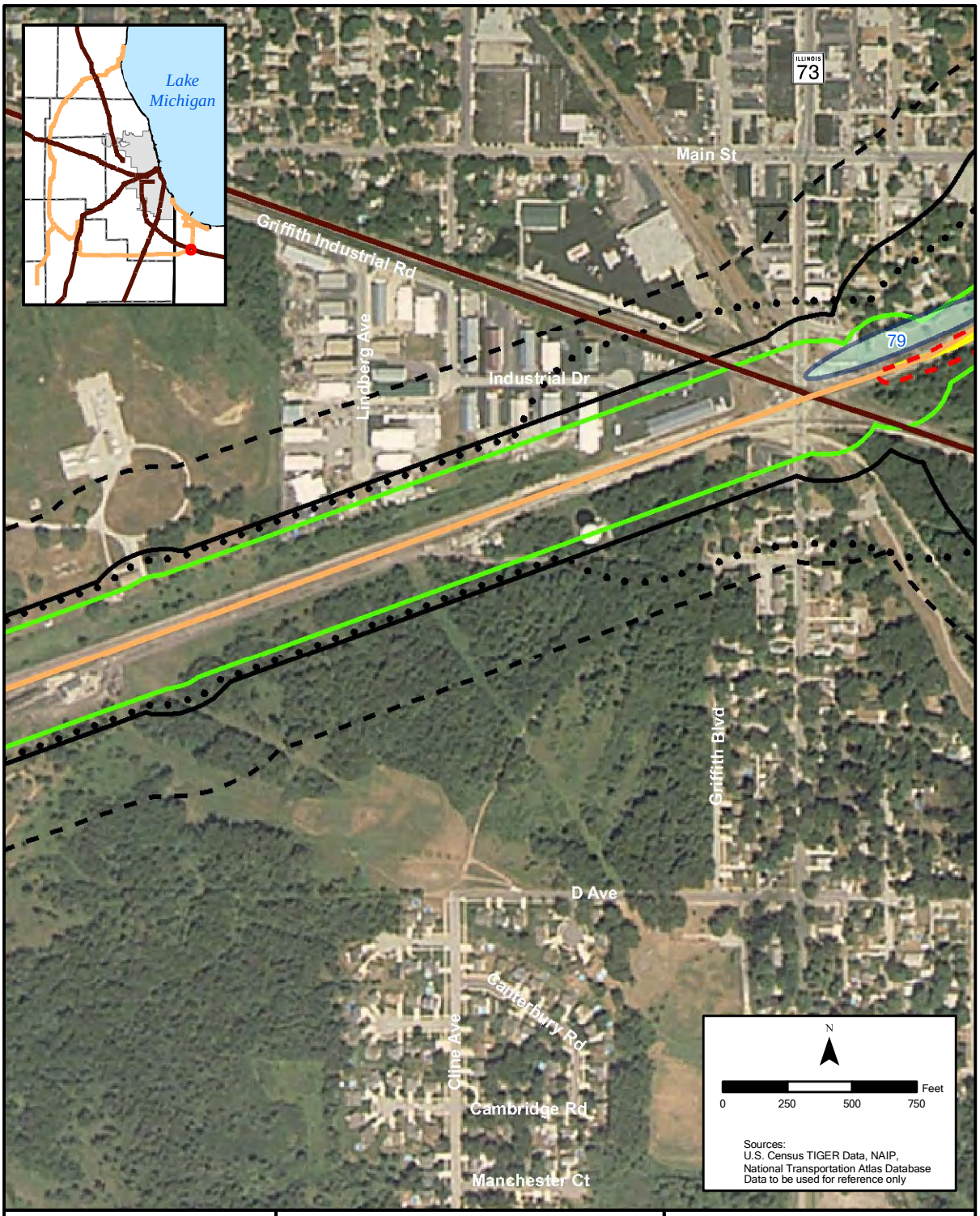
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- 65 dBA Contour

Proposed Action
- 65 dBA Contour
- 70 dBA Contour
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Proposed Track
Construction Limits
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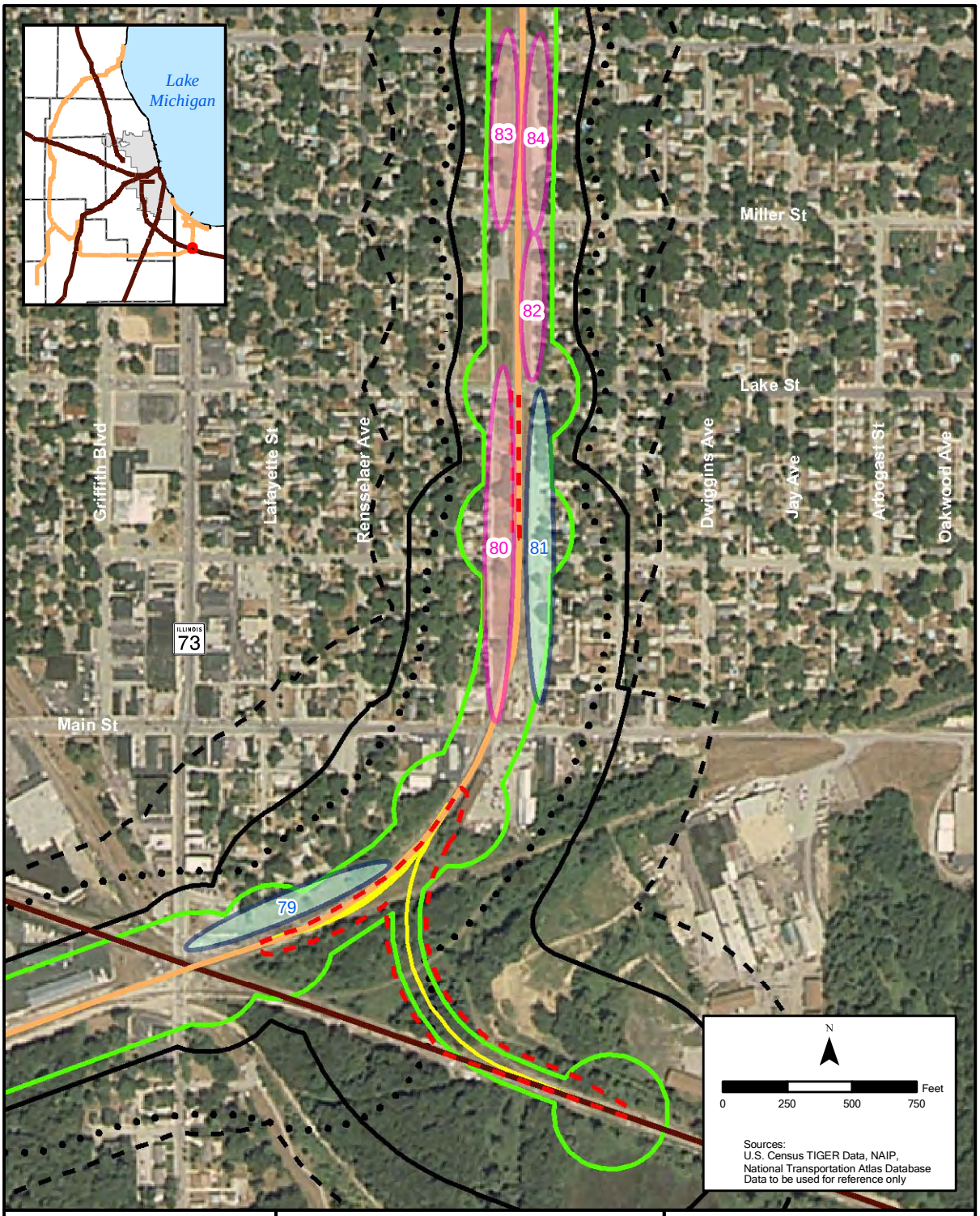
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Figure L-1

Noise and Vibration Contours

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CN | EJ&E

Environmental Impact Statement

CN Rail Line
EJ&E Rail Line
Proposed Track
Construction Limits
Cost-Effective Barrier
Barrier Not Cost-Effective

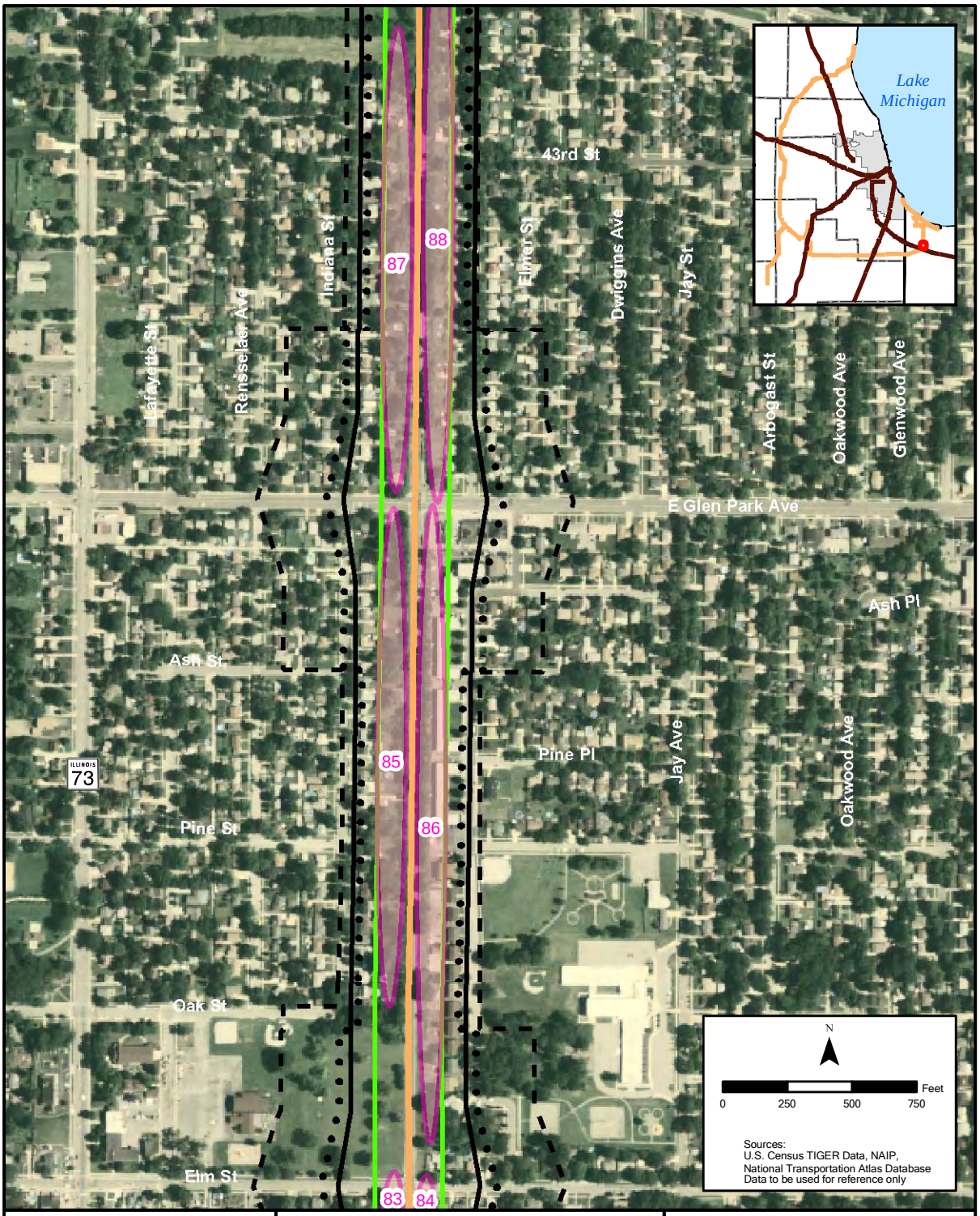
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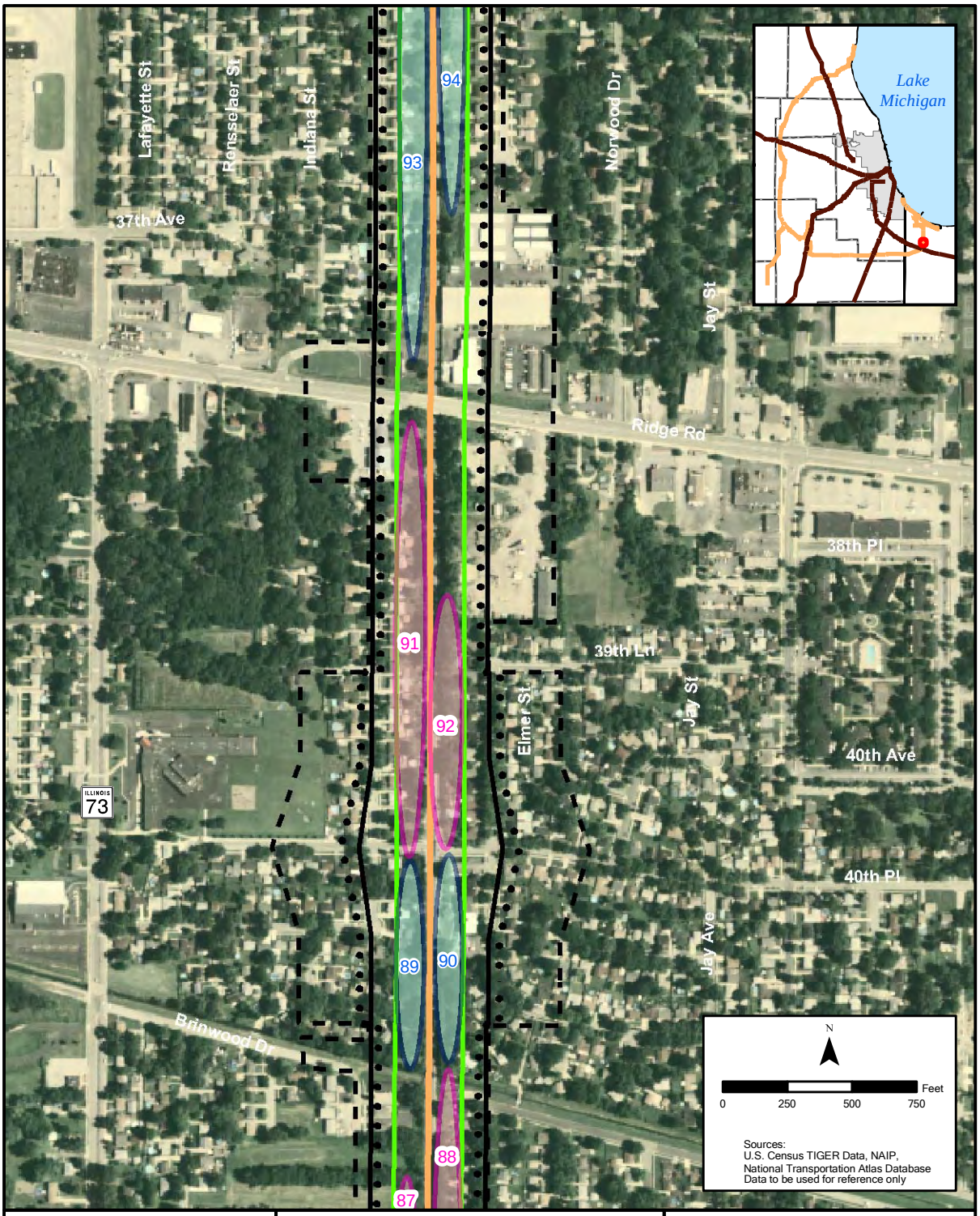
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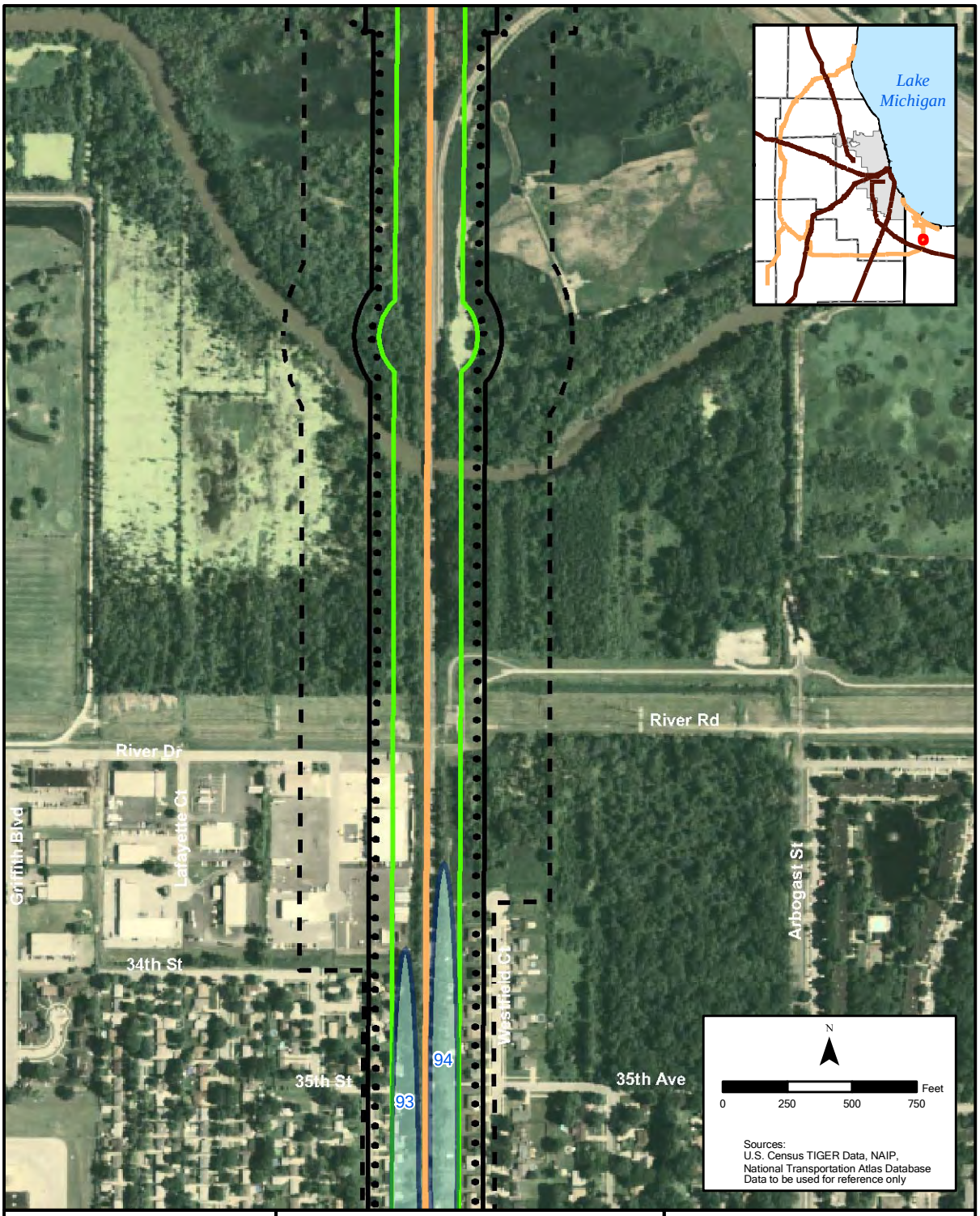
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CN | EJ&E
Environmental Impact Statement

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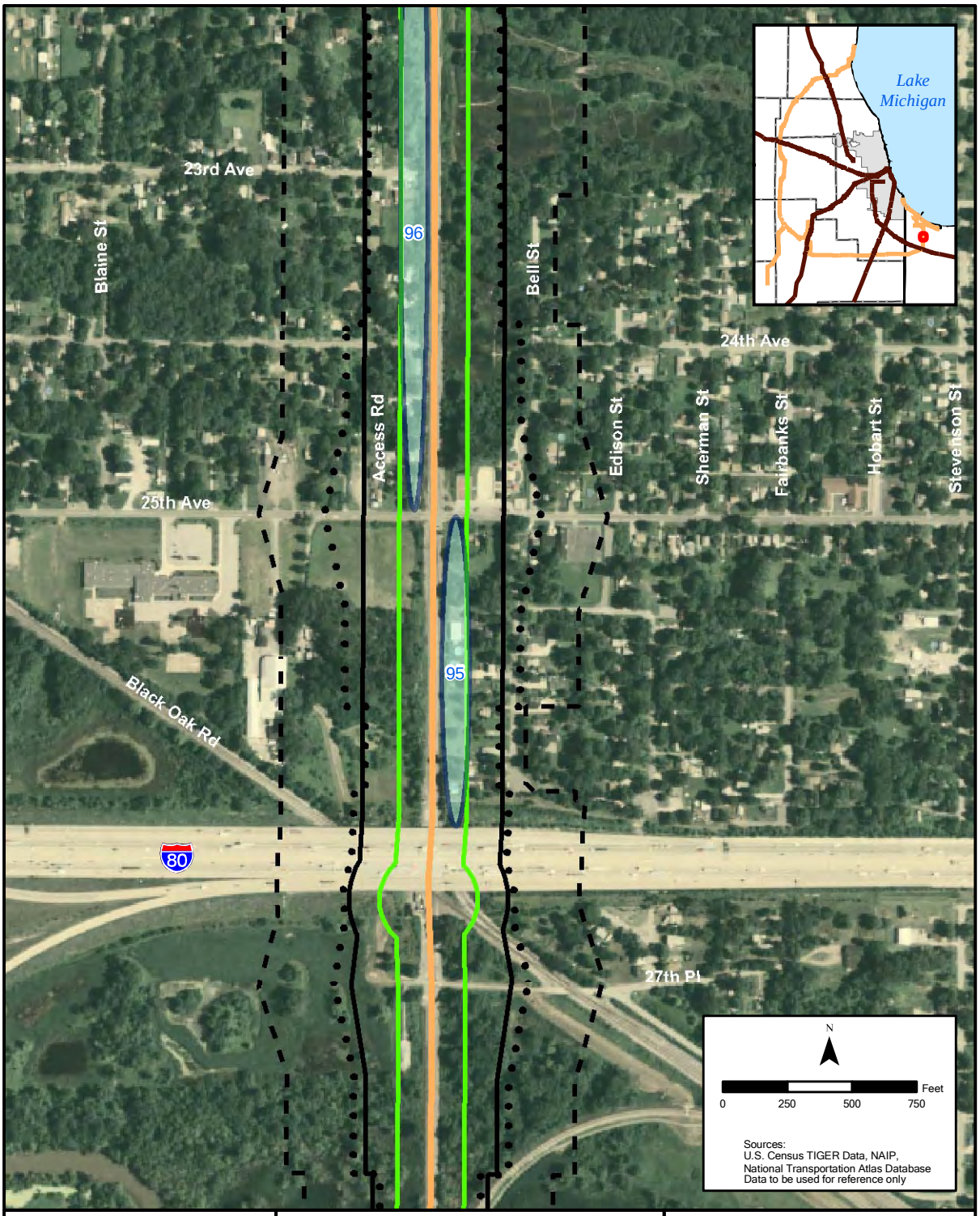
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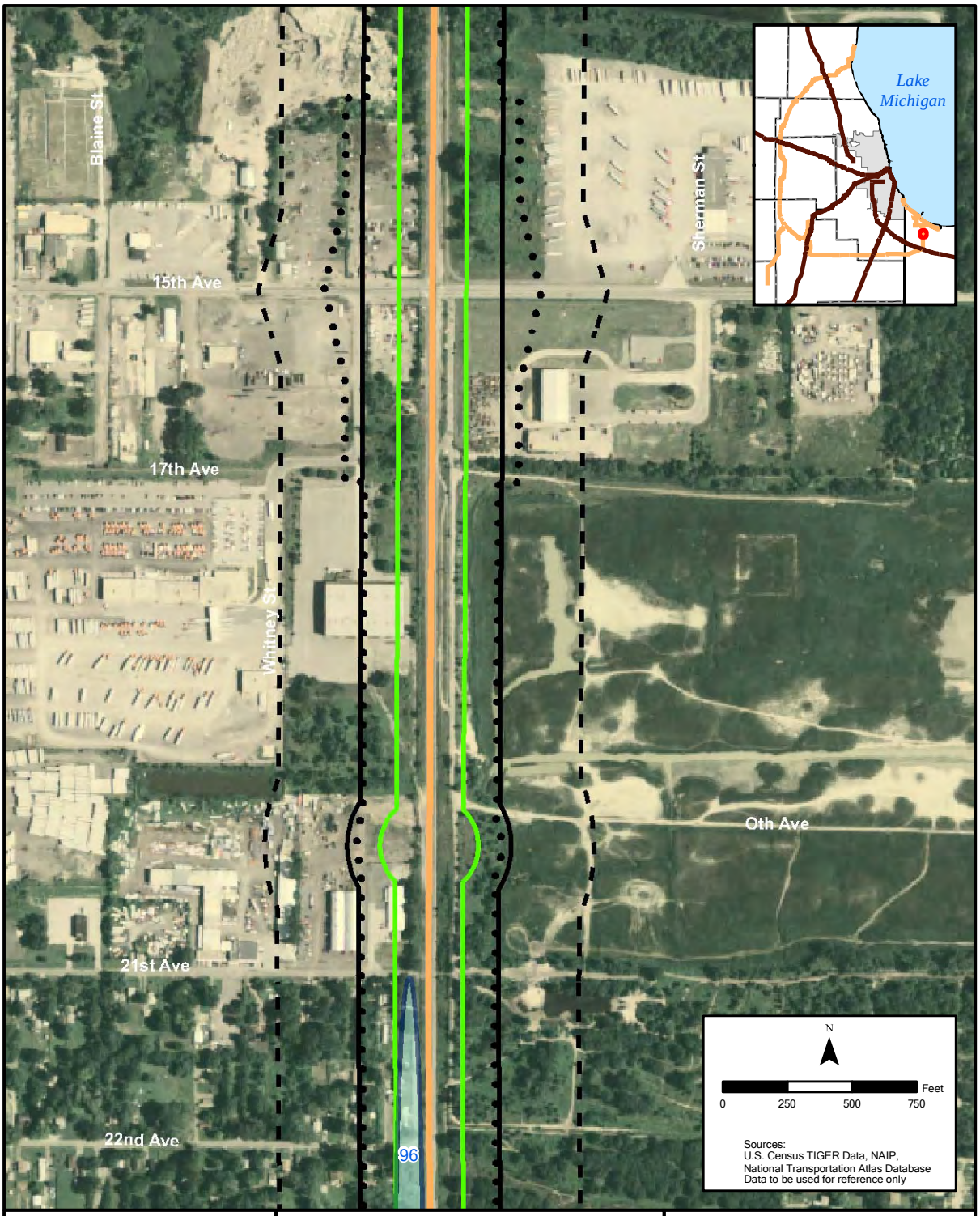
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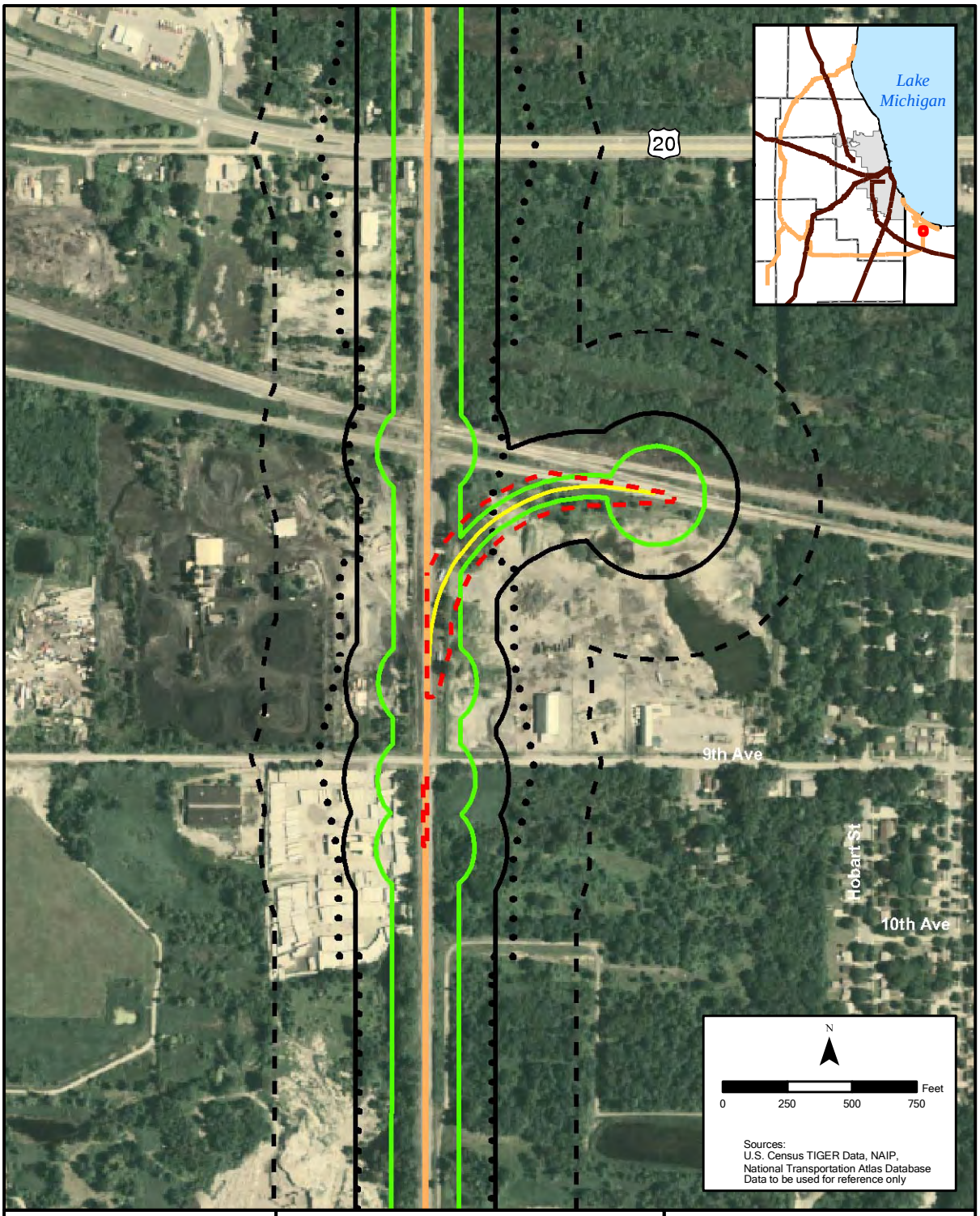
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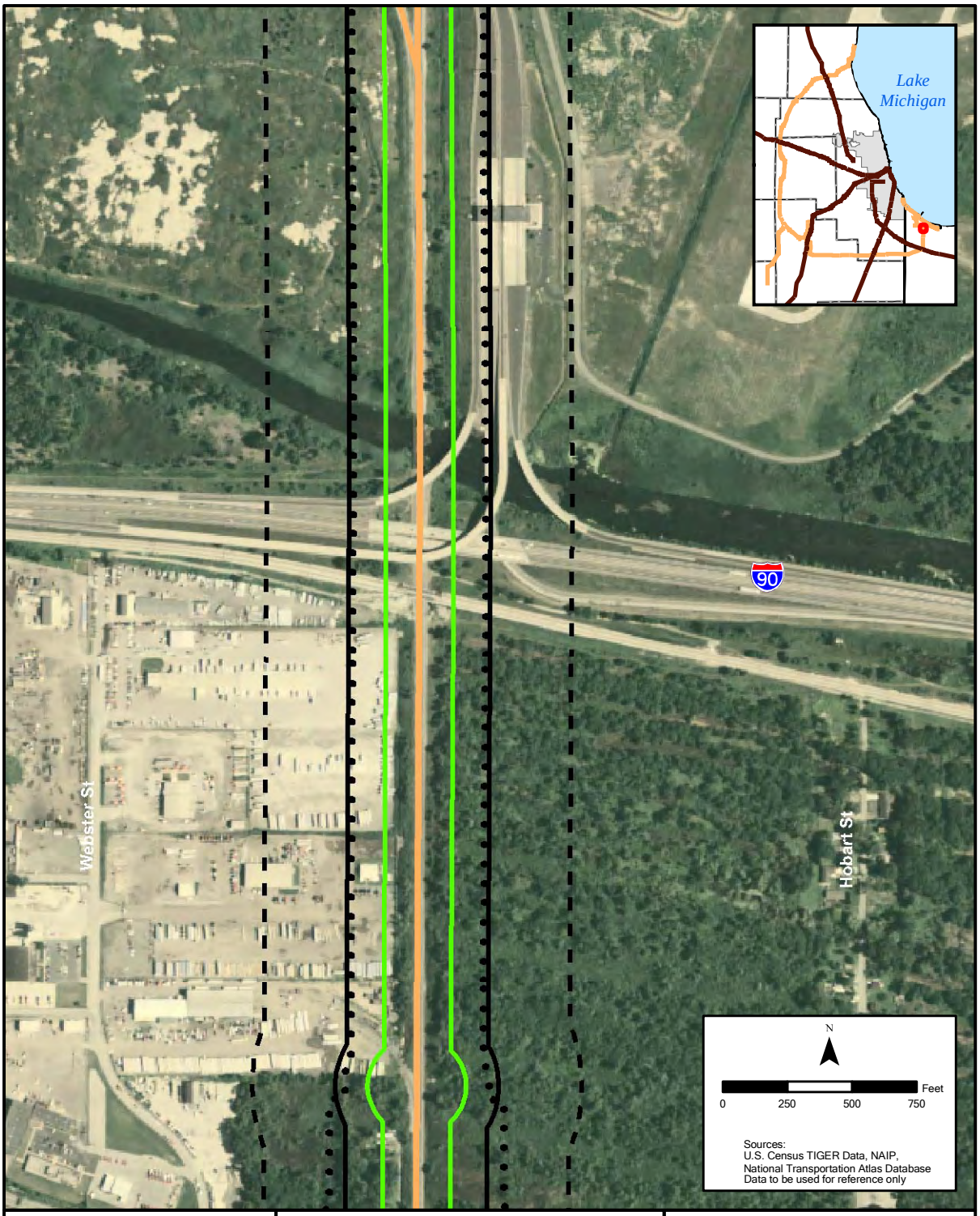
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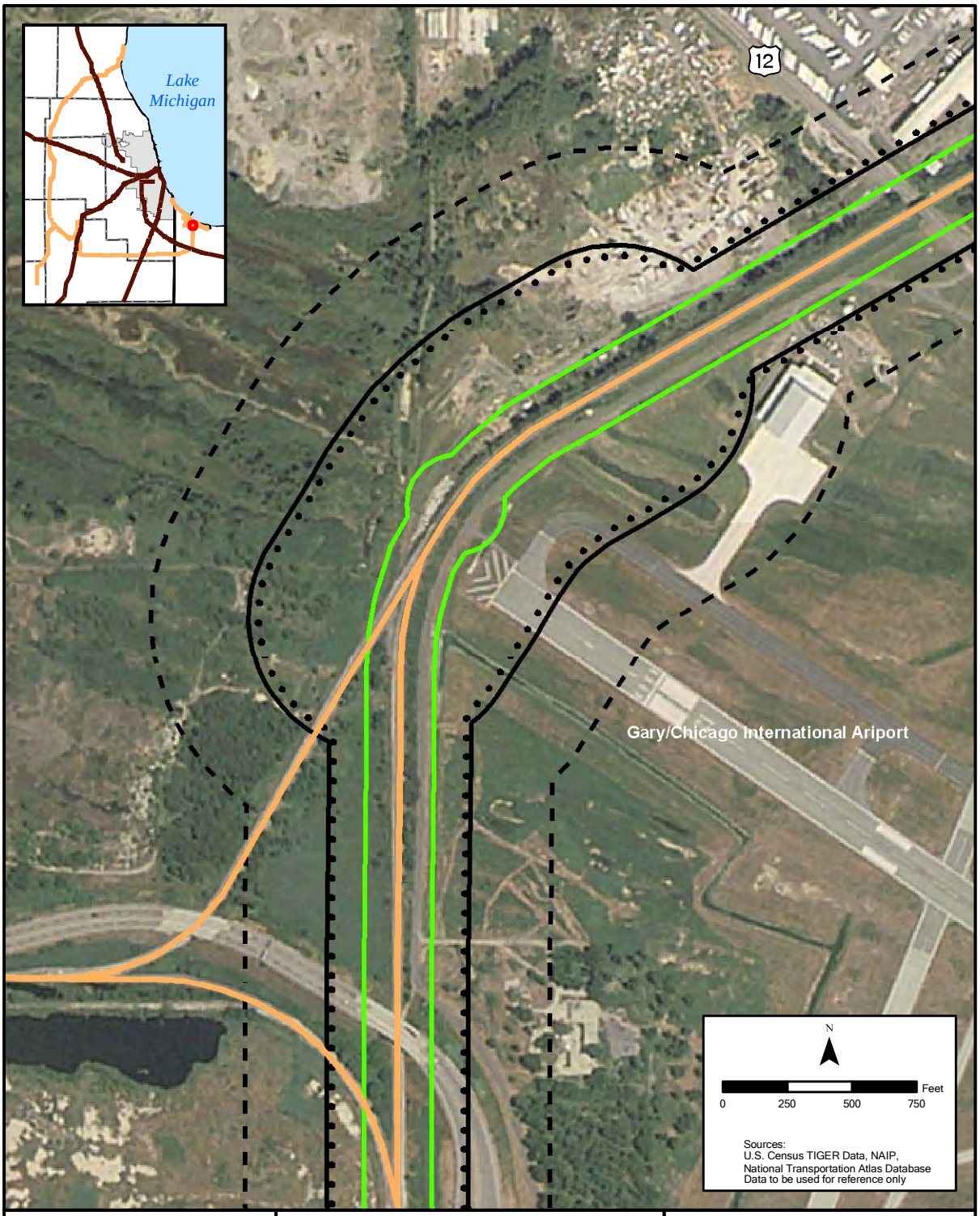
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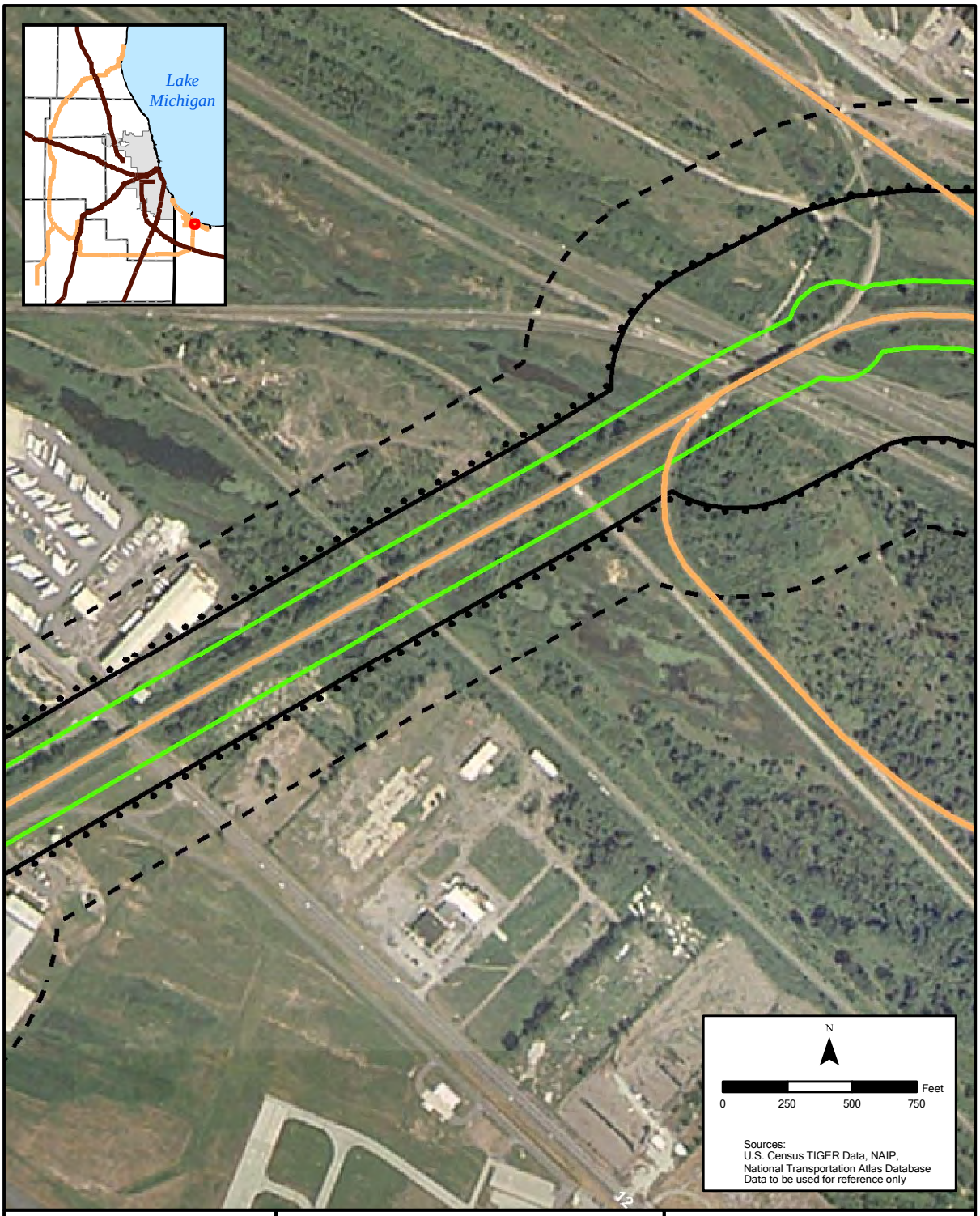
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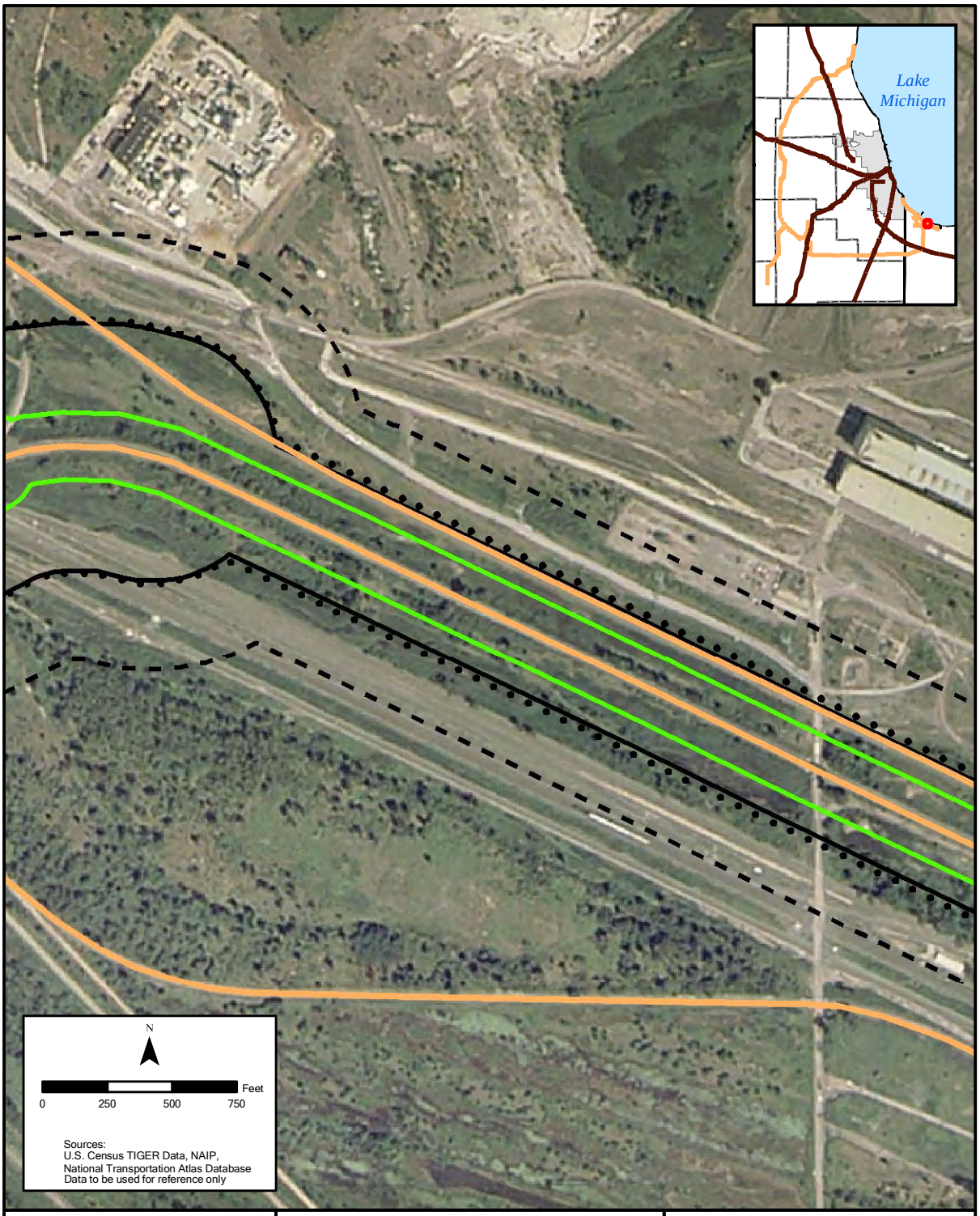


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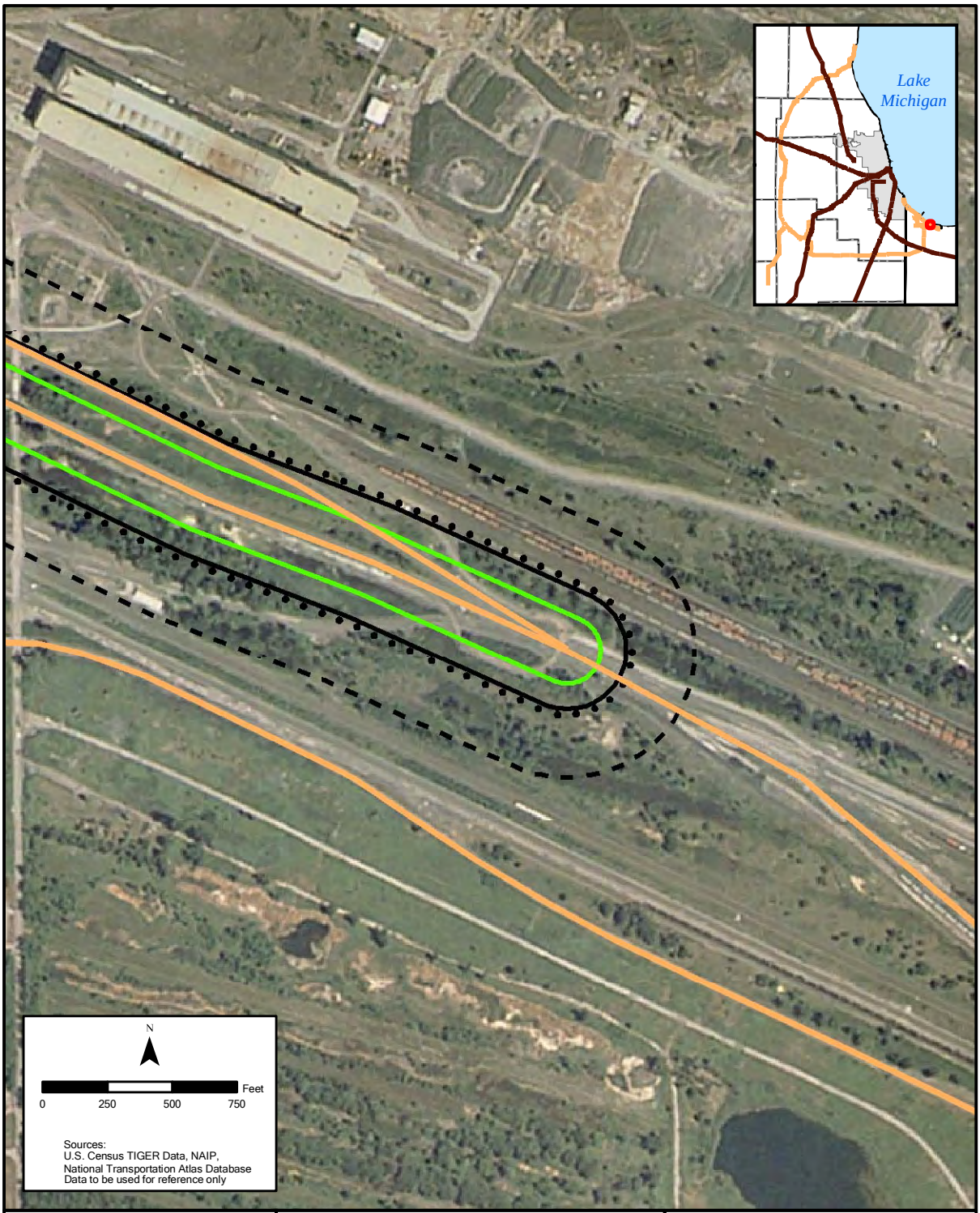


Figure L-1

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A.9

Biological Resources

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Section of Environmental Analysis

November 21, 2008

Mr. John D. Rogner, Field Supervisor
Chicago Ecological Services Field Office
U.S. Fish and Wildlife Service
United States Department of the Interior
1250 South Grove Avenue, Suite 103
Barrington, IL 60010

Re: STB Finance Docket No. 35087, Canadian National Railway Company and Grand Trunk Corporation – Control – EJ&E West Company; Submission of Biological Report and Request for Concurrence

Dear Mr. Rogner:

In response to the comment letter on the Draft EIS submitted by the Department of Interior (DOI) on September 29, 2008, and subsequent conference calls, meetings, and site visits, the Surface Transportation Board, Section of Environmental Analysis (SEA) is submitting the enclosed Biological Report.

The purpose of the Biological Report is to help us answer this question: to what extent could the Proposed Action (which is Canadian National Railway Company's proposed acquisition of the Elgin, Joliet & Eastern Railway Company) and transaction-related constructions affect Federally threatened, endangered, candidate, or proposed species, and designated or proposed critical habitat? We believe that the Biological Report answers this question, using the best scientific and commercial information available.

Five species (Indiana bat, Hine's emerald dragonfly, Karner blue butterfly, Eastern prairie fringed orchid, and leafy prairie clover) are evaluated in the Biological Report because preliminary information indicated that they do occur or might occur in or near the area of the Transaction. An additional four plant species (Mead's milkweed, Prairie bush clover, Lakeside daisy and Pitcher's thistle) were eliminated from further consideration because they do not presently occur in proximity to the area of proposed activity, or because they occur only in areas where no construction or operational impacts are reasonably anticipated.

After a detailed review of the available information, and completion of habitat-level field surveys, SEA has made a determination of "may affect but is not likely to adversely affect" for all five species evaluated in the Biological Report. For the Eastern prairie fringed orchid, the Applicants have agreed to conduct pre-construction surveys, and SEA will re-initiate

consultation if orchid species are found within an area of proposed activity. For the Hines' emerald dragonfly, Applicants have submitted a voluntary mitigation measure that would require CN to cooperate with its rail customer, Midwest Generation, to ensure that Midwest would receive coal deliveries on time and when needed, thus negating the need for Midwest to expand its existing Romeoville siding into Hines' emerald dragonfly habitat.

We request your review of and concurrence with SEA's conclusions within the enclosed Biological Report. Please provide a copy of your response as soon as possible to Phillis Johnson-Ball of my staff and to our independent third-party consultant, John Morton, at HDR, 8404 Indian Hills Drive, Omaha, Nebraska, 68114-4098.

Thank you for your continued assistance and your willingness to work with us to help us meet our obligations under the Endangered Species Act.

Sincerely

Victoria Rutson
Chief
Section of Environmental Analysis

Enclosure

Cc (w/enclosure:
Karla Kramer, USFWS
Shawn Cirton, USFWS
Elizabeth McCloskey, USFWS
Phillis Johnson-Ball, STB
John Morton, HDR Engineering, Inc.
Ken Mierzwa, Winzler & Kelly

Biological Report [1]

for the

Proposed Canadian National Railway Company Acquisition of the Elgin, Joliet & Eastern Railway Company

Finance Docket No. 35087

November 2008

[1] This Biological Report has been prepared by Kenneth S. Mierzwa and Lia Webb of Winzler and Kelly, acting as a subconsultant to HDR, Inc., with support by HDR Inc.

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INTRODUCTION

The purpose of this biological report is to review the proposed Canadian National Railway Company acquisition of the Elgin, Joliet & Eastern Railway Company and Transaction-related connections and double-track in sufficient detail to determine to what extent the Proposed Action and Transaction-related construction may affect any of the Federally threatened, endangered, candidate, or proposed species and designated or proposed critical habitats listed below. The following information is provided to comply with statutory requirements to use the best scientific and commercial information available when assessing the risks posed to Federally listed, and/or candidate or proposed species, and designated and/or proposed critical habitat by proposed Federal actions.

Threatened, Endangered, Proposed Threatened, or Proposed Endangered Species

Based on correspondence from Illinois and Indiana U.S. Fish and Wildlife Service (USFWS) and a preliminary review of available information on endangered and threatened species in the greater Chicago region, the following five listed species may be affected by the Proposed Action and Transaction-related construction:

- Indiana bat (*Myotis sodalis*) **Endangered**
- Hine's emerald dragonfly (HED) (*Somatochlora hineana*) **Endangered**
- Karner blue butterfly (KBB) (*Lycaeides melissa samuelis*) **Endangered**
- Eastern prairie fringed orchid (EPFO) (*Platanthera leucophaea*) **Threatened**
- Leafy prairie clover (*Dalea foliosa*) **Endangered**

These species are addressed in greater detail in the body of this document.

Four additional listed species were eliminated from further consideration after preliminary review:

- Mead's milkweed (*Asclepias meadii*) (T) is not currently known to exist within the EJ&E rail line vicinity except for possibly introduced populations. The nearest known extant natural populations are in southern Illinois, in Saline County, and in south-central Iowa. The species has been extirpated in Wisconsin and Indiana (USFWS, 2003b). The last known natural population in the northern part of Illinois, in Ford County, was destroyed in 2001 (Bowles, 2001). Mead's milkweed has been introduced into a number of prairie restorations in Illinois and Indiana in recent years including at a few locations in the Chicago region. An introduced population in DuPage County is 1,500 feet from the rail line and well outside the Action Area (defined below). An introduced population at Vermont Cemetery Prairie in Will County has apparently been extirpated (S. Cirton, USFWS biologist, pers. comm.) and potential habitat is separated from the project area by a road and will not be disturbed. No new construction is proposed near either of these locations.
- Prairie bush clover (*Lespideza leptostachya*) (T) is present at a preserve in northwest Cook County, but the population is more than 4,000 feet from the nearest rail line and is well outside the Action Area.

- Lakeside daisy (*Hymenoxys acaulis* var. *glabra*) (T) is present in Will County but populations are well studied and are outside the Action Area.
- Pitcher's thistle (*Cirsium pitcheri*) (T) historically occurred in the vicinity of EJ&E Segment 1 and Kirk Yard. The thistle was last recorded in the Study Area in 1909 in Lake County, Indiana.

The Proposed Action will have no affect on these four species.

Candidate, Proposed and Sensitive, and Species of Concern

No Federally listed candidate or proposed species occur in the Action Area.

Numerous state-listed and state species of concern are known to be, or may be present in or near the Action Area. These species were addressed in Sections 3.11 and 4.11 in the Draft EIS for the Proposed Canadian National Railway Company Acquisition of the Elgin, Joliet & Eastern Railway Company. Potential impacts to these species are not further addressed in this Biological Report.

Critical Habitat

Critical habitat was designated for the Hine's emerald dragonfly effective September 5, 2007 (USFWS 2007). Portions of the lower Des Plaines River Valley, including parts of the Action Area, are included within the area designated as critical habitat for this species.

Indiana bat Critical Habitat has been designated only for hibernacula. The nearest designated critical habitat is in LaSalle County, Illinois, well outside the Action Area.

The action addressed within this document does not fall within critical habitat for any other species.

CONSULTATION TO DATE

In a letter dated September 29, 2008, the USFWS, through the Department of the Interior, requested that SEA either provide additional information for informal consultation or initiate formal consultation (USFWS, 2008; Attachment A). After discussions at a meeting held on October 23rd, 2008, USFWS agreed to continue with informal consultation pending collection of additional information. After two field meetings (October 29, 2008 and November 6, 2008), the USFWS, on November 7th, 2008, agreed that formal consultation would not be necessary at this time, pending the receipt of additional information. This biological report has been prepared to document the information gathered during this process. Though not intended to function as a formal biological assessment, it generally follows the format of a biological assessment.

A brief timeline of activities to date follows:

- **January 23, 2008** – Illinois agency scoping meeting.
- **January 24, 2008** – Indiana agency scoping meeting.
- **January 25, 2008** – USFWS in Illinois and Indiana contacted for information on natural resources within the Study Area.
- **February 8, 2008** – Letter received from Illinois USFWS.

- **February 12, 2008** – Follow-up email to phone calls to Liz McCloskey (Indiana USFWS) and Shawn Cirton (Illinois USFWS) requesting natural resource information.
- **February 18, 2008** – Scoping letter and natural resource materials received from Indiana USFWS.
- **March 5, 2008** – Shawn Cirton (USFWS) was contacted to see if there were any other resources (maps, reports, journal articles, web sites, etc.) the USFWS may be able to provide for us to complete our analysis for the Draft Environmental Impact Study (EIS). Also talked about several of the endangered species. Mr. Cirton indicated the Mead's milkweed population at Vermont Cemetery Prairie Nature Preserve in Will County is no longer deemed viable by the USFWS. In response to discussion about migratory birds and the impacts of noise, Mr. Cirton agreed there were very few studies that specifically address railroad noise impacts. He did indicate that vehicle noise is well studied and provided a link to FHWA's website.
- **March 5, 2008** – Jeff Mengler was contacted to discuss issues related to the HED. Jeff has headed up the ROW Management Team for a period of 8-10 years and is involved with HED and the development of a Habitat Conservation Plan (HCP) for the species. The ROW Management Team has now merged into the HCP group. The goal of the HCP is to provide a broad scale, cohesive plan for all parties. The HCP covers impacts of continued activities and provides an incidental take permit to the private entities (Com Ed, Hansen Material Services Company, Midwest Generation, and EJ&E) while providing more comprehensive mitigation strategies that benefit the HED. The HCP is not published yet, but a draft may be ready in about a month. Jeff mentioned that the EJ&E spur is very old and is not built to current rail standards and the track actually "floats on the surface." He indicated the spur has a storied history, in that COM Ed and the Metropolitan Water Reclamation District (MWRD) own the ROW, while Midwest Generation actually owns the tracks. EJ&E only provides operation and delivery of goods. Rail Works does all of the maintenance on the tracks. Mr. Mengler described the current status of the HED, and indicated the presence of larval naiads within mere feet of the rail bed. Jeff stated that operation of the line is restricted to between 4-6 mph to reduce mortality to adults, but indicated the impacts to larval habitat from hydraulic pumping and sediment releases has continued and is still a major threat to the existence of the species. Vibration of the tracks and vertical deflection causes native sediments to "squirt" from the rail bed into the cracks and fissures in the dolomite. Groundwater from the recharge area west of the site constantly flows under the tracks and numerous measures (new culverts, French drains, etc.) have not stopped this problem from occurring. Mr. Mengler indicated the ROW Management team has no good summary documents of the ROW Management team activities and stated there are file cabinets full of data and would need to visit the USFWS to sift through the documents.
- **April 24, 2008** – First natural resources stakeholder meeting in Illinois
- **April 30, 2008** – First natural resources stakeholder meeting in northern Indiana
- **July 25, 2008** – Draft EIS issued
- **September 2, 2008** – Second natural resources stakeholder meeting in Illinois

- **September 3, 2008** – Second natural resources stakeholder meeting in northern Indiana
- **September 4, 2008** – Natural resources stakeholder meeting in Indianapolis
- **September 29, 2008** – Date of Department of Interior's response letter to the Draft EIS; the USFWS requests formal consultation based on their review
- **October 10, 2008** – Begin preparation of Biological Assessment
- **October 18, 2008** – Site visit (HED habitat) by HDR and Winzler & Kelly
- **October 23, 2008** – Meeting attended by USFWS, HDR, Winzler & Kelly, SEA (via phone) and CN to discuss project related endangered species issues. Agreement to continue with informal consultation on the HED and to conduct habitat surveys for EPFO
- **October 29, 2008** – Field meeting attended by Indiana USFWS, The Nature Conservancy (TNC), INDNR, HDR, Winzler & Kelly, and CN to discuss Indiana sites
- **October 30, 2008** – Hi-rail survey of EJ&E rail line by HDR, Winzler & Kelly, CN, and EJ&E to identify potential EPFO habitat
- **November 6, 2008** – Field visit by HDR and Illinois USFWS to assess habitat suitability for EPFO in Transaction-related construction areas in Illinois
- **November 7, 2008** – Meeting with USFWS, HDR, SEA, Midwest Generation, and CN and to discuss HED and EPFO issues, resulting in an agreement that formal consultation would not be necessary

DESCRIPTION OF THE PROPOSED ACTION

Background Information

The Applicants are Canadian National Railway Company and Grand Trunk Corporation (contact is Devin Sprinkle, Regional Manager – Environment, CN). The Federal Action is consideration to acquire control of the EJ&E West Company, which is a wholly-owned noncarrier subsidiary of EJ&E. The Surface Transportation Board would be authorizing the activity and is the Action agency (contact is Victoria J. Rutson, Chief, Section of Environmental Analysis and Phillis Johnson-Ball, Deputy Chief, Section of Environmental Analysis).

On October 30, 2007, the Applicants filed an application with the Surface Transportation Board (the Board) seeking its approval to acquire control of EJ&E West Company, a wholly owned noncarrier subsidiary EJ&E. The Applicants propose to acquire control of EJ&E West Company and to use EJ&E's main rail line to connect all five of CN's rail lines in the Chicago, Illinois metropolitan area (herein referred to as the Proposed Action). The EJ&E main line, located in northeastern Illinois and northwestern Indiana, extends in an arc around Chicago as follows:

- From Waukegan, Illinois, southwest to Joliet, Illinois
- From Joliet eastward to Gary, Indiana
- From Gary northwest to Chicago, along Lake Michigan

Figure 1, Project Vicinity (on the next page), shows the existing CN and EJ&E rail systems.


Waukegan
North Chicago
Green Oaks
Libertyville
Mundelein
Lake Bluff
Hawthorn Woods
Mettawa
Vernon Hills
Lincolnshire
Lake Zurich
Long Grove
Buffalo Grove
Deer Park
Barrington
Lake
McHenry Co.
Kane Co.
Cook Co.
Barrington Hills
Wheeling
Prospect Heights
South Barrington
Hoffman Estates
Mount Prospect
Des Plaines
Waukesha Subdivision
Elgin
South Elgin
Hanover Park
Bartlett
O'Hare Airport
Bloomingdale
Freeport Subdivision
Chicago
Lake Michigan
Wayne
Carol Stream
Addison
Glendale Heights
Elmhurst
Franklin Park
River Grove
Melrose Park
River Forest
West Chicago
Villa Park
Hillside
Berwyn
Cicero
Westchester
Riverside
Warrenville
Summit
Aurora
Eola
Naperville
Willow Springs
Justice
Kane Co.
Kendall Co.
DuPage Co.
Will Co.
Western Subdivision
Joliet Subdivision
Elsdon Subdivision
Chicago Subdivision
Lake Front Line
Whiting Line
Normantown
Lemont
Romeoville
Plainfield
Paul Ales Branch
Crest Hill
Lockport
Harvey
Hazel Crest
South Holland
Dolton
Hammond
Gary
Lansing
Illinois River Line
Fairmont
Joliet
New Lenox
Homewood
Flossmoor
Matteson
Frankfort
Brisbane
Eastern Subdivision
Chicago Heights
Munster
Highland
Gary / Chicago Airport
South Bend Subdivision
Dyer
Griffith
Schererville
Merrillville
Richton Park
Park Forest
Sauk Village
Cook Co.
Will Co.
Kendall Co.
Grundy Co.
Minooka
Manhattan
University Park
Monee
Illinois
Indiana
Lake Co.
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Miles
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Sources:
U.S. Census TIGER Data, CN,
National Transportation Atlas Database
Data to be used for reference only.
EJ&E Rail Line
CN Rail Line
Other Rail Line
CN | EJ&E
Environmental Impact Statement
Figure 1
Project Vicinity

The Applicants attribute delays in Chicago to congested rail lines and too much dependence on the BRC Clearing Yard for switching traffic between rail subdivisions. Most of the Class I freight railroads in Chicago now use the BRC Clearing Yard for train classification. According to the Applicants, acquisition of Kirk Yard and other EJ&E yards located along the EJ&E main line and near the edge of the congested Chicago Terminal District would permit CN to use these yards to classify and switch trains passing through the Chicago metropolitan area. The Applicants state that the Proposed Action would allow trains that stop in the Chicago metropolitan area for crew changes, locomotive inspections, and set-outs to use the EJ&E main line, and Kirk and East Joliet yards. The Applicants expect this to reduce the number of CN trains that, though bound for other destinations, would otherwise need to travel into Chicago. The Proposed Action is expected to reduce classification work at CN's Glenn, Hawthorne, and Markham yards and at the BRC Clearing Yard.

Under the Applicants' Proposed Action, EJ&E would transfer all of its land, rail, and related assets west of the centerline of Buchanan Street in Gary, Indiana, to EJ&E West Company. These assets include EJ&E's main line as well as double-track, branch lines, and yards. At that time, EJ&E West Company would become a rail common carrier. EJ&E would retain its land, rail, and related assets east of the centerline. If the Board approves the Proposed Action, EJ&E would change its name to Gary Railway Company and EJ&E West Company would assume the Elgin, Joliet and Eastern Railway Company name.

CN would shift much of the rail traffic currently moving over CN's rail lines in Chicago to the EJ&E main line. Rail traffic on CN rail lines inside the EJ&E arc would generally decrease, and those areas would see environmental benefits. The number of trains operating on the EJ&E main line outside Chicago would increase by approximately 15 to 24 trains per day, resulting in potential adverse effects. The Proposed Action would also involve construction of six short rail connections for operational efficiency. CN would construct these connections within, or very close to, existing rail right-of-way (ROW). In addition, CN would construct five segments of siding extensions, or second mainline track (double-track), totaling approximately 19 miles, within existing ROW. The Applicants state that they do not anticipate any rail line abandonments in conjunction with the Proposed Action (Canadian National, 2007).

Project Objectives

The Applicants give three primary reasons for seeking to acquire control of the EJ&E rail assets (Federal Register, 2007; Canadian National, 2007):

- To improve the Applicants' operations in and beyond the Chicago metropolitan area by providing a continuous rail route around Chicago, under CN's ownership, that would connect its five rail lines radiating from Chicago.
- To make EJ&E's Kirk Yard, as well as smaller facilities at Joliet, Illinois, and Whiting, Indiana, available to the Applicants, thus enabling them to consolidate rail car classification work, thereby reducing the use of the BRC Clearing Yard.
- To enable the CN system to benefit from an important supply line EJ&E provided for North American steel, chemical, and petrochemical industries, as well as utility

companies, thereby allowing the Applicants to develop more extensive relationships with these industries and the companies that serve them.

The Proposed Action is intended to contribute to the implementation of these goals.

Project Description

Proposed Action

The Applicants are seeking the Board's authorization, under 49 USC 11323-11325, to acquire control of EJ&E's land, rail line, and related assets. Under the Proposed Action, the Applicants would redirect trains from the five CN subdivisions in Chicago to the EJ&E rail line, increasing the volume of freight rail traffic along the EJ&E rail line, which would result in a corresponding decrease in the volume of freight rail traffic along the CN subdivisions. Figure 2, below, shows the proposed changes in rail traffic volume.

The Proposed Action would also result in: 1) the construction of six new rail connecting tracks between existing rail lines at Munger (near Wayne, Illinois), Joliet, Illinois, and Matteson, Illinois and at Griffith, Indiana, Ivanhoe (in Gary, Indiana), and Kirk Yard in Gary, Indiana; 2) the construction of five segments totaling 19 miles of double-track (parallel track) to augment the existing single track, at or near Leithton, Illinois (near Mundelein, Illinois); Diamond Lake Road to Gilmer Road near Mundelein, Illinois; East Siding to Walker, Illinois (two segments) near Aurora, Illinois, Naperville, Illinois, and Plainfield, Illinois; and East Joliet to Frankfort, Illinois; and 3) an increased use of Kirk Yard and East Joliet Yard for rail car classification and train assembly and disassembly.

Although the proposed construction activities and changes in yard operations do not require prior Board approval, SEA analyzed the potential environmental impacts of these related actions because they would not occur but for the Proposed Action. Figure 3, below, shows the locations of the proposed new double-track construction, the connecting tracks between existing rail lines, and the location of Kirk Yard and East Joliet Yard. Figure 4, below, shows a typical cross section for areas that would have new connections.

Connecting Tracks between Existing Railroad Lines and Double Track

SEA conducted an independent examination of the Applicants' six proposed connecting tracks between existing railroad lines to determine if alternative locations or configurations would meet the purpose of, and need for, the Proposed Action while minimizing potential environmental effects. For each connection, SEA considered the Applicants' proposed connection, a No-Build Alternative, and alternative configurations developed by SEA where appropriate. Including the No-Build Alternative, SEA considered five alternatives for the proposed connection at Munger (near Wayne, Illinois), three alternatives at Joliet (near Joliet, Illinois), four alternatives for the proposed connection at Matteson (near Matteson, Illinois), and two alternatives at Griffith (near Griffith, Indiana), Ivanhoe (in Gary, Indiana), and Kirk Yard (near Gary, Indiana). SEA also developed tailored environmental mitigation for the six connections.

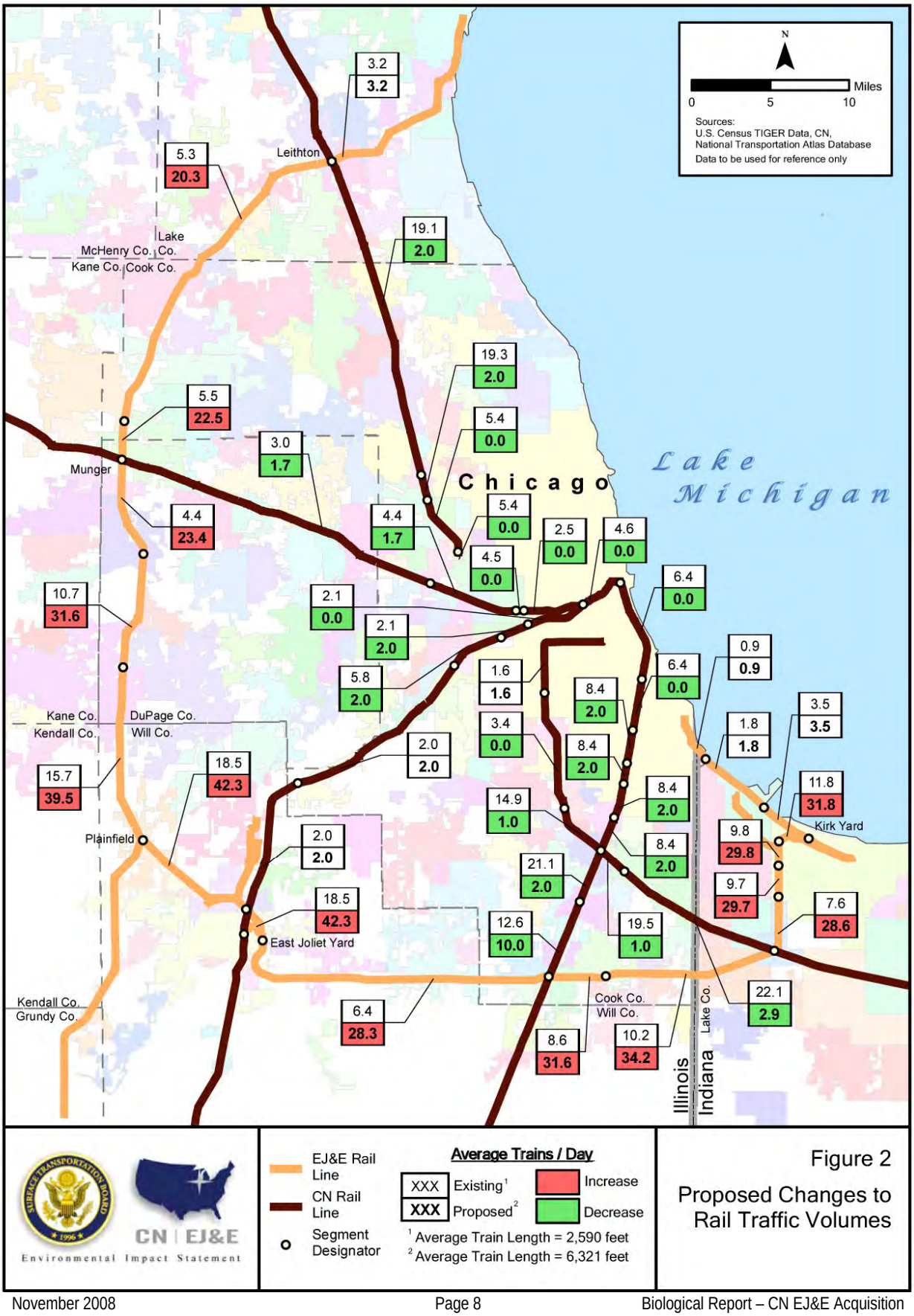
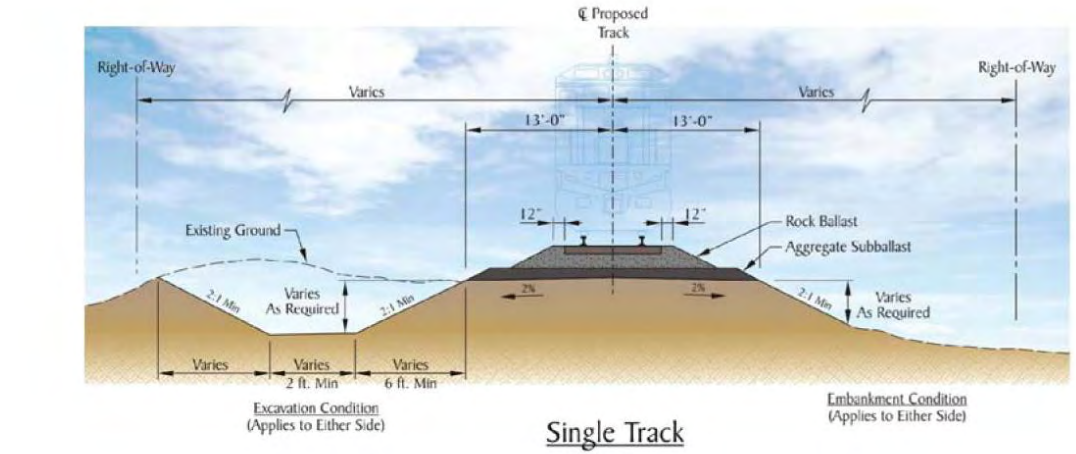


Figure 2

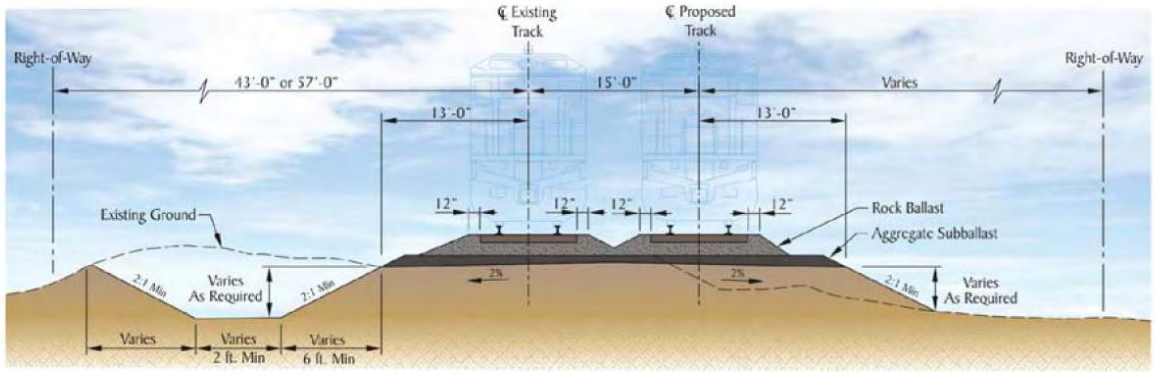
Proposed Changes to Rail Traffic Volumes


Leithton Double Track
Diamond Lake Road to Gilmer Road Double Track
Munger
Schiller Park Yard
Hawthorne Yard
Glenn Yard
Clearing Yard
East Siding to Walker Double Track
Paul Ales Branch
Joliet
East Joliet Yard
East Joliet to Frankfort Double Track
Matteson
Whiting Yard
Kirk Yard
Ivanhoe
Griffith
Waukesha Subdivision
Western Subdivision
Freeport Subdivision
Joliet Subdivision
Eastern Subdivision
Elsdon Subdivision
Chicago Subdivision
South Bend Subdivision
Lake Michigan
Chicago
Illinois
Indiana
N
Miles
0
5
10
Sources:
U.S. Census TIGER Data, CN,
National Transportation Atlas Database
Data to be used for reference only
EJ&E Rail Line
CN Rail Line
Other Rail Line
Proposed Double Track
Proposed Rail Connection
EJ&E Yard
CN Yard
BRC Yard
CN | EJ&E
Environmental Impact Statement
Figure 3
Proposed Connections and Double Track Locations



Single Track

Not to Scale



Two Mainline Tracks

Not to Scale

CN | EJ&E

Environmental Impact Statement

Figure 4

Typical Cross Section for Areas with New Connections

The Proposed Action would also result in: 1) the construction of six new rail connecting tracks between existing rail lines at Munger (near Wayne, Illinois), Joliet, Illinois, and Matteson, Illinois and at Griffith, Indiana, Ivanhoe (in Gary, Indiana), and Kirk Yard in Gary, Indiana; 2) the construction of five segments totaling 19 miles of double-track (parallel track) to augment the existing single track, at or near Leithton, Illinois (near Mundelein, Illinois); Diamond Lake Road to Gilmer Road near Mundelein, Illinois; East Siding to Walker, Illinois (two segments) near Aurora, Illinois, Naperville, Illinois, and Plainfield, Illinois; and East Joliet to Frankfort, Illinois; and 3) an increased use of Kirk Yard and East Joliet Yard for rail car classification and train assembly and disassembly.

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Under the Proposed Action, the Applicants propose construction of 19 miles of double-track and changes in yard operations within the existing EJ&E rail line ROW. No feasible alternatives to the double-track or yard operations were identified by SEA. Therefore, SEA did not analyze alternatives to the planned construction of double-track or changes to yard operations.

Action Area

In defining the Action Area, factors considered included construction activity and changes in levels of operational activity, and associated potential direct and indirect impacts.

The Action Area as discussed in this document includes a 500-foot corridor on either side of all northeast Illinois and northwest Indiana CN and EJ&E rail lines where there are proposed operational changes or Transaction-related construction of connections or double-track as shown in Figures 1 through 3. The 500-foot limit includes areas subject to direct proposed construction impacts as well as noise, vibration, hydrology, or other direct or indirect potential impacts.

STATUS OF THE SPECIES IN THE ACTION AREA

Indiana Bat

Overview

The Indiana bat (*Myotis sodalis*) is relatively small and nondescript, dull dark brown or grayish-brown. The species is distinguished from the similar *Myotis lucifugus*, which is common near the Action Area, by the presence of a keel on the calcar, hairs on the toes and foot not extending beyond the tip of the claws, and dull rather than glossy fur (Hoffmeister, 1989).

Life History

Indiana bats hibernate for the winter, generally October through April (LaVal and LaVal, 1980), in a limited number of caves or mines with very specific temperature and humidity conditions. Upon arriving at the caves in August or September, bats swarm each evening for a period of up to several weeks. Mating occurs during this time. Males are mature in their second year, females in their first autumn (USFWS, 2007a).

Dispersal occurs in the spring, with females emerging first. Some individuals can potentially migrate considerable distances. In Illinois, females reach summer habitat beginning in mid-April (Gardner et al, 1991a) and possibly into mid-May. The female gives birth to a single young.

Maternity colonies usually contain less than 100 bats (USFWS, 1999). Roosts are established under the exfoliating bark of dead or, in some cases, living trees. Young Indiana bats are able to fly about a month after birth, usually by mid-to-late July (Clark et al, 1987) or early August (Gardner et al, 1991a; Brack, 1983).

Indiana bats forage on a wide variety of flying insects; the composition of the diet varies depending on location, season, and individual condition (USFWS, 2007a).

Population Dynamics

Indiana bat population size has dropped dramatically over the past 40 years; much of the decline which took place from the 1960s through the 1980s has been attributed to human disturbance of hibernating caves, including vandalism and intentional modification of cave entrances. However, recent declines are less well understood (USFWS, 2007a).

Natural factors including flooding and cave collapse, sometimes aggravated or induced by off-site disturbances; and unusually cold weather, have also affected some populations (USFWS, 2007a).

The total Indiana bat population was estimated at 353,000 individuals in 1997 (USFWS, 2007a). Kentucky and Missouri experienced big population declines since the first surveys in 1960, but estimated numbers have increased for Indiana and a few other states. Illinois supports a relatively small portion of the population. Estimated Illinois population sizes have been 4,140 (1960), 3,990 (1980) and 4,530 (1995-97) (USFWS, 2007a).

Because Indiana bats congregate in such large numbers to hibernate, they are subject to occasional catastrophic events, both natural and human induced, capable of decimating regional populations. Relatively low fecundity limits the potential recovery rate.

Habitat

Hibernating caves or mines maintain a narrow temperature range, optimally 3 to 6 degrees C, during mid-winter in the areas utilized by bats. Hibernating sites have a low risk of freezing, but are also unlikely to rise above levels that might raise metabolism enough to exhaust fat reserves before the end of winter. Humidity is usually above 74 percent at hibernating sites, although exceptions are known (Humphrey, 1978). Relatively few caves or mines are known to maintain low and stable temperatures within the suitable range.

Summer habitat is less understood. Floodplain and upland forest are used for roosting, with foraging occurring in these communities and in nearby old fields and pastures with scattered trees (Gardner et al., 1991b; Callahan et al., 1997). Dead or dying trees, or living trees with loose or exfoliating bark, are used for roosts. Certain kinds of disturbance (damage from hogs, mine subsidence) can actually create habitat by killing mature trees, and this may be important in areas which consist largely of even-age stands.

It has been suggested that the Indiana bat may be a savanna species, especially in the western part of the range, and this may help to explain the apparent tolerance of fragmented forest landscapes (USFWS, 2007a). Most unmanaged savanna remnants are now badly overgrown as a result of fire suppression.

A wide variety of tree species are used for roosting, as long as the appropriate structure of loose, exfoliating bark is present (Gardner et al., 1991a; Callahan, 1997). Roost trees tend to be large and isolated, or located at the edge of woodlots, and in areas with an open canopy and understory (USFWS, 1999). Maternity colonies use one to three primary roost trees, with a number of alternate roost trees (up to 17) nearby. Choice of roost trees may be influenced at least in part by thermoregulation needs (USFWS, 2007a; Callahan et al. 1997).

Trees with exfoliating bark are an ephemeral resource, with dead trees maintaining suitable conditions for not more than a few years. A few tree species, including slippery elm, cottonwood, green ash, certain oaks, and hickories may provide useful habitat for four to eight years (Gardner et al. 1991a; Callahan et al. 1997; USFWS, 2007a). Indiana bats return to the same roosting areas over time, with females sometimes returning to the same tree in subsequent years (Humphrey et al., 1977). Good habitat includes a number of roost trees within the maternity colony vicinity (Kurta et al., 1993, Callahan et al., 1997), thus allowing bats to move among trees in response to changing weather conditions or loss of individual trees to natural or unnatural factors.

Foraging occurs along riparian forest, and to a lesser extent among open canopy of upland forest or in early successional fields, along wooded fencerows, or over farm ponds (Clark et al., 1987; Gardner et al., 1991b). Cope et al., (1987) identified wooded riparian corridors of at least 30 meters (98.4 feet) width on each side of a stream as excellent foraging habitat. Foraging areas may be up to 2.5

kilometers (1.55 miles) from upland roosts (Gardner et al. 1991b). Areas of riparian forest 0.8 to 1.2 kilometers (0.5 to 0.75 miles) in length are used for foraging (Humphrey et al. 1977; Cope et al. 1978; Gardner et al. 1991b).

Rangewide Status

The Indiana bat occurs through much of the lower Midwestern and northeastern U. S. However, winter habitat (hibernating caves) is limited to a few states, with as much as half the population wintering in Indiana. Eighty-five percent of the population winters in nine 'Priority One' caves, three each in Indiana, Kentucky, and Missouri.

Garner and Gardner (1992) summarized the Illinois distribution of the Indiana bat, based on their own work and a review of earlier literature. Counties where reproductive females or juveniles had been reported up to that time included: Adams, Bond, Jackson, Johnson, Perry, Pike, Pulaski, Schuyler, Scott, Union, and Wabash/Edwards. Garner and Gardner (1992) sampled 190 sites in 75 Illinois counties and documented the presence of Indiana bats at 48 sites (25.3%), including new records for 13 counties. All but three of these (Vermilion, Ford, and Henderson) were in southern Illinois.

In Illinois, 'Priority Two' hibernacula (more than 500 bats) are present in: Jackson, LaSalle, and Monroe Counties. 'Priority Three' hibernacula are known in: Adams, Alexander, JoDaviess, Johnson, Madison, Pike, Pope, and Union Counties.

The Indiana bat was listed as endangered on March 11, 1967, and it has retained that status because of a continued and accelerated decline in total numbers, especially in certain parts of the range.

Project Area Status

The Indiana bat is present within the floodplain of the East Branch of the Little Calumet River in Porter County, where a maternal roosting colony is known approximately 17 km east of the EJ&E crossing of the Little Calumet River. No other recent records are known from the immediate region.

Hine's Emerald Dragonfly

Overview

The Hine's emerald dragonfly (HED) (*Somatochlora hineana*) is a moderately large species, with a wingspan of 3.5 to 3.7 inches (90-95 mm) and a body length of 2.3 to 2.5 inches (60-65 mm). The body is dark chocolate brown to dark metallic green, with a pair of yellow lateral stripes on each side. The eyes are bright green (brown for the first day or two in teneral (newly emerged) individuals. The wings are clear and without large or obvious markings.

The larval form is robust, brown, with size depending on age and possibly temperature range and food supply. Cashatt and Vogt (2001) provide a detailed description

Life History

HED spends most of its life as an aquatic larva. The exact length of the larval phase may vary depending on water temperature, food supply, or other factors, but is thought to last for at least two to

five years (Soluk et al., 1996, 1998; Soluk and Satyshur, 2005). Larval HED are sit-and-wait predators, relying on cryptic coloration to hide among detritus and capture passing prey (USFWS, 2001). Their ecology appears to be linked with the ecology and behavior of the burrowing "devil" crayfish (*Cambarus diogenes*). The burrows of the devil crayfish provide refuges for HED larva from dry conditions in mid to late summer, and from temperature extremes in winter (Soluk et al., 2007).

Adults emerge in the summer months, normally from June to August. In northeastern Illinois the peak of adult emergence normally occurs in July, with some variation related to temperature and precipitation patterns. Teneral adults may perch on wetland vegetation, shrubs, or trees for up to several hours after emergence. The adults are thought to survive for up to at least several weeks although little precise information is available for this species; survival of individual adult HEDs for a minimum of 14 days has been documented (Mierzwa and Smyth, 1995).

Adult males establish territorial patrols over suitable wetland habitat including small open channels in marsh or sedge meadow. Males fly slowly back and forth within or just over the bordering vegetation; patrols may last from a few seconds to at least several minutes. Males sometimes move back and forth between multiple nearby locations.

Mating occurs on the wing; afterwards females may deposit more than 500 eggs in shallow water or soft mud. The length of time to hatching may be variable.

Population Dynamics

HED occurs in distribution patterns consistent with a regional metapopulation model although detailed information is limited to a few of the better studied sites (Mierzwa and Smyth, 1995). Illinois populations inhabit an approximately 17 km (10.6 mile) length of the Des Plaines River Valley, with the largest populations in the southern part of the area. Historically, good quality foraging habitat probably occurred through most of the area with exposed or near-surface dolomite and cool shallow wetlands. However, optimal breeding sites are less regularly distributed and depend on the presence of seepage outlets, gradient, and appropriate vegetation structure. At least some movement occurs between these breeding sites. During a 1995 study, four dragonflies out of 180 marked (2.2 percent) moved between sites; movements between Lockport Prairie, River South Parcel, and Middle Parcel were documented (Mierzwa and Smyth, 1995). Today the once nearly continuous habitat in the river valley has been fragmented, primarily by past industrial use.

Distribution is typically described using preserve or site names; however this can be somewhat misleading. For example, Lockport Prairie Nature Preserve and the privately owned River South Parcel include multiple documented breeding sites, and numerous locations with documented male territorial patrols. Other Illinois localities include only very small areas of potential breeding habitat, and in some cases successful reproduction remains unverified.

Some breeding sites are relatively reliable, and support larvae in most years. However breeding sites are subject to stochastic disturbances of different types and at different frequencies. Sites in lower parts of the floodplain are slower to dry, but subject to frequent flooding by the Des Plaines River;

some seepage fed sites near the bluff base are relatively reliable but slow to recharge after severe and prolonged drought, while others respond rapidly to rainfall events.

There is considerable annual fluctuation in adult population size. Long term monitoring at River South Parcel (1995-2008) noted densities ranging from 0.20 to 6.91 adult dragonflies per hectare (Mierzwa, 2008a). At the much smaller Middle Parcel, density estimates ranged from 0.00 to 6.06 dragonflies per hectare. Estimating actual adult population size is difficult because of multiple cohorts of emergence and a lack of information on individual adult life spans, but conservative minimum population estimates for River South Parcel ranged from 9 to 308 adult dragonflies (Mierzwa, 2008a). An attempt to estimate adult density at other Illinois sites was made in 1995, using randomly located transects at all eight populations identified up to that time; density estimates were obtained for Lockport Prairie (1.22/ha.) and Long Run Seep (0.51/ha.) as well as for the Hanson Material Service sites cited above. No observations were made on transects at the other four localities (Romeoville Prairie, Black Partridge, Waterfall Glen, and McMahon Woods), thus adult populations were below detection levels for the methods and level of effort employed (Mierzwa and Smyth, 1995).

Larval population sizes are presumably much larger at any given time, represent multiple age classes, and may be somewhat more stable.

Considerable annual variation in adult population size appears to be characteristic of this species. The relatively high fecundity of individual adult females holds the potential for rapid population growth when reasonably stable conditions are present over several consecutive years for the aquatic larvae, or when habitat diversity accounts for variation in hydrological cycles.

Habitat

HED inhabits locations where shallow soils overlie dolomite bedrock, and where cool groundwater feeds shallow emergent wetlands. Breeding occurs in small channels or rivulets through marshes, typically with slow flow and organic detritus on the channel bottoms; and in small pools or soft organic substrate fed by sheet flow through sedge meadows and fens. Larvae may retreat into crayfish burrows during dry spells (Soluk et al, 2007). Ponds or other deep or warm water areas are generally not utilized. Breeding hydrology is influenced by within-site factors as well as by conditions over a much larger ground watershed.

Adults forage in proximity to breeding sites, utilizing a variety of open habitats including marsh, sedge meadow, graminoid fen, dolomite prairie, and successional field. Areas with a break in vegetation height, for example *Typha* marsh adjacent to sedge meadow, or a tree/shrub edge adjacent to marsh, tend to be favored (Nuzzo, 1995). Dragonflies sometimes forage within open portions of floodplain forest and may perch in trees especially on windy days, but they are not present in the interior of dense shrub or sapling thickets which offer limited room for flight. Vegetation structure appears to be more important than vegetation quality for foraging habitat (Nuzzo, 1995); however, high-quality wetland complexes offering a diverse mosaic of vegetation types tend to provide suitable structure.

Rangewide Status

Originally described from sites in northwestern Ohio (Williamson, 1931), the HED is currently known from localities in northeastern Illinois, eastern Wisconsin, the upper peninsula of Michigan, and a portion of the Missouri Ozarks. Single specimens, possibly transients, are available from Indiana and Alabama.

Illinois populations are limited to a small portion of the lower Des Plaines River valley in Will, DuPage, and Cook Counties. The presence of *Somatochlora hineana* in the region was confirmed in 1987 (Vogt and Cashatt, 1994), and extensive studies have since been conducted. All known populations are confined to the floor of the river valley where as a result of post-glacial scouring dolomite is at or near the surface, or to immediately adjacent seepage areas on slopes.

Somatochlora hineana was added to the Federal list of endangered species effective January 26, 1995 (Shumate, 1995). Reasons for listing included limited distribution and need for protection because of threats related to habitat fragmentation and destruction, and changes in groundwater hydrology.

New populations have been identified since the original listing. However, some populations have since been reduced in size

Project Area Status

The two largest Illinois populations are at the Hanson Material Service River South Parcel, and at the Forest Preserve District of Will County's Lockport Prairie Nature Preserve, both on the west side of the Des Plaines River and both straddling the EJ&E Paul Ales Branch line. A much smaller population is known from the Hanson Material Service Middle Parcel, located west of the Paul Ales Branch line, and separated from it by an expanse of weedy successional field on old fly ash fill material.

Extensive information on population density and habitat use is available for the Hanson Material Service sites (Mierzwa, 2008a). Density has been relatively low in recent years, at least in part because of several years of drought conditions; numbers increased slightly in 2007-2008, but remain toward the low end of the documented range (Mierzwa, 2008a). Lockport Prairie was monitored in 1995, and at that time supported a large and high density population (Mierzwa et al., 1995). More recently, quantitative larval monitoring (Soluk et al., 2006) and qualitative adult observations suggest that the Lockport Prairie population is also currently at low density.

A smaller breeding site has been documented approximately 1.0 km south of Lockport Prairie, near the Crest Hill Wastewater Treatment Plant (WWTP) and along the Des Plaines River. Adult observations have been reported west of this location along the Paul Ales Branch line, at or near the WWTP entrance, in 2004 and 2007 (USFWS, 2008; D. Soluk, University of South Dakota, Professor of Biology, pers. comm.). "Many" adults have been reported moving along the rail line here, more than would be expected to originate from the small WWTP breeding site, implying that these observations represent adults dispersing from the Lockport Prairie site to the north (D. Soluk, University of South Dakota, Professor of Biology, pers. comm.). These southernmost observations are within a short distance, 150 meters, of EJ&E segment 9B.

On the east side of the river, Long Run Seep Nature Preserve is located on the valley slope east of New Avenue and CN's Joliet Subdivision rail line. Monitoring in 1995 documented high dragonfly density at this site, but a relatively small total population size is limited by the small size of the preserve (Mierzwa et al, 1995). More recently a small population has been well documented at the Hanson Material Service Long Run/Com Ed parcel located northwest of the nature preserve. Although successful breeding remains undocumented at this location, territorial males have been observed on numerous occasions including within a sedge meadow immediately west of the Joliet Subdivision rail line in the northeast corner of the site (Mierzwa, 2008b).

A few individual observations of adult dragonflies have been made south of this area, at Lockport Prairie East and the adjacent Dellwood Park West. Because no suitable breeding habitat has thus far been identified at these sites, the observations are believed to represent individuals dispersing from Lockport Prairie or Long Run Seep.

Karner Blue Butterfly

Background

The Karner blue butterfly (*Lycaeides melissa samuelis*) (KBB) is a small (wingspan 0.9 to 1.25 inches) butterfly. Males are silvery-blue to dark blue above, with dark wing margins; females are grayish-brown, with dark wing margins bordered on the inside by irregular orange bands. Both sexes are slate gray below, with orange bands and black spots with white margins (Shull, 1987).

Life History

The KBB is bivoltine, having two generations per year. First brood eggs overwinter, hatching in mid-to-late April. Larvae pass through four instars while feeding over a span of several weeks, and pupate in late May to early June. Pupation lasts from 7 to 11 days (Dirig, 1976). First flight adults are present from late May through late June (Swengel and Swengel, 1996), although individual adults may live for an average of only four or five days; maximum adult lifespan may be two to three weeks (USFWS, 2003a). Females deposit eggs on lupine plants or in nearby leaf litter.

Eggs hatch in five to 10 days, with second brood larvae present on lupine from early June through late July. Second brood adults have been observed from early July through late August, and in some years into early September. Second broods may be considerably larger than first broods, possibly because of over overwintering mortality of first brood eggs (USFWS, 2003a).

Larvae are tended by ants. The presence of ants is reported to substantially decrease predation rates on larvae (Savignano, 1994).

Population Dynamics

The KBB is a classic example of a metapopulation associated with a temporally and spatially dynamic habitat type. Populations may be extirpated by wildfire, gradual canopy closure, or a variety of other causes, and are able to colonize or recolonize available habitat as long as a source population is present within a reasonable distance (Swengel, 1981).

Habitat

The KBB inhabits sand savanna and sand barrens habitats, typically black oak sand savanna in northwest Indiana. Larvae are associated with lupine (*Lupinus perennis)* which is the only known host plant for this subspecies.

Canopy cover at most localities is variable, with both open/sunlit and denser and more heavily shaded areas. However, Lane (1994) found that in Minnesota, areas with less than 5 percent woody canopy cover were more likely to have adult butterflies present. At those study sites, open and sunlit areas were more likely to support high densities of nectar plants in flower.

Nectar plants used by adults in Indiana include: *Helianthus divaricatus, Erigeron* sp., *Arabis lyrata*, *Coreopsis lanceolata*, *Phlox pilosa*, *Rubus* sp., *Asclepias tuberosa*, *Asclepias verticillata*, *Ceanothus americanus*, *Euphorbia corrolata*, *Melilotus alba*, *Monarda fistulosa*, *Monarda punctata*, and *Tephrosia virginiana* (Martin, 1994).

The KBB offers an excellent example of the complexity associated with managing for a rare species within a temporally and spatially dynamic ecosystem. For example, in the absence of fire canopy closure, shrub encroachment, and loss of lupine will eventually result in extirpation of a population. Too frequent, too hot, or too extensive burning may result in catastrophic short-term loss of habitat and resulting loss of a population, as happened at Ivanhoe in 1996. Thus, the use of prescribed fire must be carefully balanced to maintain open savanna habitat and lupine presence. Paradoxically, low levels of fire-related larval mortality may be necessary to ensure the longer-term maintenance of suitable habitat.

Several documents also note the importance of utility corridors and rail lines in facilitating KBB movement among metapopulation core and satellite sites (USFWS, 2003a; USFWS, 2006; TNC, 2008). For example, USFWS (2003a) stated that “the remnant habitat along railroad right-of-ways may be critical in linking populations, but it is not currently managed or protected.” Use of rail corridors may put individual butterflies briefly at risk, but without availability of corridors recolonization of unpopulated or extirpated satellite sites may not occur. Recent occurrence within rail corridors has been documented, for example in 1990 along a segment of the Chicago-South Bend South Shore Railroad in Porter County (Martin, 1994).

Rangewide Status

The KBB formerly occurred in a broad band extending from Minnesota to Maine. At present extant populations are known from seven states: Minnesota, Wisconsin, Indiana, Michigan, New York, New Hampshire, and Ohio. The largest clusters of populations are in Wisconsin and Michigan.

Habitat loss, fragmentation, and succession (encroachment of shrubs and closure of tree canopies) are among the threats to the KBB. In the West Gary area, the most serious threats include poor habitat quality and fragmentation (USFWS, 2003).

Martin (1994) surveyed 35 sites in Indiana, including historic localities and areas with potentially suitable habitat. She found KBBs at 10 of those sites, all in Lake and Porter Counties.

Project Area Status

In West Gary, 21 individual tracts within 11 defined preserves were identified as "potentially able to periodically support" KBBs (Shuey, undated; cited in USFWS, 2003).

Through the mid-1990s, KBBs inhabited small portions of Ivanhoe East, where only about 10 to 15 acres of suitable habitat persisted (TNC and USFWS, 2006). At that time Ivanhoe West had little open habitat and did not support the species. There was also a small population at the nearby Toleston Ridges Nature Preserve.

In 1996 two extensive wildfires and a cold, wet spring contributed to the extirpation of the KBB at Ivanhoe and within the West Gary recovery unit (TNC and USFWS, 2006). A few individuals persisted through 1997, but by 1998 the population had been extirpated (P. Labus, TNC, pers. comm.).

In 2001, a reintroduction project was initiated at Ivanhoe but quickly identified a need for additional site management. Extensive restoration work continued, including clearing of shrubs and saplings from the overgrown and mostly shaded sand ridges and application of prescribed fire. This opened up and expanded the available habitat from about 15 acres in the early 1990s to about 80 acres at present (TNC, 2008). Additional KBB releases began in the summer of 2006, using a "gentle release" strategy, with relatively low numbers of butterflies to be released each year for five consecutive years.

KBBs currently inhabit three sites in West Gary: Ivanhoe, Toleston Ridges Nature Preserve, and the DuPont Tract, presumably colonized by animals dispersing from Toleston Ridges. At present most of Ivanhoe East is inhabited, with presence on Ivanhoe West limited to approximately the northern half of the preserve and especially on the northernmost four ridges (P. Labus, TNC, pers. comm.).

Shull (1987) reported observing "dozens" of KBBs on lupine at Hoosier Prairie in June of 1980. He does not give a precise location within the large site, but the only portion of the preserve which is proximate to project-related rail lines will see a substantial decrease in traffic. Martin (1994) did not find the species at Hoosier Prairie during a 1990 survey.

Eastern Prairie Fringed Orchid

Background

On September 28, 1989, the USFWS determined Eastern prairie fringed-orchid (*Platanthera leucophaea* [Nuttall] Lindley) (EPFO) to be a Federally Threatened species under authority of the Endangered Species Act (Act) of 1973, as amended. The USFWS-Great Lakes-Big Rivers Region (Region 3) is charged with oversight for this species. According to the final listing, the species has been extirpated throughout much of its former range by conversion of habitat for crop fields, grazing, intensive and continuous hay mowing, drainage, fire protection activities, and subsequent decline of prairie habitat. At the time of listing, *P. leucophaea* remained extant in approximately 52 populations in seven States and two Canadian Provinces; however, many of these were small, unprotected, and unmanaged populations (USFWS, 1989).

According to the species recovery plan (USFWS, 1999), the EPFO is one of at least 200 North American orchid species, and is limited in distribution primarily by temperature and drought extremes (Correll, 1950). This showy orchid species of North American grasslands is adapted to fire and periodic drought. Its populations are characterized by occasional periods of dormancy or mass flowering. Hawkmoths (*Sphingidae*) pollinate the EPFO at night (Bowles 1983, Sheviak and Bowles 1986, Bowles *et al*. 1992). The EPFO was formerly widespread in prairies and wetlands primarily east of the Mississippi River, while its western species pair, *Platanthera praeclara,* (Sheviak and Bowles 1981) ranged west of the Mississippi.

In September 1999 a recovery plan was completed by the USFWS which delineates reasonable actions needed to recover and/or protect this orchid. The purpose of the plan is to promote the conservation of the threatened EPFO by implementing identified tasks, including protection of habitat, management of habitat, increasing the size and number of populations, conducting surveys of known populations, conducting research, and reviewing progress. The species recovery plan defines a highly viable population as typically having more than 50 flowering plants; a population trend that is stable or increasing over a monitoring period of 5 years; available habitat of at least 50 hectares (125 acres) in size; assurances of ongoing management to reduce impacts from drainage, invasive plant species or woody vegetation encroachment; and protection through long term conservation easements, legal dedication as nature preserves, or other means (Bowles, 1999).

Life History

The EPFO was formerly included within the genus *Habenaria* (Correll, 1950), and is now widely recognized as appropriately belonging to *Platanthera* (Case, 1987). The species is in the Kingdom *Plantae*, Class *Liliopsida*, Order *Orchidales*, and Family *Orchidaceae.*

The EPFO is a perennial herb which regenerates from a fusiform tuber rootstock. This species is characterized by an upright leafy stem and flower cluster (inflorescence) rising 20 to 100 centimeters (cm) (8 to 40 inches) from the underground tuber. Leaves sheath the stem, and are 8 to 20 cm (3 to 8 inches) long, elliptical to lance-shaped, and progressively larger toward the stem base. The single flower spike is usually composed of 5 to 40 creamy white flowers above lance-shaped bracts 1 to 4 cm (less than 2 inches) long. The flowers at the top of the spike open last. The flowers are distinguished by a three-parted fringed lip 1.5 to 3 cm long (less than 1 inch) and a distally thickened nectar spur (tube-like structure) 2 to 5.5 cm long (about 1 to 2 inches) (USFWS, 1999). Leaves and an inflorescence usually emerge in May (if flower primordia were set the prior year), and flowering begins by late June to early July and lasts for approximately 7 to 10 days. Seed capsules mature over the growing season and are dispersed by the wind from late August through September.

The flowers are fragrant after sunset and adapted to pollination by night flying hawkmoths which ingest a high volume nectar resource from long nectar spurs (Bowles 1983). Long term population maintenance requires reproduction from seed, which is accomplished apparently only with pollination by hawkmoths (USFWS, 1999; Pollack, 2005). Reproduction by vegetative spread is apparently rare (USFWS, 1999). Pollination is required for seed production, while seedling establishment depends upon development of mycorrhizae with a favorable soil inhabiting fungi (Bowles, 1983) and

maintenance of graminoid habitat, usually by fire (USFWS, 1999). The EPFO and its western species pair are separated by morphologically different flower structures that prevent hybridization (Sheviak and Bowles 1986). The eastern species places pollen on the proboscis of visiting moths. In contrast, the western species (west of the Mississippi) has larger flowers adapted to placing pollinia (pollen masses) on the compound eyes of visiting pollinators. Increasing pesticide use may impact both pollinators and fungi. A 1998 survey of large sites in Michigan and Ohio identified the following species carrying EPFO pollen: *Eumorpha pandorus*, *Eumorpha achemon*, and *Sphinx eremitus* (D. Cuthrell, Michigan Natural Features Inventory, in litt.1998). Pollination by *S. eremitus* (or *Lintneria eremitus*; Tuttle, 2007) has been confirmed at Illinois sites (Pollack, 2005). Some Illinois records of larval host plants for *Eumorpha pandorus* and *Eumorpha achemon* are *Ampelopsis* spp., and *Vitis* spp.; and for *Sphinx eremitus* are *Monarda* spp., *Mentha* spp., *Lycopsis* spp., and *Salvia* spp. The garden pest tomato and tobacco hornworms have been observed visiting the orchids. A number of additional moth species have been identified as potential pollinators by correlating their proboscis length with the depth to nectar in the EPFO's nectar spur. Surveys have not confirmed their status as pollinators.

The EPFO also has slightly smaller flowers, and often a more elongated and open flower cluster. Two other orchid species may be confused with the EPFO. *Platanthera lacera*, a species of less calcareous habitats, has similar flower color and structure, but has smaller flowers with shorter nectar spurs, ovaries, and flower bracts. *Plathanthera blephariglottis*, a species of acid bogs, has smaller and morphologically different white flowers.

Population Dynamics

Specific requirements for seedling establishment require development of a mycorrhizal association with a favorable soil-inhabiting fungus (Stoutamire 1974). The fungus provides nutrients to the seedling, which may remain underground for several years. Once the seedling emerges from the ground and produces leaves and begins photosynthesis, this relationship may become symbiotic. The root systems of terrestrial orchids are reduced, and require fungal mycorrhizal associations for proper water uptake and nutrition (Sheviak 1990), especially under stress (Hadley and Pegg 1989). Spring burning of prairie stimulates mycorrhizal productivity (Bentivenga and Hetrick 1991), and could be ecologically important in promoting orchid seedling establishment or performance of established orchids. Thus the stability of orchid populations is closely related to the ecological conditions of their mycorrhizae (Sheviak 1974), which may be in part affected by the increased mycorrhizal productivity that occurs after spring burning of prairie (Bentivenga and Hetrick 1991). Disturbance also appears important in EPFO seedling establishment. Although the EPFO is pre-adapted to dormant season disturbances, such as prairie fires, growing season damage to vegetative material may weaken plants by limiting food storage. Mowing or cropping of plants early in the growing season may also result in failure to form the next season's flower bud, inducing dormancy or even death the following season (Sheviak 1990).

Under some conditions, the EPFO can be extremely long-lived. Case (1987) reported plants surviving up to 30 years in gardens, and small populations have persisted in cemetery prairies where annual mowing prevented seed production for decades (Bowles *et al*. 1992). However, dramatic fluctuations

in plant numbers may occur in natural populations, with flowering correlated positively with rainfall and negatively with temperature cycles, as evidenced by data from an Illinois wet prairie (Bowles *et al.* 1992).

In habitats with large scale disturbance patterns, EPFO populations shift spatially over time, with high population turnover, decline, or total loss (Bowles 1983, Case and Case 1990). Continual recolonization of successional habitats is dependent on massive seed production and dispersal, which requires high pollinator visitation rates and presence of appropriate soil fungi. The most remarkable natural population fluctuations of the EPFO have occurred in relation to cyclic Lake Huron and Lake Erie shoreline fluctuations and water level fluctuations caused by human management (Case 1987, Case and Case 1990, Watson 1998). Ohio populations around Lake Erie have reached the highest flowering population counts at intermediate lake levels, suggesting that there may be an optimal level that promotes flowering (Windus and Cochrane 1997). Orchids apparently colonize early-successional habitat 2 to 5 years after lake flooding or diking. After about 5 years, flowering orchids appear, but may gradually decline with invasion by dogwood (*Cornus* sp.) on mesic sites, and by purple loosestrife or reed canary grass (*Phalaris arundinacea*) on wet sites. Maintenance of a series of advancing successional stages may ensure that suitable sites are available for prairie orchid colonization as water levels fluctuate. Managers of sites with artificially controlled water levels should ensure that orchid populations remain undisturbed for at least 5 years, allowing time for seed production and dispersal to other suitable areas within the site (USFWS 1999).

Habitat

The EPFO requires full sun for optimum growth and reproduction and a grassy habitat with little or no woody encroachment. It occurs in habitats ranging from mesic prairie such as tallgrass, calcareous silt-loams, or sub irrigated sand prairies, to wetlands such as sedge meadows, fens, occasionally sphagnum bogs, marsh edges, and other groundwater maintained habitats (Bowles 1983). The substrate of the sites where it occurs ranges from more or less neutral to mildly calcareous (Case 1987, Sheviak 1974, Bowles 1983). It appears to be adapted to natural patch disturbances, or areas with dynamic disturbance regimes; occasionally the orchid colonizes successional habitats or recolonizes previously occupied areas (Bowles 1999). According to the 1999 recovery plan, the tubers are dormant during winter and thus are adapted to dormant season prairie fires; such fires and high precipitation levels appear to promote flowering (Sheviak 1974; Roosa and Eilers 1979; Bowles 1983; Currier 1984). Blossoms often rise just above the height of the surrounding grasses and sedges. The more exposed flower clusters are more likely to be visited by the hawkmoth pollinators, though they are also at greater risk of being eaten by deer. A symbiotic relationship between the seed and soil fungi (mycorrhizae) is necessary for seedlings to become established. The fungi helps the seeds assimilate nutrients in the soil.

Potential habitats occur across various six physiographic regions, including the lake plains of the Lake Michigan, Lake Huron, and Lake Erie basins that support prairie habitat. Disjunct populations also occur in unglaciated sedge meadow, and formerly were documented to occur in unglaciated prairie in Oklahoma. The EPFO can occupy a broad moisture gradient. In sand prairies, this gradient ranges from mesic prairie along the tops of low dune ridges to wet prairie in shallow interdunal

swales (Bowles 1985). Sand prairies are occupied in areas with adequate calcareous groundwater supplies, primarily in the lake plains of the Great Lakes. Most midwestern EPFO populations occur in silt-loam soils derived from loess or glacial till. Loess deposits over glacial till or outwash predominate in Illinois, but become thin or absent northward in Wisconsin. In silt-loam soils, most populations are found in level mesic prairie or in wet prairie along the borders of prairie potholes and watercourses; but the orchid occasionally occurs in upland sites, such as along ridges created by glacial deposits (Bowles *et al*. 1992).

Rangewide Status

The EPFO historically occurred primarily east of the Mississippi River with a distribution pattern extending from Oklahoma north to Manitoba and east in a narrowing peninsula through the Great Lakes states to Maine. It historically was documented to occur in 13 US states and one Canadian province (COSEWIC 2003).

At the time of Federal Listing in 1989, *Platanthera leucophaea* distribution was reported to have declined over 70 percent from original records with approximately 52 extant populations reported in seven states. The final rule states, "Primarily due to the destruction of large grasslands east of the Mississippi River, extremely large or extensive populations of this orchid do not exist in the United States" (USFWS 1989). Early decline appears due to conversion of natural habitats to cropland and pasture. At the time of US Federal listing, states in which the EPFO was known to occur included Illinois, Iowa, Maine, Michigan, Ohio, Virginia, and Wisconsin. In Canada, 20 populations were documented in fens and prairie habitats in 12 Ontario counties; and one fen population was estimated at 2,000 plants (COSEWIC 2003).

At the time of preparation of the recovery plan in 1999, *Platanthera leucophaea* was reported to persist in 59 populations in 6 states, most populations being in Wisconsin, Illinois, Michigan, and Ohio. Only 15 of these extant populations in the United States had full legal protection. Six U.S. populations were considered to have high viability with potential for long term persistence, four of which had full legal protection (Bowles 1999).

Most remaining habitats are small, with fewer than 50 plants, and are not representative of the once vast prairie populations of this orchid (Sheviak 1974, Bowles 1983, Case 1987). Only a few population census counts in the US have exceeded 500 flowering plants, and these numbers are from successional habitats that fluctuate widely over time (USFWS 1999). Currently, known populations appear to be consistent with those historically reported in the 1999 recovery plan. Current population decline appears mainly due to the loss of habitat from the drainage and development of wetlands. Other reasons for the current decline include succession to woody vegetation, competition from non-native species and over-collection. A decline in the species-specific pollinator from pesticides and loss of habitats also likely affects the regeneration capabilities of the orchid.

Project Area Status

According to the 1999 recovery plan, Illinois may have contained the largest and most extensive pre-European settlement populations of the EPFO, and has sustained the most drastic decline in

populations out of any state. Originally the species was known from tallgrass prairie in 33 Illinois counties across the northern two thirds of the state, an area now almost totally converted to agriculture (Sheviak 1974, Bowles and Kurz 1981). As many as 20 populations may occur in six counties concentrated in the Chicago region, and single populations occur in cemetery prairies in eastern and west-central Illinois counties (Bowles *et al*. 1992). Though 14 Illinois populations are protected and managed, only two of these contain more than 100 plants. This orchid was successfully introduced by seed broadcast into three sites in Cook County, Illinois (Packard 1991). Based on the success of these introductions, seeds produced by hand pollination have been introduced into 14 additional northeastern Illinois sites and one Wisconsin site (Keibler *et al.* 1993; Keibler 1994, 1995, 1998).

Within the project-specific vicinity, there is one documented population in DuPage County. The population is approximately 1,200 feet west of an existing EJ&E train line, and no construction activities are currently planned within the general vicinity of this location.

EPFO populations in Lake and DuPage Counties, Illinois were examined as reference sites on October 27, 2008, and were located at the wet prairie/mesic prairie interface. *Calamagrostis canadensis* was common at both sites. On October 29, 30 and November 6, surveys were conducted along the EJ&E line to identify areas of potentially suitable habitat. Several small wet prairie remnants were identified, all of them small and of low to moderate quality. Survey results are included in Appendix B.

Leafy Prairie Clover

Background

Leafy prairie-clover (*Dalea foliosa* [Gray] Barneby) is a short-lived herbaceous perennial in the Legume family (*Fabaceae*). The species was first described as *Petalostemum foliosum* by Asa Gray in 1868 (USFWS 1996) and is considered one of America's rarest plants (Swink and Wilhelm 1994). *Dalea foliosa* grows in open, rocky habitats such as glades and dolomite prairies.

Individual plants grow from a central root crown at or just below the surface and may have one to as many as 20 stems, ranging from 2 to 8 decimeters tall. Stems are smooth and leaves are alternate and oddly, pinnately, compound. Flowers are clustered in dense, cylindric heads up to 8.9 centimeters long. Individual flowers have a lavender-purple calyx up to 5 millimeters long, with five petals and five exerted anthers.

Life History

Leafy prairie clover shoots develop in early spring from buds generated at the base of the previous year's growth (Baskin and Baskin 1973). Plants do not flower until their second or third year or later (Baskin and Baskin 1989). Mature plants may not flower every year; may have diminished vegetative growth; or may go dormant for years (USFWS 1996).

Flowering adults may have one or many stems with multiple flower spikes (Baskin and Baskin 1989; USFWS 1996). Flowering begins in July and continues through early September (Swink 1994; USFWS 1996). Yearly seed production is typically high (Baskin and Baskin 1973). In a 1990 study

of Illinois populations, seed set was greater than 70 percent (USFWS 1996). Seeds ripen by October, but may remain on the old flower stalks through early spring.

Leafy prairie clover does not spread vegetatively, but reproduces from yearly seed production and a persistent seed bank (Baskin and Baskin 1973; USFWS 1996). Seeds overwinter and may remain dormant for several years. Germination occurs in April and by late May; seedlings have several leaves (Baskin and Baskin 1973). Seedling mortality is high and the life span of most mature plants is less than 8 years (USFWS 1996).

Population Dynamics

A rangewide 1992 census of all leafy prairie clover populations created arbitrary categories of population size and age structure in order to compare populations in Illinois, Tennessee, and Alabama. Populations were classed as small (<100 plants), moderate (=/>100 but <500 plants), or large (500+). Plants were classified by reproductive/growth stages into: Flowering plants; Non-flowering plants (=/>10cm tall); and Seedlings (single stem <10cm tall) (USFWS 1996).

In moderate and large populations, flowering plants ranged from 11.6 to nearly 53 percent of all plants, non-flowering plants ranged from 34.5 to 43.7 percent, and seedlings ranged from 3.4 to nearly 53 percent (USFWS 1996). Small populations are more variable in structure; the entire population may consist of a few persistent mature plants or non-flowering plants, or entirely of immature plants. In small populations, seedlings make up a smaller percentage than in moderate and large populations. Surveys of Illinois populations since 1990 have found that patches occasionally go dormant or disappear altogether, and may reappear years later (USFWS 1996).

Habitat

Leafy prairie clover is found in open habitats with thin soils over flat, often fractured, limestone bedrock (USFWS 1996). References to the habitat of *Dalea foliosa* compiled from historic sources by Baskin and Baskin (1973) include a variety of habitats on rocky substrates such as “river banks,” “rocky hills,” “gravelly soil,” “cedar glades,” and “barrens.” In Illinois, *D. foliosa* populations are found in “shallow-soil prairies where dolomitic bedrock is near the surface” (Swink and Wilhelm 1994).

In the project area, the Keepataw population occurs in a small remnant dolomite prairie. This community was once found along much of the Des Plaines River Valley, before the extensive quarrying and industrial activities of the last 150 years. Taft (1989) described the Keepataw site as wet-mesic to mesic dolomite prairie and sedge meadow. He listed the following species as dominants in this habitat: *Schizachyrium scoparium, Deschampsia caespitosa, Liatris pycnostachya, Pycnanthemem virginicum, Carex spartwellii, Carex stricta, Calamagrostis canadensis, Glyceria striata, Juncus dudleyii,* and *Lythrum alatum.*

Rangewide Status

Leafy prairie clover was listed as endangered by the USFWS on May 31, 1991; previously, it had been listed as endangered in Tennessee (1989) and Illinois (1990). Leafy prairie clover is narrowly

restricted to cedar glades, barrens, and dolomite prairies in these states. Habitat destruction and degradation has reduced historic population levels by over 45 percent and continues to threaten current sites.

The USFWS *Recovery Plan for the Leafy Prairie-clover* (USFWS 1996) lists 31 known populations: two in Alabama; three in Illinois; and 29 in Tennessee. Since the publication of the Recovery Plan, two other Illinois populations have been discovered. Currently, all naturally- occurring Illinois populations are found in Will County. Four of these sites are within the Des Plaines River Valley: Keepataw Forest Preserve, Romeoville Prairie, Lockport Prairie Nature Preserve, and a newly-discovered population on private land east of the river in Romeoville. The fifth Will County population was discovered in 1998 at the Midewin National Tallgrass Prairie. In 1996, another population was discovered at the Jarrett Prairie in Ogle County, but it is suspected that this population is an escape from cultivation at the nature center (Bowles *et al* 1999).

A range-wide census of leafy prairie clover populations, done in 1992, tallied over 10,000 plants (USFWS 1996). Most populations are small (<100 plants) or moderate (>100 but <500 plants) in size. Several Tennessee populations have over 1000 plants and a large population, estimated at over 5000 plants, is found in the Lockport Prairie Nature Preserve in Illinois (USFWS 1996).

In Illinois, leafy prairie clover has been successfully introduced into three prairie restorations: a wet-mesic prairie at the College of DuPage in Glen Ellyn, Illinois; a recreated gravel and dolomite prairie at the Morton Arboretum in Lisle, Illinois; and a dry-mesic gravel prairie restoration in Waterfall Glen Forest Preserve in DuPage County, Illinois (USFWS 1996).

Project Area Status

Leafy prairie clover is known to occur at Lockport Prairie Nature Preserve, at Lockport East Preserve, and at the Hanson Material Service Long Run/Com Ed Parcel (slightly more than 200 meters from the CN Joliet Subdivision line.

ENVIRONMENTAL BASELINE

Environmental Baseline

Inventories and Surveys

A series of habitat-level surveys were conducted to characterize existing conditions within the Action Area. Initial surveys were completed in the early spring of 2008, followed by more focused surveys emphasizing HED and EPFO habitat in October and early November 2008. These latter visits are summarized below.

Illinois sites in the lower Des Plaines River Valley, including two segments of the Paul Ales Branch line, the proposed Joliet connection, and Dellwood Park West were investigated for potential HED habitat on October 18th, 2008.

Indiana sites including Kirk Yard and the proposed Griffith and Ivanhoe connections were visited on October 29th, 2008. Representatives of HDR, Winzler & Kelly, CN, EJ&E, USFWS, IN DNR, and TNC were present.

A subsequent hi-rail survey was carried out by representatives of HDR and Winzler & Kelly on October 30th, 2008, with CN and EJ&E representatives present. All areas of proposed Illinois double-track or connection construction were examined, except for the proposed Matteson connection. A subsequent visit was made to areas of remnant natural habitat and the Matteson connection on November 6, 2008, by HDR and USFWS, with CN and EJ&E representatives.

The following description is based on these site visits, supplemented by earlier field visits and published information.

Existing Environmental Conditions

Most of the immediate rail corridor is heavily disturbed, and dominated by weedy or ruderal vegetation. Extensive areas are overgrown with shrubs and saplings, with the understory shaded and nearly barren. Other areas are covered by weedy herbaceous vegetation. Excavated drainage ditches are common. In many areas residential lawns, agricultural fields, or paved and developed areas are present in immediate proximity to the rail line. Even where the rail line passes through public open space, the area immediately adjacent to the rail line tends to be heavily disturbed. Within preserves, areas more distant from the tracks support a range of natural and disturbed communities, including areas currently under restoration.

Better quality natural communities are extremely limited in extent within the railroad ROW where construction activities are proposed. The few wet to mesic prairie remnants identified are summarized below; more detailed information is included in Attachment B.

Lake County, Illinois: a small mesic prairie remnant was identified near Mundelein, and extended for several hundred feet. The remnant was on the opposite (north) side of the tracks from the proposed new double-track, and will not be disturbed. The work area included dense shrub cover and a near-barren substrate within what appeared to be an excavated ditch.

DuPage County, Illinois: Proposed Munger Connection. This area is dominated by reed canary grass and cattails, but includes several small openings of remnant wet prairie and sedge meadow vegetation. The largest opening measured approximately 8 by 15 meters, and other openings were considerably smaller.

Normantown: near 91st Street, a wet prairie dominated by bluejoint grass parallels the east side of the rail line for several hundred feet. The prairie occupies a narrow (25-30 feet) wide corridor between the railroad and a parallel segment of Normantown Road. A second, smaller wet prairie remnant was observed a short distance to the south.

Gougar Road: A small wet prairie is present in a shallow ditch adjacent to the rail line.

Schoolhouse Road: A wet prairie remnant of small to moderate size is present north of the rail line, which is on an elevated embankment at this location.

Lake County, Indiana: Several high quality natural areas including Ivanhoe Nature Preserve and Lakeshore Railroad Prairie are in close proximity to the Action Area, although the immediate rail

corridor is generally disturbed. Site visits with USFWS, INDNR, and TNC to areas of proposed construction did not identify any habitat for Federally listed species immediately adjacent to the rail lines.

EFFECTS OF THE ACTION

Direct Effects

Indiana Bat

There will be no direct effects on the Indiana bat, which is not known to occur within the Action Area. The nearest documented locality is approximately 17 km east of the EJ&E line crossing of the Little Calumet River.

Hine's Emerald Dragonfly

There will be no direct effects of the Action on the HED, for the reasons documented below for each of four rail segments.

No increase in operations or construction activity is proposed on the Paul Ales Branch line as a result of the Transaction, which passes in close proximity to high-quality HED habitat. Thus there would be no affect. The Final EIS will be revised to reflect that speed restrictions on the Paul Ales Line are a result of the special conditions of the 1996 U.S. Army Corps of Engineers (COE) permit (Permit # 199600211) issued to Commonwealth Edison. SEA has included this as a condition within mitigation in Chapter 4 of the Final EIS.

There would be no construction related effects from the proposed Joliet connection, which runs for a short distance through unsuitable HED habitat. Most of the area consists of dense buckthorn and other invasive shrubs and saplings. No HED observations have been made in the interior of dense shrub habitat in 14 years of monitoring at other Illinois sites (Mierzwa, 1995; Mierzwa, 2008a). There is a narrow herbaceous opening and a crossing of a small stream in the northern half of the connection, however the stream is larger than known HED breeding sites (more than a meter in width), and stagnant. The stream provides good habitat for common dragonflies such as Libellulids, and competitive interactions with these species would preclude use by HED. Fish (cyprinid minnows, many of which are insectivores) were observed in the stream during an October 2008 site visit, providing additional support to the non-habitat determination.

There would be an increase in traffic on EJ&E segment 9B, from 18.5 to 42.3 trains per day. However, train speed would not exceed 10 mph in these areas because of track and bridge constraints. Observations on the nearby Paul Ales Branch line have indicated that HED have no difficulty evading slow-moving trains. Mierzwa (unpublished observations) watched HED forage over slow-moving trains, even darting between cars without difficulty. Fast moving trains (or other vehicles) could potentially cause dragonfly mortality, but in the areas identified above higher speeds are either prohibited or precluded by infrastructure constraints.

Discussions with the Applicant indicate that contrary to information included in the Draft EIS, there will be no increase in train traffic on CN's Joliet Subdivision line. Operations are currently at 2.0

trains per day, plus 10 Amtrak trains per day and 4.3 Metra trains (3 trains Monday through Friday in each direction) using the same lines, and will remain at identical levels (Cunningham 2008). A HED breeding population at Long Run Seep Nature Preserve and a probable breeding population at the Long Run/Com Ed Parcel occur in proximity to the Joliet Subdivision, and there are isolated records away from the tracks of what are assumed to be dispersing individual dragonflies to the south at Lockport East and Dellwood West. CN has conducted preliminary studies on the interactions of dragonflies and the relatively fast moving trains on the Joliet Subdivision and plans to continue these studies. Preliminary surveys of this segment of the CN line did not note dragonfly mortality, but the findings were based on only six days of field effort (AECOM 2008).

HED larval presence is assumed but not confirmed within an extensive sedge meadow complex immediately west of the Joliet Subdivision tracks at the Long Run/Com Ed Parcel. Adult territorial observations are common in areas 50 to 150 meters east of the tracks, as many as three in one morning; (Mierzwa 2008b). There are no well-defined rivulets at this location and a near absence of visible flow, the inner track is inactive, and there is no evidence of settling along the tracks. Because there is no proposed change in operations at this location, there will be no new adverse impacts to adults or larvae.

Karner Blue Butterfly

There would be no direct effect on the KBB. No potential habitat was noted in the immediate vicinity of the proposed Ivanhoe or Griffith connections, and the documented presence of the species is within the Ivanhoe preserve, not along the sparsely vegetated rail corridor.

Eastern Prairie Fringed Orchid

There would be no direct effect on the EPFO, based on the currently available information. Habitat surveys were conducted on October 28, 30, and November 6 within the Action Area, and a few areas of remnant wet prairie were identified which are unlikely to support EPFOs because of small size (less than one acre, usually much less), relative isolation from other/larger natural areas, and relatively degraded condition (FQI less than 20, and usually less than 10). Preconstruction surveys will be conducted in the growing season and prior to any project-related disturbance to verify that the species is not present.

Leafy Prairie Clover

There would be no project-related effects on leafy prairie clover, because populations are more than 200 meters from the nearest active rail line, and because there would be no increase in operations in proximity to these populations.

Indirect Effects

On October 23, 2008, Midwest Generation informed USFWS that the proposed acquisition of EJ&E would result in the loss of coal train storage areas serving their Will County facility, and would have required Midwest Generation to “increase the number of rail sidings/lines within the River South area.” This would result in impacts to known HED breeding and foraging habitat.

After detailed review of the Midwest Generation proposal and discussions with Midwest Generation, USFWS, SEA and CN; it has been determined that there is no cause and effect relationship between the CN acquisition of EJ&E and the construction of additional rail sidings at River South. Midwest Generation has indicated that the construction of additional rail sidings at River South is not its preferred alternative to solve its coal storage capacity issues. CN has committed to a voluntary mitigation measure which would result in discussions with Midwest Generation to identify reasonable alternative locations for coal train storage. The analysis and the CN discussion of alternatives are included in Attachment D.

Interdependent and Interrelated Actions

No interdependent or interrelated actions have been identified

Cumulative effects

A HCP has been proposed for the HED in the lower Des Plaines River Valley (IDNR 2005). The HCP has not yet been published, and the specific proposals of the various participants are not at this time public knowledge. It is reasonable to assume that the HCP would permit impacts to HED habitat, and that provisions of the HCP would also result in beneficial effects in the form of habitat restoration or enhancement, some of it likely to occur within the Action Area. Details are not currently known.

No other reasonably foreseeable cumulative impacts have been identified at this time.

FINDINGS

The proposed activity **may affect, but is not likely to adversely affect, the Indiana bat.** A population is known from the floodplain of the East Branch Little Calumet River in Porter County, 17 kilometers east of the EJ&E line crossing. No construction is proposed in this area.

The proposed activity **may affect, but is not likely to adversely affect, the Hine's emerald dragonfly**. There will be no direct construction-related impacts to adults or larvae. Increases in daily operations on EJ&E Segment 9B including the Des Plaines River Bridge and on the proposed Joliet Connection will be subject to 10 mph speed limitations which, based on past observations at nearby sites (Mierzwa, unpublished data), will avoid risk of adverse train-HED interactions. The number of daily operations on the Joliet Subdivision will not change.

The proposed activity is **not likely to adversely affect Hine's emerald dragonfly critical habitat**. There is no new construction proposed as part of the project within the area designated as critical habitat.

The proposed activity **may affect, but is not likely to adversely affect, the Karner blue butterfly**. Populations occur near EJ&E rail lines at Ivanhoe and at the DuPont Tract, but there is no evidence that populations occur in immediate proximity to or utilize the rail corridor at this time.

Based on currently available information, the proposed activity **may affect, but is not likely to adversely affect, the Eastern prairie fringed orchid**. The only known extant population in the

Action Area is approximately 1,200 feet from the active rail line. No construction will occur at this location, although there will be a substantial increase in daily rail operations. Habitat surveys in October and November 2008 identified five small areas of remnant native wet prairie and related communities. The Applicants have committed to conduct preconstruction habitat and species surveys, and if a currently unknown population is discovered, USFWS will be notified immediately and consultation will be re-initiated.

The proposed activity **may affect, but is not likely to adversely affect leafy prairie clover**. Populations occur slightly over 200 meters from the Joliet Subdivision and Paul Ales Branch line, but there would be no construction and no increase in operations in the vicinity of these populations.

MITIGATION MEASURES

The Applicants committed to voluntary mitigation (VM) measures for effects on biological resources. The Applicants offered additional measures in response to SEA's recommendations in the Draft EIS. SEA recommends that compliance with the voluntary mitigation be made a condition of any approval of the Transaction.

Based on comments received on the Draft EIS, SEA has recommended conditions to enhance several VM's. SEA also re-analyzed the Applicants' voluntary mitigation measures developed to mitigate the potential effects of the Proposed Action on biological resources in response to Draft EIS comments received on biological resources either during the formal Draft EIS comment period or at SEA's public meetings. As a result, SEA recommended mitigation measures to supplement the voluntary mitigation measures to which the Applicants have committed.

Voluntary measures and SEA conditions related to endangered species are listed below. Several are specifically related to Federally threatened or endangered species.

CN VM In accordance with their Emergency Response Plan, Applicants shall make the required notifications to the appropriate Federal and state environmental agencies in the event of a reportable hazardous materials release. Applicants shall work with the appropriate agencies such as the United States Fish and Wildlife Service, Illinois Environmental Protection Agency and Indiana Department of Environmental Management to respond to and remediate hazardous materials releases with the potential to affect wetlands or wildlife habitat(s), particularly those of Federally threatened or endangered species.

CN VM Before beginning construction activity, Applicants shall survey all suitable habitats potentially impacted by the construction activity for Federally- and state-listed threatened or endangered plant species. If any listed plant species are located, Applicants shall implement a mitigation plan in consultation with the appropriate Federal and state agencies.

CN VM If identified in the area, Applicants shall coordinate with USFWS-Indiana and The Nature Conservancy (TNC) to monitor effects on the Karner blue butterfly in the West Gary Recovery Unit.

CN VM Applicants shall continue with the existing agreements for Paul Ales Branch operation for the protection of the Federally-listed Hine's emerald dragonfly.

CN VM For impacts to non-jurisdictional isolated wetlands habitat along the new line, Applicants shall survey the route to determine if the Hine's emerald dragonfly is present along the ROW.

CN VM Upon consultation with USFWS, should the Hine's emerald dragonfly be observed on the site of Transaction-related construction activities, Applicants shall implement appropriate measures prior to and during construction to reduce or eliminate impacts on the Hine's emerald dragonfly.

CN VM Applicants shall cooperate with Midwest Generation, LLC ("MWG"), to identify locations on Applicants' property, or available to Applicants, on which loaded coal trains could be staged while awaiting delivery to MWG's Will County Generating Station and Joliet Generating Station and which would make unnecessary the construction of additional train storage capacity on MWG property that would adversely affect the Hine's emerald dragonfly or its habitat. If no adequate existing train storage locations can be identified, Applicants shall make reasonable efforts to acquire or construct, at MWG's expense, new train storage capacity, at locations where construction would not have adverse impacts on the Hine's emerald dragonfly or its habitat, and which would make construction of additional storage capacity on MWG's property unnecessary, and shall make that capacity available as needed for staging of coal trains destined for Will County and Joliet Stations.

CN VM In consultation with the U.S. Fish and Wildlife Service (USFWS) and relevant natural resource stakeholders, Applicants shall participate in the development of a Habitat Conservation Plan for the Hine's emerald dragonfly or necessary work plans applicable to State and Federally listed threatened and endangered species and take the necessary measures to ensure that rail operations do not cause undue impact to those species.

CN VM [Karner Blue Butterfly] In consultation with USFWS, Applicants shall identify areas of suitable habitat of the Karner blue butterfly within Kirk Yard and in the vicinity of all planned Transaction-related construction of double-track and new or improved connections within the State of Indiana for potential habitat protection and/or enhancement. Applicants shall contact TNC about participation in the Safe Harbor Agreement for the Karner blue butterfly.

CN VM [Indiana Dune and Swale] In consultation with appropriate Federal and State natural resource stakeholders, including USFWS, INDNR and TNC, Applicants shall designate EJ&EW-owned areas of prime prairie and dune swale habitat for potential land management agreement and/or conservation easement. Should modifications to Kirk Yard be proposed in the future, Applicants shall review proposed plans for upgrading and expansion of Kirk Yard in order to avoid construction in identified dune swale areas. In the event that unavoidable impacts are identified, the Applicants shall work with TNC to develop a plan for mitigation of those impacts and improvement of the quality of remaining dune swale areas.

CN VM [Eastern prairie fringed orchid] Prior to any ground disturbing activities, Applicants shall hire a qualified biologist to survey for the Eastern prairie fringed orchid (*Platanthera leucophaea*) in areas containing suitable habitat. Applicants shall survey each area on at least three non-consecutive days between June 28 and July 11, as this is when the orchid typically flowers and is most identifiable. If the Applicants' biologist finds orchids, Applicants shall not conduct any construction activities in that area and Applicants shall notify USFWS and the Board immediately. The Board shall reinitiate consultation with USFWS. Applicants shall work with the Board and USFWS to determine appropriate measures to offset impacts, most likely providing funding for an ongoing hand pollination project, or providing funding to be used to enhance another orchid site (that is, brush cutting, prescribed burning).

CN VM During construction, temporary barricades, fencing, and/or flagging shall be used in sensitive habitats to contain construction-related impacts to the area within the construction Right Of Way ("ROW"). Staging areas shall be located in previously disturbed sites and not in sensitive habitat areas.

SEA Applicants shall establish a local resource agency liaison(s) with expertise in environmental and natural resource management to work closely with Federal, state, and local natural and water resource agencies (including Fermilab) for the purpose of improved adaptive natural resource management. Applicants shall name their liaison(s) within 1 month of the effective date of the Board's final decision. Applicants' liaison(s) shall ensure that the adaptive management measures developed shall be incorporated into all relevant railroad ROW maintenance contracts. Applicants' liaison(s) shall be available to consult with resource agencies for a minimum of 5 years following the effective date of the Board's final decision.

SEA Applicants shall work with relevant natural resource stakeholder groups, forest preserve districts, TNC, INDNR, IDNR, and USFWS to establish appropriate monitoring programs. These programs include identifying baseline conditions and post-transaction conditions, in areas adjacent to forest preserves and designated natural areas on species of concern to the above groups. The Applicants shall fund the monitoring programs beginning within 1 year of the effective date of the Board's final decision and for a period of 4 years thereafter.

SEA Applicants shall continue to abide by the special conditions of the 1996 USACE Permit #19960211 for train operations on the Paul Ales Branch in order to minimize further effects on Hine's emerald dragonflies.

SEA To avoid any direct take of Indiana bats, the Applicants shall not remove trees within the former EJ&E ROW with a diameter of 3 or more inches between April 15 and September 15. The Applicants shall avoid or minimize tree clearing and snag removal within project-related construction area limits. In the railroad ROW (former EJ&E), outside the clear zone and considering other safety factors, the Applicants shall minimize tree clearing to maintain woods in a natural state, to the extent practicable.

SEA Applicants shall immediately cease transaction-related construction in the event that a previously unidentified Federally- or state-listed threatened or endangered species is encountered during construction activities. In that event, the Applicants shall consult with USFWS for Federally-listed species and IDNR and/or INDNR for state-listed species for guidance on how to minimize transaction-related effects and protect these species, and shall comply with the reasonable solutions suggested by those agencies. The Applicants' resource agency liaison(s) shall serve as coordinator(s).

SEA Prior to transaction-related construction activities, the Applicants shall reexamine the Federal and state lists of threatened and endangered species for any newly listed species and shall consult with the appropriate resource agencies on any newly listed species. The Applicants' resource agency liaison(s) shall serve as coordinator(s).

Analysis of Alternate Actions

SEA evaluated three alternatives: No-Action, the Proposed Action, and the Proposed Action with conditions, including environmental mitigation measures. SEA initially considered another four alternatives (discussed in Section 1.6.4 of the DEIS, Alternatives Eliminated from Detailed Analysis), but eliminated them from detailed study.

The Proposed Action is described in detail in the project description section of this document. To reach its decision, the Board will consider the Draft and Final EIS, including SEA's final recommended mitigation, the comments received on the Draft EIS, and other environmental information provided by interested parties. If the application is approved, the Board will identify what, if any, mitigation measures, including environmental mitigation, should be imposed as conditions.

No-Action Alternative

CEQ's regulations implementing NEPA (40 CFR 1502.14(d)) require consideration of a No-Action Alternative. The No-Action Alternative provides a basis for understanding the impacts of the Proposed Action. Under the No-Action Alternative, the Applicants would not acquire control of the EJ&E land, rail line, and related assets; SEA assessed rail operations on the EJ&E rail line at existing levels. The Applicants would continue to make connecting train movements through the Chicago Terminal District in the same way as these movements now occur, would not construct the six connections or the double-track, and would not make changes to existing yard operations.

Alternatives Eliminated from Detailed Analysis

SEA considered four additional alternatives, but found them to be unreasonable and infeasible because they would not meet the Applicants' purpose of, and need for, the Proposed Action. These alternatives were: 1) expanded trackage rights to CN; 2) implementation of the Chicago Region Environmental and Transportation Efficiency (CREATE) Program in lieu of CN's acquisition of the EJ&E rail line; 3) acquisition of a different rail line within the Chicago metropolitan area; and 4) construction of a bypass outside of the EJ&E rail line in Northern Illinois. In general, SEA found

these alternatives to be unreasonable because they would not give CN full ownership and use of a continuous rail route around Chicago, or the Applicant's could not gain access to EJ&E rail yards.

CONCLUSION

This biological report evaluates Federally listed species known to occur at present or historically in the greater Chicago region. Four species were eliminated from further consideration because they do not presently occur in proximity to the Action Area, or because they occur only in areas where no construction or operational impacts are reasonably anticipated. Five species (Indiana bat, Hine's emerald dragonfly, Karner blue butterfly, Eastern prairie fringed orchid, and leafy prairie clover) were evaluated because preliminary information indicated that they do occur or might occur in or near the Action Area. After a detailed review of available information and habitat-level field surveys, determinations of "may affect but not likely to adversely affect" were made for all five species. For one species, the EPFO, the Applicant has agreed to conduct pre-construction surveys and to re-initiate consultation if the species is found within an area of proposed activity. Several mitigation measures have been proposed by the Applicant and by SEA, some of which are expected to benefit listed species or protect or manage habitat.

LIST OF DOCUMENTS

Surface Transportation Board, Section of Environmental Analysis. July 2008. *Draft Environmental Impact Statement for the Proposed Canadian National Railway Company Acquisition of the Elgin, Joliet & Eastern Railway Company.* Finance Docket No. 35087. Canadian National Railway Company and Grand Trunk Corporation—Control—EJ&E West Company.

Surface Transportation Board, Section of Environmental Analysis. December 2008. *Final Environmental Impact Statement for the Proposed Canadian National Railway Company Acquisition of the Elgin, Joliet & Eastern Railway Company.* Finance Docket No. 35087. Canadian National Railway Company and Grand Trunk Corporation—Control—EJ&E West Company.

GLOSSARY

Action Area	Under the Federal Endangered Species Act, the area potentially subject to direct or indirect project-related impacts.
Anthers	The part of a flower which contains pollen.
Barrens	A sparsely vegetated natural community, with few trees or widely scattered trees; often, with exposed bedrock or very shallow soils
Bivoltine	Two generations per year.
Buckthorn	A weedy shrub or small tree, originally Eurasian, introduced to the U.S. as an ornamental probably in the 1850s. It tends to form solid stands and shade out native species.
Calcar	A spur-like projection on the leg of a bat.
Calcareous	With a high proportion of calcium carbonate; alkaline, with a relatively high pH. In the Chicago region, usually referring to soils associated with limestone or dolomite bedrock.
Calyx	A part of a flower, lying underneath the more conspicuous petals.
Cohorts	A group of individuals experiencing events within the same timeframe.
Conservation easement	A legal restriction on land use; usually used to ensure that land is maintained as open space. Usually the landowner accepts a cash payment or receives a lower tax rate in return for giving up development rights.
Critical habitat	A designation under the Federal Endangered Species Act, defined as (1) specific areas within the geographical area occupied by the species at the time of listing, if they contain physical or biological features essential to conservation, and those features may require special management considerations or protection; and (2) specific areas outside the geographical area occupied by the species but essential for conservation. All Federal agencies must ensure that any actions they authorize, fund, or carry out are not likely to jeopardize the continued existence of a listed species, or destroy or adversely modify its designated critical habitat.
Cyprinid	A type of minnow, or small fish; referring to a large and widely distributed family of species.
Density	Number of individual animals per unit of area; for example “six dragonflies per acre” is a measure of density.
Detritus	Accumulated organic material, in this context found on the bottom of aquatic habitat.
Disjunct	Separate from, isolated.
Distally	Remote, farther from a point of reference.
Dolomite	A type of rock composed of calcium magnesium carbonate. Similar to limestone but with the presence of magnesium. The dominant underlying bedrock of the Chicago region.
Dolomite prairie	A grassland community on thin soils over dolomite bedrock. Variants ranging from wet to dry have been described.
Dormancy	A period when growth, development, and (in animals) physical activity is suspended.
Elliptical	Generally, an elongated oval.

Exfoliating bark	Loose bark on a living or dead tree, with a gap or space beneath. Often the condition is temporary, with the bark falling away after months to years.
Extant	Still in existence, not extinct.
Extirpated	Local extinction, as when a species ceases to exist at a given location but still exists elsewhere. Loss of a population.
Fecundity	The ability to reproduce; reproductive potential.
Fen	A type of wetland fed by alkaline groundwater.
Formal consultation	Under Section 7 of the Federal Endangered Species Act, a process for Federal Agencies to determine to effects of an action on one or more protected species, resulting in the issuance by U.S. Fish and Wildlife Service or National Marine Fisheries Service of a biological opinion.
Fusiform	A spindle-like shape, wider in the middle and tapered at both ends.
Glades	Open communities with sparse vegetation on exposed bedrock or very thin soils.
Graminoid	Dominated by grasses.
Habitat Conservation Plan	Under Section 10 of the Federal Endangered Species Act, a mechanism to authorize "take" of a protected species in return for habitat preservation, habitat management, or some other set of actions intended to help conserve the species.
Habitat fragmentation	The breaking up of once continuous habitat into smaller and more isolated remnants as a result of agriculture, urban development, or some other (often human-caused) event or set of events.
Herbaceous	Low-growing plants that die back to the soil level at the end of the growing season. In this context, referring to the ground layer of vegetation.
Hibernacula	Places of hibernation or dormancy, for example caves where bats spend the winter in a state of inactivity.
Hydrology	Study of the movement, distribution, or quality of water.
Incidental take	Under the Federal Endangered Species Act, the "take" (loss of or harassment of) a species "incidental" to some other action; that is, the take is not the primary intent of the activity, but it is a result of the activity.
Inflorescence	A group or cluster of flowers on a stem.
Informal consultation	Under Section 7 of the Federal Endangered Species Act, informal discussions or correspondence between Federal Agencies to determine whether a proposed activity might affect protected species. Informal consultation can end when the agencies agree that there will be no adverse affect, or it can be elevated to formal consultation.
Insectivores	Animals which feed primarily on insects.
Instar	A developmental stage of arthropods or insects, with each instar separated by a molt, or a shedding of the exoskeleton.
Interdunal	Low, usually wet, areas between dune ridges.
Jurisdictional wetlands	Wetlands regulated by the U.S. Army Corps of Engineers.
Larva (or larvae)	The young or juvenile stage of an animal.
Libellulids	A group or family of dragonflies, including many common and widespread

	species.
Loess	A type of soil deposited by wind.
Marsh	A type of wetland dominated by emergent vegetation such as cattail or bulrush, but usually without trees or shrubs.
Mesic	A habitat type with a moderate or well-balanced amount of moisture.
Mesic prairie	A moderately moist prairie or grassland.
Metapopulation	A group of populations connected by occasional or infrequent dispersal; thus, if one sub-population goes extinct, it may eventually be recolonized from a nearby source population.
Mycorrhizae	A usually symbiotic association between a fungus and the roots of a plant.
Perennial	A plant that lives for more than two years, with root stock persisting through dormant periods.
Photosynthesis	The process by which plants convert sunlight to energy.
Physiographic	Referring to a region described on the basis of topography, rock type, geology, or related physical processes.
Pinnately	Feather-like or multi-divided leaves.
Pollination	The process that transfers pollen grains from one plant to another; in the context of this document, pollination by insects carrying pollen among plants.
Prescribed burning	Intentional or planned burning as a management tool, usually to halt the spread of woody plants and to encourage native fire-adapted species.
Post-glacial	Usually referring to events, such as water and windborne sediment deposition, associated with the melting and retreat of the glaciers approximately 12,000 years before present.
Primordia	Young leaves, recently formed from the shoot.
Proximate	Nearby, in proximity.
Pupae	A life stage of some insects, a period of dormancy during metamorphosis from larva to adult.
Qualitative	Involving a high degree of subjectivity; not quantitative.
Quantitative	Measured, or measurable; documented in numbers.
Riparian	The interface between land and stream; often, a distinctive vegetation community along a streambank.
Rivulets	Small streamlets, in the context of this document referring to Hine's emerald dragonfly habitat, and usually less than a foot wide and less than a foot deep; usually with slow but visible flow, and usually originating from a seep or spring and flowing through marsh or sedge meadow.
Safe Harbor Agreement	Under the Federal Endangered Species Act, an agreement between U.S. Fish and Wildlife Service and a private landowner which assures that the landowner will not be penalized for actions such as land management which attract or increase populations of protected species. A Safe Harbor Agreement can authorize certain levels of "take" consistent with the overall land management objectives.
Savanna	An open wooded community, in the Chicago region usually defined as widely spaced oaks with a canopy cover of 5 to 30 percent.
Sedge meadow	A type of wetland dominated by sedges, often with a tussock-forming growth

	habit.
Seed broadcast	Spreading seed by hand or with light machinery.
State-listed	An animal or plant protected under a state endangered species act.
Stochastic	A process with both predictable and unpredictable outcomes; a certain amount of randomness limits predictive ability. For example, wildfire and flooding are stochastic processes which occur at variable intervals. In the long term, stochasm results in a more diverse ecosystem.
Successional	The process by which one plant community replaces another in a relatively predictable sequence; for example, gradual encroachment of woody vegetation into a prairie in the absence of fire.
Symbiotic	A cooperative relationship, one which benefits both parties. For example, a fungus may draw nutrients from a plant root, and also increase water uptake ability, thus enhancing survival during drought.
Temporally	Relating to time.
Teneral	A state immediately following metamorphosis of an insect from larva to adult; usually characterized by a soft exoskeleton or wings and with adult coloration not yet completely present. In the case of Hine's emerald dragonfly, the condition is though to last hours to a day or two, during which time the wings are soft, flight ability is limited, and eyes gradually change color from dark brown to bright green.
Thermoregulation	Using air or ground temperature, sunlight, or shade to regulate body temperature.
Transects	Straight lines with defined start and end points and known direction, traversed by biologists during the gathering of data.
Typha	Cattails.
Wet prairie	A grassland community with the water table at or above the ground surface for part of the year.

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Attachment A

Department of Interior Correspondence

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IN REPLY REFER TO:

TAKE PRIDE IN AMERICA

September 29, 2008

ER 08/833

Ms. Phillis Johnson-Ball
Surface Transportation Board
395 E Street, SW
Washington, DC 20423
Ref: STB Finance Docket No. 35087

Dear Ms. Johnson-Ball:

The Department of the Interior (Department) has reviewed the July 2008 Draft Environmental Impact Statement (DEIS) for the proposed Canadian National Railway Company and Grand Trunk Corporation (Applicants) acquisition of the Elgin, Joliet, and Eastern Railway Company (EJ&E). Coordination between the Surface Transportation Board's (STB) Section of Environmental Analysis (SEA) and the U.S. Fish and Wildlife Service (Service) began during the scoping process. With respect to resources or issues for which the Department or its bureaus have jurisdiction or special expertise, we offer the following comments and recommendations for your consideration.

GENERAL COMMENTS

The DEIS provides a considerable amount of general information on issues of concern to the Department, but detailed analysis is often lacking. The proposed action and alternatives, which include the construction of six new connections and the installation of 19 miles of double track, would result in environmental impacts of varying severity depending on the particular location within the project area. All alternatives would result in greater environmental impacts than the no action alternative. The DEIS does not adequately identify adverse impacts to the Service's trust resources (federally listed species and migratory birds) and does not fully disclose impacts to other wildlife. As a result, the DEIS fails to consider and describe appropriate mitigation for these environmental impacts.

There is confusion about which agencies own or manage conservation lands in the two affected States, where conservation lands are located in relation to either the EJ&E or CN tracks, and about lands that have utilized Land and Water Conservation Fund monies, among other issues. A major problem in sections of the DEIS dealing with the Indiana portion of the project is a failure to provide adequate maps and descriptions of the main line and other tracks in the

Gary/Hammond/East Chicago/Whiting area (Lake Front Line, City Track, etc.) so that specific locations of important natural resources areas can be ascertained in relation to the tracks (Figures 2.1-1, 3.1-1, and 3.11-1 are not of sufficient detail to be adequate; Figure E-1, Sheets 29 through 32, provide better detail but do not name the tracks or provide the Segment numbers that are used throughout the text). The text does not clearly distinguish between the EJ&E main line and other EJ&E tracks in the discussion of project impacts. In particular, the proximity of any EJ&E tracks to the Indiana Dunes National Lakeshore is not clearly apparent, other than the Gaylord Tract in Griffith.

The specific comments below address these concerns in more detail and provide recommendations to correct these deficiencies in the final EIS. We also recommend that SEA coordinate further with the Service to resolve differences of opinion concerning project impacts to Service trust resources. If differences remain, SEA should ensure that the opposing views are disclosed and adequately discussed in the final EIS.

SPECIFIC COMMENTS

Proposed Action and Alternatives (Chapter 2)

Section 2.2.1.4, Planned Phased Integration of Applicants' Operating Plan: This section discusses the proposed phased implementation of the CN take-over of the EJ&E system. The Lake Front Line and Whiting Branch are mentioned several times, but no mention is made about the Hammond Branch, City Track, or the other tracks listed on Table 3.3-2 of Appendix E. It is indicated that service would not change on the Whiting Branch, but in Phase 3 there would be longer trains on the Lake Front Line, which essentially borders Lake Michigan through northwestern Gary and northern East Chicago, Whiting, and Hammond, Indiana to South Chicago, Illinois. These longer trains on the Lake Front Line are not discussed in Chapter 4, Environmental Consequences, section of the DEIS, despite the fact that these longer trains could adversely impact other existing and proposed uses of the Lake Michigan shoreline (e.g., the Marquette Plan, including a trail).

It is also not clear which track borders the north side of Clarke and Pine and Pine Station State Nature Preserves, west and east, respectively, of Clark Road in Gary. (Table 3.3-2 in Appendix E lists 2 at-grade crossings of Clark Road using names not found anywhere in the text.) Because these habitats are unique, this track and any changes or lack of changes in operation need to be mentioned here and discussed in Chapter 4, Environmental Consequences.

Section 2.4.1, Rail Connection Alternatives-Munger, Illinois: This section describes all of the alternatives considered for the six proposed rail connections, including the proposed and no-build alternatives. The Service supports the No-build at Munger alternative to avoid direct or indirect impacts (noise) to Service trust resources (migratory birds) that would result from the Munger build alternatives in Pratt's Wayne Woods Forest Preserve (PWWFP). As the DEIS notes in Section 3.11.6.3, PWWFP provides important habitat for state listed, wetland, and grassland birds. If a build alternative is chosen, the Service supports the Applicant's Proposed Munger Connection (Section 2.4.1.2) because changes were made to the Original Munger alternative to avoid PWWFP land (wetlands in particular). The Munger Alternative-UP Connection would also avoid wetland impacts at PWWFP; however, other offsite environmental

impacts (impacts to the southern end of Pratt's Wayne Woods and Brewster Creek Fen Nature Preserve) would result from this alternative.

Section 2.4.2, Rail Connection Alternatives-Joliet, Illinois: The Service supports the No-build at Joliet alternative to avoid direct impacts with the Hine's emerald dragonfly which occupies habitat in the vicinity of this alternative. This issue will be addressed in Section 4.11, Biological Resources and should be addressed in the final EIS.

Table 2-9: This table presents a summary of potential environmental impacts due to changes in rail operations. We disagree with several of the conclusions made by SEA in regard to impacts on biological resources. The conclusions are located in the proposed action column. Specifically, we disagree with SEA's conclusions that the proposed action would not have an adverse effect on plant communities, wildlife, conservation and natural areas, wetlands, federally listed species (including the Hine's emerald dragonfly), state listed species, and water resources. Since land not currently used for railroad purposes will be taken for the proposed rail connections, plant communities and wildlife habitat will be affected and, in some cases, wetlands will be filled. Stating that wetlands would not be affected "as no changes in drainage patterns would occur" is incorrect. The filling of wetlands will adversely affect the wetlands whether or not drainage patterns are modified by the filling. Some conservation lands will be adversely affected by increases in numbers of trains passing them, with resultant noise and air pollution impacts. We disagree with the conclusion that the noise level increase of 65 dBA or greater would not result in adverse effects. These statements in Table 2-9 do not agree with the discussion of project impacts in Chapter 4, Environmental Consequences. These discrepancies should be addressed in the final EIS.

Table 2-10: This table presents a summary of potential environmental impacts for the Munger Connection. We agree with SEA's conclusion that the Proposed Munger Connection would result in "increased noise and indirect loss of habitat, potentially decreasing the breeding activity of marsh birds." However, this conclusion should be made for the Munger-Original Proposal and Munger-Northwest Quadrant alternatives.

We disagree with SEA's conclusion that there would be no effects to federally listed species. This determination cannot be made for the eastern prairie fringed orchid without conducting a habitat assessment or surveys in suitable wetland habitat. The conclusion in the table should be revised in the final EIS. This issue is addressed in greater detail in our comments regarding Section 4.11, Biological Resources.

Table 2-11: This table presents a summary of potential environmental impacts for the Joliet Connection. We disagree with SEA's conclusion that there would be no effects to federally listed species. As noted above, the proposed construction could result in take of the Hine's emerald dragonfly. The conclusion in the table should be revised in the final EIS. This issue is addressed in greater detail in our comments regarding Section 4.11, Biological Resources.

Tables 2-12 and 2-16: These tables present summaries of potential environmental impacts for the Matteson Connection and for proposed double tracking. We disagree with SEA's conclusion that there would be no effects to federally listed species since this determination cannot be made for the eastern prairie fringed orchid without conducting a habitat assessment or surveys in

suitable wetland habitat. The conclusions in the tables should be revised in the final EIS. This issue is addressed in greater detail in our comments on Section 4.11, Biological Resources.

Table 2-13, Summary of Potential Environmental Impacts – Griffith Connection: This table indicates that there would not be an effect on local parks, but in Chapter 4, Environmental Consequences, it is acknowledged that the Griffith Historical Park and Depot Museum may be affected to some extent because it is immediately adjacent to the proposed connection. This table also states that there would be no effect on wildlife, despite the fact that several acres of prairie, woodland, and wetland habitat would be converted to railroad embankments and tracks. Chapter 4, Environmental Consequences, acknowledges that wildlife will be impacted by this connector. These discrepancies should be addressed in the final EIS.

Table 2-14, Summary of Potential Environmental Impacts – Ivanhoe Connection: This table also states that there will be no effect on wildlife. However, birds and small mammals that utilize the existing remnant prairie along the south side of the CSXT tracks will lose habitat. Under Biological Resources, it is indicated that there will be "potential effect on wetlands and dry woodlands species" of State-listed threatened and endangered species, but under Water Resources, it is stated that the project "would not affect wetlands." This inconsistency needs to be addressed.

Table 2-15, Summary of Potential Environmental Impact – Kirk Yard Connection: This table makes similar statements about potentially affecting wetland and prairie species of threatened wildlife, while not affecting wildlife or wetlands. These inconsistencies need to be corrected.

Affected Environment (Chapter 3)

Section 3.1.2.2, Yard Operations: This section states that the Whiting Yard in Indiana is located "just southeast of Kirk Yard," although it is actually about 6 miles northwest of Kirk Yard.

Section 3.3.1, Regional and Local Highway Systems: The discussion in this section, as well as in section 4.3.1, of existing conditions and with-the-project conditions of highway/rail at-grade crossings in Gary, Indiana, does not adequately describe the crossing situation in that community. At this time, the only grade-separated crossing of the EJ&E tracks with a roadway in Gary is Industrial Highway (former US 12) near Gary-Chicago International Airport. Industrial Highway has an at-grade crossing of the CSXT Railroad double main line track a short distance northwest of the EJ&E grade separation. However, Chicago Avenue intersects Industrial Highway in the same general area, parallel to the CSXT tracks, and has an interchange with Cline Avenue/SR912. This configuration will change, however, when the EJ&E tracks are moved around Gary-Chicago International Airport, at which time the grade-separation will be removed and at-grade crossings will be provided at Industrial Highway and Chicago Avenue. At some unknown date, a grade separation will again be provided over Industrial Highway and Chicago Avenue will be closed. However, the airport's ultimate plans, not covered under the 2005 FAA Record of Decision, are to close Industrial Highway entirely in order to lengthen the north-south runway.

Fifth Avenue (US 12-20) is a 4-lane highway that is the main entrance to the west side of Gary and includes an interchange with Cline Avenue about 0.5 mile west of the EJ&E at-grade crossing; it is a Department of Transportation designated heavy truck route that traverses the city

west to east. This highway is not even mentioned on page 3.3-37. Ninth Avenue is a 2-lane city street that crosses the EJ&E at-grade. It does not intersect with Cline Avenue and currently does not proceed into Hammond but connects with a service road parallel to Cline Avenue that connects with 15th Avenue. Therefore, it is not an alternative to either 5th or 15th Avenues. Fifteenth Avenue is a 2-lane city street serving commercial and industrial properties near the EJ&E at-grade crossing and mostly residential properties to the east; 15th Avenue intersects with Cline Avenue. Twenty-fifth Avenue is a 2-lane city street primarily serving residential areas; it does not intersect with Cline Avenue, but does proceed into Hammond. The seven unnamed roadways that have grade separated crossings of some part of the EJ&E tracks in Gary need to be named, and it should be acknowledged that they are not main entrances to the city from the west over the EJ&E double track main line.

Therefore, at this time, only Industrial Highway and Chicago Avenue are available to provide unobstructed access to the west side of Gary from Cline Avenue, which is the main north-south highway connection to Interstate Highways 80-94 and 90, area steel mills, and adjacent communities west of Gary. This unobstructed entrance will be lost during the unknown time period after the initial relocation of the EJ&E tracks around Gary-Chicago International Airport and before the construction of the Industrial Highway grade separation over the EJ&E (even though Industrial Highway may eventually be closed). With increased numbers of trains and longer trains on the EJ&E tracks with the project, access to and from the west side of Gary to Cline Avenue and adjacent communities could be significantly compromised unless another grade separation is provided.

This possible traffic impairment into and out of Gary is of concern to this Department because of the proximity of Ivanhoe Dune and Swale Nature Preserve and Ivanhoe South Dune and Swale to both the EJ&E tracks and 5th Avenue. Since 5th Avenue/US 12-20 is the major highway access for western Gary, it would appear that a grade separation will be needed at this location, regardless of the current and estimate traffic volumes (Level of Service) discussed in the DEIS. Either a grade separation of the EJ&E over 5th Avenue or 5th Avenue over the EJ&E would likely adversely impact the Ivanhoe Dune and Swale natural area complex. These preserves support the federally endangered Karner blue butterfly (*Lycaeides melissa samuelis*) and numerous Indiana-listed species of plants and animals. These dune and swale habitats are recognized as a Globally Imperiled Ecosystem.

Therefore, we request that the Surface Transportation Board provide a detailed discussion of the possible need for a grade separation at 5th Avenue/US 12-20 and the EJ&E Railroad, as well as the environmental consequences of such a separation, in the final EIS. Either grade separation structure would require retaining walls rather than side slopes in order to reduce the footprint of the structure and the impact on the Ivanhoe preserves. We believe that it is necessary for STB to address this issue because a grade separation would not be needed at this location "but for" the proposed project.

The discussions about Hammond, East Chicago, and Whiting need to make clear that the EJ&E lines being addressed are not the main line extending south and west from Kirk Yard into Illinois, which is the line that will experience the increases in numbers and sizes of trains. These cities are instead along lightly used spur lines that apparently would not have increased traffic as a consequence of the project.

Section 3.3.4, Airports: This section, as well as section 4.3.4, needs to discuss the ultimate plans of Gary-Chicago International Airport to close Industrial Highway at some unknown time in the future if the north-south runway is to be extended.

Section 3.5, Land Use: This section describes the land at the proposed Griffith connection between the CN and EJ&E Railroads as "vacant land." This land is apparently not zoned but is just there, unoccupied by a specific use. Based upon the Service's review of the area, it would more naturally be called "open space" since it consists of dry sand prairie, wetland, and savanna/woodland. Several abandoned rail rights-of-way cross the site, but native habitats dominate. Zoned "land use" does not necessarily describe the current land use, as is the case at this site. This same type of distinction can be made at the proposed Ivanhoe connector site, which is apparently zoned "open space" but is primarily industrial land, except for remnant prairie along the south side of the CXST track. "Open space" is the correct designation for the Ivanhoe dune and swale complex north of the proposed Ivanhoe connector.

Section 3.5.5, Public Lands: This section discusses various types of public lands in the project area but leaves the reader very confused about the subject. Both Indiana and Illinois have Nature Preserve systems; Indiana has County Park systems and no Forest Preserve systems; Illinois has Forest Preserve systems and no County Park systems within the counties affected by the proposed project. These distinctions are not made clear in this Public Lands discussion. This section needs to clearly explain the similarities and differences in the public land systems between Indiana and Illinois. For example, Table 3.5-2, Forest Preserves Adjacent to the EJ&E Rail Line, does not make clear that this system exists only in Illinois; all it states is that there are no forest preserves located near the EJ&E rail line in Lake County, Indiana. A reviewer unfamiliar with the distinctions between the two State systems would therefore believe that there are no designated, significant natural habitats along the EJ&E line in Indiana, which is not the case.

Section 3.5.5.6, Nature Preserves, and Table 3.5-3: The information provided in this section is also confusing. Listed lands are described as "south of" or "west of" the EJ& E line, but there is no indication if they are immediately adjacent to the main rail line or one of the spur lines, which is the important issue. Hoosier Prairie in Griffith is, in fact, along both the CN line and the EJ&E line. When the entire site is considered, it is about 600 acres in size, not the 430 acres listed in the table. Ivanhoe Dune and Swale is east, not west, of the EJ&E main line. Clarke and Pine and Pine Station Nature Preserves are along the south side of one of the spur lines of the EJ&E; this line should be named in the table.

Table 3.5-4, Resource-Rich and Protected Areas Adjacent to the EJ&E Rail Line: This table is also very confusing. Apparently, this terminology is used only in Illinois for specific resources; however, this is not made clear either in the discussion or in this Table. The last line of the table states that "No protected areas are located near the EJ&E rail line in Lake County, Indiana." This would lead the reviewer to conclude that there is nothing of importance along the EJ&E Railroad in Indiana, which is clearly not the case. Therefore, it must be made clear that this Resource-Rich and Protected Areas designation refers only to Illinois; any references to Indiana need to be removed.

Table 3.5-9, Trails and Greenways in Lake County, Indiana: This table is incorrect about most of the trails. The Northwest Indiana Regional Planning Commission (NIRPC) does not manage

the trails, although they published the regional trail map and are involved in trail planning. The Little Calumet River Trail is a component of the Little Calumet River Flood Protection and Recreation Project being constructed by the Chicago District, U.S. Army Corps of Engineers, with the Little Calumet River Basin Development Commission (LCRBDC) being the local sponsor and the trail manager, in conjunction with the cities and towns the trail passes through. The trail is located, or will be located, along levees either north or south of the river and crosses the EJ&E min line tracks in Griffith. The Grand Calumet River and Marquette Corridor Trails do not exist, although there is a Marquette Trail on a portion of an abandoned Indiana Harbor Belt (IHB) rail corridor within the Indiana Dunes National Lakeshore (INDU) in Gary. The Marquette Trail is administered by INDU. The plan is for a trail near the Lake Michigan shoreline of Indiana between Illinois and Michigan, not Ohio. The only part presently existing is in the vicinity of Whihala Beach County Park in Whiting, which may mean it is near the EJ&E Lake Front Line. Portions of the Grand Calumet River trail are in the planning stage; it will be constructed on city streets and the river shoreline both north and south of I-90/Indiana Toll Road. The Oak Savanna Trail is along an abandoned railroad grade and is administered by the Lake County Parks and Recreation Department. The Prairie Duneland Trail is also along an abandoned railroad grade and is administered by Portage, Chesterton, and Porter County.

Table 3.5-11, Land and Water Conservation Fund Properties: This table omits Hoosier Prairie and Clarke and Pine Nature Preserves, although both have received funding from the Land and Water Conservation Fund. We acknowledge that the National Park Service Website references (http://waso-lwcf.ncrc.nps.gov/public/index.cfm) do not list these two properties, but information about the funding is available from the Indiana Department of Natural Resources, Divisions of Outdoor Recreation and Nature Preserves.

Section 3.10.2, Existing Conditions: This section describes the existing conditions with respect to noise and vibration. It describes the Kirk Yard as being "between the shore of Lake Michigan to the north, the US Steel Gary Works to the east, an interstate highway to the south, and rail lines to the west." However, Kirk Yard is not along the shoreline of Lake Michigan; it is inland about a mile and the US Steel Gary Works is between it and the Lake.

Section 3.11, Biological Resources: This section describes the biological resources of the Study Area, which is a 1-mile-wide corridor centered on the EJ&E and CN rail lines.

Section 3.11.1, Background, and 3.11.6, Conservation and Natural Areas within the Illinois Study Area: Figure 3.11-1 in section 3.11.1 displays natural areas that would be affected by the proposed action and section 3.11.6 describes the natural areas. We note that the northern portions of MacArthur Woods and Middle Fork Savanna were not highlighted on the figure and were not described in these sections. These forest preserves are located along the EJ&E arch and provide habitat for Service trust resources. Therefore, the final EIS should highlight and describe these natural areas.

Figure 3.11-1 should be revised to designate the rail lines by segment number, since segment numbers are used in the text.

Table 3.11-1, Invasive and Nonnative Plant Species: Spotted knapweed (*Centaurea maculosa*) is another significant nonnative, invasive plant species that should be added to the list in this table and discussed in section 3.11.3.2, particularly since it is prevalent along railroad rights-of-way.

Table 3.11-2, Common Wildlife Species in the Study Area, and Table 3.11-3, Common Migratory Birds in the Study Area: These tables actually list many species that are very uncommon in the area, including those that are Indiana and/or Illinois listed rare species, as shown in Table 3.11-7, State-listed Threatened & Endangered Species Potentially within Illinois and Indiana Study Area. Common species would instead include American robin, blue jay, gray squirrel, white-tailed deer, and similar species that have adapted to living in human-dominated habitats. The rarer species are most often found within the Nature Preserves, Forest Preserves, and other significant habitats. Osprey, black-crowned night heron, and common loon are not "common" migratory birds within the study area (Table 3.11-3). Some of the birds listed migrate through the area but are not known to nest, while others on the list are known nesters.

There is also a large heron rookery in Lake County, Indiana, west of Cline Avenue and south of the Little Calumet River, which is about a mile west of the EJ&E main line. Although the rookery itself is outside of the mile-wide Study Area, the birds feed along the river in the vicinity of the railroad river bridge and numerous other locations along the river and area wetlands. Great blue heron, great egret, green heron, and black-crowned night heron have been known to nest at this rookery.

Section 3.11.7, Conservation and Natural Areas within the Indiana Study Area: This section mentions "county forest preserves," but Indiana does not have a County Forest Preserve system, instead having a County Park system. This section continues the confusing conservation land discussions mentioned previously in our comments and needs clarification. Table 3.11-5 and the discussion in this section need to indicate what community the various lands are located in, particularly since some of them are not shown on Figure 3.11-1. We have no idea if any of the unnamed high quality natural communities discussed include the EJ&E prairie, which is located east of Clark Road at the west end of the Kirk Yard. This sand prairie and wetland complex is a remnant dune and swale habitat not far from Clarke and Pine and Pine Station Nature Preserves and is an area the Indiana natural resources agencies are interested in preserving and enhancing, possibly as mitigation for the impacts of this STB project. This area is discussed further in our comments on Chapter 6, Mitigation.

Except for the Gaylord Butterfly Tract, the Hoosier Prairie State Nature Preserve is owned and managed by the Indiana Division of Nature Preserves, even though it is a component of the Indiana Dunes National Lakeshore and a National Natural Landmark. The Gaylord parcel is south of the main section of Hoosier Prairie and is adjacent to the south side of the EJ&E right-of-way in Segment 5B. Hoosier Prairie also includes an 18-acre parcel adjacent to the south side of the EJ&E main line immediately west of Kennedy Avenue.

The discussion of Clarke and Pine and Pine Station Nature Preserves should identify which EJ&E track is adjacent to the properties. Pine Station is both north and south of the Grand Calumet River and it is both owned and managed by the Indiana Division of Nature Preserves.

It is not clear why the Indiana Dunes National Lakeshore is mentioned, because other than owning the Gaylord Butterfly Tract in Griffith, it appears that INDU is not located along any of the EJ&E tracks. Therefore, the proximity of INDU to any of the EJ&E tracks needs to be clarified.

Section 3.11.8, Threatened, Endangered, and Sensitive Species: This section describes the federally listed species that have the potential to occur in the study area. In reference to the Hine's emerald dragonfly, it is noted that the Service has an agreement with EJ&E rail line for train operations on the Paul Ales Branch and that trains operate between 4 to 6 miles per hour to reduce adult mortality from direct train collisions. Furthermore, the DEIS notes that the reduced speeds minimize impacts to larval Hine's emerald dragonflies from "squishing" ground water from beneath the railbed, releasing sediments into larval habitat next to the railroad embankment. The final EIS should clarify that the speed limits were imposed by the special conditions of the 1996 U.S. Army Corps of Engineers (COE) permit (Permit # 199600211). Additionally, it should be clarified that the there is not an agreement in place between EJ&E and the Service; Commonwealth Edison was the applicant for the 1996 permit. It is our understanding that EJ&E operates trains on the line, the Metropolitan Water Reclamation District owns the land within the right-of-way, and Midwest Generation owns the rail line.

In reference to habitat for the eastern prairie fringed orchid, the EIS should also list wet to mesic prairie and marsh edges as suitable habitats. The DEIS notes two locations where the orchid was last recorded in the vicinity of the EJ&E. However, the orchid could be found in suitable wetland habitat throughout the study area and, as noted above, habitat assessments need to be conducted to determine whether suitable habitat is present.

Concerning the Karner blue butterfly, no critical habitat has been designated for the species anywhere throughout its range, so the Study Area is not the only area with no designated critical habitat. All of the Karner blue's larval stages utilize wild lupine (*Lupinus perennis*) as their sole food source, not just "several" of them.

In its February 12, 2008, letter to STB concerning the Draft Scope of Study for Finance Docket No. 35087, the Service's Bloomington, Indiana, Ecological Services Field Office stated that the proposed project area is within the range of the federally endangered Indiana bat (*Myotis sodalis*). The Service indicated that this species may be found along the floodplain of the Little Calumet River, which is crossed by the EJ&E main line tracks. However, this species is not listed on table 3.11-6 and is not discussed in this section of the DEIS. Based upon knowledge of the species, it is the position of the Service that the Indiana bat is considered to be present in suitable habitat unless proven otherwise. The Little Calumet River floodplain is considered suitable habitat although no studies have been undertaken along the river corridor in Lake County to prove or disprove the presence of the Indiana bat. The species is known along the East Branch of the river in adjacent Porter County. We therefore request that the Indiana bat be addressed in this section of the final EIS, as well as in section 4.11.

Section 3.12, Water Resources: This section discusses the various permits that may be needed by the Applicants because of project impacts to wetlands and/or Waters of the United States or Waters of the States. However, it confuses the Indiana Department of Environmental Management's (IDEM) Section 401 authority with the Federal Consistency Review requirements of the Indiana Department of Natural Resources. These are two separate and distinct reviews done by different agencies. Also, the discussion only addresses use of Nationwide Permits or the Indiana Regional General Permit No. 1, not the procedure if an individual permit is required under Section 404 of the Clean Water Act or Section 10 of the 1899 Rivers and Harbors Act. Both types of permits need to be discussed.

Section 3.12.5, Wetlands: This section notes that the Applicants would be required to conduct wetland delineations as part of Section 404 of the Clean Water Act. The Service recommends that the delineations and habitat assessments (e.g., Floristic Quality Assessments) be conducted during the growing season for greatest accuracy and reliability.

This section also needs to acknowledge publicly owned wetlands along the Little Calumet River in Lake County, Indiana. These wetlands are owned by the LCRBDC as part of the flood control project lands.

Environmental Consequences (Chapter 4)
As stated previously, we believe that a grade separation will likely be needed at 5th Avenue in Gary, Indiana, because it is the main west-side access into and out of the city. Therefore, the consequences of such a structure need to be addressed in this section.

Section 4.2.5, Hazardous Material Transportation Safety: This section needs to indicate whether or not herbicides and pesticides that could impact wildlife will be carried by the trains and may be released in an accident. If such materials spilled near a site containing endangered wildlife, such as the Karner blue butterfly, the population could be decimated before containment and clean-up is achieved. Temporarily restricting use of a water body that has received a spill may help keep humans away, but it will not help the wildlife that utilize the water body and cannot escape it.

Section 4.5, Land Use: This section states that the proposed action would not affect public lands in Indiana (page 4.5-3). We disagree. The Gaylord Butterfly Tract and the Hoosier Prairie 18-acre Kennedy Avenue tract would be affected by proximity effects, such as increased noise, because they are immediately adjacent to the EJ&E main line. The 18-acre Kennedy Avenue tract could also be impacted by any changes to the at-grade crossing at location. As previously noted, both Clarke and Pine and Hoosier Prairie Nature Preserves are Section 6(f) Land and Water Conservation Fund properties.

Construction of the Griffith connector (page 4.5-11) may not impact land use patterns, but it would certainly impact current use at the site, which is undeveloped open space. This is described as 3.25 acres of vacant land, which is actually sand prairie, wetland, and savanna/woodland. Section 4.11, Biological Resources, states that although there are natural habitats in the proposed connection areas, "the affected wildlife habitat is general minor [sic] and wildlife is mobile" so the proposed construction would not affect wildlife. This no-effect is not accurate. Wildlife forced to move from their habitat or die are "affected"; any eggs or immobile individuals will be killed. Wildlife do not necessarily have other habitats to move into because those habitats are already occupied. Wildlife have specific home ranges of certain sizes, and wildlife cannot be "stacked" into remaining habitats. Therefore, all of the wildlife species utilizing the 3.25 acres of natural habitat at the Griffith connector will be adversely affected through loss of habitat. These wildlife include insects, amphibians, reptiles, birds, and mammals. More detailed descriptions of the habitats at the Griffith connector site are necessary (page 4.11-16). The wetland at the Griffith connector site is not just a palustrine emergent seasonal type; it also includes scrub-shrub and forested components (Table 4.12-7, Wetland Effects from Proposed Connections). We agree that a botanical survey is necessary at the Griffith connector site prior to construction. Such a survey is also needed at the Ivanhoe connector site because of the remnant prairie along the south side of the CSXT tracks.

Section 4.10, Noise and Vibration: This section discusses noise impacts from the proposed action and estimates the number of noise-sensitive receptors that would be affected by increased average noise levels (in dBA). However, SEA's analyses only considered noise impacts on humans and did not consider the effects of noise on wildlife (specifically migratory birds), although the effects on wildlife are mentioned in Section 4.11. In this section, SEA determined that noise levels less than 65 dBA are generally not considered adverse to human health and welfare. SEA also determined that the majority of the EJ&E segments would experience noise levels of 65 dBA or greater and that seven of the segments would experience noise levels of 70 dBA or greater. The noise levels for some of these segments could approach 100 dBA since the existing noise levels at some of the monitoring stations in Table 3.10-2 show dBAs currently above 80 dBA and up to 92 dBA. In addition, average sound exposure levels (SEL) for locomotives horns, locomotives, and rail cars along the EJ&E are 104.1 dBA, 93.9 dBA, and 91.7 dBA, respectively.

Section 4.10.1.1 of the DEIS notes that the Board requires an evaluation of potential noise effects as part of an environmental analysis. However, SEA did not evaluate the potential noise effects on a major component of the environment, wildlife. Research exists that indicates thresholds for which adverse effects would be seen in wildlife, particularly in migratory birds. The issue of noise impacts to migratory birds is discussed in more detail in our comments on Section 4.11. Because of the numerous natural areas located adjacent to the EJ&E arch and the potential for adverse effects from the increased noise levels, noise impacts and their effects on wildlife should be considered and discussed in this section of the final EIS.

Sections 4.11.1 and 4.11.3, Biological Resources: These sections present the methodology SEA used to determine potential effects from the proposed action on biological resources and details the potential effects by category. In the summary of findings, we agree with the statement that wildlife and natural areas would experience a higher probability of exposure to hazardous material spills and that bird populations may experience behavioral or physiological effects and masking of communication signals because of increased noise. We also agree that several forest preserves, nature preserves, and state parks would be affected by the increased train traffic. However, we do not agree with the determination that only bird populations within 500 feet of the rail line could be affected. This issue is discussed in greater detail in our comments below on Section 4.11.3.1, Proposed Changes in Rail Line Operations-Wildlife.

We disagree with the finding that only the Hine's emerald dragonfly and Karner blue butterfly could be affected by the proposed action. As noted above, determinations about the eastern prairie fringed orchid cannot be made without surveys or habitat assessments such as a Floristic Quality Assessment. We also disagree with the finding that changes in rail operations would not affect the Hine's emerald dragonfly and that the orchid only has the potential to occur at the Proposed Griffith Connection.

We disagree with several of the conclusions at the end of section 4.11.3, which are:
(1) the risk of hazardous materials spills would increase but the probability is still remote,
(2) the probability of train/animal collisions would increase but would remain low,
(3) the noise effects to wildlife, particularly migratory birds, would increase but effects are expected to remain slight, and
(4) impacts to the Hine's emerald dragonfly from ground vibration are not expected to change.

The final EIS should discuss the benefits of the proposed actions on wildlife, as a result of reduced train activity inside of the EJ&E arch. For example, based on maps provided, existing adverse impacts (e.g., noise, collisions) to wildlife would be reduced on the Freeport Subdivision (south of Schiller Woods Forest Preserve), the Joliet Subdivision (along the Palos Preserves), and the South Bend Subdivision (north of Wampum Lake Woods and Thornton Lansing Road Nature Preserve).

Section 4.11.3.1, Proposed Changes in Rail Line Operations -Wildlife: This section acknowledges that rail line operations would lead to increased noise (see above). Numerous studies investigating the effect of noise on wildlife have been conducted. In this regard, birds have been studied the most (with most of those studies involving the effects of traffic on birds). Very little research has been completed showing the affect of railroad noise on birds. However, a recent study by Waterman et al. (2004) on meadow birds in the Netherlands showed that wetland birds were adversely affected by railroad noise levels ranging from 42 to 49 dBA.

The DEIS notes that several of the highway studies documented lower species diversity and lower breeding densities near roads and highway traffic. However, most of these studies do not conclusively show that noise is the main cause of these effects and that other variables associated with noise (e.g., visual disturbance) are not factors. In a series of studies in the Netherlands, Reijnen et al. (1987, 1995, 1996, 1997), Reijnen and Foppen (1994, 1995), and Foppen and Reijnen (1994) have shown that the number of breeding woodland and grassland birds have declined significantly near roads as a result of noise. The farthest distance for which reductions in the numbers of breeding birds were still observed from the roads was 1500 meters (4,921 feet). These studies also showed that noise levels as low as 50 dBA resulted in an adverse effect on breeding birds (with several studies showing an effect below 60 dBA). In these studies, 33 of 45 investigated woodland bird species were adversely affected by noise and 7 of 12 grassland species were adversely affected. Forman et al. (2002) also showed that several species of grassland birds (especially bobolink and eastern meadowlark) decreased in numbers and breeding densities near roads. Waterman et al. (2004) found adverse effects of railway noise in meadow/wetland bird species within 15 areas along existing railroads. These birds consisted mostly of shorebirds and ducks. The threshold noise level at which bird densities were adversely affected varied little among the species studied and, as noted above, ranged from 42 to 49 dBA.

Although it can be argued that the studies indicating an adverse effect on birds do not clearly isolate noise as an exclusive source of disturbance, it is widely agreed that noise has a negative effect on birds. The reference to the 500-foot distance as a threshold for reduction of adverse effects to birds can be disputed based on other studies showing an effect at longer distances (up to 1500 meters).

The DEIS identifies the numerous natural areas along the EJ&E arch and describes the vast numbers of migratory birds (including state listed species) that frequent these natural areas. Thus, the DEIS highlights the importance of these natural areas as bird concentration areas.

The final EIS should compare the predicted noises levels from the proposed action (including the increased number and frequency of trains) to noise levels and distances that have shown an adverse effect on migratory birds. Based on the studies reviewed by the Service showing adverse effects at greater distances than noted in the DEIS and adverse effects on breeding bird

densities at lower noise levels than noted in the DEIS, the proposed action would adversely affect migratory birds.

This section also notes that wildlife and natural areas would experience a higher probability of exposure to hazardous material spills and train collisions. SEA acknowledges the potential increase in the possibility of hazardous materials releases; however, due to regulatory and other safeguards in place, SEA believes the possibility of hazardous materials releases are remote. We disagree with this conclusion because, as SEA highlights, the increase in hazardous materials releases would increase with the increased amount of train activity. This increased probability would occur regardless of the regulatory safeguards currently in place. SEA evaluated the frequency of release (before and after the proposed action) of hazardous materials based on statistics provided by the Applicants. The results are shown in Table 4.2-23. However, these results and other results fail to support SEA's determination that hazardous releases are remote. The final EIS should provide data that shows the potential frequency of spills with the proposed number of carloads transporting hazardous materials per day (anticipated at up to 500 carloads per day). Table 4.2-23 shows potential intervals between anticipated hazardous material releases in years. The final EIS should also provide data that compares the frequency of spills (with the proposed number of carloads) with other rail lines transporting comparable numbers of cars per day over similar distances. This comparison of data could show whether the possibility of hazardous materials releases is remote.

Section 4.11.3.1, Proposed Changes in Rail Line Operations - Natural Areas: This section identifies four categories of risk to natural areas. Again, the 500-foot distance is provided; however, it is noted that animals in the area already live with daily noise from trains and therefore, noise could only have minor effects on wildlife and natural areas adjacent to the EJ&E arch. These statements do not take into account the increased number of trains proposed to operate on the EJ&E arch and the subsequent increased frequency of disturbance. Although it is acknowledged that some bird species habituate to increased noise levels, this ability to avoid the impacts of noise may be due to the fact that species able to habituate are native generalists or non-native colonizers (Kasloo and Tyson 2004, Slabbekoorn and Ripmeester 2008). Slabbekoorn and Ripmeester (2008) note that several of the native generalists or non-native colonizers are able to adapt to urban noise conditions. Rare and declining bird species along the EJ&E arch that would be subject to the increased number of trains may not be able to habituate to the increased disturbance levels because they are not native generalists, non-native colonizers, or urban species. Several of these species are on the Service's Region 3 Fish and Wildlife Resource Conservation Priorities (RCP) list and have also been identified as focal species by the Service's "Focal Species Strategy for Migratory Birds." In addition, several of these bird species are listed as endangered or threatened species by the state of Illinois.

The DEIS also notes that animals living in and passing along the EJ&E arch may be at higher risk of being struck by trains due to increased traffic. However, the DEIS goes on to state that these animals have adapted to the existing train traffic, and there would not be an effect on animal populations. For both conclusions, the final EIS should use analyses to support these claims, factoring in the increased number of trains and increased frequency of the trains traveling along the EJ&E arch. Lower densities and diversity of wildlife near roadways may be due in part to increased mortality from collisions with vehicles. We would expect to see increased mortality from collisions with trains if there is an increase in the number of trains.

Section 4.11.3.1, Proposed Changes in Rail Line Operations - Federally Listed Species: This section notes that vibration of the tracks causes sediments to be pushed from the rail bed into larval Hine's emerald dragonfly habitat, resulting in adverse impacts to Hine's emerald dragonfly larvae. It is also noted that the proposed action would not change operations on the Paul Ales Branch; therefore, the DEIS concludes that Hine's emerald dragonfly larvae would not be affected beyond current operations.

The DEIS notes the dispersal ability of adults, indicates (in Figure 2.2-1) that 42.3 trains would pass through the area per day, and that the risk of collisions for adults could increase in EJ&E Segment 9B (at the southern most end of designated Critical Habitat). A study in Door County Wisconsin demonstrated Hine's emerald dragonfly mortality that resulted from collisions with vehicles (Soluk and Moss 2003). We believe that Hine's emerald dragonflies would also be vulnerable to passing trains and that more trains would increase this risk. However, SEA concludes that increases in traffic on this segment are not likely to adversely affect the Hine's emerald dragonfly. The Service disagrees with this conclusion and questions how SEA made this determination given the information provided to them. As noted in Section 3.11.8.1, adult Hine's emerald dragonflies were observed in 2004 in the area of Segment 9B. More recent surveys in 2007 also identified adults in this area, which is less than 0.12 miles north of Segment 9B, well within the flight distance of an adult dragonfly.

We do not concur with SEA's conclusion that the proposed action would not adversely affect the Hine's emerald dragonfly. For this reason, we recommend that SEA consider requesting formal consultation as described in section 7 of the Endangered Species Act of 1973, as amended. We recommend that SEA inform the Applicants to consider carrying out actions that would enhance the habitat for Hine's emerald dragonflies, but that would not create an attractive nuisance near railroad tracks. SEA should request formal consultation if its actions would result in adverse effects to the listed species. For example, if SEA's actions would modify train speeds or modify numbers of trains on specific lines, then SEA's actions would directly or indirectly lead to adverse effects on the Hine's emerald dragonfly. SEA and the Applicants should also seriously consider joining in the effort to develop a Habitat Conservation Plan (HCP) in the lower Des Plaines River Valley. At present, the Applicants do not have the permission to take the federally listed species. The Endangered Species Act provides two possible approaches to an applicant to gain permission from the Service to take listed species. That permission may be granted after conducting a review necessary as part of a formal consultation. Permission to take may also be granted following review and approval of an HCP and accompanying section 10(a)(1)(b) permit application.

Table 4.11-2, Potential Effects on Federally Listed Species Along the EJ&E Rail Line Due to Operational Changes: Contrary to the information provided in this table, the Karner blue butterfly is not present in EJ&E Segment 5B.

Section 4.11.3.1, Proposed Changes in Rail Line Operations - State Listed Species: This section discusses the state listed species that occur in the study area. Although this section discusses state listed species, we provide comment because all the grassland, marsh, and rookery bird species listed in Table 4.11-3 are Service trust resources and most of them are listed as rare and declining bird species by the Service. Of the species listed in Table 4.11-3, Henslow's sparrow, short-eared owl, upland sandpiper, and king rail are on the Service's RCP and Focal Species lists. Black tern, common moorhen, least bittern, black-crowned night heron, and American

bittern are on the RCP list. Sandhill crane is on the Focal Species list. All of the birds on the RCP list are listed due to their rare or declining status and, therefore, have a need for special conservation attention. Focal species are those the Service is targeting for a return to healthy and sustainable levels.

Table 4.11-3 needs to include black-crowned night heron and Franklin's ground squirrel in the segment along Clarke and Pine and Pine Station Nature Preserves, since both species are found at these preserves. Henslow's sparrow is listed in the table as likely being present in Segment 4, which is the developed town of Griffith. We strongly doubt that this grassland species is present in the developed community, although it may be present along the CN Segment 33 at Oak Ridge County Park or CN Segment 23A at Hoosier Prairie.

This section also discusses increased Blanding's and spotted turtle mortality due to increased rail traffic. Although we agree with this assessment, we do not agree with SEA's conclusion that only minor effects are expected because habitat structure would not change and both species currently occur in the rail environment. The final EIS should address turtles being trapped between railroad rails and how increased train activity would result in longer periods of being trapped. Research has shown that prolonged periods of being trapped between railroad rails can result in mortality and physiological stress (overheating) on turtles (Kornilev et al. 2006).

Rookery species of birds could be adversely impacted by any activity that adversely impacts the Grand Calumet River and Little Calumet River, because herons and egrets regularly feed along these rivers, including near the EJ&E bridges.

Concerning Dune Invertebrate Species (page 4.11-13), the Gaylord Butterfly Tract and Hoosier Prairie Kennedy Avenue tract are directly adjacent to the EJ&E main line tracks and are not buffered from them by petroleum storage facilities.

Section 4.11.3.2, Proposed New Constructions/Connections - Wildlife: As noted above and in the DEIS, PWWFP is an important bird area and noise would adversely affect birds in the area. In addition to the increased numbers of trains, noise from construction could adversely affect breeding birds during the breeding season. This could be minimized by restricting construction during the breeding season (April – August). This recommendation holds true for all Munger alternatives except for the Munger-UP Connection alternative.

The section also states that "because the affected wildlife habitat is generally minor and wildlife is mobile, SEA determined the construction of the connections would not affect wildlife." We disagree with the determination and again note that the DEIS emphasizes the habitat value and diversity of state listed bird species at the Munger location. The presence of the high number of state listed species does not support the conclusion that the affected habitat is generally minor. Furthermore, no wildlife survey data have been provided for the Matteson alternatives, although the DEIS indicates that wetlands and wetland birds are likely present in the area of this connection. Therefore, based on the lack of supporting information, we cannot concur with SEA's determination. The final EIS should address these issues.

Section 4.11.3.2, Proposed New Constructions/Connections - Natural Areas: Refer to the comments above.

Section 4.11.3.2, Proposed New Constructions/Connections - Federally Listed Species: Figure 2.2-1 indicates that train activity would increase to two trains per day along the Joliet Subdivision, in the area of the Proposed Joliet Connection. Take of adult Hine's emerald dragonflies may be currently occurring on the Joliet Subdivision. An increase in train activity would result in further take. Adult Hine's emerald dragonflies were observed approximately 0.17 miles west of the Joliet Subdivision and approximately 1.10 miles northwest of the Proposed Joliet Connection in 2004. The Service has tried unsuccessfully to address the issue of take with Canadian National in the past (see enclosed letter). Due to the proposed increased train activity within the flight distance of an adult dragonfly, the Service concludes that the proposed action would likely adversely affect the Hine's emerald dragonfly and take could occur.

The DEIS notes that the eastern prairie fringed orchid could occur at the proposed Griffith Connection or wetland margins. As stated above, the orchid could be found in suitable wetland habitat throughout the study area, and surveys or habitat assessments need to be conducted in areas of new construction or double tracking to determine whether suitable habitat is present. Therefore, there is insufficient information to conclude that the orchid is not likely to be adversely affected.

Section 4.11.3.2, Proposed New Constructions/Connections - State Listed Species: Refer to the comments above.

Section 4.11.3.2, Proposed New Constructions/Double Track - Federally Listed Species: The Service agrees with SEA's determination that the orchid, mead's milkweed, and prairie bush clover could be affected by double track construction if suitable habitat is present. In addition to the proposed surveys, wetland delineations and habitat assessments should be conducted in wetland areas.

Section 4.12 and 4.12.3.2, Water Resources: The Service agrees with SEA's findings in this section that increases in rail traffic would result in a corresponding increase in the risk of hazardous spills, which could affect water resources. The DEIS notes that wetlands would be directly impacted during construction of connections and double tracking and that wetland delineations would be conducted as part of the permitting process. The final EIS should also indicate that habitat assessments should be conducted as well to determine if suitable habitat is present for the orchid and to help determine mitigation ratios for proposed wetland impacts.

Table 4.12-1, Potentially Affected Lakes and Preserves: This table lists conservation lands that contain water but fails to include Ivanhoe Dune and Swale and Ivanhoe South. These areas contain water/wetlands in the form of interdunal swales and should be listed on this table and discussed in the text.

Indirect and Cumulative Effects (Chapter 5)

Section 5.3, Potential Indirect Effects of the Proposed Action: In Section 5.3, SEA concludes that the proposed action could result in indirect effects from increased rail activity in the East Joliet and Kirk Yards and general indirect effects throughout the region. Section 5.3.1 discusses the general indirect effects of the project, **but does not** address any potential indirect effects on biological resources. This section does not disclose indirect impacts from the proposed action

and does not address indirect impacts to biological resources in the study area. The final EIS should address indirect effects to all biological resources listed in Chapter 4, or provide substantial documentation if the conclusion is that the proposed action would not result in indirect effects on biological resources.

Section 5.4, Related Projects, and Section 5.5, Site-Specific Cumulative Effects Analysis of Related Projects: These sections discuss past, present, and foreseeable cumulative effects on natural resources from the proposed action and at other areas outside the EJ&E right-of-way which should be considered in the cumulative impacts analysis as described in the National Environmental Policy Act (NEPA). In section 5.5.1, SEA concludes that the interaction between the proposed action impacts and the proposed Metra Star Line could result in minor cumulative impacts. Table 5.5-1 indicates that PWWFP would be affected and effects to biological resources would be minor. We believe that the impacts will be far more substantial than indicated in the DEIS. Departmental comments regarding Chapter 4 describe our concerns with respect to impacts of the proposed project to biological resources, particularly migratory birds. The impacts from the proposed action and the proposed Metra Star Line would occur along the same areas of the EJ&E arch and would adversely impact (specifically via noise) migratory birds in the same natural areas along the EJ&E arch. Furthermore, it is noted that the proposed Metra Star Line could result in a new dedicated track within the EJ&E right-of-way. A new track could have far greater direct construction impacts than the Applicants' proposal. The final EIS should more fully disclose the cumulative effects of the proposed Metra Star Line and the proposed project. The final EIS should address increased noise impacts and the increased probability of collisions with wildlife. Additionally, in the final EIS, Section 5.5.2 should provide figures depicting the locations of the proposed Star Line commuter stations so that determinations could be made about potential adverse impacts to natural areas and wildlife.

Mitigation (Chapter 6)

Section 6.2, Applicants' Voluntary Mitigation Measures: Chapter 6 discusses mitigation, including proposed voluntary mitigation measures offered by the Applicants as described in this section. We believe that a significant number of the Applicants' proposed mitigation measures are, in fact, best management practices that should be automatically required as part of the proposed action. Others, such as VM 64 concerning wetland fills and VM 65 concerning NPDES permits, are actions that are required by law and are not voluntary. Air quality VM 43, concerning switching to locomotives that emit fewer air pollutants, is commendable, but a time table needs to be established and adhered to. As stated, the proposal is open-ended on when it will occur, which could be many years away. The Applicants did not propose any mitigation measures to compensate for unavoidable impacts to biological resources.

Section 6.3, SEA's Preliminary Environmental Mitigation Measures: This section discusses the preliminary recommended environmental mitigation measures that are based on SEA's environmental analysis of the proposed action. SEA proposes mitigation measures to address effects not addressed by the Applicants' voluntary mitigation. We do not understand why adherence to required safety plans, including Occupational Safety and Health Administration (OSHA) requirements, is considered mitigation.

Several of the SEA proposed mitigation measures use terms such as "regularly inspect" or "communicate regularly" with other entities concerning noise and vibration (Nos. 24 and 26),

without defining "regularly". Noise and possibly vibration also affect wildlife, so a clearly defined inspection schedule should be required.

The Department's Recommendations for Additional Mitigation

As noted in our above comments, we believe that the DEIS does not fully disclose all potential project impacts to natural resources. To address these potential impacts, as well as to augment some of SEA's proposed mitigation measures, we offer the recommendations below. These recommendations should be added to the indicated subsections in Chapter 6 in the final EIS.

Section 6.3.10.1, Noise:

- The Applicants should construct noise barriers in all locations where the EJ&E arch crosses through or is adjacent to a natural area that has been identified in the DEIS as an area where birds are concentrated. These areas have been discussed previously and are identified in various places in the DEIS. The noise barriers should be constructed on the outside of the existing or proposed tracks (both sides) and the Applicants should review existing research that discusses the heights, shapes, and materials used to construct the barriers (e.g., use of absorbent material) in order to mitigate noise impacts to birds and wildlife. These should be designed in association with designated wildlife crossings to permit the safe crossing by wildlife. The Service can provide technical assistance in the noise barrier review. The Applicants should construct these barriers to keep the noise levels below 50 dBA in these areas. Noise barriers should also be discussed as a potential mitigation measure in section 6.3.11.2.

Section 6.3.11.3, Federally-Listed and State-Listed Threatened and Endangered Species:

- The Applicants should continue to abide by the special conditions of the 1996 COE Permit # 199600211 for train operations on the Paul Ales Branch in order to minimize further impacts to larval Hine's emerald dragonflies.

- The Applicants should conduct wetland delineations and habitat assessments in all construction areas to determine if suitable habitat is present for the eastern prairie fringed orchid. If suitable habitat is present, the Applicants should conduct orchid searches during the bloom date: June 28 through July 11, with searches conducted a minimum of three non-consecutive days within this time period.

- The Applicants should construct turtle ramps, drop boxes, or other structures that reduce the possibility of turtles becoming trapped within railroad rails, in all locations where the EJ&E arch crosses through or is adjacent to wetland areas. These structures should be placed at regular intervals in identified wetland areas. The Applicants should also construct turtle crossings in areas where turtles are concentrated (e.g., PWWFP). The Service can provide technical assistance in the selection and placement of these structures.

Section 6.3.14.6, Biological Resources:

- We agree with proposed Mitigation 30 concerning the Karner blue butterfly in the West Gary Recovery Unit. However, we do not agree with proposed Mitigation 57 concerning development and implementation of a plan for the restoration of dune and swale in the Ivanhoe connector area.

Based upon experience with attempts to recreate dune and swale habitat, we know that it has not been successful, even in areas not as heavily disturbed as the industrial property that would be affected by most of the connector. Therefore, we request that this proposed mitigation be deleted and replaced with mitigation to require the preservation and enhancement of the EJ&E prairie at the northwest end of the Kirk Yard. As previously mentioned, this area retains many natural qualities and is considered significant habitat for native plants and animals. It also supports wetlands, which likely need enhancement due to the encroachment of invasive species of plants and possibly animals. Therefore, it may be suitable to serve as required mitigation for the loss of wetlands at the Griffith connector, subject to approval by the regulatory agencies. Preservation of this prairie/wetland complex could be through a deed restriction and management agreement with the Indiana Division of Nature Preserves or through gift or sale to that agency.

- As discussed in our comments regarding section 3.3.1, we believe that a grade separation of the EJ&E over 5th Avenue or 5th Avenue over the EJ&E in Gary will likely be needed, resulting in impacts to the Ivanhoe dune and swale preserves. Mitigation measures to avoid, minimize, and offset any impacts need to be developed and included in the final EIS.

- The Applicants should avoid construction at PWWFP during the bird breeding season (April – August) to avoid disturbance of breeding birds in the vicinity.

- The Applicants should construct a hazardous materials containment system at PWWFP to capture hazardous materials in the event an accidental spill in this important wetland and bird habitat.

- We agree that Mitigation 62, concerning clearing of all equipment to reduce or prevent spread of invasive plant species, is necessary and desirable. However, the equipment would also need to be cleaned to remove invasive animal species, many of which are microscopic, such as veligers of invasive mussels that could spread into natural lakes and streams.

Section 6.3.14.7, Water Resources:

- The Applicants should conduct wetland delineations and associated habitat assessments to determine the floristic quality of wetlands that would be impacted by construction activities. The habitat assessments would be useful in determining the wetland mitigation replacement ratios, which could be higher than the 3:1 ratio noted in section 6.3.14.7.

- The Service believes that areas adjacent to the existing rail lines that currently support breeding grassland and wetland birds would become less suitable due to the increased number of trains and associated noise. We recommend that the Applicants consider conducting wetland and habitat restoration at one or more sites more remote from the rail lines to offset any reduced breeding bird productivity. There are a number of publically owned sites near the EJ&E arch that are currently undergoing habitat restoration or may be suitable candidates for restoration where impacts could be adequately offset. If this option is pursued, the Service could provide technical assistance in identifying potential sites.

Short-Term Use versus Long-Term Productivity of the Environment (Chapter 7)

In this chapter, SEA concludes that there would be some short-term construction disturbance which could have some impacts on resources. However, these would be eliminated upon completion of the construction activities. SEA also concludes that there would be no long-term impacts to resources. We disagree with SEA's conclusion that there would be no long-term impacts to resources and that short-term or long-term impacts would only result from disturbance associated with construction.

We believe that noise impacts to birds would be a long-term impact on birds. In addition, mortality of wildlife from train collisions and wildlife being trapped for longer periods between rails would also be long-term impacts. The final EIS should address these impacts on resources.

Section 7.2, Potential Hazardous Material Release: We disagree with SEA's conclusion that there would be no short or long-term impacts resulting from hazardous materials releases in the proposed construction areas. Due to the increased number of trains, the proposed action would create long-term impacts on resources (e.g., at PWWFP). The final EIS should address this issue more thoroughly.

Section 7.3.1, Wetlands: We agree with SEA's statement in section 7.3 that wetland productivity could be affected through permanent losses and adverse impacts to wetland function. However, section 7.3.1 states that long-term productivity would not be affected because the wetlands and wetland functions would be restored or replaced via mitigation. In addition, SEA states that wetlands and wetland functions would be protected by best management practices. We disagree with both conclusions.

Typically, wetland mitigation through section 404 of the Clean Water Act has focused on mitigating direct loss of habitat. However, we have suggested that increased noise would have a long-term impact on breeding bird productivity, which would not likely be considered during permit review, nor is it adequately considered in the DEIS. Offsite bird habitat restoration, as suggested previously in our comments, should be considered as a means of maintaining wetland bird productivity. Similarly, best management practices would offset some water quality and quantity impacts at the area of impact but would not address the impacts to wetland wildlife associated with increased rail noise. The final EIS should address these issues.

Irreversible and Irretrievable Commitments of Resources (Chapter 8)

Section 8.1.3, Protected Species: We disagree with SEA's conclusion that the proposed action would not irreversibly or irretrievably affect any particular animal populations. We believe that there would be ongoing impacts to wildlife that would not be fully mitigated with the mitigation measures presently proposed in the EIS. Our comments include recommendations that could improve the mitigation and lend support to SEA's conclusions.

Appendix M – Biological Resources Analysis

Section M.3.1, Natural Areas with Potential for Impacts: As noted previously, Middlefork Savanna Forest Preserve and MacArthur Woods Forest Preserve should be added to this section

and other applicable sections in the final EIS. Descriptions of these areas and the resources that could be affected should also be included in the final EIS.

For most of the natural areas listed in the section, SEA makes the same determinations that increased noise could only affect animal behavior within 500 feet of the rail line (and these animals already live with daily noise) and that the increased potential for animal/train collisions is not likely to adversely affect any particular animal populations. Again, we disagree with these conclusions. The language in the final EIS should be changed in this section to reflect our other requested changes listed throughout our comment letter.

Section M.3.1.1.9, Lake Renwick Forest Preserve: This section discusses the significance of the Lake Renwick Heron Rookery Nature Preserve. This section also acknowledges that flushing events from trains or train noise have been documented at the rookery. We do not agree with SEA's conclusion that there would not be a measurable impact on birds in the rookery from increased train noise. We also do not agree that SEA's determination that the increased potential for animal/train collisions would not likely adversely affect the rookery. The final EIS should address these issues.

Section M.3.1.1.14, Sauk Trail Woods and Indian Woods Forest Preserve: We disagree with SEA's determination that minimal impacts from increased noise and collisions on wildlife or habitat because this area is not being managed for wildlife or habitat. Just because a natural area is not being managed for wildlife or habitat does not mean wildlife is not present (and could be adversely affected). This language should be changed in the final EIS for this section and any other section for which this determination was made.

Table M.3.2-1, Natural Areas with No Impacts from the Proposed Action: We do not agree with SEA's inclusion in this section of natural areas that provide habitat for migratory birds and which are in close proximity to the EJ&E arch. The final EIS should address these issues.

SUMMARY COMMENTS

The DEIS provides general information on natural resources of concern to the Department, but detailed information and associated analysis is often lacking. Confusing information is presented about which agencies own or manage conservation lands in the two affected States and where conservation lands are located in relation to either the EJ&E or CN tracks. The DEIS inadequately identifies adverse impacts to the Service's trust resources (federally listed species and migratory birds) and does not fully disclose impacts to other wildlife. As a result, the DEIS inadequately identifies appropriate mitigation for these environmental impacts.

We offered numerous recommendations in these comments to address the aforementioned inadequacies of the environmental impact statement and thereby assist the SEA in fully disclosing and appropriately mitigating anticipated adverse environmental impacts.

The Department recommends that SEA coordinate with the appropriate Service field office(s) to discuss the concerns expressed and attempt to resolve the opposing views of the two agencies about anticipated project impacts to Service trust resources and mitigation needed to address the impacts. The results of the coordination, particularly any remaining differences of opinion, should be disclosed and adequately discussed in the final EIS.

The Department looks forward to continued coordination with SEA and the Applicants to ensure that project impacts to resources of concern to the Department are adequately addressed. For matters related to fish and wildlife resources and federally listed threatened and endangered species in the Illinois portion of the study area, please continue to coordinate with Mr. Shawn Cirton, U.S. Fish and Wildlife Service, 1250 South Grove Ave., Suite 103, Barrington, Illinois 60010, phone (847) 381-2253, extension 19, fax (847) 381-2285. For the Indiana portion of the study area, please continue to coordinate with Ms. Elizabeth McCloskey, P.O. Box 2616, Chesterton, Indiana 46304, phone (219) 983-9753, fax: 219-983-9816.

We appreciate the opportunity to review the document and provide comments.

Sincerely,

Michael T. Chezik

Michael T. Chezik
Regional Environmental Officer

Enclosure

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Foppen, R. and R. Reijnen. 1994. The effects of car traffic on breeding bird populations in woodland. II. Breeding dispersal of male willow warblers (*Phylloscopus trochilus*) in relation to the proximity of a highway. Journal of Applied Ecology 31:95-101.

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cc:
L. Maclean, FWS, Fort Snelling, MN
S. Cirton, FWS, Barrington, IL
E. McCloskey, Chesterton, IN

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Chicago Ecological Services Field Office
1250 South Grove Avenue, Suite 103
Barrington, Illinois 60010
Phone: (847) 381-2253 Fax: (847) 381-2285

FILE COPY

IN REPLY REFER TO:
FWS/AES-CIFO

February 15, 2007

Mr. Jim Kvedaras
U.S. Public and Government Affairs
Canadian National
17641 S. Ashland Avenue
Homewood, Illinois 60430

Dear Mr. Kvedaras:

The U.S. Fish and Wildlife Service is responsible for leading protection and recovery efforts for federally endangered plants and animals in the United States. I want to let you know about an exciting conservation project in the lower Des Plaines River valley that hopes to secure the future for an animal listed as endangered under both federal and state law: the Hines emerald dragonfly. I believe Canadian National's participation is crucial to the success of this effort, and I hope to engage you as an active partner in a collaborative process that is already underway.

The Hine's emerald is currently only found in a few regions of the Midwestern United States. One of these regions includes the lower Des Plaines River Valley. Some of the wetlands within the Valley are considered important habitat for the dragonfly. These wetlands receive groundwater flows from adjacent upland areas. One of these important areas is along your railroad line that runs along the west side of New Avenue, and east of the Des Plaines River and the canals. We are specifically concerned about the stretch that is south of 135th Street in Romeoville, Illinois (*Learn more about the dragonfly in the Fact Sheet enclosed).* Our goal is to bring together a diverse group of stakeholders to work together to create a **Habitat Conservation Plan (HCP)** to help the dragonfly (*see the enclosed brochure about the HCP process*).

We have previously met on a few occasions with representatives from the Illinois Department of Transportation and the Environmental Law and Policy Center regarding the addition of Amtrack trains to the daily schedule on that rail line. We have also discussed with them the ongoing possibility of high speed rail service to St. Louis that would be on the same line. We are concerned about both the ongoing (existing) "take" of the Hine's emerald dragonfly from existing train operations on this line, as well as, increased "take" from new operations. It has come to our attention that there are several entities that operate trains on this line potentially contributing to the impacts to this listed species, Canadian National, Metra, Amtrack, and possibly BNSF. We

are endeavoring to bring all of the relevant railroad interests together to address this issue, but as the track owner CN's involvement is particularly essential.

Working together, we can create a future that helps each HCP partner's organization comply with federal and state law and co-exist successfully with protected species. Therefore, ***we invite you to join us*** in this creative and proactive problem-solving process. The intent is that both you and the dragonfly will benefit from your participation in this habitat conservation planning process.

The next meeting of the HCP team will be March 14, 2007 starting at 9am in the Bodine Community Room at the Romeoville Recreation Center located at 900 W Romeo Rd, Romeoville, Illinois 60446.

We invite you or someone from your staff to participate in that meeting. We would also like to meet with you and/or someone from your staff ahead of time, to provide you with more detailed background information and the anticipated role that Metra might have in the planning process. Please contact Mr. Jeff Mengler of my staff by phone at 847-381-2253, ext. 17 or by email at jeffrey_mengler@fws.gov, to arrange a meeting to discuss this further. You may also contact me directly at extension 11.

Thank you for considering our invitation and we look forward to hearing from you at your earliest convenience.

Sincerely,

John D. Rogner
Field Supervisor

Enclosure

cc: Devin Sprinkle
Manager of Environmental Compliance
CN/IC
Corporate Environmental Affairs
17641 S. Ashland Avenue
Homewood, Illinois 60430

Attachment B

Eastern Prairie Fringed Orchid Surveys

Attachment B - Eastern Prairie Fringed Orchid (EPFO) Habitat Surveys

HDR, Winzler and Kelly, CN and EJE site visits: October 28 and 30, 2008

In response to the comment letter submitted by the Department of Interior (DOI) on behalf of the USFWS, a meeting was requested with the Illinois and Indiana USFWS to resolve issues raised in their letter regarding the DEIS. The meeting was a continuation of the informal consultation process and resulted in a decision to carry out more detailed habitat assessments and additional analysis for the EPFO within construction areas of the project study area. Additional habitat surveys were conducted for suitable EPFO habitat within construction areas on October 28 and 30, 2008 by a multi-disciplinary team including HDR, W&K, EJ&E, and CN. Areas of remnant native vegetation, including marsh, sedge meadow, wet prairie, and mesic prairie sites were identified by HDR personnel during the survey. No attempt was made to identify areas of suitable habitat outside of proposed construction zones. HDR identified a total of six sites that appeared to include potential habitat suitable for the occurrence of the EPFO within proposed construction limits.

The Applicant has developed Voluntary Mitigation measures to address any potential impacts to EPFO individuals working in conjunction with the USFWS. One of these measures states:

> [Eastern prairie fringed orchid] Prior to any ground disturbing activities, Applicants shall hire a qualified biologist to survey for the Eastern prairie fringed orchid (*Platanthera leucophaea)* in areas containing suitable habitat. Applicants shall survey each area on at least three non-consecutive days between June 28 and July 11, as this is when the orchid typically flowers and is most identifiable. If the Applicants' biologist finds orchids, Applicants shall not conduct any construction activities in that area and Applicants shall notify USFWS and the Board immediately. The Board shall reinitiate consultation with USFWS. Applicants shall work with the Board and USFWS to determine appropriate measures to offset impacts, most likely providing funding for an ongoing hand pollination project, or providing funding to be used to enhance another orchid site (that is, brush cutting, prescribed burning).

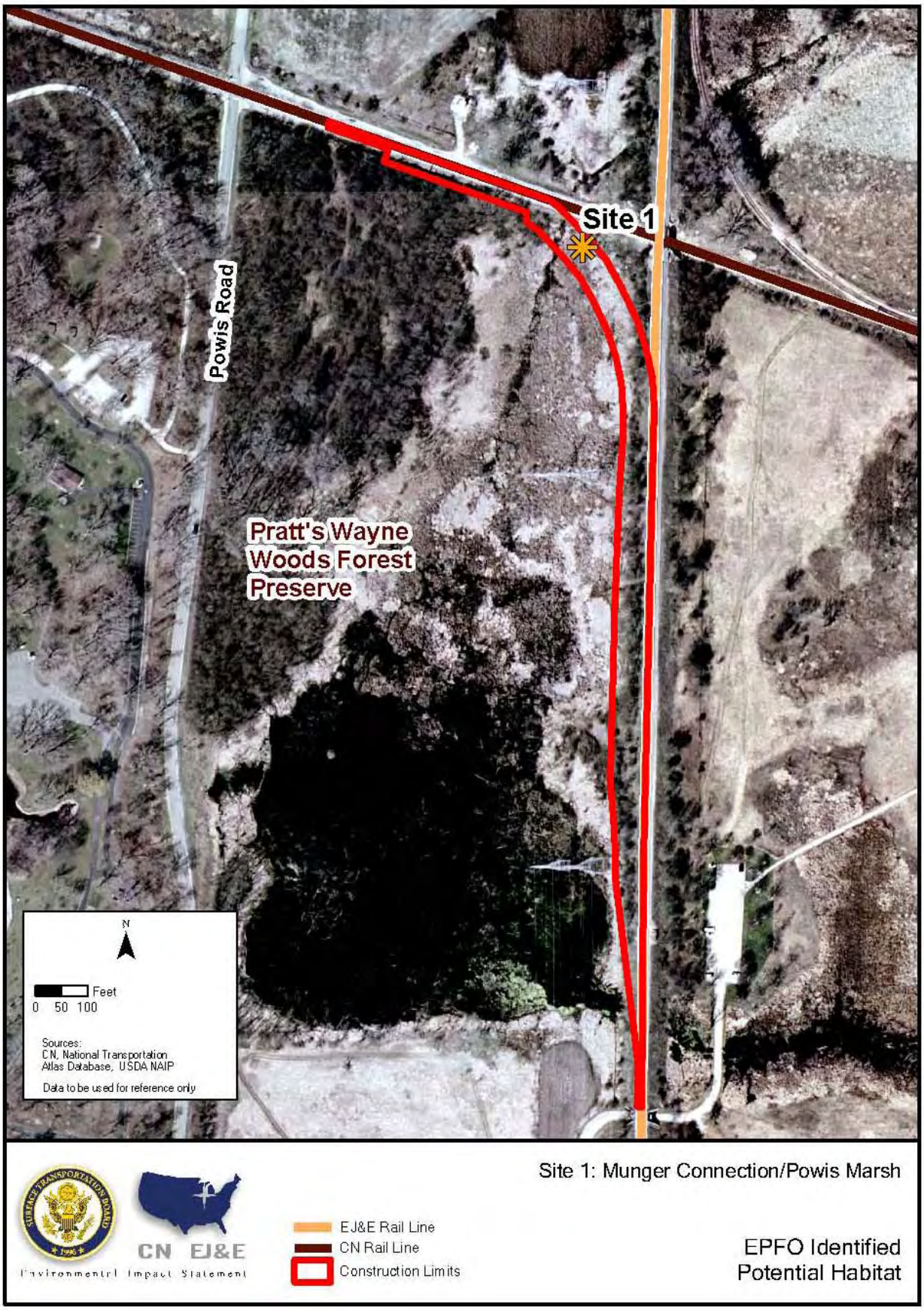
The summaries below document the site conditions at the six locations HDR identified as potential EPFO habitat during the October 28 and 30th site visits.

Site 1: Pratt's Wayne Woods

Site 1 is located near the corner of the Munger connection within Powis Marsh.
Powis Marsh is located south of CN Segment 30A and West of EJ&E Segment 12. The marsh is dominated by invasive *Phalaris arundinacea* and *Typha* x *glauca* with scattered native species and areas of mixed native species dominated communities. Throughout the marsh, mixed willows and dogwoods are common in areas where open water is not present. A small area of native species dominated wet meadow was noted along the drainageway south of CN Segment 30A within Powis Marsh within the proposed construction limits of the Applicants revised, preferred alternative. This community is largely dominated by Lake Sedge (*Carex lacustris*) and Canada bluejoint (*Calamagrostis canadensis*) with heavy presence of invasive *Phalaris* and *Typha.*

Plants noted at Pratt's Wayne Woods Wet Meadow location during the October 28 site visit include:

#	**Species**	**% Composition**
1	*Asclepias incarnata*	2
2	*Aster praealtus*	2
3	*Boehmeria cylindrica*	4
4	*Calamagrostis canadensis*	20
5	*Carduus nutans*	2
6	*Carex lacustris*	10
7	*Carex spp.*	2
8	*Carex spp.*	3
9	*Conium maculatum*	1
10	*Cornus racemosa*	5
11	*Euthamia graminifolia*	4
12	*Helianthus tuberosus*	2
13	*Juncus torreyi*	1
14	*Pastinaca sativa*	1
15	*Phalaris arundinacea*	15
16	*Phragmites australis*	15
17	*Rhamnus cathartica*	2
18	*Rumex crispus*	3
19	*Salix exigua*	3
20	*Salix discolor*	2
21	*Salix nigra*	5
22	*Scirpus atrovirens*	5
23	*Solidago canadensis*	3
24	*Typha angustifolia*	10
25	*Verbena hastata*	2
26	*Zizea aurea*	2

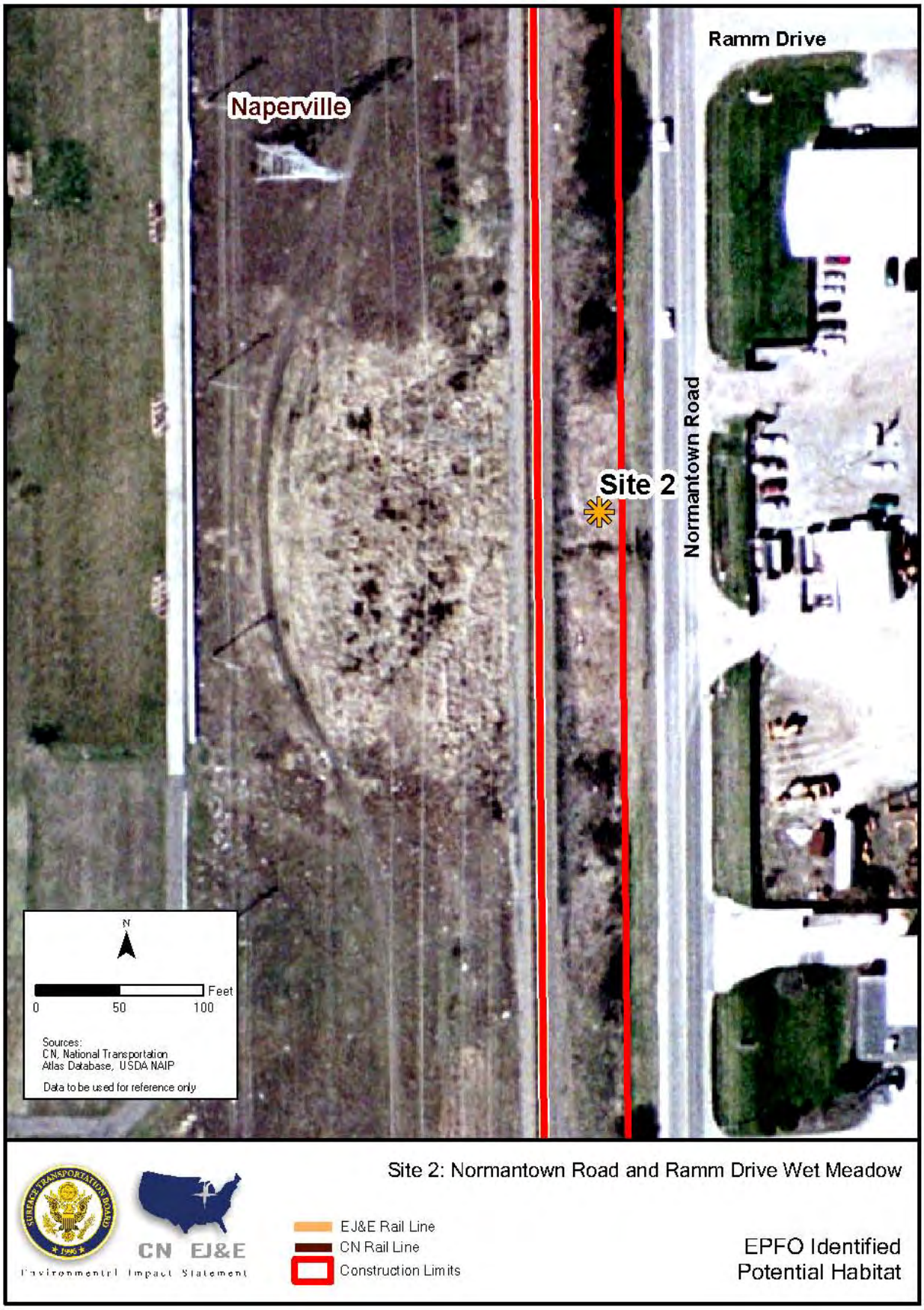

Site 1
Powis Road
Pratt's Wayne
Woods Forest
Preserve
N
Feet
0 50 100
Sources:
CN, National Transportation
Atlas Database, USDA NAIP
Data to be used for reference only
Site 1: Munger Connection/Powis Marsh
CN EJ&E
Environmental Impact Statement
EJ&E Rail Line
CN Rail Line
Construction Limits
EPFO Identified
Potential Habitat

Site 2: Naperville, Normantown Road and Ramm Drive

Site 2 is a small isolated wet meadow with a road drainage ditch bisecting the site from the east. This wet meadow is dominated by Canada bluejoint (*Calamagrostis canadensis*) with mixed willows and dogwoods at the north and south margins.

Plants noted at Site 2 during the October 30 site visit include:

#	**Species**	**% Composition**
1	*Apocynum cannabinum*	2
2	*Calamagrostis canadensis*	70
3	*Carduus nutans*	5
4	*Carex sp. (stricta (cf.))*	10
5	*Cornus racemosa*	3
6	*Epilobium coloratum*	2
7	*Euthamia graminifolia*	3
8	*Geum canadense*	1
9	*Helianthus tuberosus*	1
10	*Iris virginica*	3
11	*Onethera biennis*	1
12	*Phalaris arundinacea*	3
13	*Phragmites australis*	5
14	*Polygonum* sp.	1
15	*Sambucus canadensis*	1
16	*Silphium terebinthinaceum*	1
17	*Solidago canadensis*	1
18	*Spartina pectinata*	3
19	*Verbena hastata*	2

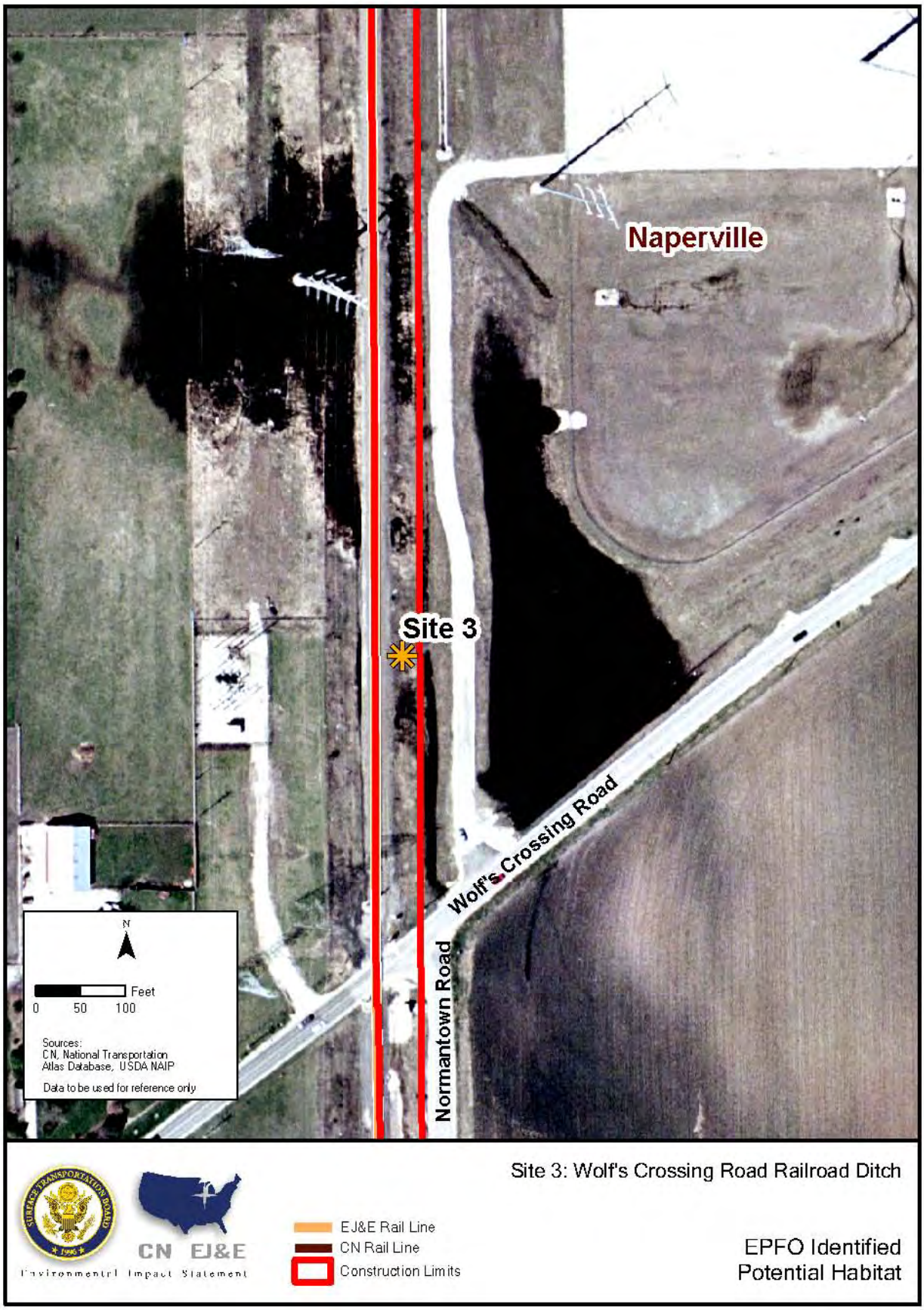

Ramm Drive
Naperville
Site 2
Normantown Road
N
Feet
0
50
100
Sources:
CN, National Transportation Atlas Database, USDA NAIP
Data to be used for reference only
Site 2: Normantown Road and Ramm Drive Wet Meadow
CN EJ&E
Environmental Impact Statement
EJ&E Rail Line
CN Rail Line
Construction Limits
EPFO Identified Potential Habitat

Site 3- Naperville

Site 3 is comprised of a ditched area between Normantown Road and the EJ&E. Species composition along the EJ&E ditched area is dominated by Reed Canary Grass with mixed composition of native wet meadow species and non-native weedy species.

Plants noted within Site 3 during October 30 site visit include:

#	**Species**	**% Composition**
1	*Arctium minor*	5%
2	*Asparagus officinalis*	1%
3	*Calamagrostis Canadensis*	20%
4	*Iris virginica*	1%
5	*Phalaris arundinacea*	40%
6	*Phragmites australis*	2%
7	*Polygonum spp.*	5%
8	*Setaria glauca*	20%
9	*Typha angustifolia*	10%


Naperville
Site 3
Wolf's Crossing Road
Normantown Road
N
Feet
0 50 100
Sources:
CN, National Transportation Atlas Database, USDA NAIP
Data to be used for reference only
CN EJ&E
Environmental Impact Statement
EJ&E Rail Line
CN Rail Line
Construction Limits
Site 3: Wolf's Crossing Road Railroad Ditch
EPFO Identified Potential Habitat

Site 4 – Gougar Road, Unincorporated Will County

Site 4 is a mixed wet prairie/wet meadow, ditched area north of the EJ&E near Gougar Road in unincorporated Will County. New development is occurring both south of the EJ&E and northeast of this location along Gougar Road. This wet meadow is dominated by Canada bluejoint (*Calamagrostis canadensis*), big bluestem, sedge species and prairie cordgrass.

Additional plants noted within Site 4 during the October 30 site visit include:

#	**Species**	**% Composition**
1	*Ambrosia trifida*	15
2	*Andropogon gerardii*	25
3	*Aster pilosus*	5
4	*Bidens spp.*	3
5	*Bromus inermis*	3
6	*Carex lacustris*	2
7	*Carex spp.*	3
8	*Chenopodium album*	3
9	*Daucus carota*	1
10	*Helianthus tuberosus*	5
11	*Melilotus officinalis*	3
12	*Onethera biennis*	1
13	*Panicum virgatum*	5
14	*Phalaris arundinacea*	5
15	*Rumex crispus*	2
16	*Setaria glauca*	2
17	*Solidago* sp.	1
18	*Spartina pectinata*	25
19	*Ulmus pumila*	3


Unicorporated Will County
Gouger Road
Site 4
N
Feet
0 50 100
Sources:
CN, National Transportation Atlas Database, USDA NAIP
Data to be used for reference only
Site 4: Gouger Road Wet Meadow/Wet Prairie
CN EJ&E
Environmental Impact Statement
EJ&E Rail Line
CN Rail Line
Construction Limits
EPFO Identified Potential Habitat

Site 5 – Schoolhouse Road

Site 5 is a mixed wet prairie/wet meadow, ditched area north of the EJ&E near South Schoolhouse Road in unincorporated Will County. This is a large site with some open water and wet prairie. Native grasses and sedges, including bluejoint grass and tussock sedge dominate the area along the EJ&E railroad embankment. Potential impacts could include fill along the northern edge of the rail embankment.

Plants noted in Site 5 during the October 30 site visit include:

#	**Species**	**% Composition**
1	*Asclepias incarnate*	2
2	*Asclepias syriaca*	2
3	*Calamagrostis canadensis*	50
4	*Polygonum spp.*	5
5	*Silphium terebinthinaceum*	2
6	*Salix nigra*	3
7	*Scirpus fluviatilis*	10
8	*Rumex crispus*	2
9	*Iris versicolor*	1
10	*Cornus racemosa*	2
11	*Helianthus tuberosus*	4
12	*Solidago gigantea*	3
13	*Solidago canadensis*	5
14	*Phragmites australis*	5
15	*Phalaris arundinacea*	10
16	*Spartina pectinata*	5
17	*Verbena hastata*	2

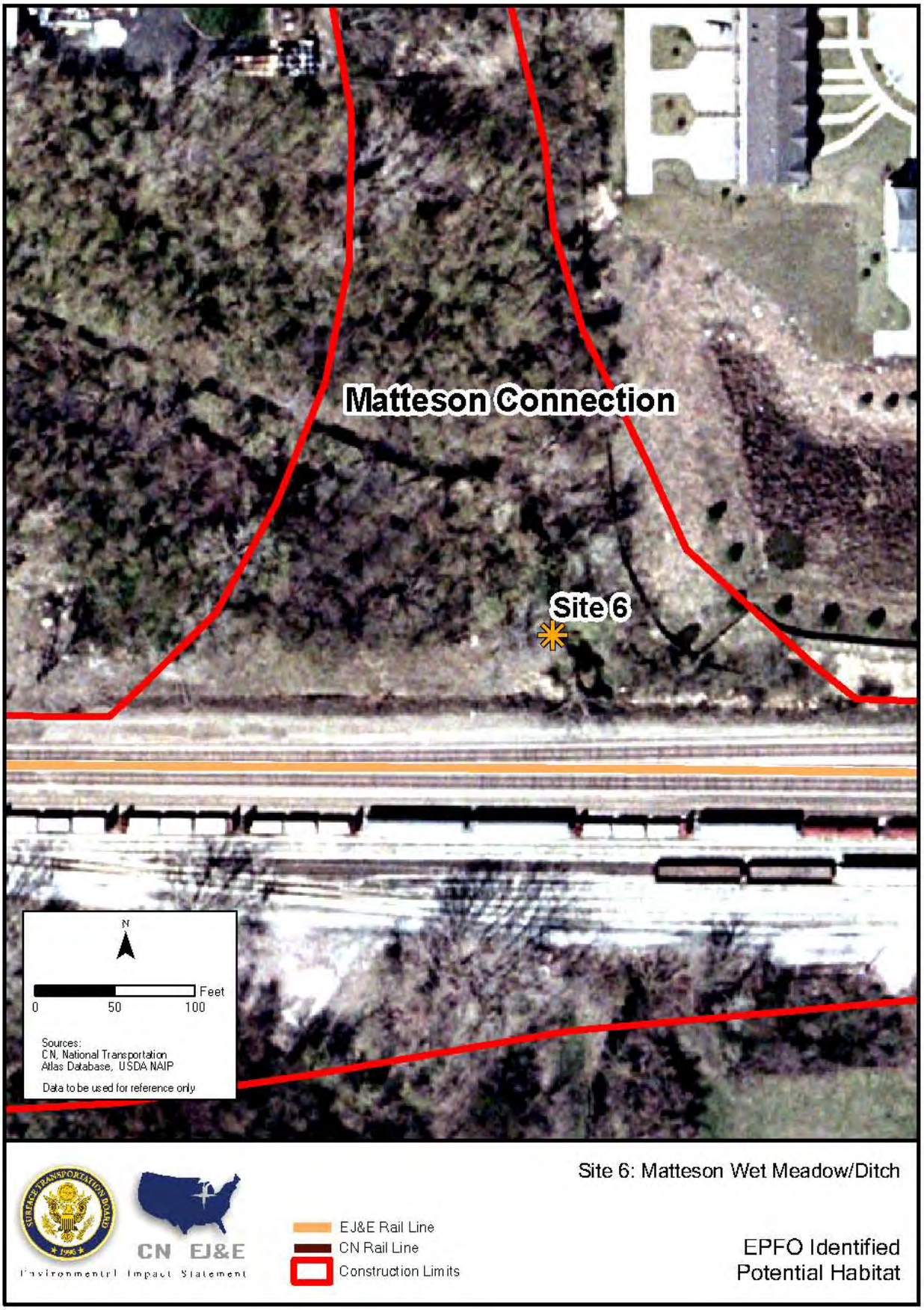

Unicorporated Will County
Site 5
South Schoolhouse Road
N
Feet
0 50100
Sources:
CN, National Transportation
Atlas Database, USDA NAIP
Data to be used for reference only
Site 5:: South Schoolhouse Road Wet Meadow
CN EJ&E
Environmental Impact Statement
EJ&E Rail Line
CN Rail Line
Construction Limits
EPFO Identified
Potential Habitat

Site 6 – Matteson Illinois

Site 6 is located within the footprint of the Matteson connection along the eastern edge of the construction area, in a ditch north of the EJ&E tracks. The remainder of the construction areas of the Matteson connection were determined to be non-suitable habitat for the EPFO, and are characterized as wet forest, immature upland forest, turf grass, and pavement. Site 6 is characterized as a small linear wet meadow located at the base of the rail embankment in a small drainage way. Site 6 is dominated by invasive reed canary grass; however, the site contains a few conservative native species such as lake sedge, prairie cordgrass and Canada bluejoint grass. Hydrology appears to be influenced by local runoff from the railroad embankment, flowing into an unnamed tributary of Butterfield Creek.

Plants noted in Site 6 include:

#	**Species**	**% Composition**
1	*Phalaris arundinacea*	60
2	*Scirpus cyperinus*	5
3	*Calamagrostis canadensis*	5
4	*Carex lacustris*	2
5	*Scirpus fluviatalis*	2
6	*Phragmites australis*	10
7	*Juncus* sp.	20
8	*Carex stricta*	2
9	*Spartina pectinata*	1
10	*Fraxinus pennsylvanica*	5
11	*Acer saccharinum*	5
12	*Typha latifolia*	2
13	*Rhamnus cathartica*	10


Matteson Connection
Site 6
N
Feet
0
50
100
Sources:
CN, National Transportation Atlas Database, USDA NAIP
Data to be used for reference only
CN EJ&E
Environmental Impact Statement
EJ&E Rail Line
CN Rail Line
Construction Limits
Site 6: Matteson Wet Meadow/Ditch
EPFO Identified Potential Habitat

HDR/USFWS Site Visit: November 6, 2008

During the surveys conducted on October 28 and 30, HDR personnel observed numerous wetland delineation flags in wetland sites within some of the proposed construction areas. CN confirmed that growing season wetland delineations had been conducted by Hey and Associates for the majority of the construction areas in 2008. CN supplied this information to HDR on November 5th, 2008 for review and use in our additional analysis. Table 1 below summarizes the information contained within the five wetland reports.

Typically the USFWS requests a Floristic Quality Assessment (FQA) to determine if a project site contains suitable habitat for the EPFO. Floristic Quality Assessments are conducted during the growing season to document all plant species within a particular site and determine its quality. From the plant data collected, each site is given an FQA score called an FQI. The USFWS looks at the FQI score and the mean C value (a measure of the coefficient of conservatism) to make determinations on the potential for EPFO to occur within mesic prairie, wet prairie, and sedge meadow habitats.

An additional site survey was conducted on November 6th by HDR and USFWS to observe the six habitat areas identified within two sites.

The Matteson connection (Site 6) was the first site visited by HDR and USFWS on November 6th. The Service determined most of the construction area was not habitat for the EPFO; however, not all areas within the construction foot print could be ruled out as EPFO. A small sedge meadow community was identified on the eastern edge of the construction area in a ditch north of the EJ&E tracks. Because this area did not have a growing season plant survey or an FQI score, we recommend this area be surveyed according to the methods outlined below, prior to any construction activities.

The next site visited on the November 6th site survey was located in an area of double tracking just west of South Schoolhouse Road (Site 5) in unincorporated Will County. This site consisted of a wet prairie/wet meadow north of the EJ&E. Native grasses and sedges dominated this wetland site and the Service agreed it would definitely be classified as potential EPFO habitat. Because this area did not have a growing season plant survey or an FQI score, we recommend this area be surveyed according to the methods outlined below, prior to any construction activities. CN may take the avoidance approach and construct a small retaining wall to contain fill.

The third site visited was located north of the EJ&E immediately west of Gougar Road (Site 4). This wet prairie site is located in an area of double tracking , however, during the site meeting it was determined that the available right of way within the footprint of the existing embankment was sufficient to support the new double tracking without impacting the adjacent wetlands. If this is the case, no additional habitat surveys will be needed within this site. However, if this site cannot be avoided, we recommend this area be surveyed according to the methods outlined below, prior to any construction activities.

The fourth site was located north of the EJ&E, west of Wolf's Crossing Road (Site 3). This wetland was in an area where CN had completed wetland delineations. The site, identified in the CN delineation report as Wetland 14, maintained an FQI of 14.1 and a mean C value of 3.4. The Service indicated this site is likely not habitat for the EPFO, however, because the site had a mean C of 3.4, a closer look at the species present within the wetland would likely be required before the USFWS can determine if suitable habitat for the EPFO exists.

The fifth site (Site 2) identified by HDR was not visited by the USFWS on November 6th, 2008, because of time constraints. The service chose to skip this site based on the fact that this wetland site had been delineated and a growing season FQI was performed. The site, identified in the CN delineation report as Wetland 12, maintained an FQI of 12.1 and a mean C value of 3.1. Because the site had a mean C of 3.1, a closer look at the species present within the wetland would likely be required before the USFWS can determine if suitable habitat for the EPFO exists.

The final site visited during the November 6th field visit was the connection at Munger (Site 1). This wetland was in an area where CN had completed wetland delineations. Based on an FQI score of 24, and a mean C value of 3.2, the Service agreed that this area would require an orchid survey.

EPFO Habitat Surveys

The Applicant (CN) shall perform a Floristic Quality Assessment (FQA) in all wetland and mesic prairie locations within areas of proposed construction of double track or new or improved connections. FQAs are required to be conducted during the growing season (generally: May 1-October 1). FQA data will be submitted to the USFWS to identify if habitat suitable for the orchid is present in the locations of proposed Transaction-related construction of double track or new or improved connections. If suitable habitat is identified by the USFWS Service Orchid surveys will be required. Orchid surveys should be conducted during the bloom period from June 28 through July 11, with searches conducted on a minimum of three non-consecutive days within this time period.

CN may already have much of the data the USFWS needs to make a determination; however, it is recommended that CN submit this information to the USFWS for their determination under their own cover letter.

Table 1: Floristic Quality Index Data from Wetland Reports Provided by CN on November 5th, 2008

Date (2008)	Site	Wetland	Area (acres)	FQI	Native Mean C	HQAR	Wetland Type	Potential EPFO Habitat
June 17	Leithton	1	0.02	11.2	2.5	No	Wet Meadow, Scrub Shrub	No
June 17	Leithton	2	0.01	3.0	1.5	No	Wet Meadow, Scrub Shrub	No
June 17	Leithton	3	0.07	11.8	3.1	No	Wet Meadow, Scrub Shrub	No
June 17	Leithton	4	1.96	18.8	2.9	No	Emergent Marsh	No
June 17	Leithton	5	0.54	14.1	3.0	No	Pond, Emergent Marsh	No
June 17	Leithton	6	0.01	8.4	2.4	No	Wet Meadow	No
July 3 and 8	Diamond Lake, DT	1	0.17	5.1	1.6	No	Wet Meadow, Scrub Shrub	No
July 3 and 8	Diamond Lake, DT	2	0.04	2.9	1.2	No	Wet Meadow, Scrub Shrub	No
July 3 and 8	Diamond Lake, DT	3	0.01	4.5	1.7	No	Wet Meadow	No
July 3 and 8	Diamond Lake, DT	4	0.04	4.2	1.6	No	Wet Meadow	No
July 3 and 8	Diamond Lake, DT	5	0.04	8.9	2.5	No	Wet Meadow	No
July 3 and 8	Diamond Lake, DT	6	0.02	5.3	2.2	No	Wet Meadow	No
July 3 and 8	Diamond Lake, DT	7	0.04	6.6	2.0	No	Wet Meadow	No
July 3 and 8	Diamond Lake, DT	8	0.02	1.2	0.7	No	Wet Meadow	No
July 3 and 8	Diamond Lake, DT	9	0.01	2.1	1.5	No	Wet Meadow, Scrub Shrub	No
July 3 and 8	Diamond Lake, DT	10	0.01	4.3	1.4	No	Wet Meadow, Scrub Shrub	No
July 3 and 8	Diamond Lake, DT	11	0.01	4.5	1.7	No	Wet Meadow	No
July 3 and 8	Diamond Lake, DT	12	0.04	6.7	2.2	Yes	Creek	No
July 3 and 8	Diamond Lake, DT	13	0.01	3.6	1.6	No	Wet Meadow, Scrub Shrub	No
July 3 and 8	Diamond Lake, DT	14	0.05	3.9	1.2	No	Wet Meadow	No
July 3 and 8	Diamond Lake, DT	15	0.28	11.0	2.5	No	Wet Meadow, Emergent Marsh	No
July 3 and 8	Diamond Lake, DT	16	0.10	11.9	2.5	No	Wet Meadow, Scrub Shrub	No
July 3 and 8	Diamond Lake, DT	17	0.09	4.3	1.4	No	Wet Meadow, Scrub Shrub	No
July 3 and 8	Diamond Lake, DT	18	0.15	11.7	3.1	No	Pond, Drainage Way	No
July 3 and 8	Diamond Lake, DT	19	0.04	9.0	2.1	No	Wet Meadow	No
May 29,	Munger	1	1.21	24.0	3.2	Yes	Emergent Marsh, Wet Meadow	Yes
July 10-11 and Aug. 8	Aurora to Joliet, DT	1	0.09	10.5	2.6	No	Open Water Pond, Marsh, Wet Meadow	No

Date (2008)	Site	Wetland	Area (acres)	FQI	Native Mean C	HQAR	Wetland Type	Potential EPFO Habitat
July 10-11 and Aug. 8	Aurora to Joliet, DT	2	0.03	4.9	2.2	No	Wet Meadow	No
July 10-11 and Aug. 8	Aurora to Joliet, DT	3	- - -	8.1	2.9	No	Wet Meadow, Marsh	No
July 10-11 and Aug. 8	Aurora to Joliet, DT	4	0.02	2.3	1.3	No	Wet Meadow, Marsh	No
July 10-11 and Aug. 8	Aurora to Joliet, DT	5	0.20	12.5	2.9	No	Wet Meadow	No
July 10-11 and Aug. 8	Aurora to Joliet, DT	6	0.43	12.8	3.2	No	Wet Meadow	No
July 10-11 and Aug. 8	Aurora to Joliet, DT	7	0.15	6.3	1.9	No	Marsh, Wet Meadow, Drainage Swale	No
July 10-11 and Aug. 8	Aurora to Joliet, DT	8	0.05	9.6	2.6	No	Wet Meadow, Marsh	No
July 10-11 and Aug. 8	Aurora to Joliet, DT	9	0.01	6.9	2.8	No	Excavated Channel	No
July 10-11 and Aug. 8	Aurora to Joliet, DT	10	0.02	1.4	1.0	No	Drainage Swale	No
July 10-11 and Aug. 8	Aurora to Joliet, DT	11	0.11	13.0	3.6	Yes	Wet Meadow, Drainage Swale	Yes
July 10-11 and Aug. 8	Aurora to Joliet, DT	12	0.17	12.1	3.1	Yes	Sedge Meadow, Wet Meadow	Yes
July 10-11 and Aug. 8	Aurora to Joliet, DT	13	0.21	18.8	3.8	Yes	Wet Meadow, Drainage Swale	Yes
July 10-11 and Aug. 8	Aurora to Joliet, DT	14	0.50	14.1	3.4	No	Marsh, Wet Meadow, Drainage Swale	No
July 10-11 and Aug. 8	Aurora to Joliet, DT	15	- - -	11.0	2.9	No	Wet Meadow	No
July 10-11 and Aug. 8	Aurora to Joliet, DT	16	0.18	14.6	3.2	No	Wet Meadow, Drainage Swale	No

Date (2008)	Site	Wetland	Area (acres)	FQI	Native Mean C	HQAR	Wetland Type	Potential EPFO Habitat
July 10-11 and Aug. 8	Aurora to Joliet, DT	17	0.02	4.5	1.8	No	Excavated Channel	No
July 10-11 and Aug. 8	Aurora to Joliet, DT	18	0.04	6.3	2.8	No	Wet Meadow, Drainage Swale	No
July 10-11 and Aug. 8	Aurora to Joliet, DT	19	0.50	14.5	2.8	Yes	Sedge Meadow, Wet Meadow, Drainage Swale	Yes
July 10-11 and Aug. 8	Aurora to Joliet, DT	20	0.01	2.8	0.9	No	Depressional basin	No
May 15	Joliet Connection	1	0.01	10.7	2.9	No	Depressional, Wet Meadow, Scrub Shrub	No
May 15	Joliet Connection	2	0.02	10.6	3.2	No	Drainage Way, Depressional, Wet Meadow, Scrub Shrub	No
May 15	Joliet Connection	3	0.01	1.0	1.0	No	Excavated Depression	No
May 15	Joliet Connection	4	0.03	2.1	1.5	No	Open water, Pond	No

Attachment C

Midwest Generation-related Correspondence and Documentation

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November 6, 2008

BY E-MAIL (John_Rogner@fws.gov; Shawn_Cirton@fws.gov)
AND FIRST CLASS MAIL

Mr. John D. Rogner, Field Supervisor
Chicago Ecological Services Field Office
U.S. Fish and Wildlife Service
United States Department of the Interior
1250 South Grove Avenue, Suite 103
Barrington, IL 60010

Mr. Shawn Cirton
U.S. Fish and Wildlife Service
United States Department of the Interior
1250 South Grove Avenue, Suite 103
Barrington, IL 60010

Re: ***Canadian National Railway Company and Grand Trunk Corporation – Control – EJ&E West Company*** **(STB Finance Docket No. 35087)**

Dear Messrs. Rogner and Cirton:

I have been informed by the Section of Environmental Analysis ("SEA") of the Surface Transportation Board ("STB") and by SEA's third-party consultant in the above-captioned proceeding, HDR Engineering, Inc. ("HDR"), that Midwest Generation, LLC ("MWG"), has suggested to the U.S. Fish and Wildlife Service ("USFWS") that the transaction proposed in this proceeding could require MWG to seek to construct additional rail storage capacity near its Will County Generating Station, in Romeoville, Illinois. As we understand from SEA and HDR, your office has expressed concern that construction of that capacity, which could have adverse impacts on the habitat of the Hines emerald dragonfly ("HED"), would therefore be an indirect effect of the proposed transaction.

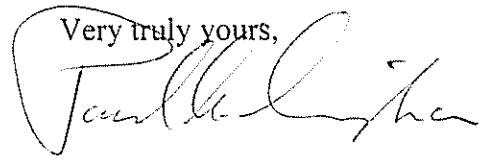
Because it appears that USFWS may not have been provided with a complete explanation of the situation regarding storage of coal trains for MWG, changes in that situation that would result from the proposed transaction, and effects of those changes on the HED and its habitat, we have prepared the enclosed paper summarizing those facts, and explaining why, contrary to the

suggestion apparently raised by MWG, adverse impacts on the HED are not likely as a result of the proposed transaction. We believe that you will find this paper helpful in preparation for the conference call scheduled for this Friday, November 7, 2008, at 2:00 p.m. Central Time to discuss issues related to MWG.

The enclosed paper describes voluntary mitigation conditions which CN would be willing for the STB to impose on its approval of the proposed transaction, in order to ensure that the transaction would have no adverse impacts on the HED. For your convenience, I have also enclosed a list setting forth language of specific conditions that CN is considering submitting to SEA to mitigate potential impacts of coal delivery to MWG, and to address several other issues (regarding migratory birds, rare and listed turtles, Karner blue butterfly, and Indiana dune and swale) that were raised at the October 23 meeting.[1] I would appreciate it if you would review those draft conditions and let me know whether they would adequately address USFWS's concerns, so that we may decide whether to propose them to SEA as conditions that CN would consent to have imposed on it in any STB decision approving the transaction.

I look forward to hearing from you.

Very truly yours,



Paul A. Cunningham

Enclosures

[1] Two separate habitat assessments (April and October 2008) have been conducted, in cooperation with the USFWS, The Nature Conservancy ("TNC"), and representatives of the Indiana Department of Natural Resources (IDNR), at Kirk Yard as well as at the locations of proposed Transaction-related construction of double-track and new or improved connections, to identify potential voluntary mitigation measures. The enclosed list reflects the findings of those habitat assessments.

cc: Michael T. Chezik
Victoria J. Rutson
Phillis Johnson-Ball
John H. Morton
Theodore K. Kalick
Normand Pellerin
Devin Sprinkle

STORAGE OF COAL TRAINS BY MIDWEST GENERATION LLC
ON TRACKS OF ELGIN, JOLIET AND EASTERN RAILROAD COMPANY

Coal Trains Destined for MWG Plants Are Currently Staged on EJ&E Property, Under an Informal, Non-Binding Arrangement Between the Parties

Midwest Generation, LLC ("MWG"), operates two coal-burning electric power plants in the Joliet area: the Joliet Generating Station, including units on both sides of the Des Plaines River south of Joliet, and the Will County Generating Station, located in Romeoville, at the end of the Paul Ales Branch (also known as the Romeoville Branch) of Elgin, Joliet and Eastern Railroad Company ("EJ&E"). Union Pacific Railroad Company ("UP") originates coal in the Powder River Basin ("PRB") which it delivers to the Joliet Station by means of haulage rights over EJ&E between West Chicago and the plant. UP interchanges PRB-originated coal with EJ&E at West Chicago for delivery by EJ&E to Will County Station.

Currently, MWG can hold two coal trains (one loaded and one empty) on tracks at the Romeoville Yard, located on the Paul Ales Branch near Will County Station, and two coal trains (one loaded and one empty) at the Joliet Station. If coal trains are delivered by UP in bunches, rather than coming at even intervals, they must be held at locations some distance away from the MWG plants. Accordingly, for the convenience of UP and MWG, EJ&E currently permits those trains to be staged at three locations on EJ&E's property when those locations are not otherwise in use – Normantown siding (ca. MP 14.5- ca. MP16), Turner siding (ca. MP 2-ca. MP5.5), and at East Joliet Yard – while awaiting delivery to Joliet and Will County Stations. To the best of EJ&E's knowledge and belief (determined after a search of EJ&E's records[1]), EJ&E has no formal agreement with MWG that obligates it to permit these trains to be stored on its property; at most, there is an informal arrangement between the parties that EJ&E has the right to terminate at any time.

The Proposed CN/EJ&EW Transaction Would Place CN in the Same Position EJ&E Now Stands; CN Has Made No Decision to Terminate EJ&E's Current Informal Arrangements with MWG

The transaction proposed in CN's application to the Surface Transportation Board ("STB") calls for EJ&E to transfer most of its rail assets to a subsidiary, EJ&E West Company ("EJ&EW"), and for CN to acquire control of EJ&EW through purchase of all of EJ&EW's stock. As a result of that transaction, CN would step into the shoes of EJ&E with respect to any arrangement EJ&E now has with MWG. Thus, CN would have the same right that EJ&E now has to decide, on a case-by-case basis, whether to store

[1] E-mail from James H. Danzl (General Manager Marketing and Raw Material Transportation, EJ&E) to Gordon T. Trafton (Senior Vice-President, Southern Region, CN) (Nov. 4, 2008, 08:20 a.m. CST) (copy attached).

undeliverable MWG trains and to unilaterally terminate any informal arrangements under which EJ&E coal trains are staged on the EJ&E yard and sidings.

Although CN representatives informed MWG representatives, at a meeting held August 7, 2008, that it is not CN's normal business practice to store customers' trains on its property, CN has never represented to MWG, at the August 7 meeting or otherwise, that it would terminate the informal arrangements under which MWG stages trains on EJ&E property, nor has it made any decision to do so. Nevertheless, MWG has categorically asserted that "should the CN acquire the EJ&E, we will lose all three of our train 'landing spots' for Will County Station"[2] and has made representations to USFWS that "unless we expand our track storage capability within the 5 miles of our track, we will not have a sufficient coal supply to sustain operating of our three generating facilities which rely on this rail line for fuel."[3] Accordingly, MWG has approached USFWS to discuss MWG's plans to provide storage space for additional coal trains by "increase[ing] the number of rail sidings/lines within the River South area" on the Paul Ales Branch that has "heretofore been considered 'off-limits', due to heightened environmental concerns."[4]

Construction of MWG's Proposed Sidings Is Not an Effect of the CN/EJ&EW Transaction

Because the proposed new sidings would be located in the environmentally sensitive habitat of the Hine's emerald dragonfly ("HED"), USFWS suggests that it may not be able to concur that STB approval of the proposed CN/EJ&EW transaction "is not likely to adversely affect [the HED] or critical habitat," 50 C.F.R. §§ 402.13(a), 402.15(b)(1), because the effects of the construction of those sidings would be indirect effects of that transaction.

Under USFWS regulations, however, indirect effects of a proposed action "are those that are caused by the proposed action and are later in time, but still are reasonably certain to occur." 50 C.F.R. § 402.02. There is, however, no certainty that the construction of the sidings would be necessary, much less occur, if CN were to acquire control of EJ&EW (and with it EJ&E's present lines).

MWG's position, as we understand it, is that, because coal trains may be delivered by UP at times when MWG's existing storage capacity is filled, if no space is available on the EJ&E lines to hold those trains, MWG will have no choice but to create additional storage locations on its own property, which necessarily will adversely affect

[2] E-mail from Julia Wozniak (Environmental Program Manager, Midwest Generation Environment Services) to Shawn Cirton (Fish and Wildlife Biologist, U.S. Fish and Wildlife Service ("USFWS") (Oct. 29, 2008, 09:20 a.m.).

[3] E-mail from Julia Wozniak to Jeffrey Mengler (Botanist/Wetland Ecologist, Chicago Illinois Field Office, USFWS) (Oct. 23, 2008, 03:16 p.m.).

[4] *Id.*

the HED and its habitat. This is not the case. First of all, as noted above, no decision has been made by CN to terminate the informal arrangements under which MWG coal trains have been staged on EJ&E property. In addition, CN has not yet begun to examine the range of possible alternatives to Normantown and Turner sidings and to the East Joliet Yard that might be available for staging MWG trains. CN stands ready, however, to cooperate with MWG in an effort to identify alternative locations on CN property, or available to CN, on which loaded coal trains could be staged while awaiting delivery to MWG's plants and which would make unnecessary even the contemplation of any construction of additional train storage capacity on MWG property that would adversely affect the Hine's emerald dragonfly or its habitat. If no adequate existing train storage locations could be identified, CN would make reasonable efforts to acquire or construct, at MWG's expense, new train storage capacity, at locations where construction would not have adverse impacts on the Hine's emerald dragonfly or its habitat, and which would make construction of additional storage capacity on MWG's property unnecessary, and would make that capacity available as needed for staging of coal trains destined for Will County and Joliet Stations. CN is willing for the STB to condition its approval of the proposed CN/EJ&EW transaction on a requirement that CN make these efforts to identify and provide storage space for MWG trains.

Moreover, CN can ensure that there will be no need for MWG to construct additional train storage space on its environmentally sensitive property by committing that it will work with UP (or other railroads that may forward coal trains for delivery to MWG) to meter coal trains to assure that they do not come upon the EJ&E line unless there is sufficient storage capacity, and that its dispatchers will not permit coal trains to move onto the EJ&E line from the other railroads' lines unless CN has confirmed that space will be available on MWG's existing tracks, or on available facilities on the EJ&E line, to receive those trains. CN is willing to have this commitment imposed by the STB as a condition of its approval of the proposed transaction.

Given CN's willingness to make these commitments, there is no ground for believing that the CN/EJ&EW transaction would adversely affect the HED or its habitat. But there is a further reason that construction of MWG's proposed sidings, and consequent impacts on the HED, cannot be considered "reasonably certain to occur." CN understands that MWG has been seeking authority to construct additional sidings on the Paul Ales Branch for several years.[5] The fact that MWG has been unsuccessful for so long indicates that obtaining that authority is far from "reasonably certain."

CN understands, on the basis of discussions with Ken Mierzwa, Senior Scientist with the consulting firm of Winsler & Kelly,[6] that construction of additional sidings on the Paul Ales Branch is likely to destroy so much of the HED habitat remaining in

[5] MWG's Julia Wozniak alludes to these efforts in her e-mail message of October 23, 2008, to USFWS's Jeffrey Mengler.

[6] Winsler & Kelly is a subcontractor to HDR Engineering, Inc., the third-party consultant retained by the STB's Section of Environmental Analysis to assist it in preparing the Environmental Impact Statement for the CN/EJ&EW transaction.

northeast Illinois as to significantly threaten the continued existence of the species in Illinois. This level of harm would appear to constitute a "take" under the Endangered Species Act, and would accordingly require a permit from the USFWS before any action could be taken. *See* 16 U.S.C. §§ 1532(19), 1538(a)(1)(B), 1539(a)(1). The likelihood of obtaining such a permit appears remote, especially in light of the potentially devastating impacts of the construction on the remaining HED habitat. Moreover, it appears that construction of the proposed additional sidings would require wetlands permitting from the U.S. Army Corps of Engineers, which apparently has not hitherto been forthcoming.[7]

It thus appears that construction of the additional sidings would only occur if necessary permission were granted, not only by USFWS itself, but perhaps also by the Corps of Engineers. USFWS cannot reasonably conclude that either it or the Corps is more likely to grant that permission now than it has been in the past, or that the resulting construction impacts are now more "reasonably certain to occur" than they were previously.[8]

In any event, CN has previously declared its willingness to discuss with USFWS the possibility of contributing to the development of a Habitat Conservation Plan for the HED (though without prematurely conceding any need for CN to seek a USFWS permit for itself).[9] That willingness is consistent with CN's consent, described above, to imposition of a condition that would require it to commit to cooperate with MWG in examining alternative storage options, including if necessary construction of new storage for the use of MWG coal trains. USFWS should therefore conclude that adverse impacts on the HED are not likely, both because it is not reasonably certain that MWG could obtain the permits necessary for construction of sidings on MWG property, and because CN stands ready to take steps that would foreclose the need for any such construction and that would not adversely affect the HED.

[7] Again, Ms. Wozniak's message to Mr. Mengler alludes to the need to obtain "work closely with . . . the U.S. Army Corps, if necessary, to ensure that appropriate measures are taken to continue to protect and enhance HED habitat."

[8] Even if MWG were to claim that it now has greater need for such authority, USFWS could not reasonably rely on that as grounds for granting a permit under the Endangered Species Act, as the impacts of the construction on the HED do not change because of a change in MWG's circumstances. If USFWS were to take those circumstances into account in determining whether to grant a permit, it would, in effect, be weighing MWG's need to construct additional sidings to permit efficient operation of its plants against CN's need to consummate the CN/EJ&EW transaction to permit efficient operation of its system in and through Chicago. We assume that USFWS recognizes that nothing in the Endangered Species Act requires or authorizes USFWS to mediate between business interests in such way, especially if its choice would be to favor the business that would be directly causing harm to listed species rather than the one whose impact would be, at most, indirect and attenuated.

[9] Letter from Paul A. Cunningham (Counsel for CN) to John D. Rogner (Field Supervisor, Chicago Ecological Services Field Office, USFWS) and Shawn Cirton at 4 (Oct. 23, 2008).

From: James H Danzl [JHDanzl@uss.com]

Sent: 04/11/2008 08:20 AM CST

To: Gordon Trafton

Cc: Normand Pellerin; "David M. Gevaudan" <DMGevaudan@uss.com>

Subject: Midwest Generation

Gordon:

Regarding your questions on whether or not EJE has a commitment to hold trains short of Midwest Generation's Will County plant. we have conducted a thorough search of our files in Marketing to determine if a commitment actually exists. None of the formal documents(the original Transportation Contract and all amendments, the Spur Track Agreement and Bill of Sale Agreement), between the EJE have any commitment by EJE to hold trains short of Midwest Generation's plants.

In the development of this project and at a meeting with Commonwealth Edison (now Midwest Generation), EJE operations did indicate that the EJE could hold two trains in front of Midwest Generation-one at West Chicago and the other between West Chicago to and including Joliet Yard. To my knowledge there was never any written commitment which bound EJE to this statement on how EJE could or would operate. The meeting was held on February 13, 1997 and was attend by Mr. M. Turner-GM EJE, Mr. C. Curran-Supt Transportation EJE, Mr. J. Jamrus-Account Manager EJE, a host of Commonwealth Edison people-both plant and headquarters including Larry Siler and several UPRR Operating and Marketing representatives.

My read of this Gordon is that we explained how we intended to operate (or react) should the bunching of trains occur or a sudden spike in coal demand occur, but at no time did EJE ever commit in writing to a long term obligation to hold or store trains. I believe a question was asked on what would happen if multiple trains arrived in Chicago, the answer was that EJE could hold two train sets. Again, I do not and did not see this as a commitment-either short or long term.

Hope this answers your questions.

Jim

Midwest Generation Coal Storage Capacity

I. Introduction

During the preparation of this Report, an issue emerged relating to one of the customers of the EJ&E. The customer, Midwest Generation (MGen), raised the issue of coal storage at its Will County electric generating facility at Romeoville. MGen has an arrangement with the EJ&E where coal trains are held on sidings on the EJ&E until MGen is ready to unload the trains. According to CN, there is no written agreement to support this arrangement. MGen is concerned that the Proposed Action will remove the holding areas and limit MGen's flexibility. MGen believes it may need to expand its rail yard at Romeoville to regain lost flexibility. Expansion of the Romeo yard (MGen's proposal) would most likely have an adverse effect on the Hine's Emerald Dragonfly (HED).

SEA has characterized the issue of MGen's storage capacity as unrelated to the Proposed Action. Before MGen could ever expand its Romeo yard, it would need a Section 404 permit from the Army Corps of Engineers, Chicago District which would require consultation with the U.S. Fish & Wildlife Service (FWS). SEA believes that the process for issuance of such a permit would involve the evaluation of alternatives which would, most likely, show that the rail yard expansion was not needed. SEA believes that MGen's need to expand its yard is not an indirect or cumulative effect of the Proposed Action under the Council on Environmental Quality (CEQ) regulations that govern compliance with the National Environmental Policy Act (NEPA) and the Interagency Cooperation regulations that govern consultation under Section 7 of the Endangered Species Act (ESA).

FWS has characterized the issue of MGen's storage capacity limitations as closely related to the Proposed Action. FWS would prefer not to postpone the consideration of this issue until a Section 404 permit is needed if postponement would limit the range of alternatives. FWS believes the expansion of the Romeo yard may be reasonably foreseeable and could be an indirect and cumulative effect of the Proposed Action under NEPA and ESA.

This Report will present information on the rail operations that surround this issue, the statutes and regulations that govern STB's and FWS's decisions on this issue, and make recommendations on the proper resolution of the issue.

II. Background-Rail Delivery

A reliable coal supply to MGen's Will County Generating Station located in Romeoville, Illinois is strongly dependent on a reliable rail delivery network. This facility supplies coal not only to the Will County Generating Station but also supplies coal through a rail-barge transfer to MGen's Fisk and Crawford Generating Stations, both located in Chicago, Illinois.

The three power plants obtain 100% of their coal from the Southern Powder River Basin (PRB) in Wyoming. All three plants were originally designed to use Illinois Basin coal and switched to the PRB for coal supply approximately in 1995. All three plants are "merchant plants" selling generated capacity to transmission companies. The three plants were originally Commonwealth Edison plants. Illinois Basin coal was delivered both by barge (via the rail-to-water transfer at Havana, Illinois) to all three plants and by rail to Will County. Rail service, if it existed previously to the Fisk and Crawford facility, apparently no longer exists at these two locations.

Current consumption of the three plants is approximately a total of 6 million tons per year. Approximately 3 million tons/year is consumed by Will County, and 3 million by Fisk and Crawford. Storage for all three plants is primarily at Will County. Crawford has a very small storage capability. Fisk has no storage capability and barges serve as its live coal supply. MGen expects to consume 6.2 million tons at the three plants in 2008 and plans to consume 6.2 million tons in 2009 compared to 6.1 million tons in 2007 and 6.2 million tons in 2006. Current planned total coal consumption is approximately 20,500 tons/day at a 70% capacity factor. MGen indicated that it is a merchant generating company, and that it is in their best interest to maximize the generation from their coal

plants. MGen stated it tries to keep 40 days of coal inventory on hand and that it does not know of any regulatory limits on maximum or minimum inventory size.

MGen also receives PRB coal by rail to its Waukegan Generating Station north of Chicago (served UP direct or UP-EJ&E) and to its Powerton Generating Station in central Illinois, served UP-Illinois Midland Railway.

Union Pacific holds the contract with MGen for coal delivery through 2011. Union Pacific handles 50-60% of all coal trains generated daily out of the PRB with BNSF handling the balance. Most of this coal (400 million tons mined and shipped in 2007) moved east and south from the PRB. Typically, UP loads 35 to 36 trains and repositions the same number of empty coal trains returning to the PRB each day. These seventy trains are added to another 70 to 80 trains that operate daily on the UP mainline through Wyoming and Nebraska. To handle this volume, UP has constructed a three-track mainline that is at capacity. Discussions are underway to potentially add a fourth main track at congested locations. To handle this ever increasing volume, UP is also expending capital dollars on increasing capacity on the Sunset Route through southern tier states. In addition to physical plant improvements, both BNSF and UP are modifying their operating practices by operating longer and heavier trains in order to increase "slot utilization:". In other words, if main track capacity is constrained, one method of improving throughput is to have each train handle more. What is driving these railroads to handle longer and heavier trains is the fact that UP and BNSF shipping rates are not regulated except by the market and it is therefore incumbent on each railroad to operate as efficiently as possible. These trains were 100 to 115 cars in length only a few years ago but developments in the reliability of remotely controlling locomotives (labeled Distributed Power) placed throughout the train to ensure better train handling characteristics enable the western railroads to begin 135 car operations. Trains 150 cars in length are now seriously being considered.

UP delivers loaded coal trains to EJ&E at West Chicago. EJ&E is a handling-line carrier from West Chicago to Romeoville via the Paul Ales Branch, which connects to the EJ&E main line near Joliet. The branch line connection opens only to the south, requiring arriving loaded coal trains moving south from West Chicago toward Joliet to pass the Paul Ales Branch connection, enter Joliet Yard, reverse direction, then return northward and enter the branch line. MGen was uncertain whether departing empty trains also enter Joliet Yard before reversing direction northward on the EJ&E main line. Arriving trains travel northward on the Paul Ales Branch to the Romeo Yard approximately one mile prior to the end of the branch. The yard consists of two through tracks of 118-car capacity on the east side of the main track (Romeo 1 and 2), and one through track of 40-car capacity on the west side of the main track (Romeo 3 and 4), subdivided into two 20-car tracks by a universal crossover connecting to the main track.

UP delivers the coal trains as 135 car trains with Distributed Power, using 2 A.C.-type locomotives on the head end and one on the rear. Typically, EJ&E will move the head-end locomotives to the rear of the train in East Joliet Yard when they prepare to reverse the train onto the Paul Ales Branch. Usually EJ&E removes the UP locomotives from the arriving inbound trains and returns with UP locomotives when the trains are made empty. Prior to 2004 coal trains were 115 cars long. The trains increased to 135 cars that year. MGen has prepared conceptual engineering drawings for enlarging the Romeo Yard to accept 150 car trains by extending Romeo Track 1, 2, and 4 in a southward compass direction. MGen currently attempts to limit train operations at the south end of the yard (starting 22 cars from the south end) per agreement with U.S. Fish & Wildlife Service as they are aware that this is one of the locations identified as critical habitat for the HED.

EJ&E crews are prohibited from proceeding past the dual use bridge located just north of the Romeo Yard. EJ&E crews deliver a loaded train to Romeo Track 1 or 2, then move whatever doesn't fit into these tracks (usually 20 cars) over to Romeo Track 3 or 4. After the loaded train is delivered, MGen uses a switch engine (under contract to MGen) to pull 40 car cuts to its rotary dumper. The loaded cars are pulled into the dumper bypass track, then split in half. The first 20 cars are pulled past the dumper, then pushed through the dumper and emptied. The switch engine then pulls the second 20 cars past the dumper, shoves through the dumper pit onto the first 20 empties, and when all are empty pushes the 40

cars back to Romeo Yard and returns with a second 40 cars, and so forth until the train is made empty. MGen states it usually takes 10-12 hours to empty a train, barring mechanical problems with the dumper or associated coal handling machinery. MGen has two switch engines, both SD9 (six-axle, 1,750 hp, D.C.) type. One engine is essentially a spare, and MGen rarely uses both at once. MGen is staffed to dump trains around the clock, 365 days a year. The dumper nameplate capacity is 4,000 tons per hour. The dumper was installed in 1996.

MGen notifies EJ&E approximately two hours before it expects to have a train emptied. EJ&E sends car department personnel to connect the air hoses for the train's braking system and inspect the train. Romeo Yard is equipped with a yard-air compressor which is then attached to the assembled train in order to expedite train departure. EJ&E train crews return with UP locomotives and depart. Bad-order cars that cannot be repaired on site are set out and removed by an EJ&E local train to either the East Joliet yard or Kirk yard in Gary for repair.

Normal train operation provides for a loaded train to be emptied and departed before the next loaded train arrives. At times there will be two trains at the Romeo Yard simultaneously. MGen stated it can completely dump one train and 80 cars of a second train before it runs out of space for empties and must await EJ&E to depart an empty train. EJ&E uses the Crest Hill Siding north of the Paul Ales Branch and other sidings such as the siding at Normantown on the EJ&E rail line to stage inbound loaded trains if they arrive bunched and overtax the capacity of the Romeo Yard and the dumper operation.

MGen has 4,000 cars in its fleet. All are 286K, aluminum, rotary-dump type.

MGen normally has 8 to 9 trains in the cycle between the Southern PRB and Will County; at times up to 11 depending upon coal demand and cycle-time fluctuations. MGen can divert trains to Waukegan or Powerton from Will County, or vice versa, depending on demand, inventory, and railroad traffic conditions. MGen uses the KCBX Rail-to-Water transfer at Calumet Harbor in Chicago as an alternative to direct rail delivery to Will County as required by rail delivery delays on the EJ&E or plant mechanical or dumping interruptions at Will County. Coal dumped at KCBX is moved by barge to Fisk and Crawford. Will County at present does not have capability to transfer coal from barge to its inventory as the barge unloaders previously used at Will County have been decommissioned. MGen stated it prefers not to divert trains to KCBX due to the greater cost necessary to use the KCBX facility and the additional cost for the longer barge movement and greater required barge inventory from KCBX to Fisk and Crawford. Midwest stated in 2007 it diverted 12 trains to KCBX, and to date in 2008 has diverted 40 trains. Delivery of 6.2 million tons/year to Will County requires an average of 1.3 trains received daily at Will County, or an average of approximately 9 per week. MGen stated at present it is receiving only an average of 7 trains per week at Will County, with the remaining trains diverted to KCBX.

MGen states it believes it owns the track materials on the Paul Ales Branch, and maintains the track to the junction with the EJ&E main track, while the underlying land continues to be owned by Commonwealth Edison. MGen holds a use license from Commonwealth Edison.

MGen stated that service problems are at present occurring mostly on the EJ&E. While there are issues on UP, MGen's concern is EJ&E's capability to handle the trains effectively. MGen states it communicates constantly with both UP and EJ&E to track train movements and schedule trains at its receiving facilities. MGen stated that it perceives the issues with EJ&E center on lack of crews. Often crews run out of Hours of Service while still at Romeo Yard with empty trains, or EJ&E does not have rested crews to take trains from UP at West Chicago all the way to Romeo Yard and deliver. MGen stated that the sidings on EJ&E are useful to it to stage inbound trains to work around dumping capacity at Will County. MGen is concerned that if the sidings are converted into second main track as a result of the CN-EJ&E merger that it will no longer have the ability to stage trains close to Will County. MGen is concerned this trend will result in greater diversions to KCBX. MGen stated it had discussions with CN about post-merger service levels and that CN listened to MGen concerns and

stated it had no solutions other than possibly using Glenn Yard as an overflow or staging point. MGen stated a related problem is a six-hour daily curfew due to the Metra trains at West Chicago.

CN sent a letter dated November 6, 2008 addressing MGen's issue. The letter stated that CN was proposing two voluntary mitigation conditions for consideration by FWS and SEA that CN believed would resolved MGen's issue. The first proposed voluntary mitigation condition stated that CN would commit to work with MGen to identify sites either on CN's property, or available to CN, that would provide for storage of coal trains headed for the Will County facility. If no sites can be found, additional storage capacity could be built at MGen's expense. Whether an existing site is designated or a new one built, there would be no need for MGen to expand its Romeo yard. The second voluntary mitigation measure stated that CN would agree not to accept coal trains from UP unless it had available capacity to deliver the trains to MGen in a timely fashion.

III. Statutory Bases for Decisions

A. Interstate Commerce Commission Termination Act

STB is required to issue a certificate authorizing the acquisition of a railroad unless STB finds the application is inconsistent with the public interest. The certificate may require compliance with conditions STB finds necessary in the public interest (49 USC 10901(c)).

B. National Environmental Policy Act

Federal agencies such as STB are required to prepare an environmental impact statement (EIS) to accompany each major Federal action which significantly affects the quality of the human environment. (42 USC 4322(2)(c)). On November 23, 2007 STB issued a Decision effective November 26, 2007 which stated that STB would prepare an EIS for this transaction. On December 21, 2007, SEA issued a Notice of Intent to Prepare an EIS.

C. Endangered Species Act

Each Federal agency such as STB shall, in consultation with the Secretary of the Interior, insure that any action authorized by such agency is not likely to jeopardize the continued existence of any endangered species or result in the adverse modification of critical habitat of such species. (16 USC 1536(a)(2)).

IV. Administrative Standards and Procedures

A. SEA Regulations

SEA regulations (49 CFR 1105.7(d)) state the required content of any environmental report, including an EIS, that is prepared as part of a proceeding before STB. The regulations provide in part as follows:

> (2) *Transportation System.* Describe the effects of the proposed action on regional or local transportation systems and patterns. Estimate the amount of traffic (passenger or freight) that will be diverted to other transportation systems or modes as a result of the proposed action.
>
> (8) *Biological Resources.* (i) Based on consultation with the U.S. Fish and Wildlife Service, state whether the proposed action is likely to adversely affect endangered species or areas designated as critical habitat, and if so, describe the effects.
>
> (ii) State whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.

(11) *Additional Information for Rail Constructions*. The following additional information should be included for rail construction proposals (including connecting track construction):

(v) Describe the effects , including indirect or down-line impacts, of the new or diverted traffic over the line if the thresholds governing noise, energy, noise and air impacts in Sections 1105.7(e)(4), (5), or (6) are met.

B. Relationship of SEA Process to STB Decisions

On November 23, 2007 STB issued a Decision effective November 26, 2007 which accepted CN's application, classified the proposed transaction as minor under 49 CFR 1108.2(c), and established a procedural schedule. STB stated that any person who wished to participate as a Party of Record on the merits side of the transaction needed to file a notice of intent to participate no later than December 13, 2007 and written materials no later than January 28, 2008.

On December 12, 2007 STB issued press release No. 07-42 with guidance for the public on participation in the economic and environmental analyses for this transaction. The press release indicated that if a person's interests are focused on potential impacts on environmental issues, then the appropriate forum is SEA's environmental process. The press release pointed out that filings addressing the competitive and economic aspects of the proposed transaction must be filed in accordance with the STB Decision which was effective on November 26, 2007.

On July 24, 2008 STB issued a Decision effective July 25, 2008 which established a schedule for completion of the EIS process and issuance of a final decision on the merits of the transaction. The Decision effective July 25, 2008 called for the Final EIS to be completed between December 1, 2008 and January 31, 2009 with a final decision incorporating the issues on the merits or economic side and the environmental side as soon as possible after the FEIS is approved. On September 8, 2008 STB issued a Decision that rejected CN's request to decide the merits side first and adhered to the procedural schedule set in the Decision effective July 25, 2008.

C. NEPA Regulations and Procedures

The regulations that govern the preparation of EIS's were adopted by the Council on Environmental Quality and are published at 40 CFR Part 1500. These regulations require SEA to assess indirect and cumulative effects as well as the direct effects of the Proposed Action. The CEQ regulations define indirect effects as those that are "caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable"(40 CFR 1508.8(b)). The CEQ regulations define cumulative effects as "the impact on the environment which results from the incremental impact of the proposed action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions" (40 CFR 1508.7).

D. Endangered Species Act Existing Regulations

The regulations that govern consultation between SEA and FWS over the effects of the Proposed Action on endangered species are codified at 50 CFR Part 402, Subpart B. These regulations apply to "…all actions in which there is discretionary Federal involvement or control." (50 CFR 402.03) These regulations provide for resolution of these effects through informal consultation (50 CFR 402.13) or formal consultation (50 CFR 402.14). Informal consultation can terminate the consultation process if SEA determines and FWS concurs that the Proposed Action is not likely to adversely affect endangered species or critical habitat. (50 CFR 402.13(a)). During informal consultation, FWS can suggest modifications to the Proposed Action that SEA and CN could implement to avoid the likelihood of adverse effects on endangered species or critical habitat (50 CFR 402.13(b))

Formal consultation can be initiated by SEA or FWS. If FWS requests formal consultation, the request must be in writing and the basis for the request must be stated (50 CFR 402.14(a)).

During formal consultation, FWS must consider the effects of the Proposed Action and cumulative effects on endangered species and critical habitat (50 CFR 402.14(g)(3)) and formulate a biological opinion as to whether the Proposed Action, taken together with cumulative effects, is likely to jeopardize the continued existence of an endangered species or result in the destruction or adverse modification of critical habitat (50 CFR 402.14(g)(4)). If FWS determines that the Proposed Action, taken together with cumulative effects, is likely to jeopardize the continued existence of an endangered species or result in the adverse modification of critical habitat; FWS may discuss with SEA and CN the availability of reasonable and prudent alternatives that SEA and CN can take to avoid jeopardy.

The regulations that govern consultation define "cumulative effects" as follows:

> *Cumulative effects* are those effects of future State or private activities, not involving Federal activities, that are reasonably certain to occur within the action area of the Federal action subject to consultation." (50 CFR 402.02)

The same regulation defines "action area" as follows:

> *Action area* means all areas to be affected directly or *indirectly* by the Federal action and not merely the immediate area involved in the action.

The same regulation defines "effects of the action" as follows:

> *Effects of the action* refers to the direct and indirect effects of an action on the species or critical habitat, together with the effects of other activities that are interrelated or interdependent with that action, that will be added to the environmental baseline. The environmental baseline includes the past and present impacts of all Federal, State, or private actions and other human activities in the action area, the anticipated impacts of all *proposed* actions in the action area that have already undergone formal or early section 7 consultation, and impacts of State or private actions which are contemporaneous with the consultation in process. Indirect effects are those that are caused by the proposed action and are later in time, but still are reasonably certain to occur. Interrelated actions are those that are part of a larger action and depend on the larger action for their justification. Interdependent actions are those that have no independent utility apart from the action under consideration.

At a meeting on November 7, 2008, FWS indicated that they interpret the definition of "indirect effects" in the definition of "effects of the action" to include the effects of actions that are the preferred alternative of the entity that would carry out those actions.

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October 31, 2008

BY HAND

Ms. Victoria J. Rutson, Chief
Section of Environmental Analysis
Surface Transportation Board
395 E Street, S.W.
Washington, D.C. 20423-0001

Re: ***Canadian National Railway Company and Grand Trunk Corporation – Control – EJ&E West Company*** **(STB Finance Docket No. 35087)**

Dear Ms. Rutson:

I am writing, on behalf of Applicants Canadian National Railway Company and Grand Trunk Corporation (together, "Applicants"; together with their rail carrier subsidiaries, "CN"), to provide you and HDR Engineering, Inc. ("HDR"), with the response to your seventh request for information in this proceeding, as made in your letter of October 23, 2008, to Normand Pellerin of CN.

> Please clarify the pre-transaction and post-transaction train traffic on the CN Joliet subdivision. We need to know whether there is actually a change or not.

CN's Joliet Subdivision includes CN segments 14 (between Bridgeport and Lemoyne), 15 (between Lemoyne and Glenn Yard), 16 (between Glenn Yard and Argo), 17 (between Argo and Lemont), and 18 (between Lemont and Joliet), as identified in the Operating Plan. At present, an average of 10 Amtrak trains per day (5 trains daily in each direction) and 4.3 Metra trains per day (3 trains Monday through Friday in each direction) are scheduled to operate over the Joliet Subdivision. In addition, BNSF has trackage rights on the Joliet Subdivision between Joliet and Glenn Yard (segments 16 and 17), and it operates two trains per day (one in each direction) over those segments. In addition, CN operates a number of unscheduled local trains out of Glenn Yard to serve industries on the Joliet Subdivision.

The train counts reported for these segments in Attachment A.1 to CN's Operating Plan, as filed with the Application and corrected by CN-14 (filed January 2, 2008), did

not include Amtrak or Metra passenger trains, or any CN local freight trains, because operations of those trains were not expected to change as a result of the Transaction.

Information about pre-Transaction freight traffic (reported in the "Base" column under "Freight – Trains/Day" in Attachment A.1) was based on actual traffic data from 2006, the last year for which complete data were available at the time the Operating Plan was prepared. Those data indicated that BNSF operated an average of 1.8 trains per day between Joliet and Glenn Yard (*i.e.*, on CN segments 16, 17, and 18), where they would be interchanged to or from CN. (Since 2006, BNSF traffic has increased sufficiently that the railroad now regularly operates two trains per day over segments 16, 17, and 18 (one train in each direction), as reported earlier.) Attachment A.1 indicates that, in addition to the 1.8 BNSF trains per day, an average of 4.0 CN trains per day operates over segment 16 between Argo (where they move to or from the IHB line) and Glenn Yard. (If the train counts in the "Base" column of Attachment A.1 were revised to reflect the change in BNSF's operations since 2006, it should show 6.0 trains per day on segment 16, and 2.0 trains per day on segments 17 and 18.)

CN expects that, after implementation of the proposed Transaction, the BNSF trains now operating between Joliet and Glen Yard would instead be interchanged with CN at Eola, and thus would not move on the Joliet Subdivision at all. CN also expects that the 4.0 trains now moving between Glenn Yard and Argo would not longer do so, because CN would route those trains over the EJ&EW line instead of via IHB. On the other hand, CN expects that it would operate two trains a day between East Joliet Yard (which would become available to CN as a result of the Transaction) and Glenn Yard. (These 2.0 trains per day are reported in the "Total" column for segments 16, 17, and 18 under "Freight – Trains/Day" in Attachment A.1. If the "Change" column under "Freight – Trains/Day" is revised to reflect the change in BNSF's operations, it would show a decrease of 4.0 trains per day on segment 16, and a net change of 0.0 trains per day on segments 17 and 18.)

North of Glenn Yard, Attachment A.1 indicates that an average of 2.1 trains per day currently operate over segments 15 (between Glenn Yard and Lemoyne) and 14 (between Lemoyne and Bridgeport). At Bridgeport, CN's Freeport Subdivision meets the Joliet Subdivision, and the train count on CN segment 9 (between Bridgeport and 16th Street) therefore includes, not only the 2.1 trains per day that operate between Glenn Yard and Bridgeport, but also 2.5 trains a day that move to or from the Freeport Subdivision, for a total of 4.6 trains per day. These numbers are reported in the "Base" column under "Freight – Trains/Day" on Attachment A.1. These numbers do not include local trains, which would not be affected by the Transaction.

Following implementation of the Transaction, CN expects that all the trains shown on Attachment A.1 as moving on segments 9, 14, and 15 would be rerouted to operate

over the EJ&EW line. The post-Transaction train counts for segments 9 and 14 are therefore shown as 0.0 trains per day in the "Total" column under "Freight - Trains/Day" on Attachment A.1. The "Total" column for segment 15, however, erroneously shows 2.0 trains per day. This number represents a BRC "puller," which operates once a day in each direction between Lemoyne (where it moves to and from the BRC line) and Glenn Yard. This train was omitted from the pre-Transaction train counts reported in the "Base" column, and should therefore have been omitted from the post-Transaction train counts in the "Total" column. If the post-Transaction train count for segment 15 is corrected to 0.0 trains per day, then the "Change" from pre-Transaction to post-Transaction train volumes would be a decrease of 4.6 trains per day on segment 9, and a decrease of 2.1 trains per day on segments 14 and 15.

To summarize, the train counts on the Joliet Subdivision, as shown in Attachment A.1 but revised to reflect the corrections explained above, are as follows:

Rail Line Segment Description				Freight - Trains/Day		
Road	Segment Number	From Station	To Station	Base (pre-Transaction)	Change	Total (post-Transaction)
CN	9	16thSt	Bridgeport	4.6	(4.6)	0.0
CN	14	Bridgeport	Lemoyne	2.1	(2.1)	0.0
CN	15	Lemoyne	Glenn Yard	2.1	(2.1)	0.0
CN	16	Glenn Yard	Argo	6.0	(4.0)	2.0
CN	17	Argo	Lemont	2.0	0.0	2.0
CN	18	Lemont	Joliet	2.0	0.0	2.0

As you can see from this table, the Transaction is expected to result in no net change in the number of trains moving on CN segments 17 and 18, and to result in a decrease in the number of trains moving on CN segments 9, 14, 15, and 16.

If you need any further explanation of CN's calculations of pre-Transaction and post-Transaction train numbers, please let me know, and I will provide you whatever additional information I can.

Very truly yours,

Paul A. Cunningham /jmg

Paul A. Cunningham

cc: Phillis Johnson-Ball
John H. Morton
Normand Pellerin

A.10

Brief History of the EJ&E Railway

Indiana Department of Natural Resources Concurrence Letter

Illinois SHPO Concurrence Letter

Brief History of the EJ&E Railroad

Chicago has long been associated with American railroading. During the 1840's the city had become the focal point for much of the railroad construction in the country. By the 1850's numerous main lines radiated out of Chicago.[2] Chicago quickly became the Midwest's center for commerce and trade and within a few decades the city grew to be the hub of an immense transportation network that stretched across the nation (Stover 1997). Nineteenth century Chicago was transformed into a web of neighborhoods, farm communities, and industrial towns, many connected to the city by the railroad (see Figure 1). Farmers used trains to transport produce into the city daily; businessmen rode the rails to their homes in the outlying communites; and families took vacations mere miles outside the downtown Chicago residential areas. Railroads linked together Chicago's settlements-farm centers, industrial towns, commuter suburbs, and recreational and institutional centers (Keating 2005; Reiff et al. n.d.).

Following the initial wave of railroad construction in the 1840s-1850s, a second wave of railroad building exploded upon the Chicago scene in the 1880s.[3] It was this second wave that spurred the rise of belt line railways around Chicago. Through merger and acquisition the railroads ultimately expanded into four major belt systems, one of which became known as the Elgin, Joliet & Eastern Railway (Young 2005).[4]

The Elgin, Joliet & Eastern Railway (EJ&E, but also known as the Chicago Outer Belt Line or, colloquially, the "J") began as a homegrown project in the southwest Chicago suburban satellite city of Joliet in 1884, with the incorporation of the Joliet, Aurora & Northern Railway. In 1887, financier J. P. Morgan's banking house bought out the local investors and created the EJ&E of Illinois and the EJ&E of Indiana. The following year the two railways merged to become the Elgin, Joliet & Eastern Railway Company. The EJ&E constructed new tracks and acquired existing lines over the next five years. By 1892, coal hauling, which had been the EJ&E's principal source of revenue, was surpassed by interchange traffic services as the use of the belt lines became accepted railroad practice. The following year, the EJ&E's 130-mile main line extended from Waukegan (IL) to Porter (IN) and connected with every line-haul steam railroad serving Chicago. Two years later, with the mushrooming of the belt line trade, the EJ&E recorded its first profitable year. Between 1894 and 1901, the EJ&E extended its line to the Gary-East Chicago-Hammond area on the southern shore of Lake Michigan. By 1899, the "J" had expanded to a 190-mile belt line hauling more than quadruple the freight it had carried only a decade earlier (Dale 2002; Blaszak 1989).

By the dawn of the 20th century and continuing to the present-day, the EJ&E developed a close partnership with the steel industry. In 1898, the EJ&E was acquired by the Federal Steel Company and by 1901 the latter company was consolidated under the newly-created U.S. Steel (USS) corporation. With the construction of USS's huge Gary Works (1906-

[2] Among the early railroads were the Chicago & North Western; the Chicago, Burlington & Quincy; the Gulf, Mobile & Ohio; the Illinois Central; the New York Central; and the Chicago, Rock Island & Pacific.

[3] Among this second wave of railroads were the Grand Trunk & Western; the Erie; the Wabash, St. Louis & Pacific; New York, Chicago & St. Louis (the Nickel Plate); the Atchison, Topeka & Santa Fe; the Chicago Great Western; and the Wisconsin Central (later the Soo Line); and the Chicago, Indianapolis & Louisville (later the Monon).

[4] The other three systems were the Belt Railway of Chicago; the Indiana Harbor Belt; and the Baltimore & Ohio Chicago Junction.

1909), EJ&E was in the steel business for good. It was the extension of trackage to the Gary Works that essentially completed the EJ&E main line (Blaszak 1989). A map of the EJ&E main line and its connections as of 1909 is shown in Figure 1.

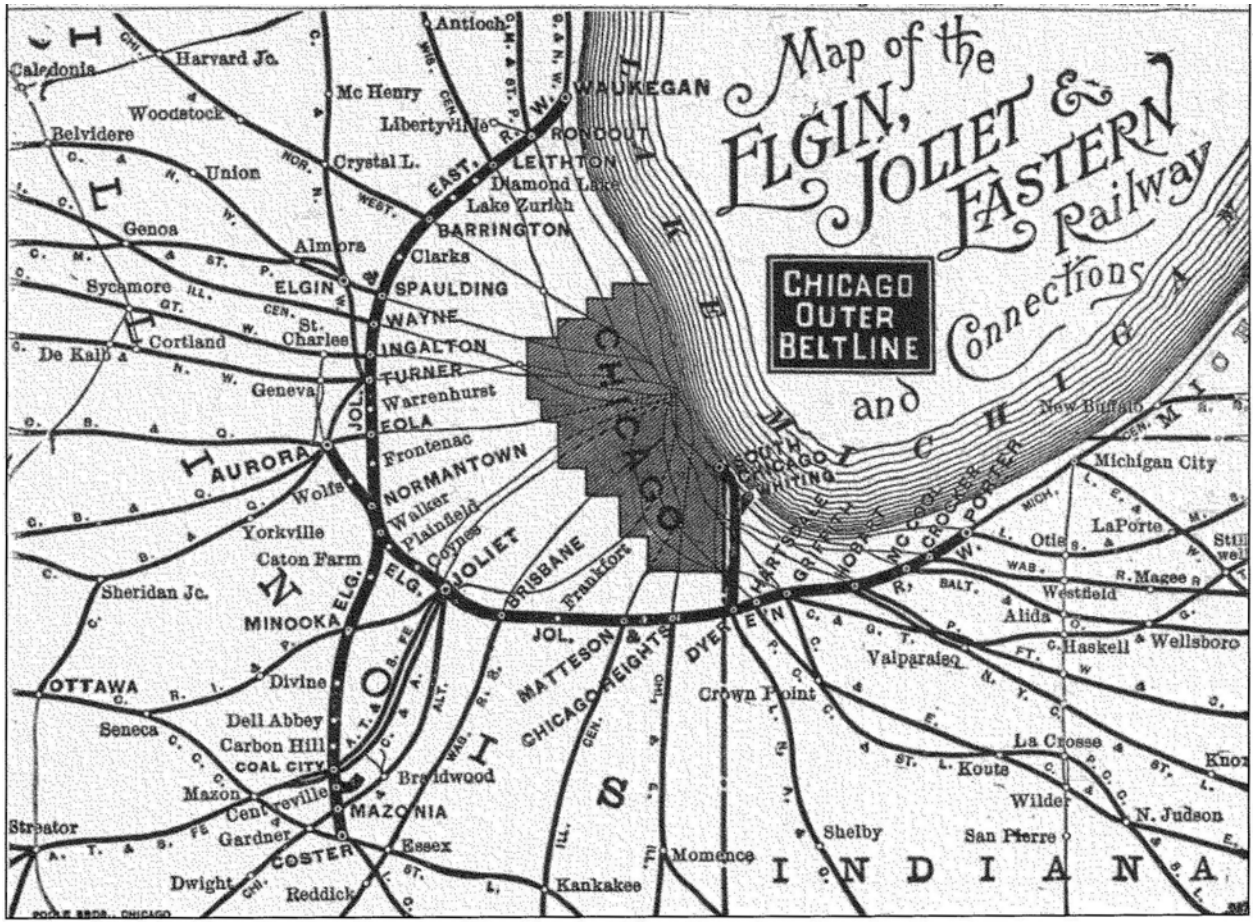


Figure 1. EJ&E Railway connections in 1909.

By World War I, the EJ&E had become an "established and highly profitable carrier." Wartime demand for armaments and post-war production of automobiles and other steel-based products kept the steel industry – and the EJ&E – very busy. Industrial development proceeded apace with the growth of satellite cities along the EJ&E main line, providing the railroad with a "wealth of carloadings" (Blaszak 1989). On the eve of the Great Depression, the EJ&E was "a major player on the Chicagoland scene, providing USS with reliable service to the steel mills, interchanging with all the trunk lines, and hauling huge amounts of coal". Revenues during the 1920's reached nearly $40 million before the Great Depression set in at decade's end (Blaszak 1989).

The EJ&E was not only a freight hauler and trunk line interchanger. In the late 1800's and early 1900's, regular passenger service was provided. In those days, there a double-daily run between Joliet and Aurora and short-lived first-class service along the entire Waukegan, IL-to-Porter, IN main line. This service was described as "plain Jane" (Blaszak 1989). After 1900, however, the interurban lines built between Aurora, Joliet, and Chicago Heights, which

offered faster and cheaper service, quickly usurped most of the EJ&E's passenger service. Dedicated passenger service disappeared by 1907, replaced by mixed-train (passengers in the caboose) service, which survived into the 1960's (Blaszak 1989; Jaenicke and Eisenbrandt 2007).

The Depression years were tough on the steel industry. The EJ&E's prosperity in the 1920's evaporated quickly, with traffic and revenues plummeting to less than a third its levels attained just three years earlier. Big cutbacks in the coal and steel industries eroded EJ&E's traffic base, which was further aggravated by major litigation involving alleged violations of the Interstate Commerce Act (Blaszak 1989).

Traffic and revenues quickly rebounded for the EJ&E with America's entry into World War II. The EJ&E supported as many as fifty train movements per day to support Chicago's steel and heavy manufacturing industries during the war years (ICC 1943). The EJ&E's prosperity continued well into the 1950s, with shipments averaging 41 million tons per year. However, problems were also beginning to mount due to several factors, including the trunk lines' improved ability to interchange traffic and bypassing the belt lines, the increasing loss of short-haul freight business to trucks, USS shifting its operations and diverting some shipments to trucks, and a severe economic downturn in 1958-1961. By the decade's close, EJ&E's traffic had dropped to 28 million tons per year (Blaszak 1989). A map of the railroad pattern in the Chicago region as it appeared in 1950 is reproduced in Figure 2.

During the 1960s and 1970s, EJ&E labored to offset these losses. Chicago's urban expansion was converting farmland into bedroom communities and many industries were following their employees' emigration pattern, abandoning their Chicago plant locations for new suburban locations. EJ&E agents successfully attracted more than 30 new plants to sites along its tracks during the 1960s and 1970s. Coal also made a comeback during the 1960s and by 1975 had resumed its position as EJ&E's highest volume commodity, displacing iron and steel. Meanwhile, the American steel industry had its own problems, as it was losing ground to low-cost foreign competitors and more and more products were being manufactured using plastics. This, and the unabated rise of truck freighting, cut into the EJ&E operating margin. The railroad, however, managed to recapture some of this eroding business through operational changes (e.g., SCAT program, short for Service Commitments Attract Tonnage) and acquiring the Chicago, Rock Island & Pacific, which provided a boost in steel, grain, sand, and chemical traffic (Blaszak 1989).

The 1980s and beyond witnessed the declining fortunes of the American steel industry. USS's Joliet Works and South Works, which was between Rainbow Beach and Calumet Park, vastly reduced operations. EJ&E's traffic was drastically reduced in lock-step with these trends and its income declined from a 1979 peak of $20 million to $7.4 million in 1984. The three-year steel strike (1984-1987) was very costly. EJ&E abandoned some of its mainlines (Aurora, Griffith to Porter), and single-tracked double main lines in some areas in the mid-1980s ((Blaszak 1989). Finally, in 1988, USX (the renamed USS) sold EJ&E to Transtar, only to have USX reacquire EJ&E during a reorganization in 2001 (Dale 2002).

During the 1990s, the EJ&E became an alternative for freight moving through Chicago such as coal and containerized import/export freight, in order to avoid the congestion on rail lines that pass through the center of Chicago. Despite all changes in economic activity, however, the EJ&E was at all times an integral part of the rail system and economic infrastructure of

Chicago, supporting the needs of Class 1 railroads, numerous local rail-dependent shippers, and Chicago's role as a principal manufacturing, transportation, and commercial hub for North America.

Communities along the EJ&E benefited from the freight and passenger transportation services provided by the EJ&E. These services enabled or enhanced the ability of these communities to become centers for commerce and services, and function as a shipping point for farm commodities. The EJ&E strengthened that aspect of community growth, and encouraged the development of economic activity that required rail transportation such as farming of grain and general manufacturing. The EJ&E also enabled homes and businesses to purchase coal for home heating moved by rail from southern and central Illinois coal fields, thus encouraging growth of the communities.

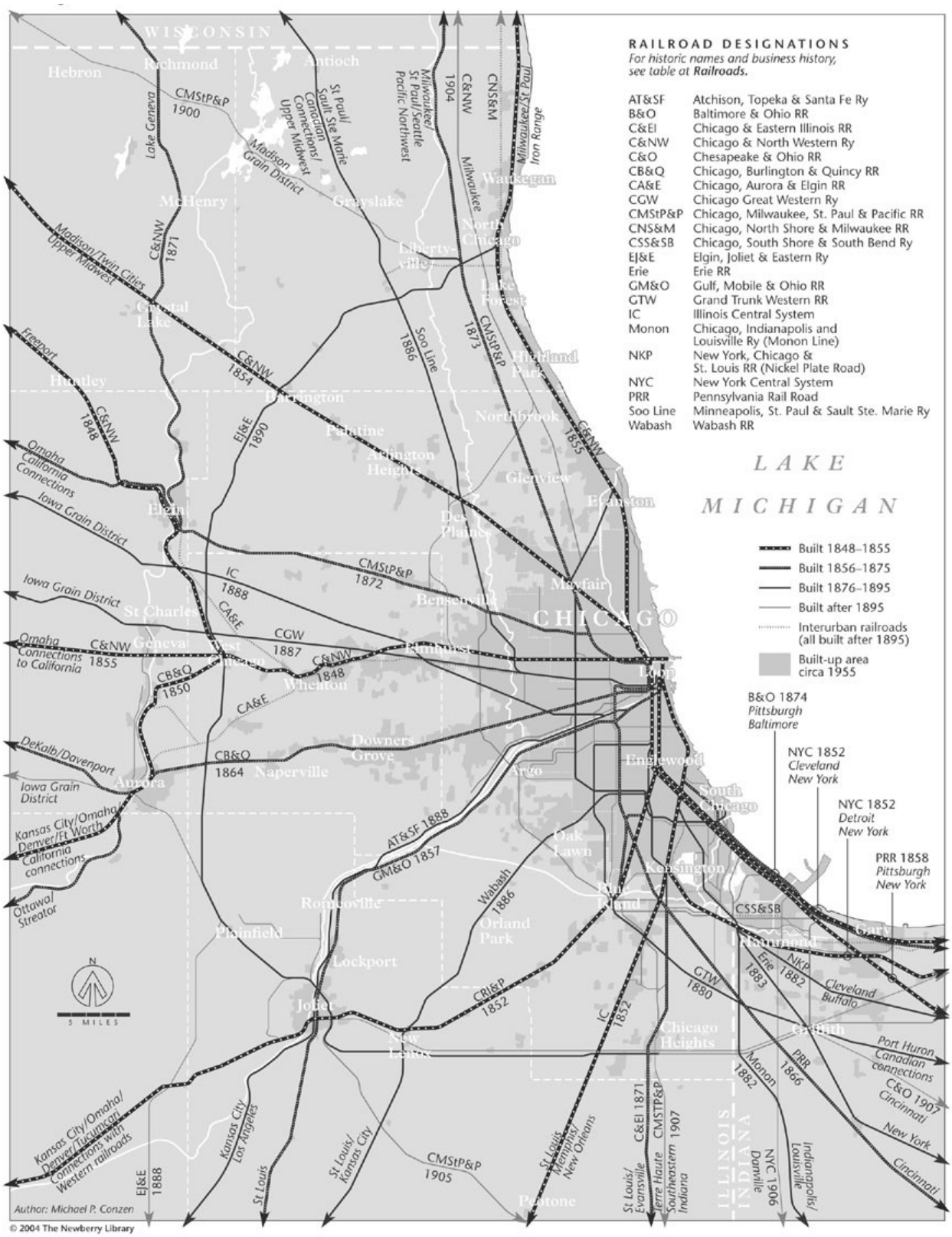


Figure 2. Chicago rail pattern in 1950 (reproduced by permission of the Newberry Library).

SEA recognizes that train volumes on the EJ&E, as well as the trunk lines it intersects, have fluctuated during its history in response to technological and economic changes. Historically, train volumes along the EJ&E generally ranged between 10 and 20 trains per day (see Table 1).

The availability of multiple modes of transportation has spurred population growth throughout human history, and this is well documented in the settlement and growth of the United States. Rail and shipping routes played significant roles in defining the early and ongoing development patterns of the Great Lakes region, including the area along the current-day alignment of the EJ&E. By the time the EJ&E's immediate predecessor arrived in the area (1886), it was following the establishment of numerous other railroads in the area surrounding Chicago from the 1850s on; and in fact, it acquired existing rail properties to incorporate into its own system. The EJ&E began its own operations in 1889.

The reciprocal relationships between the early railroads and towns like Matteson, Barrington, North Chicago, Waukegan, and Joliet had already developed, as freight service hauling grain and supplies allowed development, and agricultural and increasingly urbanized development spurred further rail service. An examination of the changes in population between 1880 and 1900, with the appearance of the EJ&E in the middle of that time period, shows two trends. In one set of instances, growth appears either to begin (the founding of U.S. Steel-dependent Gary, Indiana, and the population footholds at Matteson and Lake Zurich, Illinois, for example) or jump significantly (as in Waukegan and Joliet, Illinois) during the period that includes introduction of the EJ&E. Joliet nearly tripled its population from 11,657 in 1880 to 29,353 in 1900. In other cases, there appears to be steady growth alongside the railroads, with new rail development such as the EJ&E simply co-existing and reciprocally supporting development of village populations—for example, Plainfield, West Chicago, and Barrington. In Barrington, however, a near doubling of population did occur, between 1890 (pop 848) and 1910 (1,444) during a time at which many rail connections, including interurban electrified railroads were being built. In at least two cases, the extension of the EJ&E rail line (or a predecessor line) directly led to the birth of one community (Lake Zurich) and sparked a real estate boom in another community (Plainfield) (Reiff et al., and Blaszak 1989).

Table 1. Regular Scheduled Freight and Passenger Trains 1893-1970 (Freight unless designated by "P")								
Year	Waukegan to Spaulding	Spaulding to Normantown	Normantown to Joliet	Joliet to Griffith	Griffith to Porter	Aurora to Normantown	Extra Train Factor	Extra Trains Joliet to Waukegan
1893	2P	2P	2P	2P	2P	4P	Unknown	
1899	5P	5P	5P	4P	2P	4P	Unknown	
1909	7	8	8	8	5	4P, 2F	30%	4
1916	8	8	8	7	6	4	100%	8
1945	8	10	12	12	6	2	100%	12
1946	9	10	12	11	6	2	100%	12
1952	7	8	10	7	4	2	30%	4
1954	8	8	10	8	4	2	30%	4
1955	8	8	10	8	4	2	30%	4
1962	8	8	10	8	4	2	20%	2
1963	8	8	10	8	4	2	20%	2
1964	8	8	10	8	4	2	10%	2
1965	8	8	10	8	4	2	10%	2
1966	8	8	10	8	4	2	10%	2
1967	8	8	10	8	4	2	10%	2
1969	8	8	10	8	4	2	10%	2
1970	8	8	10	8	4	2	10%	2
1971	No Freight Schedules Published Beyond 1970							

Notes:

Aurora-Normantown were daily except Sundays.

Extra Train Factor is derived from ICC Annual Abstracts of Steam Railways, Gross Tonnage, Gross Train-Miles, and Gross Locomotive-Miles, averaged to balance crew and locomotive utilization.

Sources:

National Railway Publication Company, "The Official Guide of the Railways of the United States", 1893-1971 (various years)
Interstate Commerce Commission, "Statistics of Steam Railways in the United States", 1890-1970 (various years)
Elgin Joliet & Eastern Railway, Employee Timetables

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A10 Indiana Department of Natural Resources Letter of Concurrence

DNR Indiana Department of Natural Resources

Mitchell E. Daniels, Jr., Governor
Robert E. Carter, Jr., Director

Division of Historic Preservation & Archaeology•402 W. Washington Street, W274 · Indianapolis, IN 46204-2739
Phone 317-232-1646•Fax 317-232-0693 · dhpa@dnr.IN.gov

August 27, 2008

Victoria J. Rutson
Chief, Section of Environmental Analysis
Surface Transportation Board
395 "E" Street SW
Washington, DC 20423

Federal Agency: Surface Transportation Board

Re: Draft Environmental Impact Statement (EIS) concerning the acquisition of Elgin, Joliet and Eastern Railway Company (EJ&E) by the Canadian National Railway Corporation and Grand Trunk Corporation resulting in increases in rail traffic and the necessity for future rail construction (Docket #35087; DHPA #3488)

Dear Ms. Rutson:

Pursuant to Section 106 of the National Historic Preservation Act (16 U.S.C. § 470f) and 36 C.F.R. Part 800, the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has conducted an analysis of the materials dated July 25, 2008 and received on July 29, 2008 for the above indicated project in Calumet and North townships, Lake County, Indiana.

Based upon the documentation available to the staff of the Indiana SHPO, we have not identified any historic buildings, structures, districts, or objects listed in or eligible for inclusion in the National Register of Historic Places within the probable area of potential effects.

In terms of archaeology, no currently known archaeological resources eligible for inclusion in the National Register of Historic Places have been recorded within the proposed project area. No archaeological investigations appear necessary provided that all project activities remain within areas disturbed by previous construction.

If any archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and 29) requires that the discovery must be reported to the Department of Natural Resources within two (2) business days. In that event, please call (317) 232-1646. Be advised that adherence to Indiana Code 14-21-1-27 and 29 does not obviate the need to adhere to applicable federal statutes and regulations.

At this time, it would be appropriate for the Surface Transportation Board to analyze the information that has been gathered from the Indiana SHPO, the general public, and any other consulting parties and make the necessary determinations and findings. Please refer to the following comments for guidance:

1) If the Surface Transportation Board believes that a determination of "no historic properties affected" accurately reflects its assessment, then it shall provide documentation of its finding as set forth in 36 C.F.R. §800.11 to the Indiana SHPO, notify all consulting parties, and make the documentation available for public inspection (36 C.F.R. §§ 800.4[d][1] and 800.2[d][2]).

2) If, on the other hand, the Surface Transportation Board finds that an historic property may be affected, then it shall notify the Indiana SHPO, the public and all consulting parties of its finding and seek views on effects in accordance with 36 C.F.R.§§ 800.4(d)(2) and 800.2(d)(2). Thereafter, the Surface Transportation Board may proceed to apply the criteria of adverse effect and determine whether the project will result in a "no adverse effect" or an "adverse effect" in accordance with 36 C.F.R. § 800.5.

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A copy of the revised 36 C.F.R. Part 800 that went into effect on August 5, 2004, may be found on the Internet at www.achp.gov for your reference. If you have questions about archaeological issues please contact Cathy Draeger at (317) 234-3791 or cdraeger@dnr.IN.gov. If you have questions about buildings or structures please contact Chad Slider at (317) 234-5366 or cslider@dnr.IN.gov. Additionally, in all future correspondence regarding the above indicated project, please refer to DHPA #3488.

Very truly yours,

James A. Glass, Ph.D.
Deputy State Historic Preservation Officer

JAG:CWS:CLD:cld

cc: Barry Wharton, HDR Engineering, Inc.

A.10 Illinois SHPO Concurrence Letter

Illinois Historic
Preservation Agency

1 Old State Capitol Plaza • Springfield, Illinois 62701-1512 • www.illinois-history.gov

Various County PLEASE REFER TO: IHPA LOG #022010708
Waukegan to South Chicago
Waukegan South to Plainfield and East and North to South Chicago; Plainfield South to Goose Lake,

STB-35087,
Acquisition, New Construction of Six Rail Connections and New Sidings and Double Tracking

September 29, 2008

Phillis Johnson-Ball
Surface Transportation Board
395 E Street, SW
Environmental Filing
Washington, DC 20423

Dear Ms. Johnson-Ball:

Acre(s): 0 Site(s): 0
Archaeological Contractor:

Thank you for submitting the results of the archaeological reconnaissance. Our comments are required by Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations, 36 CFR 800: "Protection of Historic Properties".

Our staff has reviewed the archaeological Phase I reconnaissance report performed for the project referenced above. The Phase I survey and assessment of the archaeological resources appear to be adequate. Accordingly, we have determined, based upon this report, that no significant historic, architectural, and archaeological resources are located in the project area.

Please submit a copy of this letter with your application to the state or federal agency from which you obtain any permit, license, grant, or other assistance. Please retain this letter in your files as evidence of compliance with Section 106 of the National Historic Preservation Act of 1966, as amended.

Sincerely,

Anne E. Haaker

Anne E. Haaker
Deputy State Historic
Preservation Officer
AEH

cc: Victoria J. Rutson, Chief, Surface Transportation Board

A.11 Corrections to the Draft EIS

This section reflects updated information since publication of the Draft EIS.

New information that was not previously published is shown in red.

Train Operations

Rail Line Segments

							Trains (per day)			Haz Mat Rail Cars (per day)		
Segment #	Subdivision	Length miles	Begin Station	Begin Milepost	End Station	End Milepost	Existing Trains[1]	Proposed Trains[1]	Delta	Existing[1]	Proposed[1]	Delta
EJE 23	Phoenix Lead	1.1	Sprague s	0.0	Joliet	1.1	NC	NC	N/A	NC	NC	N/A
EJE 22	City Track	6.6	Kirk Yard	0.0	Miller	6.6	NC	NC	N/A	NC	NC	N/A
EJE 21	Whiting Branch	5.2	Cavanaugh	43.0	Whiting	48.2	NC	NC	N/A	NC	NC	N/A
EJE 20	Hammond Branch	1.0	Shearson	44.0	Indianapolis Blvd	45.0	NC	NC	N/A	NC	NC	N/A
EJE 19	Downtown ~~Line~~ Track (H Yard)	1.4	Collins Street	0.7	Joliet	2.1	NC	NC	N/A	NC	NC	N/A
EJE 18	~~Romeoville/~~Paul Ales Branch	6.0	East Bridge ~~Jct~~ Junction	0.0	Romeoville	6.0	NC	NC	N/A	NC	NC	N/A
EJE 17	Illinois River Line	20.4	Plainfield	9.8	Goose Lake	30.2	NC	NC	N/A	NC	NC	N/A
EJE 16	Western	9.1	Waukegan	74.6	Rondout	65.5	NC	NC	N/A	NC	NC	N/A
EJE 15	Western	5.2	Rondout	65.5	Leithton (begin existing siding)	60.3	3.2	3.2	0.0	9.4	9.4	0.0
EJE 14A	Western	1.0	Leithton (connection and begin existing siding	60.3	Diamond Lake (end of existing siding)	59.3	5.3	20.3	15.0	18.1	183.3	165.2
EJE 14B	Western	2.3	Diamond Lake (begin proposed siding)	59.3	Gilmer (end of proposed siding)	57.0	5.3	20.3	15.0	18.1	183.3	165.2

Rail Line Segments

							Trains (per day)			Haz Mat Rail Cars (per day)		
Segment #	Subdivision	Length miles	Begin Station	Begin Milepost	End Station	End Milepost	Existing Trains[1]	Proposed Trains[1]	Delta	Existing[1]	Proposed[1]	Delta
EJE 14C	Western	7.7	Gilmer (end of proposed siding)	57.0	Lake/Cook County line	49.3	5.3	20.3	15.0	18.1	183.3	165.2
EJE 14D	Western	11.7	Lake/Cook County line	49.3	Spaulding	37.6	5.3	20.3	15.0	18.1	183.3	165.2
EJE 13A	Western	0.9	Spaulding	37.6	Cook/DuPage County line	36.7	5.5	22.5	17.0	29.0	209.4	180.4
EJE 13B	Western	1.2	Cook/DuPage County line	36.7	Munger	35.5	5.5	22.5	17.0	29.0	209.4	180.4
EJE 12	Western	6.6	Munger	35.5	West Chicago	28.9	4.4	23.4	19.0	21.1	271.3	250.2
EJE 11	Western	7.8	West Chicago	28.9	East Siding	21.1	10.7	31.6	20.9	30.7	315.2	284.5
EJE 10A	Western	3.9	East Siding (begin proposed double track)	21.1	DuPage/Will County line	17.2	15.7	39.5	23.8	43.4	392.6	349.2
EJE 10B	Western	1.0	DuPage/Will County line	17.2	95th St (end ~~prop DT~~ proposed double track, begin existing siding)	16.2	15.7	39.5	23.8	43.4	392.6	349.2
EJE 10C	Western	1.5	95th St (end ~~prop DT~~ proposed double track, begin existing siding)	16.2	111th St (existing siding becomes double track)	14.7	15.7	39.5	23.8	43.4	392.6	349.2

Rail Line Segments

							Trains (per day)			Haz Mat Rail Cars (per day)		
Segment #	Subdivision	Length miles	Begin Station	Begin Milepost	End Station	End Milepost	Existing Trains[1]	Proposed Trains[1]	Delta	Existing[1]	Proposed[1]	Delta
EJE 10D	Western	2.2	111th St (existing siding becomes double track)	14.7	Normantown (begin proposed double track)	12.5	15.7	39.5	23.8	43.4	392.6	349.2
EJE 10E	Western	1.6	Normantown (begin proposed double track)	12.5	Walker (end proposed double track)	10.9	15.7	39.5	23.8	43.4	392.6	349.2
EJE 9A	Western	1.1	Walker	10.9	~~IRL Jct~~ Illinois River Line Junction	9.8	~~18.5~~ 15.7	~~42.3~~ 39.5	23.8	~~48.9~~ 43.4	~~398.1~~ 392.6	349.2
EJE 9B	Western	7.5	~~IRL Jct~~ Illinois River Line Junction	9.8	~~E Bridge Jct~~ East Bridge Junction	2.3	18.5	42.3	23.8	48.9	398.1	349.2
EJE 8A	Western	2.3	~~E Bridge Jct~~ East Bridge Junction	2.3	East Joliet	0.0	18.5	42.3	23.8	48.9	398.1	349.2
EJE 8B	Eastern	0.8	East Joliet	0.0	Rock Island ~~Jct~~ Junction	0.8	18.5	42.3	23.8	48.9	398.1	349.2
EJE 7A	Eastern	1.0	Rock Island ~~Jct~~ Junction	0.8	Marble Falls (end of existing ~~DT~~ double track)	1.8	6.4	28.3	21.9	49.0	360.8	311.8

Rail Line Segments

							Trains (per day)			Haz Mat Rail Cars (per day)		
Segment #	Subdivision	Length miles	Begin Station	Begin Milepost	End Station	End Milepost	Existing Trains[1]	Proposed Trains[1]	Delta	Existing[1]	Proposed[1]	Delta
EJE 7B	Eastern	9.8	Marble Falls (end of existing ~~DT~~ double track, begin proposed ~~DT~~ double track)	1.8	West Frankfort (end ~~prop DT~~ proposed double track, begin existing siding)	11.6	6.4	28.3	21.9	49.0	360.8	311.8
EJE 7C	Eastern	3.0	West Frankfort (end ~~prop DT~~ proposed double track, begin existing siding)	11.6	East Frankfort (end of existing siding, begin single track)	14.6	6.4	28.3	21.9	49.0	360.8	311.8
EJE 7D	Eastern	2.5	East Frankfort (end of existing siding, begin single track)	14.6	Will/Cook County line	17.1	6.4	28.3	21.9	49.0	360.8	311.8
EJE 7E	Eastern	3.3	Will/Cook County line	17.1	West End Matteson (Begin existing ~~DT~~ double track)	20.4	6.4	28.3	21.9	49.0	360.8	311.8
EJE 7F	Eastern	1.3	West End Matteson (Begin existing ~~DT~~ double track)	20.4	Matteson (CN/METRA OH)	21.65	6.4	28.3	21.9	49.0	360.8	311.8

Rail Line Segments

							Trains (per day)			Haz Mat Rail Cars (per day)		
Segment #	Subdivision	Length miles	Begin Station	Begin Milepost	End Station	End Milepost	Existing Trains[1]	Proposed Trains[1]	Delta	Existing[1]	Proposed[1]	Delta
~~EJE 6~~	~~Eastern~~	~~3.5~~	~~Matteson (CN/METRA OH)~~	~~21.7~~	~~Chicago Heights~~	~~25.2~~	~~8.6~~	~~31.6~~	~~23.0~~	~~78.7~~	~~496.0~~	~~417.3~~
EJE 6A	Chicago/Eastern Connection	0.93	Matteson (CN/METRA OH)	21.65	MP CN 29.70 - CN/EJE Connection	29.70	2.2	6.3	4.1	29.7	No Data	No Data
EJE 6B	Eastern	0.06	MP EJE 21.65	21.65	MP EJE 21.71	21.71	8.6	35.6	27.0	78.7	No Data	No Data
EJE 6C	Eastern	0.26	MP EJE 21.71	21.71	MP EJE 21.97	21.97	8.6	27.6	19.0	78.7	No Data	No Data
EJE 6D	Proposed Matteson Connection SW	0.30	MP EJE 0.0	0.00	MP EJE 0.30	0.30	0.0	8.0	8.0	No Data	No Data	No Data
EJE 6E	Proposed Matteson Connection SE	0.20	MP EJE 0.30	0.30	MP EJE 0.50	0.50	0.0	4.0	4.0	No Data	No Data	No Data
EJE 6F	Proposed Matteson Connection NE	0.20	MP EJE 0.30	0.30	MP EJE 0.50	0.50	0.0	8.0	8.0	No Data	No Data	No Data
EJE 6G	Proposed Matteson Connection NW	0.30	MP EJE 0.0	0.00	MP EJE 0.30	0.30	0.0	4.0	4.0	No Data	No Data	No Data
EJE 6H	Eastern	3.23	MP EJE 21.97	21.97	Chicago Heights	25.20	8.6	31.6	23.0	78.7	496.0	417.3
EJE 6I	Eastern/UP Connection	0.02	MP EJE 25.20	25.20	MP EJE 25.18	25.18	1.6	2.6	1.0	No Data	No Data	No Data

Rail Line Segments

							Trains (per day)			Haz Mat Rail Cars (per day)		
Segment #	Subdivision	Length miles	Begin Station	Begin Milepost	End Station	End Milepost	Existing Trains[1]	Proposed Trains[1]	Delta	Existing[1]	Proposed[1]	Delta
EJE 5A	Eastern	5.7	Chicago Heights	25.2	Dyer (State Line)	30.9	10.2	34.2	24.0	71.6	496.5	424.9
EJE 5B	Eastern	5.3	Dyer (State Line)	30.9	Griffith	36.2	10.2	34.2	24.0	71.6	496.5	424.9
~~EJE 4~~	~~Eastern~~	~~3.6~~	~~Griffith~~	~~36.2~~	~~Van Loon~~	~~39.8~~	~~7.6~~	~~28.6~~	~~21.0~~	~~44.7~~	~~421.5~~	~~376.8~~
EJE 4B	Eastern	0.17	Griffith	36.2	MP EJE 36.37	36.37	7.6	23.6	16.0	No Data	No Data	No Data
EJE 4A	Eastern	3.43	MP EJE 36.37	36.37	Van Loon	39.8	7.6	28.6	21.0	44.7	421.5	376.8
EJE 3	Eastern	2.0	Van Loon	39.8	Ivanhoe	41.8	9.7	29.7	20.0	45.5	399.3	353.8
EJE 2	Eastern	1.4	Ivanhoe	41.8	Cavanaugh	43.2	9.8	29.8	20.0	45.5	399.3	353.8
EJE 1	Eastern	2.2	Cavanaugh	43.2	Gary (Kirk Yard ~~Jct~~)	45.4	11.8	31.8	20.0	52.5	406.3	353.8
EJE 0	~~Lakefront~~ Lake Front Line	3.4	Gary (Kirk Yard)	12.2	Indiana Harbor	8.8	3.5	3.5	0.0	0.0	11.0	11.0
EJE -1	~~Lakefront~~ Lake Front Line	4.6	Indiana Harbor	8.8	Hammond	4.2	1.8	1.8	0.0	0.0	1.4	1.4
EJE -2A	~~Lakefront~~ Lake Front Line	1.1	Hammond	4.2	ILL-IN State Line	3.1	0.9	0.9	0.0	0.0	1.4	1.4
EJE -2B	~~Lakefront~~ Lake Front Line	3.1	ILL-IN State Line	3.1	South Chicago	0.0	0.9	0.9	0.0	0.0	1.4	1.4
CN 19	Waukesha	0.1	Madison St	10.9	Forest Park	11.0	5.4	0.0	-5.4	76.8	0.0	-76.8
CN 20	Waukesha	4.5	Forest Park	11.0	Tower B12	15.5	5.4	0.0	-5.4	76.8	0.0	-76.8

Rail Line Segments

							Trains (per day)			Haz Mat Rail Cars (per day)		
Segment #	Subdivision	Length miles	Begin Station	Begin Milepost	End Station	End Milepost	Existing Trains[1]	Proposed Trains[1]	Delta	Existing[1]	Proposed[1]	Delta
CN 21	Waukesha	2.3	Tower B12	15.5	Schiller Park	17.8	19.3	2.0	-17.3	157.0	5.2	-151.8
CN 22	Waukesha	20.1	Schiller Park	17.8	Leithton	37.9	19.1	2.0	-17.1	156.9	6.2	-150.7
CN 29	Waukesha	5.0	Leithton	37.9	Gray's Lake	42.9	~~19.1~~ 20.8	~~19.1~~ 17.8	~~0.0~~ -3.0	No Data	No Data	No Data
CN 9	Freeport	2.3	16th St	2.1	Bridgeport	4.4	4.6	0.0	-4.6	67.9	0.0	-67.9
CN 10	Freeport	3.9	Bridgeport	4.4	Belt ~~Xing~~ Crossing	8.3	2.5	0.0	-2.5	62.0	0.0	-62.0
CN 11	Freeport	0.6	Belt ~~Xing~~ Crossing	8.3	Hawthorne	8.9	4.5	0.0	-4.5	84.2	0.0	-84.2
CN 12	Freeport	5.8	Hawthorne	8.9	Broadview (IHB)	14.7	4.4	1.7	-2.7	71.5	18.6	-52.9
CN 13A	Freeport	3.6	Broadview (IHB)	14.7	DuPage-Cook Co Line	18.3	3.0	1.7	-1.3	61.1	18.5	-42.6
CN 13B	Freeport	17.4	DuPage-Cook Co Line	18.3	Munger (EJE)	35.7	3.0	1.7	-1.3	61.1	18.5	-42.6
CN 30A	Freeport	1.6	Munger (EJE)	35.7	DuPage-Kane Co Line	37.3	~~3.0~~ 2.0	~~2.6~~ 2.0	~~-0.4~~ 0.0	No Data	No Data	No Data
CN 30B	Freeport	3.4	DuPage-Kane Co Line	37.3	Coleman	40.7	~~3.0~~ 2.0	~~2.6~~ 2.0	~~-0.4~~ 0.0	No Data	No Data	No Data
CN 14*	Joliet	4.4	Bridgeport	3.5	Lemonye	7.9	2.1	0.0	-2.1	59.4	0.0	-59.4
CN 15*	Joliet	2.5	Lemonye	7.9	Glenn Yard	10.4	2.1	0.0	-2.1	90.6	11.5	-79.1

Rail Line Segments

							Trains (per day)			Haz Mat Rail Cars (per day)		
Segment #	Subdivision	Length miles	Begin Station	Begin Milepost	End Station	End Milepost	Existing Trains[1]	Proposed Trains[1]	Delta	Existing[1]	Proposed[1]	Delta
CN 16*	Joliet	2.7	Glenn Yard	10.4	Argo	13.1	6.0	2.0	-4.0	139.6	56.1	-83.5
CN 17*	Joliet	12.2	Argo	13.1	Lemont	25.3	2.0	2.0	0.0	71.9	56.1	-15.8
CN 18*	Joliet	11.5	Lemont	25.3	Joliet	36.8	2.0	2.0	0.0	39.0	89.0	50.0
CN 31 (UP)[2]	Joliet	2.3	Joliet	36.8	~~So.~~ South Joliet	39.1	2.0	0.0	-2.0	No Data	No Data	No Data
CN 8	Chicago	6.6	16th St	1.5	67th St	8.1	6.4	0.0	-6.4	76.0	0.0	-76.0
CN 7	Chicago	3.6	67th St	8.1	94th St	11.7	6.4	0.0	-6.4	76.0	0.0	-76.0
CN 6	Chicago	2.8	94th St	11.7	Kensington	14.5	8.4	2.0	-6.4	77.0	0.0	-77.0
CN 5	Chicago	1.0	Kensington	14.5	Wildwood	15.5	8.4	2.0	-6.4	82.0	0.0	-82.0
CN 4	Chicago	2.4	Wildwood	15.5	Riverdale	17.9	8.4	2.0	-6.4	82.0	0.0	-82.0
CN 3	Chicago	2.1	Riverdale	17.9	Harvey	20.0	8.4	2.0	-6.4	94.4	0.0	-94.4
CN 2	Chicago	1.8	Harvey	20.0	Markham	21.8	21.1	2.0	-19.1	249.1	0.0	-249.1
~~CN 1~~	~~Chicago~~	~~7.9~~	~~Markham~~	~~21.8~~	~~Matteson~~	~~29.7~~	~~12.6~~	~~10.0~~	~~-2.6~~	~~191.2~~	~~19.5~~	~~-171.7~~
CN 1A	Chicago	6.6	Markham Yard	21.8	Matteson - NE Connection	28.4	12.6	10.0	-2.6	191.2	19.5	-171.7
CN 1B	Chicago	0.3	Matteson - NE Connection	28.4	Matteson - NW Connection	28.7	12.6	2.0	-10.6	No Data	No Data	No Data
CN 1C	Chicago	1.0	Matteson - NW Connection	28.7	Matteson - CN/EJE Connection	29.7	12.6	6.0	-6.6	No Data	No Data	No Data

Rail Line Segments

							Trains (per day)			Haz Mat Rail Cars (per day)		
Segment #	Subdivision	Length miles	Begin Station	Begin Milepost	End Station	End Milepost	Existing Trains[1]	Proposed Trains[1]	Delta	Existing[1]	Proposed[1]	Delta
CN 32	Chicago	5.0	Matteson - CN/EJE Connection	29.7	Mill Street	34.7	~~12.8~~ 13.8	~~12.8~~ 12.3	~~0.0~~ - 1.5	No Data	No Data	No Data
CN 28	Elsdon	3.7	Union Ave	5.0	Elsdon	8.7	No Data	No Data	No Data	No Data	No Data	No Data
CN 27	Elsdon	3.1	Elsdon	8.7	Hayford	11.8	1.6	1.6	0.0	No Data	No Data	No Data
CN 26	Elsdon	7.5	Hayford	11.8	Blue Island	19.3	3.4	0.0	-3.4	38.8	0.0	-38.8
CN 25	Elsdon	3.9	Blue Island	19.3	CN Jct.	23.2	14.9	1.0	-13.9	160.2	8.9	-151.3
CN 24	Elsdon	2.0	CN Jct.	23.2	Thornton ~~Jct.~~ Junction (UP)	25.2	19.5	1.0	-18.5	272.9	8.9	-264.0
CN 23B	Elsdon	5.4	Thornton ~~Jct.~~ Junction (UP)	25.2	ILL-IN State Line	30.6	22.1	2.9	-19.2	280.6	9.0	-271.6
CN 23A	Elsdon	5.5	ILL-IN State Line	30.6	Griffith	36.1	22.1	2.9	-19.2	280.6	9.0	-271.6
~~CN 33~~	~~South Bend~~	~~5.0~~	~~Griffith~~	~~36.1~~	~~Broadway~~	~~41.1~~	~~23.3~~	~~23.3~~	~~0.0~~	-	-	-
CN 33E	Elsdon	0.18	Griffith (MP CN 36.10)	36.10	MP CN 36.28	36.28	22.1	2.9	-19.2	280.6	9.0	-271.6
CN 33D	South Bend (East Wye)	0.22	MP CN 36.28	36.28	MP CN 36.06 (EJE 36.20)	36.06	2.7	10.7	8.0	No Data	No Data	No Data
CN 33C	South Bend	0.07	MP CN 36.28	36.28	MP CN 36.35	36.35	24.8	13.6	-11.2	No Data	No Data	No Data

Rail Line Segments

							Trains (per day)			Haz Mat Rail Cars (per day)		
Segment #	Subdivision	Length miles	Begin Station	Begin Milepost	End Station	End Milepost	Existing Trains[1]	Proposed Trains[1]	Delta	Existing[1]	Proposed[1]	Delta
CN 33B	South Bend (~~Prop~~ Proposed West Wye)	0.23	MP CN 36.36	36.35	MP CN 36.58 (EJE 36.37)	36.58	0.0	5.0	5.0	No Data	No Data	No Data
CN 33A	South Bend	4.75	MP CN 36.35	36.35	Broadway	41.10	24.8	18.6	-6.2	No Data	No Data	No Data

Notes:

[1] NC = No Change. N/A = Not Applicable.

~~1.~~ [2] Line Segment CN 31 (UP). CN has trackage rights over UP-owned track.

~~2. For purposes of analysis, SEA used 3.5 trains per day for CN Rail Line Segments 19 and 20, as provided by BN in correspondence dated February 29, 2008. Subsequent correspondence from CN was received that changed the value to 5.4 trains per day; however, analyses were already complete. The lower value (3.5) will yield a more conservative estimate of potential benefits.~~

~~* = Changes in Segments CN-14 through 18 reflect modifications to trains per day as indicated by CN's Letter to SEA dated October 31, 2008.~~

Safety

CN-EJE Highway-Rail Crossings

EJE Highway-Rail Crossings

USDOT	Segment	Street	MP	Sub-division	Branch or Line Name	Class	Type	Warning Device
260461A	EJE 16	Dahringer Road	74.10	Western (MP74-60)	JohnmansvilleLD	PUB	AG	X-Bucks
260463N	EJE 16	Sea Horse Drive	0.62	Western (MP74-60)	Huron Cement	PUB	AG	X-Bucks
260464V	EJE 16	Clayton Street	73.20	Western (MP74-60)	East-West YD LD	PUB	AG	FLS
260465C	EJE 16	East Madison Street	73.10	Western (MP74-60)	East-West YD LD	PUB	AG	FLS
260796P	EJE 16	South Harbor Drive	73.00	Western (MP74-60)	Mainline	PUB	AG	FLS
260466J	EJE 16	East Water Street	72.85	Western (MP74-60)	East-West YD LD	PUB	AG	FLS w Gates
260479K	EJE 16	South Water Street	72.77	Western (MP74-60)	Waukegan YD	PVT	AG	X-B w Stops
260467R	EJE 16	Lake Shore Foundry	72.32	Western (MP74-60)	Mainline	PVT	AG	X-Bucks
260470Y	EJE 16	Foss Park Avenue	70.74	Western (MP74-60)	Mainline	PUB	GS	Grade Separation
260471F	EJE 16	Sheridan Road	70.45	Western (MP74-60)	Mainline	PUB	GS	Grade Separation
260474B	EJE 16	Commonwealth Avenue	70.07	Western (MP74-60)	Mainline	PUB	GS	Grade Separation
260816Y	EJE 16	EMCO Plant	0.00	Western (MP74-60)	Industry LDS	PVT	AG	X-Bucks
260473U	EJE 16	Martin L King Jr Drive / 22nd Street	69.75	Western (MP74-60)	Mainline	PUB	AG	CFLS w Gates
~~260472M~~	~~EJE 16~~	~~Martin L King Jr Drive / 22nd Street~~	~~69.96~~	~~Western (MP74-60)~~	~~EJE-UP JT Lead~~	~~PUB~~	~~AG~~	~~X-Bucks~~
260475H	EJE 16	Morrow Avenue	69.58	Western (MP74-60)	Mainline	PUB	AG	FLS w Gates
260480E	EJE 16	Morrow Avenue	69.52	Western (MP74-60)	EJE-UP JT Lead	PUB	AG	X-Bucks
260476P	EJE 16	Spaulding Street	69.52	Western (MP74-60)	EJE-UP JT Lead	PUB	AG	X-Bucks
260798D	EJE 16	Ray Street Connector	4.85	Western (MP74-60)	Indusrty Spur	PUB	AG	none
260477W	EJE 16	US Navy Private Crossing	69.29	Western (MP74-60)	Mainline	PVT	AG	X-Bucks
260478D	EJE 16	Buckley Road	69.00	Western (MP74-60)	Mainline	PUB	AG	CFLS w Gates
260812W	EJE 16	US Navy Private Crossing	68.43	Western (MP74-60)	Mainline	PVT	GS	Grade Separation
260481L	EJE 16	Green Bay Road	67.73	Western (MP74-60)	Mainline	PUB	GS	Grade Separation
260482T	EJE 16	Skokie Highway (US 41)	66.90	Western (MP74-60)	Mainline	PUB	GS	Grade Separation
260483A	EJE 16	Waukegan Road	66.42	Western (MP74-60)	Mainline	PUB	AG	CFLS w Gates
260484G	EJE 16	Park Avenue / Rockland Road	65.75	Western (MP74-60)	Mainline	PUB	AG	FLS w Gates
260811P	EJE 16	Private Pedestrian Crossing	65.70	Western (MP74-60)	Mainline	PED	GS	Grade Separation
260485N	EJE 16	Arcadia Road / Elm Road	65.62	Western (MP74-60)	Mainline	PUB	AG	X-B w Stops
260486V	EJE 15	Bradley Road	65.16	Western (MP74-60)	Mainline	PUB	AG	FLS w Gates
260487C	EJE 15	Tri-State Tollway (I-94)	64.67	Western (MP74-60)	Mainline	PUB	GS	Grade Separation
260488J	EJE 15	Old School Road	63.87	Western (MP74-60)	Mainline	PUB	AG	FLS w Gates
260852U	EJE 15	Old School Road Pedestrian Crossing	63.87	Western (MP74-60)	Mainline	PED	AG	X-Bucks
260489R	EJE 15	St Marys Road	63.33	Western (MP74-60)	Mainline	PUB	AG	FLS w Gates
260490K	EJE 15	Milwaukee Avenue	62.20	Western (MP74-60)	Mainline	PUB	AG	CFLS w Gates
260906X	EJE 15	Lakeview Parkway	61.70	Western (MP74-60)	Mainline	PUB	AG	FLS w Gates
260934B	EJE 15	Lakeview Parkway Pedestrian Crossir	61.69	Western (MP74-60)	Mainline	PED	AG	FLS w Gates
260493F	EJE 15	Butterfield Road	60.42	Western (MP74-60)	Mainline	PUB	AG	CFLS w Gates
260494M	EJE 14A	Lake Street (US 45)	59.65	Western	Mainline	PUB	GS	Grade Separation
260495U	EJE 14B	Diamond Lake Road	59.13	Western	Mainline	PUB	AG	FLS w Gates
260496B	EJE 14B	IL 60&83	59.02	Western	Mainline	PUB	AG	FLS w Gates
260500N	EJE 14C	Gilmer Road	56.90	Western	Mainline	PUB	AG	FLS w Gates
260503J	EJE 14C	Old McHenry Road	55.45	Western	Mainline	PUB	AG	CFLS w Gates
260794B	EJE 14C	Oakwood Road	54.73	Western	Mainline	PUB	AG	CFLS w Gates
260507L	EJE 14C	Main Street	53.44	Western	Mainline	PUB	AG	FLS w Gates
260508T	EJE 14C	Old Rand Road	53.27	Western	Mainline	PUB	AG	FLS w Gates
260831B	EJE 14C	IL 22	53.01	Western	Mainline	PUB	GS	Grade Separation
260509A	EJE 14C	Rand Road (US 12)	52.52	Western	Mainline	PUB	GS	Grade Separation
260510U	EJE 14C	Ela Road	52.33	Western	Mainline	PUB	AG	CFLS w Gates
260511B	EJE 14C	Cuba Road	51.56	Western	Mainline	PUB	AG	FLS w Gates
260513P	EJE 14C	Lake Zurich Road	50.40	Western	Mainline	PUB	AG	FLS w Gates
260514W	EJE 14C	Northwest Highway (US 14)	50.10	Western	Mainline	PUB	AG	CFLS w Gates
260515D	EJE 14C	Hough Street (IL 59&63)	49.80	Western	Mainline	PUB	AG	CFLS w Gates
260516K	EJE 14C	Lake Cook Road / Main Street	49.30	Western	Mainline	PUB	AG	CFLS w Gates
260517S	EJE 14D	Otis Road	47.90	Western	Mainline	PUB	AG	FLS w Gates
260518Y	EJE 14D	Algonquin Road (IL 62)	45.84	Western	Mainline	PUB	GS	Grade Separation
260519F	EJE 14D	Klehm Nursery	44.86	Western	Mainline	PVT	AG	X-Bucks
260520A	EJE 14D	Penny Road	44.47	Western	Mainline	PUB	AG	FLS w Gates
260521G	EJE 14D	Old Sutton Road	44.00	Western	Mainline	PUB	AG	FLS w Gates
260522N	EJE 14D	Higgins Road (IL 72)	43.09	Western	Mainline	PUB	GS	Grade Separation
260953F	EJE 14D	Columbine Boulevard	42.45	Western	Mainline	PUB	GS	Grade Separation
260524C	EJE 14D	Northwest Tollway (I-90)	42.33	Western	Mainline	PUB	GS	Grade Separation
260525J	EJE 14D	Shoe Factory Road	41.90	Western	Mainline	PUB	AG	FLS w Gates
260526R	EJE 14D	Golf Road (IL 58)	40.72	Western	Mainline	PUB	GS	Grade Separation
260527X	EJE 14D	Irving Park Road	39.48	Western	Mainline	PUB	GS	Grade Separation
260529L	EJE 14D	Lake Street (US 20)	38.57	Western	Mainline	PUB	GS	Grade Separation
260815S	EJE 14D	Gifford Road Extension	0.00	Western	Industry	PUB	AG	FLS w Gates
260819U	EJE 14D	Private Crossing	0.00	Western	Industry	PVT	AG	X-Bucks
260530F	EJE 14D	Spaulding Road	37.60	Western	Mainline	PUB	AG	FLS w Gates
260532U	EJE 13A	West Bartlett Road	36.95	Western	Mainline	PUB	AG	FLS w Gates
260533B	EJE 13B	Stearns Road	35.88	Western	Mainline	PUB	AG	CFLS w Gates
260810H	EJE 12	Private Crossing	34.83	Western	Mainline	PVT	GS	Grade Separation
260535P	EJE 12	Army Trail Road	33.90	Western	Mainline	PUB	AG	FLS w Gates
260803X	EJE 12	Army Trail Bike Path	33.70	Western	Mainline	PED	AG	X-Bucks
260536W	EJE 12	Smith Road	32.94	Western	Mainline	PUB	AG	FLS w Gates
260537D	EJE 12	North Avenue	31.76	Western	Mainline	PUB	GS	Grade Separation
260538K	EJE 12	Hawthorne Lane	30.24	Western	Mainline	PUB	AG	FLS w Gates
260901N	EJE 12	Pedestrian Arch	29.63	Western	Mainline	PED	GS	Grade Separation
260539S	EJE 12	Private Crossing	29.29	Western	Mainline	PVT	AG	X-Bucks
260540L	EJE 12	NW Flavors	28.93	Western	Mainline	PVT	AG	X-Bucks w Stops

USDOT	Segment	Street	MP	Sub-division	Branch or Line Name	Class	Type	Warning Device
260541T	EJE 11	Washington Street	28.90	Western	Mainline	PUB	AG	FLS w Gates
260542A	EJE 11	Aurora Street	28.87	Western	Mainline	PUB	AG	X-Bucks
260543G	EJE 11	Church Street	28.77	Western	Mainline	PUB	AG	FLS w Gates
260544N	EJE 11	George Street	28.62	Western	Mainline	PED	AG	X-Bucks
260545V	EJE 11	Ann Street	28.50	Western	Mainline	PUB	AG	FLS w Gates
260806T	EJE 11	Pedestrian Subway	28.27	Western	Mainline	PED	GS	Grade Separation
260549X	EJE 11	Roosevelt Road	27.76	Western	Mainline	PUB	GS	Grade Separation
260550S	EJE 11	Batavia Road (Fermi Lab)	25.63	Western	Mainline	PVT	AG	FLS w Gates
260551Y	EJE 11	Butterfield Road	24.55	Western	Mainline	PUB	GS	Grade Separation
260814K	EJE 11	Ferry Road	23.26	Western	Mainline	PUB	GS	Grade Separation
260804E	EJE 11	Illinois Prairie Path	23.02	Western	Mainline	PED	AG	X-Bucks
260554U	EJE 11	East-West Tollway (I-88)	22.97	Western	Mainline	PUB	GS	Grade Separation
260556H	EJE 11	Diehl Road	22.80	Western	Mainline	PUB	AG	CFLS w Gates
260805L	EJE 11	Illinois Prairie Path	22.65	Western	Mainline	PED	AG	X-Bucks
260557P	EJE 11	North Aurora Road	21.50	Western	Mainline	PUB	GS	Grade Separation
260558W	EJE 10A	Liberty Street	20.63	Western	Mainline	PUB	AG	FLS w Gates
260559D	EJE 10A	New York Street / Naperville Road	20.12	Western	Mainline	PUB	GS	Grade Separation
260902V	EJE 10A	McCoy Drive	19.37	Western	Mainline	PUB	GS	Grade Separation
260560X	EJE 10A	Ogden Avenue (US 34)	19.05	Western	Mainline	PUB	AG	CFLS w Gates
260935H	EJE 10A	Ogden Bike Path	19.02	Western	Mainline	PED	AG	X-Bucks
260562L	EJE 10A	Montgomery Road / 83rd Street	18.18	Western	Mainline	PUB	AG	FLS w Gates
260563T	EJE 10B	Keating Drive / 87th Street	17.17	Western	Mainline	PUB	AG	FLS w Gates
260564A	EJE 10B	Hafenrichter Road	17.08	Western	Mainline	PUB	AG	FLS w Gates
260565G	EJE 10B	Wolf's Crossing Road	16.20	Western	Mainline	PUB	AG	FLS w Gates
260567V	EJE 10D	111th Street	14.63	Western	Mainline	PUB	AG	FLS w Gates
260568C	EJE 10D	Private Crossing	14.41	Western	Mainline	PVT	AG	X-Bucks
260569J	EJE 10D	Ferguson Road / 119th Street	13.59	Western	Mainline	PUB	AG	FLS w Gates
260570D	EJE 10D	Hicks Gas Co Road	13.10	Western	Mainline	PVT	AG	X-Bucks
260571K	EJE 10D	Normantown / 252nd	12.92	Western	Mainline	PUB	AG	FLS w Gates
260573Y	EJE 10D	127th Street	12.56	Western	Mainline	PUB	AG	FLS w Gates
260574F	EJE 10E	Private Crossing	12.37	Western	Mainline	PVT	AG	X-Bucks
260575M	EJE 10E	135th Street	11.43	Western	Mainline	PUB	AG	FLS w Gates
260576U	EJE 9A	Van Dykes Road	10.68	Western	Mainline	PUB	AG	CFLS w Gates
260577B	EJE 9A	143rd Street	10.33	Western	Mainline	PUB	AG	FLS w Gates
260590P	EJE 9B	State Route 59	9.72	Western	Mainline	PUB	GS	Grade Separation
260580J	EJE 9B	Plainfield-Naperville Road	9.62	Western	Mainline	PUB	AG	FLS w Gates
260581R	EJE 9B	Main Street	9.53	Western	Mainline	PUB	AG	FLS w Gates
260582X	EJE 9B	Center Street	9.33	Western	Mainline	PUB	AG	FLS w Gates
260583E	EJE 9B	Eastern Avenue	9.27	Western	Mainline	PUB	AG	FLS w Gates
260584L	EJE 9B	Lockport Road	9.00	Western	Mainline	PUB	AG	FLS w Gates
260809N	EJE 9B	Private Crossing	8.68	Western	Mainline	PVT	GS	Grade Separation
260585T	EJE 9B	Renwick Road	7.60	Western	Mainline	PUB	AG	FLS
260586A	EJE 9B	Interstate 55	6.98	Western	Mainline	PUB	GS	Grade Separation
260587G	EJE 9B	East Frontage Road / Essington Road	6.87	Western	Mainline	PUB	AG	FLS
260588N	EJE 9B	Divison Street	6.05	Western	Mainline	PUB	AG	CFLS w Gates
260589V	EJE 9B	Gaylord Road	5.57	Western	Mainline	PUB	AG	FLS w Gates
260591W	EJE 9B	Caton Farm Road	4.50	Western	Mainline	PUB	GS	Grade Separation
260592D	EJE 9B	Weber Road	4.19	Western	Mainline	PUB	GS	Grade Separation
~~260593K~~	~~EJE 9B~~	~~Private Crossing~~	~~3.74~~	~~Western~~	~~Mainline~~	~~PVT~~	~~AG~~	~~X-Bucks~~
~~260594S~~	~~EJE 9B~~	~~Private Crossing~~	~~3.68~~	~~Western~~	~~Mainline~~	~~PVT~~	~~AG~~	~~X-Bucks~~
260807A	EJE 9B	Private Crossing	3.40	Western	Rockdale Spur	PVT	AG	X-Bucks
260799K	EJE 9B	Oakland Avenue	3.20	Western	Mainline	PUB	AG	FLS w Gates
260595Y	EJE 9B	Broadway Street	2.44	Western	Mainline	PUB	GS	Grade Separation
260596F	EJE 8A	Collins Street	1.30	Western	Mainline	PUB	GS	Grade Separation
260905R	EJE 8A	Private Crossing	0.95	Western	Mainline	PVT	AG	X-Bucks
260597M	EJE 8A	Woodruff Road	0.82	Western	Mainline	PUB	AG	FLS w Gates
260598U	EJE 8A	Charlesworth Avenue	0.57	Western	Mainline	PUB	GS	Grade Separation
260817F	EJE 8A	Private Crossing	0.00	Western	Joliet Yard	PVT	AG	X-Bucks
260599B	EJE 8A	Jackson Street (US 6)	0.31	Eastern	Mainline	PUB	GS	Grade Separation
260818M	EJE 8B	Private Crossing	0.00	Eastern	Joliet Yard	PVT	AG	X-Bucks
260600T	EJE 8B	Cass Street (US 30)	0.55	Eastern	Mainline	PUB	GS	Grade Separation
260601A	EJE 7A	Washington Street	0.95	Eastern	Mainline	PUB	AG	FLS w Gates
260602G	EJE 7A	Interstate 80	1.71	Eastern	Mainline	PUB	GS	Grade Separation
260603N	EJE 7B	South Rowell Avenue	1.80	Eastern	Mainline	PUB	AG	FLS w Gates
260604V	EJE 7B	Mills Road	2.50	Eastern	Mainline	PUB	AG	FLS w Gates
260605C	EJE 7B	South Rowell Avenue	2.86	Eastern	Mainline	PUB	AG	FLS w Gates
260606J	EJE 7B	Spencer Road	3.15	Eastern	Mainline	PUB	AG	FLS w Gates
260607R	EJE 7B	Briggs Street	4.22	Eastern	Mainline	PUB	AG	FLS w Gates
260608X	EJE 7B	Private Crossing	4.44	Eastern	Mainline	PVT	AG	X-Bucks
260609E	EJE 7B	Cherry Hill Road	5.00	Eastern	Mainline	PUB	AG	FLS w Gates
260611F	EJE 7B	South Gougar Road	6.00	Eastern	Mainline	PUB	AG	FLS w Gates
260612M	EJE 7B	Nelson Road	7.00	Eastern	Mainline	PUB	AG	FLS w Gates
260613U	EJE 7B	Private Crossing	7.26	Eastern	Mainline	PVT	AG	X-Bucks
260614B	EJE 7B	Cedar Road	8.00	Eastern	Mainline	PUB	AG	FLS w Gates
260616P	EJE 7B	Spencer Road	9.24	Eastern	Mainline	PUB	AG	FLS w Gates
260617W	EJE 7B	School House Road	10.00	Eastern	Mainline	PUB	AG	FLS w Gates
260618D	EJE 7B	Private Crossing	10.63	Eastern	Mainline	PVT	AG	X-Bucks
260620E	EJE 7B	Owens Road / 116th Avenue	11.49	Eastern	Mainline	PUB	AG	FLS
260621L	EJE 7C	Wolf Road	11.96	Eastern	Mainline	PUB	AG	FLS w Gates
260622T	EJE 7C	South LaGrange Road (US 45)	13.03	Eastern	Mainline	PUB	GS	Grade Separation
260623A	EJE 7C	Center Road	14.05	Eastern	Mainline	PUB	AG	FLS w Gates
260625N	EJE 7D	Private Crossing	14.64	Eastern	Mainline	PVT	AG	X-Bucks
260626V	EJE 7D	Old Sauk Trail	14.83	Eastern	Mainline	PUB	AG	FLS w Gates

USDOT	Segment	Street	MP	Sub-division	Branch or Line Name	Class	Type	Warning Device
260627C	EJE 7D	Pfeiffer Road / 88th Avenue	15.06	Eastern	Mainline	PUB	AG	FLS w Gates
260628J	EJE 7D	Harlem Avenue	17.06	Eastern	Mainline	PUB	AG	FLS w Gates
260629R	EJE 7E	Ridgeland Avenue	18.07	Eastern	Mainline	PUB	AG	FLS w Gates
260630K	EJE 7E	Central Avenue	19.07	Eastern	Mainline	PUB	AG	FLS w Gates
260631S	EJE 7E	Interstate 57	19.47	Eastern	Mainline	PUB	GS	Grade Separation
260632Y	EJE 7E	Cicero Avenue	20.06	Eastern	Mainline	PUB	AG	FLS w Gates
260634M	EJE 7F	Governors Highway	21.20	Eastern	Mainline	PUB	GS	Grade Separation
260636B	EJE 7F, 6A	Main Street	21.61	Eastern	Mainline	PUB	AG	FLS w Gates
260637H	EJE 6H	Orchard Drive	22.69	Eastern	Mainline	PUB	GS	Grade Separation
260638P	EJE 6H	Western Avenue	23.12	Eastern	Mainline	PUB	AG	CFLS w Gates
260639W	EJE 6H	Euclid Avenue	24.63	Eastern	Mainline	PUB	AG	FLS w Gates
260640R	EJE 6H	Chicago Road	24.91	Eastern	Mainline	PUB	AG	CFLS w Gates
260641X	EJE 6H	West End Avenue / Halsted Street	25.04	Eastern	Mainline	PUB	AG	FLS w Gates
260642E	EJE 6H, 6I	East End Avenue	25.19	Eastern	Mainline	PUB	AG	FLS w Gates
260643L	EJE 5A	Butler Street	25.53	Eastern	Mainline	PUB	GS	Grade Separation
260644T	EJE 5A	Wentworth Avenue	25.92	Eastern	Mainline	PUB	AG	FLS w Gates
260645A	EJE 5A	State Street	26.16	Eastern	Mainline	PUB	AG	FLS w Gates
260646G	EJE 5A	Cottage Grove Avenue	27.17	Eastern	Mainline	PUB	AG	CFLS w Gates
260820N	EJE 5A	Mark Collins Drive	0.00	Eastern	Industry	PVT	AG	X-Bucks
260648V	EJE 5A	Calumet Expressway / Bishop Ford Fr	28.17	Eastern	Mainline	PUB	GS	Grade Separation
260649C	EJE 5A	Torrence Avenue	29.18	Eastern	Mainline	PUB	AG	FLS w Gates
260651D	EJE 5A	Lincoln Highway (US 30)	30.69	Eastern	Mainline	PUB	AG	CFLS w Gates
260652K	EJE 5B	Lake Street	30.96	Eastern	Mainline	PUB	AG	FLS w Gates
260653S	EJE 5B	Hart Street	31.10	Eastern	Mainline	PUB	AG	CFLS w Gates
260813D	EJE 5B	Calumet Avenue	31.71	Eastern	Mainline	PUB	GS	Grade Separation
260655F	EJE 5B	Airport Road	33.66	Eastern	Mainline	PUB	AG	FLS w Gates
260656M	EJE 5B	Indianapolis Boulevard (US 41)	33.82	Eastern	Mainline	PUB	GS	Grade Separation
260657U	EJE 5B	Kennedy Avenue	34.36	Eastern	Mainline	PUB	AG	CFLS w Gates
283201W	EJE 4B; CN 23A, 33D	Broad Street	36.22	Eastern	Mainline	PUB	AG	CFLS w Gates
260658B	EJE 5B	Divison Street	34.40	Eastern	Joint Lead Track	PUB	AG	X-Bucks
230081L	EJE 4A	Colfax Street	36.50	Eastern	Ameri Chem	PUB	AG	X-Bucks
230082T	EJE 4B	Broad Street	36.33	Eastern	Pkg Corp Ameri	PUB	AG	FLS w Gates
230083A	EJE 4A	Main Street	38.33	Eastern	Pkg Corp Ameri	PUB	AG	FLS
230084G	EJE 4B	Cline Avenue	36.33	Eastern	Pkg Corp Ameri	PUB	AG	X-Bucks
260659H	EJE 4A	East Main Street	36.52	Eastern	Mainline	PUB	AG	FLS w Gates
260661J	EJE 4A	East Lake Street	36.77	Eastern	Mainline	PUB	AG	X-Bucks
260662R	EJE 4A	East Miller Street	36.89	Eastern	Mainline	PUB	AG	X-Bucks
260663X	EJE 4A	East Elm Street	37.00	Eastern	Mainline	PUB	AG	FLS w Gates
260664E	EJE 4A	East 45th Avenue	37.52	Eastern	Mainline	PUB	AG	CFLS w Gates
260665L	EJE 4A	East 40th Place	38.11	Eastern	Mainline	PUB	AG	CFLS w Gates
260667A	EJE 4A	Ridge Road (US 6)	38.34	Eastern	Mainline	PUB	GS	Grade Separation
260668G	EJE 4A	Private Crossing	39.68	Eastern	Mainline	PVT	AG	X-Bucks
260669N	EJE 4A	I-94 / I-80	39.77	Eastern	Mainline	PUB	GS	Grade Separation
260670H	EJE 3	West 25th Avenue	40.03	Eastern	Mainline	PUB	AG	FLS w Gates
260671P	EJE 3	West 15th Avenue	41.03	Eastern	Mainline	PUB	AG	CFLS w Gates
260672W	EJE 3	West 9th Avenue	41.52	Eastern	Mainline	PUB	AG	FLS
260673D	EJE 2	West 5th Avenue	41.97	Eastern	Mainline	PUB	AG	CFLS w Gates
260824R	EJE 2	I-90 to Cline Avenue Ramp	42.51	Eastern	Mainline	PUB	GS	Grade Separation
260674K	EJE 2	Indiana East-West Tollway (I-90)	42.53	Eastern	Mainline	PUB	GS	Grade Separation
260823J	EJE 2	Cline Avenue to I-90 Ramp	42.57	Eastern	Mainline	PUB	GS	Grade Separation
260821V	EJE 2	Indiana East-West Tollway (I-90) Ram	43.08	Eastern	Mainline	PUB	GS	Grade Separation
260675S	EJE 1	Industrial Highway (US 12)	43.80	Eastern	Mainline	PUB	GS	Grade Separation
260728N	EJE 1	Clark Road	45.10	Eastern	Pine Jct Lead	PUB	AG	X-Bucks
260676Y	EJE 1	Clark Road	46.06	Eastern	Mainline	PUB	GS	Grade Separation
260727G	EJE 1	Clark Road	0.00	Eastern	N&W Interchange	PUB	AG	X-Bucks
260833P	EJE 22	Private Crossing	0.00	City Track	City Track	PVT	AG	X-Bucks
260923N	EJE 22	STA 123.50	2.32	City Track	City Track	PVT	AG	X-Bucks
260729V	EJE 22	Clark Road	3.66	City Track	City Track	PUB	AG	FLS w Gates
260730P	EJE 22	Buchanan Street	6.02	City Track	City Track	PUB	GS	Grade Separation
260832H	EJE 22	Private Crossing	6.62	City Track	City Track	PVT	AG	X-Bucks
260731W	EJE 22	Broadway Street	6.86	City Track	City Track	PUB	GS	Grade Separation
260732D	EJE 22	Virginia Street	7.26	City Track	City Track	PUB	AG	X-Bucks
260733K	EJE 22	Indiana East-West Tollway (I-90)	7.39	City Track	City Track	PUB	GS	Grade Separation
260734S	EJE 22	Tennessee Street	7.67	City Track	City Track	PUB	AG	X-Bucks
260735Y	EJE 22	Ohio Street	7.73	City Track	City Track	PUB	AG	X-Bucks
260736F	EJE 22	Taylor Road	8.50	City Track	City Track	PUB	AG	FLS
260737M	EJE 22	Indiana East-West Tollway (I-90)	8.50	City Track	City Track	PUB	GS	Grade Separation
260738U	EJE 22	Dunes Highway (US 12)	0.00	City Track	Ind. Lead	PUB	AG	CFLS
260797W	EJE- -2B	Private Crossing	1.48	Lake Front	Lake Front Line	PVT	AG	X-Bucks
260698Y	EJE- -2B	East 95th Street	1.83	Lake Front	Lake Front Line	PUB	AG	CFLS w Gates
260697S	EJE- -2B	East 98th Street	2.20	Lake Front	Lake Front Line	PUB	AG	FLS w Gates
260696K	EJE- -2B	East 99th Street	2.33	Lake Front	Lake Front Line	PUB	AG	FLS w Gates
260695D	EJE- -2B	East 100th Street	2.46	Lake Front	Lake Front Line	PUB	AG	FLS w Gates
260694W	EJE- -2B	Private Crossing	0.00	Lake Front	Lake Front Line	PVT	AG	none
260808G	EJE- -2A	Marina Lot Drive	3.67	Lake Front	Lake Front Line	PVT	AG	CFLS w Gates
260925C	EJE- -2A	Casino Center Drive (Horseshoe Casi	4.07	Lake Front	Lake Front Line	PUB	GS	Grade Separation
260692H	EJE- -1	Calumet Avenue	4.36	Lake Front	Lake Front Line	PUB	AG	FLS w Gates
260691B	EJE- -1	Lake Street	4.60	Lake Front	Lake Front Line	PUB	AG	X-Bucks
260690U	EJE- -1	117th Street	5.51	Lake Front	Lake Front Line	PUB	AG	FLS w Gates
260689A	EJE- -1	Front Street	5.83	Lake Front	Lake Front Line	PUB	AG	FLS w Gates
260926J	EJE- -1	Private Crossing	6.38	Lake Front	Lake Front Line	PVT	AG	X-Bucks
260927R	EJE- -1	Private Crossing	6.38	Lake Front	Lake Front Line	PVT	AG	X-Bucks
260687L	EJE- -1	Private Crossing	6.76	Lake Front	Lake Front Line	PVT	AG	X-Bucks

USDOT	Segment	Street	MP	Sub-division	Branch or Line Name	Class	Type	Warning Device
260830U	EJE- -1	Mittal Private Road	7.12	Lake Front	Lake Front Line	PVT	GS	Grade Separation
260686E	EJE- -1	Private Crossing (Riley Road)	7.68	Lake Front	Lake Front Line	PVT	GS	Grade Separation
260685X	EJE- -1	Inland Met Subway	8.13	Lake Front	Lake Front Line	PVT	GS	Grade Separation
260975F	EJE- -1	Hot Metal Tunnel	8.29	Lake Front	Lake Front Line	PVT	GS	Grade Separation
260928X	EJE- -1	Private Crossing	8.72	Lake Front	Lake Front Line	PVT	AG	X-Bucks
260929E	EJE- -1	Pedestrian Crossing	8.75	Lake Front	Lake Front Line	PED	GS	Grade Separation
260684R	EJE- -1	Michigan Avenue	8.77	Lake Front	Lake Front Line	PUB	GS	Grade Separation
260930Y	EJE-0	Cline Avenue Ramp	9.20	Lake Front	Lake Front Line	PUB	GS	Grade Separation
260931F	EJE-0	Pedestrian Crossing	10.12	Lake Front	Lake Front Line	PED	GS	Grade Separation
260683J	EJE-0	Center Road	10.19	Lake Front	Lake Front Line	PVT	AG	CFLS w Gates
260829A	EJE-0	Casino Parking Garage Access	10.32	Lake Front	Lake Front Line	PUB	GS	Grade Separation
260932M	EJE-0	Private Crossing	10.30	Lake Front	Lake Front Line	PVT	AG	FLS w Gates
260681V	EJE-0	Buffington Road	0.00	Lake Front	Limestone Dock	PVT	AG	none
260682C	EJE-0	Buffington Road	0.00	Lake Front	Edgemore Lead	PVT	AG	none
260677F	EJE-0	Clark Road	11.86	Lake Front	Lake Front Line	PUB	AG	FLS w Gates
260936P	EJE 17	Private Crossing	10.12	Western	Illinois River Line	PVT	AG	FLS w Gates
261002H	EJE 17	Lockport Street (US 30)	10.61	Western	Illinois River Line	PUB	AG	FLS w Gates
261003P	EJE 17	West Renwick Road	11.96	Western	Illinois River Line	PUB	AG	CFLS
261004W	EJE 17	Drauden Road	12.49	Western	Illinois River Line	PUB	AG	CFLS w Gates
261006K	EJE 17	Caton Farm Road	14.17	Western	Illinois River Line	PUB	AG	FLS
261007S	EJE 17	Theodore Road	15.16	Western	Illinois River Line	PUB	AG	FLS w Gates
261008Y	EJE 17	Black Road	16.16	Western	Illinois River Line	PUB	AG	FLS w Gates
261009F	EJE 17	West Jefferson Street (US 52) / Troy F	17.16	Western	Illinois River Line	PUB	AG	FLS w Gates
261012N	EJE 17	West Seil Road / West Beith Road	18.16	Western	Illinois River Line	PUB	AG	FLS
261013V	EJE 17	Private Crossing	18.88	Western	Illinois River Line	PVT	AG	X-Bucks
261014C	EJE 17	Mound Road	19.23	Western	Illinois River Line	PUB	AG	None
261016R	EJE 17	Private Crossing	20.22	Western	Illinois River Line	PVT	AG	X-Bucks
261017X	EJE 17	County Line Road	20.46	Western	Illinois River Line	PUB	AG	FLS
261018E	EJE 17	Holt Road	21.00	Western	Illinois River Line	PUB	AG	FLS
261019L	EJE 17	Wabena Avenue	21.42	Western	Illinois River Line	PUB	AG	FLS
261020F	EJE 17	Interstate 80	21.59	Western	Illinois River Line	PUB	GS	Grade Separation
261022U	EJE 17	Mondamin Street	22.18	Western	Illinois River Line	PUB	GS	Grade Separation
261023B	EJE 17	Ridge Road / Clennon Road	22.38	Western	Illinois River Line	PUB	GS	Grade Separation
261026W	EJE 17	McLindon Road	23.63	Western	Illinois River Line	PUB	AG	FLS
261025P	EJE 17	Private Crossing	24.27	Western	Illinois River Line	PVT	AG	X-Bucks
261027D	EJE 17	Private Crossing	24.84	Western	Illinois River Line	PVT	AG	X-Bucks
261028K	EJE 17	US 6	25.42	Western	Illinois River Line	PUB	AG	FLS
261029S	EJE 17	Cemetery Road / Canal Road	26.42	Western	Illinois River Line	PUB	GS	Grade Separation
261030L	EJE 17	Cemetery Road (Industry Track Cross	0.00	Western	Illinois River Line	PUB	AG	X-Bucks
261031T	EJE 17	Private Crossing	27.11	Western	Illinois River Line	PVT	AG	X-Bucks
261032A	EJE 17	Collins Road	27.64	Western	Illinois River Line	PUB	AG	X-Bucks
261053T	EJE 18	Private Crossing	0.47	Western	Romeoville Line	PVT	AG	X-Bucks
260912B	EJE 18	Crest Hill Sewage Treatment Plant	0.48	Western	Romeoville Line	PVT	AG	X-Bucks
261052L	EJE 18	Broadway Storage	0.54	Western	Romeoville Line	PVT	AG	X-Bucks
261051E	EJE 18	Private Crossing	0.82	Western	Romeoville Line	PVT	AG	X-Bucks
261050X	EJE 18	Division Street / 167th Street	1.78	Western	Romeoville Line	PUB	AG	X-Bucks
261049D	EJE 18	9th Street	2.66	Western	Romeoville Line	PUB	GS	Grade Separation
260913H	EJE 18	Concrete Pipe	2.73	Western	Romeoville Line	PVT	AG	X-Bucks
260914P	EJE 18	Material Service	5.07	Western	Romeoville Line	PVT	AG	X-Bucks
260915W	EJE 18	Private Crossing	5.13	Western	Romeoville Line	PVT	AG	FLS w Gates
260916D	EJE 18	Material Service	5.17	Western	Romeoville Line	PVT	AG	FLS w Gates
260917K	EJE 18	Material Service	5.33	Western	Romeoville Line	PVT	AG	FLS w Gates
260918S	EJE 18	Material Service	5.62	Western	Romeoville Line	PVT	AG	X-Bucks
260919Y	EJE 18	Com Ed	5.85	Western	Romeoville Line	PVT	AG	X-Bucks
260920T	EJE 18	Com Ed	5.88	Western	Romeoville Line	PVT	AG	X-Bucks
261060D	EJE 19	Henderson Avenue	1.09	Western	Downtown Line	PUB	AG	FLS w Gates
261061K	EJE 19	Royce Avenue	1.28	Western	Downtown Line	PUB	AG	FLS w Gates
261058C	EJE 19	Collins Street	1.51	Western	Downtown Line	PUB	AG	CFLS w Gates
260822C	EJE 20	Indiana East-West Tollway (I-90) Ram	43.00	Calumet	Hammond Branch	PUB	GS	Grade Separation
260700X	EJE 20	Cline Avenue	43.43	Calumet	Hammond Branch	PUB	GS	Grade Separation
260701E	EJE 20	Cline Avenue Ramp	43.45	Calumet	Hammond Branch	PUB	AG	CFLS
260702L	EJE 20	Incinerator Road	43.64	Calumet	Hammond Branch	PVT	AG	X-Bucks
260703T	EJE 20	Gary Avenue (Industry Track Crossing	43.46	Calumet	Hammond Branch	PUB	AG	X-Bucks
260704A	EJE 20	Eugene Huish Drive	45.06	Calumet	Hammond Branch	PUB	AG	FLS w Gates
260705G	EJE 20	151st Street	45.09	Calumet	Hammond Branch	PUB	AG	FLS w Gates
260706N	EJE 20	Railroad Avenue	45.87	Calumet	Hammond Branch	PUB	AG	FLS
260716U	EJE 21	149th Street	45.03	Calumet	Whiting Branch	PUB	AG	FLS
260717B	EJE 21	148th Street	45.18	Calumet	Whiting Branch	PUB	AG	FLS
260718H	EJE 21	Chicago Avenue (SR 312)	45.34	Calumet	Whiting Branch	PUB	AG	CFLS w Gates
260921A	EJE 21	Private Crossing	45.85	Calumet	Whiting Branch	PVT	AG	X-Bucks
260719P	EJE 21	Columbus Drive (US 12)	46.02	Calumet	Whiting Branch	PUB	GS	Grade Separation
260720J	EJE 21	Michigan Avenue	46.30	Calumet	Whiting Branch	PUB	AG	CFLS w Gates
260721R	EJE 21	Canal Street	46.40	Calumet	Whiting Branch	PUB	AG	X-Bucks
260722X	EJE 21	Private Crossing	46.72	Calumet	Whiting Branch	PVT	AG	X-Bucks
260723E	EJE 21	Private Crossing	46.72	Calumet	Whiting Branch	PVT	AG	X-Bucks
260724L	EJE 21	US Gypsum Road	47.02	Calumet	Whiting Branch	PVT	AG	X-Bucks
260725T	EJE 21	Riley Road	47.22	Calumet	Whiting Branch	PUB	AG	CFLS w Gates
260922G	EJE 21	Cline Avenue	47.25	Calumet	Whiting Branch	PUB	GS	Grade Separation
260726A	EJE 21	129th Street	47.87	Calumet	Whiting Branch	PUB	AG	CFLS w Gates
260909T	EJE 23	Private Crossing	0.68	Western	Phoenix Line	PVT	AG	X-Bucks
260910M	EJE 23	Private Crossing	0.72	Western	Phoenix Line	PVT	AG	X-Bucks
260911U	EJE 23	Private Crossing	0.94	Western	Phoenix Line	PVT	AG	X-Bucks
260908L		Private Crossing	2.73	Western	East Morris LD	PVT	AG	X-Bucks

USDOT	Segment	Street	MP	Sub-division	Branch or Line Name	Class	Type	Warning Device
261036C		Private Crossing	2.69	Western	East Morris LD	PVT	AG	X-B w Stops
260801J		Tabler Road / Equistar Road	1.70	Western	East Morris LD	PVT	AG	FLS
261035V		Private Crossing	1.16	Western	East Morris LD	PVT	AG	FLS
260802R		South Tabler Road	1.14	Western	East Morris LD	PUB	AG	FLS
261034N		Private Crossing	0.63	Western	East Morris LD	PVT	AG	none
261038R		Lock Road	0.00	Western	Dresden Spur	PUB	AG	X-Bucks
261037J		Devine Bridge Road	0.00	Western	Dresden Spur	PVT	AG	X-Bucks
261039X		Collins Road	0.00	Western	GE Spur	PUB	AG	X-Bucks
EJE Crossing Summary								
Public At-Grade								178
Public Grade Separated								67
Private At-Grade								68
Private Grade Separated								7
Pedestrian At-Grade								7
Pedestrian Grade Separated								5
SUBTOTAL								**332**

CN Highway-Rail Crossings

USDOT	Segment	Street	MP	Sub-division	Branch or Line Name	Class	Type	Warning Device
689618T	CN-20	Washington Boulevard	11.15	Waukesha	Mainline	PUB	GS	Grade Separation
689619A	CN-20	Hawthorne Avenue	11.41	Waukesha	Mainline	PUB	GS	Grade Separation
689620U	CN-20	Central Avenue	11.41	Waukesha	Mainline	PUB	GS	Grade Separation
689621B	CN-20	Lake Street	11.51	Waukesha	Mainline	PUB	GS	Grade Separation
689622H	CN-20	Oak Avenue	11.76	Waukesha	Mainline	PUB	GS	Grade Separation
689623P	CN-20	Chicago Avenue	11.91	Waukesha	Mainline	PUB	GS	Grade Separation
689624W	CN-20	Forest Avenue	12.10	Waukesha	Mainline	PUB	AG	FLS w Gates
689625D	CN-20	Augusta Street	12.19	Waukesha	Mainline	PUB	AG	FLS w Gates
689626K	CN-20	Keystone Avenue	12.24	Waukesha	Mainline	PUB	AG	FLS w Gates
689627S	CN-20	Thatcher Avenue	12.39	Waukesha	Mainline	PUB	AG	CFLS w Gates
689628Y	CN-20	1st Avenue (IL 171)	13.04	Waukesha	Mainline	PUB	AG	CFLS w Gates
689629F	CN-20	North Avenue	13.25	Waukesha	Mainline	PUB	GS	Grade Separation
689630A	CN-20	5th Avenue	13.41	Waukesha	Mainline	PUB	AG	FLS w Gates
689631G	CN-20	George Street	14.14	Waukesha	Mainline	PUB	AG	FLS w Gates
689632N	CN-20	Fullerton Avenue	14.58	Waukesha	Mainline	PUB	AG	FLS w Gates
689633V	CN-20	Grand Avenue	15.05	Waukesha	Mainline	PUB	GS	Grade Separation
689634C	CN-20	Chestnut Avenue	15.22	Waukesha	Mainline	PUB	AG	FLS w Gates
689638E	CN-21	Belmont Avenue	15.60	Waukesha	Mainline	PUB	AG	CFLS w Gates
689640F	CN-21	Irving Park Road	16.88	Waukesha	Mainline	PUB	GS	Grade Separation
689641M	CN-21	Lawrence Avenue	17.65	Waukesha	Mainline	PUB	GS	Grade Separation
800022O	CN-21	Lawrence Avenue	17.65	Waukesha	Mainline	PUB	GS	Grade Separation
689644H	CN-22	Tri-State Tollway (I-294)	17.93	Waukesha	Mainline	PUB	GS	Grade Separation
689673T	CN-22	Balmoral Avenue	18.44	Waukesha	Mainline	PUB	GS	Grade Separation
689646W	CN-22	O'Hare Airport LD (I-190)	18.85	Waukesha	Mainline	PUB	GS	Grade Separation
689647D	CN-22	Higgins Road (IL 72)	19.91	Waukesha	Mainline	PUB	GS	Grade Separation
689648K	CN-22	Northwest Tollway (I-90)	20.10	Waukesha	Mainline	PUB	GS	Grade Separation
689649S	CN-22	Pratt Avenue	20.28	Waukesha	Mainline	PUB	AG	FLS w Gates
689651T	CN-22	Touhy Avenue	20.80	Waukesha	Mainline	PUB	AG	FLS w Gates
689652A	CN-22	Frontage Road	21.22	Waukesha	Mainline	PUB	AG	FLS w Gates
689653G	CN-22	Prospect Avenue	21.44	Waukesha	Mainline	PUB	AG	FLS w Gates
689654N	CN-22	Oakton Street	21.82	Waukesha	Mainline	PUB	AG	CFLS w Gates
689655V	CN-22	Algonquin Road	22.33	Waukesha	Mainline	PUB	AG	FLS w Gates
689656C	CN-22	Lee Street / Mannheim Road (US 12)	22.55	Waukesha	Mainline	PUB	AG	CFLS w Gates
689657J	CN-22	Graceland Avenue (US 12)	22.67	Waukesha	Mainline	PUB	AG	CFLS w Gates
689658R	CN-22	Thacker Street / Dempster Street	22.84	Waukesha	Mainline	PUB	AG	CFLS w Gates
689659X	CN-22	Prairie Avenue	22.98	Waukesha	Mainline	PUB	AG	FLS w Gates
689660S	CN-22	Woodlawn Avenue	23.17	Waukesha	Mainline	PUB	AG	FLS w Gates
689661Y	CN-22	Northwest Highway (US 14)	23.44	Waukesha	Mainline	PUB	GS	Grade Separation
689675G	CN-22	Seegers Road	23.86	Waukesha	Mainline	PUB	AG	FLS w Gates
689676N	CN-22	Golf Road (IL 58)	23.94	Waukesha	Mainline	PUB	AG	FLS w Gates
689677V	CN-22	Rand Road (US 12)	24.05	Waukesha	Mainline	PUB	AG	CFLS w Gates
689678C	CN-22	Central Road	24.78	Waukesha	Mainline	PUB	AG	FLS w Gates
689680D	CN-22	Kensington Road / Foundry Road	25.80	Waukesha	Mainline	PUB	AG	FLS w Gates
689681K	CN-22	Euclid Avenue	26.32	Waukesha	Mainline	PUB	AG	FLS w Gates
689682S	CN-22	Wolf Road	26.78	Waukesha	Mainline	PUB	AG	FLS w Gates
689683Y	CN-22	Camp McDonald Road	26.86	Waukesha	Mainline	PUB	AG	FLS w Gates
694918S	CN-22	Willow Road	27.37	Waukesha	Mainline	PUB	AG	CFLS w Gates
689684F	CN-22	Palatine Road	27.91	Waukesha	Mainline	PUB	GS	Grade Separation
689688H	CN-22	Hintz Road	28.96	Waukesha	Mainline	PUB	AG	FLS w Gates
689689P	CN-22	Dundee Road (IL 68)	30.06	Waukesha	Mainline	PUB	AG	CFLS w Gates
694915W	CN-22	East Lake Cook Road	31.08	Waukesha	Mainline	PUB	GS	Grade Separation
694865V	CN-22	Deerfield Parkway / Busch Road	32.37	Waukesha	Mainline	PUB	AG	CFLS w Gates
689692X	CN-22	Aptakisic Road	33.21	Waukesha	Mainline	PUB	AG	FLS w Gates
689693E	CN-22	Half Day Road (IL 22)	34.18	Waukesha	Mainline	PUB	AG	CFLS w Gates
689694L	CN-22	Buffalo Grove Road	34.82	Waukesha	Mainline	PUB	AG	FLS w Gates
689697G	CN-22	US 45	36.05	Waukesha	Mainline	PUB	AG	CFLS w Gates
689698N	CN-22	Butterfield Road	37.37	Waukesha	Mainline	PUB	AG	CFLS w Gates
689699V	CN-22	Townline Road (IL 60)	37.50	Waukesha	Mainline	PUB	AG	FLS w Gates
689701U	CN-29	Allanson Road	38.65	Waukesha	Mainline	PUB	AG	FLS w Gates
689702B	CN-29	Countryside Highway / Courtland Stre	39.30	Waukesha	Mainline	PUB	GS	Grade Separation

USDOT	Segment	Street	MP	Sub-division	Branch or Line Name	Class	Type	Warning Device
689703H	CN-29	Hawley Street	39.80	Waukesha	Mainline	PUB	AG	CFLS w Gates
694871X	CN-29	Pedestrian Crossing	39.90	Waukesha	Mainline	PED	AG	X-Bucks
689704P	CN-29	Park Street	39.94	Waukesha	Mainline	PUB	AG	CFLS w Gates
689705W	CN-29	Maple Avenue	40.10	Waukesha	Mainline	PUB	AG	FLS w Gates
689706D	CN-29	US 45	40.55	Waukesha	Mainline	PUB	GS	Grade Separation
689707K	CN-29	Dunbar Road	40.85	Waukesha	Mainline	PUB	AG	FLS w Gates
689709Y	CN-29	Winchester Road	41.78	Waukesha	Mainline	PUB	AG	CFLS
689710T	CN-29	Peterson Road	42.38	Waukesha	Mainline	PUB	AG	FLS w Gates
689712G	CN-29	Harris Road	43.03	Waukesha	Mainline	PUB	AG	FLS w Gates
289779J	CN-9	Indiana Avenue	1.60	Freeport	S St Cal Wye	PUB	GS	Grade Separation
289780D	CN-9	Alley	1.65	Freeport	S St Cal Wye	PUB	GS	Grade Separation
289781K	CN-9	Michigan Avenue	1.70	Freeport	Mainline	PUB	GS	Grade Separation
289782S	CN-9	Alley	1.75	Freeport	Mainline	PUB	GS	Grade Separation
289783Y	CN-9	Wabash Avenue	1.80	Freeport	Mainline	PUB	GS	Grade Separation
289784F	CN-9	Alley	1.85	Freeport	Mainline	PUB	GS	Grade Separation
289785M	CN-9	State Street	1.90	Freeport	Mainline	PUB	GS	Grade Separation
289787B	CN-9	Clark Street	2.10	Freeport	Mainline	PUB	GS	Grade Separation
289788H	CN-9	18th Street	2.45	Freeport	Mainline	PUB	GS	Grade Separation
NA001	CN-9	19th Street Pedestrian Crossing	2.51	Freeport	Mainline	PED	AG	
289789P	CN-9	Cermak Road / 22nd Street	2.76	Freeport	Mainline	PUB	GS	Grade Separation
289790J	CN-9	Canal Street	2.80	Freeport	Mainline	PUB	GS	Grade Separation
289792X	CN-9	Normal Avenue	3.00	Freeport	Mainline	PUB	GS	Grade Separation
289794L	CN-9	Archer Avenue / Wallace Street	3.20	Freeport	Mainline	PUB	GS	Grade Separation
NA002	CN-9	Dan Ryan Expressway (I-90 / I-94)	3.32	Freeport	Mainline	PUB	GS	Grade Separation
289795T	CN-9	Halsted Street	3.34	Freeport	Mainline	PUB	GS	Grade Separation
289796A	CN-9	Corbett Street	3.45	Freeport	Mainline	PUB	GS	Grade Separation
289797G	CN-9	Senour Avenue	3.52	Freeport	Mainline	PUB	GS	Grade Separation
289798N	CN-9	Throop Street	3.82	Freeport	Mainline	PUB	GS	Grade Separation
289799V	CN-9	Loomis Street	4.01	Freeport	Mainline	PUB	GS	Grade Separation
289800M	CN-9	Fuller Street at Short Street	4.12	Freeport	Mainline	PUB	GS	Grade Separation
289801U	CN-9	Lock Street	4.30	Freeport	Mainline	PUB	GS	Grade Separation
289802B	CN-10	Ashland Avenue	4.50	Freeport	Mainline	PUB	GS	Grade Separation
289804P	CN-10	Damen Avenue	5.00	Freeport	Mainline	PUB	GS	Grade Separation
289805W	CN-10	Western Avenue	5.50	Freeport	Mainline	PUB	GS	Grade Separation
840379H	CN-10	California Avenue	0.50	Freeport	Mainline	PUB	GS	Grade Separation
840382R	CN-10	Kedzie Avenue	1.03	Freeport	Mainline	PUB	GS	Grade Separation
289808S	CN-10	South Lawndale Avenue	7.21	Freeport	Mainline	PUB	AG	FLS w Gates
289809Y	CN-10	Pulaski Road	7.59	Freeport	Mainline	PUB	AG	CFLS w Gates
289810T	CN-11	Cicero Avenue (IL 50)	8.65	Freeport	Mainline	PUB	GS	Grade Separation
289811A	CN-12	Laramie Avenue / 52nd Avenue	9.10	Freeport	Mainline	PUB	GS	Grade Separation
289813N	CN-12	Central Avenue / 56th Avenue	9.55	Freeport	Mainline	PUB	GS	Grade Separation
289814V	CN-12	Clyde Avenue / 59th Avenue	9.99	Freeport	Mainline	PUB	GS	Grade Separation
289815C	CN-12	Austin Boulevard at Ogden Avenue	10.15	Freeport	Mainline	PUB	GS	Grade Separation
289816J	CN-12	Lombard Avenue	10.40	Freeport	Mainline	PUB	GS	Grade Separation
289817R	CN-12	Ridgeland Avenue	10.70	Freeport	Mainline	PUB	GS	Grade Separation
289818X	CN-12	East Avenue	10.90	Freeport	Mainline	PUB	GS	Grade Separation
289819E	CN-12	Oak Park Avenue	11.20	Freeport	Mainline	PUB	GS	Grade Separation
289820Y	CN-12	Home Avenue Pedestrian Crossing	11.50	Freeport	Mainline	PED	GS	Grade Separation
289821F	CN-12	Riverside Drive	11.70	Freeport	Mainline	PUB	AG	FLS w Gates
289822M	CN-12	Harlem Avenue (IL 43)	11.78	Freeport	Mainline	PUB	AG	CFLS w Gates
289824B	CN-12	26th Street	11.95	Freeport	Mainline	PUB	AG	CFLS w Gates
840408R	CN-12	Veterans Drive	12.13	Freeport	Mainline	PUB	AG	FLS w Gates
289830E	CN-12	Hainsworth Avenue	12.45	Freeport	Mainline	PUB	AG	FLS
289831L	CN-12	Des Plaines Avenue	12.85	Freeport	Mainline	PUB	AG	FLS w Gates
289832T	CN-12	Cermak Road / 22nd Street	13.25	Freeport	Mainline	PUB	AG	CFLS w Gates
289833A	CN-12	1st Avenue (IL 171)	13.45	Freeport	Mainline	PUB	AG	CFLS w Gates
289834G	CN-12	17th Avenue	14.50	Freeport	Mainline	PUB	AG	CFLS w Gates
289835N	CN-13A	25th Avenue	15.06	Freeport	Mainline	PUB	GS	Grade Separation
289836V	CN-13A	Gardner Road	15.30	Freeport	Mainline	PUB	GS	Grade Separation
289837C	CN-13A	Roosevelt Road	15.70	Freeport	Mainline	PUB	GS	Grade Separation
289838J	CN-13A	Westchester Boulevard / Bellwood Av	15.80	Freeport	Mainline	PUB	GS	Grade Separation
289839R	CN-13A	Mannheim Road (US 12)	16.10	Freeport	Mainline	PUB	GS	Grade Separation
289840K	CN-13A	Oak Ridge Avenue	16.60	Freeport	Mainline	PUB	AG	FLS
289841S	CN-13A	Harrison Street	17.10	Freeport	Mainline	PUB	AG	FLS
289843F	CN-13A	Wolf Road	17.25	Freeport	Mainline	PUB	AG	FLS
289845U	CN-13A	Eisenhower Expressway (I-290)	17.60	Freeport	Mainline	PUB	GS	Grade Separation
289847H	CN-13A	Butterfield Road	17.90	Freeport	Mainline	PUB	GS	Grade Separation
289848P	CN-13A	Tri-State Tollway (I-294)	18.20	Freeport	Mainline	PUB	GS	Grade Separation
289849W	CN-13B	Poplar Avenue	18.80	Freeport	Mainline	PED	GS	Grade Separation
289850R	CN-13B	York Street	19.35	Freeport	Mainline	PUB	AG	CFLS w Gates
289851X	CN-13B	Vallette Street	19.50	Freeport	Mainline	PUB	AG	FLS w Gates
289852E	CN-13B	Pedestrian Trail	19.65	Freeport	Mainline	PED	AG	
289853L	CN-13B	Argyle Avenue	19.80	Freeport	Mainline	PUB	AG	FLS
289854T	CN-13B	Spring Road	19.98	Freeport	Mainline	PUB	AG	FLS w Gates
289855A	CN-13B	Saint Charles Road	20.20	Freeport	Mainline	PUB	AG	CFLS w Gates
289856G	CN-13B	West Avenue	20.60	Freeport	Mainline	PUB	AG	FLS w Gates
289857N	CN-13B	Kingery Highway (IL 83)	20.90	Freeport	Mainline	PUB	GS	Grade Separation
289858V	CN-13B	Villa Avenue	21.25	Freeport	Mainline	PUB	AG	FLS w Gates
289859C	CN-13B	Ardmore Avenue	21.80	Freeport	Mainline	PUB	GS	Grade Separation
289860W	CN-13B	Addison Avenue	22.30	Freeport	Mainline	PUB	AG	CFLS w Gates
289861D	CN-13B	North Avenue (IL 64)	22.35	Freeport	Mainline	PUB	AG	CFLS w Gates
289870C	CN-13B	Westwood Avenue	22.85	Freeport	Mainline	PUB	AG	FLS w Gates
289871J	CN-13B	Grace Street	23.40	Freeport	Mainline	PUB	AG	CFLS w Gates

USDOT	Segment	Street	MP	Sub-division	Branch or Line Name	Class	Type	Warning Device
289875L	CN-13B	Rohlwing Road (IL 53)	24.75	Freeport	Mainline	PUB	GS	Grade Separation
908226Y	CN-13B	Veterans Memorial Tollway (I-355)	25.01	Freeport	Mainline	PUB	GS	Grade Separation
289876T	CN-13B	Swift Road	25.30	Freeport	Mainline	PUB	AG	CFLS w Gates
289877A	CN-13B	Glen Ellyn Road	26.30	Freeport	Mainline	PUB	GS	Grade Separation
289878G	CN-13B	Bloomingdale Road	27.40	Freeport	Mainline	PUB	GS	Grade Separation
289880H	CN-13B	Schmale Road	28.48	Freeport	Mainline	PUB	AG	CFLS w Gates
289890N	CN-13B	Gary Avenue	29.55	Freeport	Mainline	PUB	AG	CFLS w Gates
289891V	CN-13B	Army Trail Road	29.70	Freeport	Mainline	PUB	AG	CFLS w Gates
840415B	CN-13B	Madsen Drive	30.44	Freeport	Mainline	PUB	AG	FLS w Gates
911764J	CN-13B	County Farm Road	31.17	Freeport	Mainline	PUB	AG	CFLS w Gates
289896E	CN-13B	Schick Road	32.10	Freeport	Mainline	PUB	GS	Grade Separation
289899A	CN-13B	Bartlett Road	33.05	Freeport	Mainline	PUB	GS	Grade Separation
289901Y	CN-13B	Sutton Road (IL 59)	34.15	Freeport	Mainline	PUB	AG	CFLS w Gates
289902F	CN-13B	Munger Road	35.15	Freeport	Mainline	PUB	AG	FLS w Gates
289903M	CN-30A	Powis Road	36.05	Freeport	Mainline	PUB	AG	FLS
289904U	CN-30B	Dunham Road	37.50	Freeport	Mainline	PUB	GS	Grade Separation
NA003	CN-30B	Pedestrian Trail	37.60	Freeport	Mainline	PED	GS	Grade Separation
289905B	CN-30B	IL 25	38.15	Freeport	Mainline	PUB	AG	FLS
289906H	CN-30B	Private Road	39.00	Freeport	Mainline	PVT	GS	Grade Separation
289907P	CN-30B	IL 31	39.10	Freeport	Mainline	PUB	GS	Grade Separation
289908W	CN-30B	McLean Boulevard	40.07	Freeport	Mainline	PUB	GS	Grade Separation
289909D	CN-30B	McDonald Road	40.99	Freeport	Mainline	PUB	GS	Grade Separation
289910X	CN-30B	Randall Road	41.55	Freeport	Mainline	PUB	AG	FLS
289693A	CN-14	31st Street	3.90	Joliet	Mainline	PUB	GS	Grade Separation
289694G	CN-14	Stevenson Expressway (I-55)	3.95	Joliet	Mainline	PUB	GS	Grade Separation
289695N	CN-14	Wood Street	4.05	Joliet	Mainline	PUB	GS	Grade Separation
289696V	CN-14	33rd Street	4.20	Joliet	Mainline	PUB	GS	Grade Separation
289697C	CN-14	Damen Avenue	4.40	Joliet	Mainline	PUB	GS	Grade Separation
289698J	CN-14	34th Street	4.45	Joliet	Mainline	PUB	GS	Grade Separation
289699R	CN-14	Hoyne Avenue	4.50	Joliet	Mainline	PUB	GS	Grade Separation
289700H	CN-14	35th Street	4.60	Joliet	Mainline	PUB	GS	Grade Separation
289701P	CN-14	Leavitt Street	4.70	Joliet	Mainline	PUB	GS	Grade Separation
289702W	CN-14	Oakley Avenue at 36th Street	4.90	Joliet	Mainline	PUB	GS	Grade Separation
289703D	CN-14	Western Avenue / Western Boulevard	5.05	Joliet	Mainline	PUB	GS	Grade Separation
289704K	CN-14	Rockwell Street	5.30	Joliet	Mainline	PUB	GS	Grade Separation
289705S	CN-14	Washtenaw Avenue	5.40	Joliet	Mainline	PUB	GS	Grade Separation
289706Y	CN-14	California Avenue	5.60	Joliet	Mainline	PUB	GS	Grade Separation
289707F	CN-14	Albany Avenue	5.90	Joliet	Mainline	PUB	GS	Grade Separation
289708M	CN-14	Kedzie Avenue	6.05	Joliet	Mainline	PUB	GS	Grade Separation
289710N	CN-14	Pulaski Road	7.10	Joliet	Mainline	PUB	GS	Grade Separation
289711V	CN-15	Cicero Avenue (IL 50)	8.15	Joliet	Mainline	PUB	GS	Grade Separation
289712C	CN-15	Central Avenue	9.30	Joliet	Mainline	PUB	GS	Grade Separation
289717L	CN-16	Harlem Avenue (IL 43)	11.50	Joliet	Mainline	PUB	GS	Grade Separation
289719A	CN-16	Lawndale Avenue	12.10	Joliet	Mainline	PUB	GS	Grade Separation
289720U	CN-16	IL 171	12.25	Joliet	Mainline	PUB	GS	Grade Separation
289721B	CN-17	Corn Products Refinery Drive	13.65	Joliet	Mainline	PVT	GS	Grade Separation
289722H	CN-17	Gen Amer Trans	14.30	Joliet	Mainline	PVT	AG	FLS w Gates
289723P	CN-17	Shell Oil Crossing	14.70	Joliet	Mainline	PVT	AG	other
289724W	CN-17	La Grange Road (US 12 / US 20 / US	15.98	Joliet	Mainline	PUB	GS	Grade Separation
289725D	CN-17	Tri-State Tollway (I-294)	16.10	Joliet	Mainline	PUB	GS	Grade Separation
004340A	CN-17	Willow Springs Road	17.34	Joliet	Mainline	PUB	GS	Grade Separation
289726K	CN-17	Old Willow Springs Road	17.54	Joliet	Mainline	PUB	AG	FLS w Gates
289727S	CN-17	Publicker Chemical Company	19.85	Joliet	Mainline	PVT	AG	FLS w Gates
289728Y	CN-17	Kingery Highway (IL 83)	21.50	Joliet	Mainline	PUB	GS	Grade Separation
289729F	CN-17	Grant Road / Dundee Cement	21.55	Joliet	Mainline	PVT	GS	Grade Separation
289730A	CN-17	Alexander Chemical Company	22.00	Joliet	Mainline	PVT	GS	Grade Separation
289731G	CN-17	Private Road / McGuire Parkway	23.50	Joliet	Mainline	PVT	AG	None
289732N	CN-17	Private Road / Boyer Street	24.65	Joliet	Mainline	PVT	AG	None
289733V	CN-17	Pruxne Street / Illinois Street	24.71	Joliet	Mainline	PUB	AG	FLS w Gates
289734C	CN-17	Holmes Street	24.95	Joliet	Mainline	PUB	AG	FLS w Gates
289735J	CN-17	Stephen Street	25.10	Joliet	Mainline	PUB	AG	CFLS w Gates
289736R	CN-17	Lemont Street	25.18	Joliet	Mainline	PUB	AG	FLS w Gates
289737X	CN-17	State Street	25.27	Joliet	Mainline	PUB	GS	Grade Separation
289738E	CN-18	Industrial Avenue	25.80	Joliet	Mainline	PUB	AG	FLS w Gates
289739L	CN-18	Private Road	26.50	Joliet	Mainline	PVT	AG	other
289740F	CN-18	Ceco Steel Company	27.15	Joliet	Mainline	PVT	AG	FLS w Gates
289741M	CN-18	Union-Collier	27.25	Joliet	Mainline	PVT	AG	FLS w Gates
289742U	CN-18	Seneca Petroleum Company	27.67	Joliet	Mainline	PVT	AG	FLS w Gates
289743B	CN-18	Uno-Ven Crossing	27.93	Joliet	Mainline	PVT	AG	FLS w Gates
289744H	CN-18	Romeo Road / 135th Street	28.98	Joliet	Mainline	PUB	AG	CFLS w Gates
289745P	CN-18	Private Road	29.70	Joliet	Mainline	PVT	AG	None
289749S	CN-18	2nd Street	32.06	Joliet	Mainline	PUB	AG	FLS w Gates
289750L	CN-18	6th Street	32.36	Joliet	Mainline	PUB	AG	FLS w Gates
289751T	CN-18	8th Street Pedestrian Crossing	32.51	Joliet	Mainline	PED	AG	FLS
289752A	CN-18	9th Street (IL 7)	32.59	Joliet	Mainline	PUB	AG	FLS w Gates
289753G	CN-18	10th Street	32.70	Joliet	Mainline	PUB	AG	FLS w Gates
289754N	CN-18	11th Street	32.74	Joliet	Mainline	PUB	AG	FLS w Gates
289755V	CN-18	13th Street	32.89	Joliet	Mainline	PUB	AG	FLS w Gates
289756C	CN-18	Division Street	33.11	Joliet	Mainline	PUB	AG	FLS w Gates
840410S	CN-18	Park District Pedestrian Crossing	33.70	Joliet	Mainline	PED	AG	FLS
289757J	CN-18	Coke Plant Entrance	34.95	Joliet	Mainline	PVT	GS	Grade Separation
289759X	CN-18	Ohio Street	36.64	Joliet	Mainline	PUB	AG	CFLS w Gates
289760S	CN-18	Jackson Street	36.77	Joliet	Mainline	PUB	AG	FLS w Gates

USDOT	Segment	Street	MP	Sub-division	Branch or Line Name	Class	Type	Warning Device
004372F	CN-31	Cass Street (US 30 / US 6)	37.00	Joliet	Corwith-MP 59	PUB	GS	Grade Separation
004373M	CN-31	Clinton Street	37.10	Joliet	Corwith-MP 59	PUB	GS	Grade Separation
004374U	CN-31	Van Buren Street	37.15	Joliet	Corwith-MP 59	PUB	GS	Grade Separation
004375B	CN-31	Jefferson Street (US 30 / US 6)	37.20	Joliet	Corwith-MP 59	PUB	GS	Grade Separation
289761Y	CN-31	Washington Street	37.30	Joliet	Mainline	PUB	GS	Grade Separation
289762F	CN-31	Osgood Street	37.60	Joliet	Mainline	PUB	GS	Grade Separation
289764U	CN-31	4th Avenue	37.80	Joliet	Mainline	PUB	GS	Grade Separation
289765B	CN-31	5th Avenue	37.90	Joliet	Mainline	PUB	GS	Grade Separation
004379D	CN-31	Interstate 80	38.37	Joliet	Corwith-MP 59	PUB	GS	Grade Separation
289766H	CN-31	Chicago Street (US 52)	38.50	Joliet	Mainline	PUB	GS	Grade Separation
289508D	CN-08	18th Street Pedestrian Crossing	2.18	Chicago	Mainline	PED	GS	Grade Separation
289511L	CN-08	Stevenson Expressway (I-55)	2.90	Chicago	Mainline	PUB	GS	Grade Separation
289512T	CN-08	East 31st Street	3.57	Chicago	Mainline	PUB	GS	Grade Separation
289513A	CN-08	35th Street Pedestrian Crossing	4.10	Chicago	Mainline	PED	GS	Grade Separation
289514G	CN-08	East Oakwood Boulevard	4.61	Chicago	Mainline	PUB	GS	Grade Separation
289515N	CN-08	43rd Street Pedestrian Crossing	5.25	Chicago	Mainline	PED	GS	Grade Separation
289516V	CN-08	East 47th Street	5.79	Chicago	Mainline	PUB	GS	Grade Separation
289517C	CN-08	East 51st Street / East Hyde Park Bou	6.35	Chicago	Mainline	PUB	GS	Grade Separation
289518J	CN-08	East 53rd Street	6.60	Chicago	Mainline	PUB	GS	Grade Separation
289519R	CN-08	East 55th Street	6.80	Chicago	Mainline	PUB	GS	Grade Separation
289520K	CN-08	East 56th Street	7.00	Chicago	Mainline	PUB	GS	Grade Separation
289521S	CN-08	East 57th Street	7.12	Chicago	Mainline	PUB	GS	Grade Separation
289522Y	CN-08	East 59th Street / Midway Westbound	7.38	Chicago	Mainline	PUB	GS	Grade Separation
289523F	CN-08	East 60th Street / Midway Eastbound	7.51	Chicago	Mainline	PUB	GS	Grade Separation
289524M	CN-08	East 63rd Street	7.88	Chicago	Mainline	PUB	GS	Grade Separation
289525U	CN-08	East 64th Street	8.01	Chicago	Mainline	PUB	GS	Grade Separation
289526B	CN-07	East 65th Street	8.14	Chicago	Mainline	PUB	GS	Grade Separation
289527H	CN-07	East 66th Street / East Marquette Roa	8.28	Chicago	Mainline	PUB	GS	Grade Separation
289528P	CN-07	East 67th Street	8.41	Chicago	Mainline	PUB	GS	Grade Separation
289572C	CN-07	East 70th Street	8.80	Chicago	Mainline	PUB	GS	Grade Separation
289573J	CN-07	East 71st Street	8.90	Chicago	Mainline	PUB	GS	Grade Separation
289574R	CN-07	East 72nd Street	9.00	Chicago	Mainline	PUB	GS	Grade Separation
289575X	CN-07	East 73rd Street	9.10	Chicago	Mainline	PUB	GS	Grade Separation
289576E	CN-07	East 75th Street / South Chicago Aven	9.30	Chicago	Mainline	PUB	GS	Grade Separation
289578T	CN-07	East 76th Street / Chicago Skyway (I-	9.44	Chicago	Mainline	PUB	GS	Grade Separation
289579A	CN-07	East 79th Street	9.90	Chicago	Mainline	PUB	GS	Grade Separation
289580U	CN-07	East 82nd Street	10.31	Chicago	Mainline	PUB	GS	Grade Separation
289581B	CN-07	East 83rd Street	10.44	Chicago	Mainline	PUB	GS	Grade Separation
289582H	CN-07	East 87th Street	10.95	Chicago	Mainline	PUB	GS	Grade Separation
289584W	CN-07	East 91st Street	11.46	Chicago	Mainline	PUB	GS	Grade Separation
289585D	CN-07	East 93rd Street	11.69	Chicago	Mainline	PUB	GS	Grade Separation
289586K	CN-06	East 95th Street (US 12 / US 20)	11.96	Chicago	Mainline	PUB	GS	Grade Separation
289587S	CN-06	Bishop Ford Freeway (I-94)	12.55	Chicago	Mainline	PUB	GS	Grade Separation
289588Y	CN-06	East 100th Street	12.60	Chicago	Mainline	PUB	GS	Grade Separation
289589F	CN-06	East 103rd Street	13.00	Chicago	Mainline	PUB	GS	Grade Separation
289590A	CN-06	East 105th Street	13.24	Chicago	Mainline	PUB	GS	Grade Separation
289591G	CN-06	East 107th Street	13.51	Chicago	Mainline	PUB	GS	Grade Separation
289593V	CN-06	East 109th Street	13.73	Chicago	Mainline	PUB	GS	Grade Separation
289594C	CN-06	East 111th Street	14.00	Chicago	Mainline	PUB	GS	Grade Separation
289595J	CN-06	East 113th Street	14.26	Chicago	Mainline	PUB	GS	Grade Separation
289596R	CN-05	East 115th Street	14.51	Chicago	Mainline	PUB	GS	Grade Separation
289597X	CN-05	East Kensington Avenue	14.64	Chicago	Mainline	PUB	GS	Grade Separation
289628U	CN-04	East 130th Street / South Indiana Ave	16.30	Chicago	Mainline	PUB	GS	Grade Separation
289631C	CN-04	West 137th Street	17.20	Chicago	Mainline	PUB	GS	Grade Separation
289632J	CN-04	West 138th Street	17.40	Chicago	Mainline	PUB	GS	Grade Separation
289633R	CN-03	West 144th Street	18.20	Chicago	Mainline	PUB	GS	Grade Separation
289634X	CN-03	East 147th Street (IL 83)	19.10	Chicago	Mainline	PUB	GS	Grade Separation
289635E	CN-03	Vincennes Rd (IL 1)	19.50	Chicago	Mainline	PUB	GS	Grade Separation
289637T	CN-03	East 152nd Street	19.60	Chicago	Mainline	PUB	GS	Grade Separation
289638A	CN-03	East 154th Street	19.95	Chicago	Mainline	PUB	GS	Grade Separation
289641H	CN-02	East 155th Street	20.10	Chicago	Mainline	PUB	GS	Grade Separation
289645K	CN-02	East 157th Street	20.40	Chicago	Mainline	PUB	GS	Grade Separation
289646S	CN-02	East 159th Street (US 6)	20.60	Chicago	Mainline	PUB	GS	Grade Separation
289664P	CN-01A	171st Street	22.30	Chicago	Mainline	PUB	GS	Grade Separation
289665W	CN-01A	Tri-State Tollway (I-294 / I-80)	22.40	Chicago	Mainline	PUB	GS	Grade Separation
289667K	CN-01A	Dixie Highway	23.30	Chicago	Mainline	PUB	GS	Grade Separation
289669Y	CN-01A	183rd Street	23.90	Chicago	Mainline	PUB	GS	Grade Separation
289672G	CN-01A	Flossmoor Road	24.95	Chicago	Mainline	PUB	GS	Grade Separation
289673N	CN-01A	Vollmer Road	26.10	Chicago	Mainline	PUB	GS	Grade Separation
289674V	CN-01A	Olympia Fields Pedestrian Crossing	26.56	Chicago	Mainline	PED	GS	Grade Separation
289675C	CN-01A	Lincoln Highway (US 30)	27.65	Chicago	Mainline	PUB	GS	Grade Separation
289676J	CN-01A	Front Street	28.20	Chicago	Mainline	PUB	GS	Grade Separation
289677R	CN-01B	Main Street	28.40	Chicago	Mainline	PUB	GS	Grade Separation
289678X	CN-01B	Sauk Trail	29.30	Chicago	Mainline	PUB	GS	Grade Separation
289680Y	CN-32	University Parkway / Stuenkel Road	31.40	Chicago	Mainline	PUB	AG	FLS w Gates
289681F	CN-32	West Dralle Road	32.50	Chicago	Mainline	PUB	AG	FLS w Gates
288900N	CN-32	West Court Street	34.05	Chicago	Mainline	PUB	GS	Grade Separation
288901V	CN-32	West Main Street	34.15	Chicago	Mainline	PUB	GS	Grade Separation
288904R	CN-32	South Governors Highway (IL 50)	34.65	Chicago	Mainline	PUB	GS	Grade Separation
283105U	CN-28	Union Avenue	4.97	Elsdon	Mainline	PUB	GS	Grade Separation
283106B	CN-28	Halsted Street	5.10	Elsdon	Mainline	PUB	GS	Grade Separation
283107H	CN-28	Morgan Street	5.35	Elsdon	Mainline	PUB	GS	Grade Separation
283108P	CN-28	Aberdeen Street	5.48	Elsdon	Mainline	PUB	GS	Grade Separation

USDOT	Segment	Street	MP	Sub-division	Branch or Line Name	Class	Type	Warning Device
283109W	CN-28	Racine Avenue	5.60	Elsdon	Mainline	PUB	GS	Grade Separation
283110R	CN-28	Throop Street	5.73	Elsdon	Mainline	PUB	GS	Grade Separation
283112E	CN-28	Loomis Street	5.85	Elsdon	Mainline	PUB	GS	Grade Separation
283113L	CN-28	Laflin Street	5.98	Elsdon	Mainline	PUB	GS	Grade Separation
283114T	CN-28	Justine Street	6.04	Elsdon	Mainline	PUB	GS	Grade Separation
283115A	CN-28	Ashland Avenue	6.10	Elsdon	Mainline	PUB	GS	Grade Separation
283116G	CN-28	Marshfield Avenue	6.17	Elsdon	Mainline	PUB	GS	Grade Separation
283117N	CN-28	Paulina Street	6.23	Elsdon	Mainline	PUB	GS	Grade Separation
283118V	CN-28	Hermitage Avenue	6.29	Elsdon	Mainline	PUB	GS	Grade Separation
283119C	CN-28	Wood Street	6.36	Elsdon	Mainline	PUB	GS	Grade Separation
283120W	CN-28	Honore Street	6.42	Elsdon	Mainline	PUB	GS	Grade Separation
283121D	CN-28	Wolcott Avenue / Lincoln Street	6.48	Elsdon	Mainline	PUB	GS	Grade Separation
283122K	CN-28	Winchester Avenue	6.54	Elsdon	Mainline	PUB	GS	Grade Separation
283123S	CN-28	Damen Avenue	6.60	Elsdon	Mainline	PUB	GS	Grade Separation
283124Y	CN-28	Seeley Avenue	6.66	Elsdon	Mainline	PUB	GS	Grade Separation
283125F	CN-28	Hoyne Avenue	6.73	Elsdon	Mainline	PUB	GS	Grade Separation
283126M	CN-28	Western Avenue	7.06	Elsdon	Mainline	PUB	GS	Grade Separation
283127U	CN-28	California Avenue	7.61	Elsdon	Mainline	PUB	GS	Grade Separation
283128B	CN-28	Kedzie Avenue	8.12	Elsdon	Mainline	PUB	GS	Grade Separation
283129H	CN-27	51st Street	8.78	Elsdon	Mainline	PUB	AG	FLS w Gates
283130C	CN-27	51st Street	8.78	Elsdon	Mainline	PUB	AG	FLS w Gates
283131J	CN-27	55th Street	9.28	Elsdon	Mainline	PUB	AG	CFLS w Gates
283133X	CN-27	58th Street	9.66	Elsdon	Mainline	PUB	GS	Grade Separation
283134E	CN-27	59th Street	9.78	Elsdon	Mainline	PUB	GS	Grade Separation
283135L	CN-27	60th Street	9.91	Elsdon	Mainline	PUB	GS	Grade Separation
283136T	CN-27	61st Street	10.04	Elsdon	Mainline	PUB	GS	Grade Separation
283137A	CN-27	62nd Street	10.16	Elsdon	Mainline	PUB	GS	Grade Separation
283138G	CN-27	63rd Street	10.29	Elsdon	Mainline	PUB	GS	Grade Separation
283139N	CN-27	64th Street	10.41	Elsdon	Mainline	PUB	GS	Grade Separation
283140H	CN-27	65th Street	10.54	Elsdon	Mainline	PUB	GS	Grade Separation
283141P	CN-27	66th Street	10.66	Elsdon	Mainline	PUB	GS	Grade Separation
283142W	CN-27	67th Street / Marquette Road	10.79	Elsdon	Mainline	PUB	GS	Grade Separation
283143D	CN-27	71st Street	11.28	Elsdon	Mainline	PUB	AG	FLS w Gates
283144K	CN-26	79th Street	12.30	Elsdon	Mainline	PUB	AG	FLS w Gates
283145S	CN-26	Columbus Avenue	12.74	Elsdon	Mainline	PUB	AG	CFLS w Gates
283146Y	CN-26	83rd Place	12.87	Elsdon	Mainline	PUB	AG	FLS w Gates
283147F	CN-26	87th Street	13.31	Elsdon	Mainline	PUB	AG	CFLS w Gates
283148M	CN-26	91st Street	13.86	Elsdon	Mainline	PUB	AG	FLS w Gates
283149U	CN-26	Kedzie Avenue	14.33	Elsdon	Mainline	PUB	AG	CFLS w Gates
283150N	CN-26	94th Street	14.33	Elsdon	Mainline	PUB	AG	FLS w Gates
283151V	CN-26	95th Street (US 12 / US 20)	14.48	Elsdon	Mainline	PUB	AG	FLS w Gates
283152C	CN-26	99th Street	15.03	Elsdon	Mainline	PUB	AG	FLS w Gates
283153J	CN-26	103rd Street	15.53	Elsdon	Mainline	PUB	AG	FLS w Gates
283154R	CN-26	111th Street	16.54	Elsdon	Mainline	PUB	AG	CFLS w Gates
283155X	CN-26	115th Street	17.04	Elsdon	Mainline	PUB	AG	CFLS w Gates
283156E	CN-26	119th Street	17.54	Elsdon	Mainline	PUB	AG	FLS w Gates
283157L	CN-26	123rd Street	18.05	Elsdon	Mainline	PUB	AG	FLS w Gates
283158T	CN-26	127th Street	18.58	Elsdon	Mainline	PUB	AG	CFLS w Gates
283159A	CN-26	Pedestrian Crossing	18.80	Elsdon	Mainline	PED	AG	X-Bucks
283160U	CN-26	Union Street	18.87	Elsdon	Mainline	PUB	AG	FLS w Gates
283161B	CN-26	Vermont Street	19.13	Elsdon	Mainline	PUB	GS	Grade Separation
283162H	CN-25	Broadway Street	19.49	Elsdon	Mainline	PUB	AG	CFLS w Gates
283163P	CN-25	139th Street	20.16	Elsdon	Mainline	PUB	GS	Grade Separation
283164W	CN-25	Western Avenue	20.83	Elsdon	Mainline	PUB	AG	CFLS w Gates
283165D	CN-25	Interstate 57	21.15	Elsdon	Mainline	PUB	GS	Grade Separation
283166K	CN-25	Robey Street	21.58	Elsdon	Mainline	PUB	AG	FLS w Gates
283167S	CN-25	Lincoln Avenue	21.73	Elsdon	Mainline	PUB	AG	FLS w Gates
283168Y	CN-25	Wood Street	21.88	Elsdon	Mainline	PUB	AG	CFLS w Gates
283169F	CN-25	147th Street / Sibley Boulevard (IL 83	22.00	Elsdon	Mainline	PUB	AG	CFLS w Gates
283170A	CN-25	Ashland Avenue	22.20	Elsdon	Mainline	PUB	AG	FLS w Gates
283171G	CN-25	150th Street	22.64	Elsdon	Mainline	PUB	AG	FLS w Gates
283172N	CN-25	Center Avenue	22.84	Elsdon	Mainline	PUB	AG	FLS w Gates
283173V	CN-25	Broadway Avenue	22.95	Elsdon	Mainline	PUB	AG	CFLS w Gates
283174C	CN-25	Park Avenue	23.13	Elsdon	Mainline	PUB	AG	CFLS w Gates
283177X	CN-24	Halsted Street (IL 1)	23.52	Elsdon	Mainline	PUB	AG	CFLS w Gates
283178E	CN-24	155th Street	23.57	Elsdon	Mainline	PUB	AG	FLS w Gates
283179L	CN-24	Thornton-Blue Island Road	23.87	Elsdon	Mainline	PUB	AG	FLS w Gates
283180F	CN-24	159th Street / 162nd Street (US 6)	24.32	Elsdon	Mainline	PUB	AG	CFLS w Gates
283181M	CN-24	Indiana Avenue / State Street	24.88	Elsdon	Mainline	PUB	GS	Grade Separation
283182U	CN-23B	South Park Avenue	25.53	Elsdon	Mainline	PUB	AG	CFLS w Gates
283183B	CN-23B	170th Street	25.85	Elsdon	Mainline	PUB	AG	FLS w Gates
283184H	CN-23B	Tri-State Tollway (I-294 / I-80)	26.77	Elsdon	Mainline	PUB	GS	Grade Separation
283185P	CN-23B	Calumet Expressway / Bishop Ford Fr	27.18	Elsdon	Mainline	PUB	GS	Grade Separation
283186W	CN-23B	Volbrecht Road	27.49	Elsdon	Mainline	PUB	AG	FLS w Gates
283188K	CN-23B	Thornton-Lansing Road	27.74	Elsdon	Mainline	PUB	AG	FLS w Gates
283189S	CN-23B	182nd Street / Ridge Road	28.41	Elsdon	Mainline	PUB	AG	FLS w Gates
283190L	CN-23B	Torrence Avenue (IL 83)	28.65	Elsdon	Mainline	PUB	AG	CFLS w Gates
283191T	CN-23B	186th Street	29.42	Elsdon	Mainline	PUB	AG	FLS w Gates
283193G	CN-23B	Burnham Avenue	29.80	Elsdon	Mainline	PUB	AG	FLS w Gates
283194N	CN-23B	Wentworth Avenue	30.39	Elsdon	Mainline	PUB	AG	FLS w Gates
283195V	CN-23A	Calumet Avenue	31.62	Elsdon	Mainline	PUB	AG	CFLS w Gates
283197J	CN-23A	White Oak Avenue	32.65	Elsdon	Mainline	PUB	AG	FLS w Gates
283198R	CN-23A	Indianapolis Boulevard (US 41)	33.70	Elsdon	Mainline	PUB	GS	Grade Separation

USDOT	Segment	Street	MP	Sub-division	Branch or Line Name	Class	Type	Warning Device
283199X	CN-23A	Kennedy Avenue	34.23	Elsdon	Mainline	PUB	AG	CFLS w Gates
283200P	CN-23A	Main Street	35.55	Elsdon	Mainline	PUB	AG	FLS
283201W	EJE 4B; CN 23A, 33D	Broad Street	36.09	Elsdon	Mainline	PUB	AG	FLS w Gates
283202D	CN-33A	Colfax Street	36.82	South Bend	Mainline	PUB	AG	FLS w Gates
283205Y	CN-33A	Hendricks Street	38.73	South Bend	Mainline	PUB	AG	FLS w Gates
283206F	CN-33A	Taft Street	39.55	South Bend	Mainline	PUB	AG	FLS w Gates
283207M	CN-33A	Turkey Creek Golf Course	40.40	South Bend	Mainline	PVT	AG	None
NA004	CN-33A	Turkey Creek Golf Course	40.50	South Bend	Mainline	PVT	GS	Grade Separation
283208U	CN-33A	Madison Street	40.62	South Bend	Mainline	PUB	AG	FLS w Gates
283209B	CN-33A	Broadway Street	41.05	South Bend	Mainline	PUB	AG	CFLS w Gates

CN Crossing Summary

Public At-Grade								155
Public Grade Separated								216
Private At-Grade								12
Private Grade Separated								6
Pedestrian At-Grade								6
Pedestrian Grade Separated								7
SUBTOTAL								**329**

CN-EJE Crossing Summary

Public At-Grade								333
Public Grade Separated								283
Private At-Grade								80
Private Grade Separated								13
Pedestrian At-Grade								13
Pedestrian Grade Separated								12
TOTAL								**734**

Corrections to APPENDIX C of the Draft EIS

RAIL SAFETY

Attachment C4, Pages C4-1 through -7, Table 3.2-6 (This is only a portion of the table):

Table 3.2-6 Emergency Contact Information

County/ Community	Website	Hazmat	Documents Found	Contact Name and Information	Document Website
Illinois					
DuPage County					
Forest Preserve District DuPage County	www.dupageforest.com	HazMat	Environmental Services	Drew Bergenthal, Environmental Compliance Director, Office of Environmental Services, Mail: P.O. Box 5000, Wheaton, IL 60189-5000; Delivery: 3 S. 580 Naperville Rd., Wheaton, IL 60187	dbergenthal@dupageforest.com

Source: Data obtained by contacting local community agencies.

USDOT	Street	County	State	Segment	MP	2015 ADT	Trains Per Day		Number of Tracks		Accident Prediction			Crossing LOS		Total Vehicle Traffic Delay (24-Hr), Minutes		
							No Action	Proposed Action	No Action	Proposed Action	No Action	Proposed Action	Change	No Action	Proposed Action	No Action	Proposed Action	Change
Waukesha Subdivision																		
Cook County, Illinois																		
River Forest																		
689624W	Forest Avenue	Cook	IL	CN-20	12.10	3,035	5.4	0.0	1	1	0.0147	0.0004	-0.0143	A	A	~~37.8~~ **58.5**	0	-58.5
689625D	Augusta Street	Cook	IL	CN-20	12.19	3,035	5.4	0.0	1	1	0.0147	0.0004	-0.0143	A	A	~~37.8~~ **58.5**	0	-58.5
689626K	Keystone Avenue	Cook	IL	CN-20	12.24	3,035	5.4	0.0	1	1	0.0147	0.0004	-0.0143	A	A	~~37.8~~ **58.5**	0	-58.5
689627S	Thatcher Road	Cook	IL	CN-20	12.39	10,039	5.4	0.0	1	1	0.0223	0.0004	-0.0219	A	A	193.2	0	-193.2
River Grove																		
689628Y	1st Avenue (IL 171)	Cook	IL	CN-20	13.04	36,321	5.4	0.0	1	1	0.0334	0.0005	-0.0329	A	A	700.1	0	-700.1
689630A	5th Avenue	Cook	IL	CN-20	13.41	12,190	5.4	0.0	1	1	0.0713	0.0250	-0.0463	A	A	235	0	-235
Melrose Park																		
689631G	George Street	Cook	IL	CN-20	14.14	4,661	5.4	0.0	1	1	0.0537	0.0248	-0.0289	A	A	100.7	0	-100.7
Franklin Park																		
689632N	Fullerton Avenue	Cook	IL	CN-20	14.58	4,780	5.4	0.0	1	1	0.0165	0.0004	-0.0161	A	A	124.9	0	-124.9
689634C	Chestnut Avenue	Cook	IL	CN-20	15.22	2,343	5.4	0.0	1	1	0.0137	0.0004	-0.1340					
689638E	Belmont Avenue	Cook	IL	CN-21	15.60	11,831	19.3	2.0	3	1	0.0962	0.0565	-0.0397	B	A	1294.1	46.3	-1247.8
Des Plaines																		
689649S	Pratt Avenue	Cook	IL	CN-22	20.28	2,735	19.1	2.0	2	2	0.0265	0.0109	-0.0156	B	A	322.1	7.7	-314.4
689651T	Touhy Avenue	Cook	IL	CN-22	20.80	28,085	19.1	2.0	2	2	0.1243	0.0747	-0.0496	A	A	2229.6	60.6	-2169
689652A	Frontage Lane	Cook	IL	CN-22	21.22	3,481	19.1	2.0	2	2	0.0280	0.0117	-0.0163	A	A	276.4	7.5	-268.9
689653G	Prospect Avenue	Cook	IL	CN-22	21.44	4,906	19.1	2.0	2	2	0.0302	0.0128	-0.0174	A	A	389.5	10.6	-378.9
689654N	Oakton Street	Cook	IL	CN-22	21.82	29,160	19.1	2.0	2	2	0.1828	0.1142	-0.0686	A	A	2315	71.4	-2243.6
689655V	Algonquin Road	Cook	IL	CN-22	22.33	11,114	19.1	2.0	2	2	0.0360	0.0158	-0.0202	A	A	789.8	25	-764.8
689656C	Lee Street NB (US 12)	Cook	IL	CN-22	22.56	10,193	19.1	2.0	2	2	0.0353	0.0155	-0.0198	A	A	724.4	22.9	-701.5
689657J	Graceland Avenue (US 12)	Cook	IL	CN-22	22.67	24,956	19.1	2.0	2	2	0.2162	0.1383	-0.0779	A	A	1683.1	56.1	-1627
689658R	Thacker Street	Cook	IL	CN-22	22.84	14,102	19.1	2.0	1	1	0.0340	0.0147	-0.0193	A	A	951.1	31.7	-919.4
689659X	Prairie Avenue	Cook	IL	CN-22	22.98	2,873	19.1	2.0	1	1	0.0238	0.0097	-0.0141	A	A	175.5	6.2	-169.3
689660S	Woodlawn Avenue	Cook	IL	CN-22	23.17	659	19.1	2.0	1	1	0.0166	0.0064	-0.0102					
689675G	Seegers Road	Cook	IL	CN-22	23.86	1,781	19.1	2.0	1	1	0.0212	0.0085	-0.0127	B	A	149.9	4.6	-145.3
689676N	Golf Road (IL 58)	Cook	IL	CN-22	23.94	33,861	19.1	2.0	1	1	0.0486	0.0233	-0.0253	B	A	2850.9	91.9	-2759
689677V	Rand Road (US 12)	Cook	IL	CN-22	24.05	26,714	19.1	2.0	1	1	0.0466	0.0220	-0.0246	B	A	2391.3	71.9	-2319.4
689678C	Central Road	Cook	IL	CN-22	24.78	22,348	19.1	2.0	1	1	0.0914	0.0540	-0.0375	A	A	1302.5	43.1	-1259.4
Near Mount Prospect																		
689680D	Kensington / Foundry Road	Cook	IL	CN-22	25.80	10,090	19.1	2.0	2	2	0.0353	0.0154	-0.0199	A	A	515.5	16	-499.5
Mount Prospect																		
689681K	Euclid Avenue	Cook	IL	CN-22	26.32	22,826	19.1	2.0	2	2	0.0496	0.0239	-0.0257	A	A	1119.1	34.3	-1084.8
Prospect HTS																		
689682S	Wolf Road	Cook	IL	CN-22	26.78	25,216	19.1	2.0	2	2	0.1004	0.0591	-0.0413	A	A	1187.9	37.9	-1150
689683Y	Camp McDonald Road	Cook	IL	CN-22	26.86	10,397	19.1	2.0	2	2	0.0355	0.0155	-0.0200	A	A	489.8	15.6	-474.2
689688H	Hintz Road	Cook	IL	CN-22	28.96	24,977	19.1	2.0	3	2	0.0504	0.0244	-0.0259	A	A	1331.4	43.5	-1287.9
Wheeling																		
694918S	Willow Road	Cook	IL	CN-22	27.37	3,585	19.1	2.0	2	2	~~0.0275~~ **0.0282**	~~0.0114~~ **0.0118**	~~0.0157~~ **-0.0164**	A	A	175.8	5.5	-170.3
689689P	Dundee Road (IL 22)	Cook	IL	CN-22	30.06	40,188	19.1	2.0	2	2	0.0545	0.0273	-0.0272	A	A	1754.1	63.9	-1690.2
Lake County, Illinois (Waukesha Subdivision)																		
Buffalo Grove																		
694865V	Deerfield Road / Busch Parkway	Lake	IL	CN-22	32.37	23,182	19.1	2.0	2	2	0.0497	0.0240	-0.0257	A	A	1351.1	43.1	-1,308
689694L	Buffalo Grove Road	Lake	IL	CN-22	34.82	16,341	19.1	2.0	2	2	0.0428	0.0196	-0.0232	A	A	713.2	24.6	-689

USDOT	Street	County	State	Segment	MP	2015 ADT	Trains Per Day		Number of Tracks		Accident Prediction			Crossing LOS		Total Vehicle Traffic Delay (24-Hr), Minutes		
							No Action	Proposed Action	No Action	Proposed Action	No Action	Proposed Action	Change	No Action	Proposed Action	No Action	Proposed Action	Change
Prairie View																		
689692X	Aptakisic Road	Lake	IL	CN-22	33.21	29,009	19.1	2.0	2	2	0.0517	0.0253	-0.0264	A	A	1690.7	54	-1,637
Near Prairie View																		
689693E	Half Day Road (IL 22)	Lake	IL	CN-22	34.18	24,195	19.1	2.0	2	1	0.0380	0.0169	-0.0211	A	A	1096.5	37.4	-1,059
Near Vernon Hills																		
689697G	US 45	Lake	IL	CN-22	36.05	22,295	19.1	2.0	2	2	0.0453	0.0212	-0.0241	A	A	973.1	36.5	-937
Vernon Hills																		
689698N	Butterfield Road	Lake	IL	CN-22	37.37	18,368	19.1	2.0	2	2	0.0477	0.0227	-0.0250	A	A	900.5	33	-868
Mundelien																		
689699V	Townline Road (IL 60)	Lake	IL	CN-22	37.50	44,048	19.1	2.0	2	2	0.1238	0.0743	-0.0495	A	A	1997.8	74.1	-1,924
689701U	Allanson Road	Lake	IL	CN-29	38.65	19,382	20.8	17.8	2	2	0.0986	0.0950	-0.0036	A	~~A~~ **B**	1230.1	2116.3	886
689703H	Hawley Street	Lake	IL	CN-29	39.83	8,234	20.8	17.8	2	2	0.0384	0.0365	-0.0019	A	A	522.6	578.4	56
689704P	Park Street	Lake	IL	CN-29	39.94	732	20.8	17.8	2	2	0.0200	0.0188	-0.0012	A	A	46.5	51.5	5
689705W	Maple Street	Lake	IL	CN-29	40.10	14,568	20.8	17.8	2	2	0.0391	0.0372	-0.0019	A	A	924.6	1024.2	100
689707K	Dunbar Road	Lake	IL	CN-29	40.85	494	20.8	17.8	2	2	0.0181	0.0170	-0.0011					
689709Y	Winchester Road	Lake	IL	CN-29	41.78	6,841	20.8	17.8	2	2	0.0529	0.0510	-0.0019	A	A	350.9	947.3	596
~~**Grays Lake**~~ **Near Mundelein**																		
689710T	Peterson Road	Lake	IL	CN-29	42.38	20,268	20.8	17.8	2	2	0.1213	0.1173	-0.0040	A	A	866.1	947.3	81
Near Libertyville																		
689712G	Harris Road	Lake	IL	CN-29	43.03	4,434	20.8	17.8	2	2	0.0304	0.0288	-0.0016	A	A	189.5	207.2	18
Freeport Subdivision																		
Cook County, Illinois																		
Chicago																		
289808S	South Lawndale Avenue	Cook	IL	CN-10	7.21	886	2.5	0.0	2	2	0.0088	0.0004	-0.0084					
289809Y	Pulaski Road	Cook	IL	CN-10	7.59	27,965	2.5	0.0	2	2	0.0730	0.0252	-0.0478	A	A	414.6	0	-415
Berwyn																		
289821F	Riverside Drive	Cook	IL	CN-12	11.70	5,497	4.4	1.7	2	2	0.0179	0.0123	-0.0056	A	A	136.9	15.1	-122
Riverside																		
289822M	Harlem Avenue (IL 43)	Cook	IL	CN-12	11.78	39,485	4.4	1.7	2	2	0.0354	0.0257	-0.0097	A	A	983.3	108.4	-875
North Riverside																		
289824B	26th Street	Cook	IL	CN-12	11.95	16,134	4.4	1.7	2	2	0.0259	0.0183	-0.0077	A	A	401.8	44.3	-358
840408R	Veterans Drive	Cook	IL	CN-12	12.13	695	4.4	1.7	2	2	0.0118	0.0080	-0.0038					
289830E	Hainsworth Avenue	Cook	IL	CN-12	12.45	1,195	4.4	1.7	2	2	0.0133	0.0087	-0.0046					
289831L	Des Plaines Avenue	Cook	IL	CN-12	12.85	17,807	4.4	1.7	2	2	0.0265	0.0187	-0.0078	A	A	443.4	48.9	-395
Near North Riverside																		
289832T	Cermak Road	Cook	IL	CN-12	13.25	40,633	4.4	1.7	2	2	0.0353	0.0257	-0.0097	A	A	1011.8	111.5	-900
289833A	1st Avenue (IL 171)	Cook	IL	CN-12	13.45	37,727	4.4	1.7	2	2	0.0314	0.0225	-0.0089	A	A	939.5	103.6	-836
Broadview																		
289834G	17th Avenue	Cook	IL	CN-12	14.50	11,353	4.4	1.7	2	2	0.0239	0.0167	-0.0072	A	A	456.9	43.7	-413
Hillside																		
289843F	Wolf Road	Cook	IL	CN-13A	17.25	18,763	3.0	1.7	1	1	0.0352	0.0292	-0.0060	A	A	184.3	27.9	-156
289840K	Oak Ridge Avenue	Cook	IL	CN-13A	16.60	144	3.0	1.7	1	1	0.0051	0.0038	-0.0013					
289841S	Harrison Street	Cook	IL	CN-13A	17.10	10,984	3.0	1.7	1	1	~~0.0242~~ **0.0236**	~~0.0194~~ **0.0189**	~~0.0048~~ **-0.0047**	A	A	103.1	16.3	-87
Cook County, Illinois (Freeport Subdivision)																		
Elmhurst																		
289850R	York Road	DuPage	IL	CN-13A	19.35	24,190	3.0	1.7	1	1	0.0197	0.0159	-0.0038	A	A	217.1	34.8	-182
289851X	Vallette Street	DuPage	IL	CN-13B	19.50	4,233	3.0	1.7	1	1	0.0126	0.0100	-0.0026	A	A	41.5	7.2	-34
289853L	Argyle Avenue	DuPage	IL	CN-13B	19.80	1,165	3.0	1.7	1	1	~~0.0089~~ **0.0111**	~~0.0068~~ **0.0189**	~~0.0021~~ **-0.0025**	A	A	9.6	1.7	-8
289854T	Spring Road	DuPage	IL	CN-13B	19.98	10,886	3.0	1.7	1	1	0.0161	0.0129	-0.0032	A	A	86.3	15.7	-71
289855A	St Charles Street	DuPage	IL	CN-13B	20.20	11,289	3.0	1.7	1	1	0.0184	0.0148	-0.0036	A	A	89.5	16.2	-73
289856G	West Avenue	DuPage	IL	CN-13B	20.60	11,289	3.0	1.7	1	1	0.0163	0.0130	-0.0032	A	A	89.5	16.2	-73
Villa Park																		
289858V	Villa Avenue	DuPage	IL	CN-13B	21.25	8,870	3.0	1.7	1	1	0.0153	0.0122	-0.0031	A	A	70.3	12.8	-58
289860W	Addison Avenue	DuPage	IL	CN-13B	22.30	17,471	3.0	1.7	1	1	0.0320	0.0264	-0.0056	A	A	144.1	26	-118
289861D	North Avenue (IL 64)	DuPage	IL	CN-13B	22.35	58,778	3.0	1.7	1	1	0.1051	0.0927	-0.0124	A	A	484.9	87.4	-398
28987C	Westwood Avenue	DuPage	IL	CN-13B	22.85	478	3.0	1.7	1	1	0.0070	0.0055	-0.0015					
Near Addison																		
289871J	Grace Avenue	DuPage	IL	CN-13B	23.40	9,139	3.0	1.7	1	1	0.0197	0.0158	-0.0038	A	A	82	13.2	-69
289876T	Swift Road	DuPage	IL	CN-13B	25.30	22,175	3.0	1.7	1	1	0.0217	0.0176	-0.0041	A	A	162.7	28.3	-134

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Near Bloomingdale																		
289880H	Schmale Road	DuPage	IL	CN-13B	28.48	30,373	3.0	1.7	1	1	0.0262	0.0214	-0.0048	A	A	261.2	39.9	-221
289891V	Army Trail Road	DuPage	IL	CN-13B	29.70	41,796	3.0	1.7	1	1	0.0749	0.0657	-0.0092	A	A	295.6	46.9	-249
Bloomingdale																		
289890N	Gary Avenue	DuPage	IL	CN-13B	29.55	37,092	3.0	1.7	1	1	0.0274	0.0224	-0.0050	A	A	262.3	41.7	-221
840415B	Madsen Drive	DuPage	IL	CN-13B	30.44	705	3.0	1.7	1	1	~~0.0170~~ **0.0078**	~~0.0136~~ **0.0061**	~~0.0034~~ **-0.0016**					

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Hanover Park																		
911764J	County Farm Road	DuPage	IL	CN-13B	31.17	38,705	3.0	1.7	1	1	0.0277	0.0227	-0.0050	A	A	273.7	44.5	-229
Bartlett																		
289901Y	Sutton Road (IL 59)	DuPage	IL	CN-13B	34.15	52,951	3.0	1.7	1	1	0.0297	0.0244	-0.0053	A	A	403.5	65.8	-338
289902F	Munger Road	DuPage	IL	CN-13B	35.15	2,016	3.0	1.7	2	1	0.0104	0.0082	-0.0022					
Near Bartlett																		
289903M	Powis Road	DuPage	IL	CN-30A	36.05	5,510	2.0	2.0	1	1	0.0161	0.0161	0.0000	A	A	33.4	163.2	130
Kane County, Illinois (Freeport Subdivision)																		
South Elgin																		
289905B	IL Route 25	Kane	IL	CN-30B	38.10	10,830	2.0	2.0	1	1	~~0.0231~~	~~0.0221~~ **0.0000**		A	A	27	27	0
289910X	Randall Road	Kane	IL	CN-30B	41.55	46,189	2.0	2.0	1	1	0.0309	0.0309	0.0000	A	A	115.1	115.1	0
Joliet Subdivsion																		
Cook County, Illinois																		
Willow Spring																		
289729K	Old Willow Springs Road	Cook	IL	CN-17	17.54	2,271	1.8	2.0	2	2	0.0100	0.0104	0.0004					
Lemont																		
289733V	Pruxne Street / Illinois Street	Cook	IL	CN-17	24.71	7,171	1.8	2.0	2	2	0.0135	0.0141	0.0006	A	A	35.9	33.4	-3
289734C	Holmes Street	Cook	IL	CN-17	24.95	451	1.8	2.0	2	2	0.0057	0.0060	0.0003	A	A	2.3	2.1	0
289735J	Stephen Street	Cook	IL	CN-17	25.10	14,222	1.8	2.0	2	2	~~0.0105~~ **0.0162**	~~0.0110~~ **0.0168**	~~0.0005~~ **0.0006**	A	A	78.2	72.7	-6
289736R	Lemont Street	Cook	IL	CN-17	25.18	1,172	1.8	2.0	2	2	0.0083	0.0087	0.0004					
Will County, Illnois (Joliet Subdivision)																		
Romeoville																		
289738E	Industrial Avenue	Cook	IL	CN-18	25.80	277	1.8	2.0	2	2	0.0342	0.0347	0.0005					
289744H	Romeoville Road / 135th Street	Will	IL	CN-18	28.98	19,102	1.8	2.0	2	2	0.0174	0.0181	0.0007	A	A	55.6	86.2	31
Lockport																		
289749S	2nd Street	Will	IL	CN-18	32.06	43	1.8	2.0	2	2	0.0033	0.0034	0.0001					
289750L	6th Street	Will	IL	CN-18	32.36	160	1.8	2.0	3	2	0.0048	0.0050	0.0002					
289752A	9th Street (IL 7)	Will	IL	CN-18	32.59	31,796	1.8	2.0	2	2	0.0198	0.0205	0.0007	A	A	104.6	177	72
289753G	10th Street	Will	IL	CN-18	32.70	160	1.8	2.0	2	2	0.0048	0.0050	0.0002	A	A	0.5	0.9	0
289754N	11th Street	Will	IL	CN-18	32.74	307	1.8	2.0	2	2	0.0057	0.0060	0.0003	A	A	1	1.7	1
289755V	13th Street	Will	IL	CN-18	32.89	160	1.8	2.0	2	2	0.0048	0.0050	0.0002					
289756C	Division Street	Will	IL	CN-18	33.11	6,783	1.8	2.0	2	2	0.0133	0.0139	0.0006	A	A	22.3	37.8	16
Joliet																		
289759X	Ohio Street	Will	IL	CN-18	36.64	7,198	~~2.9~~ **1.8**	~~2.9~~ **2.0**	2	2	0.0136	0.0141	0.0006	A	A	196.4	359.8	163
289760S	Jackson Street	Will	IL	CN-18	36.77	20,380	~~2.9~~ **1.8**	~~2.9~~ **2.0**	**3**	**3**	~~0.0136~~ **0.0177**	~~0.0142~~ **0.0184**	~~0.0006~~ **0.0007**	A	A	555.9	1018.7	463
Chicago Subdivsion																		
Cook County, Illinois																		
Richton Park																		
289680Y	University Parkway / Stuenkel Rd	Will	IL	CN-32	31.40	13,640	13.8	12.3	2	2	0.0337	0.0325	-0.0012	A	A	295.1	263	-32
University Park																		
289681F	W Dralle Road	Will	IL	CN-32	32.90	4,012	13.8	12.3	1	1	0.0255	0.0245	-0.0010	A	A	86.8	77.4	-9
Elsdon/Southbend Subdivision																		
Cook County, Illinois																		
Chicago																		
~~283129H~~	~~51st Street~~	Cook	IL	CN-27	8.78	2,397	1.6	1.6	3	3	0.0084	0.0084	0.0000					
283130C	51st Street	Cook	IL	CN-27	8.78	2,397	1.6	1.6	3	3	0.0084	0.0084	0.0000					
283131J	55th Street	Cook	IL	CN-27	9.28	31,431	1.6	1.6	1	1	0.0211	0.0211	0.0000	A	A	1019.1	1019.1	0
283143D	71st Street	Cook	IL	CN-27	11.28	16,612	1.6	1.6	1	1	0.0141	0.0141	0.0000	A	A	538.6	538.6	0
283144K	79th Street	Cook	IL	CN-26	12.30	29,291	3.4	0.0	2	2	0.0305	0.0006	-0.0299	A	A	2018.2	0	-2,018
283145S	Columbus Avenue	Cook	IL	CN-26	12.74	18,046	3.4	0.0	2	2	~~0.0136~~ **0.0273**	0.0006	~~0.013~~ **0.0268**	A	A	1243.4	0	-1,243
283146Y	83rd Place	Cook	IL	CN-26	12.87	1,305	3.4	0.0	2	2	0.0098	0.0004	-0.0094	A	A	89.9	0	-90
283147F	87th Street	Cook	IL	CN-26	13.31	23,663	3.4	0.0	2	2	0.0358	0.0008	-0.0350	A	A	1630.4	0	-1,630
283153J	103rd Street	Cook	IL	CN-26	15.53	23,782	3.4	0.0	2	2	0.0765	0.0252	-0.0513	A	A	1638.6	0	-1,639
283154R	111th Street	Cook	IL	CN-26	16.54	19,600	3.4	0.0	2	2	0.0278	0.0006	-0.0273	A	A	1350.4	0	-1,350
283155X	115th Street	Cook	IL	CN-26	17.04	15,536	3.4	0.0	2	2	0.0264	0.0006	-0.0258	A	A	1070.4	0	-1,070
Evergreen Park																		
283148M	91st Street	Cook	IL	CN-26	13.86	4,482	3.4	0.0	2	2	0.0154	0.0004	-0.0150	A	A	308.8	0	-309
283149U	Kedzie Avenue	Cook	IL	CN-26	14.33	28,802	3.4	0.0	2	2	~~0.0302~~ **0.0303**	0.0006	~~0.0297~~ **0.0298**	A	A	1984.4	0	-1,984

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283150N	94th Street	Cook	IL	CN-26	14.33	3,466	3.4	0.0	2	2	0.0183	0.0006	-0.0178	A	A	238.8	0	-239
283151V	95th Street (US 12)	Cook	IL	CN-26	14.48	27,768	3.4	0.0	2	2	0.0370	0.0008	-0.0362	A	A	1913.2	0	-1,913
283152C	99th Street	Cook	IL	CN-26	15.03	11,592	3.4	0.0	2	2	0.0196	0.0004	-0.0191	A	A	798.7	0	-799

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Blue Island																		
283156E	119th Street	Cook	IL	CN-26	17.54	14,341	3.4	0.0	2	2	0.0206	0.0004	-0.0202	A	A	988.1	0	-988
283157L	123rd Street	Cook	IL	CN-26	18.05	6,468	3.4	0.0	2	2	0.0169	0.0004	-0.0165	A	A	445.6	0	-446
283158T	127th Street	Cook	IL	CN-26	18.58	27,607	3.4	0.0	2	2	0.0783	0.0252	-0.0531	A	A	1902.1	0	-1,902
283160U	Union Street	Cook	I	CN-26	18.87	886	3.4	0.0	2	2	0.0100	0.0004	-0.0096					
283162H	Broadway Street	Cook	IL	CN-25	19.49	5,916	14.9	1.0	2	2	0.0355	0.0132	-0.0223	E	A	3043	130.5	-2,913
Dixmoor																		
283164W	Western Avenue	Cook	IL	CN-25	20.83	10,039	14.9	1.0	2	2	0.0954	0.0515	-0.0439	A	A	745.7	25.1	-721
283166K	Robey Street	Cook	IL	CN-25	21.58	144	14.9	1.0	2	2	~~0.0111~~ **0.0115**	~~0.0035~~ **0.0036**	~~0.0079~~ **-0.0079**	A	A	8.3	0.3	-8
Harvey																		
283167S	Lincoln Avenue	Cook	IL	CN-25	21.73	886	14.9	1.0	2	2	~~0.0166~~ **0.0184**	~~0.0054~~ **0.0061**	~~0.0112~~ **-0.0123**	A	A	51	1.7	-49
283168Y	Wood Street	Cook	IL	CN-25	21.88	15,775	14.9	1.0	2	2	0.1019	0.0548	-0.0471	A	A	865.3	29.8	-836
283169F	147th Street / Sibley Blvd (IL 83)	Cook	IL	CN-25	22.00	33,509	14.9	1.0	2	2	0.1770	0.1017	-0.0753	A	A	1838.1	63.3	-1,775
283170A	Ashland Avenue	Cook	IL	CN-26	22.20	13,944	14.9	1.0	2	2	0.1906	0.1162	-0.0744					
283171G	150th Street	Cook	IL	CN-27	22.64	1,408	14.9	1.0	2	2	0.0259	0.0090	-0.0169					
283172N	Center Street	Cook	IL	CN-25	22.84	886	14.9	1.0	2	2	~~0.0566~~ **0.0572**	~~0.0349~~ **0.0351**	~~0.0218~~ **-0.0153**	A	A	46.9	1.6	-45
283173V	Broadway ~~Street~~ **Avenue**	Cook	IL	CN-25	22.95	886	14.9	1.0	2	2	~~0.0228~~ **0.0233**	~~0.0078~~ **0.0139**	~~0.0151~~ **-0.0230**	A	A	46.4	1.6	-45
283174C	Park Avenue	Cook	IL	CN-25	23.13	7,051	14.9	1.0	2	2	0.0368	0.0139	-0.0230	A	A	369.3	12.8	-357
283177X	Halsted St (IL 1)	Cook	IL	CN-24	23.52	14,411	19.5	1.0	3	2	0.1069	0.0541	-0.0528	A	A	713	27.2	-686
Phoenix																		
283178E	155th Street	Cook	IL	CN-24	23.57	451	19.5	1.0	3	2	~~0.0156~~ **0.0173**	~~0.0045~~ **0.0050**	~~0.0111~~ **-0.0123**	A	A	22.3	0.9	-21
South Holland																		
283188K	Thornton-Blue Island Road	Cook	IL	CN-24	23.87	4,960	19.5	1.0	2	2	0.0305	0.0098	-0.0208	A	A	256.6	10.5	-246
283180F	162nd / 159th Street (US 6)	Cook	IL	CN-24	24.32	34,741	19.5	1.0	2	2	0.0535	0.0207	-0.0328	A	A	17973	6.9	-17,966
283182U	South Park Avenue	Cook	IL	CN-23B	25.53	11,831	22.1	2.9	2	2	0.0460	0.0234	-0.0226	B	A	1176.9	161.7	-1,015
283183B	170th Street	Cook	IL	CN-23B	25.85	13,266	22.1	2.9	2	2	0.1087	0.0674	-0.0412	C	A	3451.2	509.3	-2,942
Lansing																		
283186W	Volbrecht Road	Cook	IL	CN-23B	27.49	3,641	22.1	2.9	2	2	0.0298	0.0137	-0.0161	A	A	195.3	21.8	-174
283189S	182nd Street / Ridge Road	Cook	IL	CN-23B	28.41	9,336	22.1	2.9	2	2	0.0364	0.0174	-0.0190					
283190L	Torrence Avenue (IL 83)	Cook	IL	CN-23B	28.65	12,799	22.1	2.9	2	2	0.0467	0.0238	-0.0228	A	A	659	71.9	-587
283191T	186th Street	Cook	IL	CN-23B	29.42	7,768	22.1	2.9	2	2	0.0873	0.0541	-0.0331	A	A	370.1	40.9	-329
283193G	Burnham Avenue	Cook	IL	CN-23B	29.80	8,724	22.1	2.9	2	2	0.0359	0.0171	-0.0188	A	A	400.5	45.9	-355
283194N	Wentworth Avenue	Cook	IL	CN-23B	30.39	13,027	22.1	2.9	2	2	0.0390	0.0190	-0.0200	A	A	598.1	68.5	-530
Near Thornton																		
283188K	Thornton-Lansing Road	Cook	IL	CN-23B	27.74	11,951	22.1	2.9	2	2	0.0383	0.0186	-0.0197	A	A	640.8	71.6	-569
Lake County, Indiana (Elsdon/Subdivision)																		
Munster																		
283195V	Calumet Avenue	Lake	IN	CN-23A	31.62	31,311	22.1	2.9	2	2	0.1220	0.0769	-0.0452	A	A	1549.9	169.9	-1,380
283197J	White Oak Avenue	Lake	IN	CN-23A	32.65	11,062	22.1	2.9	2	2	0.0377	0.0182	-0.0195	A	A	593.2	66.2	-527
Highland																		
283199X	Kennedy Avenue	Lake	IN	CN-23A	34.23	6,664	22.1	2.9	2	2	0.0853	0.0530	-0.0323	C	A	1251.6	184.3	-1,067
Griffith																		
283200P	Main Street	Lake	IN	CN-23A	35.55	10,960	22.1	2.9	2	2	~~0.0546~~ **0.0497**	~~0.0311~~ **0.0268**	~~0.0235~~ **-0.0229**	A	A	669.4	184.3	-485
283201W	Broad Street	Lake	IN	CN-23A	36.09	19,572	32.4	37.4	~~2~~ **6**	~~2~~ **6**	0.1216	0.1059	-0.0157	A	A	1142.9	140.7	-1,002
283202D	Colfax Street	Lake	IN	CN-33	36.82	14,139	24.8	18.6	2	2	0.0981	0.0916	-0.0065	A	A	785.4	986.6	201
Near Merrillville																		
283205Y	Hendricks Street	Lake	IN	CN-33	38.73	555	24.8	18.6	2	2	0.0200	0.0179	-0.0021					
Merrillville																		
283206F	Taft Street	Lake	IN	CN-33	39.55	30,473	24.8	18.6	2	2	0.0474	0.0436	-0.0038	A	A	1692.7	1269.5	-423
283208U	Madison Street	Lake	IN	CN-33	40.62	9,031	24.8	18.6	2	2	0.0376	0.0342	-0.0034	A	A	501.6	376.2	-125
283209B	Broadway Street	Lake	IN	CN-33	41.05	39,989	24.8	18.6	2	2	0.1288	0.1216	-0.0072	A	A	2221.3	1665.9	-555
										CN Subtotal	6.4057	3.8797	-2.5260			111342.9	18308.2	-93210

EJ and E
Vehicle Safety Delay Table

USDOT	Street	County	State	Segment	MP	2015 ADT	Trains Per Day		Number of Tracks		Accident Prediction			Crossing LOS		Total Vehicle Traffic Delay (24-Hr), Minutes		
							No Action	Proposed Action	No Action	Proposed Action	No Action	Proposed Action	Change	No Action	Proposed Action	No Action	Proposed Action	Change
Western Subdivision																		
Waukegan																		
260796P	South Harbor Drive	Lake	IL	EJE 16	73.00	684	3.0	3.0	1	1	0.0091	0.0091	0.0000					
North Chicago																		
260473U	Martin L King Dr/22nd Aveenue	Lake	IL	EJE 16	69.75	14,396	3.0	3.0	1	1	0.0228	0.0220	-0.0008					
260475H	Morrow Road	Lake	IL	EJE 16	69.58	326	3.0	3.0	1	1	0.0066	0.0063	-0.0003					
260478D	Buckley Road	Lake	IL	EJE 16	69.00	27,819	3.0	3.0	1	1	0.0227	0.0227	0.0000					
Near Lake Bluff																		
260483A	Waukegan Road	Lake	IL	EJE 16	66.42	30,104	3.0	3.0	1	1	0.0261	0.0261	0.0000					
260484G	Park Aveunue/Rockland Road	Lake	IL	EJE 16	65.75	21,099	3.0	3.0	1	1	0.0204	0.0167	-0.0036					
Mettawa																		
260488J	Old School Road	Lake	IL	EJE 15	63.87	1,439	3.2	3.2	1	1	0.0097	0.0097	0.0000					
260489R	St Marys Road	Lake	IL	EJE 15	63.33	16,375	3.2	3.2	1	1	0.0183	0.0183	0.0000					
Vernon Hills																		
260493F	Butterfield Road	Lake	IL	EJE 15	60.42	33,914	3.2	3.2	1	1	0.0275	0.0275	0.0000					
Near Libertyville																		
260485N	Arcadia/Elm Road	Lake	IL	EJE 16	65.62	381	3.0	3.0	2	2	0.0211	0.0167	-0.0044					
260486V	Bradley Road	Lake	IL	EJE 15	65.16	12,931	3.2	3.2	1	1	0.0173	0.0173	0.0000					
260490K	Milwaukee Avenue	Lake	IL	EJE 15	62.20	38,839	3.2	3.2	1	1	0.0283	0.0283	0.0000					
260906X	Lakeview Parkway	Lake	IL	EJE 15	61.70	8,412	3.2	3.2	1	1	0.0155	0.0155	0.0000					
260495U	Diamond Lake Road	Lake	IL	EJE 14	59.13	6,207	5.3	20.3	1	2	0.0556	0.0764	0.0208	A	A	42.9	526	483.1
Near Mundelein																		
260496B	IL 60&83	Lake	IL	EJE 14	59.02	29,009	5.3	20.3	1	2	0.0227	0.0364	0.0137	A	A	190.3	2456	2265.7
Near Hawthorn Woods																		
260500N	Gilmer Road	Lake	IL	EJE 14	56.90	18,622	5.3	20.3	1	1	0.0229	0.0367	0.0138	A	A	106	1425	1319
260503J	Old McHenry Road	Lake	IL	EJE 14	55.45	32,429	5.3	20.3	1	1	0.0324	0.0490	0.0167	A	A	189	2540.3	2351.3
Near Lake Zurich																		
260794B	Oakwood Road	Lake	IL	EJE 14	54.73	4,750	5.3	20.3	1	1	0.0163	0.0273	0.0110	A	B	31.9	414	382.1
Lake Zurich																		
260507L	Main Street	Lake	IL	EJE 14	53.44	7,474	5.3	20.3	1	1	0.0183	0.0302	0.0119	A	B	50.6	650	599.4
260508T	Old Rand Road	Lake	IL	EJE 14	53.27	7,474	5.3	20.3	1	1	0.0183	0.0302	0.0119	A	A	49.5	632	582.5
260510U	Ela Road	Lake	IL	EJE 14	52.33	21,408	5.3	20.3	1	1	0.0265	0.0416	0.0151	A	A	102.6	1361.7	1259.1
Near Barrington																		
260511B	Cuba Road	Lake	IL	EJE 14	51.56	12,921	5.3	20.3	1	1	0.0210	0.0340	0.0130	A	A	58.5	726.4	667.9
Barrington																		
260513P	Lake Zurich Road	Lake	IL	EJE 14	50.40	3,131	5.3	20.3	1	1	0.0147	0.0248	0.0101	A	A	12	169.6	157.6
260514W	Northwest Highway	Lake	IL	EJE 14	50.10	33,949	5.3	20.3	1	1	0.0327	0.0494	0.0167	A	A	149.4	1907.2	1757.8
260515D	Hough Street IL 59 & 63	Lake	IL	EJE 14	49.80	22,549	5.3	20.3	1	1	0.0240	0.0382	0.0142	A	A	100.8	1265.6	1164.8
Barrington																		
260516K	Lake Cook Road	Cook	IL	EJE 14	49.30	14,222	5.3	20.3	2	2	0.0215	0.0347	0.0133	A	A	63.9	798.4	734.5
260517S	Otis Road	Cook	IL	EJE 14	47.90	1,673	5.3	20.3	1	1	0.0125	0.0214	0.0089	A	A	8.1	103.4	95.3
Near Barrington																		
260520A	Penny Road	Cook	IL	EJE 14	44.47	4,786	5.3	20.3	1	1	0.0164	0.0274	0.0110	A	A	22.5	297.5	275
260521G	Old Sutton Road	Cook	IL	EJE 14	44.00	2,070	5.3	20.3	1	1	0.0132	0.0225	0.0093	A	A	10.0	127.9	117.9
Hoffman Estates																		
260525J	Shoe Factory Road	Cook	IL	EJE 14	41.90	9,202	5.3	20.3	1	1	0.0193	0.0317	0.0124	A	A	44.1	572.9	528.8
260530F	Spaulding Road	Cook	IL	EJE 14	37.60	1,434	5.3	20.3	2	2	0.0137	0.0233	0.0096	A	A	5.7	69.8	64.1
Near Elgin																		
260532U	West Bartlett Road	Cook	IL	EJE 13	36.95	17,209	5.5	22.5	3	3	0.0755	0.1053	0.0298	A	A	81	918	837
Near Bartlett																		
260533B	Stearns Road	DuPage	IL	EJE 13	35.88	27,604	5.5	22.5	1	1	0.0316	0.0491	0.0175	A	A	134.1	1527	1392.9

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Wayne																		
260535P	Army Trail Road	DuPage	IL	EJE 12	33.90	7,392	4.4	23.4	1	1	0.0170	0.0317	0.0147	A	A	21.6	470.4	448.8
Near West Chicago																		
260536W	Smith Road	DuPage	IL	EJE 12	32.94	7,123	4.4	23.4	1	1	0.0168	0.0315	0.0146	A	A	21.6	452.8	431.2
260538K	Hawthorne Lane	DuPage	IL	EJE 12	30.24	20,024	4.4	23.4	2	2	0.0217	0.0390	0.0173	A	B	76.5	1765.1	1688.6
West Chicago																		
260541T	Washington Street	DuPage	IL	EJE 11	28.39	12,095	10.7	31.6	1	1	0.0268	0.0388	0.0120	A	C	387.6	2361.6	1974
260542A	Aurora Street	DuPage	IL	EJE 11	28.87	364.0	10.7	31.6	1	1	0.0266	0.0414	0.0148	A	B	11.2	59.4	48.2
260543G	Church Street	DuPage	IL	EJE 11	28.77	364	10.7	31.6	1	1	0.0112	0.0175	0.0063	A	C	11.2	61.6	50.4
260545V	Ann Street	DuPage	IL	EJE 11	28.50	1,127	10.7	31.6	2	2	0.0150	0.0230	0.0080	A	C	33.6	197.2	163.7
Naperville																		
260556H	Diehl Road	DuPage	IL	EJE 11	22.80	17,341	10.7	31.6	1	1	0.0886	0.1137	0.0251	A	B	278.4	1486.4	1208
Near Aurora																		
260558W	Liberty Street.	DuPage	IL	EJE 10	20.63	16,111	15.7	39.5	1	2	0.0327	0.0483	0.0156	A	B	597	2392.1	1795.1
260560X	Ogden Ave US 34	DuPage	IL	EJE 10	19.05	46,110	15.7	39.5	1	2	0.0485	0.0660	0.0175	A	B	1132.8	4377	3244.2
260562L	Montgomery Road	DuPage	IL	EJE 10	18.18	27,131	15.7	39.5	1	2	0.0365	0.0528	0.0163	A	B	667.2	2629.5	1962.3
260563T	Keating Drive/ 87th Street	Will	IL	EJE 10	17.17	4,182	15.7	39.5	1	2	0.0241	0.0374	0.0133	A	B	130.2	405.0	274.8
Near Plainfield																		
260564A	Hafenrichter Road	Will	IL	EJE 10	17.08	5,657	15.7	39.5	1	2	0.0259	0.0397	0.0138	A	B	139.2	547.5	408.3
260565G	Wolf's Crossing	Will	IL	EJE 10	16.20	9,593	15.7	39.5	1	2	0.0292	0.0439	0.0147	A	B	241.2	1012.8	771.6
260567V	111th Street	Will	IL	EJE 10	14.63	10,454	15.7	39.5	1	2	0.0298	0.0446	0.0148	A	B	262.8	1104	841.2
260569J	Furguson Road - 119th Street	Will	IL	EJE 10	13.59	3,690	15.7	39.5	1	2	0.0234	0.0364	0.0130	A	B	102.7	398.4	295.7
260571K	Normantown - 252nd	Will	IL	EJE 10	12.92	2,492	15.7	39.5	1	2	0.0213	0.0335	0.0122	A	B	68.5	294.2	225.6
260573Y	127th Street - Chapins Road	Will	IL	EJE 10	12.56	13,160	15.7	39.5	1	2	0.0347	0.0507	0.0160	A	B	377	1618.4	1241.4
260575M	135th Street	Will	IL	EJE 10	11.43	13,898	15.7	39.5	2	2	0.0812	0.1088	0.0276	A	B	282	1267.2	985.2
260576U	Van Dykes Road	Will	IL	EJE 9	10.68	6,921	18.5	42.3	1	1	0.0288	0.0381	0.0093	A	B	141.9	640.5	498.6
260585T	Renwick Road	Will	IL	EJE 9	7.60	11,807	18.5	42.3	1	1	0.1324	0.1584	0.0260	A	B	265	1143.8	878.8
Plainfield																		
260577B	143rd Street	Will	IL	EJE 9	10.33	9,716	18.5	42.3	1	1	0.0299	0.0402	0.0103	A	B	194.7	821.8	627.1
260580J	Plainfield-Naperville Road	Will	IL	EJE 9	9.62	8,117	18.5	42.3	1	1	0.0298	0.0394	0.0096	A	B	188.1	721	532.9
260581R	Main Street	Will	IL	EJE 9	9.53	20,015	18.5	42.3	1	1	0.0362	0.0467	0.0105	A	B	463.1	1778	1314.9
260582X	Center Street	Will	IL	EJE 9	9.33	1,845	18.5	42.3	1	1	0.0211	0.0288	0.0076	A	B	42.7	163.8	121.1
260583E	Eastern Avenue	Will	IL	EJE 9	9.27	3,444	18.5	42.3	1	1	0.0245	0.0330	0.0085	A	B	79.2	305.2	226
260584L	Lockport Road	Will	IL	EJE 9	9.00	10,085	18.5	42.3	1	1	0.0313	0.0411	0.0098	A	B	233.2	896	662.8
Near Crest Hill																		
260587G	East Frontage Road NB/Essington	Will	IL	EJE 9	6.87	4,983	18.5	42.3	1	1	0.0359	0.0456	0.0098	A	B	117.7	450.8	333.1
260588N	Divison Street	Will	IL	EJE 9	6.05	7,613	18.5	42.3	1	1	0.0294	0.0389	0.0095	A	B	188.1	786	597.9
Crest Hill																		
260589V	Gaylord Road	Will	IL	EJE 9	5.57	5,591	18.5	42.3	1	1	0.0274	0.0365	0.0091	A	B	162	659.2	497.2
260799K	Oakland Street	Will	IL	EJE 9	3.20	1,661	18.5	42.3	2	2	0.0206	0.0281	0.0075	A	B	54.7	246.7	192.1
Near Joliet																		
260603N	N Rowell Street	Will	IL	EJE 7	1.80	3,184	6.4	28.3	1	2	0.0159	0.0315	0.0156	A	D	70.2	995.2	925
260609E	Cherry Hill Rd	Will	IL	EJE 7	5.00	1,107	6.4	28.3	1	2	0.0121	0.0248	0.0128	A	B	11.4	100.9	89.4
Joliet																		
260597M	Woodruff Road	Will	IL	EJE 8	0.82	10,659	18.5	42.3	2	2	0.1801	0.2136	0.0335	B	F	1411.8	9380.8	7969
Eastern Subdivision																		
260601A	Washington Street	Will	IL	EJE 7	0.95	11,714	6.4	28.3	2	2	0.0248	0.0412	0.0164	A	F	938.4	9879.2	8940.8
260604V	Mills Road	Will	IL	EJE 7	2.50	3,115	6.4	28.3	1	2	0.0158	0.0314	0.0156	A	B	40.6	372	331.4
260605C	S Rowell Street	Will	IL	EJE 7	2.86	3,184	6.4	28.3	1	2	0.0159	0.0315	0.0156	A	B	36.4	315	278.6
260606J	W Spencer Road	Will	IL	EJE 7	3.15	1,177	6.4	28.3	1	2	0.0123	0.0252	0.0129	A	B	12.8	112.3	99.6
260607R	Briggs Street	Will	IL	EJE 7	4.22	13,842	6.4	28.3	1	2	0.0256	0.0466	0.0209	A	B	139.2	1339.2	1200

EJ and E
Vehicle Safety Delay Table

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Near New Lenox																		
260611F	S Gougar Road	Will	IL	EJE 7	6.00	8,063	6.4	28.3	1	2	0.0201	0.0383	0.0182	A	B	94.9	779.4	684.5
260612M	Nelson **Road**	Will	IL	EJE 7	7.00	7,336	6.4	28.3	1	2	0.0196	0.0376	0.0180	A	B	74.4	639.2	564.8
260614B	Cedar Road	Will	IL	EJE 7	8.00	10,299	6.4	28.3	1	2	0.0213	0.0402	0.0189	A	B	115.7	897.6	781.9
260616P	S Spencer Road	Will	IL	EJE 7	9.24	3,104	6.4	28.3	1	2	0.0158	0.0314	0.0156	A	B	31.2	270.3	239.1
260617W	School House Road	Will	IL	EJE 7	10.00	8,721	6.4	28.3	1	2	0.0610	0.0942	0.0332	A	B	87.6	759.9	672.3
Near Frankfort																		
260620E	Owens Road (116 St)	Will	IL	EJE 7	11.49	1,246	6.4	28.3	1	2	0.0159	0.0325	0.0167	A	B	14.2	119.0	104.7
260621L	Wolf Road	Will	IL	EJE 7	11.96	9,966	6.4	28.3	2	2	0.0212	0.0400	0.0188	A	B	117	988.2	871.2
260626V	Sauk Trail	Will	IL	EJE 7	14.83	3,461	6.4	28.3	1	2	0.0163	0.0321	0.0159	A	B	33.6	300.9	267.3
260627C	Pfeiffer Road / 88th Avenue	Will	IL	EJE 7	15.06	7,752	6.4	28.3	1	2	0.0199	0.0380	0.0181	A	B	76.8	676.6	599.8
260628J	Harlem Avenue	Will	IL	EJE 7	17.06	12,336	6.4	28.3	1	2	0.0279	0.0497	0.0218	A	A	104.5	855	750.5
Frankfort																		
260623A	Center Road	Cook	IL	EJE 7	14.05	5,320	6.4	28.3	2	2	0.0181	0.0352	0.0171	A	B	61.1	514.8	453.7
Near Matteson																		
260629R	Ridgeland Avenue	Cook	IL	EJE 7	18.07	3,642	6.4	28.3	1	2	0.0165	0.0325	0.0160	A	A	30.8	252	221.2
260630K	Central Avenue	Cook	IL	EJE 7	19.07	2,297	6.4	28.3	1	2	0.0146	0.0293	0.0147	A	A	20.7	168.8	148.1
260632Y	Cicero Avenue	Cook	IL	EJE 7	20.06	23,281	6.4	28.3	1	2	0.0321	0.0552	0.0231	A	A	196.9	2077.4	1880.5
Matteson																		
260636B	Main Street	Cook	IL	EJE 7	21.61	4,375	8.6	34.6	3	3	0.0220	0.0357	0.0137	A	A	130.2	618.4	488.2
Park Forest																		
260638P	Western Avenue	Cook	IL	EJE 6	23.12	24,717	8.6	31.6	2	2	0.0398	0.0573	0.0175	A	B	277.2	2727	2449.8
Chicago Heights																		
260639W	Euclid Avenue	Cook	IL	EJE 6	24.63	238	8.6	31.6	6	6	0.0104	0.0179	0.0074	A	B	4.8	37.9	33.1
260640R	Chicago Road	Cook	IL	EJE 6	24.91	23,390	8.6	31.6	3	3	0.0394	0.0568	0.0174	A	C	548.8	4596	4047.2
260641X	West End Avenue/South Halsted St	Cook	IL	EJE 6	25.04	5,956	8.6	31.6	2	2	0.0236	0.0373	0.0137	A	C	161.5	1378	1216.5
260642E	East End Avenue	Cook	IL	EJE 6	25.19	5,086	10.2	34.2	3	3	0.0237	0.0367	0.0130	A	C	210.6	1518.2	1307.6
260644T	Wentwoth Avenue	Cook	IL	EJE 5	25.92	4,563	10.2	34.2	3	3	0.0237	0.0363	0.0126	A	C	141.1	1198.8	1057.7
260645A	State Street	Cook	IL	EJE 5	26.16	7,656	10.2	34.2	6	6	0.0331	0.0482	0.0151	A	C	165.2	1508.8	1343.6
260646G	Cottage Grove Avenue	Cook	IL	EJE 5	27.17	5,578	10.2	34.2	2	2	0.0797	0.1061	0.0264	A	B	75.9	578	502.1
Sauk Village																		
260649C	Torrence Avenue	Cook	IL	EJE 5	29.18	8,968	10.2	34.2	3	3	0.0277	0.0415	0.0138	A	A	95	645.4	550.4
Lynwood																		
260651D	Lincoln Highway	Cook	IL	EJE 5	30.69	29,237	10.2	34.2	2	2	0.1021	0.1320	0.0299	A	B	394.9	3034.5	2639.6
Dyer																		
260652K	Lake Street	Lake	IN	EJE 5	30.96	5,067	10.2	34.2	2	2	0.0243	0.0371	0.0128	A	B	68.2	483.2	415
260653S	Hart Street	Lake	IN	EJE 5	31.10	20,268	10.2	34.2	2	2	0.0331	0.0483	0.0152	A	B	267.3	1932.8	1665.5
Schererville																		
260655F	Airport Road	Lake	IN	EJE 5	33.66	3,818	10.2	34.2	2	2	0.0227	0.0350	0.0123	A	A	41	306	265
260657U	Kennedy Avenue	Lake	IN	EJE 5	34.36	17,076	10.2	34.2	3	3	0.0319	0.0468	0.0149	A	A	189	1398	1209
Griffith																		
283201W	Broad Street	Lake	IN	EJE 4	36.09	19,572	32.4	37.4	~~2~~ **6**	~~2~~ **6**	0.1253	0.1289	0.0036	A	B	561.9	4127	3565.1
260659H	East Main Street	Lake	IN	EJE 4	36.52	10,960	7.6	28.6	2	2	0.0261	0.0408	0.0148	A	B	128.4	1507.8	1379.4
260661J	EastLake Street	Lake	IN	EJE 4	36.77	6,524	7.6	28.6	2	2	0.1242	0.1675	0.0433	A	B	63.8	735.3	671.5
260662R	East Miller Street	Lake	IN	EJE 4	36.89	6,524	7.6	28.6	2	2	0.1242	0.1675	0.0433	A	B	55	657	602
260663X	East Elm Street	Lake	IN	EJE 4	37.00	8,090	7.6	28.6	2	2	0.0678	0.0934	0.0255	A	A	67	636.8	569.8
260664E	East 45th Avenue	Lake	IN	EJE 4	37.52	23,486	7.6	28.6	2	2	0.0379	0.0555	0.0176	A	A	185	1848	1663
260665L	East 40th Place	Lake	IN	EJE 4	38.11	14,222	7.6	28.6	2	2	0.0277	0.0429	0.0153	A	A	110	1094.4	984.4
Gary																		
260670H	West 25th Avenue	Lake	IN	EJE 3	40.03	4,187	9.7	29.7	2	2	0.0651	0.0854	0.0202	A	A	44	294	250
260671P	West 15th Avenue	Lake	IN	EJE 3	41.03	19,890	9.7	29.7	2	2	0.0324	0.0462	0.0138	A	A	208	1399.5	1191.5
260672W	West 9th Avenue	Lake	IN	EJE 3	41.52	4,187	9.7	29.7	2	2	0.0313	0.0442	0.0129	A	A	43	268.8	225.8

EJ and E
Vehicle Safety Delay Table

USDOT	Street	County	State	Segment	MP	2015 ADT	Trains Per Day		Number of Tracks		Accident Prediction			Crossing LOS		Total Vehicle Traffic Delay (24-Hr), Minutes		
							No Action	Proposed Action	No Action	Proposed Action	No Action	Proposed Action	Change	No Action	Proposed Action	No Action	Proposed Action	Change
260673D	West 5th Avenue	Lake	IN	EJE 2	41.97	28,467	9.8	29.8	2	2	0.0426	0.0577	0.0152	A	A	292	2004	1712

USDOT	Street	County	State	Segment	MP	2015 ADT	Trains Per Day		Number of Tracks		Accident Prediction			Crossing LOS		Total Vehicle Traffic Delay (24-Hr), Minutes		
							No Action	Proposed Action	No Action	Proposed Action	No Action	Proposed Action	Change	No Action	Proposed Action	No Action	Proposed Action	Change
Illinois River Line																		
Plainfield																		
261002H	Lockport Street/ US 30	Will	IL	EJE 17	10.61	24,400	4.0	4.0	1	1	0.0220	0.0220	0.0000					
Near Plainfield																		
261003P	West Renwick Road	Will	IL	EJE 17	11.96	4,300	4.0	4.0	1	1	0.0197	0.0197	0.0000					
261004W	Drauden Road	Will	IL	EJE 17	12.49	5,200	4.0	4.0	1	1	0.0150	0.0150	0.0000					
Near Joliet																		
261006K	Caton Farm Road	Will	IL	EJE 17	14.17	22,000	4.0	4.0	1	1	0.0319	0.0319	0.0000					
261007S	Theodore	Will	IL	EJE 17	15.16	5,000	4.0	4.0	1	1	0.0508	0.0508	0.0000					
261008Y	Black Road	Will	IL	EJE 17	16.16	1,450	4.0	4.0	1	1	0.0761	0.0761	0.0000					
261009F	Troy Road	Will	IL	EJE 17	17.16	8,300	4.0	4.0	1	1	0.0169	0.0169	0.0000					
Near Minooka																		
261012N	W Beith Rd	Will	IL	EJE 17	18.16	3,600	4.0	4.0	1	1	0.0186	0.0186	0.0000					
261014C	Mound Road	Will	IL	EJE 17	19.23	400	4.0	4.0	1	1	0.0576	0.0576	0.0000					
261017X	Co Line Rd	Will	IL	EJE 17	20.46	2,300	4.0	4.0	1	1	0.0160	0.0160	0.0000					
261018E	Holt	Kendall	IL	EJE 17	21.00	3,350	4.0	4.0	1	1	0.0181	0.0181	0.0000					
261019L	Wabena Ave	Kendall	IL	EJE 17	21.42	3,350	4.0	4.0	1	1	0.0181	0.0181	0.0000					
261026W	McLindon Rd	Grundy	IL	EJE 17	23.63	1,050	4.0	4.0	1	1	0.0122	0.0122	0.0000					
261028K	US Route 6	Grundy	IL	EJE 17	25.42	6,800	4.0	4.0	1	1	0.0227	0.0227	0.0000					
261032A	Collins Rd	Grundy	IL	EJE 17	27.64	450	2.0	2.0	1	1	0.0115	0.0115	0.0000					
Romeoville Line																		
Near Lockport																		
261050X	Divison/167th St	Will	IL	EJE 18	1.78	6,100	4.0	4.0	1	1	0.0351	0.0351	0.0000					
Downtown Line																		
Joliet																		
261060D	Henderson	Will	IL	EJE 19	1.09	6,200	2.0	2.0	2	2	0.0119	0.0119	0.0000					
261061K	Royce Ave	Will	IL	EJE 19	1.28	29	2.0	2.0	6	6	0.0027	0.0027	0.0000					
261058C	Collins St	Will	IL	EJE 19	1.51	7,600	2.0	2.0	1	1	0.0125	0.0125	0.0000					
Hammond Branch																		
Gary																		
260701E	Cline Ave Ramp	Lake	IN	EJE 20	43.45	750	2.0	2.0	1	1	0.0078	0.0078	0.0000					
260703T	Gary Ave	Lake	IN	EJE 20	43.46	750			1	1	0.0004	0.0004	0.0000					
East Chicago																		
260704A	Eugene Huish Dr	Lake	IN	EJE 20	45.06	10,409	2.0	2.0	1	1	0.0174	0.0174	0.0000					
260705G	151st St	Lake	IN	EJE 20	45.09	3,000	2.0	2.0	1	1	0.0098	0.0098	0.0000					
260706N	Railroad Ave	Lake	IN	EJE 20	45.87	5,625	3.0	3.0	1	1	0.0220	0.0220	0.0000					
Whiting Branch																		
East Chicago																		
260716U	149th St	Lake	IN	EJE 21	45.03	1,000	6.0	6.0	2	2	0.0143	0.0143	0.0000					
260717B	148th St	Lake	IN	EJE 21	45.18	800	6.0	6.0	1	1	0.0132	0.0132	0.0000					
260718H	SR 312/Chicago Ave	Lake	IN	EJE 21	45.34	16,350	6.0	6.0	4	4	0.0291	0.0291	0.0000					
260720J	Michigan Ave	Lake	IN	EJE 21	46.30	7,827	6.0	6.0	1	1	0.0245	0.0245	0.0000					
260721R	Canal St	Lake	IN	EJE 21	46.40	500	2.0	2.0	1	1	0.0119	0.0119	0.0000					
260725T	Riley Rd	Lake	IN	EJE 21	47.22	7,601	6.0	6.0	2	2	0.0244	0.0244	0.0000					
260726A	129th St	Lake	IN	EJE 21	47.87	8,380	6.0	6.0	3	3	0.0249	0.0249	0.0000					

EJ and E
Vehicle Safety Delay Table

USDOT	Street	County	State	Segment	MP	2015 ADT	Trains Per Day		Number of Tracks		Accident Prediction			Crossing LOS		Total Vehicle Traffic Delay (24-Hr), Minutes		
							No Action	Proposed Action	No Action	Proposed Action	No Action	Proposed Action	Change	No Action	Proposed Action	No Action	Proposed Action	Change
City Track																		
Gary																		
260729V	Clark Rd	Lake	IN	EJE 22	3.66	1,568	4.0	4.0	1	1	0.0109	0.0073	-0.0036					
260732D	Virginia St	Lake	IN	EJE 22	7.26	3,000	1.0	1.0	1	1	0.0157	0.0129	-0.0028					
260734S	Tennessee St	Lake	IN	EJE 22	7.67	5,460	1.0	1.0	2	2	0.0191	0.0157	-0.0034					
260735Y	Ohio St	Lake	IN	EJE 22	7.73	250	1.0	1.0	2	2	0.0067	0.0054	-0.0013					
260736F	Taylor St	Lake	IN	EJE 22	8.50	750	1.0	1.0	1	1	0.0057	0.0050	-0.0007					
Lake Front Line																		
Chicago																		
260729V	E 95th St	Cook	IL	EJE -2	1.83	109	0.9	0.9	1	1	0.0037	0.0037	0.0000					
260732D	E 98th St	Cook	IL	EJE -2	2.20	109	0.9	0.9	1	1	0.0028	0.0028	0.0000					
260734S	E 99th St	Cook	IL	EJE -2	2.33	109	0.9	0.9	1	1	0.0028	0.0028	0.0000					
260735Y	E 100th St	Cook	IL	EJE -2	2.46	109	0.9	0.9	1	1	0.0028	0.0028	0.0000					
Hammond																		
260692H	Calumet Ave	Lake	IN	EJE -1	4.36	9,940	1.8	1.8	1	1	0.0129	0.0129	0.0000					
260691B	Lake St	Lake	IN	EJE -1	4.60	750	1.8	1.8	1	1	0.0144	0.0144	0.0000					
Whiting																		
260690U	117th St	Lake	IN	EJE -1	5.51	3,000	1.8	1.8	1	1	0.0094	0.0094	0.0000					
260689A	Front St	Lake	IN	EJE -1	5.83	3,000	1.8	1.8	1	1	0.0094	0.0094	0.0000					
260677F	Clark Rd	Lake	IN	EJE 0	11.86	1,568	3.5	3.5	1	1	0.0103	0.0103	0.0000					
										EJE Subtotal	4.4717	6.0179	1.5461			18086	118329	101655

EJE Vehicle Safety and Delay																			
USDOT	**Street**	**County**	**State**	**Segment**	**MP**	**2015 ADT**	**Trains Per Day**		**Number of Tracks**		**Accident Prediction**			**Crossing LOS**		**Total Vehicle Traffic Delay (24-Hr), Minutes**		
							No Action	Prop. Action	No Action	Prop. Action	No Action	Prop. Action	Change	No Action	Prop. Action	No Action	Proposed Action	Change
Western Subdivision																		
Waukegan																		
260796P	South Harbor Drive	Lake	IL	EJE 16	73.00	684	3.0	3.0	1	1	0.0091	0.0091	0.0000	No Data	No Data	No Data	No Data	No Data
North Chicago														-	-	-	-	-
260473U	Martin L King Dr/22nd Avenue	Lake	IL	EJE 16	69.75	14,396	3.0	3.0	1	1	0.0228	0.0220	-0.0008	No Data	No Data	No Data	No Data	No Data
260475H	Morrow Road	Lake	IL	EJE 16	69.58	326	3.0	3.0	1	1	0.0066	0.0063	-0.0003	No Data	No Data	No Data	No Data	No Data
260478D	Buckley Road	Lake	IL	EJE 16	69.00	27,819	3.0	3.0	1	1	0.0227	0.0227	0.0000	No Data	No Data	No Data	No Data	No Data
Near Lake Bluff														-	-	-	-	-
260483A	Waukegan Road	Lake	IL	EJE 16	66.42	30,104	3.0	3.0	1	1	0.0261	0.0261	0.0000	No Data	No Data	No Data	No Data	No Data
260484G	Park Avenue/Rockland Road	Lake	IL	EJE 16	65.75	21,099	3.0	3.0	1	1	0.0204	0.0167	-0.0036	No Data	No Data	No Data	No Data	No Data
Mettawa														-	-	-	-	-
260488J	Old School Road	Lake	IL	EJE 15	63.87	1,439	3.2	3.2	1	1	0.0097	0.0097	0.0000	No Data	No Data	No Data	No Data	No Data
260489R	St Mary's Road	Lake	IL	EJE 15	63.33	16,375	3.2	3.2	1	1	0.0183	0.0183	0.0000	No Data	No Data	No Data	No Data	No Data
Vernon Hills														-	-	-	-	-
260493F	Butterfield Road	Lake	IL	EJE 15	60.42	33,914	3.2	3.2	1	1	0.0275	0.0275	0.0000	No Data	No Data	No Data	No Data	No Data
Near Libertyville														-	-	-	-	-
260485N	Arcadia/Elm Road	Lake	IL	EJE 16	65.62	381	3.0	3.0	2	2	0.0211	0.0167	-0.0044	No Data	No Data	No Data	No Data	No Data
260486V	Bradley Road	Lake	IL	EJE 15	65.16	12,931	3.2	3.2	1	1	0.0173	0.0173	0.0000	No Data	No Data	No Data	No Data	No Data
260490K	Milwaukee Avenue	Lake	IL	EJE 15	62.20	38,839	3.2	3.2	1	1	0.0283	0.0283	0.0000	No Data	No Data	No Data	No Data	No Data
260906X	Lakeview Parkway	Lake	IL	EJE 15	61.70	8,412	3.2	3.2	1	1	0.0155	0.0155	0.0000	No Data	No Data	No Data	No Data	No Data

EJE Vehicle Safety and Delay																		
USDOT	**Street**	**County**	**State**	**Segment**	**MP**	**2015 ADT**	**Trains Per Day**		**Number of Tracks**		**Accident Prediction**			**Crossing LOS**		**Total Vehicle Traffic Delay (24-Hr), Minutes**		
							No Action	Prop. Action	No Action	Prop. Action	No Action	Prop. Action	Change	No Action	Prop. Action	No Action	Proposed Action	Change
260495U	Diamond Lake Road	Lake	IL	EJE 14	59.13	8,998	5.3	20.3	1	2	0.0587	0.0809	0.0222	A	B	63	1,017	954
Near Mundelein																		
260496B	IL 60&83	Lake	IL	EJE 14	59.02	29,659	5.3	20.3	1	2	0.0228	0.0366	0.0138	A	B	195	2,873	2,678
Near Hawthorn Woods																		
260500N	Gilmer Road	Lake	IL	EJE 14	56.90	18,658	5.3	20.3	1	1	0.0229	0.0367	0.0138	A	A	106	1,425	1,319
260503J	Old McHenry Road	Lake	IL	EJE 14	55.45	32,424	5.3	20.3	1	1	0.0324	0.0490	0.0167	A	A	189	2,540	2,351
Near Lake Zurich																		
260794B	Oakwood Road	Lake	IL	EJE 14	54.73	6,783	5.3	20.3	1	1	0.0179	0.0296	0.0117	A	B	45	590	545
Lake Zurich																		
260507L	Main Street	Lake	IL	EJE 14	53.44	17,471	5.3	20.3	1	1	0.0226	0.0363	0.0137	A	B	118	1,520	1,402
260508T	Old Rand Road	Lake	IL	EJE 14	53.27	10,659	5.3	20.3	1	1	0.0200	0.0327	0.0127	A	A	70	902	832
260510U	Ela Road	Lake	IL	EJE 14	52.33	21,398	5.3	20.3	1	1	0.0265	0.0416	0.0151	A	A	103	1,362	1,259
Near Barrington																		
260511B	Cuba Road	Lake	IL	EJE 14	51.56	12,982	5.3	20.3	1	1	0.0210	0.0341	0.0131	A	A	59	730	670
Barrington																		
260513P	Lake Zurich Road	Lake	IL	EJE 14	50.40	3,131	5.3	20.3	1	1	0.0147	0.0248	0.0101	A	A	12	170	158
260514W	Northwest Highway	Lake	IL	EJE 14	50.10	33,662	5.3	20.3	1	1	0.0326	0.0494	0.0167	A	A	148	1,891	1,744
260515D	Hough Street IL 59 & 63	Lake	IL	EJE 14	49.80	24,056	5.3	20.3	1	1	0.0243	0.0387	0.0144	A	A	107	1,350	1,243
Barrington																		
260516K	Lake Cook Road	Cook	IL	EJE 14	49.30	14,222	5.3	20.3	2	2	0.0215	0.0347	0.0133	A	A	64	798	735
260517S	Otis Road	Cook	IL	EJE 14	47.90	1,673	5.3	20.3	1	1	0.0125	0.0214	0.0089	A	A	8	103	95
Near Barrington																		

EJE Vehicle Safety and Delay

USDOT	Street	County	State	Segment	MP	2015 ADT	Trains Per Day		Number of Tracks		Accident Prediction			Crossing LOS		Total Vehicle Traffic Delay (24-Hr), Minutes		
							No Action	Prop. Action	No Action	Prop. Action	No Action	Prop. Action	Change	No Action	Prop. Action	No Action	Proposed Action	Change
260520A	Penny Road	Cook	IL	EJE 14	44.47	4,786	5.3	20.3	1	1	0.0164	0.0274	0.0110	A	A	23	298	275
260521G	Old Sutton Road	Cook	IL	EJE 14	44.00	2,070	5.3	20.3	1	1	0.0132	0.0225	0.0093	A	A	10	128	118
Hoffman Estates																		
260525J	Shoe Factory Road	Cook	IL	EJE 14	41.90	9,202	5.3	20.3	1	1	0.0193	0.0317	0.0124	A	A	44	573	529
260530F	Spaulding Road	Cook	IL	EJE 14	37.60	1,434	5.3	20.3	2	2	0.0137	0.0233	0.0096	A	A	6	70	64
Near Elgin																		
260532U	West Bartlett Road	Cook	IL	EJE 13	36.95	17,209	5.5	22.5	3	3	0.0755	0.1053	0.0298	A	A	81	918	837
Near Bartlett																		
260533B	Stearns Road	DuPage	IL	EJE 13	35.88	21,129	5.5	22.5	1	1	0.0264	0.0424	0.0159	A	A	103	1,169	1,066
Wayne																		
260535P	Army Trail Road	DuPage	IL	EJE 12	33.90	7,392	4.4	23.4	1	1	0.0170	0.0317	0.0147	A	A	22	470	449
Near West Chicago																		
260536W	Smith Road	DuPage	IL	EJE 12	32.94	7,123	4.4	23.4	1	1	0.0168	0.0315	0.0146	A	A	22	453	431
260538K	Hawthorne Lane	DuPage	IL	EJE 12	30.24	20,024	4.4	23.4	2	2	0.0217	0.0390	0.0173	A	B	77	1,765	1,689
West Chicago																		
260541T	Washington Street	DuPage	IL	EJE 11	28.39	12,095	10.7	31.6	1	1	0.0268	0.0388	0.0120	A	C	388	2,362	1,974
260542A	Aurora Street	DuPage	IL	EJE 11	28.87	364.0	10.7	31.6	1	1	0.0266	0.0414	0.0148	A	B	11	59	48
260543G	Church Street	DuPage	IL	EJE 11	28.77	1,508	10.7	31.6	1	1	0.0162	0.0247	0.0085	A	C	11	62	50
260545V	Ann Street	DuPage	IL	EJE 11	28.50	1,508	10.7	31.6	2	2	0.0162	0.0247	0.0085	A	C	34	197	164
Naperville																		
260556H	Diehl Road	DuPage	IL	EJE 11	22.80	21,933	10.7	31.6	1	1	0.0918	0.1173	0.0255	A	B	352	1,880	1,528
Near Aurora																		

EJE Vehicle Safety and Delay

USDOT	Street	County	State	Segment	MP	2015 ADT	Trains Per Day		Number of Tracks		Accident Prediction			Crossing LOS		Total Vehicle Traffic Delay (24-Hr), Minutes		
							No Action	Prop. Action	No Action	Prop. Action	No Action	Prop. Action	Change	No Action	Prop. Action	No Action	Proposed Action	Change
260558W	Liberty Street.	DuPage	IL	EJE 10	20.63	20,696	15.7	39.5	1	2	0.0345	0.0504	0.0159	A	B	767	3,074	2,308
260560X	Ogden Ave US 34	DuPage	IL	EJE 10	19.05	45,828	15.7	39.5	1	2	0.0485	0.0660	0.0175	A	B	1,126	4,352	3,226
260562L	Montgomery Road	DuPage	IL	EJE 10	18.18	27,131	15.7	39.5	1	2	0.0365	0.0528	0.0163	A	B	667	2,630	1,962
260563T	Keating Drive/ 87th Street	Will	IL	EJE 10	17.17	2,007	15.7	39.5	1	2	0.0202	0.0320	0.0118	A	B	50	198	148
Near Plainfield																		
260564A	Hafenrichter Road	Will	IL	EJE 10	17.08	6,506	15.7	39.5	1	2	0.0267	0.0408	0.0141	A	B	160	630	470
260565G	Wolf's Crossing	Will	IL	EJE 10	16.20	13,150	15.7	39.5	1	2	0.0313	0.0466	0.0153	A	B	331	1,389	1,058
260567V	111th Street	Will	IL	EJE 10	14.63	12,320	15.7	39.5	1	2	0.0309	0.0460	0.0152	A	B	310	1,301	991
260569J	Furguson Road - 119th Street	Will	IL	EJE 10	13.59	5,468	15.7	39.5	1	2	0.0257	0.0394	0.0137	A	B	152	590	438
260571K	Normantown - 252nd	Will	IL	EJE 10	12.92	2,492	15.7	39.5	1	2	0.0213	0.0335	0.0122	A	B	69	294	226
260573Y	127th Street - Chapins Road	Will	IL	EJE 10	12.56	6,437	15.7	39.5	1	2	0.0297	0.0446	0.0149	A	B	185	791	606
260575M	135th Street	Will	IL	EJE 10	11.43	11,766	15.7	39.5	2	2	0.0791	0.1063	0.0272	A	B	282	1,267	985
260576U	Van Dykes Road	Will	IL	EJE 9	10.68	6,921	~~18.5~~ 15.7	~~42.3~~ 39.5	1	1	~~0.0288~~ 0.0277	~~0.0381~~ 0.0376	~~0.0093~~ 0.0099	A	B	~~167~~ 143	~~686~~ 623	~~518~~ 480
260585T	Renwick Road	Will	IL	EJE 9	7.60	12,873	18.5	42.3	1	1	0.1340	0.1602	0.0262	A	B	265	1,144	879
Plainfield																		
260577B	143rd Street	Will	IL	EJE 9	10.33	5,952	~~18.5~~ 15.7	~~42.3~~ 39.5	1	1	~~0.0278~~ 0.0268	~~0.0370~~ 0.0365	~~0.0092~~ 0.0097	A	B	~~141~~ 118	~~539~~ 515	~~398~~ 397
260580J	Plainfield-Naperville Road	Will	IL	EJE 9	9.62	4,568	18.5	42.3	1	1	0.0262	0.0350	0.0088	A	B	106	406	300
260581R	Main Street	Will	IL	EJE 9	9.53	22,175	18.5	42.3	1	1	0.0369	0.0476	0.0106	A	B	513	1,970	1,457
260582X	Center Street	Will	IL	EJE 9	9.33	1,845	18.5	42.3	1	1	0.0211	0.0288	0.0076	A	B	43	164	121
260583E	Eastern Avenue	Will	IL	EJE 9	9.27	3,876	18.5	42.3	1	1	0.0252	0.0338	0.0086	A	B	89	344	255

EJE Vehicle Safety and Delay

USDOT	Street	County	State	Segment	MP	2015 ADT	Trains Per Day		Number of Tracks		Accident Prediction			Crossing LOS		Total Vehicle Traffic Delay (24-Hr), Minutes		
							No Action	Prop. Action	No Action	Prop. Action	No Action	Prop. Action	Change	No Action	Prop. Action	No Action	Proposed Action	Change
260584L	Lockport Road	Will	IL	EJE 9	9.00	11,351	18.5	42.3	1	1	0.0321	0.0420	0.0099	A	B	263	1,008	745
Near Crest Hill																		
260587G	East Frontage Road NB/Essington	Will	IL	EJE 9	6.87	4,983	18.5	42.3	1	1	0.0359	0.0456	0.0098	A	B	118	451	333
260588N	Divison Street	Will	IL	EJE 9	6.05	7,613	18.5	42.3	1	1	0.0294	0.0389	0.0095	A	B	188	786	598
Crest Hill																		
260589V	Gaylord Road	Will	IL	EJE 9	5.57	5,758	18.5	42.3	1	1	0.0276	0.0367	0.0091	A	B	167	680	513
260799K	Oakland Street	Will	IL	EJE 9	3.20	1,661	18.5	42.3	2	2	0.0206	0.0281	0.0075	A	B	55	247	192
Near Joliet																		
260603N	N Rowell Street	Will	IL	EJE 7	1.80	3,184	6.4	28.3	1	2	0.0159	0.0315	0.0156	A	D	70	995	925
260609E	Cherry Hill Rd	Will	IL	EJE 7	5.00	1,107	6.4	28.3	1	2	0.0121	0.0248	0.0128	A	B	11	101	89
Joliet																		
260597M	Woodruff Road	Will	IL	EJE 8	0.82	10,659	18.5	42.3	2	2	0.1801	0.2136	0.0335	B	F	1,412	9,381	7,969
Eastern Subdivision																		
260601A	Washington Street	Will	IL	EJE 7	0.95	11,714	6.4	28.3	2	2	0.0248	0.0412	0.0164	A	F	938	9,879	8,941
260604V	Mills Road	Will	IL	EJE 7	2.50	3,115	6.4	28.3	1	2	0.0158	0.0314	0.0156	A	B	41	372	331
260605C	S Rowell Street	Will	IL	EJE 7	2.86	3,184	6.4	28.3	1	2	0.0159	0.0315	0.0156	A	B	36	315	279
260606J	W Spencer Road	Will	IL	EJE 7	3.15	1,177	6.4	28.3	1	2	0.0123	0.0252	0.0129	A	B	13	112	100
260607R	Briggs Street	Will	IL	EJE 7	4.22	13,842	6.4	28.3	1	2	0.0256	0.0466	0.0209	A	B	139	1,339	1,200
Near New Lenox																		
260611F	S Gougar Road	Will	IL	EJE 7	6.00	8,555	6.4	28.3	1	2	0.0204	0.0388	0.0184	A	B	101	828	727
260612M	Nelson	Will	IL	EJE 7	7.00	7,336	6.4	28.3	1	2	0.0196	0.0376	0.0180	A	B	74	639	565

EJE Vehicle Safety and Delay

USDOT	Street	County	State	Segment	MP	2015 ADT	Trains Per Day		Number of Tracks		Accident Prediction			Crossing LOS		Total Vehicle Traffic Delay (24-Hr), Minutes		
							No Action	Prop. Action	No Action	Prop. Action	No Action	Prop. Action	Change	No Action	Prop. Action	No Action	Proposed Action	Change
260614B	Cedar Road	Will	IL	EJE 7	8.00	10,299	6.4	28.3	1	2	0.0213	0.0402	0.0189	A	B	116	898	782
260616P	S Spencer Road	Will	IL	EJE 7	9.24	3,391	6.4	28.3	1	2	0.0162	0.0320	0.0158	A	B	35	296	261
260617W	School House Road	Will	IL	EJE 7	10.00	8,721	6.4	28.3	1	2	0.0610	0.0942	0.0332	A	B	88	760	672
Near Frankfort																		
260620E	Owens Road (116 St)	Will	IL	EJE 7	11.49	1,246	6.4	28.3	1	2	0.0159	0.0325	0.0167	A	B	14	119	105
260621L	Wolf Road	Will	IL	EJE 7	11.96	9,966	6.4	28.3	2	2	0.0212	0.0400	0.0188	A	B	117	988	871
260626V	Sauk Trail	Will	IL	EJE 7	14.83	3,461	6.4	28.3	1	2	0.0163	0.0321	0.0159	A	B	34	301	267
260627C	Pfeiffer Road / 88th Avenue	Will	IL	EJE 7	15.06	7,752	6.4	28.3	1	2	0.0199	0.0380	0.0181	A	B	77	677	600
260628J	Harlem Avenue	Will	IL	EJE 7	17.06	12,336	6.4	28.3	1	2	0.0279	0.0497	0.0218	A	A	105	855	751
Frankfort																		
260623A	Center Road	Cook	IL	EJE 7	14.05	7,752	6.4	28.3	2	2	0.0199	0.0380	0.0181	A	B	88	749	660
Near Matteson																		
260629R	Ridgeland Avenue	Cook	IL	EJE 7	18.07	3,642	6.4	28.3	1	2	0.0165	0.0325	0.0160	A	A	31	252	221
260630K	Central Avenue	Cook	IL	EJE 7	19.07	2,297	6.4	28.3	1	2	0.0146	0.0293	0.0147	A	A	21	169	148
260632Y	Cicero Avenue	Cook	IL	EJE 7	20.06	30,598	6.4	28.3	1	2	0.0340	0.0577	0.0236	A	A	260	2,309	2,049
Matteson																		
260636B	Main Street	Cook	IL	EJE 7	21.61	4,375	~~6.4~~ 8.(	~~28.3~~ 34.6	3	3	~~0.0204~~ 0.022	~~0.0342~~ 0.0357	~~0.0138~~ 0.0137	A	~~A~~ D	~~36~~ 67	~~330~~ 1,522	~~293~~ 1,455
Park Forest																		
260638P	Western Avenue	Cook	IL	EJE 6	23.12	24,717	8.6	31.6	2	2	0.0398	0.0573	0.0175	A	B	277	2,101	1,824
Chicago Heights																		
260639W	Euclid Avenue	Cook	IL	EJE 6	24.63	238	8.6	31.6	6	6	0.0104	0.0179	0.0074	A	B	5	38	33

EJE Vehicle Safety and Delay																			
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							No Action	Prop. Action	No Action	Prop. Action	No Action	Prop. Action	Change	No Action	Prop. Action	No Action	Proposed Action	Change
260640R	Chicago Road	Cook	IL	EJE 6	24.91	26,842	8.6	31.6	3	3	0.0404	0.0581	0.0176	A	C	630	5,275	4,645
260641X	West End Avenue/South Halsted Street	Cook	IL	EJE 6	25.04	7,267	8.6	31.6	2	2	0.0284	0.0436	0.0152	A	C	197	1,682	1,485
260642E	East End Avenue	Cook	IL	EJE 6	25.19	5,086	~~8.6~~ 10.2	~~31.6~~ 34.2	3	3	~~0.0228~~ 0.0237	~~0.0361~~ 0.0367	~~0.0134~~ 0.0130	A	~~C~~ D	~~138~~ 166	~~1,175~~ 1,721	~~1,038~~ 1,555
260644T	Wentwoth Avenue	Cook	IL	EJE 5	25.92	4,563	10.2	34.2	3	3	0.0237	0.0363	0.0126	A	C	141	1,199	1,058
260645A	State Street	Cook	IL	EJE 5	26.16	7,656	10.2	34.2	6	6	0.0331	0.0482	0.0151	A	C	165	1,509	1,344
260646G	Cottage Grove Avenue	Cook	IL	EJE 5	27.17	5,578	10.2	34.2	2	2	0.0797	0.1061	0.0264	A	B	76	578	502
Sauk Village																		
260649C	Torrence Avenue	Cook	IL	EJE 5	29.18	8,968	10.2	34.2	3	3	0.0277	0.0415	0.0138	A	A	95	645	550
Lynwood																		
260651D	Lincoln Highway	Cook	IL	EJE 5	30.69	39,656	10.2	34.2	2	2	0.1066	0.1369	0.0303	A	B	536	4,116	3,580
Dyer																		
260652K	Lake Street	Lake	IN	EJE 5	30.96	5,067	10.2	34.2	2	2	0.0243	0.0371	0.0128	A	B	68	483	415
260653S	Hart Street	Lake	IN	EJE 5	31.10	20,268	10.2	34.2	2	2	0.0331	0.0483	0.0152	A	B	267	1,933	1,666
Schererville																		
260655F	Airport Road	Lake	IN	EJE 5	33.66	3,818	10.2	34.2	2	2	0.0227	0.0350	0.0123	A	A	41	306	265
260657U	Kennedy Avenue	Lake	IN	EJE 5	34.36	17,076	10.2	34.2	3	3	0.0319	0.0468	0.0149	A	A	189	1,398	1,209
Griffith																		
283201W	Broad Street	Lake	IN	EJE 4	~~36.09~~ 36.22	19,572	~~7.6~~ 32.4	~~28.6~~ 37.4	~~2~~ 6	~~2~~ 6	~~0.0849~~ 0.0334	~~0.0997~~ 0.1077	~~0.0148~~ 0.0743	A	~~B~~ C	~~228~~ 482	~~2,694~~ 4,257	~~2,466~~ 3,775
260659H	East Main Street	Lake	IN	EJE 4	36.52	10,960	7.6	28.6	2	2	0.0261	0.0408	0.0148	A	B	128	1,508	1,379
260661J	EastLake Street	Lake	IN	EJE 4	36.77	6,524	7.6	28.6	2	2	0.1242	0.1675	0.0433	A	B	64	735	672

EJE Vehicle Safety and Delay

USDOT	Street	County	State	Segment	MP	2015 ADT	Trains Per Day		Number of Tracks		Accident Prediction			Crossing LOS		Total Vehicle Traffic Delay (24-Hr), Minutes		
							No Action	Prop. Action	No Action	Prop. Action	No Action	Prop. Action	Change	No Action	Prop. Action	No Action	Proposed Action	Change
260662R	East Miller Street	Lake	IN	EJE 4	36.89	6,524	7.6	28.6	2	2	0.1242	0.1675	0.0433	A	B	55	657	602
260663X	East Elm Street	Lake	IN	EJE 4	37.00	8,090	7.6	28.6	2	2	0.0678	0.0934	0.0255	A	A	67	637	570
260664E	East 45th Avenue	Lake	IN	EJE 4	37.52	23,486	7.6	28.6	2	2	0.0379	0.0555	0.0176	A	A	185	1,848	1,663
260665L	East 40th Place	Lake	IN	EJE 4	38.11	14,222	7.6	28.6	2	2	0.0277	0.0429	0.0153	A	A	110	1,094	984
Gary																		
260670H	West 25th Avenue	Lake	IN	EJE 3	40.03	4,187	9.7	29.7	2	2	0.0651	0.0854	0.0202	A	A	44	294	250
260671P	West 15th Avenue	Lake	IN	EJE 3	41.03	19,890	9.7	29.7	2	2	0.0324	0.0462	0.0138	A	A	208	1,400	1,192
260672W	West 9th Avenue	Lake	IN	EJE 3	41.52	4,187	9.7	29.7	2	2	0.0313	0.0442	0.0129	A	A	43	269	226
260673D	West 5th Avenue	Lake	IN	EJE 2	41.97	28,467	9.8	29.8	2	2	0.0426	0.0577	0.0152	A	A	292	2,004	1,712
Illinois River Line																		
Plainfield																		
261002H	Lockport Street/ US 30	Will	IL	EJE 17	10.61	24,400	4.0	4.0	1	1	0.0220	0.0220	0.0000	No Data	No Data	No Data	No Data	No Data
Near Plainfield																		
261003P	West Renwick Road	Will	IL	EJE 17	11.96	4,300	4.0	4.0	1	1	0.0197	0.0197	0.0000	No Data	No Data	No Data	No Data	No Data
261004W	Drauden Road	Will	IL	EJE 17	12.49	5,200	4.0	4.0	1	1	0.0150	0.0150	0.0000	No Data	No Data	No Data	No Data	No Data
Near Joliet																		
261006K	Caton Farm Road	Will	IL	EJE 17	14.17	22,000	4.0	4.0	1	1	0.0319	0.0319	0.0000	No Data	No Data	No Data	No Data	No Data
261007S	Theodore	Will	IL	EJE 17	15.16	5,000	4.0	4.0	1	1	0.0508	0.0508	0.0000	No Data	No Data	No Data	No Data	No Data
261008Y	Black Road	Will	IL	EJE 17	16.16	1,450	4.0	4.0	1	1	0.0761	0.0761	0.0000	No Data	No Data	No Data	No Data	No Data
261009F	Troy Road	Will	IL	EJE 17	17.16	8,300	4.0	4.0	1	1	0.0169	0.0169	0.0000	No Data	No Data	No Data	No Data	No Data

EJE Vehicle Safety and Delay																		
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							No Action	Prop. Action	No Action	Prop. Action	No Action	Prop. Action	Change	No Action	Prop. Action	No Action	Proposed Action	Change
Near Minooka																		
261012N	W Beith Rd	Will	IL	EJE 17	18.16	3,600	4.0	4.0	1	1	0.0186	0.0186	0.0000	No Data	No Data	No Data	No Data	No Data
261014C	Mound Road	Will	IL	EJE 17	19.23	400	4.0	4.0	1	1	0.0576	0.0576	0.0000	No Data	No Data	No Data	No Data	No Data
261017X	Co Line Rd	Will	IL	EJE 17	20.46	2,300	4.0	4.0	1	1	0.0160	0.0160	0.0000	No Data	No Data	No Data	No Data	No Data
261018E	Holt	Kendall	IL	EJE 17	21.00	3,350	4.0	4.0	1	1	0.0181	0.0181	0.0000	No Data	No Data	No Data	No Data	No Data
261019L	Wabena Ave	Kendall	IL	EJE 17	21.42	3,350	4.0	4.0	1	1	0.0181	0.0181	0.0000	No Data	No Data	No Data	No Data	No Data
261026W	McLindon Rd	Grundy	IL	EJE 17	23.63	1,050	4.0	4.0	1	1	0.0122	0.0122	0.0000	No Data	No Data	No Data	No Data	No Data
261028K	US Route 6	Grundy	IL	EJE 17	25.42	6,800	4.0	4.0	1	1	0.0227	0.0227	0.0000	No Data	No Data	No Data	No Data	No Data
261032A	Collins Rd	Grundy	IL	EJE 17	27.64	450	2.0	2.0	1	1	0.0115	0.0115	0.0000	No Data	No Data	No Data	No Data	No Data
~~Romeoville Line~~ Paul Ales Branch																		
Near Lockport														No Data	No Data	No Data	No Data	No Data
261050X	Divison/167th St	Will	IL	EJE 18	1.78	6,100	4.0	4.0	1	1	0.0351	0.0351	0.0000	No Data	No Data	No Data	No Data	No Data
Downtown ~~Line~~ Track																		
Joliet														No Data	No Data	No Data	No Data	No Data
261060D	Henderson	Will	IL	EJE 19	1.09	6,200	2.0	2.0	2	2	0.0119	0.0119	0.0000	No Data	No Data	No Data	No Data	No Data
261061K	Royce Ave	Will	IL	EJE 19	1.28	29	2.0	2.0	6	6	0.0027	0.0027	0.0000	No Data	No Data	No Data	No Data	No Data
261058C	Collins St	Will	IL	EJE 19	1.51	7,600	2.0	2.0	1	1	0.0125	0.0125	0.0000	No Data	No Data	No Data	No Data	No Data
Hammond Branch																		
Gary														-	-	-	-	-

EJE Vehicle Safety and Delay																		
USDOT	**Street**	**County**	**State**	**Segment**	**MP**	**2015 ADT**	**Trains Per Day**		**Number of Tracks**		**Accident Prediction**			**Crossing LOS**		**Total Vehicle Traffic Delay (24-Hr), Minutes**		
							No Action	Prop. Action	No Action	Prop. Action	No Action	Prop. Action	Change	No Action	Prop. Action	No Action	Proposed Action	Change
260701E	Cline Ave Ramp	Lake	IN	EJE 20	43.45	750	2.0	2.0	1	1	0.0078	0.0078	0.0000	No Data	No Data	No Data	No Data	No Data
260703T	Gary Ave	Lake	IN	EJE 20	43.46	750			1	1	0.0004	0.0004	0.0000	No Data	No Data	No Data	No Data	No Data
East Chicago														-	-	-	-	-
260704A	Eugene Huish Dr	Lake	IN	EJE 20	45.06	10,409	2.0	2.0	1	1	0.0174	0.0174	0.0000	No Data	No Data	No Data	No Data	No Data
260705G	151st St	Lake	IN	EJE 20	45.09	3,000	2.0	2.0	1	1	0.0098	0.0098	0.0000	No Data	No Data	No Data	No Data	No Data
260706N	Railroad Ave	Lake	IN	EJE 20	45.87	5,625	3.0	3.0	1	1	0.0220	0.0220	0.0000	No Data	No Data	No Data	No Data	No Data
Whiting Branch																		
East Chicago														-	-	-	-	-
260716U	149th St	Lake	IN	EJE 21	45.03	1,000	6.0	6.0	2	2	0.0143	0.0143	0.0000	No Data	No Data	No Data	No Data	No Data
260717B	148th St	Lake	IN	EJE 21	45.18	800	6.0	6.0	1	1	0.0132	0.0132	0.0000	No Data	No Data	No Data	No Data	No Data
260718H	SR 312/Chicago Ave	Lake	IN	EJE 21	45.34	16,350	6.0	6.0	4	4	0.0291	0.0291	0.0000	No Data	No Data	No Data	No Data	No Data
260720J	Michigan Ave	Lake	IN	EJE 21	46.30	7,827	6.0	6.0	1	1	0.0245	0.0245	0.0000	No Data	No Data	No Data	No Data	No Data
260721R	Canal St	Lake	IN	EJE 21	46.40	500	2.0	2.0	1	1	0.0119	0.0119	0.0000	No Data	No Data	No Data	No Data	No Data
260725T	Riley Rd	Lake	IN	EJE 21	47.22	7,601	6.0	6.0	2	2	0.0244	0.0244	0.0000	No Data	No Data	No Data	No Data	No Data
260726A	129th St	Lake	IN	EJE 21	47.87	8,380	6.0	6.0	3	3	0.0249	0.0249	0.0000	No Data	No Data	No Data	No Data	No Data
City Track																		
Gary														-	-	-	-	-
260729V	Clark Rd	Lake	IN	EJE 22	3.66	1,568	4.0	4.0	1	1	0.0109	0.0073	-0.0036	No Data	No Data	No Data	No Data	No Data
260732D	Virginia St	Lake	IN	EJE 22	7.26	3,000	1.0	1.0	1	1	0.0157	0.0129	-0.0028	No Data	No Data	No Data	No Data	No Data

EJE Vehicle Safety and Delay																			
USDOT	**Street**	**County**	**State**	**Segment**	**MP**	**2015 ADT**	**Trains Per Day**		**Number of Tracks**		**Accident Prediction**			**Crossing LOS**		**Total Vehicle Traffic Delay (24-Hr), Minutes**		
							No Action	Prop. Action	No Action	Prop. Action	No Action	Prop. Action	Change	No Action	Prop. Action	No Action	Proposed Action	Change
260734S	Tennessee St	Lake	IN	EJE 22	7.67	5,460	1.0	1.0	2	2	0.0191	0.0157	-0.0034	No Data	No Data	No Data	No Data	No Data
260735Y	Ohio St	Lake	IN	EJE 22	7.73	250	1.0	1.0	2	2	0.0067	0.0054	-0.0013	No Data	No Data	No Data	No Data	No Data
260736F	Taylor St	Lake	IN	EJE 22	8.50	750	1.0	1.0	1	1	0.0057	0.0050	-0.0007	No Data	No Data	No Data	No Data	No Data
Lake Front Line																		
Chicago														-	-	-	-	-
260729V	E 95th St	Cook	IL	EJE -2	1.83	109	0.9	0.9	1	1	0.0037	0.0037	0.0000	No Data	No Data	No Data	No Data	No Data
260732D	E 98th St	Cook	IL	EJE -2	2.20	109	0.9	0.9	1	1	0.0028	0.0028	0.0000	No Data	No Data	No Data	No Data	No Data
260734S	E 99th St	Cook	IL	EJE -2	2.33	109	0.9	0.9	1	1	0.0028	0.0028	0.0000	No Data	No Data	No Data	No Data	No Data
260735Y	E 100th St	Cook	IL	EJE -2	2.46	109	0.9	0.9	1	1	0.0028	0.0028	0.0000	No Data	No Data	No Data	No Data	No Data
Hammond														-	-	-	-	-
260692H	Calumet Ave	Lake	IN	EJE -1	4.36	9,940	1.8	1.8	1	1	0.0129	0.0129	0.0000	No Data	No Data	No Data	No Data	No Data
260691B	Lake St	Lake	IN	EJE -1	4.60	750	1.8	1.8	1	1	0.0144	0.0144	0.0000	No Data	No Data	No Data	No Data	No Data
Whiting														-	-	-	-	-
260690U	117th St	Lake	IN	EJE -1	5.51	3,000	1.8	1.8	1	1	0.0094	0.0094	0.0000	No Data	No Data	No Data	No Data	No Data
260689A	Front St	Lake	IN	EJE -1	5.83	3,000	1.8	1.8	1	1	0.0094	0.0094	0.0000	No Data	No Data	No Data	No Data	No Data
260677F	Clark Rd	Lake	IN	EJE 0	11.86	1,568	3.5	3.5	1	1	0.0103	0.0103	0.0000	No Data	No Data	No Data	No Data	No Data
									EJE Subtotal		~~4.4554~~ 4.4042	~~6.0209~~ 6.0299	~~1.5655~~ 1.6257			~~18196~~ 18,462	~~120854~~ 124,068	~~104070~~ 107,018

EJE Vehicle Safety and Delay																		
USDOT	**Street**	**County**	**State**	**Segment**	**MP**	**2015 ADT**	**Trains Per Day**		**Number of Tracks**		**Accident Prediction**			**Crossing LOS**		**Total Vehicle Traffic Delay (24-Hr), Minutes**		
							No Action	Prop. Action	No Action	Prop. Action	No Action	Prop. Action	Change	No Action	Prop. Action	No Action	Proposed Action	Change

Transportation

Appendix A.11 Transportation Analysis

The tables below reflect updated information since publication of the Draft EIS, shown as ~~strike through~~ and underlined text, and new information from additional analysis performed by SEA as a result of comments received on the Draft EIS. New information is shown in red.

Table 3.3-3 from the Draft EIS:

Table 3.3-3 Existing Vehicle Delays at EJ&E Highway/Rail At-Grade Crossings

Street	2007 ADT	2007									Crossing LOS	Roadway LOS	Queue Length	Blocked Major Intersection
		L	V	D_C	D_A	N	T_D	NL	Q	D_V				
Lake County, Illinois														
Waukegan, Illinois														
South Harbor Drive	540	2,760	26	1.7	1.1	3	2	3	1	0.01	A	A		
North Chicago, Illinois														
Martin L King Drive/22nd Avenue	11,364	2,760	26	1.7	1.1	4	54	4	10	0.01	A	B		
Morrow Avenue	258	2,760	26	1.7	1.1	4	1	3	0	0.01	A	A		
Buckley Road	21,961	2,760	26	1.7	1.1	3	78	4	19	0.01	A	C		
Near Lake Bluff, Illinois														
Waukegan Road	23,764	2,760	26	1.7	1.1	3	84	4	20	0.01	A	C		
Park Avenue/ Rockland Road	16,656	2,760	26	1.7	1.1	5	99	2	28	0.01	A	F		
Near Libertyville, Illinois														
Arcadia Road/ Elm Road	300	2,760	26	1.7	1.1	5	2	2	1	0.01	A	A		
Bradley Road	10,208	2,760	26	1.7	1.1	3.2	39	2	17	0.01	A	E		
Milwaukee Avenue	30,660	2,760	26	1.7	1.1	3.2	116	4	26	0.01	A	D		
Lakeview Parkway	6,641	2,760	26	1.7	1.1	3.2	25	2	11	0.01	A	C		

Table 3.3-3 Existing Vehicle Delays at EJ&E Highway/Rail At-Grade Crossings														
Street	2007 ADT	2007									Crossing LOS	Roadway LOS	Queue Length	Blocked Major Intersection
		L	V	D_C	D_A	N	T_D	NL	Q	D_V				
Diamond Lake Road	4,900	2,760	26	1.7	1.1	5.3	31	2	8	0.01	A	B		
Mettawa, Illinois														
Old School Road	1,136	2,760	26	1.7	1.1	3.2	4	2	2	0.01	A	A		
Saint Mary's Road	12,927	2,760	26	1.7	1.1	3.2	49	2	22	0.01	A	F		
Vernon Hills, Illinois														
Butterfield Road	26,772	2,760	26	1.7	1.1	3.2	102	4	23	0.01	A	D		
Near Mundelein, Illinois														
IL 60 & 83	22,900	2,760	28	1.6	1.1	5.3	137	2	37	0.01	A	F	930	Diamond Lake Road
Near Hawthorn Woods, Illinois														
Gilmer Road	14,700	2,760	30	1.5	1.0	5.3	84	2	23	0.01	A	E		
Old McHenry Road	25,600	2,760	29	1.6	1.0	5.3	149	4	20	0.01	A	D		
Near Lake Zurich, Illinois														
Oakwood Road	3,750	2,760	27	1.7	1.1	5.3	23	2	6	0.01	A	A		
Lake Zurich, Illinois														
Main Street	5,900	2,760	27	1.7	1.1	5.3	36	2	10	0.01	A	B		
Old Rand Road	5,900	2,760	28	1.6	1.1	5.3	35	2	10	0.01	A	B		
Ela Road	16,900	2,760	33	1.5	0.9	5.3	90	2	25	0.01	A	E		
Near Barrington, Illinois														
Cuba Road	10,200	2,760	36	1.4	0.9	5.3	51	2	14	0.01	A	D		
Barrington, Illinois														
Lake Zurich Road	2,472	2,760	39	1.3	0.8	5.3	12	2	3	0.01	A	A		

Table 3.3-3 Existing Vehicle Delays at EJ&E Highway/Rail At-Grade Crossings														
Street	2007 ADT	2007									Crossing LOS	Roadway LOS	Queue Length	Blocked Major Intersection
		L	V	D_C	D_A	N	T_D	NL	Q	D_V				
Northwest Highway (US 14)	26,800	2,760	38	1.3	0.9	5.3	131	4	18	0.01	A	D		
Hough Street/ (IL 59 & 63)	17,800	2,760	37	1.3	0.9	5.3	88	2	24	0.01	A	E		
Northwestern Cook County, Illinois														
Barrington, Illinois														
Lake Cook Road/Main Street	11,227	2,760	37	1.3	0.9	5.3	56	2	15	0.01	A	D		
Near Barrington, Illinois														
Otis Road	1,428	2,760	34	1.4	0.9	5.3	7	2	2	0.01	A	A		
Penny Road	4,085	2,760	34	1.4	0.9	5.3	21	2	6	0.01	A	B		
Old Sutton Road	1,767	2,760	34	1.4	0.9	5.3	9	2	3	0.01	A	A		
Hoffman Estates, Illinois														
Shoe Factory Road	7,854	2,760	33	1.5	0.9	5.3	42	2	11	0.01	A	D		
Near Elgin, Illinois														
Spaulding Road	1,224	2,760	40	1.3	0.8	5.3	6	2	2	0.01	A	A		
West Bartlett Road	14,688	3,042	40	1.4	0.9	5.5	77	2	20	0.01	A	F		
DuPage County, Illinois														
Near Bartlett, Illinois														
Stearns Road	9,760	3,042	38	1.4	0.9	5.5	53	4	7	0.01	A	B		
Wayne, Illinois														
Army Trail Road	5,835	2,264	36	1.2	0.8	4.4	22	2	7	0.01	A	B		
Near West Chicago, Illinois														

Table 3.3-3 Existing Vehicle Delays at EJ&E Highway/Rail At-Grade Crossings

Street	2007 ADT	2007									Crossing LOS	Roadway LOS	Queue Length	Blocked Major Intersection
		L	V	D_C	D_A	N	T_D	NL	Q	D_V				
Smith Road	5,623	2,264	35	1.2	0.8	4.4	21	2	7	0.01	A	C		
Hawthorne Lane	15,807	2,264	29	1.4	0.9	4.4	67	2	22	0.01	A	F		
West Chicago, Illinois														
Washington Street	9,548	3,769	21	2.5	1.7	10.7	180	2	24	0.06	A	C		
Aurora Street	287	3,769	22	2.4	1.6	10.7	5	2	1	0.06	A	A		
Church Street*	296	3,769	22	2.4	1.6	10.7	5	2	1	0.06	A	A		
Ann Street*	916	3,769	22	2.4	1.6	10.7	17	2	2	0.06	A	A		
Near Aurora, Illinois														
Liberty Street*	13,100	3,881	25	2.3	1.5	15.7	323	2	30	0.07	A	D		
Ogden Avenue (US 34)	36,400	3,881	32	1.9	1.2	15.7	745	4	34	0.05	A	F		
* 2008 ADT														
Montgomery Road/83rd Street	21,417	3,881	32	1.9	1.2	15.7	439	2	40	0.05	A	F		
Naperville, Illinois														
Diehl Road*	14,100	3,769	33	1.8	1.2	10.7	188	2	25	0.03	A	C		
Will County, Illinois														
Near Aurora, Illinois														
Keating Drive/ 87th Street*	3,400	3,881	32	1.9	1.2	15.7	70	2	6	0.05	A	A		
Near Plainfield, Illinois														
Hafenrichter Road*	4,600	3,881	32	1.9	1.2	15.7	94	2	9	0.05	A	B		

Table 3.3-3 Existing Vehicle Delays at EJ&E Highway/Rail At-Grade Crossings

Street	2007 ADT	2007									Crossing LOS	Roadway LOS	Queue Length	Blocked Major Intersection
		L	V	D_C	D_A	N	T_D	NL	Q	D_V				
Wolf's Crossing Road*	7,800	3,881	31	1.9	1.2	15.7	164	2	15	0.05	A	D		
111th Street*	8,500	3,881	31	1.9	1.2	15.7	178	2	16	0.05	A	D		
Ferguson Road/119th Street*	3,000	3,881	30	2.0	1.3	15.7	64	2	6	0.06	A	A		
Normantown/ 252nd Street[a]	NA	3,881	30	2.0	1.3	15.7	0	2	0	0.00	~~NA~~ A	~~NA~~ A		
127th Street *	10,700	3,881	29	2.0	1.3	15.7	236	2	22	0.06	A	E	545	Lincoln Highway/ US 30
135th Street*	11,300	3,398	29	1.8	1.2	15.7	226	2	21	0.05	A	D		
Van Dyke Road	5,464	3,398	32	1.7	1.1	~~18.5~~ 15.7	~~120~~ 102	2	9	~~0.05~~ 0.04	A	B		
Renwick Road*	9,600	3,398	35	1.6	1.0	18.5	198	2	15	0.04	A	C		
Plainfield, Illinois														
143rd Street*	7,900	3,398	33	1.7	1.1	~~18.5~~ 15.7			13	0.04	A	D		
Plainfield-Naperville Road*	6,660	3,398	34	1.6	1.1	18.5	139	2	11	0.04	A	B		
* 2008 ADT														
Main Street	15,800	3,398	34	1.6	1.1	18.5	332	2	26	0.04	A	D		
Center Street	1,457	3,398	34	1.6	1.1	18.5	31	2	2	0.04	A	A		
Eastern Avenue*	2,800	3,398	34	1.6	1.1	18.5	59	2	5	0.04	A	A		
Lockport Road*	8,200	3,398	34	1.6	1.1	18.5	172	2	13	0.04	A	D		

Table 3.3-3 Existing Vehicle Delays at EJ&E Highway/Rail At-Grade Crossings														
Street	2007 ADT	2007									Crossing LOS	Roadway LOS	Queue Length	Blocked Major Intersection
		L	V	D_C	D_A	N	T_D	NL	Q	D_V				
Near Crest Hill, Illinois														
East Frontage Road Northbound/ Essington Road	3,934	3,398	33	1.7	1.1	18.5	84	2	7	0.05	A	B		
Division Street	6,010	3,398	31	1.7	1.1	18.5	135	2	10	0.05	A	A		
Crest Hill, Illinois														
Gaylord Road	4,413	3,398	28	1.9	1.2	18.5	107	2	8	0.06	A	B		
Oakland Avenue	1,311	3,398	26	2.0	1.3	18.5	33	2	3	0.07	A	A		
Near Joliet, Illinois														
South Rowell Avenue	2,513	3,795	19	2.8	1.8	6.4	31	2	7	0.04	A	A		
Cherry Hill Road	874	3,795	31	1.9	1.2	6.4	7	2	2	0.02	A	A		
Joliet, Illinois														
Woodruff Road	8,414	2,743	9	4.0	2.6	18.5	428	2	33	0.26	B	D		
Washington Street	9,247	3,795	9	5.3	3.4	6.4	217	2	49	0.16	A	C		
Mills Road	2,459	3,795	27	2.1	1.4	6.4	23	2	5	0.03	A	A		
South Rowell Avenue	2,513	3,795	29	2.0	1.3	6.4	22	2	5	0.02	A	A		
Spencer Road	929	3,795	30	1.9	1.3	6.4	8	2	2	0.02	A	A		
Briggs Street	10,927	3,795	31	1.9	1.2	6.4	92	2	21	0.02	A	D		
*** 2008 ADT**														
Near New Lenox, Illinois														
South Gougar Road	6,365	3,795	28	2.0	1.3	6.4	58	2	13	0.02	A	C		

Table 3.3-3 Existing Vehicle Delays at EJ&E Highway/Rail At-Grade Crossings

Street	2007 ADT	2007									Crossing LOS	Roadway LOS	Queue Length	Blocked Major Intersection
		L	V	D_C	D_A	N	T_D	NL	Q	D_V				
Nelson Road	5,791	3,795	31	1.9	1.2	6.4	49	2	11	0.02	A	C		
Cedar Road	8,130	3,795	30	1.9	1.3	6.4	70	2	16	0.02	A	D		
Spencer Road	2,450	3,795	31	1.9	1.2	6.4	21	2	5	0.02	A	A		
School House Road	6,884	3,795	31	1.9	1.2	6.4	58	2	13	0.02	A	C		
Near Frankfort, Illinois														
Owens Road/ 116th Street	983	3,795	29	2.0	1.3	6.4	9	2	2	0.02	A	A		
Wolf Road	7,868	3,795	28	2.0	1.3	6.4	71	2	16	0.02	A	C		
Old Sauk Trail	2,732	3,795	32	1.8	1.2	6.4	22	2	5	0.02	A	A		
Pfeiffer Road/ 88th Avenue	6,119	3,795	32	1.8	1.2	6.4	50	2	11	0.02	A	C	285	Sauk Trail
Harlem Avenue	9,738	3,795	35	1.7	1.1	6.4	75	2	17	0.02	A	C		
Frankfort, Illinois														
Center Road	4,200	3,795	29	2.0	1.3	6.4	37	2	8	0.02	A	A		
Southeastern Cook County, Illinois														
Near Matteson, Illinois														
Ridgeland Avenue	3,363	3,795	35	1.7	1.1	6.4	26	2	6	0.02	A	A		
Central Avenue	2,121	3,795	34	1.8	1.1	6.4	17	2	4	0.02	A	A		
Cicero Avenue	21,500	3,795	35	1.7	1.1	6.4	166	4	19	0.02	A	D		
Matteson, Illinois														
Main Street	4,040	3,795	40	1.6	1.0	6.4	28	2	6	0.01	A	B		
Park Forest, Illinois														
Western Avenue	22,826	3,615	34	1.7	1.1	8.6	233	4	19	0.02	A	D		
Chicago Heights, Illinois														

Table 3.3-3 Existing Vehicle Delays at EJ&E Highway/Rail At-Grade Crossings

Street	2007 ADT	2007									Crossing LOS	Roadway LOS	Queue Length	Blocked Major Intersection
		L	V	D_C	D_A	N	T_D	NL	Q	D_V				
Euclid Avenue	220	3,615	23	2.3	1.5	8.6	3	2	1	0.04	A	A		
Chicago Road	21,600	3,615	21	2.5	1.6	8.6	317	4	27	0.05	A	D		
West End Avenue/ Halsted Street	5,500	3,615	19	2.7	1.7	8.6	87	2	15	0.06	A	C		
East End Avenue	4,697	3,615	20	2.6	1.7	8.6	72	2	12	0.05	A	B		
Wentworth Avenue	4,213	3,261	18	2.6	1.7	10.2	76	2	11	0.06	A	B		
State Street	7,070	3,261	22	2.2	1.4	10.2	109	2	15	0.04	A	A		
Cottage Grove Avenue	5,151	3,261	30	1.7	1.1	10.2	63	4	4	0.03	A	A		
Sauk Village, Illinois														
Torrence Avenue	8,282	3,261	37	1.5	1.0	10.2	88	2	12	0.02	A	C		
Lynwood, Illinois														
Lincoln Highway (US 30)	27,000	3,261	30	1.7	1.1	10.2	332	4	23	0.03	A	E		
Lake County, Indiana														
Dyer, Indiana														
Lake Street	4,000	3,261	30	1.7	1.1	10.2	49	2	7	0.03	A	B		
Hart Street	16,000	3,261	31	1.7	1.1	10.2	192	2	27	0.03	A	F	680	Matteson Street
Schererville, Indiana														
Airport Road	3,014	3,261	36	1.5	1.0	10.2	33	2	5	0.02	A	A		
Kennedy Avenue	13,480	3,261	35	1.6	1.0	10.2	149	2	21	0.02	A	F		
Griffith, Indiana														
Broad Street	15,450	2,717	~~23~~ 17	~~1.8~~ 2.7	~~1.2~~ 1.7	7.6	~~150~~ 219	2	~~28~~ 41	~~0.02~~ 0.05	A	E	1,035	Main Street

Table 3.3-3 Existing Vehicle Delays at EJ&E Highway/Rail At-Grade Crossings														
Street	**2007 ADT**	**2007**									**Crossing LOS**	**Roadway LOS**	**Queue Length**	**Blocked Major Intersection**
		L	**V**	**D_C**	**D_A**	**N**	**T_D**	**NL**	**Q**	**D_V**				
East Main Street	8,652	2,717	23	1.8	1.2	7.6	84	2	16	0.02	A	D		
East Lake Street	5,150	2,717	26	1.7	1.1	7.6	46	2	9	0.02	A	B		
East Miller Street	5,150	2,717	28	1.6	1.0	7.6	44	2	8	0.02	A	B		
East Elm Street	6,386	2,717	29	1.6	1.0	7.6	53	2	10	0.02	A	C		
East 45th Avenue	18,540	2,717	31	1.5	1.0	7.6	146	4	14	0.02	A	D		
East 40th Place	11,227	2,717	32	1.5	1.0	7.6	87	2	16	0.01	A	D		
Gary, Indiana														
West 25th Avenue	3,305	3,144	34	1.6	1.0	9.7	35	2	5	0.02	A	A		
West 15th Avenue	15,702	3,144	34	1.6	1.0	9.7	164	2	24	0.02	A	F		
West 9th Avenue	3,305	3,144	35	1.5	1.0	9.7	34	2	5	0.02	A	A		
West 5th Avenue	22,473	3,108	35	1.5	1.0	9.8	231	4	17	0.02	A	C		

Table 3.3-5 from the Draft EIS:

Table 3.3-5 Existing Vehicle Delays At CN Highway/Rail At-Grade Crossings														
Street	2007 ADT	2007									Crossing LOS	Roadway LOS	Queue Length	Blocked Major Intersection
		L	V	D_C	D_a	N	T_D	N L	Q	D_V				
Cook County, Illinois (Waukesha Subdivision)														
River Forest, Illinois														
Forest Avenue	2,590	6,104	30	2.8	1.8	~~3.5~~ 5.4	~~18~~ 27	2	7	0	A	A		
Augusta Street	2,590	6,104	30	2.8	1.8	~~3.5~~ 5.4	~~18~~ 27	2	7	0	A	A		
Keystone Avenue	2,590	6,104	30	2.8	1.8	~~3.5~~ 5.4	~~18~~ 27	2	7	0	A	A		
Thatcher Avenue	8,568	6,104	30	2.8	1.8	~~3.5~~ 5.4	~~59~~ 90	3	16	0	A	C		
River Grove, Illinois														
1st Avenue (IL 171)	31,000	6,104	30	2.8	1.8	~~3.5~~ 5.4	327	4	44	0	A	C	1,100	North Avenue (Il 64)
5th Avenue	10,404	6,104	30	2.8	1.8	~~3.5~~ 5.4	~~71~~ 110	4	15	0	A	B		
Melrose Park, Illinois														
George Street	3,978	6,104	28	3.0	1.9	~~3.5~~ 5.4	~~29~~ 44	2	12	0	A	A		
Franklin Park, Illinois														
Fullerton Avenue	4,080	6,104	25	3.3	2.1	~~3.5~~ 5.4	~~32~~ 50	2	13	0	A	B		
Chestnut Avenue	2,000	6,104	19	4.2	2.7	~~3.5~~ 5.4	~~20~~ 31	2	8	0	A	A		
Belmont Avenue	10,098	6,388	19	4.3	2.8	19.3	585	4	22	0	B	A		
Des Plaines, Illinois														
Pratt Avenue	2,335	6,468	23	3.7	2.4	19.1	114	2	9	0	B	A		
Touhy Avenue	23,970	6,468	29	3.0	2.0	19.1	965	5	29	0	A	C	725	Rand Road (US 12)

Table 3.3-5 Existing Vehicle Delays At CN Highway/Rail At-Grade Crossings

Street	2007 ADT	2007									Crossing LOS	Roadway LOS	Queue Length	Blocked Major Intersection
		L	V	D_C	D_a	N	T_D	N_L	Q	D_V				
Frontage Road	2,971	6,468	29	3.0	2.0	19.1	120	2	9	0	A	A		
Prospect Avenue	4,188	6,468	29	3.0	2.0	19.1	169	2	13	0	A	~~A~~ B	325	Rand Road (US 12)
Oakton Street	24,888	6,468	29	3.0	2.0	19.1	1,002	4	38	0	A	C		
Algonquin Road	9,486	6,468	31	2.9	1.9	19.1	361	2	27	0	A	C	675	Rand Road (US 12)
Lee Street/Mannheim Road (US 12)	8,700	6,468	31	2.9	1.9	19.1	331	2	25	0	A	B		
Graceland Avenue (US 12)	21,300	6,468	32	2.8	1.8	19.1	790	2	60	0	A	F		
Thacker Street/Dempster Street	12,036	6,468	32	2.8	1.8	19.1	447	2	34	0	A	E	850	Graceland Avenue (IL 58)
Prairie Avenue	2,452	6,468	34	2.7	1.7	19.1	87	2	7	0	A	A		
Woodlawn Avenue	562	6,468	33	2.7	1.8	19.1	20	2	2	0	A	A		
Seegers Road	1,520	6,468	28	3.1	2.0	19.1	63	2	5	0	B	A		
Golf Road (IL 58)	28,900	6,468	28	3.1	2.0	19.1	1,198	4	45	0	B	D	1,125	Rand Road (US 12)
Rand Road (US 12)	22,800	6,468	27	3.2	2.1	19.1	974	4	37	0	B	C	925	Gold Rd (Il 58)
Central Road	19,074	6,468	35	2.6	1.7	19.1	658	2	50	0	A	E		
Near Mount Prospect, Illinois														
Kensington Road/Foundry Road	8,612	6,468	38	2.4	1.6	19.1	278	2	21	0	A	C		
Mount Prospect, Illinois														
Euclid Avenue	19,482	6,468	39	2.4	1.6	19.1	616	4	23	0	A	C	575	Wolf Road
Prospect Heights, Illinois														
Wolf Road	21,522	6,468	40	2.3	1.5	19.1	667	2	50	0	A	F		
Camp McDonald Road	8,874	6,468	40	2.3	1.5	19.1	275	2	21	0	A	D	525	Wolf Road

Table 3.3-5 Existing Vehicle Delays At CN Highway/Rail At-Grade Crossings

Street	2007 ADT	2007									Crossing LOS	Roadway LOS	Queue Length	Blocked Major Intersection
		L	V	D_C	D_a	N	T_D	N_L	Q	D_V				
Hintz Road	21,318	6,468	37	2.5	1.6	19.1	703	4	27	0	A	D		
Wheeling, Illinois														
Willow Road	3,060	6,468	39	2.4	1.6	19.1	97	2	7	0	A	A		
Dundee Road (IL 68)	34,300	6,468	42	2.3	1.5	19.1	1,024	4	39	0	A	E		
Lake County, Illinois (Waukesha Subdivision)														
Buffalo Grove, Illinois														
Deerfield Parkway/Busch Road	18,300	6,468	35	2.6	1.7	19.1	631	2	48	0	A	D		
Buffalo Grove Road	12,900	6,468	42	2.3	1.5	19.1	385	3	19	0	A	E		
Prairieview, Illinois														
Aptakisic Road	22,900	6,468	35	2.6	1.7	19.1	822	4	31	0	A	C	775	Weiland Road
Near Prairieview, Illinois														
Half Day Road (IL 22)	19,100	6,468	41	2.3	1.5	19.1	616	2	46	0	A	C		
Vernon Hills, Illinois														
Butterfield Road	14,500	6,468	39	2.4	1.6	19.1	459	4	17	0	A	B		
Near Vernon Hills, Illinois														
US 45	17,600	6,468	42	~~3.1~~ 2.3	~~0.9~~ 1.5	19.1	525	3	26	0	A	E		
Mundelein, Illinois														
Townline Road (IL 60)	34,800	6,468	41	~~1.4~~ 2.3	~~0.4~~ 1.5	20.8	1,058	4	40	0	A	E	1,000	Butterfield Road
Allanson Road	15,300	6,468	35	2.6	1.7	~~19.1~~ 20.8	575	2	40	0	A	F		
Hawley Street	6,500	6,468	35	2.6	1.7	~~19.1~~ 20.8	244	3	11	0	A	C		
Park Street	578	6,468	35	2.6	1.7	~~19.1~~ 20.8	22	2	2	0	A	A		
Maple Avenue	11,500	6,468	35	2.6	1.7	~~19.1~~ 20.8	432	2	30	0	A	C	750	Lake Street (US 45)

Table 3.3-5 Existing Vehicle Delays At CN Highway/Rail At-Grade Crossings

Street	2007 ADT	2007									Crossing LOS	Roadway LOS	Queue Length	Blocked Major Intersection
		L	V	D_C	D_a	N	T_D	N L	Q	D_V				
Dunbar Road	390	6,468	40	2.3	1.5	~~19.1~~ 20.8	13	2	1	0	A	A		
Winchester Road	5,400	6,468	40	2.3	1.5	~~19.1~~ 20.8	182	4	6	0	A	C	150	Lake Street (US 45)
Near Mundelein, Illinois														
Peterson Road	16,000	6,468	45	2.1	1.4	~~19.1~~ 20.8	493	5	14	0	A	F		
Near Libertyville Illinois														
Harris Road	3,500	6,468	45	2.1	1.4	~~19.1~~ 20.8	108	2	7	0	A	A		
Cook County, Illinois (Freeport Subdivision)														
Chicago, Illinois														
South Lawndale Avenue	756	5,224	14	4.7	3.1	2.5	6	2	4	0	A	A		
Pulaski Road	23,868	5,224	19	3.6	2.4	2.5	150	4	43	0	A	C		
Berwyn, Illinois														
Riverside Drive	4,692	6,690	25	3.5	2.3	4.4	51	2	17	0	A	B		
Riverside, Illinois														
Harlem Avenue (IL 43)	33,700	6,690	25	3.5	2.3	4.4	365	4	60	0	A	E	1,500	26th Street
North Riverside, Illinois														
26th Street	13,770	6,690	25	3.5	2.3	4.4	149	4	24	0	A	B		
Veterans Drive	593	6,690	25	3.5	2.3	4.4	6	4	1	0	A	A		
Hainsworth Avenue	1,020	6,690	25	3.5	2.3	4.4	11	2	4	0	A	A		
Des Plaines Avenue	15,198	6,690	25	3.5	2.3	4.4	164	4	27	0	A	C		
Near North Riverside, Illinois														
Cermak Road/22nd Street	34,680	6,690	25	3.5	2.3	4.4	375	5	49	0	A	D	1,225	1st Avenue (IL 171)
1st Avenue (IL 171)	32,200	6,690	25	3.5	2.3	4.4	348	4	57	0	A	F	1,425	Cermak Road

Table 3.3-5 Existing Vehicle Delays At CN Highway/Rail At-Grade Crossings

Street	2007 ADT	2007									Crossing LOS	Roadway LOS	Queue Length	Blocked Major Intersection
		L	V	D_C	D_a	N	T_D	N_L	Q	D_V				
Broadview, Illinois														
17th Avenue	9,690	6,690	19	~~5.0~~ 4.5	~~3.0~~ 2.9	4.0 4.4	133	4	22	0	A	A		
Hillside, Illinois														
Oak Ridge Avenue	123	6,755	35	2.7	1.8	3.0	1	2	0	0	A	A		
Harrison Street	9,375	6,755	36	2.6	1.7	3.0	51	2	25	0	A	C		
Wolf Road	16,014	6,755	35	2.7	1.8	3.0	90	4	22	0	A	B		
Du Page County, Illinois (Freeport Subdivision)														
Elmhurst, Illinois														
York Street	19,096	6,755	37	2.6	1.7	3.0	102	2	49	0	A	E		
Vallette Street	3,342	6,750	35	~~3.0~~ 2.7	~~2.0~~ 1.7	3.0	19	2	9	0	A	A		
Argyle Avenue	919	6,755	39	2.5	1.6	3.0	5	2	2	0	A	A		
Spring Road	8,593	6,755	40	~~2.0~~ 2.4	~~2.0~~ 1.6	3.0	43	2	21	0	A	C		
Saint Charles Street	8,912	6,755	40	2.4	1.6	3.0	45	3	14	0	A	C		
West Avenue	8,912	6,755	40	2.4	1.6	3.0	45	2	22	0	A	D		
Villa Park, Illinois														
Villa Avenue	7,002	6,755	40	2.4	1.6	3.0	35	2	17	0	A	B		
Addison Avenue	13,792	6,755	39	2.5	1.6	3.0	71	7	10	0	A	B	250	North Avenue (IL 64)
North Avenue (IL 64)	46,400	6,755	39	2.5	1.6	3.0	239	8	29	0	A	D	725	Addison Avenue
Near Addison, Illinois														
Grace Street	7,214	6,755	37	2.6	1.7	3.0	39	4	9	0	A	B		
Swift Road	17,505	6,755	42	2.3	1.5	3.0	85	3	27	0	A	F	675	Collins Avenue
Addison, Illinois														
Westwood Avenue	377	6,755	37	2.6	1.7	3.0	2	2	1	0	A	A		

Table 3.3-5 Existing Vehicle Delays At CN Highway/Rail At-Grade Crossings

Street	2007 ADT	2007 L	V	D_C	D_a	N	T_D	N L	Q	D_V	Crossing LOS	Roadway LOS	Queue Length	Blocked Major Intersection
Near Bloomingdale, Illinois														
Schmale Road	23,976	6,755	38	2.5	1.6	3.0	126	4	30	0	A	D		
Army Trail Road	32,994	6,755	43	2.3	1.5	3.0	157	4	38	0	A	D		
Bloomingdale, Illinois														
Gary Avenue	29,281	6,755	43	2.3	1.5	3.0	139	4	33	0	A	D	850	Army Trail Road
Hanover Park, Illinois														
Madsen Drive	556	6,755	43	2.3	1.5	3.0	3	2	1	0	A	A		
County Farm Road	30,554	6,755	43	2.3	1.5	3.0	145	4	35	0	A	D		
Bartlett, Illinois														
Sutton Road (IL 59)	41,800	6,755	41	2.4	1.5	3.0	207	4	50	0	A	F		
Near Bartlett, Illinois														
Munger Road	1,591	6,755	35	2.7	1.8	2.0	9	2	4	0	A	A		
Powis Road	4,350	4,600	25	2.6	1.7	~~3.0~~ 2.0	~~23~~ 16	2	11	0	A	B		
Kane County, Illinois (Freeport Subdivision)														
South Elgin, Illinois														
IL 25	8,549	4,600	45	1.7	1.1	3.0	~~30~~ 20	2	14	0	A	C		
Randall Road	36,462	4,600	45	1.7	1.1	~~3.0~~ 2.0	~~126~~ 84	4	30	0	A	F		
Cook County, Illinois (Joliet Subdivision)														
Willow Springs, Illinois														
Old Willow Springs Road	~~8,054~~ ~~1,938~~	6,103	40	2.2	1.5	1.8	~~50~~ 55	2	~~40~~ 44	0	A	A		
Lemont, Illinois														
Pruxne Street/Illinois Street	6,120	6,103	35	~~2.0~~ 2.5	~~2.0~~ 1.6	1.8	19	2	15	0	A	C	380	Main Street

Table 3.3-5 Existing Vehicle Delays At CN Highway/Rail At-Grade Crossings

Street	2007 ADT	2007									Crossing LOS	Roadway LOS	Queue Length	Blocked Major Intersection
		L	V	D_C	D_a	N	T_D	N L	Q	D_V				
Holmes Street	385	6,103	35	~~2.0~~ 2.5	~~2.0~~ 1.6	1.8	1	2	1	0	A	A		
Stephen Street	12,138	6,103	33	~~3.0~~ 2.6	~~2.0~~ 1.7	1.8	39	2	32	0	A	~~A~~ E	800	Main Street
Lemont Street	1,000	6,103	32	~~3.0~~ 2.7	~~2.0~~ 1.7	1.8	3	2	3	0	A	~~F~~ A	75	Main Street
Industrial Avenue	236	4,659	35	2.0	1.3	1.8	1	2	0	0	A	A		
Will County, Illinois (Joliet Subdivision)														
Romeoville , Illinois														
Romeo Road/135th Street	15,080	4,659	38	1.9	1.2	1.8	36	2	29	0	A	F		
Lockport, Illinois														
2nd Street	34	4,659	35	2.0	~~1.0~~ 1.3	1.8	0	2	0	0	A	A		
6th Street	126	4,659	35	2.0	~~1.0~~ 1.3	1.8	0	2	0	0	A	A		
9th Street (IL 7)	25,100	4,659	35	2.0	~~1.0~~ 1.3	1.8	63	2	51	0	A	F	1,275	State Street (IL 171)
10th Street	126	4,659	35	2.0	~~1.0~~ 1.3	1.8	0	2	0	0	A	A		
11th Street	242	4,659	35	2.0	~~1.3~~	1.8	1	2	0	0	A	A		
13th Street	126	4,659	35	2.0	1.3	1.8	0	2	0	0	A	A		
Division Street	5,354	4,659	35	2.0	1.3	1.8	13	2	11	0	A	A	275	State Street (IL 171)
Joliet, Illinois														
Ohio Street	5,682	4,659	~~35~~ 10	~~2.0~~ 5.8	~~1.0~~ 3.8	1.8	~~14~~ 41	2	~~11~~ 33	0	A	B	~~275~~ 825	Scott Street (IL 53) & Chicago Street (IL 53))
Jackson Street	16,088	4,659	~~35~~ 10	~~2.0~~ 5.8	~~1.0~~ 3.8	1.8	~~40~~ 117	2	~~32~~ 93	0	A	C	1,175	Scott Street (IL 53) & Ottawa Street

Table 3.3-5 Existing Vehicle Delays At CN Highway/Rail At-Grade Crossings

Street	2007 ADT	2007 L	V	D_C	D_a	N	T_D	N_L	Q	D_V	Crossing LOS	Roadway LOS	Queue Length	Blocked Major Intersection
Will County, Illinois (Chicago Subdivision)														
Richton Park, Illinois														
University Parkway/Stuenkel Road	10,768	5,400	45	1.9	~~1.0~~ 1.2	~~12.8~~ 13.8	~~178~~ 192	4	10	0	A	E	250	South Govenors Highway
University Park, Illinois														
W Dralle Road	3,167	5,400	45	~~2.0~~ 1.9	~~1.0~~ 1.2	~~13~~ 13.8	~~52~~ 57	4	3	0	A	A		
Cook County, Illinois (Elsdon/Southbend Subdivision)														
Chicago, Illinois														
51st Street	2,046	4,365	8	~~7.0~~ 6.7	~~4.0~~ 4.4	~~3.0~~ 1.6	~~31~~ 15	2	14	0	A	A		
55th Street	26,826	4,365	8	~~7.0~~ 6.7	~~4.0~~ 4.4	~~3.0~~ 1.6	~~412~~ 200	4	90	0	A	F		
71st Street	14,178	4,365	8	~~7.0~~ 6.7	~~4.0~~ 4.4	~~3.0~~ 1.6	~~218~~ 106	2	95	0	A	F		
79th Street	25,000	4,365	8	~~7.0~~ 6.7	~~4.0~~ 4.4	3.4	396	4	84	0	A	C		
Columbus Avenue	15,402	4,365	8	~~7.0~~ 6.7	~~4.0~~ 4.4	3.4	244	4	52	0	A	~~A~~ B		
83rd Place	1,114	4,365	8	~~7.0~~ 6.7	~~4.0~~ 4.4	3.4	18	2	7	0	A	A		
87th Street	20,196	4,365	8	6.7	4.4	3.4	320	6	45	0	A	B		
103rd Street	20,298	4,365	8	6.7	4.4	3.4	321	4	68	0	A	C		
111th Street	16,728	4,365	8	6.7	4.4	3.4	265	4	56	0	A	B	1,400	S Kedzie Avenue
115th Street	13,260	4,365	8	7.0	4.0	3.4	210	4	44	0	A	E		
Evergreen Park, Illinois														
91st Street	3,825	4,365	8	6.7	4.4	3.4	61	2	26	0	A	A		
Kedzie Avenue	24,582	4,365	8	6.7	4.4	3.4	389	4	82	0	A	C		

Table 3.3-5 Existing Vehicle Delays At CN Highway/Rail At-Grade Crossings

Street	2007 ADT	2007									Crossing LOS	Roadway LOS	Queue Length	Blocked Major Intersection
		L	V	D_C	D_a	N	T_D	N L	Q	D_V				
94th Street	2,958	4,365	8	6.7	4.4	3.4	47	4	10	0	A	A		
95th Street (US 12/US 20)	23,700	4,365	8	6.7	4.4	3.4	375	6	53	0	A	B		
99th Street	9,894	4,365	8	6.7	4.4	3.4	157	2	66	0	A	D		
Blue Island, Illinois														
119th Street	12,240	4,365	8	~~7.0~~ 6.7	~~4.0~~ 4.4	3.4	194	2	82	0	A	D	2,050	S Kedzie Avenue
123rd Street	5,520	4,365	8	~~7.0~~ 6.7	~~4.0~~ 4.4	3.4	87	2	37	0	A	C		
127th Street	23,562	4,365	8	~~7.0~~ 6.7	~~4.0~~ 4.4	3.4	373	4	79	0	A	C		
Union Street	756	4,365	8	~~7.0~~ 6.7	~~4.0~~ 4.4	3.4	12	2	5	0	A	A		
Broadway Street	5,049	7,256	10	~~2.8~~ 8.7	~~1.8~~ ~~5.7~~	14.9	~~146~~ 457	4	~~7~~ 22	~~0~~ 1	~~A~~ E	A		
Dixmoor, Illinois														
Western Avenue	8,568	7,256	29	~~3.0~~ 3.3	2.9	14.9	296	4	14	0	A	A		
Robey Street	123	7,256	34	~~3.0~~ 2.9	~~2.0~~ 1.9	14.9	4	2	0	0	A	A		
Harvey, Illinois														
Lincoln Avenue	756	7,256	34	~~3.0~~ 2.9	~~2.0~~ 1.9	14.9	23	2	2	0	A	A		
Wood Street	13,464	7,256	35	2.9	1.9	14.9	398	4	19	0	A	C		
147th Street/Sibley Boulevard (IL 83)	28,600	7,256	35	~~3.0~~ 2.9	~~2.0~~ 1.9	14.9	845	4	41	0	A	D		
Ashland Avenue	11,901	7,256	35	~~3.0~~ 2.9	~~2.0~~ 1.9	14.9	352	2	34	0	A	E	850	147th Street/Sibley Blvd (IL 83)
150th Street	1,202	7,256	36	2.8	1.8	14.9	35	4	2	0	A	A		

Table 3.3-5 Existing Vehicle Delays At CN Highway/Rail At-Grade Crossings

Street	2007 ADT	2007									Crossing LOS	Roadway LOS	Queue Length	Blocked Major Intersection
		L	V	D_C	D_a	N	T_D	N L	Q	D_V				
Center Avenue	756	7,256	36	~~3.0~~ 2.8	~~2.0~~ 1.8	14.9	22	2	2	0	A	A		
Broadway Avenue	756	7,256	~~10~~ 36	~~8.7~~ 2.8	~~5.7~~ 1.8	14.9	~~68~~ 22	4	3	1	E	A		
Park Avenue	6,018	7,256	36	2.8	1.8	14.9	174	4	8	0	A	B		
Halsted Street (IL 1)	12,300	5,927	36	~~2.0~~ 2.4	~~2.0~~ 1.5	19.5	395	4	15	0	A	B		
Phoenix, Illinois														
155th Street	385	5927	36	2.4	1.5	19.5	12	2	1	0	A	A		
South Holland, Illinois														
Thornton-Blue Island Road	4,233	5,927	35	~~2.0~~ 2.4	~~2.0~~ 1.6	19.5	139	2	10	0	A	A		
159th/162nd Street (US 6)	29,651	5,927	35	2.4	1.6	19.5	973	4	36	0	A	D		
South Park Avenue	10,098	6,081	26	3.2	2.1	22.1	489	4	16	0	B	B		
170th Street	11,322	6,081	15	5.1	3.3	22.1	887	4	29	1	C	B		
Near Thornton, Illinois														
Thornton-Lansing Road	10,200	6,081	38	~~2.0~~ 2.3	~~2.0~~ 1.5	22.1	363	2	24	0	A	E		
Lansing, Illinois														
Volbrecht Road	3,108	6,081	38	2.3	1.5	22.1	111	2	7	0	A	A		
182nd Street/Ridge Road	7,969	6,081	39	~~2.0~~ 2.3	~~1.0~~ 1.5	22.1	278	2	18	0	A	~~A~~ C		
Torrence Avenue (IL 83)	10,924	6,081	39	2.3	1.5	22.1	381	4	12	0	A	A		
186th Street	6,630	6,081	41	2.2	1.4	22.1	222	2	14	0	A	C		
Burnham Avenue	7,446	6,081	42	2.1	1.4	22.1	245	2	16	0	A	B		
Wentworth Avenue	11,118	6,081	42	2.1	1.4	22.1	366	2	24	0	A	D		
Lake County, Indiana (Elsdon/Southbend Subdivision)														

Table 3.3-5 Existing Vehicle Delays At CN Highway/Rail At-Grade Crossings

Street	2007 ADT	2007									Crossing LOS	Roadway LOS	Queue Length	Blocked Major Intersection
		L	V	D_C	D_a	N	T_D	NL	Q	D_V				
Munster, Indiana														
Calumet Avenue	24,717	6,081	40	2.2	1.4	22.1	845	4	28	0	A	D		
White Oak Avenue	8,733	6,081	38	~~2.0~~ 2.3	~~2.0~~ 1.5	22.1	311	2	20	0	A	D		
Highland, Indiana														
Kennedy Avenue	5,261	6,081	18	4.3	2.8	22.1	350	2	23	0	C	B		
Griffith, Indiana														
Main Street	8,652	6,081	35	2.5	1.6	22.1	~~332~~ 329	2	~~22~~ 21	0	A	C		
Broad Street	15,450	6,081	36	2.4	1.6	22.1	574	2	37	0	A	E		
Colfax Street	11,162	6,081	40	~~2.0~~ 2.2	~~1.0~~ 1.4	~~23.0~~ 24.8	~~402~~ 428	2	25	0	A	E		
Near Merrillville, Indiana														
Hendricks Street	438	6,081	40	~~2.0~~ 2.2	~~1.0~~ 1.4	~~23.0~~ 24.8	~~16~~ 17	2	1	0	A	A		
Merrillville, Indiana														
Taft Street	24,056	6,081	40	2.2	1.4	~~23.3~~ 24.8	~~867~~ 923	2	54	0	A	F		
Madison Street	7,129	6,081	40	~~2.0~~ 2.2	~~1.0~~ 1.4	~~23.0~~ 24.8	~~257~~ 273	2	16	0	A	C		
Broadway Street	31,568	6,081	40	~~2.0~~ 2.2	~~1.0~~ 1.4	~~23.0~~ 24.8	~~1,138~~ 1,211	4	35	0	A	F		

Table 4.3-2 2007 LOS Summary of Roadways Crossing CN Subdivisions						
LOS	Total	Waukesha (Illinois)	Freeport (Illinois)	Joliet (Illinois)	Chicago (Illinois)	Elsdon (Illinois/ Indiana)
LOS A - B	74	20	17	9	1	27
LOS C - D	49	17	13	2	0	17
LOS E - F	29	10	6	3	1	9

Table 4.3-4 from the Draft EIS:

Table 4.3-4 Summary of Proposed Action Effects on Highway/Rail At-Grade Crossings on the EJ&E Rail Line												
Street	2015 ADT	Trains per Day		2015 Level of Service			Queue Length (Feet)		Average Delay per Delayed Vehicle (Minutes)		Total Vehicle Traffic Delay (24-Hr) (Minutes)	
				Crossing		Roadway						
		No-Action	Proposed Action	No-Action	Proposed Action		No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action
Near Libertyville, IL												
Diamond Lake Road	6,207	5.3	20.3	A	A	C	265	466	1.1	2.0	42.9	526.0
Near Mundelein, IL												
IL 60 & 83	29,009	5.3	20.3	A	A	F	~~1,175~~ 587	~~2,121~~ 1,061	1.1	2.0	~~190.3~~ 189.0	~~2,456.0~~ 2,272.4
Near Hawthorn Woods, IL												
Gilmer Road	18,662	5.3	20.3	A	A	F	719	1,328	1.0	1.9	106.0	1,425.0
Old McHenry Road	~~32,494~~ 32,429	5.3	20.3	A	A	F	641	1,186	1.0	1.9	189.0	2,540.3
Near Lake Zurich, IL												
Oakwood Road	4,750	5.3	20.3	A	B	B	197	367	1.1	2.0	31.9	414.0
Lake Zurich, IL												
Main Street	7,474	5.3	20.3	A	B	B	310	577	1.1	2.0	50.6	650.0
Old Rand Road	7,474	5.3	20.3	A	A	B	303	561	1.1	2.0	49.5	632.0
Ela Road	21,408	5.3	20.3	A	A	F	776	1,421	0.9	1.7	102.6	1,361.7
Near Barrington, IL												
Cuba Road	12,921	5.3	20.3	A	A	D	443	804	0.9	1.6	58.5	726.4
Barrington, IL												
Lake Zurich Road	3,131	5.3	20.3	A	A	A	102	187	0.8	1.6	12.0	169.6
Northwest Highway (US 14)	33,949	5.3	20.3	A	A	E	562	1,057	0.9	1.6	~~1479.4~~ 149.4	1,907.2
Hough Street (IL 59)	22,549	5.3	20.3	A	A	F	760	1,404	0.9	1.6	100.8	1,265.6
Barrington, IL												

Table 4.3-4 Summary of Proposed Action Effects on Highway/Rail At-Grade Crossings on the EJ&E Rail Line

Street	2015 ADT	Trains per Day		2015 Level of Service			Queue Length (Feet)		Average Delay per Delayed Vehicle (Minutes)		Total Vehicle Traffic Delay (24-Hr) (Minutes)	
				Crossing		Roadway						
		No-Action	Proposed Action	No-Action	Proposed Action		No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action
Lake Cook Road/Main Street	14,222	5.3	20.3	A	A	F	479	885	0.9	1.6	63.9	798.4
Near Barrington, IL												
Penny Road	4,786	5.3	20.3	A	A	B	170	311	0.9	1.7	22.5	297.5
Hoffman Estates, IL												
Shoe Factory Road	9,202	5.3	20.3	A	A	D	334	598	0.9	1.7	44.1	572.9
Near Elgin, IL												
West Bartlett Road	17,209	5.5	22.5	A	A	F	587	978	0.9	1.5	81.0	918.0
Near Bartlett, IL												
Stearns Road	27,604	5.5	22.5	A	A	E	486	815	0.9	1.5	134.1	1,527.0
Wayne, IL												
Army Trail Road	7,392	4.4	23.4	A	A	C	224	452	0.8	1.6	21.6	470.4
Near West Chicago, IL												
Smith Road	7,123	4.4	23.4	A	A	C	220	435	0.8	1.6	21.6	452.8
Hawthorne Lane	20,024	4.4	23.4	A	B	~~D~~ F	694	1,430	0.9	1.9	76.5	1,765.1
West Chicago, IL												
Washington Street	12,095	10.7	31.6	A	C	D	768	1,121	1.7	2.4	387.6	2,361.6
Aurora Street	364	10.7	31.6	A	B	A	22	30	1.6	2.2	11.2	59.4
Church Street	364	10.7	31.6	A	C	A	22	31	1.6	2.2	11.2	61.6
Naperville, IL												
Diehl Road	17,341	10.7	31.6	A	B	C	779	1,059	1.2	1.6	278.4	1,486.4
Near Aurora, IL												
Liberty Street.	16,111	15.7	39.5	A	B	F	912	1,148	1.5	1.9	597.0	2,392.1
Ogden Avenue (US 34)	46,110	15.7	39.5	A	B	F	1,083	1,330	1.2	1.5	1,132.8	4,377.0

Table 4.3-4 Summary of Proposed Action Effects on Highway/Rail At-Grade Crossings on the EJ&E Rail Line

Street	2015 ADT	Trains per Day		2015 Level of Service			Queue Length (Feet)		Average Delay per Delayed Vehicle (Minutes)		Total Vehicle Traffic Delay (24-Hr) (Minutes)	
				Crossing		Roadway						
		No-Action	Proposed Action	No-Action	Proposed Action		No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action
Montgomery Road/83rd Street	27,131	15.7	39.5	A	B	F	1,274	1,597	1.2	1.5	667.2	2,629.5
Keating Drive/87th Street	4,182	15.7	39.5	A	B	B	196	246	1.2	1.5	103.2	405.0
Near Plainfield, IL												
Hafenrichter Road	5,657	15.7	39.5	A	B	C	266	333	1.2	1.5	139.2	547.5
Wolf's Crossing Road	9,593	15.7	39.5	A	B	D	461	577	1.2	1.6	241.2	1,012.8
111th Street	10,454	15.7	39.5	A	B	E	502	629	1.2	1.6	262.8	1,104.0
Furguson Road - 119th Street	3,690	15.7	39.5	A	B	B	182	227	1.3	1.6	102.7	398.4
127th Street	13,160	15.7	39.5	A	B	F	665	867	1.3	1.7	377.0	1,618.4
135th Street	13,898	15.7	39.5	A	B	F	636	852	1.2	1.6	282.0	1,267.2
Van Dyke Road	6,921	~~18.5~~ 15.7	~~42.3~~ 39.5	A	B	C	295	389	1.1	1.5	~~167.2~~ 141.9	640.5
Renwick Road	11,807	18.5	42.3	A	B	D	473	637	1.0	1.4	243.0	1,048.6
Plainfield, IL												
143rd Street	9,716	~~18.5~~ 15.7	~~42.3~~ 39.5	A	B	D	406	~~247~~ 535	1.1	1.4	194.7	821.8
Plainfield/Naperville Road	8,117	18.5	42.3	A	B	B	332	438	1.1	1.4	188.1	721.0
Main Street	20,015	18.5	42.3	A	B	~~A~~ F	818	1,081	1.1	1.4	463.1	1,778.0
Center Street	1,845	18.5	42.3	A	B	A	~~1,587~~ 75	~~209~~ 100	1.1	1.4	42.7	163.8
Eastern Avenue	3,444	18.5	42.3	A	B	~~E~~ A	141	186	1.1	1.4	79.2	305.2

Table 4.3-4 Summary of Proposed Action Effects on Highway/Rail At-Grade Crossings on the EJ&E Rail Line

Street	2015 ADT	Trains per Day		2015 Level of Service			Queue Length (Feet)		Average Delay per Delayed Vehicle (Minutes)		Total Vehicle Traffic Delay (24-Hr) (Minutes)	
				Crossing		Roadway						
		No-Action	Proposed Action	No-Action	Proposed Action		No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action
Lockport Road	10,085	18.5	42.3	A	B	~~D~~ E	412	545	1.1	1.4	233.2	896.0
Near Crest Hill, IL												
East Frontage Road/ Essington Road	4,983	18.5	42.3	A	B	B	208	274	1.1	1.4	117.7	450.8
Division Street	7,613	18.5	42.3	A	B	B	332	446	1.1	1.5	188.1	786.0
Crest Hill, IL												
Gaylord Road	5,591	18.5	42.3	A	B	C	263	351	1.2	1.6	162.0	659.2
Near Joliet, IL												
South Rowell Avenue	3,184	6.4	28.3	A	D	A	220	395	1.8	3.2	70.2	995.2
Joliet, IL												
Woodruff Road	10,659	18.5	42.3	B	F	E	1,056	1,814	2.6	4.4	1,411.8	9,380.8
Washington Street	11,714	6.4	28.3	A	F	C	1,550	2,371	3.4	5.3	938.4	9,879.2
Mills Road	3,115	6.4	28.3	A	B	A	163	236	1.4	2.0	40.6	372.0
South Rowell Avenue	3,184	6.4	28.3	A	B	A	158	223	1.3	1.8	36.4	315.0
Briggs Street	13,842	6.4	28.3	A	B	E	654	946	1.2	1.8	139.2	1,339.2
Near New Lenox, IL												
South Gougar Road	8,063	6.4	28.3	A	B	D	411	551	1.3	1.8	94.9	779.4
Nelson Road	7,336	6.4	28.3	A	B	C	347	479	1.2	1.7	74.4	639.2
Cedar Road	10,299	6.4	28.3	A	B	E	499	672	1.3	1.7	115.7	897.6
Spencer Road	3,104	6.4	28.3	A	B	A	147	202	1.2	1.7	31.2	270.3
School House Road	8,721	6.4	28.3	A	B	D	412	569	1.2	1.7	87.6	759.9
Near Frankfort, IL												
Wolf Road	9,966	6.4	28.3	A	B	C	508	698	1.3	1.8	117.0	988.2

Table 4.3-4 Summary of Proposed Action Effects on Highway/Rail At-Grade Crossings on the EJ&E Rail Line

Street	2015 ADT	Trains per Day		2015 Level of Service			Queue Length (Feet)		Average Delay per Delayed Vehicle (Minutes)		Total Vehicle Traffic Delay (24-Hr) (Minutes)	
				Crossing		Roadway						
		No-Action	Proposed Action	No-Action	Proposed Action		No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action
Frankfort, IL												
Center Avenue	5,320	6.4	28.3	A	B	B	264	364	1.3	1.7	61.1	514.8
Near Frankfort, IL												
Old Sauk Trail	3,461	6.4	28.3	A	B	A	160	226	1.2	1.7	33.6	300.9
Pfeiffer Road / 88th Avenue	7,752	6.4	28.3	A	B	D	358	506	1.2	1.7	76.8	676.6
Harlem Avenue	12,336	6.4	28.3	A	A	D	267	363	1.1	1.8	104.5	855.0
Near Matteson, IL												
Ridgeland Avenue	3,642	6.4	28.3	A	A	B	158	214	1.1	1.5	30.8	252.0
Cicero Avenue	23,281	6.4	28.3	A	B	D	504	777	1.1	1.7	196.9	2,077.4
Matteson, IL												
Main Street	4,375	6.4	20.3	A	C	B	173	262	1.1	1.6	31.0	236.8
Main Street Connector (North)	4,375	-	8.0	-	B	B	-	608	-	3.6	-	486
Main Street Connector (South)	4,375	10	15	A	B	B	526	608	3.1	3.6	99.2	381.6
Park Forest, IL												
Western Avenue	24,717	8.6	31.6	A	B	D	528	863	1.1	1.8	277.2	2,727.0
Chicago Heights, IL												
Chicago Road	23,390	8.6	31.6	A	C	D	718	1,091	1.6	2.4	548.8	4,596.0
West End Avenue/Halsted Street	5,956	8.6	31.6	A	C	C	396	604	1.7	2.6	161.5	1,378.0
East End Avenue	5,086	8.6	31.6	A	C	B	325	515	1.7	2.6	32.6	
East End Avenue Connector	5,086	1.6	2.6	A	A	B	586	967	3.0	4.9	78.0	343.0

Table 4.3-4 Summary of Proposed Action Effects on Highway/Rail At-Grade Crossings on the EJ&E Rail Line

Street	2015 ADT	Trains per Day		2015 Level of Service			Queue Length (Feet)		Average Delay per Delayed Vehicle (Minutes)		Total Vehicle Traffic Delay (24-Hr) (Minutes)	
				Crossing		Roadway						
		No-Action	Proposed Action	No-Action	Proposed Action		No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action
Wentworth Avenue	4,563	10.2	34.2	A	C	B	292	467	1.7	2.7	141.1	1,198.8
State Street	7,656	10.2	34.2	A	C	A	418	690	1.4	2.3	165.2	1,508.8
Cottage Grove Avenue	5,578	10.2	34.2	A	B	A	121	179	1.1	1.7	75.9	578.0
Sauk Village, IL												
Torrence Avenue	8,968	10.2	34.2	A	A	C	337	486	1.0	1.4	95.0	645.4
Lynwood, IL												
Lincoln Highway (US 30)	29,237	10.2	34.2	A	B	E	634	939	1.1	1.7	394.9	3,034.5
Dyer, IN												
Lake Street	5,067	10.2	34.2	A	B	B	220	318	1.1	1.6	68.2	483.2
Hart Street	20,268	10.2	34.2	A	B	F	859	1,272	1.1	1.6	267.3	1,932.8
Schererville, IN												
Airport Road	3,818	10.2	34.2	A	A	B	146	215	1.0	1.5	41.0	306.0
Kennedy Avenue	17,076	10.2	34.2	A	A	F	665	981	1.0	1.5	189.0	1,398.0
Griffith, IN												
Broad Street	19,572	7.6	23.6	A	B	F	1,311	1,916	1.7	2.5	470.9	3,140.0
Broad Street Connector	19,572	2.6	10.7	A	A	F	970	1,582	1.3	2.1	91.0	987.0
East Main Street	10,960	7.6	28.6	A	B	E	505	904	1.2	2.1	128.4	1,507.8
East Lake Street	6,524	7.6	28.6	A	B	C	275	488	1.1	1.9	63.8	735.3
East Miller Street	6,524	7.6	28.6	A	B	C	261	460	1.0	1.8	55.0	657.0
East Elm Street	8,090	7.6	28.6	A	A	C	316	501	1.0	1.6	67.0	636.8
East 45th Avenue	23,486	7.6	28.6	A	A	E	439	727	1.0	1.6	185.0	1,848.0
East 40th Place	14,222	7.6	28.6	A	A	F	521	861	1.0	1.6	110.0	1,094.4
Gary, IN												

Table 4.3-4 Summary of Proposed Action Effects on Highway/Rail At-Grade Crossings on the EJ&E Rail Line												
Street	2015 ADT	Trains per Day		2015 Level of Service			Queue Length (Feet)		Average Delay per Delayed Vehicle (Minutes)		Total Vehicle Traffic Delay (24-Hr) (Minutes)	
				Crossing		Roadway						
		No-Action	Proposed Action	No-Action	Proposed Action		No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action
West 25th Avenue	4,187	9.7	29.7	A	A	B	162	238	1.0	1.5	44.0	294.0
West 15th Avenue	19,890	9.7	29.7	A	A	F	771	1,131	1.0	1.5	208.0	1,399.5
West 9th Avenue	4,187	9.7	29.7	A	A	B	159	233	1.0	1.4	43.0	268.8
West 5th Avenue	28,467	9.8	29.8	A	A	D	537	807	1.0	1.5	292.0	2,004.0

Table 4.3-5 from the Draft EIS:

Table 4.3-5 Train Operations Factors for the EJ&E Rail Line						
Street	**Length of Train**		**Train Speed**		**Trains per Day**	
	No-Action	**Proposed Action**	**No-Action**	**Proposed Action**	**No-Action**	**Proposed Action**
Near Libertyville, IL						
Diamond Lake Road	2,760	6,829	26	31	5.3	20.3
Near Mundelein, IL						
IL 60 & 83	2,760	6,829	28	32	5.3	20.3
Near Hawthorn Woods, IL						
Gilmer Road	2,760	6,829	30	33	5.3	20.3
Old McHenry Road	2,760	6,829	29	32	5.3	20.3
Near Lake Zurich, IL						
Oakwood Road	2,760	6,829	27	30	5.3	20.3
Lake Zurich, IL						
Main Street	2,760	6,829	27	30	5.3	20.3
Old Rand Road	2,760	6,829	28	31	5.3	20.3
Ela Road	2,760	6,829	33	36	5.3	20.3
Near Barrington, IL						
Cuba Road	2,760	6,829	36	39	5.3	20.3
Barrington, IL						
Lake Zurich Road	2,760	6,829	39	41	5.3	20.3
Northwest Highway (US 14)	2,760	6,829	38	39	5.3	20.3
Hough Street (IL 59&63)	2,760	6,829	37	39	5.3	20.3
Barrington, IL						
Lake Cook Road / Main Street	2,760	6,829	37	39	5.3	20.3
Near Barrington, IL						
Penny Road	2,760	6,829	34	37	5.3	20.3
Hoffman Estates, IL						
Shoe Factory Road	2,760	6,829	33	37	5.3	20.3
Near Elgin, IL						
West Bartlett Road	3,042	6,714	40	43	5.5	22.5
Near Bartlett, IL						
Stearns Road	3,042	6,714	38	41	5.5	22.5
Wayne, IL						
Army Trail Road	2,264	6,843	36	40	4.4	23.4
Near West Chicago, IL						
Smith Road	2,264	6,843	35	40	4.4	23.4
Hawthorne Lane	2,264	6,843	29	33	4.4	23.4
West Chicago, IL						
Washington Street	3,769	6,494	21	23	10.7	31.6
Aurora Street	3,769	6,494	22	26	10.7	31.6
Church Street	3,769	6,494	22	25	10.7	31.6
Naperville, IL						
Diehl Road	3,769	6,494	33	38	10.7	31.6
Near Aurora, IL						
Liberty Street.	3,881	6,203	25	30	15.7	39.5
Ogden Avenue (US 34)	3,881	6,203	32	39	15.7	39.5

Table 4.3-5 Train Operations Factors for the EJ&E Rail Line						
Street	**Length of Train**		**Train Speed**		**Trains per Day**	
	No-Action	**Proposed Action**	**No-Action**	**Proposed Action**	**No-Action**	**Proposed Action**
Montgomery Road / 83rd Street	3,881	6,203	32	38	15.7	39.5
Near Plainfield, IL						
Hafenrichter Road	3,881	6,203	32	38	15.7	39.5
Wolf's Crossing Road	3,881	6,203	31	37	15.7	39.5
111th Street	3,881	6,203	31	37	15.7	39.5
Ferguson Road / 119th Street	3,881	6,203	30	36	15.7	39.5
127th Street	3,881	6,203	29	33	15.7	39.5
135th Street	3,398	5,842	29	34	15.7	39.5
Van Dyke Road	3,398	5,842	32	38	~~18.5~~ 15.7	~~42.3~~ 39.5
Plainfield, IL						
143rd Street	3,398	5,842	33	39	~~18.5~~ 15.7	~~42.3~~ 39.5
Plainfield-Naperville Road	3,398	5,842	34	40	18.5	42.3
Main Street	3,398	5,842	34	40	18.5	42.3
Center Street	3,398	5,842	34	40	18.5	42.3
Eastern Avenue	3,398	5,842	34	40	18.5	42.3
Lockport Road	3,398	5,842	34	40	18.5	42.3
Renwick Road	3,398	5,842	35	40	18.5	42.3
Near Crest Hill, IL						
East Frontage Road / Essington Road	3,398	5,842	33	39	18.5	42.3
Division Street	3,398	5,842	31	36	18.5	42.3
Crest Hill, IL						
Gaylord Road	3,398	5,842	28	33	18.5	42.3
Near Joliet, IL						
South Rowell Avenue	3,795	6,684	19	17	6.4	28.3
Joliet, IL						
Woodruff Road	2,743	5,552	9	10	18.5	42.3
Washington Street	3,795	6,684	9	10	6.4	28.3
Mills Road	3,795	6,684	27	30	6.4	28.3
South Rowell Avenue	3,795	6,684	29	33	6.4	28.3
Briggs Street	3,795	6,684	31	34	6.4	28.3
Near New Lenox, IL						
South Gougar Road	3,795	6,684	28	34	6.4	28.3
Nelson	3,795	6,684	31	36	6.4	28.3
Cedar Road	3,795	6,684	30	36	6.4	28.3
Spencer Road	3,795	6,684	31	36	6.4	28.3
School House Road	3,795	6,684	31	36	6.4	28.3
Near Frankfort, IL						
Wolf Road	3,795	6,684	28	33	6.4	28.3
Frankfort, IL						
Center Avenue	3,795	6,684	29	34	6.4	28.3
Near Frankfort, IL						

Table 4.3-5 Train Operations Factors for the EJ&E Rail Line						
Street	**Length of Train**		**Train Speed**		**Trains per Day**	
	No-Action	**Proposed Action**	**No-Action**	**Proposed Action**	**No-Action**	**Proposed Action**
Old Sauk Trail	3,795	6,684	32	36	6.4	28.3
Pfeiffer Road / 88th Avenue	3,795	6,684	32	36	6.4	28.3
Harlem Avenue	3,795	6,684	35	41	6.4	28.3
Near Matteson, IL						
Ridgeland Avenue	3,795	6,684	35	41	6.4	28.3
Cicero Avenue	3,795	6,684	35	35	6.4	28.3
Matteson, IL						
Main Street	3,795	6,684	40	40	6.4	20.3
Main Street Connector (North)	-	6,684	-	15	-	8.0
Main Street Connector (South)	3,795	6,684	10	15	2.2	6.3
Park Forest, IL						
Western Avenue	3,615	6,256	34	31	8.6	31.6
Chicago Heights, IL						
Chicago Road	3,615	6,256	21	22	8.6	31.6
West End Avenue / Halsted Street	3,615	6,256	19	20	8.6	31.6
East End Avenue	3,615	6,256	20	20	8.6	31.6
East End Connector	3,615	6,256	10	10	1.6	2.6
Wentworth Avenue	3,261	6,012	18	19	10.2	34.2
State Street	3,261	6,012	22	22	10.2	34.2
Cottage Grove Avenue	3,261	6,012	30	33	10.2	34.2
Sauk Village, IL						
Torrence Avenue	3,261	6,012	37	41	10.2	34.2
Lynwood, IL						
Lincoln Highway (US 30)	3,261	6,012	30	33	10.2	34.2
Dyer, IN						
Lake Street	3,261	6,012	30	34	10.2	34.2
Hart Street	3,261	6,012	31	34	10.2	34.2
Schererville, IN						
Airport Road	3,261	6,012	36	39	10.2	34.2
Kennedy Avenue	3,261	6,012	35	38	10.2	34.2
Griffith, IN						
Broad Street	~~2,717~~ 3,261	~~5,915~~ 6,012	~~23~~ 17	~~24~~ 20	7.6	~~28.6~~ 23.6
Broad Street Connector	3,261	6,012	25	25	2.6	10.7
East Main Street	2,717	5,915	23	24	7.6	28.6
East Lake Street	2,717	5,915	26	27	7.6	28.6
East Miller Street	2,717	5,915	28	29	7.6	28.6
East Elm Street	2,717	5,915	29	34	7.6	28.6
East 45th Avenue	2,717	5,915	31	34	7.6	28.6
East 40th Place	2,717	5,915	32	35	7.6	28.6
Gary, IN						
West 25th Avenue	3,144	5,777	34	37	9.7	29.7
West 15th Avenue	3,144	5,777	34	37	9.7	29.7

Table 4.3-5 Train Operations Factors for the EJ&E Rail Line						
Street	**Length of Train**		**Train Speed**		**Trains per Day**	
	No-Action	**Proposed Action**	**No-Action**	**Proposed Action**	**No-Action**	**Proposed Action**
West 9th Avenue	3,144	5,777	35	38	9.7	29.7
West 5th Avenue	3,108	5,758	35	37	9.8	29.8

Table 4.3-6 from the Draft EIS:

Table 4.3-6 Summary of Proposed Action Effects on Highway/Rail At-Grade Crossings on the CN Rail Line												
Street	2015 ADT	Trains per Day		2015 Level Of Service			Queue Length (feet)		Average Delay per Delayed Vehicle (minutes)		Total Vehicle Traffic Delay (24-Hr) (minutes)	
				Crossing		Roadway						
		No-Action	Proposed Action	No-Action	Proposed Action		No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action
Waukesha Subdivision												
River Forest, IL												
Forest Avenue	3,035	~~3.5~~ 5.4	0.0	A	A	A	213	0	1.8	0.0	~~37.8~~ 58.5	0.0
Augusta Street	3,035	~~3.5~~ 5.4	0.0	A	A	A	213	0	1.8	0.0	~~37.8~~ 58.5	0.0
Keystone Avenue	3,035	~~3.5~~ 5.4	0.0	A	A	A	213	0	1.8	0.0	~~37.8~~ 58.5	0.0
Thatcher Avenue	10,039	~~3.5~~ 5.4	0.0	A	A	~~A~~ C	471	0	1.8	0.0	193.2	0.0
River Grove, IL												
1st Avenue (IL 171)	36,321	~~3.5~~ 5.4	0.0	A	A	C	1,277	0	1.8	0.0	700.1	0.0
5th Avenue	12,190	~~3.5~~ 5.4	0.0	A	A	~~C~~ B	428	0	1.8	0.0	~~149.4~~ 235.0	0.0
Melrose Park, IL												
George Street	4,661	~~3.5~~ 5.4	0.0	A	A	B	347	0	1.9	0.0	~~64.6~~ 100.7	0.0
Franklin Park, IL												
Fullerton Avenue	4,780	~~3.5~~ 5.4	0.0	A	A	B	391	0	2.1	0.0	~~79.8~~ 124.9	0.0
Belmont Avenue	11,831	19.3	2.0	B	A	B	639	308	2.8	1.4	1,924.1	46.3
Des Plaines, IL												
Pratt Avenue	2,735	19.1	2.0	B	A	~~B~~ A	253	121	2.4	1.2	322.1	7.7

Table 4.3-6 Summary of Proposed Action Effects on Highway/Rail At-Grade Crossings on the CN Rail Line

Street	2015 ADT	Trains per Day		2015 Level Of Service			Queue Length (feet)		Average Delay per Delayed Vehicle (minutes)		Total Vehicle Traffic Delay (24-Hr) (minutes)	
				Crossing		Roadway						
		No-Action	Proposed Action	No-Action	Proposed Action		No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action
Touhy Avenue	28,085	19.1	2.0	A	A	~~A~~ D	852	434	2.0	1.0	2,229.6	60.6
Frontage Road	3,481	19.1	2.0	A	A	~~D~~ A	264	135	2.0	1.0	276.4	7.5
Oakton Street	29,160	19.1	2.0	A	A	D	1,106	600	2.0	1.1	2,315.0	71.4
Prospect Avenue	4,906	19.1	2.0	A	A	B	372	190	2.0	1.0	389.5	10.6
Algonquin Road	11,114	19.1	2.0	A	A	~~D~~ C	798	438	1.9	1.0	789.8	25.0
Lee Street/Mannheim Road (US 12)	10,193	19.1	2.0	A	A	C	732	402	1.9	1.0	724.4	22.9
Graceland Avenue (US 12)	24,956	19.1	2.0	A	A	~~C~~ F	1,745	984	1.8	1.0	1683.1	56.1
Thacker Street/Dempster Street	14,102	19.1	2.0	A	A	F	986	556	1.8	1.0	951.1	31.7
Prairie Avenue	2,873	19.1	2.0	A	A	~~F~~ A	191	111	1.7	1.0	175.5	6.2
Seegers Road	1,781	19.1	2.0	B	A	A	139	75	2.0	1.1	149.9	4.6
Golf Road (IL 58)	33,861	19.1	2.0	B	A	~~A~~ E	1,323	731	2.0	1.1	2,850.9	91.1
Rand Road (US 12)	26,714	19.1	2.0	B	A	~~E~~ D	1,076	576	2.1	1.1	2,391.3	71.9
Central Road	22,348	19.1	2.0	A	A	~~D~~ F	1,453	816	1.7	0.9	1,302.5	43.1
Near Mount Prospect, IL												
Kensington Road/ Foundry Road	10,090	19.1	2.0	A	A	~~F~~ D	614	335	1.6	0.9	515.5	16.0

Table 4.3-6 Summary of Proposed Action Effects on Highway/Rail At-Grade Crossings on the CN Rail Line

Street	2015 ADT	Trains per Day		2015 Level Of Service			Queue Length (feet)		Average Delay per Delayed Vehicle (minutes)		Total Vehicle Traffic Delay (24-Hr) (minutes)	
				Crossing		Roadway						
		No-Action	Proposed Action	No-Action	Proposed Action		No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action
Mount Prospect, IL												
Euclid Avenue	22,826	19.1	2.0	A	~~A~~	~~D~~ C	680	368	1.6	0.8	1,119.1	34.3
Prospect Hts, IL												
Wolf Road	25,216	19.1	2.0	A	A	~~C~~ F	1,474	813	1.5	0.8	1,187.9	37.9
Camp McDonald Road	10,397	19.1	2.0	A	A	~~F~~ D	608	335	1.5	0.8	489.8	15.6
Hintz Road	24,977	19.1	2.0	A	A	E ~~A~~	776	434	1.6	0.9	1,331.4	43.5
Wheeling, IL												
Willow Road	3,585	19.1	2.0	A	A	~~D~~ A	214	117	1.6	0.9	175.8	5.5
Dundee Road (IL 68)	40,188	19.1	2.0	A	A	~~E~~ F	1,130	667	1.5	0.9	1,754.1	63.9
Buffalo Grove, IL												
Deerfield Parkway/ Busch Road	23,182	19.1	2.0	A	A	~~F~~ E	1,507	832	1.7	0.9	1,351.1	43.1
Buffalo Grove Road	16,341	19.1	2.0	A	A	~~D~~ F	613	351	1.5	0.8	713.2	24.6
Prairie View, IL												
Aptakisic Road	29,009	19.1	2.0	A	A	D	943	521	1.7	0.9	1,690.7	54.0
Near Prairie View, IL												
Half Day Road (IL 22)	24,195	19.1	2.0	A	A	~~D~~ C	1,387	791	1.5	0.9	1,096.5	37.4
Near Vernon Hills, IL												
US 45	22,295	19.1	2.0	A	A	F	836	500	1.5	0.9	973.1	36.5

Table 4.3-6 Summary of Proposed Action Effects on Highway/Rail At-Grade Crossings on the CN Rail Line												
Street	2015 ADT	Trains per Day		2015 Level Of Service			Queue Length (feet)		Average Delay per Delayed Vehicle (minutes)		Total Vehicle Traffic Delay (24-Hr) (minutes)	
				Crossing		Roadway						
		No-Action	Proposed Action	No-Action	Proposed Action		No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action
Vernon Hills, IL												
Butterfield Road	18,368	19.1	2.0	A	A	~~F~~ C	548	324	1.6	0.9	900.5	33.0
Mundelein, IL												
Townline Road (IL 60)	44,084	19.1	2.0	A	A	~~C~~ F	1,263	753	1.5	0.9	1,997.8	74.1
Allanson Road	19,382	20.8	17.8	A	B	F	1,260	1,786	1.7	2.4	1,230.1	2,116.3
Hawley Street	8,234	20.8	17.8	A	A	~~F~~ C	357	406	1.7	1.9	522.6	578.4
Park Street	732	20.8	17.8	A	A	~~D~~ A	48	54	1.7	1.9	46.5	51.5
Maple Avenue	14,568	20.8	17.8	A	A	~~A~~ D	947	1,077	1.7	1.9	924.6	1024.2
Winchester Road	6,841	20.0	17.8	A	A	~~D~~ C	200	227	1.5	1.7	350.9	386.2
Near Mundelein, IL												
Peterson Road	20,268	20.8	17.8	A	A	~~C~~ F	432	489	1.4	1.6	866.1	947.3
Near Libertyville, IL												
Harris Road	4,434	20.8	17.8	A	A	~~F~~ B	236	267	1.4	1.6	189.5	207.2
Freeport Subdivision												
Chicago, IL												
Pulaski Road	27,965	2.5	0.0	A	A	D	1,267	175	2.4	0.3	414.6	0.0
Berwyn, IL												
Riverside Drive	5,497	4.4	1.7	A	A	B	487	260	2.3	1.2	136.9	15.1

Table 4.3-6 Summary of Proposed Action Effects on Highway/Rail At-Grade Crossings on the CN Rail Line												
Street	2015 ADT	Trains per Day		2015 Level Of Service			Queue Length (feet)		Average Delay per Delayed Vehicle (minutes)		Total Vehicle Traffic Delay (24-Hr) (minutes)	
				Crossing		Roadway						
		No-Action	Proposed Action	No-Action	Proposed Action		No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action
Riverside, IL												
Harlem Avenue (IL 43)	39,485	4.4	1.7	A	A	F	1,748	984	2.3	1.2	983.3	108.4
North Riverside, IL												
26th Street	16,134	4.4	1.7	A	A	B	714	381	2.3	1.2	401.8	44.3
Des Plaines Avenue	17,807	4.4	1.7	A	A	C	788	421	2.3	1.2	443.4	48.9
Near North Riverside, IL												
Cermak Road	40,633	4.4	1.7	A	A	E	1,439	769	2.3	1.2	1,011.8	111.5
1st Avenue (IL 171)	37,727	4.4	1.7	A	A	F	1,670	892	2.3	1.2	939.5	103.6
Broadview, IL												
17th Avenue	11,353	4.4	1.7	A	A	A	639	318	2.9	1.5	456.9	43.7
Hillside, IL												
Harrison Street	10,984	3.0	1.7	A	A	C	723	382	1.7	0.9	103.1	16.3
Wolf Road	18,763	3.0	1.7	A	A	C	632	326	1.8	0.9	184.3	27.9
Elmhurst, IL												
York Road	24,190	3.0	1.7	A	A	F	1,557	828	1.7	0.9	217.1	34.8
Vallette Street	4,233	3.0	1.7	A	A	B	285	158	1.7	1.0	41.5	7.2
Argyle Avenue	1,165	3.0	1.7	A	A	A	72	40	1.6	0.9	9.6	1.7
Spring Road	10,886	3.0	1.7	A	A	D	658	373	1.6	0.9	86.3	15.7
Saint Charles Street	11,289	3.0	1.7	A	A	C	455	258	1.6	0.9	89.5	16.2
West Avenue	11,289	3.0	1.7	A	A	D	683	387	1.6	0.9	89.5	16.2
Villa Park, IL												
Villa Avenue	8,870	3.0	1.7	A	A	C	536	304	1.6	0.9	70.3	12.8
Addison Avenue	17,471	3.0	1.7	A	A	B	308	174	1.6	0.9	144.1	26.0
North Avenue (IL 64)	58,778	3.0	1.7	A	A	E	907	511	1.6	0.9	484.9	87.4

Table 4.3-6 Summary of Proposed Action Effects on Highway/Rail At-Grade Crossings on the CN Rail Line

Street	2015 ADT	Trains per Day		2015 Level Of Service			Queue Length (feet)		Average Delay per Delayed Vehicle (minutes)		Total Vehicle Traffic Delay (24-Hr) (minutes)	
				Crossing		Roadway						
		No-Action	Proposed Action	No-Action	Proposed Action		No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action
Near Addison, IL												
Grace Street	9,139	3.0	1.7	A	A	B	294	156	1.7	0.9	82.0	13.2
Swift Road	22,175	3.0	1.7	A	A	F	860	477	1.5	0.8	162.7	28.3
Near Bloomingdale, IL												
Schmale Road	30,373	3.0	1.7	A	A	E	957	497	1.6	0.9	261.2	39.9
Army Trail Road	41,796	3.0	1.7	A	A	F	1,194	632	1.5	0.8	295.6	46.9
Bloomingdale, IL												
Gary Avenue	37,092	3.0	1.7	A	A	E	1,060	561	1.5	0.8	262.3	41.7
Hanover Park, IL												
County Farm Road	38,705	3.0	1.7	A	A	E	1,106	593	1.5	0.8	273.7	44.5
Bartlett, IL												
Sutton Road (IL 59)	52,951	3.0	1.7	A	A	F	1,570	843	1.5	0.8	403.5	65.8
Near Bartlett, IL												
Powis Road	5,510	~~3.0~~ 2.0	~~2.6~~ 2.0	A	A	C	357	789	1.7	3.7	~~51.0~~ 33.4	~~210.9~~ 163.2
South Elgin, IL												
IL 25	10,830	~~3.0~~ 2.0	~~2.6~~ 2.0	A	A	D	450	450	1.1	1.1	~~40.7~~ 27.0	~~35.2~~ 27.0
Randall Road	46,189	~~3.0~~ 2.0	~~2.6~~ 2.0	A	A	F	959	959	1.1	1.1	~~176.0~~ 115.1	~~152.9~~ 115.1
Joliet Subdivision												
Lemont, IL												
Pruxne Street/Illinois Street	7,171	1.8	2.0	A	A	C	445	407	1.6	1.5	35.9	33.4
Holmes Street	451	1.8	2.0	A	A	A	28	26	1.6	1.5	2.3	2.1
Stephen Street	14,222	1.8	2.0	A	A	~~A~~	925	846	1.7	1.5	78.2	72.7

Table 4.3-6 Summary of Proposed Action Effects on Highway/Rail At-Grade Crossings on the CN Rail Line

Street	2015 ADT	Trains per Day		2015 Level Of Service			Queue Length (feet)		Average Delay per Delayed Vehicle (minutes)		Total Vehicle Traffic Delay (24-Hr) (minutes)	
				Crossing		Roadway						
		No-Action	Proposed Action	No-Action	Proposed Action		No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action
						F						
Romeoville, IL												
Romeo Road/ 135th Street	19,102	1.8	2.0	A	A	F	904	1,067	~~1.3~~ 1.2	1.5	55.6	86.2
Lockport, IL												
9th Street (IL 7)	31,796	1.8	2.0	A	A	F	1,600	1,974	1.3	1.6	104.6	177.0
10th Street	160	1.8	2.0	A	A	A	8	10	1.3	1.6	0.5	0.9
11th Street	307	1.8	2.0	A	A	A	15	19	1.3	1.6	1.0	1.7
Division Street	6,783	1.8	2.0	A	A	B	341	421	1.3	1.6	22.3	37.8
Joliet, IL												
Ohio Street	7,198	~~2.9~~ 1.8	~~2.9~~ 2.0	~~B~~ A	~~B~~ A	C	~~1,624~~ 1,043	~~1,624~~ 1,339	~~5.9~~ 3.8	~~5.9~~ 4.8	196.4	359.8
Jackson Street	20,380	~~2.9~~ 1.8	~~2.9~~ 2.0	~~B~~ A	~~B~~ A	D	1,476	1,596	~~5.9~~ 3.8	~~5.9~~ 4.8	555.9	1,018.7
Chicago Subdivision												
Richton Park, IL												
University Parkway / Stuenkel Road	13,640	~~12.8~~ 13.8	~~12.8~~ 12.3	A	A	F	318	318	1.2	1.2	~~271.2~~ 295.1	~~271.2~~ 263.0
University Park, IL												
W. Dralle Road	4,012	~~12.8~~ 13.8	~~12.8~~ 12.3	A	A	~~F~~ B	93	93	1.2	1.2	~~79.2~~ 86.8	~~79.2~~ 77.4
Elsdon/South Bend Subdivision												
Chicago, IL												
55th Street	31,431	~~3.3~~ 1.6	~~0.0~~ 1.6	A	A	F	2,632	~~0~~ 2,632	4.4	~~0.0~~ 4.4	1,019.1	1,019.1
71st Street	16,612	~~3.3~~	~~0.0~~	A	A	F	2,783	~~0~~	4.4	~~0.0~~	538.6	538.6

Table 4.3-6 Summary of Proposed Action Effects on Highway/Rail At-Grade Crossings on the CN Rail Line

Street	2015 ADT	Trains per Day		2015 Level Of Service			Queue Length (feet)		Average Delay per Delayed Vehicle (minutes)		Total Vehicle Traffic Delay (24-Hr) (minutes)	
				Crossing		Roadway						
		No-Action	Proposed Action	No-Action	Proposed Action		No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action
		1.6	1.6					2,783		4.4		
79th Street	29,291	3.4	0.0	A	A	D	2,453	~~3~~ 0	4.4	0.0	2,018.2	0.0
Columbus Avenue	18,046	3.4	0.0	A	A	C	1,511	0	4.4	0.0	1,243.4	0.0
83rd Place	1,305	3.4	0.0	A	A	A	219	0	4.4	0.0	89.9	0.0
87th Street	23,663	3.4	0.0	A	A	C	1,321	0	4.4	0.0	1,630.4	0.0
103rd Street	23,782	3.4	0.0	A	A	C	1,992	0	4.4	0.0	1,638.6	0.0
111th Street	19,600	3.4	0.0	A	A	C	1,642	0	4.4	0.0	1,350.4	0.0
115th Street	15,536	3.4	0.0	A	A	F	1,301	0	4.4	0.0	1,070.4	0.0
Evergreen Park, IL												
91st Street	4,482	3.4	0.0	A	A	B	751	0	4.4	0.0	308.8	0.0
Kedzie Avenue	28,802	3.4	0.0	A	A	D	2,412	0	4.4	0.0	1,984.4	0.0
94th Street	3,466	3.4	0.0	A	A	A	290	0	4.4	0.0	238.8	0.0
95th Street (US 12/ US 20)	27,768	3.4	0.0	A	A	C	1,550	0	4.4	0.0	1,913.2	0.0
99th Street	11,592	3.4	0.0	A	A	E	1,942	0	4.4	0.0	798.7	0.0
Blue Island, IL												
119th Street	14,341	3.4	0.0	A	A	E	2,402	0	4.4	0.0	988.1	0.0
123rd Street	6,468	3.4	0.0	A	A	C	1,083	0	4.4	0.0	445.6	0.0
127th Street	27,607	3.4	0.0	A	A	D	2,312	0	4.4	0.0	1,902.1	0.0
Broadway Street	5,916	14.9	1.0	~~A~~ E	A	B	~~206~~ 647	~~149~~ 517	~~1.8~~ 5.7	~~1.3~~ 4.5	3,043.0	130.5
Dixmoor, IL												
Western Avenue	10,039	14.9	1.0	A	A	B	420	295	2.2	1.5	754.7	25.1
Robey Street	144	14.9	1.0	A	A	A	11	7	1.9	1.4	8.3	0.3
Harvey, IL												

Table 4.3-6 Summary of Proposed Action Effects on Highway/Rail At-Grade Crossings on the CN Rail Line

Street	2015 ADT	Trains per Day		2015 Level Of Service			Queue Length (feet)		Average Delay per Delayed Vehicle (minutes)		Total Vehicle Traffic Delay (24-Hr) (minutes)	
				Crossing		Roadway						
		No-Action	Proposed Action	No-Action	Proposed Action		No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action
Lincoln Avenue	886	14.9	1.0	A	A	A	65	46	1.9	1.4	1.0	1.7
Wood Street	15,775	14.9	1.0	A	A	C	563	403	1.9	1.3	865.3	29.8
147th Street / Sibley Boulevard (IL 83)	33,509	14.9	1.0	A	A	E	1,196	857	1.9	1.3	1,838.1	63.3
Ashland Ave	13,944	14.9	1.9	A	A	F	996	713	1.9	1.3	764.9	26.3
Center Avenue	886	14.9	1.0	A	A	A	62	45	1.8	1.3	46.4	1.6
Broadway Avenue	886	14.9	1.0	~~E~~ A	A	A	~~97~~ 31	~~77~~ 22	~~5.7~~ 1.8	~~4.5~~ 1.3	46.4	1.6
Park Avenue	7,051	14.9	1.0	A	A	B	246	177	1.8	1.3	369.3	12.8
Halsted Street (IL 1)	14,411	19.5	1.0	A	A	C	427	368	1.5	1.3	713.0	27.2
Phoenix, IL												
155th Street	451	19.5	1.0	A	A	A	27	23	1.5	1.3	22.3	0.9
South Holland, IL												
Thornton-Blue Island Road	4,960	19.5	1.0	A	A	B	301	268	1.6	1.4	256.6	10.5
159th/162nd Street (US 6)	34,741	19.5	1.0	A	A	E	1,053	1,022	1.6	1.5	1,797.3	86.9
South Park Avenue	11,831	22.1	2.9	B	A	B	467	478	2.1	2.1	1,176..9	161.7
170th Street	13,266	22.1	2.9	C	A	C	847	898	3.3	3.5	3,451.2	509.3
Lansing, IL												
Volbrecht Road	3,641	22.1	2.9	A	A	B	211	195	1.5	1.4	195.3	21.8
182nd Street	9,336	22.1	2.9	A	A	D	530	491	1.5	1.4	480.7	54.1
Torrence Ave (IL 83)	12,799	22.1	2.9	A	A	B	363	331	1.5	1.3	659.0	71.7
186th Street	7,768	22.1	2.9	A	A	C	424	389	1.4	1.3	370.1	40.9
Burnham Avenue	8,724	22.1	2.9	A	A	B	468	437	1.4	1.3	400.5	45.9
Wentworth Avenue	13,027	22.1	2.9	A	A	E	699	653	1.4	1.3	598.1	68.5

Table 4.3-6 Summary of Proposed Action Effects on Highway/Rail At-Grade Crossings on the CN Rail Line												
Street	2015 ADT	Trains per Day		2015 Level Of Service			Queue Length (feet)		Average Delay per Delayed Vehicle (minutes)		Total Vehicle Traffic Delay (24-Hr) (minutes)	
				Crossing		Roadway						
		No-Action	Proposed Action	No-Action	Proposed Action		No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action
Near Thornton, IL												
Thornton-Lansing St	11,951	22.1	2.9	A	A	F	693	639	1.5	1.4	640.8	71.6
Munster, IN												
Calumet Avenue	31,311	22.1	2.9	A	A	F	872	797	1.4	1.3	1549.9	169.9
White Oak Avenue	11,062	22.1	2.9	A	A	E	641	591	1.5	1.4	593.2	66.2
Highland, IN												
Kennedy Avenue	6,664	22.1	2.9	C	A	B	723	766	2.8	3.0	1,251.9	184.3
Griffith, IN												
Main Street	10,960	22.1	2.9	A	A	F	678	669	1.6	1.6	669.4	85.5
Broad Street	19,572	22.1	2.9	A	A	F	1,184	1,147	1.6	1.5	1,142.9	140.7
Colfax Street	14,139	24.8	18.6	A	A	F	787	1,019	1.4	1.9	~~714.0~~ 785.4	986.6
Merrillville, IN												
Taft Street	30,473	~~23.3~~ 24.8	~~23.3~~ 18.6	A	A	F	1,697	1,697	1.4	1.4	~~1537.2~~ 1,692.7	~~1537.2~~ 1,269.5
Madison Street	9,031	~~23.3~~ 24.8	~~23.3~~ 18.6	A	A	D	503	503	1.4	1.4	~~455.0~~ 501.6	~~455.0~~ 376.2
Broadway Street	39,989	~~23.3~~ 24.8	~~23.3~~ 18.6	A	A	F	1,113	1,113	1.4	1.4	~~2,017.4~~ 2,221.3	1,665.9

Table 4.3-7 from the Draft EIS:

Table 4.3-7 Train Operations Factors for the CN Rail Line						
Street	**Length of Train**		**Train Speed**		**Trains Per Day**	
	No-Action	**Proposed Action**	**No-Action**	**Proposed Action**	**No-Action**	**Proposed Action**
Waukesha Subdivision						
River Forest, IL						
Forest Avenue	6,104	0	30	0	5.4	0.0
Augusta Street	6,104	0	30	0	5.4	0.0
Keystone Avenue	6,104	0	30	0	5.4	0.0
Thatcher Avenue	6,104	0	30	0	5.4	0.0
River Grove, Il						
1st Avenue (IL 171)	6,104	0	30	0	5.4	0.0
5th Avenue	6,104	0	30.0	0	5.4	0.0
Melrose Park, IL						
George Street	6,104	0	28.0	0.0	5.4	0.0
Franklin Park, IL						
Fullerton Avenue	6,104	0	25.0	0.0	5.4	0.0
Belmont Avenue	6,388	2,645	19.0	19.0	19.3	2.0
Des Plaines, IL						
Pratt Avenue	6,468	3,129	23	28	19.1	2.0
Touhy Avenue	6,468	3,129	29	34	19.1	2.0
Frontage Road	6,468	3,129	29	34	19.1	2.0
Prospect Avenue	6,468	3,129	29	34	19.1	2.0
Oakton Street	6,468	3,129	29	31	19.1	2.0
Algonquin Road	6,468	3,129	31	33	19.1	2.0
Lee Street/Mannheim Road (US 12)	6,468	3,129	31	33	19.1	2.0
Graceland Avenue (US 12)	6,468	3,129	32	33	19.1	2.0
Thacker Street/Dempster Street	6,468	3,129	32	33	19.1	2.0
Prairie Avenue	6,468	3,129	34	34	19.1	2.0
Seegers Road	6,468	3,129	28	30	19.1	2.0
Golf Road (IL 58)	6,468	3,129	28	29	19.1	2.0
Rand Road (US 12)	6,468	3,129	27	29	19.1	2.0
Central Road	6,468	3,129	35	37	19.1	2.0
Near Mount Prospect, IL						
Kensington Road/Foundry Road	6,468	3,129	38	43	19.1	2.0
Mount Prospect, IL						
Euclid Avenue	6,468	3,129	39	45	19.1	2.0
Prospect Hts, IL						
Wolf Road	6,468	3,129	40	45	19.1	2.0
Camp McDonald Road	6,468	3,129	40	45	19.1	2.0
Hintz Road	6,468	3,129	37	40	19.1	2.0
Wheeling, IL						
Willow Road	6,468	3,129	39	44	19.1	2.0
Dundee Road (IL 68)	6,468	3,129	42	43	19.1	2.0
Buffalo Grove, IL						

Table 4.3-7 Train Operations Factors for the CN Rail Line						
Street	**Length of Train**		**Train Speed**		**Trains Per Day**	
	No-Action	**Proposed Action**	**No-Action**	**Proposed Action**	**No-Action**	**Proposed Action**
Deerfield Parkway/Busch Road	6,468	3,129	35	38	19.1	2.0
Buffalo Grove Road	6,468	3,129	42	45	19.1	2.0
Prairie View, Il						
Aptakisic Road	6,468	3,129	35	38	19.1	2.0
Near Prairie View, Il						
Half Day Road (IL 22)	6,468	3,129	41	44	19.1	2.0
Near Vernon Hills, IL						
US 45	3,129	3,129	42	42	19.1	2.0
Vernon Hills, IL						
Butterfield Road	3,129	3,129	39	39	19.1	2.0
Mundelein, IL						
Townline Road (IL 60)	6,468	7,571	41	41	20.8	17.8
Allanson Road	6,468	7,571	35	27	20.8	17.8
Hawley Street	6,468	7,571	35	35	20.8	17.8
Park Street	6,468	7,571	35	35	20.8	17.8
Maple Avenue	6,468	7,571	35	35	20.8	17.8
Winchester Road	6,468	7,571	40	40	20.8	17.8
Near Mundelein, IL						
Peterson Road	6,468	7,571	45	45	19.1	17.8
Near Libertyville, IL						
Harris Road	6,468	7,571	45	45	19.1	17.8
Freeport Subdivision						
Chicago, IL						
Pulaski Road	5,224	0	19	19	2.5	0.0
Berwyn, IL						
Riverside Drive	6,690	3,061	25	25	4.4	1.7
Riverside, IL						
Harlem Avenue (IL 43)	6,690	3,061	25	25	4.4	1.7
North Riverside, IL						
26th Street	6,690	3,061	25	25	4.4	1.7
Des Plaines Avenue	6,690	3,061	25	25	4.4	1.7
Near North Riverside, IL						
Cermak Road	6,690	3,061	25	25	4.4	1.7
1st Avenue (IL 171)	6,690	3,061	25	25	4.4	1.7
Broadview, IL						
17th Avenue	6,690	3,061	19	20	4.4	1.7
Hillside, IL						
Wolf Road	6,755	3,060	35	39	3.0	1.7
Harison Street	6,755	3,060	36	39	3.0	1.7
Elmhurst, IL						
York Road	6,755	3,061	37	40	3.0	1.7
Vallette Street	6,750	3,050	35	35	3.0	1.7
Argyle Avenue	6,755	3,061	39	40	3.0	1.7
Spring Road	6,755	3,061	40	40	3.0	1.7

Table 4.3-7 Train Operations Factors for the CN Rail Line						
Street	**Length of Train**		**Train Speed**		**Trains Per Day**	
	No-Action	**Proposed Action**	**No-Action**	**Proposed Action**	**No-Action**	**Proposed Action**
Saint Charles Street	6,755	3,061	40	40	3.0	1.7
West Avenue	6,755	3,061	40	40	3.0	1.7
Villa Park, IL						
Villa Avenue	6,755	3,061	40	40	3.0	1.7
Addison Avenue	6,755	3,061	39	39	3.0	1.7
North Avenue (IL 64)	6,755	3,061	39	39	3.0	1.7
Near Addison, IL						
Grace Avenue	6,755	3,061	37	40	3.0	1.7
Swift Road	6,755	3,061	42	44	3.0	1.7
Near Bloomingdale, IL						
Schmale Road	6,755	3,061	38	43	3.0	1.7
Army Trail Road	6,755	3,061	43	49	3.0	1.7
Bloomingdale, IL						
Gary Avenue	6,755	3,061	43	49	3.0	1.7
Hanover Park, IL						
County Farm Road	6,755	3,061	43	48	3.0	1.7
Bartlett, IL						
Sutton Road (IL 59)	6,755	3,061	41	45	3.0	1.7
Near Bartlett, IL						
Powis Road	4,600	4,600	25	10	2.0	2.0
South Elgin, IL						
IL 25	4,600	4,600	45	45	2.0	2.0
Randall Road	4,600	4,600	45	45	2.0	2.0
Joliet Subdivision						
Lemont, IL						
Pruxne Street / Illinois Street	6,103	5,457	35	35	1.8	2.0
Holmes Street	6,103	5,457	35	35	1.8	2.0
Stephen Street	6,103	5,457	33	33	1.8	2.0
Romeoville, IL						
Romeo Road/135th Street	4,659	6,108	38	40	1.8	2.0
Lockport, IL						
9th Street (IL 7)	4,659	6,108	35	35	1.8	2.0
10th Street	4,659	6,108	35	35	1.8	2.0
11th Street	4,659	6,108	35	35	1.8	2.0
Division Street	4,659	6,108	35	35	1.8	2.0
Joliet, IL						
Ohio Street	~~7,500~~ 4,659	~~7,500~~ 6,108	10	10	~~2.9~~ 1.8	~~3.0~~ 2.0
Jackson Street	~~7,500~~ 4,659	~~7,500~~ 6,108	10	10	~~2.9~~ 1.8	~~3.0~~ 2.0
Chicago Subdivision						
Richton Park, IL						
University Parkway / Stuenkel Road	5,400	5,400	45	45	~~12.8~~ 13.8	~~13.0~~ 12.3
University Park, IL						

Table 4.3-7 Train Operations Factors for the CN Rail Line						
Street	**Length of Train**		**Train Speed**		**Trains Per Day**	
	No-Action	**Proposed Action**	**No-Action**	**Proposed Action**	**No-Action**	**Proposed Action**
W. Dralle Road	5,400	5,400	45	45	~~12.8~~ 13.8	~~12.8~~ 12.3
Elsdon/South Bend Subdivision						
Chicago, IL						
55th Street	4,365	~~0~~ 4,365	8	~~0~~ 8	~~3.3~~ 1.6	~~0.0~~ 1.6
71st Street	4,365	~~0~~ 4,365	8	~~0~~ 8	~~3.3~~ 1.6	~~0.0~~ 1.6
79th Street	4,365	0	8	0	3.4	0.0
Columbus Avenue	4,365	0	8	0	3.4	0.0
83rd Place	4,365	0	8	0	3.4	0.0
87th Street	4,365	0	8	0	3.4	0.0
103rd Street	4,365	0	8	0	3.4	0.0
111th Street	4,365	0	8	0	3.4	0.0
115th Street	4,365	0	8	0	3.4	0.0
Evergreen Park, IL						
91st Street	4,365	0	8	0	3.4	0.0
Kedzie Avenue	4,365	0	8	0	3.4	0.0
94th Street	4,365	0	8	0	3.4	0.0
95th Street (US 12/US 20)	4,365	0	8	0	3.4	0.0
99th Street	4,365	0	8	0	3.4	0.0
Blue Island, IL						
119th Street	4,365	0	8	0	3.4	0.0
123rd Street	4,365	0	8	0	3.4	0.0
127th Street	4,365	0	8	0	3.4	0.0
Broadway Street	7,256	5,711	~~36~~ 10	~~43~~ 10	14.9	1.0
Dixmoor, IL						
Western Avenue	7,256	5,711	29	35	14.9	1.0
Robey Street	7,256	5,711	34	41	14.9	1.0
Harvey, IL						
Lincoln Avenue	7,256	5,711	34	41	14.9	1.0
Wood Street	7,256	5,711	35	42	14.9	1.0
147th Street / Sibley Boulevard (IL 83)	7,256	5,711	35	42	14.9	1.0
Ashland Avenue	7,256	5,711	35	42	14.9	1.0
Center Avenue	7,256	5,711	36	43	14.9	1.0
Broadway Avenue	7,256	5,711	~~10~~ 36	~~10~~ 43	14.9	1.0
Park Avenue	7,256	5,711	36	43	14.9	1.0
Halsted Street (IL 1)	5,927	5,711	36	42	19.5	1.0
Phoenix, IL						
155th Street	5,927	5,711	36	42	19.5	1.0
South Holland, IL						
Thornton-Blue Island Road	5,927	5,711	35	39	19.5	1.0

Table 4.3-7 Train Operations Factors for the CN Rail Line						
Street	**Length of Train**		**Train Speed**		**Trains Per Day**	
	No-Action	**Proposed Action**	**No-Action**	**Proposed Action**	**No-Action**	**Proposed Action**
159th /162nd Street (US 6)	5,927	5,711	35	35	19.5	1.0
South Park Avenue	6,081	6,489	26	27	22.1	2.9
170th Street	6,081	6,489	15	15	22.1	2.9
Lansing, IL						
Volbrecht Road	6,081	6,489	38	45	22.1	2.9
182nd Street/Ridge Road	6,081	6,489	39	46	22.1	2.9
Torrence Ave (IL 83)	6,081	6,489	39	47	22.1	2.9
186th Street	6,081	6,489	41	49	22.1	2.9
Burnham Avenue	6,081	6,489	42	49	22.1	2.9
Wentworth Avenue	6,081	6,489	42	49	22.1	2.9
Near Thornton, IL						
Thornton-Lansing St	6,081	6,489	38	45	22.1	2.9
Munster, IN						
Calumet Avenue	6,081	6,489	40	48	22.1	2.9
White Oak Avenue	6,081	6,489	38	45	22.1	2.9
Highland, IN						
Kennedy Avenue	6,081	6,489	18	18	22.1	2.9
Griffith, IN						
Main Street	6,081	6,489	35	38	22.1	2.9
Broad Street	6,081	6,489	36	40	22.1	2.9
Colfax Street	6,081	6,081	40	29	~~23.3~~ 24.8	~~23.3~~ 18.6
Merrillville, IN						
Taft Street	6,081	6,081	40	40	~~23.3~~ 24.8	~~23.3~~ 18.6
Madison Street	6,081	6,081	40	40	~~23.3~~ 24.8	~~23.3~~ 18.6
Broadway Street	6,081	6,081	40	40	~~23.3~~ 24.8	~~23.3~~ 18.6

Table 4.3-8 EJ&E Substantially Affected Highway/Rail At-Grade Crossing Vehicle Delay Data													
Street	2015 ADT	Trains per Day		Train Speed		Average Delay per Delayed Vehicle		Total Delayed Vehicles per Day		Crossing LOS		Total Vehicle Traffic Delay (24-Hr), Minutes	
		No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action
Near Libertyville, IL													
Diamond Lake Road	6,207	5.3	20.3	26	31	1.1	2.0	39	263	A	A	42.9	526.0
Near Hawthorn Woods, IL													
Old McHenry Road	32,429	5.3	20.3	29	32	1.0	1.9	189	1,337	A	A	189.0	2,540.3
Lake Zurich, IL													
Main Street	7,474	5.3	20.3	27	30	1.1	2.0	46	325	A	B	50.6	650.0
Barrington, IL													
Hough Street (IL 59 & 63)	22,549	5.3	20.3	37	39	0.9	1.6	112	791	A	A	100.8	1,265.6
Near Aurora, IL													
Ogden Avenue (US 34)	46,110	15.7	39.5	32	39	1.2	1.5	944	2,918	A	B	1,132.8	4,377.0
Montgomery Road/ 83rd Street	27,131	15.7	39.5	32	38	1.2	1.5	556	1,753	A	B	667.2	2,629.5
Near Plainfield, IL													
Plainfield/Naperville Road	8,117	18.5	42.3	34	40	1.1	1.4	171	515	A	B	332.0	438.0
Joliet, IL													
Woodruff Road	10,659	18.5	42.3	9	10	2.6	4.4	543	2,132	B	F	1,411.8	9,380.8
Washington Street	11,714	6.4	28.3	9	10	3.4	5.3	276	1,864	A	F	938.4	9,879.2
Park Forest, IL													
Western Avenue	24,717	8.6	31.6	34	31	1.1	1.8	252	1,515	A	B	277.2	2,727.0
Chicago Road	23,390	8.6	31.6	21	22	1.6	2.4	343	1,915	A	C	548.8	4,596.0
Lynwood, IL													
Lincoln Highway (US 30)	29,237	10.2	34.2	30	33	1.1	1.7	359	1,785	A	B	394.9	3,034.5
Griffith, IN													
Broad Street	19,572	7.6	23.6	17	20	1.2	2.1	190	1,283	A	B	228.0	2,694.3
Broad Street Connector	19,572	2.6	10.7	25	25	1.3	2.1	70	470	A	A	91	987.0

Emergency Service Providers

Pages 4.3-54-74, Table 4.3-12 (This table is republished in its entirety):

Table 4.3-12. Emergency Service Providers Potentially Affected by the Proposed Action

Community	Facility	USDOT	Closest Grade-Separated Crossing and Direct Line Distance (miles)		Increase in Average Delay per Delayed Vehicle >30 seconds (Y/N) (Greatest increase in seconds. See Note [a])	Increase in Total Time Crossing Blocked in a Day >30 minutes (Y/N) (Greatest increase in seconds. See Note [a])	Appendix E-1: Sheet No.	Carried forward to Table 4.3-13 Emergency Service Providers Potentially Substantially Affected by the Proposed Action (Y/N)	Reason / Explanation
Illinois									
Vernon Hills	Vernon Hills Police Department	260494M	Lake Street (US 45)	1.84	Y ~~(65)~~ (42)	~~Y~~ ~~(32)~~ N	3	N	Police facilities ~~would not be~~ are not considered potentially substantially affected because the police building itself is not essential to the protection and emergency services that ~~are provided by~~ the mobile patrol officers provide.
Vernon Hills	Countryside Fire Protection Dist. Headquarters/ Station No. 2	26049M	Lake Street (US 45)	1.64	~~N~~ Y (42)	N	3	N	The EJ&E rail line east of the CN Waukesha Subdivision ~~would have~~ has no increase in the volume of train traffic and so there ~~would be~~ is no negative impact associated with northbound crossing of the EJ&E rail line. Additionally, there is a decrease in the volume of train traffic on the CN Waukesha Subdivision ~~would reduce~~ thereby

Table 4.3-12. Emergency Service Providers Potentially Affected by the Proposed Action									
Community	**Facility**	**USDOT**	**Closest Grade-Separated Crossing and Direct Line Distance (miles)**		**Increase in Average Delay per Delayed Vehicle >30 seconds (Y/N) (Greatest increase in seconds. See Note [a])**	**Increase in Total Time Crossing Blocked in a Day >30 minutes (Y/N) (Greatest increase in seconds. See Note [a])**	**Appendix E-1: Sheet No.**	**Carried forward to Table 4.3-13 Emergency Service Providers Potentially Substantially Affected by the Proposed Action (Y/N)**	**Reason / Explanation**
									reducing average delay and total blocked crossing time on this rail line ~~thus~~ and so there is a positive impact ~~would be~~ associated with ~~the~~ westbound crossing of the CN Waukesha Subdivision.
Vernon Hills	Countryside Fire Protection Dist. - Station No. 1	260494M	Lake Street (US 45)	1.62	Y ~~(69)~~ (51)	Y ~~(62)~~ (52)	4	Y	There are no fire stations ~~are~~ south of the EJ&E rail line and west of the CN Waukesha Subdivision. Additionally, there is only one grade separated crossing ~~exists~~ to the southeast, Lake Street (US 45), which is over 1.5 miles away. ~~No grade separated crossings exist to the southwest.~~ No grade separations to the southwest exist.
Mundelein	Mundelein Police Department	260494M	Lake Street (US 45)	1.64	Y ~~(69)~~ (51)	Y ~~(62)~~ (52)	4	N	Police facilities ~~would not be~~ are not considered potentially substantially affected because the police building itself is not essential to the protection

Table 4.3-12. Emergency Service Providers Potentially Affected by the Proposed Action									
Community	Facility	USDOT	Closest Grade-Separated Crossing and Direct Line Distance (miles)		Increase in Average Delay per Delayed Vehicle >30 seconds (Y/N) (Greatest increase in seconds. See Note [a])	Increase in Total Time Crossing Blocked in a Day >30 minutes (Y/N) (Greatest increase in seconds. See Note [a])	Appendix E-1: Sheet No.	Carried forward to Table 4.3-13 Emergency Service Providers Potentially Substantially Affected by the Proposed Action (Y/N)	Reason / Explanation
									and emergency services that ~~are provided by~~ the mobile patrol officers provide.
Mundelein	Countryside Fire Protection Dist. Headquarters/ Station No. 2	260494M	Lake Street (US 45)	1.64	~~N~~ Y (42)	N	3	N	The EJ&E rail line east of the CN Waukesha Subdivision ~~would have~~ has no increase in the volume of train traffic and so there ~~would be~~ is no negative impact associated with northbound crossing of the EJ&E rail line. Additionally, there is a decrease in the volume of train traffic on the CN Waukesha Subdivision ~~would reduce~~ thereby reducing average delay and total blocked crossing time on this rail line~~, thus~~ and so there is a positive impact ~~would be~~ associated with ~~the~~ westbound crossing of the CN Waukesha Subdivision.

Table 4.3-12. Emergency Service Providers Potentially Affected by the Proposed Action									
Community	**Facility**	**USDOT**	**Closest Grade-Separated Crossing and Direct Line Distance (miles)**		**Increase in Average Delay per Delayed Vehicle >30 seconds**	**Increase in Total Time Crossing Blocked in a Day >30 minutes**	**Appendix E-1: Sheet No.**	**Carried forward to Table 4.3-13 Emergency Service Providers Potentially Substantially Affected by the Proposed Action (Y/N)**	**Reason / Explanation**
					(Y/N) (Greatest increase in seconds. See Note [a])				
Mundelein	Countryside Fire Protection Dist. – Station No. 1	260494M	Lake Street (US 45)	1.62	Y ~~(69)~~ (51)	Y ~~(62)~~ (52)	4	Y	There are no fire stations ~~are~~ south of the EJ&E rail line and west of the CN Waukesha Subdivision. Additionally, there is only one grade separated crossing ~~is located~~ to the southeast, Lake Street (US 45), which is over 1.5 miles away. ~~No grade separated crossings exist to the southwest.~~ No grade separations to the southwest exist.
Long Grove	Countryside Fire Protection Dist. Headquarters/ Station No. 2	260494M	Lake Street (US 45)	1.64	~~N~~ Y (42)	N	3	N	The EJ&E rail line east of the CN Waukesha Subdivision has no increase in the volume of train traffic and so there is no negative impact associated with northbound crossing of the EJ&E rail line. Additionally, there is a decrease in the volume of train traffic on the CN Waukesha Subdivision thereby reducing average

Table 4.3-12. Emergency Service Providers Potentially Affected by the Proposed Action									
Community	Facility	USDOT	Closest Grade-Separated Crossing and Direct Line Distance (miles)		Increase in Average Delay per Delayed Vehicle >30 seconds (Y/N) (Greatest increase in seconds. See Note [a])	Increase in Total Time Crossing Blocked in a Day >30 minutes (Y/N) (Greatest increase in seconds. See Note [a])	Appendix E-1: Sheet No.	Carried forward to Table 4.3-13 Emergency Service Providers Potentially Substantially Affected by the Proposed Action (Y/N)	Reason / Explanation
									delay and total blocked crossing time on this rail line and so there is a positive impact associated with westbound crossing of the CN Waukesha Subdivision.
Long Grove	Countryside Fire Protection Dist. - Station No. 1	260494M	Lake Street (US 45)	1.62	Y ~~(69)~~ (51)	Y ~~(62)~~ (52)	4	Y	There are no fire stations ~~are located~~ south of the EJ&E rail line and west of the CN Waukesha Subdivision. Additionally, there is only one grade separated crossing ~~is located~~ to the southeast, Lake Street (US 45), which is over 1.5 miles away. ~~No grade separated crossings exist to the southwest.~~ No grade separations to the southwest exist.
Hawthorn Woods	Countryside Fire Protection Dist. Headquarters/ Station No. 2	260494M	Lake Street (US 45)	1.64	~~N~~ Y (42)	N	3	N	The EJ&E rail line east of the CN Waukesha Subdivision ~~would have~~ has no increase in the volume of train traffic and so there ~~would be~~ is no negative impact associated

Table 4.3-12. Emergency Service Providers Potentially Affected by the Proposed Action									
Community	**Facility**	**USDOT**	**Closest Grade-Separated Crossing and Direct Line Distance (miles)**		**Increase in Average Delay per Delayed Vehicle >30 seconds**	**Increase in Total Time Crossing Blocked in a Day >30 minutes**	**Appendix E-1: Sheet No.**	**Carried forward to Table 4.3-13 Emergency Service Providers Potentially Substantially Affected by the Proposed Action (Y/N)**	**Reason / Explanation**
					(Y/N) (Greatest increase in seconds. See Note [a])				
									with northbound crossing of the EJ&E rail line. Additionally, there is a decrease in the volume of train traffic on the CN Waukesha Subdivision ~~would reduce~~ thereby reducing average delay and total blocked crossing time on this rail line ~~thus~~ and so there is a positive impact ~~would be~~ associated with ~~the~~ westbound crossing of the CN Waukesha Subdivision.
Hawthorn Woods	Countryside Fire Protection Dist. – Station No. 1	260494M	Lake Street (US 45)	1.62	Y ~~(69)~~ (51)	Y ~~(62)~~ (52)	4	Y	There are no fire stations ~~are located~~ south of the EJ&E rail line and west of the CN Waukesha Subdivision. Additionally, there is only one grade separated crossing ~~is located~~ to the southeast, Lake Street (US 45), which is over 1.5 miles away. ~~No grade separated crossings exist to the southwest.~~ No grade separations to the

Table 4.3-12. Emergency Service Providers Potentially Affected by the Proposed Action									
Community	Facility	USDOT	Closest Grade-Separated Crossing and Direct Line Distance (miles)		Increase in Average Delay per Delayed Vehicle >30 seconds (Y/N) (Greatest increase in seconds. See Note [a])	Increase in Total Time Crossing Blocked in a Day >30 minutes (Y/N) (Greatest increase in seconds. See Note [a])	Appendix E-1: Sheet No.	Carried forward to Table 4.3-13 Emergency Service Providers Potentially Substantially Affected by the Proposed Action (Y/N)	Reason / Explanation
									southwest exist.
Hawthorn Woods	Lake Zurich Rural Fire Protection District - Station No. 3	260831B	IL 22	2.31	Y (56)	Y (54)	5	Y	There are no fire stations ~~are located~~ east of the EJ&E rail line. Additionally, there is only one grade separated crossing ~~is~~ to the southwest, IL 22, which is over 2 miles away. No grade ~~separated crossings exist~~ separations to the northeast exist.
Hawthorn Woods	Hawthorn Woods Police Department	260831B	IL 22	2.68	Y (56)	Y (54)	5	N	Police facilities ~~would not be~~ are not considered potentially substantially affected because the police building itself is not essential to the protection and emergency services that ~~are provided by~~ the mobile patrol officers provide.

Table 4.3-12. Emergency Service Providers Potentially Affected by the Proposed Action									
Community	**Facility**	**USDOT**	**Closest Grade-Separated Crossing and Direct Line Distance (miles)**		**Increase in Average Delay per Delayed Vehicle >30 seconds**	**Increase in Total Time Crossing Blocked in a Day >30 minutes**	**Appendix E-1: Sheet No.**	**Carried forward to Table 4.3-13 Emergency Service Providers Potentially Substantially Affected by the Proposed Action (Y/N)**	**Reason / Explanation**
					(Y/N) (Greatest increase in seconds. See Note [a])				
Hawthorn Woods	Lake Zurich Rural Fire Protection District – Station No. 2	260509A	Rand Road (US12)	1.71	Y (47)	Y (46)	6	N	Lake Zurich Rural Fire Protection District Headquarters/Station No. 1 and Lake Zurich Rural Fire Protection District – Station No. 4 are east of the EJ&E rail line. Barrington Fire Department – Station No. 1 is south of the EJ&E rail line. Additionally, it is a straight-line drive down IL 22 from Lake Zurich Rural Fire Protection District Station No. 2 to Rand Road (US 12) to get to the nearest grade ~~separated crossings~~ separation at Rand Road (US 12).
Lake Zurich	Lake Zurich Rural Fire Protection District - Station No. 3	260831B	IL 22	2.31	Y (56)	Y (54)	5	Y	There are no fire stations ~~are located~~ east of the EJ&E rail line. Additionally, there is only one grade separated crossing ~~is~~ to the southwest, IL 22, which is over 2 miles away. No grade ~~separated crossings exist~~ separations to the

Table 4.3-12. Emergency Service Providers Potentially Affected by the Proposed Action									
Community	**Facility**	**USDOT**	**Closest Grade-Separated Crossing and Direct Line Distance (miles)**		**Increase in Average Delay per Delayed Vehicle >30 seconds (Y/N) (Greatest increase in seconds. See Note [a])**	**Increase in Total Time Crossing Blocked in a Day >30 minutes (Y/N) (Greatest increase in seconds. See Note [a])**	**Appendix E-1: Sheet No.**	**Carried forward to Table 4.3-13 Emergency Service Providers Potentially Substantially Affected by the Proposed Action (Y/N)**	**Reason / Explanation**
									northeast exist.
Lake Zurich	Lake Zurich Rural Fire Protection District – Station No. 2	260509A	Rand Road (US12)	1.71	Y (47)	Y (46)	6	N	Lake Zurich Rural Fire Protection District Headquarters/Station No. 1 and Lake Zurich Rural Fire Protection District – Station No. 4 are east of the EJ&E rail line. Barrington Fire Department – Station No. 1 is south of the EJ&E rail line. Additionally, it is a straight-line drive down IL 22 from Lake Zurich Rural Fire Protection District - Station No. 2 to Rand Road (US 12) to get to the nearest grade ~~separated crossings~~ separation at Rand Road (US 12).
Barrington	Barrington Police Department	260509A	Rand Road (US 12)	~~2.54~~ 2.55	Y (46)	Y (45)	6	N	Police facilities ~~would not be~~ are not considered potentially substantially affected because the police building itself is not

Table 4.3-12. Emergency Service Providers Potentially Affected by the Proposed Action									
Community	**Facility**	**USDOT**	**Closest Grade-Separated Crossing and Direct Line Distance (miles)**		**Increase in Average Delay per Delayed Vehicle >30 seconds**	**Increase in Total Time Crossing Blocked in a Day >30 minutes**	**Appendix E-1: Sheet No.**	**Carried forward to Table 4.3-13 Emergency Service Providers Potentially Substantially Affected by the Proposed Action (Y/N)**	**Reason / Explanation**
					(Y/N) (Greatest increase in seconds. See Note [a])				
									essential to the protection and emergency services that ~~are provided by~~ the mobile patrol officers provide.
Barrington	Barrington Fire Department - Station No. 1	260509A	Rand Road (US 12)	2.55	Y (46)	Y (45)	6	Y	There are no fire stations ~~are located~~ west of the EJ&E rail line. Additionally, there is only one grade separated crossing ~~is located~~ to the northeast, Rand Road (US 12), which is over 2.5 miles away. No grade ~~separated crossings exist~~ separations to the west or southwest exist.
Barrington Hills	Lake Zurich Rural Fire Protection District – Station No. 2	260509A	Rand Road (US 12)	1.71	Y (47)	Y (46)	6	N	Lake Zurich Rural Fire Protection District Headquarters/Station No. 1 and Lake Zurich Rural Fire Protection District – Station No. 4 are east of the EJ&E rail line. Barrington Fire Department – Station No. 1 is south of the EJ&E rail line. Additionally, it is a straight-line drive down IL

Table 4.3-12. Emergency Service Providers Potentially Affected by the Proposed Action									
Community	Facility	USDOT	Closest Grade-Separated Crossing and Direct Line Distance (miles)		Increase in Average Delay per Delayed Vehicle >30 seconds (Y/N) (Greatest increase in seconds. See Note [a])	Increase in Total Time Crossing Blocked in a Day >30 minutes (Y/N) (Greatest increase in seconds. See Note [a])	Appendix E-1: Sheet No.	Carried forward to Table 4.3-13 Emergency Service Providers Potentially Substantially Affected by the Proposed Action (Y/N)	Reason / Explanation
									22 from Lake Zurich Rural Fire Protection District - Station No. 2 to Rand Road (US 12) to get to the nearest grade ~~separated crossings~~ separation at Rand Road (US 12).
Elgin	Elgin Fire Department - Station No. 5	260529L	Lake Street (US 20)	1.63	N	N	8	N	Streamwood Fire Department - Station No. 2 is east of the EJ&E rail line. Additionally, it is a straight-line drive down Villa Street (US 20) from Elgin Fire Department Station No. 5 to Lake Street (US 20) to get to the nearest grade ~~separated crossing~~ separation at Lake Street (US 20).
Bartlett	Bartlett Fire Protection District - Future Station No. 3	260529L	Lake Street (US 20)	1.62	Y ~~(40)~~ (122)	Y (45)	9	Y	There are no fire stations ~~are located~~ west of the EJ&E rail line. Additionally, there is only one grade separated crossing ~~is located~~ to the north, Lake Street (US 20), which is over 1.5 miles away. ~~No grade separated~~

Table 4.3-12. Emergency Service Providers Potentially Affected by the Proposed Action									
Community	**Facility**	**USDOT**	**Closest Grade-Separated Crossing and Direct Line Distance (miles)**		**Increase in Average Delay per Delayed Vehicle >30 seconds (Y/N) (Greatest increase in seconds. See Note [a])**	**Increase in Total Time Crossing Blocked in a Day >30 minutes (Y/N) (Greatest increase in seconds. See Note [a])**	**Appendix E-1: Sheet No.**	**Carried forward to Table 4.3-13 Emergency Service Providers Potentially Substantially Affected by the Proposed Action (Y/N)**	**Reason / Explanation**
									~~crossings exist to the west or southwest.~~ No grade separations to the west or southwest exist.
Wayne	Bartlett Fire Protection District Future Station No. 3	260529L	Lake Street (US 20)	1.62	Y (122)	Y (45)	9	Y	There are no fire stations ~~are located~~ west of the EJ&E rail line. Additionally, there is only one grade separated crossing ~~is located~~ to the north, Lake Street (US 20), which is over 1.5 miles away. ~~No grade separated crossings exist to the west or southwest.~~ No grade separations to the west or southwest exist.
Wayne	Wayne Police Department	260537D	North Avenue	2.30	Y (122)	Y (52)	9	N	Police facilities ~~would not be~~ are not considered potentially substantially affected because the police building itself is not essential to the protection and emergency services that ~~are provided by~~ the mobile patrol officers provide.

Table 4.3-12. Emergency Service Providers Potentially Affected by the Proposed Action									
Community	**Facility**	**USDOT**	**Closest Grade-Separated Crossing and Direct Line Distance (miles)**		**Increase in Average Delay per Delayed Vehicle >30 seconds**	**Increase in Total Time Crossing Blocked in a Day >30 minutes**	**Appendix E-1: Sheet No.**	**Carried forward to Table 4.3-13 Emergency Service Providers Potentially Substantially Affected by the Proposed Action (Y/N)**	**Reason / Explanation**
					(Y/N) (Greatest increase in seconds. See Note [a])				
Wayne	West Chicago Fire Protection Distr. Headquarters/ Station No. 1	260549X	Roosevelt Road	1.35	Y (57)	Y (90)	10	N	West Chicago Fire Protection District - Station No. 3 is west of the EJ&E rail line.
West Chicago	West Chicago Police Department	260549X	Roosevelt Road	1.05	Y (57)	Y (90)	10	N	Police facilities are not considered potentially substantially affected because the police building itself is not essential to the protection and emergency services that the mobile patrol officers provide.
West Chicago	West Chicago Fire Protection Distr. Headquarters/ Station No. 1	260549X	Roosevelt Road	1.35	Y (57)	Y (90)	10	N	West Chicago Fire Protection District - Station No. 3 is west of the EJ&E rail line.
Warrenville	Warrenville Police Department	260551Y	~~Roosevelt Road~~ Butterfield Road	1.80	N	~~Y (56)~~ N	11	N	Police facilities ~~would not be~~ are not considered potentially substantially affected because the police building itself is not essential to the protection and emergency services that ~~are provided by~~ the mobile patrol officers provide.

Table 4.3-12. Emergency Service Providers Potentially Affected by the Proposed Action

Community	Facility	USDOT	Closest Grade-Separated Crossing and Direct Line Distance (miles)		Increase in Average Delay per Delayed Vehicle >30 seconds (Y/N) (Greatest increase in seconds. See Note [a])	Increase in Total Time Crossing Blocked in a Day >30 minutes (Y/N) (Greatest increase in seconds. See Note [a])	Appendix E-1: Sheet No.	Carried forward to Table 4.3-13 Emergency Service Providers Potentially Substantially Affected by the Proposed Action (Y/N)	Reason / Explanation
Aurora	Aurora Fire Department - Station No. 9[b]	260814K	Ferry Road	1.61	N	Y (58)	12	N	Naperville Fire Department - Station No. 4 is east of the EJ&E rail line.
Aurora	Aurora Fire Department - Station No. 12	260902V	McCoy Drive	2.93	N	Y (65)	13	N	Aurora Fire Department - Station No. 8 and Naperville Fire Department - Station No. 6 are east of the EJ&E rail line.
Aurora	Rush-Copley Medical Center	260902V	McCoy Drive	2.59	N	Y (64)	13	N	Edward Hospital is east of the EJ&E rail line (approximately 4.5 miles east). Additionally, response to the actual scene of an emergency is the most critical action, not the transport to the emergency medical facility.
Naperville	Naperville Fire Department - Station No. 4[c]	260557P	North Aurora Road	1.60	N	Y (58)	11	N	Aurora Fire Department - Station No. 9 is west of the EJ&E rail line.

Table 4.3-12. Emergency Service Providers Potentially Affected by the Proposed Action

Community	Facility	USDOT	Closest Grade-Separated Crossing and Direct Line Distance (miles)		Increase in Average Delay per Delayed Vehicle >30 seconds (Y/N) (Greatest increase in seconds. See Note [a])	Increase in Total Time Crossing Blocked in a Day >30 minutes (Y/N) (Greatest increase in seconds. See Note [a])	Appendix E-1: Sheet No.	Carried forward to Table 4.3-13 Emergency Service Providers Potentially Substantially Affected by the Proposed Action (Y/N)	Reason / Explanation
Naperville	Naperville Fire Department - Station No. 6	260902V	McCoy Drive	4.44	N	Y (65)	13	N	Aurora Fire Department - Station No. 12 is west of the EJ&E rail line.
Plainfield	Rush-Copley Medical Center	260902V	McCoy Drive	2.59	N	Y (64)	13	N	Edward Hospital is east of the EJ&E rail line (approximately 4.5 miles east). Additionally, response to the actual scene of an emergency is the most critical action, not the transport to the emergency medical facility.
Plainfield	Plainfield Fire Protection District - Station No. 3	260590P	State Route 59	3.70	N	Y (72)	13	Y	There are no fire stations ~~are located~~ west of the EJ&E rail line. Additionally, there is only one grade separated crossing ~~is located~~ to the south, State Route 59, which is over 3.5 miles away. ~~No grade separated crossing exist to the north or west.~~ No grade separations to the north or west exist.

Table 4.3-12. Emergency Service Providers Potentially Affected by the Proposed Action									
Community	**Facility**	**USDOT**	**Closest Grade-Separated Crossing and Direct Line Distance (miles)**		**Increase in Average Delay per Delayed Vehicle >30 seconds (Y/N) (Greatest increase in seconds. See Note [a])**	**Increase in Total Time Crossing Blocked in a Day >30 minutes (Y/N) (Greatest increase in seconds. See Note [a])**	**Appendix E-1: Sheet No.**	**Carried forward to Table 4.3-13 Emergency Service Providers Potentially Substantially Affected by the Proposed Action (Y/N)**	**Reason / Explanation**
Plainfield	Plainfield Fire Protection District – Station No. 2	260590P	State Route 59	1.57	N	Y (72)	14	N	Plainfield Fire Protection District Headquarters/Station No. 1 is southwest of the EJ&E rail line. Additionally, it is a straight-line drive down State Route 59 from Plainfield Fire Protection District - Station No. 2 to get to the nearest grade ~~separated crossing~~ separation at State Route 59.
Crystal Lawns	Will County Sherriff's Office ~~Headquarters~~	260600T	Cass Street (US 30)	1.34	Y (111)	Y (215)	20	N	Police facilities ~~would not be~~ are not considered potentially substantially affected because the police building itself is not essential to the protection and emergency services that ~~are provided by~~ the mobile patrol officers provide.
Joliet	Joliet Fire Department - Station No. 8	260591W	Caton Farm Road	1.81	N	Y (72)	18	Y	There are no fire stations ~~are located~~ northeast of the EJ&E rail line. Additionally, there is only one accessible grade

Table 4.3-12. Emergency Service Providers Potentially Affected by the Proposed Action									
Community	Facility	USDOT	Closest Grade-Separated Crossing and Direct Line Distance (miles)		Increase in Average Delay per Delayed Vehicle >30 seconds (Y/N) (Greatest increase in seconds. See Note [a])	Increase in Total Time Crossing Blocked in a Day >30 minutes (Y/N) (Greatest increase in seconds. See Note [a])	Appendix E-1: Sheet No.	Carried forward to Table 4.3-13 Emergency Service Providers Potentially Substantially Affected by the Proposed Action (Y/N)	Reason / Explanation
									separated crossing ~~exists~~ to the east, Caton Farm Road, which is over 1.5 miles away. No grade ~~separated crossings exist~~ separations to the north or northeast exist other than Interstate 55, which is an inaccessible crossing to utilize to serve the community northeast of the EJ&E rail line.
Joliet	Joliet Fire Department - Station No. 5	260596F	Collins Street	1.68	Y (111)	Y (215)	20	N	Joliet Fire Department - Station No. 4 and East Joliet Fire Protection District - Station No. 1 are east of the EJ&E rail line. Lockport Township Fire Protection District - Station No. 2 is northwest of Joliet Fire Department - Station No. 5 and is located approximately 500 feet south of the Weber Road grade-separated crossing. Additionally, it is a straight line drive down Ruby Street to Broadway Street

Table 4.3-12. Emergency Service Providers Potentially Affected by the Proposed Action									
Community	**Facility**	**USDOT**	**Closest Grade-Separated Crossing and Direct Line Distance (miles)**		**Increase in Average Delay per Delayed Vehicle >30 seconds**	**Increase in Total Time Crossing Blocked in a Day >30 minutes**	**Appendix E-1: Sheet No.**	**Carried forward to Table 4.3-13 Emergency Service Providers Potentially Substantially Affected by the Proposed Action (Y/N)**	**Reason / Explanation**
					(Y/N) (Greatest increase in seconds. See Note [a])				
									to get to the nearest grade ~~separated crossing~~ separation to the north at Broadway Street.
Joliet	Joliet Police Department	260600T	Cass Street (US 30)	1.51	Y (111)	Y (215)	20	N	Police facilities ~~would not be~~ are not considered potentially substantially affected because the police building itself is not essential to the protection and emergency services that ~~are provided by~~ the mobile patrol officers provide.
Joliet	Will County Sherriff's Office ~~Headquarters~~	260600T	Cass Street (US 30)	1.34	Y (111)	Y (215)	20	N	Police facilities ~~would not be~~ are not considered potentially substantially affected because the police building itself is not essential to the protection and emergency services that ~~are provided by~~ the mobile patrol officers provide.

Table 4.3-12. Emergency Service Providers Potentially Affected by the Proposed Action

Community	Facility	USDOT	Closest Grade-Separated Crossing and Direct Line Distance (miles)		Increase in Average Delay per Delayed Vehicle >30 seconds (Y/N) (Greatest increase in seconds. See Note [a])	Increase in Total Time Crossing Blocked in a Day >30 minutes (Y/N) (Greatest increase in seconds. See Note [a])	Appendix E-1: Sheet No.	Carried forward to Table 4.3-13 Emergency Service Providers Potentially Substantially Affected by the Proposed Action (Y/N)	Reason / Explanation
Joliet	Joliet Fire Department Headquarters/ Station No. 1	260600T	Cass Street (US 30)	1.16	Y (111)	Y (215)	20	N	Joliet Fire Department - Station No. 4, East Joliet Fire Protection District Headquarters/Station No. 3 and East Joliet Fire Protection District - Station No. 1 are east of the EJ&E rail line.
Joliet	East Joliet Fire Protection Distr. Headquarters/ Station No. 3	260602G	Interstate 80	1.00	Y (109)	Y (195)	20	N	East Joliet Fire Protection District - Station No. 2 is southwest of the EJ&E rail line.
Joliet	East Joliet Fire Protection District - Station No. 2	260602G	Interstate 80	1.51	Y (86)	Y (123)	20	N	East Joliet Fire Protection District Headquarters/Station No. 3 is northeast of the EJ&E rail line.
Lockport	Illinois State Police – District 5 Headquarters	260595Y	Broadway Street	1.43	Y (31)	Y (81)	19	N	Police facilities ~~would not be~~ are not considered potentially substantially affected because the police building itself is not essential to the protection and emergency services that ~~are provided by~~ the mobile patrol officers provide.

Table 4.3-12. Emergency Service Providers Potentially Affected by the Proposed Action									
Community	**Facility**	**USDOT**	**Closest Grade-Separated Crossing and Direct Line Distance (miles)**		**Increase in Average Delay per Delayed Vehicle >30 seconds**	**Increase in Total Time Crossing Blocked in a Day >30 minutes**	**Appendix E-1: Sheet No.**	**Carried forward to Table 4.3-13 Emergency Service Providers Potentially Substantially Affected by the Proposed Action (Y/N)**	**Reason / Explanation**
					(Y/N) (Greatest increase in seconds. See Note [a])				
New Lenox	New Lenox Police Department	260602G	Interstate 80	4.22	N	Y (64)	21	N	Police facilities ~~would not be~~ are not considered potentially substantially affected because the police building itself is not essential to the protection and emergency services that ~~are provided by~~ the mobile patrol officers provide.
New Lenox	New Lenox Fire District Headquarters/ Station No. 1	260622T	South LaGrange Road (US 45)	5.03	N	Y (62)	21	N	New Lenox Fire District - Station No. 3 is south of the EJ&E rail line.
New Lenox	New Lenox Fire District - Station No. 3	260602G	Interstate 80	4.30	N	Y (64)	21	N	New Lenox Fire District Headquarters/Station No. 1 is north of the EJ&E rail line.
Frankfort	Frankfort Police Department	260622T	South LaGrange Road (US 45)	1.91	Y (30)	Y (65)	23	N	Police facilities ~~would not be~~ are not considered potentially substantially affected because the police building itself is not essential to the protection and emergency services that ~~are provided by~~ the

Table 4.3-12. Emergency Service Providers Potentially Affected by the Proposed Action									
Community	**Facility**	**USDOT**	**Closest Grade-Separated Crossing and Direct Line Distance (miles)**		**Increase in Average Delay per Delayed Vehicle >30 seconds**	**Increase in Total Time Crossing Blocked in a Day >30 minutes**	**Appendix E-1: Sheet No.**	**Carried forward to Table 4.3-13 Emergency Service Providers Potentially Substantially Affected by the Proposed Action (Y/N)**	**Reason / Explanation**
					(Y/N) (Greatest increase in seconds. See Note [a])				
									mobile patrol officers provide.
Frankfort	Frankfort Fire Protection District - Future Station No. 4	260622T	South LaGrange Road (US 45)	3.40	Y (30)	Y (62)	23	N	Frankfort Fire Protection District Headquarters/Station No. 1 is north of the EJ&E rail line.
Frankfort	Saint James Hospital and Health Centers Olympia Fields	260634M	Governors Highway	1.92	Y ~~(101)~~ (51)	Y ~~(111)~~ (108)	24	Y	There are no emergency medical facilities ~~are located~~ south of the EJ&E rail line.
Matteson	Matteson Police Department	260631S	Interstate 57	1.85	Y ~~(51)~~ (37)	Y ~~(75)~~ (65)	24	N	Police facilities ~~would not be~~ are not considered potentially substantially affected because the police building itself is not essential to the protection and emergency services that ~~are provided by~~ the mobile patrol officers provide.

Table 4.3-12. Emergency Service Providers Potentially Affected by the Proposed Action

Community	Facility	USDOT	Closest Grade-Separated Crossing and Direct Line Distance (miles)		Increase in Average Delay per Delayed Vehicle >30 seconds (Y/N) (Greatest increase in seconds. See Note [a])	Increase in Total Time Crossing Blocked in a Day >30 minutes (Y/N) (Greatest increase in seconds. See Note [a])	Appendix E-1: Sheet No.	Carried forward to Table 4.3-13 Emergency Service Providers Potentially Substantially Affected by the Proposed Action (Y/N)	Reason / Explanation
Matteson	Matteson Fire Department Headquarters/ Station No. 1	260634M	Governors Highway	1.01	Y ~~(101)~~ (51)	Y ~~(111)~~ (108)	24	N	Richton Park Fire Department Headquarters Station is south of the EJ&E rail line.
Matteson	Matteson Fire Department - Station No. 2	260631S	Interstate 57	1.14	Y ~~(51)~~ (37)	Y ~~(75)~~ (65)	24	N	Richton Park Fire Department Headquarters Station is south of the EJ&E rail line.
Matteson	Saint James Hospital and Health Centers Olympia Fields	260634M	Governors Highway	1.92	Y ~~(101)~~ (51)	Y ~~(111)~~ (108)	24	Y	There are no emergency medical facilities ~~are located~~ south of the EJ&E rail line.
Richton Park	Saint James Hospital and Health Centers Olympia Fields	260634M	Governors Highway	1.92	Y ~~(101)~~ (51)	Y ~~(111)~~ (108)	24	Y	There are no emergency medical facilities ~~are located~~ south of the EJ&E rail line.
Park Forest	Saint James Hospital and Health Centers Chicago Heights[d]	260637H	Orchard Drive	2.30	Y (60)	Y ~~(114)~~ (119)	25	Y	There are no emergency medical facilities ~~are located~~ south of the EJ&E rail line.

Table 4.3-12. Emergency Service Providers Potentially Affected by the Proposed Action

Community	Facility	USDOT	Closest Grade-Separated Crossing and Direct Line Distance (miles)		Increase in Average Delay per Delayed Vehicle >30 seconds (Y/N) (Greatest increase in seconds. See Note [a])	Increase in Total Time Crossing Blocked in a Day >30 minutes (Y/N) (Greatest increase in seconds. See Note [a])	Appendix E-1: Sheet No.	Carried forward to Table 4.3-13 Emergency Service Providers Potentially Substantially Affected by the Proposed Action (Y/N)	Reason / Explanation
Chicago Heights	Chicago Heights Fire Department Headquarters/ Station No. 3[d]	~~260648V~~ 260637H	~~Calumet Expy/ Bishop Ford (IL 394)~~ Orchard Drive	~~3.44~~ 2.95	Y (60)	Y ~~(114)~~ (119)	25	N	Chicago Heights Fire Department - Station No. 5 is south of the EJ&E rail line.
Chicago Heights	Chicago Heights Fire Department - Station No. 1[d]	260637H	Orchard Drive	2.35	Y (60)	Y ~~(114)~~ (119)	25	N	Chicago Heights Fire Department - Station No. 5 is south of the EJ&E rail line.
Chicago Heights	Chicago Heights Fire Department - Station No. 2[d]	260648V	Calumet Expy/ Bishop Ford (IL 394)	2.02	Y (60)	Y ~~(114)~~ (119)	25	N	Chicago Heights Fire Department - Station No. 5 is south of the EJ&E rail line.
Chicago Heights	Chicago Heights Fire Department - Station No. 4	260637H	Orchard Drive	1.06	Y ~~(54)~~ (57)	Y ~~(105)~~ (119)	25	N	Chicago Heights Fire Department - Station No. 5 is south of the EJ&E rail line.
Chicago Heights	Chicago Heights Fire Department - Station No. 5[d]	260648V	Calumet Expy/ Bishop Ford (IL 394)	2.63	Y (60)	Y ~~(114)~~ (119)	25	N	Chicago Heights Fire Department - Station No. 1, Chicago Heights Fire Department - Station No. 2, Chicago Heights Fire Department Headquarters/Station No. 3 and Chicago Heights Fire Department - Station No. 4

Table 4.3-12. Emergency Service Providers Potentially Affected by the Proposed Action									
Community	**Facility**	**USDOT**	**Closest Grade-Separated Crossing and Direct Line Distance (miles)**		**Increase in Average Delay per Delayed Vehicle >30 seconds**	**Increase in Total Time Crossing Blocked in a Day >30 minutes**	**Appendix E-1: Sheet No.**	**Carried forward to Table 4.3-13 Emergency Service Providers Potentially Substantially Affected by the Proposed Action (Y/N)**	**Reason / Explanation**
					(Y/N) (Greatest increase in seconds. See Note [a])				
									are north of the EJ&E rail line.
Chicago Heights	Saint James Hospital and Health Centers Chicago Heights[d]	260637H	Orchard Drive	2.30	Y (60)	Y ~~(114)~~ (119)	25	Y	There are no emergency medical facilities ~~are located~~ south of the EJ&E rail line.
Sauk Village	Sauk Village Police Department	260648V	Calumet Expy/Bishop Ford (IL 394)	~~3.44~~ 1.06	Y (33)	Y (70)	26	N	Police facilities ~~would not be~~ are not considered potentially substantially affected because the police building itself is not essential to the protection and emergency services that ~~are provided by~~ the mobile patrol officers provide.
Lynwood	Lynwood Police Department	260813D	Calumet Avenue	1.34	Y (33)	Y (70)	26	N	Police facilities ~~would not be~~ are not considered potentially substantially affected because the police building itself is not essential to the protection and emergency services that ~~are provided by~~ the

Table 4.3-12. Emergency Service Providers Potentially Affected by the Proposed Action									
Community	**Facility**	**USDOT**	**Closest Grade-Separated Crossing and Direct Line Distance (miles)**		**Increase in Average Delay per Delayed Vehicle >30 seconds (Y/N) (Greatest increase in seconds. See Note [a])**	**Increase in Total Time Crossing Blocked in a Day >30 minutes (Y/N) (Greatest increase in seconds. See Note [a])**	**Appendix E-1: Sheet No.**	**Carried forward to Table 4.3-13 Emergency Service Providers Potentially Substantially Affected by the Proposed Action (Y/N)**	**Reason / Explanation**
									mobile patrol officers provide.
Lynwood	Lynwood Fire Department Headquarters	260813D	Calumet Avenue	2.05	Y (33)	Y (70)	26	N	Sauk Village Fire Department Headquarters Station and Dyer Volunteer Fire Department Headquarters/Station No. 1 are south of the EJ&E rail line.
Lynwood	Saint Margaret Mercy Hospital - Dyer Campus	260813D	Calumet Avenue	0.84	Y (33)	Y (70)	27	N	Community Hospital is north of the EJ&E rail line (approximately 3.5 miles north). Additionally, response to the actual scene of an emergency is the most critical ~~activity~~ action, not the transport to the emergency medical facility.
Indiana									
Dyer	Saint Margaret Mercy Hospital - Dyer Campus	260813D	Calumet Avenue	0.84	Y (33)	Y (70)	27	N	Community Hospital is north of the EJ&E rail line (approximately 3.5 miles north). Additionally, response to the actual

Table 4.3-12. Emergency Service Providers Potentially Affected by the Proposed Action									
Community	**Facility**	**USDOT**	**Closest Grade-Separated Crossing and Direct Line Distance (miles)**		**Increase in Average Delay per Delayed Vehicle >30 seconds (Y/N) (Greatest increase in seconds. See Note [a])**	**Increase in Total Time Crossing Blocked in a Day >30 minutes (Y/N) (Greatest increase in seconds. See Note [a])**	**Appendix E-1: Sheet No.**	**Carried forward to Table 4.3-13 Emergency Service Providers Potentially Substantially Affected by the Proposed Action (Y/N)**	**Reason / Explanation**
									scene of an emergency is the most critical ~~activity~~ action, not the transport to the emergency medical facility.
Schererville	Schererville Police Department	260656M	Indianapolis Boulevard (US 41)	1.79	N	Y (63)	27	N	Police facilities ~~would not be~~ are not considered potentially substantially affected because the police building itself is not essential to the protection and emergency services that ~~are provided by~~ the mobile patrol officers provide.
Schererville	Schererville Fire Department Headquarters	260656M	Indianapolis Boulevard (US 41)	2.28	Y ~~(57)~~ (45)	Y ~~(80)~~ (63)	28	Y	There are no fire stations ~~are located~~ northwest of the EJ&E rail line. Additionally, there is only one grade separated crossing ~~is located~~ to the northwest, Indianapolis Boulevard (US 41), which is over 2 miles away. No grade ~~separated crossing exist to the north.~~ separations to the north exist.

Table 4.3-12. Emergency Service Providers Potentially Affected by the Proposed Action									
Community	**Facility**	**USDOT**	**Closest Grade-Separated Crossing and Direct Line Distance (miles)**		**Increase in Average Delay per Delayed Vehicle >30 seconds**	**Increase in Total Time Crossing Blocked in a Day >30 minutes**	**Appendix E-1: Sheet No.**	**Carried forward to Table 4.3-13 Emergency Service Providers Potentially Substantially Affected by the Proposed Action (Y/N)**	**Reason / Explanation**
					(Y/N) (Greatest increase in seconds. See Note [a])				
Griffith	Griffith Police Department	260667A	Ridge Road (US 6)	1.92	Y (57)	Y (80)	28	N	Police facilities ~~would not be~~ are not considered potentially substantially affected because the police building itself is not essential to the protection and emergency services that ~~are provided by~~ the mobile patrol officers provide.
Griffith	Griffith Volunteer Fire Dept. Headquarters/ Station No. 1	260667A	Ridge Road (US 6)	1.89	Y (57)	Y (80)	28	Y	The Griffith Volunteer Fire Department is an all volunteer department with limited staffing at the department facilities. Some volunteer firefighters ~~could~~ may need to cross the EJ&E rail line to report to the fire station or to respond to an emergency call.
Griffith	Griffith Volunteer Fire Dept. - Station No. 2	260656M	Indianapolis Boulevard (US 41)	2.29	Y (57)	Y (80)	28	Y	The Griffith Volunteer Fire Department is an all volunteer department with limited staffing at the department facilities. Some volunteer firefighters ~~could~~ may need to cross

Table 4.3-12. Emergency Service Providers Potentially Affected by the Proposed Action									
Community	**Facility**	**USDOT**	**Closest Grade-Separated Crossing and Direct Line Distance (miles)**		**Increase in Average Delay per Delayed Vehicle >30 seconds**	**Increase in Total Time Crossing Blocked in a Day >30 minutes**	**Appendix E-1: Sheet No.**	**Carried forward to Table 4.3-13 Emergency Service Providers Potentially Substantially Affected by the Proposed Action (Y/N)**	**Reason / Explanation**
					(Y/N) (Greatest increase in seconds. See Note [a])				
									the EJ&E rail line to report to the fire station or to respond to an emergency call.
Gary	Gary Fire Department – Station No. 9	260675S	Industrial Highway (US 12)	2.24	Y ~~(102)~~ (30)	Y (53)	29	N	Hammond Fire Department – Station No. 8 and East Chicago Fire Department – Station No. 4 are west of the EJ&E rail line.
Gary	Lake Ridge Volunteer Fire Department Headquarters	260667A	Ridge Road (US 6)	2.30	Y (51)	Y (73)	28	N	Griffith Volunteer Fire Department Headquarters/Station No. 1 and Griffith Volunteer Fire Department - Station No. 3 are west of the EJ&E rail line.
Gary	Gary Fire Department - Station No. 13	260667A	Ridge Road (US 6)	1.65	Y (37)	Y (58)	29	N	Hammond Fire Department - Station No. 8 and Griffith Volunteer Fire Department - Station No. 3 are west of the EJ&E rail line.
Hammond	Hammond Fire Department - Station No. 8	260669N	I-94 / I-80	2.19	Y (30)	Y (53)	29	N	Gary Fire Department - Station No. 9, Gary Fire Department - Station No. 13 and Gary Fire Department - Station No. 14 are east of the EJ&E rail

Table 4.3-12. Emergency Service Providers Potentially Affected by the Proposed Action									
Community	**Facility**	**USDOT**	**Closest Grade-Separated Crossing and Direct Line Distance (miles)**		**Increase in Average Delay per Delayed Vehicle >30 seconds**	**Increase in Total Time Crossing Blocked in a Day >30 minutes**	**Appendix E-1: Sheet No.**	**Carried forward to Table 4.3-13 Emergency Service Providers Potentially Substantially Affected by the Proposed Action (Y/N)**	**Reason / Explanation**
					(Y/N) (Greatest increase in seconds. See Note [a])				
									line.
Hammond	Highland Fire Department Headquarters/ Central Station	260667A	Ridge Road (US 6)	1.82	Y (37)	Y (58)	28	N	The community of Highland does not cross the EJ&E rail line (east of the tracks). Additionally, it is a straight-line drive down Ridge Road (US 6) from Highland Fire Department Headquarters/Central Station to get to the nearest grade ~~separated crossing~~ separation at Ridge Road (US 6).
East Chicago	Saint Catherine Hospital	~~260930Y~~ 260675S	~~Cline Avenue Ramp~~ Industrial Highway (US 12)	~~1.17~~ 1.84	N	N	29	N	The community of East Chicago does not cross the EJ&E rail line (east of the tracks). Additionally, Methodist Hospital – Northlake Campus and Methodist Hospital – Midlake Campus are east of the EJ&E rail line.

Notes:
[a] The delay time shown in the table reflects the greatest increase in delay calculated for all available routes from the facility.

[b] This facility is closer to East-West Tollway; however, there are access restrictions at this crossing (on-ramp is too far west). This facility is also closer to North Aurora Road; however, Aurora Fire Department – Station No. 8 could respond to calls east of the EJ&E rail line in this location.

[c] This facility is closer to East-West Tollway; however, there are access restrictions at this crossing (exit ramp on the west side is too far west) and it may not accommodate all emergency service apparatus.

[d] These facilities are closer to Butler Street; however, there are clearance restrictions at this crossing and it may not accommodate all emergency service apparatus; essentially assuming that this crossing cannot be used by any emergency service responder.

Appendix A – New Analysis and Corrections to Appendix E, Attachment E1 - Grade Crossing Delay Calculations

The following sections describe in detail SEA's evaluation of the highway/rail at-grade crossings that are effected by the Proposed Action. This section contains tables showing delay calculations for at-grade crossings that intersect the EJ&E and CN rail lines. Information that was not available or not published in the Draft EIS is shown in red.

Effects on Local and Regional Highway Systems

SEA evaluated the effects of the Proposed Action and No-Action Alternatives on the regional and local highway systems by first determining the vehicle delays at highway/rail crossings and then assessing how those delays could affect regional mobility. Vehicle crossing delays for EJ&E and CN as well as effects on regional mobility are described in the following section.

SEA analyzed and evaluated 99 highway/rail at-grade crossings along the EJ&E rail line and 155 along the CN subdivisions for the environmental analysis.

Parameters included in the analysis for vehicle delays from a single-train event include:

- Blocked crossing time per train, minutes (D_c)
- Average delay per delayed roadway vehicle, minutes (D_a)
- Vehicle queue, number of vehicles (Q)
- Average delay for all vehicles, minutes (D_v)

To evaluate the effects of a single-train event, SEA analyzed the following for multiple trains on a 24-hour basis:

- Total delayed vehicles per day (T_d)
- Total blocked crossing time, minutes
- Crossing level of service (LOS)

SEA also independently evaluated the roadways that cross the rail lines, in addition to evaluating the highway/rail at-grade crossings. Parameters included in the analysis of the roadway operations include:

- Vehicle queue length, feet
- Roadway LOS

The above parameters were calculated based on the existing number of trains (N), existing average train speed (V), length of trains (L), and the number of traffic lanes (NL) for the highway/rail at-grade crossing. The calculation was based on the 2007 ADT volumes—number of vehicles per day—for the existing roadways. SEA also determined the existing LOS for each highway/rail at-grade crossing. The LOS refers to the efficiency at which a highway/rail at-grade crossing operates when a train passes through. Letters from A to F represent the LOS, with LOS A indicating relatively free-flowing traffic and LOS F indicating extreme congestion.

EJ&E Highway/Rail At-Grade Crossings

SEA used the 2015 ADTs to analyze the No-Action and Proposed Action delays to show what the effect would be to vehicle delay along the EJ&E rail line. Even though Tables 4.4.4-1 and 4.4.4-2

show the vehicle delay calculations for the 99 crossings that SEA evaluated and the results of the analysis for crossing LOS and total vehicle traffic delay for a 24-hour period, only 88 of the 99 highway/rail at-grade crossings are discussed in detail below. Tables E1.2-1 and E1.2-2 provide additional information to supplement subsequent detailed discussions following the tables.

SEA also calculated the delay for the year 2020 using 2015 proposed train data (number of trains, lengths, and speeds) and 2020 ADT data for the purposes of potential future regional planning by local, regional and state government agencies. The year 2020 delay calculations assumed that the number of trains, train speed and length would remain the same as the data provided for the year 2015. The 2020 delay data is not discussed in detail. The delay calculations for 2020 are shown in Table E1.2-3.

E.1.1.1 Introduction to Appendix E

SEA identified 32 crossings along the EJ&E rail line and 26 crossings along CN rail line with 2007 and 2008 updated ADTs from IDOT and Lake County. These include11 crossings in Lake County, four crossings in DuPage County, 14 crossings in Will County and three crossings in the southeastern Cook County along the EJ&E rail line, and along CN rail line, 18 crossings on the Waukesha Subdivision, four along the Freeport Subdivision, one along the Joliet Subdivision and three along the Elsdon/Southbend Subdivision.

SEA used IDOT's 2007 ADTs and CN's revised train data for an updated crossing delay analysis for specific crossings along four of the five CN subdivisions. Tables E1.2-10 and E1.2-11 present the vehicle delay calculations for 59 crossings in the Waukesha, Freeport, Joliet and Elsdon/Southbend subdivisions and summarizes the results of analysis for LOS and total traffic delay on a 24-hour basis.

SEA had identified that the results of these updates has created revised analysis to reflect the changes. Keating Drive/83rd Street near Aurora has been added to the list of crossings to be analyzed, because it has now an updated ADT higher than 2500 threshold, bringing the total number of crossings to be analyzed from 87 to 88 along the EJ&E rail line. Sea also revised the delay calculation for the year 2020 using the updated 2015 proposed train data and updated 2020 ADT for the purpose of potential future regional planning by local, regional and state government agencies. Tables E1.2-1 through E1.2-3 show the results of the revised analysis.

E.1.1.2 Environmental Consequences Changes

Section 4.3 of the FEIS discussed the environmental consequences of the proposed action versus the no action alternative as it relates to local and regional highway systems, emergency vehicles, navigation, and airports. The following are the changes that occurred to at-grade crossing delays due to the new analysis discussed in section 2.5 of the FEIS.

E.1.1.2.1 At-Grade EJ&E Crossing Delays

The following sections discuss the re-evaluation of the delay analysis as a result of the updated traffic and train data for the EJ&E crossings.

Table E1.2-1. EJ&E Highway/Rail At-grade Crossing Vehicle Delay Data

STREET	2015 ADT	NO-ACTION (2015)									PROPOSED ACTION (2015)								
		L	V	D_C	D_A	N	T_D	NL	Q	D_V	L	V	D_C	D_A	N	T_D	NL	Q	D_V
Lake County																			
near Libertyville																			
Diamond Lake Road	6,207	2,760	26	1.7	1.1	5.3	39	2	11	0.01	6,829	31	3.0	2.0	20.3	263	2	19	0.17
near Mundelein																			
IL 60&83	29,009	2,760	28	1.6	1.1	5.3	173	4	23	0.01	6,829	32	2.9	1.9	20.3	1,196	4	42	0.16
near Hawthorn Woods																			
Gilmer Road	18,622	2,760	30	1.5	1.0	5.3	106	2	29	0.01	6,829	33	2.9	1.9	20.3	749	2	53	0.15
Old McHenry Road	32,429	2,760	29	1.6	1.0	5.3	189	4	26	0.01	6,829	32	2.9	1.9	20.3	1,337	4	47	0.16
near Lake Zurich																			
Oakwood Road	4,750	2,760	27	1.7	1.1	5.3	29	2	8	0.01	6,829	30	3.1	2.0	20.3	207	2	15	0.17
Lake Zurich																			
Main Street	7,474	2,760	27	1.7	1.1	5.3	46	2	12	0.01	6,829	30	3.1	2.0	20.3	325	2	23	0.17
Old Rand Road	7,474	2,760	28	1.6	1.1	5.3	45	2	12	0.01	6,829	31	3.0	2.0	20.3	316	2	22	0.17
Ela Road	21,408	2,760	33	1.5	0.9	5.3	114	2	31	0.01	6,829	36	2.7	1.7	20.3	801	2	57	0.13
near Barrington																			
Cuba Road	12,921	2,760	36	1.4	0.9	5.3	65	2	18	0.01	6,829	39	2.5	1.6	20.3	454	2	32	0.11
Barrington																			
Lake Zurich Road	3,131	2,760	39	1.3	0.8	5.3	15	2	4	0.01	6,829	41	2.4	1.6	20.3	106	2	7	0.10
Northwest Hwy (US 14)	33,949	2,760	38	1.3	0.9	5.3	166	4	22	0.01	6,829	39	2.5	1.6	20.3	1,192	4	42	0.11
Hough Street (IL 59)	22,549	2,760	37	1.3	0.9	5.3	112	2	30	0.01	6,829	39	2.5	1.6	20.3	791	2	56	0.11
West Cook County																			
Barrington																			
Lake Cook Road / Main Street	14,222	2,760	37	1.3	0.9	5.3	71	2	19	0.01	6,829	39	2.5	1.6	20.3	499	2	35	0.11
near Barrington																			
Otis Road	1,673	2,760	34	1.4	0.9	5.3	9	2	2	0.01	6,829	37	2.6	1.7	20.3	61	2	4	0.12
Penny Road	4,786	2,760	34	1.4	0.9	5.3	25	2	7	0.01	6,829	37	2.6	1.7	20.3	175	2	12	0.12

Table E1.2-1. EJ&E Highway/Rail At-grade Crossing Vehicle Delay Data

STREET	2015 ADT	NO-ACTION (2015)									PROPOSED ACTION (2015)								
		L	V	D_C	D_A	N	T_D	NL	Q	D_V	L	V	D_C	D_A	N	T_D	NL	Q	D_V
Old Sutton Road	2,070	2,760	34	1.4	0.9	5.3	11	2	3	0.01	6,829	37	2.6	1.7	20.3	76	2	5	0.12
Hoffman Estates																			
Shoe Factory Road	9,202	2,760	33	1.5	0.9	5.3	49	2	13	0.01	6,829	37	2.6	1.7	20.3	337	2	24	0.12
Near Elgin																			
Spaulding Road	1,434	2,760	40	1.3	0.8	5.3	7	4	1	0.01	6,829	43	2.3	1.5	20.3	47	4	2	0.10
West Bartlett Road	17,209	3,042	40	1.4	0.9	5.5	90	2	23	0.01	6,714	43	2.3	1.5	22.5	612	2	39	0.11
DuPage County																			
near Bartlett																			
Stearns Road	27,604	3,042	38	1.4	0.9	5.5	149	4	19	0.01	6,714	41	2.4	1.5	22.5	1,018	4	33	0.11
Wayne																			
Army Trail Road	7,392	2,264	36	1.2	0.8	4.4	27	2	9	0.01	6,843	40	2.4	1.6	23.4	294	2	18	0.13
near West Chicago																			
Smith Road	7,123	2,264	35	1.2	0.8	4.4	27	2	9	0.01	6,843	40	2.4	1.6	23.4	283	2	17	0.13
Hawthorne Lane	20,024	2,264	29	1.4	0.9	4.4	85	2	28	0.01	6,843	33	2.9	1.9	23.4	929	2	57	0.2
West Chicago																			
Washington Street	12,095	3,769	21	2.5	1.7	10.7	228	2	31	0.06	6,494	23	3.7	2.4	31.6	984	2	45	0.4
Aurora Street	364	3,769	22	2.4	1.6	10.7	7	2	1	0.06	6,494	26	3.3	2.2	31.6	27	2	1	0.3
Church Street	364	3,769	22	2.4	1.6	10.7	7	2	1	0.06	6,494	25	3.5	2.2	31.6	28	2	1	0.3
Ann Street	1,127	3,769	22	2.4	1.6	10.7	20	2	3	0.06	6,494	25	3.5	2.2	31.6	85	2	4	0.3
Naperville																			
Diehl Road	17,341	3,769	33	1.8	1.2	10.7	232	2	31	0.03	6,494	38	2.4	1.6	31.6	929	2	42	0.2
near Aurora																			
Liberty Street.	16,111	3,881	25	2.3	1.5	15.7	398	2	36	0.07	6,203	30	2.8	1.9	39.5	1,259	2	46	0.3
Ogden Avenue (US 34)	46,110	3,881	32	1.9	1.2	15.7	944	4	43	0.05	6,203	39	2.3	1.5	39.5	2,918	4	53	0.2
Montgomery Road	27,131	3,881	32	1.9	1.2	15.7	556	2	51	0.05	6,203	38	2.4	1.5	39.5	1,753	2	64	0.2
Keating Drive / 87th Street	4,182	3,881	32	1.9	1.2	15.7	86	2	8	0.05	6,203	38	2.4	1.5	39.5	270	2	10	0.2

Table E1.2-1. EJ&E Highway/Rail At-grade Crossing Vehicle Delay Data

STREET	2015 ADT	NO-ACTION (2015)									PROPOSED ACTION (2015)								
		L	V	D_C	D_A	N	T_D	NL	Q	D_V	L	V	D_C	D_A	N	T_D	NL	Q	D_V
Will County																			
near Plainfield																			
Hafenrichter Road	5,657	3,881	32	1.9	1.2	15.7	116	2	11	0.05	6,203	38	2.4	1.5	39.5	365	2	13	0.2
Wolf's Crossing	9,593	3,881	31	1.9	1.2	15.7	201	2	25	0.05	6,203	37	2.4	1.6	39.5	868	2	32	0.2
111th Street	10,454	3,881	31	1.9	1.2	15.7	219	2	20	0.05	6,203	37	2.4	1.6	39.5	690	2	25	0.2
Ferguson Road / 119th Street	3,690	3,881	30	2.0	1.3	15.7	79	2	7	0.06	6,203	36	2.5	1.6	39.5	249	2	9	0.2
Normantown - 252nd	2,492	3,881	30	2.0	1.3	15.7	54	2	5	0.06	6,203	34	2.6	1.7	39.5	176	2	6	0.2
127th Street	13,160	3,881	29	2.0	1.3	15.7	290	2	27	0.06	6,203	33	2.6	1.7	39.5	952	2	35	0.2
135th Street	13,898	3,398	29	1.8	1.2	15.7	278	2	25	0.05	5,842	34	2.5	1.6	39.5	935	2	34	0.2
Van Dyke Road	6,921	3,398	32	1.7	1.1	~~18.5~~ 15.7	~~152~~ 129	2	12	~~0.05~~ 0.04	5,842	38	2.2	1.5	~~42.3~~ 39.5	~~457~~ 427	2	16	0.2
Renwick Road	11,807	3,398	35	1.6	1.0	18.5	243	2	19	0.04	5,842	40	2.2	1.4	42.3	749	2	25	0.2
Plainfield																			
143rd Street	9,716	3,398	33	1.7	1.1	~~18.5~~ 15.7	177	2	16	~~0.05~~ 0.04	5,842	39	2.2	1.4	~~42.3~~ 39.5	587	2	21	0.2
Planfield-Naperville Road	8,117	3,398	34	1.6	1.1	18.5	171	2	13	0.04	5,842	40	2.2	1.4	42.3	515	2	18	0.2
Main Street	20,015	3,398	34	1.6	1.1	18.5	421	2	33	0.04	5,842	40	2.2	1.4	42.3	1,270	2	43	0.2
Center Street	1,845	3,398	34	1.6	1.1	18.5	39	2	3	0.04	5,842	40	2.2	1.4	42.3	117	2	4	0.18
Eastern Avenue	3,444	3,398	34	1.6	1.1	18.5	72	2	6	0.04	5,842	40	2.2	1.4	42.3	218	2	7	0.2
Lockport Road	10,085	3,398	34	1.6	1.1	18.5	212	2	16	0.04	5,842	40	2.2	1.4	42.3	640	2	22	0.2
near Crest Hill																			
East Frontage Road / Essington Road	4,983	3,398	33	1.7	1.1	18.5	107	2	8	0.05	5,842	39	2.2	1.4	42.3	322	2	11	0.2
Division Street	7,613	3,398	31	1.7	1.1	18.5	171	2	13	0.05	5,842	36	2.3	1.5	42.3	524	2	18	0.2
Crest Hill																			

Table E1.2-1. EJ&E Highway/Rail At-grade Crossing Vehicle Delay Data

STREET	2015 ADT	NO-ACTION (2015)									PROPOSED ACTION (2015)								
		L	V	D_C	D_A	N	T_D	NL	Q	D_V	L	V	D_C	D_A	N	T_D	NL	Q	D_V
Gaylord Road	5,591	3,398	28	1.9	1.2	18.5	135	2	11	0.06	5,842	33	2.5	1.6	42.3	412	2	14	0.2
Oakland Avenue	1,661	3,398	26	2.0	1.3	18.5	42	2	3	0.07	5,842	29	2.8	1.8	42.3	136	2	5	0.3
near Joliet																			
South Rowell Avenue	3,184	3,795	19	2.8	1.8	6.4	39	2	9	0.04	6,684	17	5.0	3.2	28.3	311	2	16	0.6
Cherry Hill Road	1,107	3,795	31	1.9	1.2	6.4	9	2	2	0.02	6,684	35	2.7	1.7	28.3	58	2	3	0.2
Joliet																			
Woodruff Road	10,659	2,743	9	4.0	2.6	18.5	543	2	42	0.26	5,552	10	6.8	4.4	42.3	2,132	2	73	1.8
Washington Street	11,714	3,795	9	5.3	3.4	6.4	276	2	62	0.16	6,684	10	8.1	5.3	28.3	1,864	2	95	1.7
Mills Road	3,115	3,795	27	2.1	1.4	6.4	29	2	7	0.03	6,684	30	3.0	2.0	28.3	186	2	9	0.2
South Rowell Avenue	3,184	3,795	29	2.0	1.3	6.4	28	2	6	0.02	6,684	33	2.8	1.8	28.3	175	2	9	0.2
Spencer Road	1,177	3,795	30	1.9	1.3	6.4	10	2	2	0.02	6,684	34	2.7	1.8	28.3	63	2	3	0.2
Briggs Street	13,842	3,795	31	1.9	1.2	6.4	116	2	26	0.02	6,684	34	2.7	1.8	28.3	744	2	38	0.2
near New Lenox																			
South Gougar Road	8,063	3,795	28	2.0	1.3	6.4	73	2	16	0.02	6,684	34	2.7	1.8	28.3	433	2	22	0.2
Nelson Road	7,336	3,795	31	1.9	1.2	6.4	62	2	14	0.02	6,684	36	2.6	1.7	28.3	376	2	19	0.2
Cedar Road	10,299	3,795	30	1.9	1.3	6.4	89	2	20	0.02	6,684	36	2.6	1.7	28.3	528	2	27	0.2
Spencer Road	3,104	3,795	31	1.9	1.2	6.4	26	2	6	0.02	6,684	36	2.6	1.7	28.3	159	2	8	0.2
School House Road	8,721	3,795	31	1.9	1.2	6.4	73	2	16	0.02	6,684	36	2.6	1.7	28.3	447	2	23	0.2
near Frankfort																			
Owens Road / 116th Avenue	1,246	3,795	29	2.0	1.3	6.4	11	2	2	0.02	6,684	34	2.7	1.8	28.3	67	2	3	0.2
Wolf Road	9,966	3,795	28	2.0	1.3	6.4	90	2	20	0.02	6,684	33	2.8	1.8	28.3	549	2	28	0.2
Old Sauk Trail	3,461	3,795	32	1.8	1.2	6.4	28	2	6	0.02	6,684	36	2.6	1.7	28.3	177	2	9	0.2
Pfeiffer Road / 88th Avenue	7,752	3,795	32	1.8	1.2	6.4	64	2	14	0.02	6,684	36	2.6	1.7	28.3	398	2	20	0.2
Harlem Avenue	12,336	3,795	35	1.7	1.1	6.4	95	4	11	0.02	6,684	41	2.4	1.5	28.3	570	4	15	0.1
Frankfort																			
Center Road	5,320	3,795	29	2.0	1.3	6.4	47	2	11	0.02	6,684	34	2.7	1.8	28.3	286	2	15	0.2
Southeastern Cook County																			

Table E1.2-1. EJ&E Highway/Rail At-grade Crossing Vehicle Delay Data

STREET	2015 ADT	NO-ACTION (2015)									PROPOSED ACTION (2015)								
		L	V	D_C	D_A	N	T_D	NL	Q	D_V	L	V	D_C	D_A	N	T_D	NL	Q	D_V
near Matteson																			
Ridgeland Avenue	3,642	3,795	35	1.7	1.1	6.4	28	2	6	0.02	6,684	41	2.4	1.5	28.3	168	2	9	0.1
Central Avenue	2,297	3,795	34	1.8	1.1	6.4	18	2	4	0.02	6,684	40	2.4	1.6	28.3	108	2	6	0.1
Cicero Avenue	23,281	3,795	35	1.7	1.1	6.4	179	4	20	0.02	6,684	35	2.7	1.7	28.3	1,222	4	31	0.2
Matteson																			
Main Street	4,375	3,795	40	1.6	1.0	6.4	31	2	7	0.02	6,684	40	2.4	1.6	20.3	148	2	10	0.1
Main Street Connector (North)	4,375	--	--	--	--	--	--	--	--	--	6,684	15	5.6	3.6	8.0	135	2	24	0.2
Main Street Connector (South)	4,375	3,795	10	4.8	3.1	2.2	32	2	21	0.05	6,684	15	5.6	3.6	6.3	106	2	24	0.2
Park Forest																			
Western Avenue	24,717	3,615	34	1.7	1.1	8.6	252	4	21	0.02	6,256	31	2.8	1.8	31.6	1,515	4	35	0.2
Chicago Heights																			
Euclid Avenue	238	3,615	23	2.3	1.5	8.6	3	2	1	0.04	6,256	25	3.3	2.2	31.6	17	2	1	0.3
Chicago Road	23,390	3,615	21	2.5	1.6	8.6	343	4	29	0.05	6,256	22	3.7	2.4	31.6	1,915	4	44	0.4
West End Avenue/Halsted Street	5,956	3,615	19	2.7	1.7	8.6	95	2	16	0.06	6,256	20	4.1	2.6	31.6	530	2	24	0.5
East End Avenue	5,086	3,615	20	2.6	1.7	8.6	78	2	13	0.05	6,256	20	4.1	2.6	31.6	452	2	21	0.5
East End Avenue Connector	5,086	3,615	10	4.6	3.0	1.6	26	2	23	0.03	6,256	10	7.6	4.9	2.6	70	2	39	0.1
Wentworth Avenue	4,563	3,261	18	2.6	1.7	10.2	83	2	12	0.06	6,012	19	4.1	2.7	34.2	444	2	19	0.5
State Street	7,656	3,261	22	2.2	1.4	10.2	118	2	17	0.04	6,012	22	3.6	2.3	34.2	656	2	28	0.4
Cottage Grove Avenue	5,578	3,261	30	1.7	1.1	10.2	69	4	5	0.03	6,012	33	2.6	1.7	34.2	340	4	7	0.2
Sauk Village																			
Torrence Avenue	8,968	3,261	37	1.5	1.0	10.2	95	2	13	0.02	6,012	41	2.2	1.4	34.2	461	2	19	0.1
Lynwood																			
Lincoln Highway (US 30)	29,237	3,261	30	1.7	1.1	10.2	359	4	25	0.03	6,012	33	2.6	1.7	34.2	1,785	4	38	0.2
Lake County, Indiana																			
Dyer																			
Lake Street	5,067	3,261	30	1.7	1.1	10.2	62	2	9	0.03	6,012	34	2.5	1.6	34.2	302	2	13	0.2
Hart Street	20,268	3,261	31	1.7	1.1	10.2	243	2	34	0.03	6,012	34	2.5	1.6	34.2	1,208	2	51	0.2

Table E1.2-1. EJ&E Highway/Rail At-grade Crossing Vehicle Delay Data																			
STREET	**2015 ADT**	**NO-ACTION (2015)**									**PROPOSED ACTION (2015)**								
		L	V	D_C	D_A	N	T_D	NL	Q	D_V	L	V	D_C	D_A	N	T_D	NL	Q	D_V
Schererville																			
Airport Road	3,818	3,261	36	1.5	1.0	10.2	41	2	6	0.02	6,012	39	2.3	1.5	34.2	204	2	9	0.2
Kennedy Avenue	17,076	3,261	35	1.6	1.0	10.2	189	2	27	0.02	6,012	38	2.3	1.5	34.2	932	2	39	0.2
Griffith																			
Broad Street	19,572	~~2,717~~ 3,261	17	2.7	1.7	7.6	277	2	52	0.05	~~5,912~~ 6,012	20	3.9	2.5	23.6	1,256	2	77	0.3
Broad Street Connector	19,572	3,261	25	2.0	1.3	2.6	70	2	39	0.01	6,012	25	3.2	2.1	10.7	470	2	63	0.1
East Main Street	10,960	2,717	23	1.8	1.2	7.6	107	2	20	0.02	5,915	24	3.3	2.1	28.6	718	2	36	0.3
East Lake Street	6,524	2,717	26	1.7	1.1	7.6	58	2	11	0.02	5,915	27	3.0	1.9	28.6	387	2	20	0.2
East Miller Street	6,524	2,717	28	1.6	1.0	7.6	55	2	10	0.02	5,915	29	2.8	1.8	28.6	365	2	18	0.2
East Elm Street	8,090	2,717	29	1.6	1.0	7.6	67	2	13	0.02	5,915	34	2.5	1.6	28.6	398	2	20	0.2
East 45th Avenue	23,486	2,717	31	1.5	1.0	7.6	185	4	18	0.02	5,915	34	2.5	1.6	28.6	1,155	4	29	0.2
East 40th Place	14,222	2,717	32	1.5	1.0	7.6	110	2	21	0.01	5,915	35	2.4	1.6	28.6	684	2	34	0.2
Gary																			
West 25th Avenue	4,187	3,144	34	1.6	1.0	9.7	44	2	6	0.02	5,777	37	2.3	1.5	29.7	196	2	10	0.1
West 15th Avenue	19,890	3,144	34	1.6	1.0	9.7	208	2	31	0.02	5,777	37	2.3	1.5	29.7	933	2	45	0.1
West 9th Avenue	4,187	3,144	35	1.5	1.0	9.7	43	2	6	0.02	5,777	38	2.2	1.4	29.7	192	2	9	0.1
West 5th Avenue	28,467	3,108	35	1.5	1.0	9.8	292	4	21	0.02	5,758	37	2.3	1.5	29.8	1,336	4	32	0.1

Table E1.2-2. EJ&E Highway/Rail At-grade Crossing Vehicle Delay Data								
STREET	2015 ADT	NO-ACTION LOS (2015)	PROPOSED ACTION LOS (2015)	NO-ACTION - TOTAL BLOCKED CROSSING TIME (24-HR), MINUTES	PROPOSED ACTION - TOTAL BLOCKED CROSSING TIME (24-HR), MINUTES	NO-ACTION - PERCENT TOTAL BLOCKED CROSSING TIME	PROPOSED ACTION - PERCENT TOTAL BLOCKED CROSSING TIME	PERCENT CHANGE TOTAL BLOCKED CROSSING TIME
Lake County								
Near Libertyville								
Diamond Lake Road	6,207	A	A	9.0	61.0	0.6%	4.2%	3.6%
Near Mundelein								
IL 60&83	29,009	A	A	8.6	59.4	0.6%	4.1%	3.5%
Near Hawthorn Woods								
Gilmer Road	18,622	A	A	8.2	57.9	0.6%	4.0%	3.5%
Old McHenry Road	32,429	A	A	8.4	59.4	0.6%	4.1%	3.5%
Near Lake Zurich								
Oakwood Road	4,750	A	B	8.8	62.7	0.6%	4.4%	3.7%
Lake Zurich								
Main Street	7,474	A	B	8.8	62.7	0.6%	4.4%	3.7%
Old Rand Road	7,474	A	A	8.6	61.0	0.6%	4.2%	3.6%
Ela Road	21,408	A	A	7.7	53.9	0.5%	3.7%	3.2%
Near Barrington								
Cuba Road	12,921	A	A	7.3	50.5	0.5%	3.5%	3.0%
Barrington								
Lake Zurich Road	3,131	A	A	6.9	48.6	0.5%	3.4%	2.9%
Northwest Hwy (US 14)	33,949	A	A	7.0	50.5	0.5%	3.5%	3.0%
Hough Street (IL 59)	22,549	A	A	7.1	50.5	0.5%	3.5%	3.0%
West Cook County								
Barrington								
Lake Cook Road / Main Street	14,222	A	A	7.1	50.5	0.5%	3.5%	3.0%

Table E1.2-2. EJ&E Highway/Rail At-grade Crossing Vehicle Delay Data								
STREET	2015 ADT	NO-ACTION LOS (2015)	PROPOSED ACTION LOS (2015)	NO-ACTION - TOTAL BLOCKED CROSSING TIME (24-HR), MINUTES	PROPOSED ACTION - TOTAL BLOCKED CROSSING TIME (24-HR), MINUTES	NO-ACTION - PERCENT TOTAL BLOCKED CROSSING TIME	PROPOSED ACTION - PERCENT TOTAL BLOCKED CROSSING TIME	PERCENT CHANGE TOTAL BLOCKED CROSSING TIME
Near Barrington								
Otis Road	1,673	A	A	7.5	52.7	0.5%	3.7%	3.1%
Penny Road	4,786	A	A	7.5	52.7	0.5%	3.7%	3.1%
Old Sutton Road	2,070	A	A	7.5	52.7	0.5%	3.7%	3.1%
Hoffman Estates								
Shoe Factory Road	9,202	A	A	7.7	52.7	0.5%	3.7%	3.1%
Near Elgin								
Spaulding Road	1,434	A	A	6.8	46.8	0.5%	3.2%	2.8%
West Bartlett Road	17,209	A	A	7.5	51.2	0.5%	3.6%	3.0%
DuPage County								
Near Bartlett								
Stearns Road	27,604	A	A	7.8	53.1	0.5%	3.7%	3.2%
Wayne								
Army Trail Road	7,392	A	A	5.3	57.2	0.4%	4.0%	3.6%
Near West Chicago								
Smith Road	7,123	A	A	5.4	57.2	0.4%	4.0%	3.6%
Hawthorne Lane	20,024	A	B	6.1	66.8	0.4%	4.6%	4.2%
West Chicago								
Washington Street	12,095	A	C	27.2	117.2	1.9%	8.1%	6.3%
Aurora Street	364	A	B	26.2	105.5	1.8%	7.3%	5.5%
Church Street	364	A	C	26.2	109.1	1.8%	7.6%	5.8%
Ann Street	1,127	A	C	26.2	109.1	1.8%	7.6%	5.8%
Naperville								
Diehl Road	17,341	A	B	19.2	77.2	1.3%	5.4%	4.0%

Table E1.2-2. EJ&E Highway/Rail At-grade Crossing Vehicle Delay Data								
STREET	2015 ADT	NO-ACTION LOS (2015)	PROPOSED ACTION LOS (2015)	NO-ACTION - TOTAL BLOCKED CROSSING TIME (24-HR), MINUTES	PROPOSED ACTION - TOTAL BLOCKED CROSSING TIME (24-HR), MINUTES	NO-ACTION - PERCENT TOTAL BLOCKED CROSSING TIME	PROPOSED ACTION - PERCENT TOTAL BLOCKED CROSSING TIME	PERCENT CHANGE TOTAL BLOCKED CROSSING TIME
Near Aurora								
Liberty Street.	16,111	A	B	35.5	112.6	2.5%	7.8%	5.3%
Ogden Avenue (US 34)	46,110	A	B	29.5	91.1	2.0%	6.3%	4.3%
Montgomery Road	27,131	A	B	29.5	93.0	2.0%	6.5%	4.4%
Keating Drive/ 87th Street	4,182	A	B	29.5	93.0	2.0%	6.5%	4.4%
Will County								
Near Plainfield								
Hafenrichter Road	5,657	A	B	29.5	93.0	2.0%	6.5%	4.4%
Wolf's Crossing	9,593	A	B	30.2	95.0	2.1%	6.6%	4.5%
111th Street	10,454	A	B	30.2	95.0	2.1%	6.6%	4.5%
Ferguson Road / 119th Street	3,690	A	B	30.9	97.1	2.1%	6.7%	4.6%
Normantown - 252nd	2,492	A	B	30.9	101.6	2.1%	7.1%	4.9%
127th Street	13,160	A	B	31.7	104.1	2.2%	7.2%	5.0%
135th Street	13,898	A	B	28.8	96.9	2.0%	6.7%	4.7%
Van Dyke Road	6,921	A	B	~~31.6~~ 26.8	~~95.0~~ 88.8	~~2.2%~~ 1.9%	~~6.6%~~ 6.2%	~~4.4%~~ 4.3%
Renwick Road	11,804	A	B	26.8	88.8	1.9%	6.2%	4.3%
Plainfield								
143rd Street	9,716	A	B	~~30.9~~ 26.2	~~93.2~~ 87.0	~~2.1%~~ 1.8%	~~6.5%~~ 6.0%	~~4.3%~~ 4.2%
Planfield-Naperville Road	8,117	A	B	30.3	91.4	2.1%	6.3%	4.2%
Main Street	20,015	A	B	30.3	91.4	2.1%	6.3%	4.2%

Table E1.2-2. EJ&E Highway/Rail At-grade Crossing Vehicle Delay Data								
STREET	2015 ADT	NO-ACTION LOS (2015)	PROPOSED ACTION LOS (2015)	NO-ACTION - TOTAL BLOCKED CROSSING TIME (24-HR), MINUTES	PROPOSED ACTION - TOTAL BLOCKED CROSSING TIME (24-HR), MINUTES	NO-ACTION - PERCENT TOTAL BLOCKED CROSSING TIME	PROPOSED ACTION - PERCENT TOTAL BLOCKED CROSSING TIME	PERCENT CHANGE TOTAL BLOCKED CROSSING TIME
Center Street	1,845	A	B	30.3	91.4	2.1%	6.3%	4.2%
Eastern Avenue	3,444	A	B	30.3	91.4	2.1%	6.3%	4.2%
Lockport Road	10,085	A	B	30.3	91.4	2.1%	6.3%	4.2%
Near Crest Hill								
East Frontage Road / Essington Road	4,983	A	B	30.9	93.2	2.1%	6.5%	4.3%
Division Street	7,613	A	B	32.3	99.2	2.2%	6.9%	4.6%
Crest Hill								
Gaylord Road	5,591	A	B	34.8	106.2	2.4%	7.4%	5.0%
Oakland Avenue	1,661	A	B	36.7	118.0	2.6%	8.2%	5.6%
Near Joliet								
South Rowell Street	3,184	A	D	17.7	140.6	1.2%	9.8%	8.5%
Cherry Hill Road	1,107	A	B	12.1	75.6	0.8%	5.2%	4.4%
Joliet								
Woodruff Road	10,659	B	F	73.3	288.0	5.1%	20.0%	14.9%
Washington Street	11,714	A	F	33.9	229.1	2.4%	15.9%	13.6%
Mills Road	3,115	A	B	13.4	85.8	0.9%	6.0%	5.0%
South Rowell Street	3,184	A	B	12.7	79.3	0.9%	5.5%	4.6%
Spencer Road	1,177	A	B	12.4	77.4	0.9%	5.4%	4.5%
Briggs Street	13,842	A	B	12.1	77.4	0.8%	5.4%	4.5%
Near New Lenox								
South Gougar Road	8,063	A	B	13.1	77.4	0.9%	5.4%	4.5%
Nelson Road	7,336	A	B	12.1	73.9	0.8%	5.1%	4.3%

Table E1.2-2. EJ&E Highway/Rail At-grade Crossing Vehicle Delay Data								
STREET	2015 ADT	NO-ACTION LOS (2015)	PROPOSED ACTION LOS (2015)	NO-ACTION - TOTAL BLOCKED CROSSING TIME (24-HR), MINUTES	PROPOSED ACTION - TOTAL BLOCKED CROSSING TIME (24-HR), MINUTES	NO-ACTION - PERCENT TOTAL BLOCKED CROSSING TIME	PROPOSED ACTION - PERCENT TOTAL BLOCKED CROSSING TIME	PERCENT CHANGE TOTAL BLOCKED CROSSING TIME
Cedar Road	10,299	A	B	12.4	73.9	0.9%	5.1%	4.3%
Spencer Road	3,104	A	B	12.1	73.9	0.8%	5.1%	4.3%
School House Road	8,721	A	B	12.1	73.9	0.8%	5.1%	4.3%
Near Frankfort								
Owens Road /116th Avenue	1,246	A	B	12.7	77.4	0.9%	5.4%	4.5%
Wolf Road	9,966	A	B	13.1	79.3	0.9%	5.5%	4.6%
Old Sauk Trail	3,461	A	B	11.8	73.9	0.8%	5.1%	4.3%
Pfeiffer Road / 88th Avenue	7,752	A	B	11.8	73.9	0.8%	5.1%	4.3%
Harlem Avenue	12,336	A	A	11.1	66.6	0.8%	4.6%	3.9%
Frankfort								
Center Road	5,320	A	B	12.7	77.4	0.9%	5.4%	4.5%
Southeastern Cook County								
Near Matteson								
Ridgeland Avenue	3,642	A	A	11.1	66.6	0.8%	4.6%	3.9%
Central Avenue	2,297	A	A	11.3	67.9	0.8%	4.7%	3.9%
Cicero Avenue	23,281	A	B	11.1	75.6	0.8%	5.2%	4.5%
Matteson								
Main Street	4,375	A	A	10.1	48.7	0.7%	3.4%	2.7%
Main Street Connector (South)	4,375	--	B	--	44.5	--	3.1%	3.1%
Main Street Connector (South)	4,375	A	B	10.6	35.1	0.7%	2.4%	1.7%
Park Forest								

Table E1.2-2. EJ&E Highway/Rail At-grade Crossing Vehicle Delay Data								
STREET	2015 ADT	NO-ACTION LOS (2015)	PROPOSED ACTION LOS (2015)	NO-ACTION - TOTAL BLOCKED CROSSING TIME (24-HR), MINUTES	PROPOSED ACTION - TOTAL BLOCKED CROSSING TIME (24-HR), MINUTES	NO-ACTION - PERCENT TOTAL BLOCKED CROSSING TIME	PROPOSED ACTION - PERCENT TOTAL BLOCKED CROSSING TIME	PERCENT CHANGE TOTAL BLOCKED CROSSING TIME
Western Avenue	24,717	A	B	14.7	88.3	1.0%	6.1%	5.1%
Chicago Heights								
Euclid Avenue	238	A	B	19.7	105.7	1.4%	7.3%	6.0%
Chicago Road	23,390	A	C	21.1	117.9	1.5%	8.2%	6.7%
West End Avenue / Halsted Street	5,956	A	C	22.9	128.1	1.6%	8.9%	7.3%
East End Avenue	5,086	A	C	22.0	128.1	1.5%	8.9%	7.4%
East End Avenue Connector	5,086	A	A	7.4	19.8	0.5%	1.4%	0.9%
Wentworth Avenue	4,563	A	C	26.1	140.1	1.8%	9.7%	7.9%
State Street	7,656	A	C	22.3	123.3	1.5%	8.6%	7.0%
Cottage Grove Avenue	5,578	A	B	17.7	87.9	1.2%	6.1%	4.9%
Sauk Village								
Torrence Avenue	8,968	A	A	15.3	74.1	1.1%	5.1%	4.1%
Lynwood								
Lincoln Highway (US 30)	29,237	A	B	17.7	87.9	1.2%	6.1%	4.9%
Lake County, Indiana								
Dyer								
Lake Street	5,067	A	B	17.7	85.8	1.2%	6.0%	4.7%
Hart Street	20,268	A	B	17.3	85.8	1.2%	6.0%	4.8%
Schererville								
Airport Road	3,818	A	A	15.6	77.0	1.1%	5.3%	4.3%
Kennedy Avenue	17,076	A	A	15.9	78.6	1.1%	5.5%	4.4%
Griffith								
Broad Street	19,572	A	B	~~14.0~~	92.4	~~1.0%~~	6.4%	5.0%

Table E1.2-2. EJ&E Highway/Rail At-grade Crossing Vehicle Delay Data								
STREET	2015 ADT	NO-ACTION LOS (2015)	PROPOSED ACTION LOS (2015)	NO-ACTION - TOTAL BLOCKED CROSSING TIME (24-HR), MINUTES	PROPOSED ACTION - TOTAL BLOCKED CROSSING TIME (24-HR), MINUTES	NO-ACTION - PERCENT TOTAL BLOCKED CROSSING TIME	PROPOSED ACTION - PERCENT TOTAL BLOCKED CROSSING TIME	PERCENT CHANGE TOTAL BLOCKED CROSSING TIME
				20.4		1.4%		
Broad Street Connector	19,572	A	A	5.2	34.6	0.4%	2.4%	2.0%
East Main Street	10,960	A	B	14.0	94.4	1.0%	6.6%	5.6%
East Lake Street	6,524	A	B	12.8	85.5	0.9%	5.9%	5.0%
East Miller Street	6,524	A	B	12.2	80.6	0.8%	5.6%	4.8%
East Elm Street	8,090	A	A	11.9	70.8	0.8%	4.9%	4.1%
East 45th Avenue	23,486	A	A	11.4	70.8	0.8%	4.9%	4.1%
East 40th Place	14,222	A	A	11.1	69.2	0.8%	4.8%	4.0%
Gary								
West 25th Avenue	4,187	A	A	15.0	67.5	1.0%	4.7%	3.6%
West 15th Avenue	19,890	A	A	15.0	67.5	1.0%	4.7%	3.6%
West 9th Avenue	4,187	A	A	14.8	66.2	1.0%	4.6%	3.6%
West 5th Avenue	28,467	A	A	14.8	67.6	1.0%	4.7%	3.7%

Table E1.2-3. EJ&E Highway/Rail At-grade Crossing Vehicle Delay Data											
STREET	2020 ADT	PROPOSED ACTION (2020)									PROPOSED ACTION LOS (2020)
		L	V	D_C	D_A	N	T_D	NL	Q	D_V	
Lake County											
Diamond Lake Road	7,196	6,829	31	3.0	2.0	20.3	305	2	22	0.2	A
IL 60&83	33,629	6,829	28	3.3	2.1	20.3	1,387	4	49	0.2	A
Gilmer Road	21,587	6,829	33	2.9	1.9	20.3	868	2	62	0.1	A
Old McHenry Road	37,594	6,829	32	2.9	1.9	20.3	1,550	4	55	0.2	A
Oakwood Road	5,507	6,829	30	3.1	2.0	20.3	240	2	17	0.2	B
Main Street	8,664	6,829	30	3.1	2.0	20.3	377	2	27	0.2	B
Old Rand Road	8,664	6,829	31	3.0	2.0	20.3	367	2	26	0.2	A
Ela Road	24,818	6,829	36	2.7	1.7	20.3	929	2	66	0.1	A
Cuba Road	14,979	6,829	39	2.5	1.6	20.3	526	2	37	0.1	A
Lake Zurich Road	3,630	6,829	41	2.4	1.6	20.3	122	2	9	0.1	A
Northwest Hwy	39,357	6,829	39	2.5	1.6	20.3	1,381	4	49	0.1	A
Hough Street (IL 59)	26,140	6,829	39	2.5	1.6	20.3	917	2	65	0.1	A
Cook County											
Lake Cook Road	16,487	6,829	39	2.5	1.6	20.3	579	2	41	0.1	A
Otis Road	1,847	6,829	37	2.6	1.7	20.3	68	2	5	0.1	A
Penny Road	5,285	6,829	37	2.6	1.7	20.3	193	2	14	0.1	A
Old Sutton Road	2,285	6,829	37	2.6	1.7	20.3	84	2	6	0.1	A
Shoe Factory Road	10,160	6,829	37	2.6	1.7	20.3	372	2	26	0.1	A
Spaulding Road	1,583	6,829	43	2.3	1.5	20.3	51	4	2	0.1	A
West Bartlett Road	19,000	6,714	43	2.3	1.5	22.5	675	2	43	0.1	A
DuPage County											
Stearns Road	32,000	6,714	41	2.4	1.5	22.5	1,180	4	38	0.1	A
Army Trail Road	8,569	6,843	40	2.4	1.6	23.4	340	2	21	0.1	A
Smith Road	8,257	6,843	40	2.4	1.6	23.4	328	2	20	0.1	A
Hawthorne Lane	23,214	6,843	33	2.9	1.9	23.4	1,078	2	66	0.2	B
Washington Street	14,022	6,494	23	3.7	2.4	31.6	1,141	2	52	0.4	C

Table E1.2-3. EJ&E Highway/Rail At-grade Crossing Vehicle Delay Data											
STREET	**2020 ADT**	**PROPOSED ACTION (2020)**									**PROPOSED ACTION LOS (2020)**
		L	V	D_C	D_A	N	T_D	NL	Q	D_V	
Aurora Street	422	6,494	26	3.3	2.2	31.6	31	2	1	0.3	B
Church Street	422	6,494	25	3.5	2.2	31.6	32	2	2	0.3	C
Ann Street	1,306	6,494	25	3.5	2.2	31.6	99	2	5	0.3	C
Diehl Road	20,103	6,494	38	2.4	1.6	31.6	1,077	2	49	0.2	B
Liberty Street.	18,677	6,203	30	2.8	1.9	39.5	1,460	2	53	0.3	B
Ogden Avenue/US 34	53,455	6,203	39	2.3	1.5	39.5	3,383	4	62	0.2	B
Montgomery Road	31,452	6,203	38	2.4	1.5	39.5	2,032	2	74	0.2	B
Will County											
Keating Drive/ 87th Street	4,848	6,203	38	2.4	1.5	39.5	313	2	11	0.2	B
Hafenrichter Road	6,559	6,203	38	2.4	1.5	39.5	424	2	15	0.2	B
Wolf's Crossing	11,121	6,203	37	2.4	1.6	39.5	734	2	27	0.2	B
111th Street	12,119	6,203	37	2.4	1.6	39.5	800	2	29	0.2	B
Ferguson Road - 119th	4,277	6,203	36	2.5	1.6	39.5	288	2	11	0.2	B
Normantown - 252nd	2,888	6,203	34	2.6	1.7	39.5	204	2	7	0.2	B
127th Street - Chapins	15,256	6,203	33	2.6	1.7	39.5	1,103	2	40	0.2	B
135th Street	16,111	5,842	34	2.5	1.6	39.5	1,084	2	40	0.2	B
Van Dyke Road	8,024	5,842	38	2.2	1.5	~~42.3~~ 39.5	~~530~~ 495	2	18	0.2	B
143rd Street	11,264	5,842	39	2.2	1.4	42.3	680	2	25	0.2	B
Plainfield-Naperville Road	9,410	5,842	40	2.2	1.4	42.3	597	2	20	0.2	B
Main Street	23,203	5,842	40	2.2	1.4	42.3	1,472	2	50	0.2	B
Center Street	2,139	5,842	40	2.2	1.4	42.3	136	2	5	0.2	B
Eastern Avenue	3,992	5,842	40	2.2	1.4	42.3	253	2	9	0.2	B
Lockport Road	11,691	5,842	40	2.2	1.4	42.3	742	2	25	0.2	B
Renwick Road	13,687	5,842	40	2.2	1.4	42.3	868	2	30	0.2	B
East Frontage Road Northbound/Essington	5,777	5,842	39	2.2	1.4	42.3	374	2	13	0.2	B

Table E1.2-3. EJ&E Highway/Rail At-grade Crossing Vehicle Delay Data											
STREET	2020 ADT	PROPOSED ACTION (2020)									PROPOSED ACTION LOS (2020)
		L	V	D_C	D_A	N	T_D	NL	Q	D_V	
Divison Street	8,826	5,842	36	2.3	1.5	42.3	608	2	21	0.2	B
Gaylord	6,481	5,842	33	2.5	1.6	42.3	478	2	16	0.2	B
Oakland Street	1,926	5,842	29	2.8	1.8	42.3	158	2	5	0.3	B
Woodruff	12,356	5,552	10	6.8	4.4	42.3	2,471	2	84	1.8	F
Washington Street	13,580	6,684	10	8.1	5.3	28.3	2,161	2	110	1.7	F
N Rowell Street	3,691	6,684	17	5.0	3.2	28.3	360	2	18	0.6	D
Mills Road	3,611	6,684	30	3.0	2.0	28.3	215	2	11	0.2	B
S Rowell Street	3,691	6,684	33	2.8	1.8	28.3	203	2	10	0.2	B
W Spencer Road	1,364	6,684	34	2.7	1.8	28.3	73	2	4	0.2	B
Briggs Street	16,047	6,684	34	2.7	1.8	28.3	862	2	44	0.2	B
Cherry Hill Road	1,284	6,684	35	2.7	1.7	28.3	67	2	3	0.2	B
S Gougar Road	9,348	6,684	34	2.7	1.8	28.3	502	2	26	0.2	B
Nelson Road	8,505	6,684	36	2.6	1.7	28.3	436	2	22	0.2	B
Cedar Road	11,939	6,684	36	2.6	1.7	28.3	612	2	31	0.2	B
Spencer Road	3,598	6,684	36	2.6	1.7	28.3	185	2	9	0.2	B
School House Road	10,110	6,684	36	2.6	1.7	28.3	519	2	26	0.2	B
Owens Road (116 Avenue)	1,444	6,684	34	2.7	1.8	28.3	78	2	4	0.2	B
Wolf Road	11,554	6,684	33	2.8	1.8	28.3	636	2	32	0.2	B
Center Road	6,168	6,684	34	2.7	1.8	28.3	483	2	25	0.2	B
Old Sauk Trail	4,012	6,684	36	2.6	1.7	28.3	206	2	10	0.2	B
Pfeiffer Road / 88th Avenue	8,986	6,684	36	2.6	1.7	28.3	461	2	23	0.2	B
Harlem Avenue	14,300	6,684	41	2.4	1.5	28.3	661	4	17	0.1	A
Southeast Cook County											
Ridgeland Avenue	3,828	6,684	41	2.4	1.5	28.3	177	2	9	0.1	A
Central Avenue	2,414	6,684	40	2.4	1.6	28.3	114	2	6	0.1	A
Cicero Avenue	24,469	6,684	35	2.7	1.7	28.3	1,284	4	33	0.2	B
Main Street	4,598	6,684	40	2.4	1.6	20.3	155	2	11	0.1	A

Table E1.2-3. EJ&E Highway/Rail At-grade Crossing Vehicle Delay Data											
STREET	2020 ADT	PROPOSED ACTION (2020)									PROPOSED ACTION LOS (2020)
		L	V	D_C	D_A	N	T_D	NL	Q	D_V	
Western Avenue	25,978	6,256	31	2.8	1.8	31.6	1,592	4	36	0.2	B
Euclid Avenue	250	6,256	25	3.3	2.2	31.6	18	2	1	0.3	B
Chicago Road	24,583	6,256	22	3.7	2.4	31.6	2,013	4	46	0.4	C
West End Avenue/Halsted Street	6,260	6,256	20	4.1	2.6	31.6	557	2	25	0.5	C
East End Avenue	5,345	6,256	20	4.1	2.6	31.6	476	2	22	0.5	C
Wentworth Avenue	4,795	6,012	19	4.1	2.7	34.2	466	2	20	0.5	C
State Street	8,046	6,012	22	3.6	2.3	34.2	689	2	29	0.4	C
Cottage Grove Avenue	5,862	6,012	33	2.6	1.7	34.2	358	4	8	0.2	B
Torrence Avenue	9,426	6,012	41	2.2	1.4	34.2	485	2	20	0.1	A
Lincoln Hwy	30,729	6,012	33	2.6	1.7	34.2	1,876	4	39	0.2	B
Lake County, Indiana											
Lake Street	5,874	6,012	34	2.5	1.6	34.2	350	2	15	0.2	B
Hart Street	23,497	6,012	34	2.5	1.6	34.2	1,400	2	59	0.2	B
Airport Road	4,426	6,012	39	2.3	1.5	34.2	237	2	10	0.2	A
Kennedy Avenue	19,796	6,012	38	2.3	1.5	34.2	1,080	2	45	0.2	A
Broad Street	22,689	~~5,915~~ 6,012	20	3.9	2.5	~~34.2~~ 23.6	1,456	2	89	0.3	B
East Main Street	12,706	5,915	24	3.3	2.1	28.6	833	2	42	0.3	B
East Lake Street	7,563	5,915	27	3.0	1.9	28.6	449	2	23	0.2	B
East Miller Street	7,563	5,915	29	2.8	1.8	28.6	423	2	21	0.2	B
East Elm Street	9,378	5,915	34	2.5	1.6	28.6	461	2	23	0.2	A
East 45th Avenue	27,227	5,915	34	2.5	1.6	28.6	1,339	4	34	0.2	A
East 40th Place	16,487	5,915	35	2.4	1.6	28.6	793	2	40	0.2	A
West 25th Avenue	4,853	5,777	37	2.3	1.5	29.7	228	2	11	0.1	A
West 15th Avenue	23,058	5,777	37	2.3	1.5	29.7	1,082	2	52	0.1	A
West 9th Avenue	4,853	5,777	38	2.2	1.4	29.7	223	2	11	0.1	A
West 5th Avenue	33,002	5,758	37	2.3	1.5	29.8	1,549	4	37	0.1	A

The following sections discuss the results of the analysis for the 87 highway/rail at-grade crossings along the EJ&E rail line. The detail discussion for the EJ&E at-grade crossings is organized by counties, beginning with the northern section in Lake County, Illinois and ending with at-grade crossings in Lake County, Indiana. The detail discussion for at-grade crossings in Cook County is separated in to two sections, one on the west side and the other on the southeastern side, because EJ&E rail line crosses Cook County twice.

Lake County, Illinois

SEA calculated vehicle delays for 12 highway/rail at-grade crossings along the EJ&E rail line in Lake County. Table E1.2-4 shows the results of the analysis.

The Proposed Action would not affect the highway/rail at-grade crossings in EJ&E's Western mainline subdivision in Waukegan, North Chicago, Lake Bluff, Libertyville, Mettawa and Vernon Hills because train traffic would not increase on these segments. The effect due to the increase in the number of trains begins where CN and EJ&E rail lines intersect in Lake County near the western edge of Mundelein beginning at segment EJE 14B.

Increased train traffic in Lake County would result in minor increases in vehicle delays at highway/rail at-grade crossings. SEA determined that two ~~four~~ of the crossings would experience a decrease in the crossing LOS under the Proposed Action. These two ~~four~~ locations~~—Diamond Lake Road, IL 60/83,~~ Oakwood Road, and Lake Zurich's Main Street—drop from an LOS A to an LOS B. LOS B indicates that the flow of traffic is reasonably unimpeded at average speeds.

SEA's analysis also showed that the average increase in the number of trains from 5.3 to 20.3 for the Proposed Action would result in approximately doubling the average delay per delayed vehicle. However, the average amount of time that a driver would be delayed as a result of a single train event is still minimal for the Proposed Action, such as 2.3~~0~~ minutes for Diamond Lake Road.

SEA determined that even though the total delayed vehicles per day at some of the crossings— such as IL 60/83 near Mundelein, Old McHenry Road near Hawthorn Woods, and Northwest Highway in Barrington—show an increase, the increase is approximately sevenfold at all of the crossings. The total number of delayed vehicles per day for Diamond Lake Road increased from ~~57~~ 39 vehicles to ~~442~~ 263 for the Proposed Action, and at Cuba Road it increased from ~~66~~ 65 to ~~456~~ 454 vehicles.

For the total blocked crossing time in a 24-hour period, SEA determined that the change from the No-Action to the Proposed Action varied between 2.9 percent and ~~4.3~~ 3.7 percent. The blocked crossing time for a 24-hour period is a measure of how long it would take for all the trains to cross an intersecting roadway. For example, under the No-Action Alternative the total blocked crossing time at Lake Zurich Road is ~~9.0~~ 6.9 minutes per 24 hours, or ~~0.6~~ 0.5 percent of the day. Under the Proposed Action, the total blocked crossing time at the same crossing is ~~70.7~~ 48.6 minutes, or ~~4.9~~ 3.4 percent of the day. The percent change for the total blocked crossing time at Lake Zurich Road is ~~4.3~~ 2.9 percent. The percent change is a measure of how much change has occurred as far as total blocked crossing time due to the Proposed Action. For additional information on the results of SEA's vehicle delay analysis, including the blocked crossing time, for the 12 Lake County highway/rail at-grade crossings, see Tables E1.2-1 and E1.2-2.

Traffic volume on all 12 crossings except Lake Zurich Road has been updated with IDOT and Lake Countys' 2007 and 2008 ADTs, with Diamond Lake Road, Oakwood Road, Main Street and Old Rand Road receiving the highest percentage reduction. Old McHenry Road and Northwest Highway (US 14) were the only roadways whose ADT is higher than what was used in the Draft EIS. Diamond Lake Road and IL 60 & 83 also showed train operation change with train speed updated for the Proposed Action.

The result of the analysis changed the crossing LOS for Diamond Lake Road and IL 60 &83 from B to A for the Proposed Action scenario. The total delayed vehicles per day also changed for each crossing that has experienced a change in traffic volume. The change in train speed for Diamond Lake Road reduced the average delay per delayed vehicle from 2.3 minutes to 2.0 minutes. The total number of delayed vehicles per day on Diamond Lake Road decreased from 442 to 263 for the Proposed Action.

The total blocked crossing time decreased from 4.3 percent to 3.7 percent for the Proposed Action. As an example, the total blocked crossing time decreased from 70.7 minutes to 48.6 minutes for the Proposed Action. Under the No Action, the total blocked crossing time decreased from 9.0 minutes to 6.9 minutes per 24 hours.

Table E1.2-4. Lake County, Illinois EJ&E Highway/Rail At-grade Crossing Vehicle Delay Data

ADT (2015)	Trains Per Day, N		Trains Speed, V		Average Delay Per Delayed Vehicle, D_a		Total Delayed Vehicles Per Day, T_d		Crossing Los		Total Blocked Crossing Time (24-Hr), Minutes		Percent Change Total Blocked Crossing Time
	No-Action	Prop. Action	No-Action	Prop. Action	No-Action	Prop. Action	No-Action	Prop. Action	No-Action	Prop. Action	No-Action	Proposed Action	
Near Libertyville													
~~8,998~~ 6,207	5.3	20.3	26	~~26~~ 31	1.1	~~2.3~~ 2.0	~~57~~ 39	~~442~~ 263	A	~~B~~ A	9.0	~~70.7~~ 61.0	~~4.3%~~ 3.6%
Near Mundelein													
~~29,659~~ 29,009	5.3	20.3	28	~~28~~ 32	1.1	~~2.1~~ 1.9	~~177~~ 173	~~1,368~~ 1,196	A	~~B~~ A	8.6	~~66.4~~ 59.4	~~4.0%~~ 3.5%
Near Hawthorn Woods													
~~18,658~~ 18,622	5.3	20.3	30	33	1.0	1.9	106	~~750~~ 749	A	A	8.2	57.9	3.5%
~~32,424~~ 32,429	5.3	20.3	29	32	1.0	1.9	189	1,337	A	A	8.4	59.4	3.5%
Near Lake Zurich													
~~6,768~~ 4,750	5.3	20.3	27	30	1.1	2.0	~~41~~ 29	~~295~~ 207	A	B	8.8	62.7	3.7%
Lake Zurich													
~~17,471~~ 7,474	5.3	20.3	27	30	1.1	2.0	~~107~~ 46	~~760~~ 325	A	B	8.8	62.7	3.7%
~~10,659~~ 7,474	5.3	20.3	28	31	1.1	2.0	~~64~~ 45	~~451~~ 316	A	A	8.6	61.0	3.6%
~~21,398~~ 21,408	5.3	20.3	33	36	0.9	1.7	114	801	A	A	7.7	53.9	3.2%
Near Barrington													
~~12,982~~ 12,921	5.3	20.3	36	39	0.9	1.6	~~66~~ 65	~~456~~ 454	A	A	7.3	50.5	3.0%

West Cook County

The analysis in western Cook County is limited to the area between Lake and DuPage counties. SEA analyzed four highway/rail at-grade crossings in western Cook County. Table E1.2-5 shows the results of the delay analysis.

SEA determined that the crossing LOS for the No-Action Alternative remains unchanged under the Proposed Action. SEA also determined that the Proposed Action results in approximately doubling the average delay per delayed vehicle at the four highway/rail at-grade crossings. There are 71 delayed vehicles per day at the Lake Cook Road at-grade crossing for the No-Action Alternative, and 499 total delayed vehicles for the Proposed Action. Similarly, there are 90 total delayed vehicles per day at West Bartlett Road at-grade crossing for the No-Action Alternative and 612 delayed vehicles for the Proposed Action.

SEA also noted that the total blocked crossing time at Lake Cook Road experienced 7.1 minutes, or 0.5 percent of the day, under the No-Action Alternative. The at-grade crossing is blocked for 7.1 minutes based on the average 5.3 trains per day. The analysis for the Proposed Action showed that the total blocked crossing time for the same location is 50.5, or 3.5 percent of the day. The percent change for the total blocked crossing time at Lake Cook Road is 3.0. For additional information on the results of SEA's analysis of vehicle delay as well as blocked crossing time at each crossing in western Cook County, see Tables E1.2-1 and E1.2-2.

DuPage County

SEA analyzed 11 highway/rail at-grade crossings in DuPage County. The ADT counts for Aurora and Church streets do not meet the analysis threshold of 2,500 or more vehicles; however, they do meet the analysis threshold of crossings that are less than 800 feet apart. Table E1.2-6 shows the results of the delay analysis.

SEA determined that the crossing LOS for the No-Action Alternative changes at several crossings due to the Proposed Action. Particularly, Washington and Church Street crossings change from LOS A to C. Even though the average delay per delayed vehicle for a single-train event results in less than 2.5 minutes for these crossings, SEA determined that the proposed speed of the train through the crossings is lower than the average train speed through the other crossings as shown in Table 4.4.4-7. The slower train speed would result in a longer running time because of physical restrictions near the highway/rail at-grade crossings: a tight curve and the UP crossing north of Washington Street, a UP railroad yard northeast of the two crossings, and another railroad yard south of Church Street. In addition, the number of proposed trains per day at Washington Street would increase to 31.6.

SEA's analysis showed that the increase in the number of trains for the Proposed Action would result in an increase in the average delay per delayed vehicle. At Ogden Avenue and Montgomery Road, the average delay per delayed vehicles changes from 1.2 minutes for the No-Action scenario to 1.5 minutes for the Proposed Action. The increase in the average amount of time that a driver would be delayed as a result of a single train event varies between 0.3 minutes at Ogden Avenue and Montgomery Road to one minute at Hawthorne Lane, where it changed from 0.9 minutes for the No-Action Alternative to 1.9 minutes for the Proposed Action.

The analysis also showed that even though the total number of delayed vehicles per day at Army Trail Road, Smith Road, and Hawthorne Lane is lower than total delayed vehicles at most of the crossings, those crossings have the highest percentage increase for total delayed vehicles.

SEA determined that the total blocked crossing time in 24–hour period for Washington Street would increase from 27.2 minutes, or 1.9 percent of the day, for the No-Action Alternative, to 117.2 minutes

(1.95 hours) for the Proposed Action, or 8.1 percent of the day. The percent change for the total vehicle traffic delay for Washington Street is 6.3 percent, the highest increase compared to the other at-grade crossings. The percent change in total blocked crossing time is lowest at Stearns Road (3.2 percent) and the highest at Washington Street (6.3 percent). The difference in total blocked crossing time for each crossing can be attributed to train length, train speed and number of trains. See Tables E1.2-1 and E1.2-2 for additional information on the results of SEA's analysis of vehicle delay as well as blocked crossing time for each of the 11 crossings in DuPage County.

Only four crossings in DuPage County had updated ADTs. They are Stearns Road, Diehl Road, Liberty Street and Ogden Avenue (US 34). Stearns Road and Ogden Avenue showed an increase in ADT while Diehl Road and Liberty Street showed a reduction in ADT. The increase in ADT showed an increase in the total delayed vehicles per day for Stearns Road and Ogden Avenue and the decrease in ADT for Diehl Road and Liberty Street showed a lesser value for total delayed vehicles per day.

Table E1.2-6. DuPage County, Illinois EJ&E Highway/Rail At-grade Crossing Vehicle Delay Data

Street	ADT (2015)	Trains Per Day, N		Trains Speed, V		Average Delay Per Delayed Vehicle, D_a		Total Delayed Vehicles Per Day, T_d		Crossing Los		Total Blocked Crossing Time (24-Hr), Minutes		Percent Change Total Blocked Crossing Time
		No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	
Near Bartlett														
Stearns Road	~~21,129~~ 27,604	5.5	22.5	38	41	0.9	1.5	~~114~~ 149	~~779~~ 1,018	A	A	7.8	53.1	3.2%
Wayne														
Army Trail Road	7,392	4.4	23.4	36	40	0.8	1.6	27	294	A	A	5.3	57.2	3.6%
Near West Chicago														
Smith Road	7,123	4.4	23.4	35	40	0.8	1.6	27	283	A	A	5.4	57.2	3.6%
Hawthorne Lane	20,024	4.4	23.4	29	33	0.9	1.9	85	929	A	B	6.1	66.8	4.2%
West Chicago														
Washington Street	12,095	10.7	31.6	21	23	1.7	2.4	228	984	A	C	27.2	117.2	6.3%
Aurora Street	364	10.7	31.6	22	26	1.6	2.2	7	27	A	B	26.2	105.5	5.5%
Church Street	375	10.7	31.6	22	25	1.6	2.2	7	28	A	C	26.2	109.1	5.8%
Naperville														
Diehl Road	~~21,933~~ 17,341	10.7	31.6	33	38	1.2	1.6	~~293~~ 232	~~1,175~~ 929	A	B	19.2	77.2	4.0%
Near Aurora														
Liberty Street	~~20,696~~ 16,111	15.7	39.5	25	30	1.5	1.9	~~511~~ 398	~~1,618~~ 1,259	A	B	35.5	112.6	5.3%
Ogden Avenue (US 34)	~~45,828~~ 46,110	15.7	39.5	32	39	1.2	1.5	~~938~~ 944	~~2,901~~ 2,918	A	B	29.5	91.1	4.3%

Table E1.2-6. DuPage County, Illinois EJ&E Highway/Rail At-grade Crossing Vehicle Delay Data														
Street	**ADT (2015)**	**Trains Per Day, N**		**Trains Speed, V**		**Average Delay Per Delayed Vehicle, D_a**		**Total Delayed Vehicles Per Day, T_d**		**Crossing Los**		**Total Blocked Crossing Time (24-Hr), Minutes**		**Percent Change Total Blocked Crossing Time**
		No-Action	**Proposed Action**	**No-Action**	**Proposed Action**	**No-Action**	**Proposed Action**	**No-Action**	**Proposed Action**	**No-Action**	**Proposed Action**	**No-Action**	**Proposed Action**	
Montgomery Road / 83rd Street	27,131	15.7	39.5	32	38	1.2	1.5	556	1,753	A	B	29.5	93.0	4.4%

Will County

SEA analyzed ~~33~~ 34 highway/rail at-grade crossings along the EJ&E rail line in Will County. The ADT counts for Plainfield-Naperville Road, Center Street, and Eastern Avenue in Plainfield do not meet the analysis threshold of 2,500 or more vehicles, but they meet the analysis threshold of crossings that are less than 800 feet apart. Table E1.2-7 shows the results of the delay analysis.

SEA determined that the Proposed Action would result in minor increases, less than 0.6 minutes, in the average delay per delayed vehicle at the ~~33~~ 34 highway/rail at-grade crossings, with three exceptions: Woodruff Road and Washington Street showed a 1.8-minute increase in delay, and South Rowell Avenue (the northern crossing) showed a 1.4 minute increase, 1.8 minutes for the No-Action and 3.2 minutes for the Proposed Action.

SEA determined the longest train running time would occur on the rail line segment between Woodruff Road and Washington Street in Joliet. The location of the East Joliet Yard between the two highway/rail at-grade crossings results in slower train speeds as trains approach the yard. The LOS at two crossings, Woodruff Road and Washington Street in Joliet, drops from B and A, respectively, to F, because it takes a longer time for the trains to pass as traffic accumulates at the crossing. The longer it takes for the train to pass, the more vehicles are delayed. The crossing LOS at South Rowell Avenue (northern crossing) also falls from A to D, better than Woodruff Road and Washington Street but worse than the other crossings. Trains traveling southbound from the Washington Street at-grade crossing, pick up speed when they get to South Rowell Avenue and are moving more quickly by the next crossing at Mills Road. The LOS for the majority of other crossings drops from the current level of A to B under the Proposed Action.

SEA determined the total blocked crossing time in a 24-hour period for Woodruff Road would increase from 73.3 minutes, or 5.1 percent of the day, for the No-Action Alternative, to 288 minutes (4.8 hours), or 20 percent of the day. This would give a percent change for total blocked crossing time of 16.7 percent. Similarly, the total vehicle traffic delay in 24-hour period for Washington Street and South Rowell Avenue (northern crossing) is 33.9 and 17.7 minutes, or 2.4 percent and 1.2 percent of the day, respectively, for the No-Action Alternative. For the Proposed Action, the total delay increases to 229.1 minutes (3.8 hours), or 15.9 percent of the day, for Washington Street and 140.6 minutes (2.34 hours), or 9.8 percent of the day, for South Rowell Avenue (northern crossing). The percent change for Washington Street would be 14.4 percent, for South Rowell Avenue (northern crossing), 9.0 percent. For additional information on the results of SEA's analysis of vehicle delays as well as blocked crossing time at each highway/rail at-grade crossing in Will County, see Tables E1.2-1 and E1.2-2.

In the Draft EIS, 33 crossings were analyzed in Will County. The updated ADTs at several of these crossings changed the total number of crossings analyzed from 33 to 34. Keating Drive/87th Street near Aurora now has an ADT that exceeds the 2500 ADT threshold for environmental analysis used in the Draft EIS. All of the crossings with updated ADTs have their total delayed vehicles per day changed. Two of the major increases in ADT occurred at Keating Drive/83rd Street and Van Dyke Road where the increase in ADT more than doubled. The numbers of trains per day at Van Dyke Road and 143rd Street have been updated based on the EJ&E segment revision.

Table E1.2-7. Will County, Illinois EJ&E Highway/Rail At-grade Crossing Vehicle Delay Data

Street	ADT (2015)	Trains Per Day, N		Trains Speed, V		Average Delay Per Delayed Vehicle, D_a		Total Delayed Vehicles Per Day, T_d		Crossing Los		Total Blocked Crossing Time (24-Hr), Minutes		Percent Change Total Blocked Crossing Time
		No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	
Near Aurora														
Keating Drive/87th St	4,182	15.7	39.5	32	38	1.2	1.5	86	270	A	B	29.5	93.0	4.4%
Near Plainfield														
Hafenrichter Road	5,657	15.7	39.5	32	38	1.2	1.5	116	365	A	B	29.5	93.0	4.4%
Wolf's Crossing Road	9,593	15.7	39.5	31	37	1.2	1.6	201	633	A	B	30.2	95.0	4.5%
111th Street	10,454	15.7	39.5	31	37	1.2	1.6	219	690	A	B	30.2	95.0	4.5%
Ferguson Road / 119th Street	3,690	15.7	39.5	30	36	1.3	1.6	79	249	A	B	30.9	97.1	4.6%
127th Street	13,160	15.7	39.5	29	33	1.3	1.7	290	952	A	B	31.7	104.1	5.0%
135th Street	13,898	15.7	39.5	29	34	1.2	1.6	278	935	A	B	28.8	96.9	4.7%
Van Dyke Road	6,921	~~18.5~~ 15.7	~~42.3~~ 39.5	32	38	1.1	1.5	~~152~~ 129	~~457~~ 427	A	B	~~31.6~~ 26.8	~~95.0~~ 88.8	~~4.4%~~ 4.3%
Renwick Road	11,807	18.5	42.3	35	40	1.0	1.4	265	817	A	B	29.7	91.4	4.3%
Plainfield														
143rd Street	9,716	~~18.5~~ 15.7	~~42.3~~ 39.5	33	39	1.1	1.4	177	587	A	B	~~30.9~~ 26.2	~~93.2~~ 87.0	~~4.3%~~ 4.2%
Plainfield-Naperville Road	8,117	18.5	42.3	34	40	1.1	1.4	171	515	A	B	30.3	91.4	4.2%
Main Street	20,015	18.5	42.3	34	40	1.1	1.4	421	1,270	A	B	30.3	91.4	4.2%
Center	1,845	18.5	42.3	34	40	1.1	1.4	39	117	A	B	30.3	91.4	4.2%

Table E1.2-7. Will County, Illinois EJ&E Highway/Rail At-grade Crossing Vehicle Delay Data														
Street	**ADT (2015)**	**Trains Per Day, N**		**Trains Speed, V**		**Average Delay Per Delayed Vehicle, D_a**		**Total Delayed Vehicles Per Day, T_d**		**Crossing Los**		**Total Blocked Crossing Time (24-Hr), Minutes**		**Percent Change Total Blocked Crossing Time**
		No-Action	**Proposed Action**	**No-Action**	**Proposed Action**	**No-Action**	**Proposed Action**	**No-Action**	**Proposed Action**	**No-Action**	**Proposed Action**	**No-Action**	**Proposed Action**	
Street														
Eastern Avenue	3,444	18.5	42.3	34	40	1.1	1.4	72	218	A	B	30.3	91.4	4.2%
Lockport Road	10,085	18.5	42.3	34	40	1.1	1.4	212	640	A	B	30.3	91.4	4.2%
Near Crest Hill														
East Frontage Road / Essington Road	4,983	18.5	42.3	33	39	1.1	1.4	107	322	A	B	30.9	93.2	4.3%
Divison Street	7,613	18.5	42.3	31	36	1.1	1.5	171	524	A	B	32.3	99.2	4.6%
Crest Hill														
Gaylord Road	5,591	18.5	42.3	28	33	1.2	1.6	135	412	A	B	34.8	106.2	5.0%
Near Joliet														
South Rowell Avenue	3,184	6.4	28.3	19	17	1.8	3.2	39	311	A	D	17.7	140.6	8.5%
Joliet														
Woodruff Road	10,659	18.5	42.3	9	10	2.6	4.4	543	2,132	B	F	73.3	288.0	14.9%
Washington Street	11,714	6.4	28.3	9	10	3.4	5.3	276	1,864	A	F	33.9	229.1	13.6%
Mills Road	3,115	6.4	28.3	27	30	1.4	2.0	29	186	A	B	13.4	85.8	5.0%
South Rowell Avenue	3,184	6.4	28.3	29	33	1.3	1.8	28	175	A	B	12.7	79.3	4.6%

Table E1.2-7. Will County, Illinois EJ&E Highway/Rail At-grade Crossing Vehicle Delay Data														
Street	**ADT (2015)**	**Trains Per Day, N**		**Trains Speed, V**		**Average Delay Per Delayed Vehicle, D_a**		**Total Delayed Vehicles Per Day, T_d**		**Crossing Los**		**Total Blocked Crossing Time (24-Hr), Minutes**		**Percent Change Total Blocked Crossing Time**
		No-Action	**Proposed Action**	**No-Action**	**Proposed Action**	**No-Action**	**Proposed Action**	**No-Action**	**Proposed Action**	**No-Action**	**Proposed Action**	**No-Action**	**Proposed Action**	
Briggs Street	13,842	6.4	28.3	31	34	1.2	1.8	116	744	A	B	12.1	77.4	4.5%
Near New Lenox														
South Gougar Road	8,063	6.4	28.3	28	34	1.3	1.8	73	433	A	B	13.1	77.4	4.5%
Nelson Road	7,336	6.4	28.3	31	36	1.2	1.7	62	376	A	B	12.1	73.9	4.3%
Cedar Road	10,299	6.4	28.3	30	36	1.3	1.7	89	528	A	B	12.4	73.9	4.3%
Spencer Road	3,104	6.4	28.3	31	36	1.2	1.7	26	159	A	B	12.1	73.9	4.3%
School House Road	8,721	6.4	28.3	31	36	1.2	1.7	73	447	A	B	12.1	73.9	4.3%
Near Frankfort														
Wolf Road	9,966	6.4	28.3	28	33	1.3	1.8	90	549	A	B	13.1	79.3	4.6%
Old Sauk Trail	3,461	6.4	28.3	32	36	1.2	1.7	28	177	A	B	11.8	73.9	4.3%
Pfeiffer Road / 88th Avenue	7,752	6.4	28.3	32	36	1.2	1.7	64	398	A	B	11.8	73.9	4.3%
Harlem Avenue	12,336	6.4	28.3	35	41	1.1	1.5	95	570	A	A	11.1	66.6	3.9%
Frankfort														
Center Road	5,320	6.4	28.3	29	34	1.3	1.8	47	286	A	B	12.7	77.4	4.5%

Southeastern Cook County

SEA evaluated 12 highway/rail at-grade crossings in southeastern Cook County, located between Will County and the Illinois-Indiana state boundary. Table E1.2-8 shows the result of the delay analysis.

SEA determined that the crossing LOS for the No-Action Alternative changes from A to C at six of the crossings. These crossings are Main Street, Chicago Road, West End Avenue/Halsted Street, East End Avenue, Wentworth Avenue, and State Street.

The increase in the number of trains for the Proposed Action would result in an increase in the average delay per delayed vehicle. The increase in the average amount of time that a driver would be delayed as a result of a single train event varies between 0.4 minutes at Ridgeland Avenue, where the average delay per delayed vehicle is 1.1 for the No-Action and 1.5 minutes for the Proposed Action, to 1.9 ~~one~~ minutes at ~~Wentworth Avenue~~ East End Avenue Connector. The average delay per delayed vehicle for these crossings approximately doubles because trains must slow down for CN rail crossings near East End Avenue.

The number of delayed vehicles per day for most ~~all~~ of the crossings increased more than four ~~five~~ times. At Ridgeland Avenue ~~and Cicero Avenue,~~ the increase—six fold-is highest.

SEA also determined that the total blocked crossing time in a 24–hour period for Chicago Road would increase from 21.1 minutes, or 1.5 percent of the day, to 117.9 minutes (approximately 2 hours) for the Proposed Action, or 8.2 percent of the day. The percent change for the total vehicle traffic delay for Chicago Road is ~~7.2~~ 6.7 percent. The percent change for the total blocked crossing time ~~at Ridgeland Avenue (3.9 percent) and~~ is the highest at Wentworth Avenue at 8.5 percent. For additional information on the results of the SEA's vehicle delay calculations as well as blocked crossing time, see Tables E1.2-1 and E1.2-2.

The ADT for three crossings have been updated and they all show a reduction in traffic volume. Cicero Avenue and Lincoln Highway both showed significant changes in ADT. SEA received train speed updates from CN for three crossings, Cicero Avenue, Main Street and Western Avenue. In the Draft EIS a weighted average was used for train speed to show the combined effect of the mainline and the connectors at the Main Street and East End Avenue crossings. SEA re-evaluated the results of the delay analysis to include both the mainline and the connectors separately. In order to accommodate this analysis the train speed for Main Street and the connectors at both crossings were revised. The results of the revised analysis showed that the average delay per delayed vehicle is the highest at East End Avenue because the train speed on the connector is the slowest, even though the number of trains, at 2.6 trains per day, is the lowest number.

Table E.2-8. Southeastern Cook County, Illinois EJ&E Highway/Rail At-grade Crossing Vehicle Delay Data														
Street	**ADT (2015)**	**Trains per Day, N**		**Trains Speed, V**		**Average Delay per Delayed Vehicle, D_a**		**Total Delayed Vehicles per day, T_d**		**Crossing LOS**		**Total Blocked Crossing Time (24-Hr), Minutes**		**Percent Change Total Blocked Crossing Time**
		No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	
Near Matteson														
Ridgeland Avenue	3,642	6.4	28.3	35	41	1.1	1.5	28	168	A	A	11.1	66.6	3.9%
Cicero Avenue	23,281	6.4	28.3	35	35	1.1	2.7	179	1,222	A	B	11.1	75.6	4.5%
Matteson														
Main Street	4,375	6.4	28.3	40	40	1.0	1.6	31	148	A	C	10.1	48.7	2.7%
Main Street Connector (North)	4,375	--	8.0	--	15	--	3.6	--	135	--	B	--	44.5	3.1%
Main Street Connector (South)	4,375	2.2	6.3	10	15	2.2	3.6	32	106	A	B	10.6	35.1	1.7%
Park Forest														
Western Avenue	24,717	8.6	31.6	34	31	1.1	1.8	252	1,515	A	B	14.7	88.3	5.1%
Chicago Heights														
Chicago Road	23,390	8.6	31.6	21	22	1.6	2.4	343	1,915	A	C	21.1	117.9	6.7%
West End Avenue / Halsted Street	7,267	8.6	31.6	19	20	1.7	2.6	116	647	A	C	22.9	128.1	7.3%
East End Avenue	5,956	8.6	31.6	19	20	1.7	2.6	95	530	A	C	22.9	128.1	7.3%
East End Ave Connector	5,086	1.6	2.6	10	10	3.0	4.9	26	70	A	A	7.4	19.8	0.9%
Wentworth Avenue	4,563	10.2	34.2	18	19	1.7	2.7	83	444	A	C	26.1	140.1	7.9%

Table E.2-8. Southeastern Cook County, Illinois EJ&E Highway/Rail At-grade Crossing Vehicle Delay Data														
		Trains per Day, N		Trains Speed, V		Average Delay per Delayed Vehicle, D_a		Total Delayed Vehicles per day, T_d		Crossing LOS		Total Blocked Crossing Time (24-Hr), Minutes		
State Street	7,656	10.2	34.2	22	22	1.4	2.3	118	656	A	C	22.3	123.3	7.0%
Cottage Grove Avenue	5,578	10.2	34.2	30	33	1.1	1.7	69	340	A	B	17.7	87.9	4.9%
Sauk Village														
Torrence Avenue	8,968	10.2	34.2	37	41	1.0	1.4	95	461	A	A	15.3	74.1	4.1%
Lynwood														
Lincoln Highway (US 30)	29,237	10.2	34.2	30	33	1.1	1.7	359	1,785	A	B	17.7	87.9	4.9%

Lake County, Indiana

SEA evaluated 15 highway/rail at-grade crossings in Lake County, Indiana. Table E1.2-9 shows the results of the analysis.

SEA determined that the crossing LOS for one-third of the crossings changes from A to B. The increase in the average delay per delayed vehicle is approximately one minute for Broad, East Main, East Lake and East Miller streets and is approximately 0.5 minutes for the rest of the crossings.

SEA also determined that the total blocked crossing time in 24-hour period for ~~Broad and~~ East Main Street would increase from 14.0 minutes, or 1.0 percent of the day for the No-Action Alternative, to 94.4 minutes (1.6 hours), or 6.6 percent of the day for the Proposed Action. The percent change for the total vehicle traffic delay ~~for both streets~~ is 5.6 percent, the highest in the crossings listed in the table below. The percent change in total blocked crossing time is the lowest at West 9th Avenue. For additional information on the results of the SEA's vehicle delay calculations as well as blocked crossing time, see Tables E1.2-1 and E1.2-2.

There were no traffic data updates for roadways crossing the EJ&E rail line. However, similar to the Main Street and the East End Avenue crossings, the delay calculation for Broad Street crossing in Griffith was done using the weighted average of train speed for mainline, connector and the CN rail line. SEA re-evaluated the results of the delay analysis to include the mainline, connector and CN mainline separately. In order to accommodate the delay analysis at Broad Street train speed and number of trains at the EJ&E mainline and connector were evaluated and changed. The result of the revised analysis showed that Broad Street still has the highest average delay per delayed vehicle and East Main Street has now the highest total blocked crossing time and the highest percent change total blocked crossing time.

Table E1.2-9. Lake County, Indiana EJ&E Highway/Rail At-grade Crossing Vehicle Delay Data

Street	ADT (2015)	Trains Per Day, N		Trains Speed, V		Average Delay Per Delayed Vehicle, D_a		Total Delayed Vehicles Per Day, T_d		Crossing Los		Total Blocked Crossing Time (24-Hr), Minutes		Percent Change Total Blocked Crossing Time
		No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	
Dyer														
Lake Street	5,067	10.2	34.2	30	34	1.1	1.6	62	302	A	B	17.7	85.8	4.7%
Hart Street	20,268	10.2	34.2	31	34	1.1	1.6	243	1,208	A	B	17.3	85.8	4.8%
Schererville														
Airport Road	3,818	10.2	34.2	36	39	1.0	1.5	41	204	A	A	15.6	77.0	4.3%
Kennedy Avenue	17,076	10.2	34.2	35	38	1.0	1.5	189	932	A	A	15.9	78.6	4.4%
Griffith														
Broad Street.	19,572	7.6	~~28.6~~ 23.6	~~23~~ 17	20	~~1.2~~ 1.7	2.5	~~190~~ 277	1,256	A	B	~~14.0~~ 20.4	92.4	5.0%
Broad Street Connector	19,572	2.6	10.7	25	25	1.3	2.1	70	470	A	A	5.2	34.6	2.0%
East Main Street	10,960	7.6	28.6	23	24	1.2	2.1	107	718	A	B	14.0	94.4	5.6%
East Lake Street	6,524	7.6	28.6	26	27	1.1	1.9	58	387	A	B	12.8	85.5	5.0%
East Miller Street	6,524	7.6	28.6	28	29	1.0	1.8	55	365	A	B	12.2	80.6	4.8%
East Elm Street	8,090	7.6	28.6	29	34	1.0	1.6	67	398	A	B	11.9	70.8	4.1%
East 45th Avenue	23,486	7.6	28.6	31	34	1.0	1.6	185	1,155	A	A	11.4	70.8	4.1%
East 40th Place	14,222	7.6	28.6	32	35	1.0	1.6	110	684	A	A	11.1	69.2	4.0%
Gary														

Table E1.2-9. Lake County, Indiana EJ&E Highway/Rail At-grade Crossing Vehicle Delay Data														
Street	**ADT (2015)**	**Trains Per Day, N**		**Trains Speed, V**		**Average Delay Per Delayed Vehicle, D_a**		**Total Delayed Vehicles Per Day, T_d**		**Crossing Los**		**Total Blocked Crossing Time (24-Hr), Minutes**		**Percent Change Total Blocked Crossing Time**
		No-Action	**Proposed Action**	**No-Action**	**Proposed Action**	**No-Action**	**Proposed Action**	**No-Action**	**Proposed Action**	**No-Action**	**Proposed Action**	**No-Action**	**Proposed Action**	
West 25th Avenue	4,187	9.7	29.7	34	37	1.0	1.5	44	196	A	A	15.0	67.5	3.6%
West 15th Avenue	19,890	9.7	29.7	34	37	1.0	1.5	208	933	A	A	15.0	67.5	3.6%
West 9th Avenue	4,187	9.7	29.7	35	38	1.0	1.4	43	192	A	A	14.8	66.2	3.6%
West 5th Avenue	28,467	9.8	29.8	35	37	1.0	1.5	292	1,336	A	A	14.8	67.6	3.7%

CN Highway/Rail At-Grade Crossings

SEA used the 2015 ADTs for analysis for existing delays and projected delays under the Proposed Action to show what the effect would be under the No-Action and Proposed Action alternatives. Tables E1.2-10 and E1.2-11 present the vehicle delay calculations for ~~130~~ 134 crossings in the Waukesha, Freeport, Joliet, Chicago and Elsdon/Southbend subdivisions, and summarize the results of analysis for LOS and total traffic delay on a 24-hour basis

SEA also calculated the delay for the year 2020 using 2015 proposed train data (number of trains, lengths, and speeds) and 2020 ADT data for the purposes of potential future regional planning by local, regional and state government agencies. The year 2020 delay calculations assumed that the number of trains, train speed and length would remain the same as the data provided for the year 2015. The 2020 delay data is not discussed in detail. The delay calculations for 2020 are shown in Table E1.2-12.

The following sections discuss the re-evaluation of the delay analysis as a result of the updated traffic and train data for the CN crossings.

Table E1.2-10. CN Highway/Rail At-grade Crossing Vehicle Delay Data

Street	ADT 2015	No-Action (2015)									Proposed Action (2015)								
		L	V	D_c	D_a	N	T_d	NL	Q	D_V	L	V	D_c	D_a	N	T_d	NL	Q	D_V
Forest Avenue	3,035	6,104	30	2.8	1.8	~~3.5~~ 5.4	~~21~~ 32	2	9	0	0	0	0.0	0.0	0	0	2	0	0
Augusta Street	3,035	6,104	30	2.8	1.8	~~3.5~~ 5.4	~~21~~ 32	2	9	0	0	0	0.0	0.0	0	0	2	0	0
Keystone Avenue	3,035	6,104	30	2.8	1.8	~~3.5~~ 5.4	~~21~~ 32	2	9	0	0	0	0.0	0.0	0	0	2	0	0
Thatcher Avenue	10,039	6,104	30	2.8	1.8	~~3.5~~ 5.4	~~69~~ 106	3	19	0	0	0	0.0	0.0	0	0	3	0	0
1st Avenue (IL 171)	36,321	6,104	30	2.8	1.8	~~3.5~~ 5.4	~~219~~ 383	4	51	0	0	0	0.0	0.0	0	0	4	0	0
5th Avenue	12,190	6,104	30	2.8	1.8	~~3.5~~ 5.4	~~83~~ 129	4	17	0	0	0	0.0	0.0	0	0	4	0	0
George Street	4,661	6,104	28	3.0	1.9	~~3.5~~ 5.4	~~34~~ 52	2	14	0	0	0	0.0	0.0	0	0	2	0	0
Fullerton Avenue	4,780	6,104	25	3.3	2.1	~~3.5~~ 5.4	~~38~~ 59	2	16	0	0	0	0.0	0.0	0	0	2	0	0
Belmont Avenue	11,831	6,388	19	4.3	2.8	19.3	685	4	26	0	2,645	19	2.1	1.4	2.0	34	4	12	0
Pratt Avenue	2,735	6,468	23	3.7	2.4	19.1	134	2	10	0	3,129	28	1.8	1.2	~~2~~ 2.0	7	2	5	0
Touhy Avenue	28,085	6,468	29	3.0	2.0	~~19~~ 19.1	1,130	5	34	0	3,129	34	1.5	1.0	~~2~~ 2.0	60	5	17	0
Prospect Avenue	4,906	6,468	29	3.0	2.0	19.1	197	2	15	0	3,129	34	1.5	1.0	2.0	22	2	8	0
Frontage Road	3,481	6,468	29	3.0	2.0	~~19~~ 19.1	140	2	11	0	3,129	34	1.5	1.0	~~2~~ 2.0	7	2	5	0
Oakton Street	29,160	6,468	29	3.0	2.0	~~19~~ 19.1	1,174	4	44	0	3,129	31	1.6	1.1	~~2~~ 2.0	67	4	24	0
Algonquin Road	11,114	6,468	31	2.9	1.9	~~19~~ 19.1	423	2	32	0	3,129	33	1.6	1.0	~~2~~ 2.0	24	2	18	0

Table E1.2-10. CN Highway/Rail At-grade Crossing Vehicle Delay Data

Street	ADT 2015	No-Action (2015)									Proposed Action (2015)								
		L	V	D_c	D_a	N	T_d	NL	Q	D_V	L	V	D_c	D_a	N	T_d	NL	Q	D_V
Lee Street / Mannheim Road (US 12)	10,193	6,468	31	2.9	1.9	~~19~~ 19.1	388	2	29	0	3,129	33	1.6	1.0	~~2~~ 2.0	22	2	16	0
Graceland Avenue (US 12)	24,956	6,468	32	2.8	1.8	~~19~~ 19.1	926	2	70	0	3,129	33	1.6	1.0	2	55	2	39	0
Thacker Street / Dempster St.	14,102	6,468	32	2.8	1.8	19.1	523	2	39	0	3,129	33	1.6	1.0	2	31	2	22	0
Prairie Avenue	2,873	6,468	34	2.7	1.7	~~19~~ 19.1	101	2	8	0	3,129	34	1.5	1.0	2	6	2	4	0
Seegers Road	1,781	6,468	28	3.1	2.0	~~19~~ 19.1	74	2	6	0	3,129	30	1.7	1.1	2	4	2	3	0
Golf Road (IL 58)	33,861	6,468	28	3.1	2.0	~~19~~ 19.1	1,404	4	53	0	3,129	29	1.7	1.1	2	81	4	29	0
Rand Road (US 12)	26,714	6,468	27	3.2	2.1	~~19~~ 19.1	1,142	4	43	0	3,129	29	1.7	1.1	2	64	4	23	0
Central Road	22,348	6,468	35	2.6	1.7	~~19~~ 19.1	771	2	58	0	3,129	37	1.5	0.9	2	45	2	33	0
Kensington Road / Foundry Road	10,090	6,468	38	2.4	1.6	~~19~~ 19.1	326	2	25	0	3,129	43	1.3	0.9	2	19	2	13	0
Euclid Avenue	22,826	6,468	39	2.4	1.6	~~19~~ 19.1	722	4	27	0	3,129	45	1.3	0.8	2	41	4	15	0
Wolf Road	25,216	6,468	40	2.3	1.5	~~19~~ 19.1	782	2	59	0	3,129	45	1.3	0.8	2	45	2	33	0
Camp McDonald Road	10,397	6,468	40	2.3	1.5	~~19~~ 19.1	322	2	24	0	3,129	45	1.3	0.8	2	19	2	13	0
Willow Road	3,585	6,468	39	2.4	1.6	~~19~~ 19.1	113	2	9	0	3,129	44	1.3	0.9	2	7	2	5	0
Hintz Road	24,977	6,468	37	2.5	1.6	~~19~~	824	4	31	0	3,129	40	1.4	0.9	2	48	4	17	0

Table E1.2-10. CN Highway/Rail At-grade Crossing Vehicle Delay Data

Street	ADT 2015	No-Action (2015)									Proposed Action (2015)								
		L	V	D_c	D_a	N	T_d	NL	Q	D_V	L	V	D_c	D_a	N	T_d	NL	Q	D_V
						19.1													
Dundee Road (IL 68)	40,188	6,468	42	2.3	1.5	~~19~~ 19.1	1,199	4	45	0	3,129	43	1.3	0.9	2	74	4	27	0
Deerfield Parkway / Busch Road	23,182	6,468	35	2.6	1.7	~~19~~ 19.1	799	2	60	0	3,129	38	1.4	0.9	2	46	2	33	0
Aptakisic Road	29,009	6,468	35	2.6	1.7	~~19~~ 19.1	1,000	4	38	0	3,129	38	1.4	0.9	2	58	4	21	0
Half Day Road (IL 22)	24,195	6,468	41	2.3	1.5	~~19~~ 19.1	736	2	55	0	3,129	44	1.3	0.9	2	44	2	32	0
Buffalo Grove Road	16,341	6,468	42	2.3	1.5	~~19~~ 19.1	488	3	25	0	3,129	45	1.3	0.8	2	29	3	14	0
US 45	22,295	~~3,129~~ 6,468	42	2.3	1.5	~~19~~ 19.1	665	3	33	0	3,129	42	1.3	0.9	2	42	3	20	0
Butterfield Road	18,368	~~3,129~~ 6,468	39	2.4	1.6	~~19~~ 19.1	501	4	22	0	3,129	39	1.4	0.9	2	36	4	13	0
Townline Road (IL 60)	44,084	~~3,129~~ 6,468	41	2.3	1.5	~~19~~ 19.1	1341	4	51	0	3,129	41	1.4	0.9	2	84	4	30	0
Allanson Road	19,382	6,468	35	2.6	1.7	~~19~~ 20.8	728	2	50	0	7,571	27	3.7	2.4	~~19~~ 17.8	883	2	71	0
Hawley Street	8,234	6,468	35	2.6	1.7	~~19~~ 20.8	309	3	14	0	7,571	35	3.0	1.9	~~19~~ 17.8	~~323~~ 301	3	16	0
Park Street	732	6,468	35	2.6	1.7	~~19~~ 20.8	28	2	2	0	7,571	35	3.0	1.9	~~19~~ 17.8	27	2	2	0
Maple Avenue	14,568	6,468	35	2.6	1.8	~~19~~ 20.8	547	2	38	0	7,571	35	3.0	1.9	17.8	533	2	43	0
Winchester Road	6,841	6,468	40	2. 2.3	1.5	~~19~~ 20.8	231	4	8	0	7,571	40	2.7	1.7	~~19~~ 17.8	224	4	9	0

Table E1.2-10. CN Highway/Rail At-grade Crossing Vehicle Delay Data

Street	ADT 2015	No-Action (2015)									Proposed Action (2015)								
		L	V	D_c	D_a	N	T_d	NL	Q	D_V	L	V	D_c	D_a	N	T_d	NL	Q	D_V
Peterson Road	20,268	6,468	45	2.1	1.4	~~19~~ 20.8	625	5	17	0	7,571	45	2.4	1.4	~~19~~ 17.8	604	5	20	0
Harris Road	4,434	6,468	45	2.1	1.4	~~19~~ 20.8	130	2	9	0	7,571	45	2.4	1.6	~~19~~ 17.8	132	2	11	0
Pulaski Road	27,965	5,224	19	3.6	2.4	2.5	176	4	51	0	0	19	0.5	0.3	0	0	4	7	0
Riverside Drive	5,497	6,690	25	3.5	2.3	4.4	59	2	19	0	3,061	25	1.9	1.2	1.7	12	2	10	0
Harlem Avenue (IL 43)	39,485	6,690	25	3.5	2.3	4.4	427	4	70	0	3,061	25	1.9	1.2	1.7	88	4	37	0
26th Street	16,134	6,690	25	3.5	2.3	4.4	175	4	29	0	3,061	25	1.9	1.2	1.7	36	4	15	0
Des Plaines Avenue	17,807	6,690	25	3.5	2.3	4.4	193	4	32	0	3,061	25	1.9	1.2	1.7	40	4	17	0
Cermak Road / 22nd Street	40,633	6,690	25	3.5	2.3	4.4	440	5	58	0	3,061	25	1.9	1.2	1.7	91	5	31	0
1st Avenue (IL 171)	37,727	6,690	25	3.5	2.3	4.4	460	4	67	0	3,061	25	1.9	1.2	1.7	84	4	36	0
17th Avenue	11,353	6,690	19	4.5	2.9	4.4	156	4	26	0	3,061	20	2.2	1.5	1.7	30	4	13	0
Harrison Street	10,984	6,755	36	2.6	1.7	3	60	2	29	0	3,060	39	1.4	0.9	1.7	18	2	15	0
Wolf Road	18,763	6,755	35	2.7	1.8	3	105	4	25	0	3,060	39	1.4	0.9	1.7	31	4	13	0
York Street	24,190	6,755	37	2.6	1.7	3	130	2	62	0	3,061	40	1.4	0.9	1.7	39	2	33	0
Vallette Street	4,233	6,750	35	2.7	1.7	3	24	2	11	0	3,050	35	1.5	1.0	1.7	7	2	6	0
Argyle Avenue	1,165	6,755	39	2.5	1.6	3	6	2	3	0	3,061	40	1.4	0.9	1.7	2	2	2	0
Spring Road	10,886	6,755	40	2.4	1.6	3	55	2	26	0	3,061	40	1.4	0.9	1.7	18	2	15	0
Saint Charles Road	11,289	6,755	40	2.4	1.6	3	57	3	18	0	3,061	40	1.4	0.9	1.7	18	3	10	0
West Avenue	11,289	6,755	40	2.4	1.6	3	57	2	27	0	3,061	40	1.4	0.9	1.7	18	2	15	0
Villa Avenue	8,870	6,755	40	2.4	1.6	3	45	2	21	0	3,061	40	1.4	0.9	1.7	14	2	12	0
Addison Avenue	17,471	6,755	39	2.5	1.6	3	90	7	12	0	3,061	39	1.4	0.9	1.7	29	7	7	0

Table E1.2-10. CN Highway/Rail At-grade Crossing Vehicle Delay Data

Street	ADT 2015	No-Action (2015)									Proposed Action (2015)								
		L	V	D_c	D_a	N	T_d	NL	Q	D_V	L	V	D_c	D_a	N	T_d	NL	Q	D_V
North Avenue (IL 64)	58,778	6,755	39	2.5	1.6	3	302	8	36	0	3,061	39	1.4	0.9	1.7	97	8	20	0
Grace Street	9,139	6,755	37	2.6	1.7	3	49	4	12	0	3,061	40	1.4	0.9	1.7	15	4	6	0
Swift Road	22,175	6,755	42	2.3	1.5	3	108	3	34	0	3,061	44	~~1.0~~ 1.3	0.8	1.7	34	3	19	0
Schmale Road	30,373	6,755	38	2.5	1.6	3	159	4	38	0	3,061	43	~~1.0~~ 1.3	0.9	1.7	47	4	20	0
Gary Avenue	37,092	6,755	43	2.3	1.5	3	177	4	42	0	3,061	49	1.2	0.8	~~2~~ 1.7	53	4	22	0
Army Trail Road	41,796	6,755	43	2.3	1.5	3	199	4	48	0	3,061	49	1.2	0.8	~~2~~ 1.7	60	4	25	0
County Farm Road	38,705	6,755	43	2.3	1.5	3	184	4	44	0	3,061	48	1.2	0.8	~~2~~ 1.7	56	4	24	0
Sutton Road (IL 59)	52,951	6,755	41	2.4	1.5	3	262	4	63	0	3,061	45	1.3	0.8	~~2~~ 1.7	80	4	34	0
Powis Road	5,510	4,600	25	2.6	1.7	~~3~~ 2	20	2	14	0	4,600	10	5.7	3.7	~~2.6~~ 2	~~57~~ 44	2	32	0
IL 25	10,830	4,600	45	1.7	1.1	~~3~~ 2	25	2	18	0	4,600	45	1.7	1.1	2	~~32~~ 25	2	18	0
Randall Road	46,189	4,600	45	1.7	1.1	~~3~~ 2	107	4	38	0	4,600	45	1.7	1.1	~~2.6~~ 2	~~139~~ 107	4	38	0
Pruxne Street / Illinois Street	7,171	6,103	35	2.5	1.6	1.8	22	2	18	0	5,457	35	2.3	1.5	2	23	2	16	0
Holmes Street	451	6,103	35	2.5	1.6	1.8	1	2	1	0	5,457	35	2.3	1.5	2	1	2	1	0
Stephen Street	14,222	6,103	33	2.6	1.7	1.8	46	2	37	0	5,457	33	2.4	1.5	2	47	2	34	0
Romeo Road / 135th Street	19,102	4,659	38	1.9	1.2	1.8	45	2	36	0	6,108	40	2.2	1.5	2	59	2	43	0

Table E1.2-10. CN Highway/Rail At-grade Crossing Vehicle Delay Data

Street	ADT 2015	No-Action (2015)									Proposed Action (2015)								
		L	V	D_c	D_a	N	T_d	NL	Q	D_V	L	V	D_c	D_a	N	T_d	NL	Q	D_V
9th Street (IL 7)	31,796	4,659	35	2.0	1.3	1.8	80	2	64	0	6,108	35	2.5	1.6	2	110	2	79	0
10th Street	160	4,659	35	2.0	1.3	1.8	0	2	0	0	6,108	35	~~2.0~~ 2.5	1.6	2.0	1	2	0	0
11th Street	307	4,659	35	2.0	1.3	1.8	1	2	1	0	6,108	35	~~2.0~~ 2.5	1.6	2.0	1	2	1	0
Division Street	6,783	4,659	35	2.0	1.3	1.8	17	2	14	0	6,108	35	~~2.0~~ 2.5	1.6	2.0	23	2	17	0
Ohio Street	7,198	~~7,500~~ 4,659	10	~~9.0~~ 5.8	~~5.9~~ 3.8	~~2.9~~ 1.8	~~131~~ 52	2	~~65~~ 42	0	~~7,500~~ 6,108	10	~~9~~ 7.4	~~5.9~~ 4.8	~~2.9~~ 2	~~131~~ 74	2	~~65~~ 54	0
Jackson Street	20,380	~~7,500~~ 4,659	10	~~9.0~~ 5.8	~~5.9~~ 3.8	~~2.9~~ 1.8	~~370~~ 148	2	~~184~~ 118	0	~~7,500~~ 6,108	10	~~9~~ 7.4	~~5.9~~ 4.8	~~2.9~~ 2	~~370~~ 211	2	~~##~~ 152	0
University Parkway / Stuenkel Road	13,640	5,400	45	1.9	1.2	~~12.8~~ 13.8	~~226~~ 244	4	13	0	5,400	45	~~2~~ 1.9	1.2	12.3	~~226~~ 217	4	13	0
West Dralle Road	4,012	5,400	45	1.9	1.2	~~12.8~~ 13.8	~~66~~ 72	4	4	0	5,400	45	~~2~~ 1.9	1.2	12.3	~~66~~ 64	4	4	0
55th Street	31,431	4,365	8	6.7	4.4	~~3.3~~ 1.6	~~483~~ 234	4	105	0	~~0~~ 4,365	~~0~~ 8	~~0~~ 6.7	~~0.0~~ 4.4	~~0.0~~ 1.6	~~0~~ 234	4	~~0~~ 105	0
71st Street	16,612	4,365	8	6.7	4.4	~~3.3~~ 1.6	~~255~~ 124	2	111	0	~~0~~ 4,365	~~0~~ 8	~~0~~ 6.7	~~0.0~~ 4.4	~~0.0~~ 1.6	~~0~~ 124	2	~~0~~ 111	0
79th Street	29,291	4,365	8	6.7	4.4	3.4	463	4	98	0	0	0	0	0.0	0	0	4	0	0
Columbus Avenue	18,046	4,365	8	6.7	4.4	3.4	285	4	60	0	0	0	0	0.0	0	0	4	0	0
83rd Place	1,305	4,365	8	6.7	4.4	3.4	21	2	9	0	0	0	0	0.0	0	0	2	0	0
87th Street	23,663	4,365	8	6.7	4.4	3.4	374	6	53	0	0	0	0	0.0	0	0	6	0	0
91st Street	4,482	4,365	8	6.7	4.4	3.4	71	2	30	0	0	0	0	0.0	0	0	2	0	0
Kedzie Avenue	28,802	4,365	8	6.7	4.4	3.4	456	4	96	0	0	0	0	0.0	0	0	4	0	0
94th Street	3,466	4,365	8	6.7	4.4	3.4	55	4	12	0	0	0	0	0.0	0	0	4	0	0

Table E1.2-10. CN Highway/Rail At-grade Crossing Vehicle Delay Data

Street	ADT 2015	No-Action (2015)									Proposed Action (2015)								
		L	V	D_c	D_a	N	T_d	NL	Q	D_V	L	V	D_c	D_a	N	T_d	NL	Q	D_V
95th Street (US 12 / US 20)	27,768	4,365	8	6.7	4.4	3.4	439	6	62	0	0	0	0.0	0.0	0	0	6	0	0
99th Street	11,592	4,365	8	6.7	4.4	3.4	183	2	78	0	0	0	0.0	0.0	0	0	2	0	0
103rd Street	23,782	4,365	8	6.7	4.4	3.4	376	4	80	0	0	0	0.0	0.0	0	0	4	0	0
111th Street	19,600	4,365	8	6.7	4.4	3.4	310	4	66	0	0	0	0.0	0.0	0	0	4	0	0
115th Street	15,536	4,365	8	6.7	4.4	3.4	246	4	52	0	0	0	0.0	0.0	0	0	4	0	0
119th Street	14,341	4,365	8	6.7	4.4	3.4	227	2	96	0	0	0	0.0	0.0	0	0	2	0	0
123rd Street	6,468	4,365	8	6.7	4.4	3.4	102	2	43	0	0	0	0.0	0.0	0	0	2	0	0
127th Street	27,607	4,365	8	6.7	4.4	3.4	437	4	92	0	0	0	0.0	0.0	0	0	4	0	0
Broadway Street	5,916	7,256	~~36~~ 10	~~2.8~~ 8.7	~~1.8~~ 5.7	~~15~~ 14.9	~~171~~ 535	4	~~8~~ 26	~~0~~ 1	5,711	~~43~~ 10	7.4	~~1.3~~ 4.5	~~1~~ 1	~~8~~ 29	4	~~6~~ 21	0
Western Avenue	10,039	7,256	29	3.3	2.2	~~15~~ 14.9	347	4	17	0	5,711	35	2.4	1.5	1	16	4	12	0
Robey Street	144	7,256	34	2.9	1.9	~~15~~ 14.9	4	2	0	0	5,711	41	2.1	1.4	1	0	2	0	0
Lincoln Avenue	886	7,256	34	2.9	1.9	~~15~~ 14.9	27	2	3	0	5,711	41	2.1	1.4	1	1	2	2	0
Wood Street	15,775	7,256	35	2.9	1.9	~~15~~ 14.9	466	4	23	0	5,711	42	2.0	1.3	1	22	4	16	0
147th Street / Sibley Boulevard (IL 83)	33,509	7,256	35	2.9	1.9	~~15~~ 14.9	900	4	48	0	5,711	42	2.0	1.3	1	48	4	34	0
Ashland Avenue	13,949	7,256	35	2.9	1.9	14.9	412	2	40	0	5,711	42	2	1.3	1	20	2	29	0
Center Avenue	886	7,256	36	2.8	1.8	~~15~~ 14.9	26	2	2	0	5,711	43	2.0	1.3	1	1	2	2	0
Broadway	886	7,256	~~10~~	~~8.7~~	~~5.7~~	~~15~~	~~80~~	4	~~4~~	1	5,711	~~10~~	~~7.0~~	~~4.5~~	1	~~4~~	4	~~3~~	0

Table E1.2-10. CN Highway/Rail At-grade Crossing Vehicle Delay Data

Street	ADT 2015	No-Action (2015)									Proposed Action (2015)								
		L	V	D_c	D_a	N	T_d	NL	Q	D_V	L	V	D_c	D_a	N	T_d	NL	Q	D_V
Avenue			36	2.8	1.8	14.9	26		1			43	2.0	1.3		1		1	
Park Avenue	7,051	7,256	36	2.8	1.8	~~15~~ 14.9	204	4	10	0	5,711	43	2.0	1.3	1	10	4	7	0
Halsted Street (IL 1)	14,411	5,927	36	2.4	1.5	~~20~~ 19.5	463	4	17	0	5,711	42	2.0	1.3	1	20	4	15	0
155th Street	451	5,927	36	2.4	1.5	~~20~~ 19.5	14	2	1	0	5,711	42	2.0	1.3	1	1	2	1	0
Thornton-Blue Island Road	4,960	5,927	35	2.4	1.6	~~20~~ 19.5	163	2	12	0	5,711	39	2.2	1.4	1	7	2	11	0
159th Street / 162nd Street (US 6)	34,741	5,927	35	2.4	1.6	~~20~~ 19.5	1,141	4	42	0	5,711	35	2.4	1.5	1	57	4	41	0
South Park Avenue	11,831	6,081	26	3.2	2.1	~~22~~ 22.1	573	4	19	0	6,489	27	3.2	2.1	2.9	77	4	19	0
170th Street	13,266	6,081	15	5.1	3.3	~~22~~ 22.1	1040	4	34	1	6,489	15	5.4	3.5	2.9	145	4	36	0
Volbrecht Road	3,641	6,081	38	2.3	1.5	~~22~~ 22.1	130	2	8	0	6,489	45	2.1	1.4	2.9	16	2	8	0
Thornton-Lansing Road	11,951	6,081	38	2.3	1.5	~~22~~ 22.1	425	2	~~27.7~~ 28	~~0.1~~ 0	6,489	45	2.1	1.4	2.9	51	2	26	0
182nd Street/Ridge Rd	9,336	6,081	39	2.3	1.5	~~22~~ 22.1	326	2	21	0	6,489	46	2.1	1.4	2.9	40	2	20	0
Torrence Avenue (IL 83)	12,799	6,081	39	2.3	1.5	~~22~~ 22.1	446	4	~~14.5~~ 15	~~0.1~~ 0	6,489	47	~~2~~ 2.1	1.3	2.9	53	4	13	0
186th Street	7,768	6,081	41	2.2	1.4	~~22~~ 22.1	261	2	17	~~0.1~~ 0	6,489	49	~~2~~ 2.0	1.3	2.9	31	2	16	0
Burnham Avenue	8,724	6,081	42	2.1	1.4	~~22~~ 22.1	287	2	~~18.7~~ 19	~~0.1~~ 0	6,489	49	~~2~~ 2.0	1.3	2.9	35	2	17	0

Table E1.2-10. CN Highway/Rail At-grade Crossing Vehicle Delay Data																			
Street	**ADT 2015**	**No-Action (2015)**									**Proposed Action (2015)**								
		L	V	D_c	D_a	N	T_d	NL	Q	D_V	L	V	D_c	D_a	N	T_d	NL	Q	D_V
Wentworth Avenue	13,027	6,081	42	2.1	1.4	22.1	429	2	~~27.9~~ 28	~~0.1~~ 0	6,489	49	~~2~~ 2.0	1.3	2.9	53	2	26	0
Calumet Avenue	31,311	6,081	40	2.2	1.4	22.1	1,070	4	~~34.9~~ 35	~~0.1~~ 0	6,489	48	~~2~~ 2.0	1.3	2.9	128	4	32	0
White Oak Avenue	11,062	6,081	38	2.3	1.5	22.1	394	2	~~25.6~~ 26	~~0.1~~ 0	6,489	45	2.1	1.4	2.9	48	2	24	0
Kennedy Avenue	6,664	6,081	18	4.3	2.8	22.1	444	2	~~28.9~~ 29	~~0.4~~ 0	6,489	18	4.6	3.0	2.9	62	2	31	0
Main Street	10,960	6,081	35	2.5	1.6	22.1	416	2	27	0.1 0	6,489	38	2.4	1.6	2.9	54	2	27	0
Broad Street	19,572	6,081	36	2.4	1.6	22.1	727	2	~~47.7~~ 47	~~0.1~~ 0	6,489	40	2.3	1.5	2.9	92	2	46	0
Colfax Street	14,139	6,081	40	2.2	1.4	~~23.3~~ 24.8	~~510~~ 542	2	~~31.5~~ 31	~~0.1~~ 0	6,081	29	2.9	1.9	~~23~~ 18.6	~~510~~ 527	2	41	0
Taft Street	30,473	6,081	40	2.2	1.4	~~23.3~~ 24.8	~~1,098~~ 1,169	2	~~67.9~~ 68	~~0.1~~ 0	6,081	40	2.2	1.4	~~23~~ 18.6	~~1,098~~ 877	2	68	0
Madison Street	9,031	6,081	40	2.2	1.4	~~23.3~~ 24.8	~~325~~ 346	2	~~20.1~~ 20	~~0.1~~ 0	6,081	40	2.2	1.4	~~23~~ 18.6	~~325~~ 260	2	20	0
Broadway Street	39,989	6,081	40	2.2	1.4	~~23.3~~ 24.8	~~1,441~~ 1,534	4	~~44.5~~ 45	~~0.1~~ 0	6,081	40	2.2	1.4	~~23~~ 18.6	~~1,441~~ 1,151	4	45	0

Table E1.2-11. CN Highway/Rail At-grade Crossing Vehicle Delay Data

Street	ADT 2015	LOS No-Action 2015	LOS Action 2015	No-Action - Total Blocked Crossing Time (24-Hr), Minutes	Proposed Action - Total Blocked Crossing Time (24-Hr), Minutes	No-Action - Percent Total Blocked Crossing Time	Proposed Action - Percent Total Blocked Crossing Time	Percent Change Total Blocked Crossing Time
Forest Avenue	3,035	A	A	~~10~~ 15	0	1%	0%	-1%
Augusta Street	3,035	A	A	~~10~~ 15	0	1%	0%	-1%
Keystone Avenue	3,035	A	A	~~10~~ 15	0	1%	0%	-1%
Thatcher Avenue	10,039	A	A	~~10~~ 15	0	1%	0%	-1%
1st Avenue (IL 171)	36,321	A	A	~~10~~ 15	0	1%	0%	-1%
5th Avenue	12,190	A	A	~~10~~ 15	0	1%	0%	-1%
George Street	4,661	A	A	~~10~~ 15	0	1%	0%	-1%
Fullerton Avenue	4,780	A	A	~~11~~ 18	0	1%	0%	-1%
Belmont Avenue	11,831	B	A	83	4	6%	0%	-6%
Pratt Avenue	2,735	B	A	71	4	5%	0%	-5%
Touhy Avenue	28,085	A	A	58	3	4%	0%	-4%
Frontage Road	3,481	A	A	58	3	4%	0%	-4%
Prospect Ave	4,906	A	A	58	3	4%	0%	-4%
Oakton Street	29,160	A	A	58	3	4%	0%	-4%
Algonquin Road	11,114	A	A	55	3	4%	0%	-4%
Lee Street / Mannheim Road (US 12)	10,193	A	A	55	3	4%	0%	-4%
Graceland Avenue (US 12)	24,956	A	A	53	3	4%	0%	-3%
Thacker Street / Dempster Street	14,102	A	A	53	3	4%	0%	-3%

Table E1.2-11. CN Highway/Rail At-grade Crossing Vehicle Delay Data								
Street	ADT 2015	LOS No-Action 2015	LOS Action 2015	No-Action - Total Blocked Crossing Time (24-Hr), Minutes	Proposed Action - Total Blocked Crossing Time (24-Hr), Minutes	No-Action - Percent Total Blocked Crossing Time	Proposed Action - Percent Total Blocked Crossing Time	Percent Change Total Blocked Crossing Time
Prairie Avenue	2,873	A	A	51	3	4%	0%	-3%
Seegers Road	1,781	B	A	60	3	4%	0%	-4%
Golf Road (IL 58)	33,861	B	A	60	3	4%	0%	-4%
Rand Road (US 12)	26,714	B	A	62	3	4%	0%	-4%
Central Road	22,348	A	A	50	3	3%	0%	-3%
Kensington Road / Foundry Road	10,090	A	A	46	3	3%	0%	-3%
Euclid Avenue	22,826	A	A	46	3	3%	0%	-3%
Wolf Road	25,216	A	A	45	3	3%	0%	-3%
Camp McDonald Road	10,397	A	A	45	3	3%	0%	-3%
Willow Road	3,585	A	A	46	3	3%	0%	-3%
Hintz Road	24,977	A	A	47	3	3%	0%	-3%
Dundee Road (IL 68)	40,188	A	A	43	3	3%	0%	-3%
Deerfield Parkway / Busch Road	23,182	A	A	50	3	3%	0%	-3%
Aptakisic Road	29,009	A	A	50	3	3%	0%	-3%
Half Day Road (IL 22)	24,195	A	A	44	3	3%	0%	-3%
Buffalo Grove Road	16,341	A	A	43	3	3%	0%	-3%
US 45	22,295	A	A	~~26~~ 43	3	~~2%~~ 3%	0%	-3%
Butterfield Road	18,368	A	A	~~27~~	3	~~2%~~	0%	-3%

Table E1.2-11. CN Highway/Rail At-grade Crossing Vehicle Delay Data								
Street	ADT 2015	LOS No-Action 2015	LOS Action 2015	No-Action - Total Blocked Crossing Time (24-Hr), Minutes	Proposed Action - Total Blocked Crossing Time (24-Hr), Minutes	No-Action - Percent Total Blocked Crossing Time	Proposed Action - Percent Total Blocked Crossing Time	Percent Change Total Blocked Crossing Time
				46		3%		
Townline Road (IL 60)	44,084	A	A	~~26~~ 44	3	~~2%~~ 3%	0%	-3%
Allanson Road	19,382	A	B	54	~~83~~ 66	4%	~~6%~~ 5%	~~2%~~ 1%
Hawley Street	8,234	A	A	54	53	4%	4%	0%
Park Street	732	A	A	54	53	4%	4%	0%
Maple Avenue	14,568	A	A	54	53	4%	4%	0%
Winchester Road	6,841	A	A	49	47	3%	3%	0%
Peterson Road	20,268	A	A	44	43	3%	3%	0%
Harris Road	4,434	A	A	44	43	3%	3%	0%
Pulaski Road	27,965	A	A	9	0	1%	0%	-1%
Riverside Drive	5,497	A	A	16	3	1%	0%	-1%
Harlem Avenue (IL 43)	39,485	A	A	16	3	1%	0%	-1%
26th Street	16,134	A	A	16	3	1%	0%	-1%
Des Plaines Avenue	17,807	A	A	16	3	1%	0%	-1%
Cermak Road / 22nd Street	40,633	A	A	16	3	1%	0%	-1%
1st Avenue (IL 171)	37,727	A	A	16	3	1%	0%	-1%
17th Avenue	11,353	A	A	20	4	1%	0%	-1%
Harrison Street	10,984	A	A	8	2	~~7%~~ 1%	0%	0%
Wolf Road	18,763	A	A	8	2	1%	0%	0%

Table E1.2-11. CN Highway/Rail At-grade Crossing Vehicle Delay Data								
Street	ADT 2015	LOS No-Action 2015	LOS Action 2015	No-Action - Total Blocked Crossing Time (24-Hr), Minutes	Proposed Action - Total Blocked Crossing Time (24-Hr), Minutes	No-Action - Percent Total Blocked Crossing Time	Proposed Action - Percent Total Blocked Crossing Time	Percent Change Total Blocked Crossing Time
York Street	24,190	A	A	8	2	1%	0%	0%
Vallette Street	4,233	A	A	8	3	1%	0%	0%
Argyle Avenue	1,165	A	A	7	2	1%	0%	0%
Spring Road	10,886	A	A	7	2	1%	0%	0%
Saint Charles Road	11,289	A	A	7	2	1%	0%	0%
West Avenue	11,289	A	A	7	2	1%	0%	0%
Villa Avenue	8,870	A	A	7	2	1%	0%	0%
Addison Avenue	17,471	A	A	7	2	1%	0%	0%
North Avenue (IL 64)	58,778	A	A	7	2	1%	0%	0%
Grace Street	9,139	A	A	8	2	1%	0%	0%
Swift Road	22,175	A	A	7	2	0%	0%	0%
Schmale Road	30,373	A	A	8	2	1%	0%	0%
Gary Avenue	37,092	A	A	7	2	0%	0%	0%
Army Trail Road	41,796	A	A	7	2	0%	0%	0%
County Farm Road	38,705	A	A	7	2	0%	0%	0%
Sutton Road (IL 59)	52,951	A	A	7	2	0%	0%	0%
Powis Road	5,510	A	A	~~8~~ 5	~~15~~ 11	~~1%~~ 0%	1%	0%
IL 25	10,830	A	A	3	~~4~~ 3	0%	0%	0%
Randall Road	46,189	A	A	~~5~~ 3	~~4~~ 3	0%	0%	0%
Pruxne Street / Illinois Street	7,171	A	A	4	5	0%	0%	0%

Table E1.2-11. CN Highway/Rail At-grade Crossing Vehicle Delay Data

Street	ADT 2015	LOS No-Action 2015	LOS Action 2015	No-Action - Total Blocked Crossing Time (24-Hr), Minutes	Proposed Action - Total Blocked Crossing Time (24-Hr), Minutes	No-Action - Percent Total Blocked Crossing Time	Proposed Action - Percent Total Blocked Crossing Time	Percent Change Total Blocked Crossing Time
Holmes Street	451	A	A	4	5	0%	0%	0%
Stephen Street	14,222	A	A	5	5	0%	0%	0%
Romeo Road / 135th Street	19,102	A	A	3	4	0%	0%	0%
9th Street (IL 7)	31,796	A	A	~~3.6~~ 4	~~5.0~~ 5	0%	0%	0%
10th Street	160	A	A	4	5	0%	0%	0%
11th Street	307	A	A	4	5	0%	0%	0%
Division Street	6,783	A	A	4	5	0%	0%	0%
Ohio Street	7,198	~~B~~ A	~~B~~ A	~~26~~ 10	~~26~~ 15	~~2%~~ 1%	~~2%~~ 1%	0%
Jackson Street	20,380	~~B~~ A	~~B~~ A	~~26~~ 10	~~26~~ 15	~~2%~~ 1%	~~2%~~ 1%	0%
University Parkway / Stuenkel Road	13,640	A	A	~~24~~ 26	~~24~~ 23	2%	2%	0%
West Dralle Road	4,012	A	A	~~24~~ 26	~~24~~ 23	2%	2%	0%
55th Street	31,431	A	A	~~22~~ 11	~~0~~ 11	~~2%~~ 1%	~~0%~~ 1%	~~-2%~~ 0%
71st Street	16,612	A	A	~~22~~ 11	~~0~~ 11	~~2%~~ 1%	~~0%~~ 1%	~~-2%~~ 0%
79th Street	29,291	A	A	23	0	2%	0%	-2%
Columbus Avenue	18,046	A	A	23	0	2%	0%	-2%
83rd Place	1,305	A	A	23	0	2%	0%	-2%
87th Street	23,663	A	A	23	0	2%	0%	-2%
91st Street	4,482	A	A	23	0	2%	0%	-2%

Table E1.2-11. CN Highway/Rail At-grade Crossing Vehicle Delay Data								
Street	ADT 2015	LOS No-Action 2015	LOS Action 2015	No-Action - Total Blocked Crossing Time (24-Hr), Minutes	Proposed Action - Total Blocked Crossing Time (24-Hr), Minutes	No-Action - Percent Total Blocked Crossing Time	Proposed Action - Percent Total Blocked Crossing Time	Percent Change Total Blocked Crossing Time
Kedzie Avenue	28,802	A	A	23	0	2%	0%	-2%
94th Street	3,466	A	A	23	0	2%	0%	-2%
95th Street (US 12 / US 20)	27,768	A	A	23	0	2%	0%	-2%
99th Street	11,592	A	A	23	0	2%	0%	-2%
103rd Street	23,782	A	A	23	0	2%	0%	-2%
111th Street	19,600	A	A	23	0	2%	0%	-2%
115th Street	15,536	A	A	23	0	2%	0%	-2%
119th Street	14,341	A	A	23	0	2%	0%	-2%
123rd Street	6,468	A	A	23	0	2%	0%	-2%
127th Street	27,607	A	A	23	0	2%	0%	-2%
Broadway Street	5,916	~~A~~ E	A	~~42~~ 130	~~2~~ 7	~~3%~~ 9%	0%	~~-3%~~ -9%
Western Avenue	10,039	A	A	50	2	3%	0%	-3%
Robey Street	144	A	A	44	2	3%	0%	-3%
Lincoln Avenue	886	A	A	44	2	3%	0%	-3%
Wood Street	15,775	A	A	43	2	3%	0%	-3%
147th Street / Sibley Boulevard (IL 83)	33,509	A	A	43	2	3%	0%	-3%
Ashland Avenue	13,949	A	A	43	2	3%	0%	-3%
Center Avenue	886	A	A	42	2	3%	0%	-3%
Broadway Avenue	886	~~E~~ A	A	~~130~~ 42	2	~~9%~~ 3%	0%	~~-9%~~ 3%

Table E1.2-11. CN Highway/Rail At-grade Crossing Vehicle Delay Data								
Street	ADT 2015	LOS No-Action 2015	LOS Action 2015	No-Action - Total Blocked Crossing Time (24-Hr), Minutes	Proposed Action - Total Blocked Crossing Time (24-Hr), Minutes	No-Action - Percent Total Blocked Crossing Time	Proposed Action - Percent Total Blocked Crossing Time	Percent Change Total Blocked Crossing Time
Park Avenue	7,051	A	A	42	2	3%	0%	-3%
Halsted Street (IL 1)	14,411	A	A	46	2	3%	0%	-3%
155th Street	451	A	A	46	2	3%	0%	-3%
Thornton-Blue Island Road	4,960	A	A	47	2	3%	0%	-3%
159th Street / 162nd Street (US 6)	34,741	A	A	47	2	3%	0%	-3%
South Park Avenue	11,831	B	A	70	9	5%	1%	-4%
170th Street	13,266	C	A	113	16	8%	1%	-7%
Volbrecht Road	3,641	A	A	51	6	4%	0%	-3%
Thornton-Lansing Road	11,951	A	A	51	6	4%	0%	-3%
182nd Street/Ridge Road	9,336	A	A	50	6	3%	0%	-3%
Torrence Avenue (IL 83)	12,799	A	A	50	6	3%	0%	-3%
186th Street	7,768	A	A	48	6	3%	0%	-3%
Burnham Avenue	8,724	A	A	47	6	3%	0%	-3%
Wentworth Avenue	13,027	A	A	47	6	3%	0%	-3%
Calumet Avenue	31,311	A	A	49	6	3%	0%	-3%
White Oak Avenue	11,062	A	A	51	6	4%	0%	-3%
Kennedy Avenue	6,664	C	A	96	13	7%	1%	-6%
Main Street	10,960	A	A	55	7	4%	0%	-3%
Broad Street	19,572	A	A	53	7	4%	0%	-3%
Colfax Street	14,139	A	A	~~52~~	~~52~~	4%	4%	0%

Table E1.2-11. CN Highway/Rail At-grade Crossing Vehicle Delay Data								
Street	ADT 2015	LOS No-Action 2015	LOS Action 2015	No-Action - Total Blocked Crossing Time (24-Hr), Minutes	Proposed Action - Total Blocked Crossing Time (24-Hr), Minutes	No-Action - Percent Total Blocked Crossing Time	Proposed Action - Percent Total Blocked Crossing Time	Percent Change Total Blocked Crossing Time
				55	54			
Taft Street	30,473	A	A	~~52~~ 55	~~52~~ 54	4%	~~4%~~ 3%	~~0%~~ -1%
Madison Street	9,031	A	A	~~52~~ 55	~~52~~ 54	4%	~~4%~~ 3%	~~0%~~ -1%
Broadway Street	39,989	A	A	~~52~~ 55	~~52~~ 54	4%	~~4%~~ 3%	~~0%~~ -1%

Table E1.2-12. CN Highway/Rail At-grade Crossing Vehicle Delay Data											
Street	2020 ADT	Proposed Action (2020)									Proposed Action LOS (2020)
		L	V	D_C	D_a	N	T_D	NL	Q	D_V	
Forest Avenue	3,351	0	0	0	0	0	0	2	0	0	A
Augusta Street	3,351	0	0	0	0	0	0	2	0	0	A
Keystone Avenue	3,351	0	0	0	0	0	0	2	0	0	A
Thatcher Avenue	11,084	0	0	0	0	0	0	3	0	0	A
1st Avenue (IL 171)	40,102	0	0	0	0	0	0	4	0	0	A
5th Avenue	13,459	0	0	0	0	0	0	4	0	0	A
George Street	5,146	0	0	0	0	0	0	2	0	0	A
Fullerton Avenue	5,278	0	0	0	0	0	0	2	0	0	A
Belmont Avenue	13,063	2,645	19	2.1	1.4	2	38	4	14	0	A

Table E1.2-12. CN Highway/Rail At-grade Crossing Vehicle Delay Data

Street	2020 ADT	Proposed Action (2020)									Proposed Action LOS (2020)
		L	V	D_C	D_a	N	T_D	NL	Q	D_V	
Pratt Avenue	3,020	3,129	28	1.8	1.2	2	7	2	5	0	A
Touhy Avenue	31,008	3,129	34	1.5	1.0	2	67	5	19	0	A
Frontage Road	3,844	3,129	34	1.5	1.0	2	8	2	6	0	A
Prospect Avenue	5,417	3,129	34	1.5	1.0	2	12	2	8	0	A
Oakton Street	32,195	3,129	31	1.6	1.1	2	74		27	0	A
Algonquin Road	12,271	3,129	33	1.6	1.0	2	27	2	19	0	A
Lee Street / Mannheim Road (US 12)	11,254	3,129	33	1.6	1.0	2	25	2	18	0	A
Graceland Avenue (US 12)	27,554	3,129	33	1.6	1.0	2	60	2	43	0	A
Thacker Street / Dempster Street	15,570	3,129	33	1.6	1.0	2	34	2	25	0	A
Prairie Avenue	3,173	3,129	34	1.5	1.0	2	7	2	5	0	A
Seegers Road	1,966	3,129	30	1.7	1.1	2	5	2	3	0	A
Golf Road (IL 58)	37,385	3,129	29	1.7	1.1	2	90	4	32	0	A
Rand Road (US 12)	29,494	3,129	29	1.7	1.1	2	71	4	25	0	A
Central Road	24,674	3,129	37	1.5	0.9	2	50	2	36	0	A
Kensington Road / Foundry Road	11,140	3,129	43	1.3	0.9	2	21	2	15	0	A
Euclid Avenue	25,202	3,129	45	1.3	0.8	2	45	4	16	0	A
Wolf Road	27,841	3,129	45	1.3	0.8	2	50	2	36	0	A
Camp McDonald Road	11,479	3,129	45	1.3	0.8	2	21	2	15	0	A
Willow Road	3,958	3,129	44	1.3	0.9	2	7	2	5	0	A
Hintz Road	27,577	3,129	40	1.4	0.9	2	53	4	19	0	A
Dundee Road (IL 68)	44,371	3,129	43	1.3	0.9	2	82	4	29	0	A
Deerfield Parkway / Busch Road	26,874	3,129	38	1.4	0.9	2	54	2	39	0	A

Table E1.2-12. CN Highway/Rail At-grade Crossing Vehicle Delay Data

Street	2020 ADT	Proposed Action (2020)									Proposed Action LOS (2020)
		L	V	D_C	D_a	N	T_D	NL	Q	D_V	
Aptakisic Road	33,629	3,129	38	1.4	0.9	2	67	4	24	0	A
Half Day Road (IL 22)	28,049	3,129	44	1.3	0.9	2	51	2	37	0	A
Buffalo Grove Road	18,944	3,129	45	1.3	0.8	2	34	3	16	0	A
US 45	25,846	3,129	42	1.3	0.9	2	48	3	23	0	A
Butterfield Road	21,294	3,129	39	1.4	0.9	2	42	4	15	0	A
Townline Road (IL 60)	51,105	3,129	41	1.4	0.9	2	97	4	35	0	A
Allanson Road	22,469	7,571	27	3.7	2.4	~~19.1~~ 17.8	1,024	2	83	0	B
Hawley Street	9,545	7,571	35	2.7	1.8	19.1	375	3	19	0	A
Park Street	849	7,571	35	2.7	1.8	19.1	30	2	2	0	A
Maple Avenue	16,888	7,571	35	2.7	1.8	19.1	627	2	47	0	A
Winchester Road	7,930	7,571	40	2.4	1.6	19.1	280	4	11	0	A
Peterson Road	23,497	7,571	45	2.2	1.4	19.1	755	5	23	0	A
Harris Road	5,140	7,571	45	2.2	1.4	19.1	151	2	11	0	A
Pulaski Road	30,876	0	19	0.5	0.3	0	0	4	8	0	A
Riverside Drive	6,070	3,061	25	1.9	1.2	1.7	14	2	11	0	A
Harlem Avenue (IL 43)	43,595	3,061	25	1.9	1.2	1.7	97	4	41	0	A
26th Street	17,813	3,061	25	1.9	1.2	1.7	40	4	17	0	A
Des Plaines Avenue	19,660	3,061	25	1.9	1.2	1.7	44	4	19	0	A
Cermak Road / 22nd Street	44,862	3,061	25	1.9	1.2	1.7	100	5	34	0	A
1st Avenue (IL 171)	41,654	3,061	25	1.9	1.2	1.7	93	4	39	0	A
17th Avenue	12,535	3,061	20	2.2	1.5	1.7	33	4	14	0	A
Harrison Street	12,127	3,060	39	1.4	0.9	1.7	20	2	17	0	A
Wolf Road	20,716	3,060	39	1.4	0.9	1.7	34	4	14	0	A

Table E1.2-12. CN Highway/Rail At-grade Crossing Vehicle Delay Data

Street	2020 ADT	Proposed Action (2020)									Proposed Action LOS (2020)
		L	V	D_C	D_a	N	T_D	NL	Q	D_V	
York Street	28,043	3,061	40	1.4	0.9	1.7	45	2	38	0	A
Vallette Street	4,908	3,050	35	1.5	1.0	1.7	9	2	7	0	A
Argyle Avenue	1,350	3,061	40	1.4	0.9	1.7	2	2	2	0	A
Spring Road	12,620	3,061	40	1.4	0.9	1.7	20	2	17	0	A
Saint Charles Road	13,087	3,061	40	1.4	0.9	1.7	21	3	12	0	A
West Avenue	13,087	3,061	40	1.4	0.9	1.7	21	2	18	0	A
Villa Avenue	10,283	3,061	40	1.4	0.9	1.7	17	2	14	0	A
Addison Avenue	20,254	3,061	39	1.4	0.9	1.7	33	7	8	0	A
North Avenue (IL 64)	68,140	3,061	39	1.4	0.9	1.7	112	8	24	0	A
Grace Street	10,594	3,061	40	1.4	0.9	1.7	17	4	7	0	A
Swift Road	25,706	3,061	44	1.3	0.8	1.7	39	3	22	0	A
Schmale Road	35,210	3,061	43	1.3	0.9	1.7	54	4	23	0	A
Gary Avenue	43,000	3,061	49	1.2	0.8	1.7	61	4	26	0	A
Army Trail Road	48,453	3,061	49	1.2	0.8	1.7	69	4	29	0	A
County Farm Road	44,869	3,061	48	1.2	0.8	1.7	65	4	27	0	A
Sutton Road (IL 59)	69,485	3,061	45	1.3	0.8	1.7	92	4	39	0	A
Powis Road	6,388	4,600	~~25~~ 10	~~2.6~~ 5.7	~~1.7~~ 3.7	~~2.6~~ 2	~~30~~ 51	2	~~17~~ 37	0	A
IL 25	12,554	4,600	45	1.7	1.1	~~2.6~~ 2	~~38~~ 29	2	21	0	A
Randall Road	53,546	4,600	45	1.7	1.1	~~2.6~~ 2	~~161~~ 124	4	44	0	A
Pruxne Street / Illinois Street	7,917	5,457	35	2.3	1.5	2	25	2	21	0	A
Holmes Street	498	5,457	35	2.3	1.5	2	2	2	2	0	A
Stephen Street	15,702	5,457	33	2.4	1.5	2	52	2	37	0	A

Table E1.2-12. CN Highway/Rail At-grade Crossing Vehicle Delay Data

Street	2020 ADT	Proposed Action (2020)									Proposed Action LOS (2020)
		L	V	D_C	D_a	N	T_D	NL	Q	D_V	
Romeo Road / 135th Street	22,145	6,108	40	2.2	1.5	2	69	2	49	0	A
9th Street (IL 7)	36,860	6,108	35	2.5	1.6	2	127	2	92	0	A
10th Street	186	6,108	35	2.5	1.6	2	1	2	0	0	A
11th Street	356	6,108	35	2.5	1.6	2	1	2	1	0	A
Division Street	7,863	6,108	35	2.5	1.6	2	27	2	20	0	A
Ohio Street	8,344	~~7,500~~ 6,108	10	~~9.0~~ 7.4	~~5.9~~ 4.8	~~3~~ 2	~~152~~ 86	2	~~75~~ 62	0	~~B~~ A
Jackson Street	23,626	~~7,500~~ 6,108	10	~~9.0~~ 7.4	~~5.9~~ 4.8	~~3~~ 2	~~429~~ 244	2	~~213~~ 88	0	~~B~~ A
University Parkway / Stuenkel Road	15,813	5,400	45	1.9	1.2	~~12.8~~ 12.3	~~262~~ 252	4	15	0	A
West Dralle Road	4,651	5,400	45	1.9	1.2	~~12.8~~ 12.3	~~77~~ 74	4	4	0	A
55th Street	34,702	~~0~~ 4,365	45	~~67~~ 6.7	~~0.0~~ 4.4	~~0~~ 1.6	~~0~~ 258	4	116	0	A
71st Street	18,341	~~0~~ 4,365	45	~~67~~ 6.7	~~0.0~~ 4.4	~~0~~ 1.6	~~0~~ 137	2	123	0	A
79th Street	32,340	0	0	0.0	0.0	0	0	4	0	0	A
Columbus Avenue	19,924	0	0	0.0	0.0	0	0	4	0	0	A
83rd Place	1,441	0	0	0.0	0.0	0	0	2	0	0	A
87th Street	26,126	0	0	0.0	0.0	0	0	6	0	0	A
91st Street	4,948	0	0	0.0	0.0	0	0	2	0	0	A
Kedzie Avenue	31,799	0	0	0.0	0.0	0	0	4	0	0	A
94th Street	3,826	0	0	0.0	0.0	0	0	4	0	0	A
95th Street (US 12 / US 20)	30,658	0	0	0.0	0.0	0	0	6	0	0	A

Table E1.2-12. CN Highway/Rail At-grade Crossing Vehicle Delay Data

Street	2020 ADT	Proposed Action (2020)									Proposed Action LOS (2020)
		L	V	D_C	D_a	N	T_D	NL	Q	D_V	
99th Street	12,799	0	0	0.0	0.0	0	0	2	0	0	A
103rd Street	26,258	0	0	0.0	0.0	0	0	4	0	0	A
111th Street	21,639	0	0	0.0	0.0	0	0	4	0	0	A
115th Street	17,153	0	0	0.0	0.0	0	0	4	0	0	A
119th Street	15,834	0	0	0.0	0.0	0	0	2	0	0	A
123rd Street	7,141	0	0	0.0	0.0	0	0	2	0	0	A
127th Street	30,480	0	0	0.0	0.0	0	0	4	0	0	A
Broadway Street	6,531	5,711	~~43~~ 10	~~2.0~~ 7.0	~~1.3~~ 4.5	~~1~~ 1	32	4	23	0	A
Western Avenue	11,084	5,711	35	2.4	1.5	1	18	4	13	0	A
Robey Street	159	5,711	41	2.1	1.4	1	0	2	0	0	A
Lincoln Avenue	978	5,711	41	2.1	1.4	1	1	2	2	0	A
Wood Street	17,417	5,711	42	2.0	1.3	1	25	4	18	0	A
147th Street / Sibley Boulevard (IL 83)	36,997	5,711	42	2.0	1.3	1	53	4	38	0	A
Ashland Avenue	15,395	5,711	42	2.0	1.3	1	22	2	31	0	A
Center Avenue	978	5,711	43	2.0	1.3	1	1	2	2	0	A
Broadway Avenue	978	5,711	~~10~~ 43	~~7.0~~ 2.0	~~4.5~~ 1.3	1	1	4	~~5~~ 1	0	A
Park Avenue	7,785	5,711	43	2.0	1.3	1	11	4	8	0	A
Halsted Street (IL 1)	15,911	5,711	42	2.0	1.3	1	23	4	16	0	A
155th Street	498	5,711	42	2.0	1.3	1	1	2	1	0	A
Thornton-Blue Island Road	5,476	5,711	39	2.2	1.4	1	8	2	12	0	A
159th Street / 162nd Street (US 6)	38,357	5,711	35	2.4	1.5	1	63	4	45	0	A
South Park Avenue	13,063	6,489	27	3.2	2.1	2.9	85	4	21	0	A
170th Street	14,646	6,489	15	5.4	3.5	2.9	160	4	40	0	A

Table E1.2-12. CN Highway/Rail At-grade Crossing Vehicle Delay Data

Street	2020 ADT	Proposed Action (2020)									Proposed Action LOS (2020)
		L	V	D_C	D_a	N	T_D	NL	Q	D_V	
Volbrecht Road	4,020	6,489	45	2.1	1.4	2.9	17	2	9	0	A
Thornton-Lansing Road	13,195	6,489	45	2.1	1.4	2.9	57	2	28	0	A
182nd Street/Ridge Road	10,308	6,489	46	2.1	1.4	2.9	44	2	22	0	A
Torrence Avenue (IL 83)	14,132	6,489	47	2.1	1.3	2.9	59	4	15	0	A
186th Street	8,577	6,489	49	2.0	1.3	2.9	35	2	17	0	A
Burnham Avenue	9,632	6,489	49	2.0	1.3	2.9	39	2	19	0	A
Wentworth Avenue	14,382	6,489	49	2.0	1.3	2.9	58	2	29	0	A
Calumet Avenue	36,298	6,489	48	2.0	1.3	2.9	149	4	37	0	A
White Oak Avenue	12,824	6,489	45	2.1	1.4	2.9	55	2	27	0	A
Kennedy Avenue	7,725	6,489	18	4.6	3.0	2.9	72	2	36	0	A
Main Street	12,706	6,489	38	2.4	1.6	2.9	62	2	31	0	A
Broad Street	22,689	6,489	40	2.3	1.5	18.6	107	2	53	0	A
Colfax Street	16,391	6,081	29	2.9	1.9	~~23.3~~ 18.6	~~591~~ 610	2	47	0	A
Taft Street	35,327	6,081	40	2.2	1.4	~~23.3~~ 18.6	~~1,273~~ 1,016	2	79	0	A
Madison Street	10,469	6,081	40	2.2	1.4	~~23.3~~ 18.6	~~377~~ 301	2	23	0	A
Broadway Street	46,359	6,081	40	2.2	1.4	~~23.3~~ 18.6	~~1,671~~ 1,334	4	52	0	A

4.4.5.1 Waukesha Subdivision

SEA analyzed ~~43~~ 44 highway/rail at-grade crossings along the Waukesha Subdivision. Table E1.2-13 shows the results of the delay analysis.

SEA reanalyzed 44 highway/rail at-grade crossings along the Waukesha Subdivision. Although all crossings were reanalyzed, the range of results from the new data affected 14 communities. These communities are listed below. The change in the ranges of data are reflected in number of trains (N), vehicular delay in minutes (Da), total delayed vehicles (Td) and total blocked crossing time. Table E1.2-13 shows the results of crossings in the new delay analysis.

River Forest

SEA evaluated four highway/rail at-grade crossings in River Forest: Forest Avenue, Augusta Street, Keystone Avenue, and Thatcher Avenue. Under the Proposed Action, daily train traffic through these crossings drops from ~~3.5~~ 5.4 to zero trains. Additional results include a decrease in vehicular delays. In addition, reduction in train traffic reduces delays from 1.8 minutes to zero seconds per delayed vehicle. In addition, the total number of delayed vehicles falls from ~~21~~ 32 (~~69~~106 at Thatcher Road) to zero vehicles per day. The decrease in the number of trains also reduces the total blocked time for each crossing from ~~10~~ 15 minutes to zero minutes per day. The analysis shows that all crossing criteria would improve; therefore, the current LOS A does not change under the Proposed Action.

The No Action number of daily train traffic increases to 5.4, from 3.5 that was in the DEIS. The No Action number of delayed vehicles increases to 106, from 69 that was in the DEIS. The No Action total blocked crossing time increases to 15 minutes, from 10 minutes in the DEIS.

River Grove

SEA evaluated two highway/rail at-grade crossings in River Grove: 1st Avenue (IL 171) and 5th Avenue. Under the Proposed Action, daily train traffic through these crossings drops from ~~3.5~~ 5.4 to zero trains. Therefore, vehicular delays decrease. The reduction in train traffic reduces delays from 1.8 minutes to zero seconds per delayed vehicle and reduces the total number of delayed vehicles from ~~219~~ 383 and ~~83~~129, respectively, to zero vehicles per day. The decrease in the number of trains reduces the total blocked time for each crossing from ~~10~~ 15 minutes to zero minutes per day. The analysis shows that all crossing criteria improve; therefore, the current LOS A does not change under the Proposed Action.

The No Action number of daily train traffic increases to 5.4, from 3.5 that was in the DEIS. The No Action number of delayed vehicles increases to 383, from 219 that was in the DEIS. The No Action total blocked crossing time increases to 15 minutes, from 10 minutes in the DEIS.

Melrose Park

SEA evaluated one highway/rail at-grade crossing in Melrose Park: George Street. Under the Proposed Action, daily train traffic through the crossing drops from ~~3.5~~ 5.4 to zero trains. Therefore, vehicular delays decrease. The reduction in train traffic reduces delays from 1.9 minutes to zero seconds per delayed vehicle and also reduces the total number of delayed vehicles from ~~34~~ 52 to zero vehicles per day. The decrease in the number of trains also reduces the total blocked time for the crossing from ~~10~~ 16 minutes to zero minutes per day. The analysis shows that all crossing criteria improve; therefore, the current LOS A does not change under the Proposed Action.

The No Action number of daily train traffic increases to 5.4, from 3.5 that was in the DEIS. The No Action number of delayed vehicles increases to 52, from 34 that was in the DEIS. The No Action total blocked crossing time increases to 16 minutes, from 10 minutes in the DEIS.

Franklin Park

SEA evaluated two highway/rail at-grade crossings in Franklin Park: Belmont Avenue and Fullerton Avenue. Under the Proposed Action, daily train traffic through these crossings drops from ~~3.5~~ 5.4 and 19.3, respectively, to zero and two trains. Therefore, vehicular delays decrease. The reduction in train traffic reduces delays from 2.1 and 2.8 minutes, respectively, to zero seconds and 1.4 minutes per delayed vehicle and also reduces the total number of delayed vehicles from 685 and ~~38~~ 59, respectively, to zero and 34 vehicles per day. The decrease in the number of trains also reduces the total blocked time for each crossing from ~~11~~ 18 and 83 minutes, respectively to zero and four minutes per day. The Proposed Action LOS for Belmont Avenue improves from LOS B to LOS A. Fullerton Avenue has no change from LOS A under the Proposed Action.

Daily train traffic increases to 5.4, from 3.5 in the DEIS. The No Action number of delayed vehicles increases to 59, from 38 that was in the DEIS. The total blocked time for the No Action increases to 18 minutes, from 11 minutes in the DEIS.

Des Plaines

SEA evaluated 13 highway/rail at-grade crossings in Des Plaines: Pratt Avenue, Touhy Avenue, Frontage Road, Prospect Avenue, Oakton Street, Algonquin Road, Lee Street/Mannheim Road (US 12), Graceland Avenue (US 12), Thacker Street/Dempster Street, Prairie Avenue, Golf Road, Rand Road, Seegers Road and Central Road. Under the Proposed Action, daily train traffic through these crossings drops from 19.1 to two trains. Therefore, vehicular delays decrease. The reduction in train traffic reduces delays from 2.4 at most to no more than 1.2 minutes per delayed vehicle and also reduces the range of total number of delayed vehicles from ~~1,450~~ 1,404 to ~~84~~ 81 vehicles per day. The decrease in the number of trains also reduces the total range of blocked time for each crossing from 71 minutes to four minutes per day. The analysis shows that all crossing criteria improve. The Proposed Action LOS for Pratt Avenue, Seegers Road, Golf Road and Rand Road improves from LOS B to LOS A. The remaining crossings have no change from LOS A under the Proposed Action.

The No Action number of delayed vehicles decreases to 1,404, from 1,450 that was in the DEIS. The Proposed Action number of delayed vehicles decreases to 81, from 84 in the DEIS.

Near Mount Prospect

SEA evaluated one highway/rail at-grade crossing Near Mount Prospect: Kensington Road/Foundry Road. Under the Proposed Action, daily train traffic through the crossing drops from 19.1 to two trains. Therefore, vehicular delays decrease. The reduction in train traffic reduces delays from 1.6 minutes to approximately 55 seconds per delayed vehicle and also reduces the total number of delayed vehicles from 326 to 19 vehicles per day. The decrease in the number of trains also reduces the total blocked time for the crossing from 46 minutes to three minutes per day. The analysis shows that all crossing criteria improve; therefore, the current LOS A does not change under the Proposed Action.

Mount Prospect

SEA evaluated one highway/rail at-grade crossing Near Mount Prospect: Euclid Avenue. Under the Proposed Action, daily train traffic through the crossing drops from 19.1 to two trains. Therefore, vehicular delays decrease. The reduction in train traffic reduces delays from 1.6 minutes to approximately 45 seconds per delayed vehicle and also reduces the total number of delayed vehicles from 722 to 41 vehicles per day. The decrease in the number of trains also reduces the total blocked time for the crossing from 46 minutes to three minutes per day. The analysis shows that all crossing criteria improve; therefore, the current LOS A does not change under the Proposed Action.

Prospect Heights

SEA evaluated three highway/rail at-grade crossings in Prospect Heights: Camp McDonald Road, Wolf Road, and Hintz Road. Under the Proposed Action, daily train traffic through these crossings drops from 19.1 to two trains. Therefore, vehicular delays decrease. The reduction in train traffic would reduce delays from 1.5 minutes to approximately 45 seconds (1.6 minutes to approximately 55 seconds at Hintz Road) per delayed vehicle and also reduces the total number of delayed vehicles per day from 782 and 322, respectively, to 45 and 19 (824 to 48 at Hintz Road). The decrease in the number of trains reduces the total blocked time for each crossing from 47 and 45 minutes to three minutes per day. The analysis shows that all crossing criteria improve; therefore, the current LOS A does not change under the Proposed Action.

Wheeling

SEA evaluated two highway/rail at-grade crossings in Wheeling: Willow Road and Dundee Road (IL 68). Under the Proposed Action, daily train traffic through these crossings drops from 19.1 to two trains. Therefore, vehicular delays decrease. The reduction in train traffic reduces delays from 1.6 and 1.5 minutes, respectively, to approximately 55 seconds per delayed vehicle and also reduces the total number of delayed vehicles from 113 and ~~1,175~~ 1,199, respectively, to seven and ~~73~~ 74 vehicles per day. The decrease in the number of trains also reduces the total blocked time for each crossing from 46 and 43 minutes to three minutes per day. The analysis shows that all crossing criteria improve; therefore, the current LOS A does not change under the Proposed Action.

The No Action number of delayed vehicles increases to 1,199, from 1,175 that was in the DEIS. The Proposed Action number of delayed vehicles increases to 74, from 73 in the DEIS.

Buffalo Grove

SEA evaluated two highway/rail at-grade crossings in Buffalo Grove: Deerfield Parkway/Busch Road and Buffalo Grove Road. Under the Proposed Action, daily train traffic through these crossings drops from 19.1 to two trains. Therefore, vehicular delays decrease. The reduction in train traffic reduces delays from 1.7 and 1.5 minutes, respectively, to approximately 55 and 45 seconds per delayed vehicle and also reduces the total number of delayed vehicles from ~~716~~ 799 and ~~533~~ 488, respectively, to ~~41~~ 46 and ~~32~~ 29 vehicles per day. The decrease in the number of trains also reduces the total blocked time for each crossing from 50 and 43 minutes to three minutes per day. The analysis shows that all crossing criteria improve; therefore, the current LOS A does not change under the Proposed Action.

The No Action number of delayed vehicles increases to 799, from 716 that was in the DEIS. The Proposed Action number of delayed vehicles increases to 46, from 41 in the DEIS.

Prairie View

SEA evaluated one highway/rail at-grade crossing in Prairie View: Aptakisic Road. Under the Proposed Action, daily train traffic through the crossing drops from 19.1 to two trains. Therefore, vehicular delays decrease. The reduction in train traffic reduces delays from 1.7 minutes to approximately 55 seconds per delayed vehicle and also reduces the total number of delayed vehicles from ~~1,041~~ 1,000 to ~~60~~ 58 vehicles per day. The decrease in the number of trains also reduces the total blocked time for the crossing from 50 minutes to three minutes per day. The analysis shows that all crossing criteria improve; therefore, the current LOS A does not change under the Proposed Action.

The No Action number of delayed vehicles decreases to 1,000, from 1,041 that was in the DEIS. The No Action number of delayed vehicles decreases to 58, from 60 in the DEIS.

Near Prairie View

SEA evaluated one highway/rail at-grade crossing Near Prairie View: Half Day Road (IL 22). Under the Proposed Action, daily train traffic through the crossing drops from 19.1 to two trains. Therefore, vehicular delays decrease. The reduction in train traffic reduces delays from 1.5 minutes to approximately 55 seconds per delayed vehicle and also reduces the total number of delayed vehicles from ~~781~~ 736 to ~~47~~ 44 vehicles per day. The decrease in the number of trains also reduces the total blocked time for the crossing from 44 minutes to three minutes per day. The analysis shows that all crossing criteria improve; therefore, the current LOS A does not change under the Proposed Action.

The No Action number of delayed vehicles decreases to 736, from 781 that was in the DEIS. The Proposed Action number of delayed vehicles decreases to 44, from 47 in the DEIS.

Near Vernon Hills

SEA evaluated one highway/rail at-grade crossing Near Prairie View: US 45. Under the Proposed Action, daily train traffic through the crossing drops from 19.1 to two trains. Therefore, vehicular delays decrease. ~~Although there is no change in train traffic from approximately 55 seconds per delayed vehicle, there is still a reduction in the total number of delayed vehicles from 422 to 44 per day.~~ The reduction in train traffic reduces delays from 1.5 minutes to 55 seconds per delayed vehicle. There is also a reduction in the total number of delayed vehicles from 665 to 42 vehicles per day. The decrease in the number of trains also reduces the total blocked time for the crossing from ~~26~~ 43 minutes to three minutes per day. The analysis shows that all crossing criteria improve; therefore, the current LOS A does not change under the Proposed Action.

The No Action number of delayed vehicles increases to 665, from 422 that was in the DEIS. The Proposed Action number of delayed vehicles decreases to 42, from 44 in the DEIS. The No Action average delay per delayed vehicle increases to 1.5 minutes, from 55 seconds in the DEIS. The No Action total blocked crossing time increases to 43 minutes, from 26 minutes in the DEIS.

Vernon Hills

SEA evaluated one highway/rail at-grade crossing Near Prairie View: Butterfield Road. Under the Proposed Action, daily train traffic through the crossing drops from 19.1 to two trains. Therefore, vehicular delays decrease. ~~Although there is no change in train traffic from approximately 55 seconds per delayed vehicle, there is still a reduction in the total number of delayed vehicles from 376 to 39 per day.~~ The reduction in train traffic reduces delays from 1.6 minutes to 55 seconds per delayed vehicle. There is also a reduction in the total number of delayed vehicles from 581 to 36 vehicles per day. The decrease in the number of trains also reduces the total blocked time for the crossing from ~~27~~ 46 minutes to three minutes per day. The analysis shows that all crossing criteria improve; therefore, the current LOS A does not change under the Proposed Action.

The No Action number of delayed vehicles increases to 581, from 376 that was in the DEIS. The Proposed Action number of delayed vehicles decreases to 36, from 39 in the DEIS. The No Action average delay per delayed vehicle increases to 1.6 minutes, from 55 seconds in the DEIS. The No Action total blocked crossing time increases to 46 minutes, from 27 minutes in the DEIS.

Mundelein

SEA evaluated six highway/rail at-grade crossings in Mundelein: Townline Road (IL 60), Allanson Road, Hawley Street, Park Street, Maple Avenue, and Winchester Road. Under the Proposed Action, daily train traffic through these crossings ~~does not change from 19.1 trains~~ drops from 20.8 to 17.8

(19.1 to two at Townline Road (IL 60)) trains. ~~Therefore, vehicular delays do not decrease. Although the train delay in minutes per delayed vehicle does not change from 1.8 (1.6 at Winchester Road), there is a decrease in the range of total number of delayed vehicles from 848 to 541 vehicles per day. Although there is no change in the number of trains, the total blocked time for Townline Road (IL 60) reduced from 26 minutes to three minutes per day. There is no change in total blocked time for Hawley Street, Park Street and Maple Street at 52 minutes (46 minutes at Winchester Road) per day. Train speed decrease at Allanson Road results in an increase of average delay per delayed vehicle from 1.8 minutes to 2.8 minutes and an increase of total delayed vehicles from 761 to 1226 per day. The total blocked time for Allanson Road increases from 52 minutes to 83 minutes.~~ The range of vehicular delays increase from 1.7 and 1.5 minutes to no more than 2.4 minutes per delayed vehicle. The delay for Townline Road (IL 60) reduces from 1.5 minutes to approximately 55 seconds per delayed vehicle. There is a decrease in the range of total number of delayed vehicles from 1,341 to 883 vehicles per day. Although there is a decrease in trains, the train speed increases the range of total blocked time from 54 to no more than 64 minutes per day. The Proposed Action LOS for Allanson Road worsens from LOS A to LOS B. The remaining crossings have no change from LOS A under the Proposed Action.

The No Action number of daily train traffic increases to 20.8, from 19.1 that was in the DEIS. The Proposed Action number of daily train traffic increases to 17.8, from 19.1 that was in the DEIS. The No Action number of delayed vehicles increases to 1,341, from 848 that was in the DEIS. The Proposed Action number of delayed vehicles decreases to 883, from 1,226 in the DEIS. The No Action average delay per delayed vehicle decreases to 1.7 minutes, from 1.8 minutes in the DEIS. The Proposed Action average delay per delayed vehicle increases to 2.4 minutes, from 1.9 minutes in the DEIS. The No Action total blocked crossing time increases to 54 minutes, from 52 minutes in the DEIS. The Proposed Action total blocked crossing time decreases to 66 minutes, from 83 minutes in the DEIS.

~~*Gray's Lake*~~

~~*SEA evaluated two highway/rail at-grade crossings in Gray's Lake: Peterson Road and Harris Road. Under the Proposed Action, daily train traffic through these crossings does not change from 19.1 trains. Therefore, vehicular delays do not decrease. Although the train delay in minutes per delayed vehicle does not change from 1.4, there is no change total number of delayed vehicles from 651 and 130 vehicles per day. There is no change in the number of trains; therefore, the total blocked time for each crossing did not reduced from 42 minutes per day. The analysis shows that there is no change in crossing criteria; therefore, the current LOS A does not change under the Proposed Action.~~*Near Libertyville*

Near Mundelein

SEA evaluated one highway/rail at-grade crossing Near Mundelein: Peterson Road. Under the Proposed Action, daily train traffic through the crossing drops from 20.8 to 17.8 trains. Although there is a decrease in train traffic, vehicular delays increase from 1.4 minutes to 1.6 minutes per delayed vehicle. There is a reduction in the total number of delayed vehicles from 625 to 604 vehicles per day. The decrease in the number of trains also reduces the total blocked time for the crossing from 44 minutes to 43 minutes per day. The analysis shows that all crossing criteria improve; therefore, the current LOS A does not change under the Proposed Action.

The No Action number of daily train traffic increases to 20.8, from 19.1 that was in the DEIS. The Proposed Action number of daily train traffic increases to 17.8, from 19.1 that was in the DEIS. The No Action number of delayed vehicles decreases to 625, from 651 that was in the DEIS. The

Proposed Action number of delayed vehicles decreases to 604, from 651 in the DEIS. The Proposed Action average delay per delayed vehicle increases to 1.6 minutes, from 1.4 minutes in the DEIS. The No Action total blocked crossing time increases to 44 minutes, from 42 minutes in the DEIS. The Proposed Action total blocked crossing time increases to 43 minutes, from 42 minutes in the DEIS.

SEA evaluated one highway/rail at-grade crossing Near Mundelein: Harris Road. Under the Proposed Action, daily train traffic through the crossing drops from 20.8 to 17.8 trains. Although there is a decrease in train traffic, vehicular delays increase from 1.4 minutes to 1.6 minutes per delayed vehicle. There is a reduction in the total number of delayed vehicles from 137 to 132 vehicles per day. The decrease in the number of trains also reduces the total blocked time for the crossing from 44 minutes to 43 minutes per day. The analysis shows that all crossing criteria improve; therefore, the current LOS A does not change under the Proposed Action.

The No Action number of daily train traffic increases to 20.8, from 19.1 that was in the DEIS. The Proposed Action number of daily train traffic increases to 17.8, from 19.1 that was in the DEIS. The No Action number of delayed vehicles increases to 137, from 130 that was in the DEIS. The Proposed Action number of delayed vehicles decreases to 132, from 130 in the DEIS. The Proposed Action average delay per delayed vehicle increases to 1.6 minutes, from 1.4 minutes in the DEIS. The No Action total blocked crossing time increases to 44 minutes, from 42 minutes in the DEIS. The Proposed Action total blocked crossing time increases to 43 minutes, from 42 minutes in the DEIS.

TABLE E1.2-13. WAUKESHA SUBDIVISION, CN HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY DATA

Street	2015 ADT	Trains per Day, N		Train Speed, V		Average Delay per Delayed Vehicle, Da		Total Delayed Vehicles per day, Td		Number of Vehicles Queued, Q		Crossing LOS		Total Blocked Crossing Time (24-Hr), Minutes		Percent Change Total Blocked Crossing Time per 24-Hr
		No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	
River Forest																
Forest Avenue	3,035	~~3.5~~ 5.4	0	30	0	1.8	0	~~21~~ 32	0	9	0	A	A	~~10~~ 15	0	-1%
Augusta Street	3,035	~~3.5~~ 5.4	0	30	0	1.8	0	~~21~~ 32	0	9	0	A	A	~~10~~ 15	0	-1%
Keystone Avenue	3,035	~~3.5~~ 5.4	0	30	0	1.8	0	~~21~~ 32	0	9	0	A	A	~~10~~ 15	0	-1%
Thatcher Avenue	10,039	~~3.5~~ 5.4	0	30	0	1.8	0	~~69~~ 106	0	19	0	A	A	~~10~~ 15	0	-1%
River Grove																
1st Avenue (IL 171)	36,321	~~3.5~~ 5.4	0	30	0	1.8	0	383	0	51	0	A	A	~~10~~ 15	0	-1%
5th Avenue	12,190	~~3.5~~ 5.4	0	30	0	1.8	0	~~83~~ 129	0	17	0	A	A	~~10~~ 15	0	-1%
Melrose Park																
George Street	4,661	~~3.5~~ 5.4	0	28	0	1.9	0	~~34~~ 52	0	14	0	A	A	~~10~~ 16	0	-1%
Franklin Park																
Fullerton Avenue	4,780	~~3.5~~ 5.4	0	25	0	2.1	0	~~38~~ 59	0	16	0	A	A	~~11~~ 18	0	-1%
Belmont Avenue	11,831	19.3	2	19	19	2.8	1.4	685	34	26	12	B	A	83	4	-6%
Des Plaines																

TABLE E1.2-13. WAUKESHA SUBDIVISION, CN HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY DATA

Street	2015 ADT	Trains per Day, N		Train Speed, V		Average Delay per Delayed Vehicle, Da		Total Delayed Vehicles per day, Td		Number of Vehicles Queued, Q		Crossing LOS		Total Blocked Crossing Time (24-Hr), Minutes		Percent Change Total Blocked Crossing Time per 24-Hr
		No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	
Pratt Avenue	2,735	19.1	2	23	28	2.4	1.2	134	7	10	5	B	A	71	4	-5%
Touhy Avenue	28,085	19.1	2	29	34	2.0	1	1,130	60	34	17	A	A	58	3	-4%
Frontage Road	3,481	19.1	2	29	34	2.0	1	140	7	11	5	A	A	58	3	-4%
Prospect Avenue	4,906	19.1	2	29	34	2.0	1	197	11	15	8	A	A	58	3	-4%
Oakton Street	29,160	19.1	2	29	31	2.0	1.1	1,174	67	44	24	A	A	58	3	-4%
Algonquin Road	11,114	19.1	2	31	33	1.9	1	423	24	32	18	A	A	55	3	-4%
Lee Street / Mannheim Road (US 12)	10,193	19.1	2	31	33	1.9	1	388	22	29	16	A	A	55	3	-4%
Graceland Avenue (US 12)	24,956	19.1	2	32	33	1.8	1	926	55	70	39	A	A	53	3	-3%
Thacker Street / Dempster Street	14,102	19.1	2	32	33	1.8	1	523	31	39	22	A	A	53	3	-3%
Prairie Avenue	2,873	19.1	2	34	34	1.7	1	101	6	8	4	A	A	51	3	-3%

TABLE E1.2-13. WAUKESHA SUBDIVISION, CN HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY DATA

Street	2015 ADT	Trains per Day, N		Train Speed, V		Average Delay per Delayed Vehicle, Da		Total Delayed Vehicles per day, Td		Number of Vehicles Queued, Q		Crossing LOS		Total Blocked Crossing Time (24-Hr), Minutes		Percent Change Total Blocked Crossing Time per 24-Hr
		No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	
Seegers Road	1,781	19.1	2	28	30	2.0	1.1	74	4	6	3	B	A	60	3	-4%
Golf Road (IL 58)	33,861	19.1	2	28	29	2.0	1.1	1,404	81	53	29	B	A	60	3	-4%
Rand Road (US 12)	26,714	19.1	2	27	29	2.1	1.1	1,142	64	43	23	B	A	62	3	-4%
Central Road	22,348	19.1	2	35	37	1.7	0.9	771	45	58	33	A	A	50	3	-3%
Near Mount Prospect																
Kensington Road / Foundry Road	10,090	19.1	2	38	43	1.6	0.9	326	19	25	13	A	A	46	3	-3%
Mount Prospect																
Euclid Avenue	22,826	19.1	2	39	45	1.6	0.8	722	41	27	15	A	A	46	3	-3%
Prospect Heights																
Wolf Road	25,216	19.1	2	40	45	1.5	0.8	782	45	59	33	A	A	45	3	-3%
Camp McDonald Road	10,397	19.1	2	40	45	1.5	0.8	322	19	24	13	A	A	45	3	-3%
Hintz Road	24,977	19.1	2	37	40	1.6	0.9	824	48	31	17	A	A	47	3	-3%
Wheeling																

TABLE E1.2-13. WAUKESHA SUBDIVISION, CN HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY DATA

Street	2015 ADT	Trains per Day, N		Train Speed, V		Average Delay per Delayed Vehicle, Da		Total Delayed Vehicles per day, Td		Number of Vehicles Queued, Q		Crossing LOS		Total Blocked Crossing Time (24-Hr), Minutes		Percent Change Total Blocked Crossing Time per 24-Hr
		No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	
Willow Road	3,585	19.1	2	39	44	1.6	0.9	113	7	9	5	A	A	46	3	-3%
Dundee Road (IL 68)	40,188	19.1	2	42	43	1.5	0.9	1,199	74	45	27	A	A	43	3	-3%
Buffalo Grove																
Deerfield Parkway / Busch Road	23,182	19.1	2	35	38	1.7	0.9	799	46	60	33	A	A	50	3	-3%
Buffalo Grove Road	16,341	19.1	2	42	45	1.5	0.8	488	29	25	14	A	A	43	3	-3%
Prairie View																
Aptakisic Road	29,009	19.1	2	35	38	1.7	0.9	1,000	58	38	21	A	A	50	3	-3%
Near Prairie View																
Half Day Road (IL 22)	24,195	19.1	2	41	44	1.5	0.9	736	44	55	32	A	A	44	3	-3%
Near Vernon Hills																
US 45	22,295	19.1	2	42	42	~~0.9~~ 1.5	0.9	665	42	33	20	A	A	43	3	-2%
Vernon Hills																

TABLE E1.2-13. WAUKESHA SUBDIVISION, CN HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY DATA

Street	2015 ADT	Trains per Day, N		Train Speed, V		Average Delay per Delayed Vehicle, Da		Total Delayed Vehicles per day, Td		Number of Vehicles Queued, Q		Crossing LOS		Total Blocked Crossing Time (24-Hr), Minutes		Percent Change Total Blocked Crossing Time per 24-Hr
		No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	
Butterfield Road	18,368	19.1	2	39	39	~~0.9~~ 1.6	0.9	581	36	22	13	A	A	46	3	-2%
Mundelein																
Townline Road (IL 60)	44,084	19.1	2	41	41	~~0.9~~ 1.5	0.9	1,341	84	51	30	A	A	44	3	-2%
Allanson Road	19,382	20.8	17.8	35	27	1.7	2.4	728	883	50	71	A	B	54	66	2%
Hawley Street	8,234	20.8	7.8	35	35	1.7	1.9	309	301	14	16	A	A	54	53	0%
Park Street	732	20.8	17.8	35	35	1.7	1.9	~~26~~ 28	27	2	2	A	A	54	53	0%
Maple Avenue	14,568	20.8	17.8	35	35	1.7	1.9	547	533	38	43	A	A	54	53	0%
Winchester Road	6,841	20.8	17.8	40	40	1.5	1.7	231	224	8	9	A	A	~~46~~ 49	47	0%
Near Mundelein																
Peterson Road	20,268	20.8	17.8	45	45	1.4	1.6	625	604	17	20	A	A	44	43	0%
Near Libertyville																
Harris Road	4,434	20.8	17.8	45	45	1.4	1.6	137	132	9	11	A	A	44	43	0%

4.4.5.2 Freeport Subdivision

SEA analyzed ~~28~~ 29 highway/rail at-grade crossings along the Freeport Subdivision. Table E1.2-14 shows the results of the delay analysis.

SEA reanalyzed 10 highway/rail at-grade crossings along the Freeport Subdivision. The range of results from the new data affected six communities. These communities are listed below. The change in the ranges of data are reflected in number of trains (N), vehicular delay in minutes (Da), total delayed vehicles (Td) and total blocked crossing time. Table E1.2-14 shows the results of crossings in the new delay analysis.

Chicago

SEA evaluated one highway/rail at-grade crossing in Chicago: Pulaski Road. Under the Proposed Action, daily train traffic through this crossing drops from 2.5 to zero trains. Therefore, vehicular delays decrease. The reduction in train traffic reduces delays from 2.4 minutes to approximately 20 seconds per delayed vehicle and would also reduce the total number of delayed vehicles from 176 to zero vehicles per day. The decrease in the number of trains reduces the total blocked time for the crossing from 9 minutes to zero minutes per day. The analysis shows that all crossing criteria improve; therefore, the current LOS A does not change under the Proposed Action.

Berwyn

SEA evaluated one highway/rail at-grade crossing in Berwyn: Riverside Drive. Under the Proposed Action, daily train traffic through this crossing drops from 4.4 to 1.7 trains. Therefore, vehicular delays decrease. The reduction in train traffic would reduce delays from 2.3 minutes to 1.2 minutes per delayed vehicle and also reduces the total number of delayed vehicles from 59 to 12 vehicles per day. The decrease in the number of trains also reduces the total blocked time for the crossing from 16 minutes to three minutes per day. The analysis shows that all crossing criteria improve; therefore, the current LOS A does not change under the Proposed Action.

Riverside

SEA evaluated one highway/rail at-grade crossing in Riverside: Harlem Avenue (IL 43). Under the Proposed Action, daily train traffic through this crossing drops from 4.4 to 1.7 trains. Therefore, vehicular delays decrease. The reduction in train traffic reduces delays from 2.3 minutes to 1.2 minutes per delayed vehicle and reduces the total number of delayed vehicles from ~~382~~ 427 to ~~79~~ 88 vehicles per day. The decrease in the number of trains also reduces the total blocked time for the crossing from 16 minutes to three minutes per day. The analysis shows that all crossing criteria improve; therefore, the current LOS A does not change under the Proposed Action.

The No Action number of delayed vehicles increases to 427, from 382 that was in the DEIS. The Proposed Action number of delayed vehicles increases to 88, from 79 in the DEIS.

North Riverside

SEA evaluated ~~four~~ two highway/rail at-grade crossings in North Riverside: 26th Street and Des Plaines Avenue. Under the Proposed Action, daily train traffic through these crossings drops from 4.4 to 1.7 trains. Therefore, vehicular delays decrease. The reduction in train traffic reduces delays from 2.3 to 1.2 minutes per delayed vehicle and also reduces the total number of delayed vehicles from 193 and 175, respectively, to 36 and 40 vehicles per day. The decrease in the number of trains also reduces the total blocked time for each crossing from 16 minutes to three minutes per day. The

analysis shows that all crossing criteria improve; therefore, the current LOS A does not change under the Proposed Action.

Near North Riverside

SEA evaluated ~~four~~ two highway/rail at-grade crossings near North Riverside: Cermak Road/22nd Street and 1st Avenue (IL 171). Under the Proposed Action, daily train traffic through these crossings drops from 4.4 to 1.7 trains. Therefore, vehicular delays decrease. The reduction in train traffic reduces delays from 2.3 to 1.2 minutes per delayed vehicle and also reduces the total number of delayed vehicles from 440 and ~~460~~ 408, respectively, to 91 and ~~95~~ 84 vehicles per day. The decrease in the number of trains also reduces the total blocked time for each crossing from 16 minutes to three minutes per day. The analysis shows that all crossing criteria improve; therefore, the current LOS A does not change under the Proposed Action.

The No Action number of delayed vehicles decreases to 408, from 460 that was in the DEIS. The Proposed Action number of delayed vehicles decreases to 84, from 95 in the DEIS.

Broadview

SEA evaluated one highway/rail at-grade crossing in Broadview: 17th Avenue. Under the Proposed Action, daily train traffic through this crossing drops from 4.4 to 1.7 trains. Therefore, vehicular delays decrease. The reduction in train traffic reduces delays from 2.9 minutes to 1.5 minutes per delayed vehicle and also reduces the total number of delayed vehicles from 156 to 30 vehicles per day. The decrease in the number of trains also reduces the total blocked time for the crossing from 20 minutes to four minutes per day. The analysis shows that all crossing criteria would improve; therefore, the current LOS A does not change under the Proposed Action.

Hillside

SEA evaluated ~~one~~ two highway/rail at-grade crossings in Hillside: Harrison Street and Wolf Road. Under the Proposed Action, daily train traffic through ~~this~~ these crossing drops from three to 1.7 trains. Therefore, vehicular delays decrease. The reduction in train traffic reduces delays from 1.8 minutes to approximately 55 seconds per delayed vehicle and also reduces the total number of delayed vehicles from 105 to 31 per day. The decrease in the number of trains also reduces the total blocked time for the crossings from eight minutes to two minutes per day. The analysis shows that all crossing criteria would improve; therefore, the current LOS A does not change under the Proposed Action.

Elmhurst

SEA evaluated six highway/rail at-grade crossings in Elmhurst: York Street, Vallette Street, Argyle Avenue, Spring Road, Saint Charles Road and West Avenue. Under the Proposed Action, daily train traffic through these crossings drops from three to 1.7 trains. Therefore, vehicular delays decrease. The reduction in train traffic reduces the range of delays from 1.7 minutes to no more than 1 minute per delayed vehicle and also reduces the range of total number of delayed vehicles from 130 to 39 per day. The decrease in the number of trains also reduces the total blocked time for each crossing from from eight minutes and seven minutes, respectively to two minutes (eight minutes to three minutes for Vallette Street) per day. The analysis shows that all crossing criteria improve; therefore, the current LOS A does not change under the Proposed Action.

Villa Park

SEA evaluated three highway/rail at-grade crossings in Villa Park: Villa Avenue, Addison Avenue and North Avenue (IL 64). Under the Proposed Action, daily train traffic through these crossings

drops from 3 to 1.7 trains. Therefore, vehicular delays decrease. The reduction in train traffic reduces delays from 1.6 minutes to approximately 55 seconds per delayed vehicle and also reduces the range of total number of delayed vehicles from ~~311~~ 307 to ~~99~~ 97 per day. The decrease in the number of trains also reduces the total blocked time for each crossing from seven minutes to two minutes per day. The analysis shows that all crossing criteria improve; therefore, the current LOS A does not change under the Proposed Action.

The No Action number of delayed vehicles decreases to 309, from 311 that was in the DEIS. The Proposed Action number of delayed vehicles decreases to 97, from 99 in the DEIS.

Near Addison

SEA evaluated two highway/rail at-grade crossings near Addison: Grace Street and Swift Road. Under the Proposed Action, daily train traffic through these crossings drops from three to 1.7 trains. Therefore, vehicular delays decrease. The reduction in train traffic reduces delays from 1.7 and 1.5 minutes, respectively, to approximately 55 and 45 seconds per delayed vehicle and also reduces the total number of delayed vehicles from 49 and 108, respectively, to 15 and 34 per day. The decrease in the number of trains also reduces the total blocked time for each crossing from eight minutes and seven minutes, respectively, to two minutes per day. The analysis shows that all crossing criteria improve; therefore, the current LOS A does not change under the Proposed Action.

Near Bloomingdale

SEA evaluated two highway/rail at-grade crossings near Bloomingdale: Schmale Road and Army Trail Road. Under the Proposed Action, daily train traffic through these crossings drops from three to 1.7 trains. Therefore, vehicular delays decrease. The reduction in train traffic reduces delays from 1.6 and 1.5 minutes, respectively, to approximately 55 and 45 seconds per delayed vehicle and also reduces the total number of delayed vehicles from 159 and 199, respectively, to 47 and 60 per day. The decrease in the number of trains also reduces the total blocked time for each crossing from eight and seven minutes to two minutes per day. The analysis shows that all crossing criteria improve; therefore, the current LOS A does not change under the Proposed Action.

Bloomingdale

SEA evaluated one highway/rail at-grade crossings in Bloomingdale: Gary Road. Under the Proposed Action, daily train traffic through this crossing drops from three to 1.7 trains. Therefore, vehicular delays decrease. The reduction in train traffic reduces delays from 1.5 minutes to approximately 55 seconds per delayed vehicle and also reduces the total number of delayed vehicles from 105 to 31 per day. The decrease in the number of trains also reduces the total blocked time for the crossing from seven minutes to two minutes per day. The analysis shows that all crossing criteria would improve; therefore, the current LOS A does not change under the Proposed Action.

Hanover Park

SEA evaluated one highway/rail at-grade crossing in Hanover Park: Country Farm Road. Under the Proposed Action, daily train traffic through this crossing drops from three to 1.7 trains. Therefore, vehicular delays decrease. The reduction in train traffic reduces delays from 1.5 minutes to approximately 45 seconds per delayed vehicle and also reduces the total number of delayed vehicles from 184 to 56 per day. The decrease in the number of trains also reduces the total blocked time for the crossing from seven minutes to two minutes per day. The analysis shows that all crossing criteria improve; therefore, the current LOS A does not change under the Proposed Action.

Bartlett

SEA evaluated one highway/rail at-grade crossings in Bartlett: Sutton Road (IL 59). Under the Proposed Action, daily train traffic through this crossing drops from three to 1.7 trains. Therefore, vehicular delays decrease. The reduction in train traffic reduces delays from 1.5 minutes to approximately 45 seconds per delayed vehicle and also reduces the total number of delayed vehicles from ~~184~~ 262 to ~~56~~ 80 per day. The decrease in the number of trains also reduces the total blocked time for the crossing from seven minutes to two minutes per day. The analysis shows that all crossing criteria would improve; therefore, the current LOS A does not change under the Proposed Action.

The No Action number of delayed vehicles decreases to 262, from 296 that was in the DEIS. The Proposed Action number of delayed vehicles decreases to 80, from 90 in the DEIS.

Near Bartlett

SEA evaluated one highway/rail at-grade crossings near Bartlett: Powis Road. Under the Proposed Action, daily train traffic through this crossing does not change ~~drops~~ from ~~three to~~ 2~~.6~~ trains. Train speed decrease at Powis Road results in an increase of average delay per delayed vehicle from 1.7 minutes to 3.7 minutes and an increase of total delayed vehicles from ~~30~~ 20 to ~~57~~ 44 per day. The total blocked time for Powis Road increases from ~~eight~~ five minutes to ~~15~~ 11 minutes. Although the analysis shows that most crossing criteria worsens; the current LOS A does not change under the Proposed Action.

The No Action number of daily train traffic decreases to 2, from 3 that was in the DEIS. The Proposed Action number of daily train traffic decreases to 2, from 2.6 that was in the DEIS. The No Action number of delayed vehicles decreases to 20, from 30 that was in the DEIS. The Proposed Action number of delayed vehicles decreases to 44, from 57 in the DEIS. The No Action total blocked crossing time decreases to 5 minutes, from 8 minutes in the DEIS. The Proposed Action total blocked crossing time decreases to 11 minutes, from 15 minutes in the DEIS.

South Elgin

SEA evaluated two highway/rail at-grade crossings in South Elgin: IL 25 and Randall Road. Under the Proposed Action, daily train traffic through this crossing does not change from two trains per day ~~drops from three to 2.6 trains~~. This decrease in daily train traffic is not significant enough to change the vehicular delay time from 1.1 minutes~~, but it does reduces the total number of delayed vehicles from 37 and 160, respectively, to 32 and 139 per day~~ or the total number of delayed vehicles from 25 and 107 per day. The total blocked time for each crossing does not change from three minutes per day. ~~The decrease in the number of trains also reduces the total blocked time for the crossing from five minutes to four minutes per day.~~ The analysis shows that there is no change in crossing criteria; therefore, the current LOS A does not change under the Proposed Action ~~The analysis shows that all crossing criteria would improve; therefore, the current LOS A does not change under the Proposed Action~~.

The No Action number of daily train traffic decreases to 2, from 3 that was in the DEIS. The Proposed Action number of daily train traffic decreases to 2, from 2.6 that was in the DEIS. The No Action number of delayed vehicles decreases to 107, from 160 that was in the DEIS. The Proposed Action number of delayed vehicles decreases to 107, from 139 in the DEIS. The No Action total blocked crossing time decreases to 3 minutes, from 5 minutes in the DEIS. The Proposed Action total blocked crossing time decreases to 3 minutes, from 4 minutes in the DEIS.

TABLE E1.2-14. FREEPORT SUBDIVISION, CN HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY DATA

Street	2015 ADT	Trains per Day, N		Train Speed, V		Average Delay per Delayed Vehicle, Da		Total Delayed Vehicles per day, Td		Number of Vehicles Queued, Q		Crossing LOS		Total Blocked Crossing Time (24-Hr), Minutes		Percent Change Total Blocked Crossing Time per 24-Hr
		No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	
Chicago																
Pulaski Road	27,965	2.5	0	19	19	2.4	0.3	176	0	51	7	A	A	9	0	-1%
Berwyn																
Riverside Drive	5,497	4.4	1.7	25	25	2.3	1.2	59	12	19	10	A	A	16	3	-1%
RIverside																
Harlem Avenue (IL 43)	39,485	4.4	1.7	25	25	2.3	1.2	427	88	70	37	A	A	16	3	-1%
North Riverside																
26th Street	16,134	4.4	1.7	25	25	2.3	1.2	175	36	29	15	A	A	16	3	-1%
Des Plaines Avenue	17,807	4.4	1.7	25	25	2.3	1.2	193	40	32	17	A	A	16	3	-1%
Near North Riverside																
Cermak Road / 22nd Street	40,633	4.4	1.7	25	25	2.3	1.2	440	91	58	31	A	A	16	3	-1%
1st Avenue (IL 171)	37,727	4.4	1.7	25	25	2.3	1.2	408	84	67	36	A	A	16	3	-1%
Broadview																
17th	11,353	4.4	1.7	19	20	2.9	1.5	156	30	26	13	A	A	20	4	-1%

TABLE E1.2-14. FREEPORT SUBDIVISION, CN HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY DATA

Street	2015 ADT	Trains per Day, N		Train Speed, V		Average Delay per Delayed Vehicle, Da		Total Delayed Vehicles per day, Td		Number of Vehicles Queued, Q		Crossing LOS		Total Blocked Crossing Time (24-Hr), Minutes		Percent Change Total Blocked Crossing Time per 24-Hr
		No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	
Avenue																
Hillside																
Harrison Street	10,984	3	1.7	36	39	1.7	0.9	60	18	29	15	A	A	8	2	0%
Wolf Road	18,763	3	1.7	35	39	1.8	0.9	105	31	25	13	A	A	8	2	0%
Elmhurst																
York Street	24,190	3	1.7	37	40	1.7	0.9	130	39	62	33	A	A	8	2	0%
Vallette Street	4,233	3	1.7	35	35	1.7	1	24	7	11	6	A	A	8	3	0%
Argyle Avenue	1,165	3	1.7	39	40	1.6	0.9	6	2	3	2	A	A	7	2	0%
Spring Road	10,886	3	1.7	40	40	1.6	0.9	55	18	26	15	A	A	7	2	0%
Saint Charles Road	11,289	3	1.7	40	40	1.6	0.9	57	18	18	10	A	A	7	2	0%
West Avenue	11,289	3	1.7	40	40	1.6	0.9	57	18	27	15	A	A	7	2	0%
Villa Park																
Villa Avenue	8,870	3	1.7	40	40	1.6	0.9	45	14	21	12	A	A	7	2	0%
Addison Avenue	17,471	3	1.7	39	39	1.6	0.9	90	29	12	7	A	A	7	2	0%
North Avenue (IL 64)	58,778	3	1.7	39	39	1.6	0.9	309	97	36	20	A	A	7	2	0%

TABLE E1.2-14. FREEPORT SUBDIVISION, CN HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY DATA

Street	2015 ADT	Trains per Day, N		Train Speed, V		Average Delay per Delayed Vehicle, Da		Total Delayed Vehicles per day, Td		Number of Vehicles Queued, Q		Crossing LOS		Total Blocked Crossing Time (24-Hr), Minutes		Percent Change Total Blocked Crossing Time per 24-Hr
		No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	
Near Addison																
Grace Street	9,139	3	1.7	37	40	1.7	0.9	49	15	12	6	A	A	8	2	0%
Swift Road	22,175	3	1.7	42	44	1.5	0.8	108	34	34	19	A	A	7	2	0%
Near Bloomingdale																
Schmale Road	30,373	3	1.7	38	43	1.6	0.9	159	47	38	20	A	A	8	2	0%
Army Trail Road	41,796	3	1.7	43	49	1.5	0.8	199	60	42	22	A	A	7	2	0%
Bloomingdale																
Gary Avenue	37,092	3	1.7	43	49	1.5	0.8	177	53	48	25	A	A	7	2	0%
Hanover Park																
County Farm Road	38,705	3	1.7	43	48	1.5	0.8	184	56	44	24	A	A	7	2	0%
Bartlett																
Sutton Road (IL 59)	52,951	3	1.7	41	45	1.5	0.8	262	80	63	34	A	A	7	2	0%
Near Bartlett																
Powis Road	5,510	~~3~~ 2	~~2.6~~ 2	25	10	1.7	3.7	~~30~~ 20	~~57~~ 44	14	32	A	A	~~8~~ 5	~~15~~ 11	0%
South Elgin																

TABLE E1.2-14. FREEPORT SUBDIVISION, CN HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY DATA																
Street	**2015 ADT**	**Trains per Day, N**		**Train Speed, V**		**Average Delay per Delayed Vehicle, Da**		**Total Delayed Vehicles per day, Td**		**Number of Vehicles Queued, Q**		**Crossing LOS**		**Total Blocked Crossing Time (24-Hr), Minutes**		**Percent Change Total Blocked Crossing Time per 24-Hr**
		No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	
IL 25	10,830	~~3~~ 2	~~2.6~~ 2	45	45	1.1	1.1	~~37~~ 25	~~32~~ 25	18	18	A	A	~~5~~ 3	~~4~~ 3	0%
Randall Road	46,189	~~3~~ 2	~~2.6~~ 2	45	45	1.1	1.1	~~160~~ 107	~~139~~ 107	38	38	A	A	~~5~~ 3	4 ~~3~~	0%

4.4.5.3 Joliet Subdivision

SEA analyzed 10 highway/rail at-grade crossings along the Freeport Subdivision. Table E1.2-15 shows the results of the delay analysis.

Lemont

SEA evaluated three highway/rail at-grade crossings in Lemont: Pruxne Street/Illinois Street, Holmes Street, and Stephen Street. Under the Proposed Action, daily train traffic through these crossings increases from 1.8 to two trains. However, vehicular delays decrease. The reduction in train traffic reduces delays from 1.6 minutes (1.7 at Stephen Street) to 1.5 minutes per delayed vehicle but increases the range of total number of delayed vehicles from 46 to 47 per day. The increase in the number of trains would increase the total blocked time for each crossing from four minutes to five minutes per day (no change from five minutes for Stephen Street). The analysis shows that although most crossing criteria worsen, the current LOS A does not change under the Proposed Action.

Romeoville

SEA evaluated one highway/rail at-grade crossing in Romeoville: Romeo Road/135th Street. Under the Proposed Action, daily train traffic increases from 1.8 to two trains. Therefore, vehicular delays increase. The increase in train traffic through this crossing raises delays from 1.3 to 1.5 minutes per delayed vehicle and also increases the total number of delayed vehicles from 48 to 59 per day. The increase in the number of trains increases the blocked time for the crossing from three minutes to four minutes per day. The analysis shows that although all crossing criteria worsen, the current LOS A does not change under the Proposed Action.

Lockport

SEA evaluated four highway/rail at-grade crossings in Lockport: 9th Street (IL 7), 10th Street, 11th Street, and Division Street. Under the Proposed Action, daily train traffic increases from 1.8 to two trains. Therefore, vehicular delays increase. The increase in train traffic through these crossings raises delays from 1.3 to 1.6 minutes per delayed vehicle and also increases the range of total number of delayed vehicles from ~~76~~ 80 to ~~104~~ 110 at most per day. The increase in the number of trains would increase the blocked time for each crossing from four minutes to five minutes per day. The analysis shows that although all crossing criteria worsen, the current LOS A does not change under the Proposed Action.

The No Action number of delayed vehicles increases to 80, from 76 that was in the DEIS. The Proposed Action number of delayed vehicles increases to 110, from 104 in the DEIS.

Joliet

SEA evaluated two highway/rail at-grade crossings in Joliet: Ohio Street and Jackson Street. Under the Proposed Action, daily train traffic through these crossings does ~~not change~~ increase from ~~2.9~~ 1.8 to 2 trains per day ~~trains~~. Therefore, vehicular delays ~~do not decrease~~ increase. The train delay in minutes per delayed vehicle does not change from ~~5.9~~ 3.8 to 4.8 and ~~there is no change in~~ increases the total number of delayed vehicles from ~~131~~ 52 and ~~370~~ 74, respectively, to 148 and 211 vehicles per day. There is also ~~no change~~ an increase in the total blocked time for each crossing from ~~26~~ 10 to 15 minutes per day. The analysis shows that there is no change in crossing criteria; therefore, the current LOS ~~B~~ A does not change under the Proposed Action.

Joliet Subdivision

SEA reanalyzed one highway/rail at-grade crossings along the Joliet Subdivision. The range of results from the new data affected only one community. This community is listed below. The change in the ranges of data are reflected in number of trains (N), vehicular delay in minutes (D_a), total delayed vehicles (T_d) and total blocked crossing time. Table E1.2-15 shows the results of this crossing in the new delay analysis.

TABLE E1.2-15. JOLIET SUBDIVISION, CN HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY DATA

Street	2015 ADT	Trains per Day, N		Train Speed, V		Average Delay per Delayed Vehicle, D_a		Total Delayed Vehicles per day, T_d		Number of Vehicles Queued, Q		Crossing LOS		Total Blocked Crossing Time (24-Hr), Minutes		Percent Change Total Blocked Crossing Time per 24-Hr
		No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	
Lemont																
Pruxne Street / Illinois Street	7,171	1.8	2	35	35	1.6	1.5	22	23	18	16	A	A	4	5	0%
Holmes Street	451	1.8	2	35	35	1.6	1.5	1	1	1	1	A	A	4	5	0%
Stephen Street	14,222	1.8	2	33	33	1.7	1.5	46	47	37	34	A	A	5	5	0%
Romeoville																
Romeo Road /135th Street	19,102	1.8	2	38	40	1.2	1.5	45	59	36	43	A	A	3	4	0%
Lockport																
9th Street (IL 7)	31,796	1.8	2	35	35	1.3	1.6	80	110	64	79	A	A	4	5	0%
10th Street	160	1.8	2	35	35	1.3	1.6	0	1	0	0	A	A	4	5	0%
11th Street	307	1.8	2	35	35	1.3	1.6	1	1	1	1	A	A	4	5	0%
Division Street	6,783	1.8	2	35	35	1.3	1.6	17	23	14	17	A	A	4	5	0%
Joliet																
Ohio Street	7,198	~~2.9~~	~~2.9~~	10	10	~~5.9~~	~~5.9~~	~~131~~	~~131~~	~~65~~	~~65~~	~~B~~	~~B~~	~~26~~	~~26~~	0%

		1.8	2			3.8	4.8	52	74	42	54	A	A	10	15	
Jackson Street	20380	~~2.9~~ 1.8	~~2.9~~ 2	10	10	~~5.9~~ 3.8	~~5.9~~ 4.8	~~370~~ 148	~~370~~ 211	~~184~~ 59	~~184~~ 76	~~B~~ A	~~B~~ A	~~26~~ 10	~~26~~ 15	0%

4.4.5.4 Chicago Subdivision

SEA analyzed two highway/rail at-grade crossings along the Chicago Subdivision. Table E1.2-16 shows the results of the delay analysis.

~~*University Park*~~

~~SEA evaluated two highway/rail at-grade crossings in University Park: University Parkway/Stuenkel Road and West Dralle Road. Under the Proposed Action, daily train traffic through these crossings does not change drops from 12.8 13.8 to 12.3 trains per day. Therefore, vehicular delays do not decrease increase. The train delay in minutes per delayed vehicle does not change from 1.2 but and there is no change a decrease in the total number of delayed vehicles from 226 244 and 72, respectively to 217 and 64 and 66 vehicles per day. There is also no change a decrease in the total blocked time for each crossing from 2 26 to 23 minutes per day. The analysis shows that there is no change in crossing criteria; therefore, the current LOS A does not change under the Proposed Action.~~

Richton Park

SEA evaluated one highway/rail at-grade crossing in Richton Park: University Parkway/Stuenkel Road. Under the Proposed Action, daily train traffic through this crossing drops from 13.8 to 12.3 trains. The reduction in train traffic does not reduce delays from 1.5 minutes, but does reduce the total number of delayed vehicles from 244 to 217 per day. The decrease in the number of trains also reduces the total blocked time for the crossing from 26 minutes to 23 minutes per day. The analysis shows that all crossing criteria would improve; therefore, the current LOS A does not change under the Proposed Action.

University Park

SEA evaluated one highway/rail at-grade crossing in University Park: West Dralle Road under the Proposed Action, daily train traffic through this crossing drops from 13.8 to 12.3 trains. The reduction in train traffic does not reduce delays from 1.5 minutes, but does reduce the total number of delayed vehicles from 72 to 64 per day. The decrease in the number of trains also reduces the total blocked time for the crossing from 26 minutes to 23 minutes per day. The analysis shows that all crossing criteria would improve; therefore, the current LOS A does not change under the Proposed Action.

TABLE E1.2-16. CHICAGO SUBDIVISION, CN HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY DATA																
Street	**2015 ADT**	**Trains per Day, N**		**Train Speed, V**		**Average Delay per Delayed Vehicle, Da**		**Total Delayed Vehicles per day, Td**		**Number of Vehicles Queued, Q**		**Crossing LOS**		**Total Blocked Crossing Time (24-Hr), Minutes**		**Percent Change Total Blocked Crossing Time per 24-Hr**
		No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	
Richton Park																
University Parkway / Stuenkel Road	13,640	~~12.8~~ 13.8	~~12.8~~ 12.3	45	45	1.2	1.2	~~226~~ 244	~~226~~ 217	13	13	A	A	~~24~~ 26	~~24~~ 23	0%
University Park																
West Dralle Road	4,012	~~12.8~~ 13.8	~~12.8~~ 12.3	45	45	1.2	1.2	~~66~~ 72	~~66~~ 64	4	4	A	A	~~24~~ 26	~~24~~ 23	0%

4.4.5.5 Elsdon/Southbend Subdivision

SEA analyzed ~~47~~ 49 highway/rail at-grade crossings along the Elsdon/Southbend Subdivision. Table E1.2-17 shows the results of the delay analysis.

SEA reanalyzed four highway/rail at-grade crossings along the Elsdon/Southbend Subdivision. The range of results from the new data affected three communities. These communities are listed below. The change in the ranges of data are reflected in number of trains (N), vehicular delay in minutes (Da), total delayed vehicles (Td) and total blocked crossing time. Table E1.2-17 shows the results of crossings in the new delay analysis.

Chicago

SEA evaluated nine highway/rail at-grade crossings in Chicago: 55th Street, 71st Street, 79th Street, Columbus Avenue, 83rd Place, 87th Street, 103rd Street, 111th Street and 115th Street. Under the Proposed Action, daily train traffic through these crossings drops from 3.4 (~~3.3~~ no change from 1.6 at 55th Street and 71st Street) to zero trains. Therefore, vehicular delays decrease. The reduction in train traffic reduces delays from 4.4 minutes to zero seconds per delayed vehicle and also reduces the range of total number of delayed vehicles from ~~483~~ 463 to zero per day. The decrease in the number of trains also reduces the total blocked time for each crossing from ~~22 minutes and~~ 23 minutes, ~~respectively,~~ to zero minutes (no change from 11 minutes at 55th and 71st) per day. The analysis shows that all crossing criteria improve; therefore, the current LOS A does not change under the Proposed Action.

The No Action number of daily train traffic decreases to 1.6, from 3.3 that was in the DEIS. The Proposed Action number of daily train traffic increases to 1.6, from 0 that was in the DEIS. The No Action number of delayed vehicles decreases to 234, from 483 that was in the DEIS. The Proposed Action number of delayed vehicles increases to 234, from 0 in the DEIS. The Proposed Action average delay per delayed vehicle increases to 4.4 minutes, from 0 minutes in the DEIS. The No Action total blocked crossing time decreases to 11 minutes, from 22 minutes in the DEIS. The Proposed Action total blocked crossing time increases to 11 minutes, from 0 minutes in the DEIS.

Evergreen Park

SEA evaluated five highway/rail at-grade crossings in Evergreen Park: 91st Street, Kedzie Avenue, 94th Street, 95th Street (US 12/US 20) and 99th Street. Under the Proposed Action, daily train traffic through these crossings drops from 3.4 to zero trains. Therefore, vehicular delays decrease. The reduction in train traffic reduces delays from 4.4 minutes to zero seconds per delayed vehicle and also reduces the range of total number of delayed vehicles from 579 to zero vehicles per day. The decrease in the number of trains also reduces the total blocked time for each crossing from 23 minutes to zero minutes per day. The analysis shows that all crossing criteria improve; therefore, the current LOS A does not change under the Proposed Action.

Blue Island

SEA evaluated four highway/rail at-grade crossings in Blue Island: 119th Street, 123rd Street, 127th Street, and Broadway Street. Under the Proposed Action, daily train traffic through these crossings drops from 3.4 to zero (14.9 to 1 at Broadway Street). Therefore, vehicular delays decrease. The reduction in train traffic reduces delays from 4.4 and ~~1.8~~ 5.7 minutes, respectively, to zero seconds and ~~1.3~~ 4.5 minutes per delayed vehicle and also reduces the total range of delayed vehicles from ~~437~~535 to 29 ~~eight~~ per day. The decrease in the number of trains also reduces the total blocked time for each crossing from 23 minutes to zero minutes (~~42~~ 130 minutes to seven ~~two~~ minutes at Broadway

Street) per day. The analysis shows that all crossing criteria improve; therefore, the current LOS ~~A~~ E does ~~not~~ improve to LOS A ~~change~~ under the Proposed Action.

The No Action number of delayed vehicles increases to 535, from 171 that was in the DEIS. The Proposed Action number of delayed vehicles increases to 29, from 8 in the DEIS. The No Action average delay per delayed vehicle increases to 5.7 minutes, from 1.8 minutes in the DEIS. The Proposed Action average delay per delayed vehicle increases to 4.5 minutes, from 1.3 minutes in the DEIS. The No Action total blocked crossing time increases to 130 minutes, from 42 minutes in the DEIS. The Proposed Action total blocked crossing time increases to 7 minutes, from 2 minutes in the DEIS. The No Action crossing LOS decreases to LOS E, from LOS A in the DEIS.

Dixmoor

SEA evaluated two highway/rail at-grade crossings in Dixmoor: Western Avenue and Robey Street. Under the Proposed Action, daily train traffic through these crossings drops from 14.9 to one train. Therefore, vehicular delays decrease. The reduction in train traffic reduces delays from 2.2 and 1.9 minutes, respectively, to 1.5 and 1.4 minutes per delayed vehicle and also reduces the total number of delayed vehicles from 347 and four, respectively, to 16 and zero per day. The decrease in the number of trains also reduces the total blocked time for each crossing from 50 and 44 minutes, respectively, to two minutes per day. The analysis shows that all crossing criteria improve; therefore, the current LOS A does not change under the Proposed Action.

Harvey

SEA evaluated eight ~~seven~~ highway/rail at-grade crossings in Harvey: Lincoln Avenue, Wood Street, Sibley Boulovard/147th Street (IL 83), Ashland Avenue, Center Avenue, Broadway Avenue, Park Avenue and Halsted Street (IL 1). Under the Proposed Action, daily train traffic through these crossings drops from 14.9 trains to one (19.5 to one at Halsted Street). Therefore, vehicular delays decrease. The reduction in train traffic reduces delays from a range of 1.9 minutes to 1.4 minutes ~~(5.7 to 4.5 minutes at Broadway Street)~~ per delayed vehicle and also reduces the range of total number of delayed vehicles from ~~1,023~~ 990 to ~~49~~ 48 per day. The decrease in the number of trains also reduces the range of total blocked time for each crossing from at most 46 minutes to 2 minutes ~~(130 minutes to seven minutes at Broadway Street)~~ per day. The analysis shows that all crossing criteria would improve; therefore, the current LOS A does not change under the Proposed Action.

~~Proposed Action LOS for Broadway Street improves from LOS E to LOS A. The remaining crossings have no change from LOS A under the Proposed Action.~~

The No Action number of delayed vehicles decreases to 990, from 1023 that was in the DEIS. The Proposed Action number of delayed vehicles decreases to 48, from 49 in the DEIS. The No Action crossing LOS increases to LOS A, from LOS E in the DEIS.

Phoenix

SEA evaluated one highway/rail at-grade crossing in Phoenix: 155th Street. Under the Proposed Action, daily train traffic through this crossing drops from 19.5 to one trains. Therefore, vehicular delays decrease. The reduction in train traffic reduces delays from 1.5 minutes to 1.3 minutes per delayed vehicle and also reduces the total number of delayed vehicles from 14 to one per day. The decrease in the number of trains also reduces the total delayed time for the crossing from 46 minutes to two minutes per day. The analysis shows that all crossing criteria would improve; therefore, the current LOS A does not change under the Proposed Action.

South Holland

SEA evaluated four highway/rail at-grade crossings in South Holland: Thornton-Blue Island Road, 159th Street/162nd Street (US6), South Park Avenue, and 170th Street. Under the Proposed Action, daily train traffic through these crossings drops from 19.5 trains to one (22.1 to 2.9 at South Park Ave and 170th Street). Therefore, some vehicular delays decrease. Vehicular delays increase from 3.3 to 3.5 minutes per delayed vehicle at 170th Street because under the Proposed Action train lengths increase. The reduction in train traffic reduces the range of delays from 2.1 minutes to 1.6 minutes per delayed vehicle and also reduces the range of total number of delayed vehicles from 1,141 to 145 per day. The decrease in the number of trains also reduces the total range of blocked time for each crossing from 70 minutes to 9 minutes per day (113 minutes to 16 minutes at 170th Street). The Proposed Action LOS for South Park Avenue improved from LOS B to LOS A, while LOS for 170th Street improved from LOS C to LOS A. The remaining crossings have no change from LOS A under the Proposed Action.

Lansing

SEA evaluated ~~five~~ six highway/rail at-grade crossings in Lansing: Volbrecht Road, 182nd Street/Ridge Road, Torrence Avenue (IL 83), 186th Street, Burnham Avenue, and Wentworth Avenue. Under the Proposed Action, daily train traffic through these crossings drops from 22.1 to 2.9 trains. Therefore, vehicular delays decrease. The reduction in train traffic reduces delay range from 1.5 minutes to no more than 1.4 minutes per delayed vehicle and also reduces the range of total number of delayed vehicles from 446 to 53 per day. The decrease in the number of trains also reduces the total range of blocked time for each crossing from 51 minutes to six minutes per day. The analysis shows that all crossing criteria improve; therefore, the current LOS A does not change under the Proposed Action.

Near Thornton

SEA evaluated one highway/rail at-grade crossing in Thornton: Thornton-Lansing Road. Under the Proposed Action, daily train traffic through this crossing drops from 22.1 to 2.9 trains. Therefore, vehicular delays decrease. The reduction in train traffic reduces delays from 1.5 minutes to 1.4 minutes per delayed vehicle and also reduces the total number of delayed vehicles from 425 to 51 vehicles per day. The decrease in the number of trains also reduces the total blocked time for the crossing from 51 to six minutes per day. The analysis shows that all crossing criteria improve; therefore, the current LOS A does not change under the Proposed Action.

Munster, Indiana

SEA evaluated two highway/rail at-grade crossings in Munster: Calumet Avenue and White Oak Road. Under the Proposed Action, daily train traffic through these crossings drops from 22.1 to 2.9 trains. Therefore, vehicular delays decrease. The reduction in train traffic reduces delays from 1.4 and 1.5 minutes, respectively, to 1.3 and 1.4 minutes per delayed vehicle and also reduces the total number of delayed vehicles from 1,070 and 394, respectively, to 128 and 48 vehicles per day. The decrease in the number of trains also reduces the total blocked time for each crossing from 49 and 51 minutes to six minutes per day. The analysis shows that all crossing criteria improve; therefore, the current LOS A does not change under the Proposed Action.

Highland, Indiana

SEA evaluated one highway/rail at-grade crossing in Highland: Kennedy Avenue. Under the Proposed Action, daily train traffic through these crossings drops from 22.1 to 2.9 trains. However, vehicular delays increased because under the Proposed Action train lengths increase. The reduction in train traffic and increase in train lengths would increase delays from 2.8 to three minutes per delayed vehicle and also reduce the total number of delayed vehicles from 444 to 62 vehicles per day.

The decrease in the number of trains also reduces the total blocked time for each crossing from 96 minutes to 13 minutes per day. The analysis shows that all crossing criteria improve; therefore, the current LOS C changes to LOS A under the Proposed Action.

Griffith, Indiana

SEA evaluated three highway/rail at-grade crossings in Griffith: Broad Street, Main Street and Colfax Street. Under the Proposed Action, daily train traffic through these crossings drops from 22.1 to 2.9 (~~no change from 23.3~~ 24.8 to 18.6 at Colfax Street) trains. ~~There is no change in vehicular delays~~ Vehicular delays for Main Street do not change from 1.6 minutes per delayed vehicle, while all other crossings increase. ~~The reduction in train traffic does not reduce delays from 1.6 minutes (1.4 minutes at Colfax Street) per delayed vehicle, but does reduce the range of total number of delayed vehicles from 416 to 94 (There is no change from 510 at Colfax Street) vehicles per day~~ The reduction in train traffic also reduces the range of total number of delayed vehicles from 727 to no more than 527 vehicles per day. ~~The decrease in the number of trains did reduce the total blocked time for each crossing from 55 minutes and 53 minutes to seven minutes (no change from 52 minutes in delayed time for Colfax Street) per day~~ The decrease in the number of trains did reduce the total blocked time for each crossing from 55 minutes and 53 minutes to seven minutes (55 minutes to 54 minutes for Colfax Street) per day. ~~The analysis shows that some crossing criteria improve; therefore, the current LOS A does not change under the Proposed Action~~ The analysis shows that some crossing criteria, except for Colfax Street improve; therefore, the current LOS A does not change under the Proposed Action.

Merrillville, Indiana

SEA evaluated three highway/rail at-grade crossings in Merrillville: Taft Street, Madison Street and Broadway Street. Under the Proposed Action, daily train traffic through these crossings ~~does not change~~ drops from 24.8 ~~23.3~~ to 18.6 trains per day. There is no change in vehicular delays. The reduction in train traffic does not reduce delays from 1.4 minutes per delayed vehicle, but does ~~or~~ reduce the range of total number of delayed vehicles from ~~1,098~~ 1,534, ~~325 and 1,441~~ to no more than 1,151 vehicles per day. The decrease in the number of trains ~~did not~~ reduced the total blocked time for each crossing from ~~52~~ 55 minutes to 41 minutes per day. The analysis shows no change in crossing criteria; therefore, the current LOS A does not change under the Proposed Action.

TABLE E1.2-17. ELSDON/SOUTHBEND SUBDIVISION, CN HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY DATA

Street	2015 ADT	Trains per Day, N		Train Speed, V		Average Delay per Delayed Vehicle, D_a		Total Delayed Vehicles per day, T_d		Number of Vehicles Queued, Q		Crossing LOS		Total Blocked Crossing Time (24-Hr), Minutes		Percent Change Total Blocked Crossing Time per 24-Hr
		No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	
Chicago																
55th Street	31,431	~~3.3~~ 1.6	~~0~~ 1.6	8	8	4.4	~~0~~ 4.4	~~483~~ 234	~~0~~ 234	105	~~0~~ 105	A	A	~~22~~ 11	~~0~~ 11	~~-2%~~ 0%
71st Street	16,612	~~3.3~~ 1.6	~~0~~ 1.6	8	8	4.4	~~0~~ 4.4	~~255~~ 124	~~0~~ 124	111	~~0~~ 111	A	A	~~22~~ 11	~~0~~ 11	~~-2%~~ 0%
79th Street	29,291	3.4	0	8	0	4.4	0	463	0	98	0	A	A	23	0	-2%
Columbus Avenue	18,046	3.4	0	8	0	4.4	0	285	0	60	0	A	A	23	0	-2%
83rd Place	1,305	3.4	0	8	0	4.4	0	21	0	9	0	A	A	23	0	-2%
87th Street	23,663	3.4	0	8	0	4.4	0	374	0	53	0	A	A	23	0	-2%
103rd Street	23,782	3.4	0	8	0	4.4	0	376	0	~~30~~ 80	0	A	A	23	0	-2%
111th Street	19,600	3.4	0	8	0	4.4	0	310	0	~~96~~ 66	0	A	A	23	0	-2%
115th Street	15,536	3.4	0	8	0	4.4	0	246	0	~~12~~ 52	0	A	A	23	0	-2%
Evergreen Park																
91st Street	4,482	3.4	0	8	0	4.4	0	71	0	~~82~~ 30	0	A	A	23	0	-2%
Kedzie Avenue	28,802	3.4	0	8	0	4.4	0	456	0	~~78~~ 96	0	A	A	23	0	-2%
94th Street	3,466	3.4	0	8	0	4.4	0	55	0	~~80~~ 12	0	A	A	23	0	-2%
95th Street (US 12 / US 20)	27,768	3.4	0	8	0	4.4	0	439	0	62	0	A	A	23	0	-2%

TABLE E1.2-17. ELSDON/SOUTHBEND SUBDIVISION, CN HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY DATA

Street	2015 ADT	Trains per Day, N		Train Speed, V		Average Delay per Delayed Vehicle, D_a		Total Delayed Vehicles per day, T_d		Number of Vehicles Queued, Q		Crossing LOS		Total Blocked Crossing Time (24-Hr), Minutes		Percent Change Total Blocked Crossing Time per 24-Hr
		No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	
99th Street	11,592	3.4	0	8	0	4.4	0	183	0	~~52~~ 78	0	A	A	23	0	-2%
Blue Island																
119th Street	14,341	3.4	0	8	0	4.4	0	227	0	96	0	A	A	23	0	-2%
123rd Street	6,468	3.4	0	8	0	4.4	0	102	0	43	0	A	A	23	0	-2%
127th Street	27,607	3.4	0	8	0	4.4	0	437	0	92	0	A	A	23	0	-2%
Broadway Street	5,916	14.9	1	~~36~~ 10	~~43~~ 10	~~1.8~~ 5.7	~~1.3~~ 4.5	~~171~~ 535	~~8~~ 29	~~8~~ 26	~~6~~ 21	~~A~~ E	A	~~42~~ 130	~~2~~ 7	~~-3%~~ -9%
Dixmoor																
Western Avenue	10,039	14.9	1	29	35	2.2	1.5	347	16	17	12	A	A	50	2	-3%
Robey Street	144	14.9	1	34	41	1.9	1.4	4	0	0	0	A	A	44	2	-3%
Harvey																
Lincoln Avenue	886	14.9	1	34	41	1.9	1.4	27	1	3	2	A	A	44	2	-3%
Wood Street	15,775	14.9	1	35	42	1.9	1.3	466	22	23	16	A	A	43	2	-3%
147th Street / Sibley Boulevard (IL 83)	33,509	14.9	1	35	42	1.9	1.3	990	48	48	34	A	A	43	2	-3%
Ashland Avenue	13,944	14.9	1	35	42	1.9	1.3	412	20	40	29	A	A	43	2	-3%

TABLE E1.2-17. ELSDON/SOUTHBEND SUBDIVISION, CN HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY DATA

Street	2015 ADT	Trains per Day, N		Train Speed, V		Average Delay per Delayed Vehicle, D_a		Total Delayed Vehicles per day, T_d		Number of Vehicles Queued, Q		Crossing LOS		Total Blocked Crossing Time (24-Hr), Minutes		Percent Change Total Blocked Crossing Time per 24-Hr
		No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	
Center Avenue	886	14.9	1	36	43	1.8	1.3	26	1	2	2	A	A	42	2	-3%
Broadway Avenue	886	14.9	1	~~10~~ 36	~~10~~ 43	~~5.7~~ 1.8	~~4.5~~ 1.3	~~80~~ 26	~~4~~ 1	~~4~~ 1	~~3~~ 1	~~E~~ A	A	~~130~~ 42	~~7~~ 2	~~-9%~~ -3%
Park Avenue	7,051	14.9	1	36	43	1.8	1.3	204	10	10	7	A	A	42	2	-3%
Halsted Street (IL 1)	14,411	19.5	1	36	42	1.5	1.3	463	20	17	15	A	A	46	2	-3%
Phoenix																
155th Street	451	19.5	1	36	42	1.5	1.3	14	1	1	1	A	A	46	2	-3%
South Holland																
Thornton-Blue Island Road	4,960	19.5	1	35	39	1.6	1.4	163	7	12	11	A	A	47	2	-3%
159th Street / 162nd Street (US 6)	34,741	19.5	1	35	35	1.6	1.5	1141	57	42	41	A	A	47	2	-3%
South Park Avenue	11,831	22.1	2.9	26	27	2.1	2.1	573	77	19	19	B	A	70	9	-4%
170th Street	13,266	22.1	2.9	15	15	3.3	3.5	1040	145	34	36	C	A	113	16	-7%
Lansing																
Volbrecht Road	3,641	22.1	2.9	38	45	1.5	1.4	130	16	8	8	A	A	51	6	-3%
182nd Street/Ridge Rd	9,336	22.1	2.9	39	46	1.5	1.4	326	40	21	20	A	A	50	6	-3%

TABLE E1.2-17. ELSDON/SOUTHBEND SUBDIVISION, CN HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY DATA

Street	2015 ADT	Trains per Day, N		Train Speed, V		Average Delay per Delayed Vehicle, D_a		Total Delayed Vehicles per day, T_d		Number of Vehicles Queued, Q		Crossing LOS		Total Blocked Crossing Time (24-Hr), Minutes		Percent Change Total Blocked Crossing Time per 24-Hr
		No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	
Torrence Avenue (IL 83)	12,799	22.1	2.9	~~38~~ 39	~~45~~ 47	1.5	1.3	446	53	~~28~~ 15	~~26~~ 13	A	A	50	6	-3%
186th Street	7,768	22.1	2.9	~~39~~ 41	~~47~~ 49	1.4	1.3	261	31	~~15~~ 17	~~13~~ 16	A	A	48	6	-3%
Burnham Avenue	8,724	22.1	2.9	~~41~~ 42	49	1.4	1.3	287	35	~~17~~ 19	~~16~~ 17	A	A	47	6	-3%
Wentworth Avenue	13,027	22.1	2.9	42	49	1.4	1.3	429	53	~~19~~ 28	~~17~~ 26	A	A	47	6	-3%
Near Thornton																
Thornton-Lansing Road	11,951	22.1	2.9	~~42~~ 38	49 45	1.5	1.4	425	51	28	26	A	A	51	6	-3%
Munster																
Calumet Avenue	31,311	22.1	2.9	40	48	1.4	1.3	1070	128	35	32	A	A	49	6	-3%
White Oak Avenue	11,062	22.1	2.9	38	45	1.5	1.4	394	48	26	24	A	A	51	6	-3%
Highland																
Kennedy Avenue	6,664	22.1	2.9	18	18	2.8	3	444	62	29	31	C	A	96	13	-6%
Griffith																
Main Street	10,960	22.1	2.9	35	38	1.6	1.6	416	54	27	27	A	A	55	7	-3%
Broad Street	19,572	22.1	2.9	36	40	1.6	1.5	727	92	47	46	A	A	53	7	-3%
Colfax	14,139	~~23.3~~	~~23.3~~	40	29	1.4	1.9	~~510~~	~~510~~	31	41	A	A	~~52~~	54	0%

TABLE E1.2-17. ELSDON/SOUTHBEND SUBDIVISION, CN HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY DATA																
Street	**2015 ADT**	**Trains per Day, N**		**Train Speed, V**		**Average Delay per Delayed Vehicle, D_a**		**Total Delayed Vehicles per day, T_d**		**Number of Vehicles Queued, Q**		**Crossing LOS**		**Total Blocked Crossing Time (24-Hr), Minutes**		**Percent Change Total Blocked Crossing Time per 24-Hr**
		No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	No-Action	Proposed Action	
Street		24.8	18.6					542	527					55		
Merrillville																
Taft Street	30,473	~~23.3~~ 24.8	~~23.3~~ 18.6	40	40	1.4	1.4	~~1,098~~ 1,169	~~1,098~~ 877	68	68	A	A	~~52~~ 55	~~52~~ 41	~~0%~~ -1%
Madison Street	9,031	~~23.3~~ 24.8	~~23.3~~ 18.6	40	40	1.4	1.4	~~325~~ 346	~~325~~ 260	20	20	A	A	~~52~~ 55	~~52~~ 41	~~0%~~ -1%
Broadway Street	39,989	~~23.3~~ 24.8	~~23.3~~ 18.6	40	40	1.4	1.4	~~1,441~~ 1,534	~~1,441~~ 1,151	45	45	A	A	~~52~~ 55	~~52~~ 41	~~0%~~ -1%

General Mobility of Roadways near Highway/Rail At-Grade Crossings

As stated in Chapter 4, SEA evaluated the operations of the roadways that cross the EJ&E rail line and the CN subdivisions independently of rail line crossing operations. The purpose of the additional evaluation was to identify operations on roadways crossing the railways in two ways: 1) to identify and evaluate roadways that, under the Proposed Action, would operate at or over capacity (LOS E-F), and 2) to evaluate effects of the Proposed Action on the overall mobility of each community, including impacts to roadways near the rail lines.

SEA estimated traffic volumes for 2015 by applying a growth rate to the 2007 roadway volumes. The growth rate was developed based on the assumptions stated in Table 4.3-2. The LOS methodology discussed in Chapter 4 has been assumed for the analysis of the 2015 conditions. SEA also reviewed local and regional transportation plans to account for future roadway changes and upgrades.

Planned or programmed improvements in the community's roadway network were identified and incorporated in the future condition analysis. Metra commuter rail lines cross the EJ&E rail line and CN subdivisions, and some of them are rail/rail at-grade crossings within the communities discussed below. At-grade interactions between freight and commuter services may increase because Metra plans to expand commuter rail service along the majority of the rail lines. This expansion would include service during the peak and off-peak periods as well as reverse commute service. The interaction between freight and commuter rail lines may result in the commuter rail service being given priority over the freight service using EJ&E rail lines.

The sections below present the analysis results, listed by railway line. LOS analysis results and overall mobility conditions, which include network connectivity, potential queuing issues associated with the railway crossings, and Metra commuter rail impacts are provided first for the EJ&E rail line, and then for the five CN subdivisions.

EJ&E Rail Line Evaluation

The first step in assessing the effects of the Proposed Action on 2015 roadway conditions was to identify the highway/rail at-grade crossings along the EJ&E rail line that meet the Board's analysis thresholds, and to identify the communities in which those crossings are located. Then, SEA calculated the 2015 roadway LOS for each intersecting roadway. The LOS and vehicle queue length results for each EJ&E highway/rail at-grade crossing location are contained in Tables E1.2-19 through E1.2-24, respectively. Roadways with an LOS E or LOS F were designated as critical, while roadways with a LOS A-D provide an acceptable level of service. Based on the LOS and vehicle queue length results, SEA evaluated the 2015 roadway network and overall mobility in the vicinity of each of the critical roadways. The narratives below discuss the 2015 conditions of the roadway networks in the vicinity of the highway/rail at-grade crossings within each community, including the network connectivity and vehicle queue lengths associated with critical crossings. The vehicle queue lengths were calculated for the No-Action and the Proposed Action. The narratives identify only the vehicle queue lengths that would block a major roadway, in turn affecting the community's level of overall mobility.

The evaluation summary has been divided into sections that summarize each community located along the EJ&E rail line. Table E1.2-18 provides a summary of the resulting 2015 roadway LOS by county for all public highway/rail at-grade crossings that meet the evaluation thresholds of 2,500 or more ADT or less than 800 feet between crossings.

The new analysis resulted in several changes in LOS for the EJ&E rail line. Below is a summary of those changes for the 2015 roadway LOS analysis.

Table E1.2-18. 2015 LOS Summary Of Roadways Crossing The EJ&E Rail Line												
LOS	Total		Lake (Illinois)		Cook		DuPage		Will		Lake (Indiana)	
	2007	2015	2007	2015	2007	2015	2007	2015	2007	2015	2007	2015
LOS A - B	37	29	3	4	7	7	4	2	17	12	6	4
LOS C - D	33	29	5	2	6	6	3	4	14	13	5	4
LOS E - F	17	29	4	6	3	3	4	5	2	8	4	7

As indicated in the table above, the number of roadways that would meet or exceed capacity would almost double from 2007 to 2015 due to the increased roadway volume.

SEA evaluated a total of 88 highway/rail at-grade crossings. The results of delay calculations for all of the crossings are summarized in Tables E1.2-1 and E1.2-2.

Lake County, Illinois

Mundelein - No-Action

Mundelein has two roadways that cross the EJ&E rail line at-grade. Diamond Lake Road, a two-lane collector, runs north/south crossing the EJ&E rail line south of the village center. IL 60/IL 83, a two-lane arterial, runs east/west crossing the EJ&E rail line south of the village center.

Diamond Lake Road would operate at LOS C-D with IL 60/IL 83 operating at LOS E-F. According to the 2020 Lake County Transportation Priority Plan, IL 60/IL 83 widens from two to four lanes. Lake County does not plan to change the alignment or its classification as an arterial. Widening IL 60/IL 83 helps alleviate congestion at the crossing by improving the LOS to C-D.

IL 60/IL 83 is the only roadway that has queue lengths that would block a major roadway under the No-Action Alternative. For the peak period, IL 60/IL 83 could experience a calculated queue length of approximately ~~1,205~~ 590 feet, blocking one major roadway, Diamond Lake Road.

~~With the planned improvements, IL 60/83 would experience a calculated queue length of approximately 1,215 feet, blocking Diamond Lake Road.~~

With the~~se~~ planned improvements, the roadway network in the vicinity of the crossings would operate at an acceptable level of service.

- IL 60/83 No Action queue length changes from 1,205 feet to 590 feet. IL 60/83 Proposed Action queue length changes from 1,215 feet to 1,000 feet. Both the No Action queue length and the No Action queue length block Diamond Lake Road, a major cross street east of the crossing. Therefore, IL 60/IL 83 would experience moderate effects due to the Proposed Action.
- Diamond Lake Road No Action queue length changes from 385 to 265 feet. Lake Road Proposed Action queue length changes from 785 to 470 feet. The Proposed Action queue lengths block IL 60/83, a major cross street east of the crossing not blocked by the No Action queue length. Therefore, Diamond Lake Road experiences a significant impact due to the Proposed Action.

Mundelein - Proposed Action

During the peak period under the Proposed Action, IL 60/IL 83 would experience a calculated vehicle queue length of approximately ~~1,215~~ 1,000 feet, compared to ~~600~~ 590 feet for the No-Action Alternative. Both the No-Action and Proposed Action queuing of IL 60/IL 83 would block a major roadway, Diamond Lake Road. Therefore, IL 60/IL 83 would experience moderate effects due to the Proposed Action.

During the peak period under the Proposed Action, Diamond Lake Road would experience a calculated queue length of approximately ~~785~~470 feet, compared to ~~385~~ 265 feet for the No-Action Alternative. The Proposed Action conditions would block one major roadway, IL 60/IL 83, which is not blocked under the No-Action Alternative. Therefore, Diamond Lake Road experiences a significant impact due to the Proposed Action.

In Mundelein community near the at-grade crossings of IL 83 and Diamond Lake Road, the diverted traffic may travel on Elmwood Avenue/Lake View Avenue west of Diamond Lake Road and on West Hickory Street to the east of Diamond Lake Road to get to the grade-separated crossing on US 45. These roadways are two lanes with residences fronting on it, which is a configuration not conducive of additional through traffic.

A similar situation may occur in the Richton Park community, where IL 50 crosses the EJ&E line at-grade; however, a grade-separate crossing exists on each side of IL 50. These crossings are in close proximity to IL 50, but to get to these crossing on the south side of the rail line the diverted traffic would be required to travel on local residential streets that are not designed to accommodate the additional traffic.

Hawthorn Woods – No-Action

Hawthorn Woods has two roadways that cross the EJ&E rail line at-grade. Gilmer Road, a two-lane arterial, runs north/south crossing the EJ&E rail line northeast of the village center. Old McHenry Road, a four-lane divided arterial, runs east/west crossing the EJ&E rail line east of the village center.

Gilmer Road and Old McHenry Road would operate at LOS E-F and experience a calculated queue length that blocks no major roadways.According to the Village of Hawthorn Woods Comprehensive Plan 2004 and the 2020 Lake County Transportation Priority Plan, Gilmer Road widens from a two-lane arterial to a four-lane arterial that runs north/south crossing the EJ&E rail line northeast of the village center. The planned improvements to Gilmer Road help alleviate congestion at the crossing by improving the LOS from E-F to C-D.

With Gilmer Road and Old McHenry Road experiencing an LOS E-F, the roadway network in the vicinity of the crossings would operate at an unacceptable level of service.

Hawthorn Woods – Proposed Action

During the peak period under the Proposed Action, Old McHenry Road would experience a calculated queue length of approximately 1,190 feet compared to 645 feet for the No-Action Alternative. The Proposed Action conditions would block one major roadway, Midlothian Road, which is not blocked under the No-Action Alternative. Therefore, Old McHenry Road experiences a significant impact due to the Proposed Action ~~no major intersecting roadways would be blocked by queued vehicles at the crossings. The overall mobility effect of the Proposed Action would be minimal.~~

- Old McHenry Road would experience a calculated Proposed Action queue length of approximately 1,190 feet compared to 645 feet for the No-Action Alternative. The Proposed Action conditions would block one major roadway, Midlothian Road, which is not blocked under the No-Action Alternative. Therefore, Old McHenry Road experiences a significant impact due to the Proposed Action. The DEIS did not identify Old McHenry Road as a significantly affected crossing.

Lake Zurich - No-Action

Lake Zurich has four roadways that cross the EJ&E rail line at-grade and two grade-separated crossings. Oakwood Road, a two-lane collector, runs north/south crossing the EJ&E rail line north of the village center. Main Street, a two-lane arterial, runs east/west crossing the EJ&E rail line east of the village center. Old Rand Road, a two-lane arterial, runs east/west crossing the EJ&E rail line south of the village center. Ela Road, a two-lane arterial, runs north /south crossing the EJ&E rail line south of the village center.

Oakwood Road, ~~and~~ Old Rand Road and Main Street would operate at LOS A-B ~~C-D~~ while ~~Main Street and~~ Ela Road operates at LOS E-F.

Under the No-Action Alternative, Old Rand Road and ~~Old Rand~~ Ela Road ~~is~~ both have queue lengths ~~the only roadway~~ that blocks major roadways because of No-Action queue lengths. During the peak period, Old Rand Road would experience a calculated queue length of approximately 305 feet, blocking one major roadway, IL 22. Ela Road would experience a calculated queue length of

approximately 780 feet, blocking one major roadway, South Rand Road (US 12) ~~Old Rand Road would experience a calculated queue length of approximately 435 feet, blocking one major roadway, IL 22~~.

According to the 2020 Lake County Transportation Priority Plan, Ela Road widens from two lanes to four lanes. Lake County does not plan to change the alignment or its classification as an arterial. Widening Ela Road helps alleviate congestion at the crossing by improving the LOS to C-D.

A bypass route for IL 22 has recently been constructed that runs north/south providing a four-lane grade-separated crossing south of the village center. This bypass connects to Main Street and may alleviate congestion and queuing at this crossing. With the implementation of planned improvements and the availability of a viable alternative route, the roadway network would operate at an acceptable level of service.

For the No Action alternative, Oakwood Road, Old Rand Road and Main Street would operate at LOS A-B while Ela Road operates at LOS E-F. Main Street operated at E-F in the DEIS.

Under the No-Action Alternative, Old Rand Road and Ela Road both have queue lengths that block major roadways because of No-Action queue lengths. During the peak period, Old Rand Road would experience a calculated queue length of approximately 305 feet, blocking one major roadway, IL 22. Ela Road would experience a calculated queue length of approximately 780 feet, blocking one major roadway, South Rand Road (US 12). Ela Road No Action DEIS queue length is 775 feet.

Lake Zurich - Proposed Action

Under the Proposed Action, no major intersecting roadways would be blocked by queued vehicles at the Oakwood Road ~~and Main Street~~ crossing~~s~~. Therefore, Oakwood Road ~~and Main Street~~ would experience minimal effects due to the Proposed Action.

During the peak period under the Proposed Action, Old Rand Road would experience a calculated vehicle queue length of approximately ~~800~~565 feet, compared to ~~435~~ 305 feet for the No-Action Alternative. Both the No-Action and the Proposed Action queuing of Old Rand Road would block one major roadway, IL 22. Therefore, Old Rand Road would experience moderate effects due to the Proposed Action.

During the peak period under the Proposed Action, Ela Road would expense a calculated queue length of approximately ~~900~~ 1,425 feet, compared to ~~520~~ 780 feet for the No-Action Alternative. Both the No-Action and Proposed Action queuing of Ela Road would block one major roadway, South Rand Road (US 12). Therefore, Ela Road would experience moderate effects due to the Proposed Action.

During peak period under the Proposed Action, Main Street would experience a calculated queue length of approximately 580 feet, compared to 310 feet for the No-Action Alternative. The Proposed Action conditions would block two major roadways, Church Street and IL 22, which are not blocked under the No-Action Alternative. Therefore, Main Street experiences a significant impact due to the Proposed Action.

During the Proposed Action, Old Rand Road queue length changes from 550 to 565 feet. Both the No Action queue length and the Proposed Action queue length blocks IL 22, a major cross street east of the crossing. Therefore, Old Rand Road would experience moderate effects due to the Proposed Action.

During the Proposed Action, Ela Road queue length changes from 950 feet to 1,425 feet. Both the No Action queue length and the Proposed Action queue length blocks South Rand Road (US 12). Therefore, Ela Road would experience moderate effects due to the Proposed Action.

During peak period under the Proposed Action, Main Street would experience a calculated queue length of approximately 580 feet, compared to 310 feet for the No-Action Alternative. The Proposed Action conditions would block two major roadways, Church Street and IL 22, which are not blocked under the No-Action Alternative. Therefore, Main Street experiences a significant impact due to the Proposed Action.

Barrington - No-Action

Barrington has six roadways that cross the EJ&E rail line at-grade. Cuba Road, a four-lane undivided arterial, runs east/west crossing the EJ&E rail line north of the village center. Lake Zurich Road, a two-lane collector, runs north/south crossing the EJ&E rail line east of the village center. Northwest Highway, a four-lane arterial, runs northwest/southeast crossing the EJ&E rail line north of the village center. Hough Street (IL 59/IL 63),a two-lane divided arterial, runs north/south crossing the EJ&E rail line north of the village center. Lake Cook Road, a two-lane arterial, runs east/west crossing the EJ&E rail line south of the village center. Penny Road, a two-lane collector, runs east/west crossing the EJ&E rail line south of the village.

Lake Zurich Road and Penny Road would operate at LOS A-B while Cuba Road at LOS C-D. Northwest Highway, Hough Street (IL 59/IL 63), and Lake Cook Road would operate at LOS E-F.

During the peak periods under the No-Action Alternative, no major intersecting roadways would be blocked by the queued vehicles at the crossings.

According to the 2020 Lake County Transportation Priority Plan, Cuba Road widens from two to four lanes. Widening Cuba Road helps alleviate congestion at the crossing by improving the LOS to A-B. In addition, Cuba Road parallels Lake Cook Road approximately 1.5 miles to the north, and may provide the available capacity to be a viable alternative route to the congested Lake Cook Road.

The village and IDOT are studying the possibility of an IL 59 bypass around the village. This project would occur later than 2015; however, it still helps to alleviate the congestion within the village core. With Northwest Highway, Hough Street (IL 59/IL 63), and Lake Cook Road experiencing an LOS of E-F, even with improvements to Cuba Road, the roadway network in the vicinity of the crossings would operate at an unacceptable level of service.

Barrington - Proposed Action

Under the Proposed Action, Hough Street (IL 59/IL 63) ~~is the only roadway that has~~ and Penny Road have queue lengths that would block a major roadway. During the peak period, Hough Street (IL 59/IL 63) would experience a calculated vehicle queue length of approximately ~~1,500~~ 1,405 feet, compared to ~~810~~760 feet for the No-Action conditions. The Proposed Action queuing of Hough Street (IL 59/IL 63) would block one major roadway, Northwest Highway, which is not blocked under the No-Action Alternative. Hough Street (IL 59/IL 63) would experience significant impacts due to the Proposed Action. During the peak period, Penny Road would experience a calculated vehicle queue length of approximately 315 compared to 170 feet for the No-Action Alternative. The proposed action queuing of Penny Road would block one major roadway, IL 59, which is not blocked under the No-Action Alternative. Therefore, Penny Road would experience significant impacts due to the Proposed Action.

Under the Proposed Action, Hough Street (IL 59/IL 63) is the only roadway that has and Penny Road has queue lengths that would block a major roadway. Hough Street No Action queue length changes from 810 feet to 760 feet. The Proposed Action queuing of Hough Street (IL 59) would block one major roadway, Northwest Highway, which is not blocked under the No-Action Alternative. Hough Street (IL 59/) would experience significant impacts due to the Proposed Action.

Table E1.2-19 summarizes the results of the Lake County, Illinois analysis.

TABLE E1.2-19. HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY FOR NO-ACTION AND PROPOSED ACTION CONDITIONS (YEAR 2015)

County	Street	2015 ADT	Roadway LOS	Queue Length	
				No-Action	Proposed Action
Lake	Diamond Lake Road	6,207	C	265	466
Lake	IL 60&83	29,009	F	590	1,061
Lake	Gilmer Road	18,622	F	719	1,328
Lake	Old McHenry Road	32,429	F	41	1,186
Lake	Oakwood Road	4,750	B	197	367
Lake	Main Street	7,474	B	310	577
Lake	Old Rand Road	7,474	B	303	561
Lake	Ela Road	21,408	F	776	1,421
Lake	Cuba Road	12,921	D	443	804
Lake	Lake Zurich Road	3,131	A	102	187
Lake	Northwest Highway	33,949	E	562	1,057
Lake	Hough Street IL 59&63	22,549	F	760	1,404

Western Cook County

Hoffman Estates - No-Action

Hoffman Estates has one roadway that crosses the EJ&E rail line at-grade and two that have grade-separated crossings. Shoe Factory Road, a two-lane collector, runs east/west crossing the EJ&E rail line west of the village center.

Shoe Factory Road would operate at LOS C-D and experience a calculated queue length that would block no major roadways. The roadway network in the vicinity of the crossing would operate at an acceptable level of service.

Hoffman Estates - Proposed Action

During the peak period under Proposed Action conditions, no major intersecting roadways would be blocked by queued vehicles at the crossing. The overall mobility effect of the Proposed Action would be minimal.

Elgin - No-Action

Elgin has one roadway that crosses the EJ&E rail line at-grade and three that have grade-separated crossings. West Bartlett Road is a collector that runs east/west crossing the EJ&E rail line south of the city. The roadway is a two-lane collector west of the crossing and a four-lane roadway east of the crossing.

West Bartlett Road would operate at LOS ~~C-D~~ E-F.

During the peak periods under the No-Action Alternative, no major intersecting roadways would be blocked by the queued vehicles at the crossings.

According to the Cook County Highway Department's Highway Transportation Plan project list for 2008, West Bartlett Road widens to a four-lane divided roadway between Spitzer Road and IL 59, east of the EJ&E crossing. However, the West Bartlett Road Corridor Plan conducted by the Village of Bartlett suggests that Cook County would facilitate the widening of West Bartlett Road to the EJ&E railroad, with construction of a new at-grade crossing. Without these planned improvements, West Bartlett Road would operate at LOS E-F.

The Cook County Highway Transportation Plan and the Village of Bartlett's West Bartlett Road Corridor Plan recommend upgrading West Bartlett Road to a four-lane divided facility with a new at-grade crossing at the intersection with the EJ&E railroad.

With the proposed improvements, the roadway network would operate at an acceptable level of service.

- West Bartlett Road LOS changes from LOS C-D to LOS E-F.

Elgin - Proposed Action

During the peak period under the Proposed Action, no major intersecting roadways would be blocked by queued vehicles at the crossings. The overall mobility effect of the Proposed Action would be minimal.

Table E1.2-20 summarizes the results of the Western Cook County, Illinois analysis.

TABLE E1.2-20. HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY FOR NO-ACTION AND PROPOSED ACTION CONDITIONS (YEAR 2015)

County	Street	2015 ADT	Roadway LOS	Queue Length	
				No-Action	Proposed Action
Cook	Lake Cook Road	14,222	F	479	885
Cook	Penny Road	4,786	B	170	311
Cook	Shoe Factory Road	9,202	D	334	598
Cook	West Bartlett Road	17,209	F	587	978

Du Page County, Illinois

Bartlett - No-Action

Bartlett has one roadway that crosses the EJ&E rail line at-grade. Stearns Road is a four-lane divided arterial that runs east/west crossing the EJ&E rail line west of the village center. The Metra MD-W commuter rail line has an at-grade crossing with the EJ&E rail line within the community.

The CC&P/Stearns Road Corridor Design Report identifies the realignment of Stearns Road. McDonald Road would be extended from the west with a new bridge over the Fox River and connecting to the new Stearns Road alignment. This new bridge and realignment will result in an increase of the projected traffic volumes on Stearns Road. The construction is scheduled to be complete by 2010. Stearns Road would operate at LOS ~~C-D~~ E-F and experience a calculated queue length that would block no major roadways during the peak periods under the No-Action conditions.

The roadway network in the vicinity of the crossing would operate at an acceptable level of service.

- Stearns Road roadway LOS changes from LOS C-D to LOS E-F.

Bartlett - Proposed Action

During the peak period under the Proposed Action, no major intersecting roadways would be blocked by queued vehicles at the crossing. The overall mobility effect of the Proposed Action would be minimal.

Wayne - No-Action

Wayne has one roadway that crosses the EJ&E rail line at-grade. Army Trail Road, a two-lane arterial, runs east/west crossing the EJ&E rail line north of the village center.

Army Trail Road would operate at LOS C-D. During the peak period under No-Action conditions, no major intersecting roadways would be blocked by the queued vehicles at the crossings.

The roadway network in the vicinity of the crossing would operate at an acceptable level of service.

Wayne - Proposed Action

During the peak period under the Proposed Action, no major intersecting roadways would be blocked by queued vehicles at the crossing. The overall mobility effect of the Proposed Action would be minimal.

West Chicago - No-Action

West Chicago has five roadways that cross the EJ&E rail line at-grade and two grade-separated crossings. Smith Road, a two-lane collector, runs east/west crossing the EJ&E rail line north of the city center. Hawthorne Lane, a two-lane collector, runs east/west crossing the EJ&E rail line north of the city center. Washington Street, a two-lane arterial, runs east/west crossing the EJ&E rail line north of the city center. Aurora Street, a two-lane collector, runs north/south crossing the EJ&E rail line north of the city center. Church Street, a two-lane collector, runs east/west crossing the EJ&E rail line north of the city center. The Metra UP-W commuter rail line has an at-grade crossing with the EJ&E rail line within the community.

Smith Road~~, Hawthorne Lane,~~ and Washington Street would operate at LOS C-D while Aurora Street and Church Street would operate at LOS A-B. Hawthorne Lane would operate at LOS E-F.

During the peak period under the No-Action Alternative, no major intersecting roadways would be blocked by queued vehicles at the crossings.

According to DuPage County and IDOT plans, no local improvements are planned for Smith Road. In addition, the City of West Chicago, DuPage County, and IDOT do not identify improvements for Washington Street, Aurora Street, or Church Street. However, West Chicago's public works department identifies current construction along Hawthorne Lane in the vicinity of the EJ&E crossing. This project includes upgrading Hawthorne Lane from a rural two-lane section to an urban three-lane section and is scheduled for completion in 2008. The addition of a two-way left-turn lane improves operations in the vicinity of the crossing by removing left-turns from through traffic along the corridor; however, it is not expected to significantly improve level of service or queuing at the railroad crossing. With the key streets operating above capacity, the overall level of mobility for local traffic in the West Chicago community would be unacceptable. However, the availability of a grade-separated crossing along North Avenue (IL 64) may provide relief by removing the through traffic from the congested roadways.

- Hawthorn Lane roadway LOS changes from LOS C-D to LOS E-F.

West Chicago – Proposed Action

During the peak period under the Proposed Action, no major intersecting roadways would be blocked by queued vehicles at the crossings. The overall mobility effect of the Proposed Action would be minimal.

Naperville – No-Action

Naperville has one roadway that cross the EJ&E rail line at-grade and two grade-separated crossings. Diehl Road, a four-lane arterial, runs east/west crossing the EJ&E rail line north of the village center.

Diehl Road would operate at LOS C-D. During the peak period under the No-Action Alternative, no major intersecting roadways would be blocked by the queued vehicles at the crossings.

The roadway network in the vicinity of the crossing would operate at an acceptable level of service.

Naperville – Proposed Action

During the peak period under the Proposed Action, no major intersecting roadways would be blocked by queued vehicles at the crossing. The overall mobility effect of the Proposed Action would be minimal.

Aurora – No-Action

Aurora has three roadways that cross the EJ&E rail line at-grade and three that have grade-separated crossings. Liberty Street runs east/west crossing the EJ&E rail line; it is a two-lane undivided arterial west of the EJ&E crossing and a four-lane divided arterial east of the crossing. Ogden Avenue (US 34) is a four-lane divided arterial that runs east/west crossing the EJ&E rail line east of the city center. Montgomery Road, a two-lane collector, runs east/west crossing the EJ&E rail line east of the city center.

Liberty Street, Ogden Avenue, and Montgomery Road would operate at LOS E-F. New York Street parallels Liberty Street and provides a grade-separated crossing of the EJ&E rail line approximately 0.5 mile south of Liberty Street, providing a potential alternative route to the congested Liberty Street. McCoy Drive parallels Ogden Avenue (US 34) and provides a grade-separated crossing of the EJ&E rail line approximately 0.7 mile north of Ogden Avenue (US 34), providing a potential alternative route to the congested Ogden Avenue (US 34).

During the peak periods under the No-Action Alternative, no major intersecting roadways would be blocked by queued vehicles at the crossings.

According to DuPage County and IDOT plans, no local roadway improvements are planned for Liberty Street. However, the DuPage County Comprehensive Roadway Plan does identify the need to upgrade intersections along Ogden Avenue (US 34) in the vicinity of the EJ&E crossing. These improvements may improve operations along the roadway, but would not provide additional roadway capacity at the crossing location. DuPage County and IDOT do not currently have plans to upgrade Montgomery Road near the railroad crossing. The City of Aurora Comprehensive Plan identifies a potential extension of US 30 to create a bypass route south of the city. This bypass route would run east/west approximately 1.5 miles south of Montgomery Road and could possibly alleviate congestion along parallel routes. With the key streets operating above capacity, the overall level of mobility for the Aurora community would be unacceptable; however, the availability of alternative, grade-separated routes, along with a planned bypass to the south, may provide a much-needed relief by removing traffic from the congested roadways.

Aurora – Proposed Action

During the peak periods under the Proposed Action, no major intersecting roadways would be blocked by queued vehicles at the crossings. The overall mobility effect of the Proposed Action would be minimal.

Table E1.2-21 summarizes the results of the DuPage County, Illinois analysis.

TABLE E1.2-21. HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY FOR NO-ACTION AND PROPOSED ACTION CONDITIONS (YEAR 2015)

County	Street	2015 ADT	Roadway LOS	Queue Length	
				No-Action	Proposed Action
DuPage	Stearns Road	27,604	E	486	815
DuPage	Army Trail Road	7,392	C	224	452
DuPage	Smith Road	7,123	C	220	435
DuPage	Hawthorne Lane	20,024	~~D~~ F	694	1,430
DuPage	Washington Street	12,095	D	768	1,121
DuPage	Aurora Street	364	A	22	30
DuPage	Church Street	364	A	22	31
DuPage	Diehl Road	17,341	C	779	1,059
DuPage	Liberty Street	16,111	F	912	1,148
DuPage	Ogden Avenue US 34	46,110	F	1,083	1,330
DuPage	Montgomery Road	27,131	F	1,274	1,597

Will County, Illinois

Plainfield - No-Action

Plainfield has 14 roadways that cross the EJ&E rail line at-grade and two grade-separated crossings. Hafenrichter Road, a two-lane collector, runs east/west crossing the EJ&E rail line north of the village. Wolf's Crossing Road, a two-lane collector, runs east/west crossing the EJ&E rail line north of the village. 111th Street, a two-lane collector, runs east/west crossing the EJ&E rail line north of the village. 119th Street, a two-lane collector, runs east/west crossing the EJ&E rail line north of the village. 127th Street, a two-lane collector, runs east/west crossing the EJ&E rail line north of the village. 135th Street, a two-lane collector, runs east/west crossing the EJ&E rail line north of the village. Van Dyke Road, a two-lane collector, runs north/south crossing the EJ&E rail line north of the village center. 143rd Street, a two-lane collector, runs east/west crossing the EJ&E rail line north of the village center. Naperville Road, a two-lane undivided arterial, runs northeast/southwest crossing the EJ&E rail line north of the village center. Main Street (IL 126) is a two-lane undivided arterial that runs southwest/northeast crossing the EJ&E rail line east of the village center. Center Street, a two-lane collector, runs north/south crossing the EJ&E rail line east of the village center. Eastern Avenue, a two-lane collector, runs north/south crossing the EJ&E rail line east of the village center. Lockport Road, a two-lane collector, runs east/west crossing the EJ&E rail line south of the village center. Renwick Road is a two-lane undivided arterial that runs east/west crossing the EJ&E rail line south of the village center.

Naperville Road, Center Street, ~~and~~ Eastern Avenue, and 119th Street would operate at LOS A-B. Hafenrichter Road, ~~119th Street, 127th Street,~~ Wolf's Crossing Road, Van Dyke Road, 143rd Street, and Renwick Road would operate at LOS C-D. 127th Street, ~~Wolf's Crossing Road,~~ 111th Street, 135th Street, Main Street (IL 126), and Lockport Road would operate at LOS E-F.

Under the No-Action Alternative, Main Street (IL 126) and 127th Street are the only roadways that have queue lengths that would block a major roadway. 127th Street would experience a calculated queue length of approximately ~~325~~665 feet, blocking one major roadway, US 30. Main Street (IL 126) would experience a calculated queue length of approximately ~~910~~820 feet, blocking one major roadway, Division Street (IL 59).

According to the Village of Plainfield Comprehensive Plan Update and the Will County 2020 Transportation Framework Plan, 119th Street widens from two to four lanes. Widening 119th Street helps alleviate congestion at the crossing by improving the LOS to A-B.

According to the Village of Plainfield Comprehensive Plan Update, 143rd Street widens from a two-lane collector to a five-lane arterial. The plan also calls for extending 143rd Street to connect adjacent arterials and function as a primary truck route around the village. Widening 143rd Street helps alleviate congestion at the crossing by improving the LOS to A-B.

According to the Village of Plainfield Comprehensive Plan Update and the Will County 2020 Transportation Framework Plan, Renwick Road upgrades from a two-lane undivided arterial to a four-lane divided arterial. Widening Renwick Road helps alleviate congestion at the crossing by improving the LOS to A-B.

The Will County 2020 Transportation Framework Plan and the City of Aurora Comprehensive Plan identify the future extension of 95th Street to US 30, parallel to Wolf's Crossing Road, approximately 2,100 feet to the north. In addition, the Village of Plainfield Comprehensive Plan Update suggests closing the connection between Naperville Road and Division Street (IL 59) and re-routing traffic to Main Street (IL 126) east of the EJ&E crossing. Naperville Road would be upgraded north of this re-alignment from a two-lane arterial to a three or four-lane section. The Village of Plainfield Comprehensive Plan Update also recommends improving Main Street (IL 126) to accommodate bicycles and pedestrians, but no capacity upgrades are planned. The plan does suggest re-assigning IL 126 north to 143rd Street to remove through and truck traffic from the village core. Upgrades to Ferguson Road/119th Street, 143rd Street, and Renwick Road, all approximately 1 mile south of 111th Street, 135th Street, and Lockport Road, respectively, may provide the available capacity to be viable alternative routes for the congested roadways.

In addition to the above-mentioned improvements, the Village of Plainfield Comprehensive Plan Update and the Will County 2020 Transportation Framework Plan also recommend upgrading US 30 from a two-lane undivided arterial to a four-lane divided arterial in the vicinity of the EJ&E railroad. This improvement could provide increased mobility in and around the Plainfield community.

Even with proposed improvements, the roadway network in the vicinity of the crossings would operate at an unacceptable level of service.

Plainfield - Proposed Action

The mobility effects of the Proposed Action would be minimal on all roadways except 127th Street, 135th Street, and Main Street (Il 126):

- 127th Street would experience a calculated queue length of approximately ~~425~~870 feet, compared with ~~325~~ 665 feet under the No-Action Alternative. Both the Proposed Action and No-Action alternatives block one major roadway, US 30.

- Main Street (IL 126) would experience a calculated queue length of approximately ~~910~~ 1,085 feet, compared with ~~1,200~~ 820 feet under the No-Action Alternative. Both the Proposed Action and No-Action alternatives block one major roadway, Division Street (IL 59). Both 127th Street and Main Street would experience moderate effects due to the Proposed Action.
- 135th Street would experience a calculated queue length of approximately ~~725~~855 feet, compared with ~~540~~ 640 feet under the No-Action Alternative. The Proposed Action would block one major roadway, US 30, which is not blocked under the No-Action Alternative. 135th Street would experience a significant impact due to the Proposed Action
- Naperville Road would experience a calculated queue length of approximately 440 feet, compared with 335 feet under the No-Action Alternative. The Proposed Action would block one major roadway, Division Street (IL 59). Both Naperville Road and 135th Street would experience a significant impact due to the Proposed Action.
- 119th Street roadway LOS changes from LOS C-D to LOS A-B.
- 127th Street roadway LOS changes from LOS C-D to LOS E-F.
- 127th Street No Action queue length changes from 325 feet to 665 feet, blocking one major roadway, US 30. 127th Street Proposed Action queue length changes from 425 feet to 870 feet. Both the Proposed Action and No-Action alternatives block one major roadway, Division Street (IL 59). 127th Street would experience moderate effects due to the Proposed Action
- Main Street No Action queue length changes from 910 feet to 1,085 feet. Main Street Proposed Action queue length changes from 1,200 feet to 820 feet. Both the Proposed Action and No-Action alternatives block one major roadway, Division Street (IL 59). Main Street would experience moderate effects due to the Proposed Action
- 135th Street No Action queue length changes from 725 feet to 825 feet. 135th Proposed Action queueu length changes from 540 feet to 640 feet. Both the Proposed Action and No-Action alternatives block one major roadway, Division Street (IL 59). 135th Street would experience moderate effects due to the Proposed Action.
- Naperville Road No Action queue length changes from 335 feet to 440 feet. Naperville Road Proposed Action queue length changes from 250 feet to 335 feet. The Proposed Action would block one major roadway, Division Street (IL 59), which is not blocked under the No-Action Alternative. Naperville Road would experience a significant impact due to the Proposed Action.

Crest Hill - No-Action

Crest Hill has three roadways that cross the EJ&E rail line at-grade and three that have grade-separated crossings. Essington Road, a two-lane collector, runs north/south crossing the EJ&E rail line north of the village center. Division Street, a four-lane collector, runs east/west crossing the EJ&E rail line north of the village center. Gaylord Road, a two-lane collector, runs north/south crossing the EJ&E rail line south of the village center.

Essington Road, and Division Street would operate at LOS A-B while Gaylord Road would operate at LOS C-D.

During the peak period under the No-Action Alternative, no major intersecting roadways would be blocked by the queued vehicles at the crossings.

With the availability of multiple at-grade and grade-separated crossings operating below capacity, the roadway network in the vicinity of the crossings would operate at an acceptable level of service.

Crest Hill - Proposed Action

Crest Hill has three roadways that cross the EJ&E rail line at-grade and three grade-separated crossings. Essington Road, a two-lane collector, runs north/south crossing the EJ&E rail line north of the village center. Division Street is a four-lane collector that runs east/west crossing the EJ&E rail line north of the village center. Gaylord Road, a two-lane collector, runs north/south crossing the EJ&E rail line south of the village center.

During the peak period under the Proposed Action, no major intersecting roadways would be blocked by queued vehicles at the crossings. The overall mobility effect of the Proposed Action would be minimal.

Joliet - No-Action

Joliet has five roadways that cross the EJ&E rail line at-grade and five that have grade-separated crossings. Woodruff Road, a two-lane collector, runs east/west crossing the EJ&E rail line north of the city center. Washington Street, a two-lane undivided arterial, runs east/west crossing the EJ&E rail line east of the city center. Briggs Street, a two-lane undivided arterial, runs north/south crossing the EJ&E rail line east of the city center. Rowell Avenue, a two-lane collector, runs north/south crossing the EJ&E rail line twice east of the city center. Mills Road, a two-lane undivided arterial, runs east/west crossing the EJ&E rail line south of the city center.

Rowell Avenue and Mills Road would operate at LOS A-B, Washington Street would operate at LOS C-D. Woodruff Road and Briggs Street would operate at LOS E-F. Charlesworth Avenue provides a grade-separated crossing approximately 1,200 feet southeast of the Woodruff Road crossing.

Under the No-Action Alternative, Briggs Street is the only roadway that has queue lengths that would block a major roadway. During the peak period under the No-Action Alternative, the queue length along Briggs Street would be approximately 655 feet, which would block one major street, Manhattan Road (US 52). ~~During the peak period under the Proposed Action, the queue length along Briggs Street would be approximately 950 feet, which would block one major street, Manhattan Road (US 52).~~According to the City of Joliet, Will County, and IDOT plans, no local roadway improvements are planned for Woodruff Road, Washington Street, or Briggs Street; however, Charlesworth Avenue and US 30, approximately 2,100 feet north of Washington Street, provide grade-separated crossings near Woodruff Avenue and Washington Street, respectively. Will County also identifies upgrading the separate-grade crossing of I-80 from four lanes to six lanes south of the city. This project may occur later than 2015; however, it helps alleviate the congestion within the city core. Cherry Hill Road and Gougar Road parallel Briggs Street to the east and may provide alternative routes for the congested Briggs Street. The Metra RI commuter rail line has an at-grade crossing with the EJ&E rail line within the community. With the key streets operating above capacity and experiencing long queues, the overall level of mobility for the Joliet community would not be good. However, the availability of alternative routes may provide much-needed relief by removing traffic from the congested roadways.

Joliet - Proposed Action

The mobility effects of the Proposed Action would be minimal on South Rowell Avenue and Mills Road. Under the Proposed Action, Briggs Street is the only roadway that has queue lengths that would block a major roadway. During the peak period under the Proposed Action, the queue length along Briggs Street would be approximately 950 feet, compared to 655 feet under the No-Action Alternative. Both the Proposed Action and No-Action alternatives would block one major street, Manhattan Road (US 52). The mobility effects of the Proposed Action would be moderate on Briggs Street.

The Crossing LOS under the Proposed Action conditions for both Woodruff Road and Washington Street is a Crossing LOS E-F, compared to Crossing LOS A-B under the No-Action Alternative. Low speeds of the freight trains entering and leaving the train yard in the vicinity of these roadways create this low LOS. This reflects a significant impact to Woodruff Road and Washington Street due to the Proposed Action.

New Lenox - No-Action

New Lenox has five roadways that cross the EJ&E rail line at-grade. Gougar Road, Nelson Road, Cedar Road, Spencer Road and Schoolhouse Road are two-lane collectors that run north/south crossing the EJ&E rail line south of the village center.

Spencer Road would operate at LOS A-B while Gougar Road, Nelson Road and Schoolhouse Road would operate at LOS C-D. Cedar Road operates at LOS E-F. Gougar Road parallels Cedar Road approximately 2 miles to the west, Nelson Road parallels Cedar approximately 1 mile to the west, and Spencer Road, a two-lane collector, parallels Cedar approximately 1.25 miles to the east. These roadways may provide the available capacity to be a viable alternative route for the congested Cedar Road.

During the peak periods under the No-Action Alternative, no major intersecting roadways would be blocked by the queued vehicles at the crossings.

According to Will County and IDOT plans, no local roadway improvements are planned for Nelson Road, Cedar Road, or Schoolhouse Road. However, the Will County 2020 Transportation Framework Plan recommends Gougar Road be widened from a two-lane undivided collector to a four-lane divided arterial that runs north/south crossing the EJ&E rail line south of the village center. Gougar Road would operate at LOS A-B with the improvements. The improvement may have a positive effect on the operations of Cedar Road. In addition, other roadways parallel to Cedar Road may alleviate congestion on this roadway. Only one roadway would operate at over capacity and none of the roadways experience excessive queuing. Therefore, with the availability of alternate routes for Cedar Road, the overall level of mobility for the New Lenox community would be acceptable.

New Lenox - Proposed Action

During the peak periods under the Proposed Action, no major intersecting roadways would be blocked by queued vehicles at the crossings. The overall mobility effects of the Proposed Action would be minimal.

Frankfort - No-Action

Frankfort has five roadways that cross the EJ&E rail line at-grade and one that has a grade-separated crossing. Harlem Avenue, Pfeiffer Road/88th Avenue, Center Road, and Wolf Road are two-lane arterials that run north/south crossing the EJ&E rail line. Sauk Trail, a two-lane arterial, runs east/west crossing the EJ&E rail line.

Sauk Trail and Center Road would operate at LOS A-B while Harlem Avenue, Pfeiffer Road/88th Avenue~~, Center Road,~~ and Wolf Road would operate at LOS C-D.

During the peak period under the No-Action Alternative, Pfeiffer Road/88th Avenue is the only roadway that has queue lengths that would block a major roadway. In addition, Pfeiffer Road/ 88th Avenue would experience a calculated vehicle queue length of approximately 360 feet, which would block one major roadway, Sauk Trail.

According to the Village of Frankfort 2007 Transportation Master Plan, Pfeiffer Road/88th Avenue and Sauk Trail widen from two lanes to three lanes, including a center turn lane. These upgrades, along with other roadway network improvements, may occur later than 2015; however, they may help

to reduce queuing along Pfeiffer Road/88th Avenue at the EJ&E crossing. In addition, the grade-separated crossing, as well as the at-grade crossings operating at LOS D or better in the area, reflect a roadway network that would be serving the local community well by providing an acceptable level of overall mobility.

- Center Road roadway LOS changes from LOS C-D to LOS A-B.

Frankfort - Proposed Action

During the peak period under the Proposed Action, Pfeiffer Road/88th Avenue is the only roadway that has queue lengths that would block a major roadway. During the peak period under the Proposed Action, Pfeiffer Road/88th Avenue would experience a calculated vehicle queue length of approximately 510 feet, compared with 360 feet under the No-Action Alternative. Both the Proposed Action and No-Action alternatives would block one major roadway, Sauk Trail.

The overall mobility effects of the Proposed Action would be minimal, with the exception of Pfeiffer Road/88th Avenue. Proposed Action and No-Action queue lengths on Pfeiffer Road/88th Avenue block one major roadway. Pfeiffer Road/88th Avenue would experience moderate effects due to the Proposed Action.

Table E1.2-22 summarizes the results of the Will County, Illinois analysis.

TABLE E1.2-22. HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY FOR NO-ACTION AND PROPOSED ACTION CONDITIONS (YEAR 2015)

COUNTY	STREET	2015 ADT	ROADWAY LOS	QUEUE LENGTH	
				NO-ACTION	PROPOSED ACTION
Will	Hafenrichter Road	5,657	C	266	333
Will	Wolf's Crossing Road	9,593	D	461	577
Will	111th Street	10,454	E	502	629
Will	Ferguson Road - 119th Street	3,690	B	182	227
Will	127th Street - Chapins Road	13,160	F	665	867
Will	135th Street	13,898	F	636	852
Will	Van Dyke Road	6,921	C	295	389
Will	143rd Street	9,716	D C	406	535
Will	Plainfield-Naperville Road	8,117	B	332	438
Will	Main Street	20,015	F	818	1,081
Will	Center Street	1,845	A	75	100
Will	Eastern Avenue	3,444	A	141	186
Will	Lockport Road	10,085	E	412	545
Will	Renwick Road	11,807	D	473	637
Will	Essington Road	4,983	B	208	274
Will	Division Street	7,613	B	332	446
Will	Gaylord Road	5,591	C	263	351

TABLE E1.2-22. HIGHWAY/RAIL AT-GRADE CROSSING VEHICLE DELAY FOR NO-ACTION AND PROPOSED ACTION CONDITIONS (YEAR 2015)					
COUNTY	STREET	2015 ADT	ROADWAY LOS	QUEUE LENGTH	
				NO-ACTION	PROPOSED ACTION
Will	Woodruff Road	10,659	E	1,056	1,814
Will	Washington Street	11,714	C	1,550	2,371
Will	North Rowell Avenue	3,184	A	220	395
Will	Mills Road	3,115	A	163	236
Will	South Rowell Avenue	3,184	A	158	223
Will	Briggs Street	13,842	E	654	946
Will	South Gougar Road	8,063	D	411	551
Will	Nelson Road	7,336	C	347	479
Will	Cedar Road	10,299	E	499	672
Will	South Spencer Road	3,104	A	147	202
Will	Schoolhouse Road	8,721	D	412	569
Will	Wolf Road	9,966	C	508	698
Will	Center Road	7,752	B	264	364
Will	Sauk Trail	3,461	A	160	226
Will	Pfeiffer Road / 88th Avenue	7,752	D	358	506
Will	Harlem Avenue	12,336	D	267	363

Southeastern Cook County, Illinois

Matteson - No-Action

Matteson has three roadways that cross the EJ&E rail line at-grade and three that have grade-separated crossings. Cicero Avenue/IL 50 is a four-lane divided arterial that runs north/south crossing the EJ&E rail line and connects two arterials, Sauk Trail and 211th Street/US 30. Ridgeland Avenue and Main Street are two-lane collectors that run north/south crossing the EJ&E rail line.

Ridgeland Avenue and Main Street operate at LOS A-B while Cicero Avenue/IL 50 would operate at LOS ~~E-F~~ C-D. ~~I-57 parallels Cicero Avenue/IL 50 by approximately 0.5 mile west and can provide the available capacity to be a viable separate grade alternative route for the congested Cicero Avenue/IL 50.~~ During the peak periods under the No-Action Alternative, no major intersecting roadways would be blocked by the queued vehicles at the crossings.

According to Cook County and IDOT plans, no local roadway improvements are planned within the village core. The multiple grade-separated crossings throughout the area reflect a roadway network that would be serving the local community to provide acceptable level of overall mobility.

- Cicero Avenue/IL 50 roadway LOS changes from LOS E-F to LOS C-D.

Matteson - Proposed Action

During the peak periods under the Proposed Action, no major intersecting roadways would be blocked by queued vehicles at the crossings. The overall mobility effects of the Proposed Action would be minimal.

Park Forest - No-Action

Park Forest has one roadway that crosses the EJ&E rail line at-grade. Western Avenue, a five-lane arterial, runs north/south crossing the EJ&E rail line.

Western Avenue would operate at LOS C-D; at the peak periods under the No-Action Alternative, no major intersecting roadways would be blocked by the queued vehicles at the crossing. With Western Avenue operating at LOS C-D, the overall level of mobility for the Park Forest community would be acceptable.

Park Forest - Proposed Action

During the peak periods under the Proposed Action, no major intersecting roadways would be blocked by queued vehicles at the crossing. The overall mobility effects of the Proposed Action would be minimal.

Chicago Heights - No-Action

Chicago Heights has six roadways that cross the EJ&E rail line at-grade and one grade-separated crossing. Chicago Road/IL 1, a four-lane divided arterial that runs north/south crossing the EJ&E rail line, connects two arterials, 26th Street and 14th Street/US 30. Halsted Street and East End Avenue are two-lane collectors that run north/south crossing the EJ&E rail line south of the city center. State Street and Cottage Grove Avenue are four-lane divided arterials that run north/south crossing the EJ&E rail line east of the city center. Wentworth Avenue, a two-lane collector, runs north/south crossing the EJ&E rail line east of the city center.

East End Avenue, State Street, Cottage Grove Avenue, and Wentworth Avenue would operate at LOS A-B while Halsted Street and Chicago Road/IL 1 would operate at LOS C-D.~~Chicago Road/IL 1 would operate at LOS E-F. State Street parallels Chicago Road/IL 1 approximately 1.25 miles east and may provide the available capacity to be a viable alternative route for the congested Chicago Road/IL 1.~~The proposed Metra southeast commuter rail line has an at-grade crossing with the Elsdon Subdivision within the community.

During peak periods under the No-Action Alternative, no major intersecting roadways would be blocked by queued vehicles at the crossings.

According to Cook County and IDOT plans, there are planned improvements within the village core. The Cook County Highway Transportation Plan identifies plans for railroad crossing safety improvements at a railroad crossing along State Street south of Joe Orr Road. This improvement may have a positive effect on the operations of the roadway network within the village core. There are plans to widen the roadway, upgrade the railroad crossing, and improve traffic signal and illumination for Western Avenue between Illinois Street and Steger Road. ~~With the exception of Chicago Road/IL 1, t~~The grade-separated crossing, as well as the multiple at-grade crossings operate at LOS D or better through the area, reflecting a roadway network that is serving the local community well by providing an acceptable level of overall mobility.

- Chicago Road/IL 1 roadway LOS changes from LOS E-F to LOS C-D.

Chicago Heights - Proposed Action

During the peak periods under the Proposed Action, no major intersecting roadways would be blocked by queued vehicles at the crossings. The overall mobility effects of the Proposed Action would be minimal.

Sauk Village - No-Action

Sauk Village has one roadway that crosses the EJ&E rail line at-grade and one that has a grade-separated crossing. Torrence Avenue, a two-lane undivided arterial, runs north/south crossing the EJ&E rail line.

Torrence Avenue would operate at LOS C-D and at peak periods under the No-Action Alternative, no major intersecting roadways would be blocked by queued vehicles at the crossing.

Sauk Village - Proposed Action

During the peak periods under the Proposed Action, no major intersecting roadways would be blocked by queued vehicles at the crossing. The overall mobility effects of the Proposed Action would be minimal.

Lynwood - No-Action

Lynwood has one roadway that crosses the EJ&E rail line at-grade. Lincoln Highway/US 30, a four-lane divided arterial, runs north/south crossing the EJ&E rail line and connects two arterials, Sauk Trail and Glenwood Dyer Road.

During the peak period under the No-Action Alternative, no major intersecting roadways would be blocked by queued vehicles at the crossing.

According to Cook County and IDOT plans, no local roadway improvements are planned for Lincoln Highway/US 30 in the vicinity of the crossing. With no alternative routes and Lincoln Highway/ US 30 operating over capacity, the overall level of mobility for the Lynwood community would be unacceptable.

Lynwood - Proposed Action

During the peak period under the Proposed Action, Lincoln Highway/US 30 would experience a calculated vehicle queue length of approximately ~~1,275~~ 940 feet, compared with ~~860~~635 feet during the No-Action Alternative. The Proposed Action queuing would block one major roadway, Sauk Trail, which is not blocked under the No-Action Alternative. The blockage of Sauk Trail under the Proposed Action is a significant impact to Lincoln Highway/US 30.

- Lincoln Highway/US 30 No Action queue length changes from 1,275 feet to 940 feet. Lincoln Highway/US 30 Proposed Action queue length changes from 860 feet to 635 feet. The Proposed Action queuing would block one major roadway, Sauk Trail, which is not blocked under the No-Action Alternative. The blockage of Sauk Trail under the Proposed Action is a significant impact to Lincoln Highway/US 30.

Table E1.2-23 summarizes the results of the Southeastern Cook County, Illinois analysis.

Table E1.2-23. Highway/Rail At-Grade Crossing Vehicle Delay for No-Action and Proposed Action Conditions (Year 2015)

County	Street	2015 ADT	Roadway LOS	Queue Length	
				NO-ACTION	PROPOSED ACTION
Cook	Ridgeland Avenue	3,642	B	158	214
Cook	Cicero Avenue/IL 50	23,281	D	504	777
Cook	Main Street	4,375	B	173	262
Cook	Western Avenue	24,717	D	528	863
Cook	Chicago Road/IL 1	23,390	D	718	1,091
Cook	West End Avenue/South Halsted Street	5,956	C	396	604
Cook	East End Avenue	5,086	B	325	515
Cook	Wentworth Avenue	4,563	B	292	467
Cook	State Street	7,656	A	418	690
Cook	Cottage Grove Avenue	5,578	A	121	179
Cook	Torrence Avenue	8,968	C	337	486
Cook	Lincoln Highway/US 30	29,237	E	634	939

Lake County, Indiana

Dyer - No-Action

Dyer has two roadways that cross the EJ&E rail line at-grade and one that has a grade-separated crossing. Hart Street is a two-lane undivided arterial that runs north/south crossing the EJ&E rail line and connects two arterials, Sauk Trail and Matteson Street. Lake Street, a two-lane collector, runs north/south crossing the EJ&E rail line west of the village center. Hart Street, a two-lane undivided arterial, runs north/south crossing the EJ&E rail line west of the village center. Hart Street becomes Matteson Street north of the EJ&E rail line.

Lake Street would operate at LOS A-B. Hart Street would operate at LOS E-F and no improvements are planned for this roadway. Lake Street parallels Hart Street approximately 700 feet to the west; therefore, Lake Street can provide the available capacity to be a viable alternative route for the congested Hart Street.

During the peak periods under the No-Action Alternative, ~~no major intersecting roadways would be blocked by queued vehicles at the crossings.~~ Hart Street would experience a calculated queue length of approximately 860 feet, which will block one major roadway, Matteson Street.

According to Lake (IN) County and INDOT plans, no local roadway improvements are planned for Hart Street. The close proximity of other alternative crossing routes and available capacity at these crossing locations allow for good overall mobility in the Dyer area.

Dyer - Proposed Action

During the peak periods under the Proposed Action, no major intersecting roadways would be blocked by queued vehicles at the Lake Street crossing~~s. The overall mobility effects of the Proposed~~

~~Action would be minimal.~~Therefore, Lake Street would experience minimal effects due to the Proposed Action

During the peak period under the Proposed Action, Hart Street would experience a calculated vehicle queue length of approximately 1,275 feet, compared to 860 feet for the No-Action Alternative. Both the No-Action and Proposed Action queuing of Hart Street would block one major roadway, Matteson Street. Therefore, Hart Street would experience moderate effects due to the Proposed Action.

Schererville - No-Action

Schererville has two roadways that cross the EJ&E rail line at-grade and one that has a grade-separated crossing. Kennedy Avenue is a two-lane undivided arterial that runs north/south crossing the EJ&E rail line and connects two arterials, Main Street and Joliet Street. Airport Road is a two-lane undivided collector that runs north/south crossing the EJ&E rail line.

Kennedy Avenue would operate at LOS E-F. Indianapolis Boulevard, which runs parallel to Kennedy Avenue approximately 0.5 mile west, is a five-lane divided arterial that provides an alternative access route with a grade separated crossing. Airport Road would operate at LOS A-B.

During peak periods under the No-Action Alternative, no major intersecting roadways would be blocked by queued vehicles at the crossings.

According to Lake (IN) County and INDOT plans, no local roadway improvements are planned within the village core. The close proximity of a grade-separated alternative route would allow for good overall mobility in the Schererville area.

Schererville - Proposed Action

During the peak periods under the Proposed Action, no major intersecting roadways would be blocked by queued vehicles at the crossings. The overall mobility effects of the Proposed Action would be minimal.

Griffith - No-Action

Griffith has seven roadways that cross the EJ&E rail line at-grade in close proximity to each other and one grade-separated crossing. Broad Street, a two-lane undivided arterial, runs north/south crossing the EJ&E rail line. Main Street, a two-lane collector, runs east/west. 45th Avenue, a four-lane collector, runs east/west. 40th Place, a two-lane collector, runs east/west. Lake Street, Miller Street, and Elm Street are two-lane collectors that run east/west.

Main Street, Broad Street, 45th Avenue, and 40th Place would operate at LOS E-F and Lake Street, Miller Street, and Elm Street would operate at LOS D or better. Broad Street does not have any good alternative route. Kennedy Avenue runs west of Broad Street and would operate at LOS E-F and Colfax Street runs east of Broad Street and the LOS data is not available during the time of this study. Lake Street is approximately 1,320 feet north of Main Street and would provide the additional capacity needed to be a viable alternative route to the congested Main Street. Elm Street is approximately 2,640 feet south of Main Street would provide the additional capacity needed to be a viable alternative route to the congested 45th Avenue. Ridge Road is a grade-separated crossing approximately 1,690 feet north of 40th Place and would provide the additional capacity needed to be a viable alternative route to the congested 40th Place.

During the peak periods under the No-Action Alternative, Broad Street is the only roadway that has queue lengths that would block a major roadway. At the peak period under the No-Action Alternative, Broad Street would experience a calculated vehicle queue length of approximately ~~905~~1,315 feet, which would block one major roadway, Main Street.

According to Lake (IN) County and INDOT plans, no local roadway improvements are planned within the village core. With Broad Street operating over capacity with no alternative routes, the overall mobility in the Griffith area would not be acceptable.

Griffith - Proposed Action

During the peak periods under the Proposed Action, Broad Street is the only roadway that has queue lengths that would block a major roadway. At peak periods under the Proposed Action, Broad Street would experience a calculated vehicle queue length of approximately ~~1,615~~ 1,920 feet, compared with ~~905~~1,315 feet under the No-Action Alternative. Under both the Proposed Action and No-Action alternatives, Broad Street would block one major roadway, Main Street.

The overall mobility effects of the Proposed Action would be minimal, with the exception of Broad Street, which would experience moderate effects due to the Proposed Action.

- Broad Street No Action queue length changes from 905 feet to 1,315 feet. Broad Street Proposed Action queue length changes from 1,615 feet to ~~920~~ 1,920 feet. Both the No-Action and Proposed Action queuing of Broad Street would block one major roadway, Main Street. Therefore, Main Street would experience moderate effects due to the Proposed Action.

Gary - No-Action

Gary has four roadways that cross the EJ&E rail line at-grade in close proximity to each other and seven grade-separated crossings. 25th Avenue, a two-lane collector, runs east/west. 15th Avenue is a two-lane undivided arterial that runs east/west crossing the EJ&E rail line. Ninth Avenue, a two-lane collector, runs east/west crossing the EJ&E rail line. Fifth Avenue, a four-lane arterial, runs east/west crossing the EJ&E rail line.

Ninth Avenue and 25th Avenue would operate at LOS A-B, Fifth Avenue would operate at LOS C-D, and 15th Avenue would operate at LOS E-F. Fifth Avenue is approximately 1 mile north of 15th Avenue and 25th Avenue is approximately 1 mile south of 15th Avenue; both of these roadways would provide the additional capacity needed to be a viable alternative route to the congested 15th Avenue.

During the peak periods under the No-Action Alternative, no major intersecting roadways would be blocked by queued vehicles at the crossings.

According to Lake (IN) County and INDOT plans, no local roadway improvements are planned within the city core. Close proximity of alternative crossing routes and available capacity at existing crossing locations allow for good overall mobility in the Gary area.

Gary - Proposed Action

During the peak periods under the Proposed Action, no major intersecting roadways would be blocked by queued vehicles at the crossings. The overall mobility effects of the Proposed Action would be minimal.

Table E1.2-24 summarizes the results of the Lake County, Indiana analysis.

Table E1.2-24. Highway/Rail At-Grade Crossing Vehicle Delay for No-Action and Proposed Action Conditions (Year 2015)					
County	Street	2015 ADT	Roadway LOS	Queue Length	
				NO-ACTION	PROPOSED ACTION
Lake (IN)	Lake Street	5,067	B	220	318
Lake (IN)	Hart Street	20,268	F	859	1,272
Lake (IN)	Airport Road	3,818	B	146	215
Lake (IN)	Kennedy Avenue	17,076	F	665	981
Lake (IN)	Broad Street	19,572	F	~~901~~ 1,311	1,916
Lake (IN)	Main Street	10,960	E	505	904
Lake (IN)	Lake Street	6,524	C	275	488
Lake (IN)	East Miller Street	6,524	C	261	460
Lake (IN)	Elm Street	8,090	C	316	501
Lake (IN)	45th Avenue	23,486	E	439	727
Lake (IN)	40 th Place	14,222	F	521	861
Lake (IN)	25 th Avenue	4,187	B	162	238
Lake (IN)	15 th Avenue	19,890	F	771	1,131
Lake (IN)	9 th Avenue	4,187	B	159	233
Lake (IN)	5th Avenue	28,467	D	537	807

CN Subdivision Evaluation

The second step in assessing the effects of the Proposed Action on 2015 roadway conditions was to summarize highway/rail at-grade crossings along CN subdivisions that meet the Board's analysis thresholds, and to identify the communities in which those crossings are located. The LOS and vehicle queue length results for each subdivision at-grade crossing location are contained in Table E1.2-11 and Tables E1.2-13 through E1.2-17, respectively. Roadways with an LOS E or LOS F were designated as critical. Based on the LOS and queue length results, SEA evaluated the 2015 roadway network and overall mobility in the vicinity of each of the critical roadways. The narrative below discusses the 2015 conditions of the roadway network in the vicinity of the highway/rail at-grade crossings within each community, which include the network connectivity and vehicle queue lengths associated with critical crossings. The vehicle queue lengths were calculated for the existing conditions and the Proposed Action. The narratives identify only the vehicle queue lengths that may block a major roadway, in turn affecting the community's level of overall mobility.

The evaluation summary has been divided into sections that summarize each community located along each of the CN subdivisions. Table E1.2-25 summarizes the resulting 2015 roadway LOS for locations along the CN subdivisions. Tables E1.2-13 through E1.2-17 present the resulting 2015 LOS for highway/rail at-grade crossings that meet the evaluation.

The new analysis resulted in several changes in LOS for the CN rail line. Below is a summary of those changes for the 2015 roadway LOS analysis

Table E1.2-25. 2015 Level of Service Summary of Roadways Crossing the CN Subdivisions												
LOS	Total		Waukesha		Freeport		Joliet		Chicago		Elsdon	
	2007	2015	2007	2015	2007	2015	2007	2015	2007	2015	2007	2015
LOS A - B	74	63	20	18	17	4	9	8	1	1	27	22
LOS C - D	49	44	17	16	13	10	2	3	0	0	17	15
LOS E - F	29	45	10	13	6	12	3	3	1	1	9	16

Waukesha Subdivision

The Proposed Action would not affect the overall mobility in the following three communities along CN's Waukesha Subdivision because all of the crossings in these communities are grade-separated:

- Forest Park (4 grade-separated crossings)
- Schiller Park (4 grade-separated crossing)
- Rosemont (3 grade-separated crossings)

River Forest

River Forest has four roadways that cross the Waukesha Subdivision at-grade and two grade-separated crossings. All of the at-grade crossings would operate at LOS C or better.

During the peak period under the No-Action and Proposed Action alternatives, no major intersecting roadways would be blocked by queued vehicles at the crossings. The multiple grade-separated crossings, as well as the at-grade crossings operating at LOS C or better in the area, provide an acceptable level of overall mobility.

River Grove

River Grove has two roadways that cross the Waukesha Subdivision at-grade and one grade-separated crossing. First Avenue is a six-lane arterial that runs north/south crossing the Waukesha Subdivision south of the village center. All of the at-grade crossings would operate at LOS C or better.

During the peak period under the No-Action Alternative, 1st Avenue would experience a calculated vehicle queue of approximately ~~1,130~~ 1,280 feet. This peak hour queue would block North Avenue (IL 64), a major cross street north of the crossing.

During the peak period under the Proposed Action, the calculated peak hour queue length along 1st Avenue would be approximately ~~200~~0 feet. This would not block any major roadways.

Excessive peak hour queuing at 1st Avenue would have an affect on overall mobility within the area. Under the Proposed Action, train reductions would improve the overall mobility by reducing the queues at this crossing.

Melrose Park

Melrose Park has one roadway that crosses the Waukesha Subdivision at-grade, which would operate at LOS B.

During the peak period under the No-Action and Proposed Action alternatives, no major intersecting roadways would be blocked by queued vehicles at the crossing. The crossing would operate at LOS B or better, providing an acceptable level of overall mobility.

Franklin Park

Franklin Park has three roadways that cross the Waukesha Subdivision at-grade and one grade-separated crossing. All of the at-grade crossings would operate at LOS B or better. The Metra MD-W commuter rail line has an at-grade crossing with the Waukesha Subdivision within the community.

During the peak periods under the No-Action and Proposed Action alternatives, no major intersecting roadways would be blocked by queued vehicles at the crossings. The multiple grade-separated crossings, as well as the at-grade crossings, would operate at LOS B or better, providing an acceptable level of overall mobility.

Des Plaines

Des Plaines has ~~15~~ 14 roadways that cross the Waukesha Subdivision at-grade and two that have grade-separated crossings. Three at-grade crossing roadways would continue to operate at LOS E-F. The Metra UP-NW commuter rail line has an at-grade crossing with the Waukesha Subdivision within the community. The roadways are subdivided into three networks, including roadways south of the city center, roadways within the city center, and roadways north of the city center.

South of the city center:

- Pratt Avenue is a two-lane collector that runs east/west and intersects US 12.
- Touhy Avenue is a four-lane divided arterial that runs east/west and intersects Lee Street and US 12.
- The US 12 Frontage Road is a two-lane collector that runs north/south and intersects US 12 and Touhy Avenue.
- Prospect Avenue is a two-lane collector that runs east/west and intersects Lee Street and US 12.
- Oakton Street is a four-lane arterial that runs east/west and intersects Lee Street (US 12). All of the above mentioned roadways would operate at LOS D or better.

Within the city center:

- Algonquin Road is a two-lane arterial that runs east/west and intersects Lee Street (US 12).
- Lee Street (NB US 12) is a two-lane, one-way arterial that runs northbound and intersects Touhy Avenue, Prospect Avenue, US 12, Oakton Street, Algonquin Road, Graceland Avenue (SB US 12), Thacker Street, Prairie Avenue, and Rand Road.
- Graceland Avenue (SB US 12) is a two-lane, one-way arterial that runs southbound and intersects Lee Street (NB US 12), Thacker Street, Prairie Avenue, and Rand Road (US 12).
- Thacker Street is a two-lane collector that runs east/west and intersects Graceland Avenue (SB US 12) and Lee Street (NB US 12).
- Prairie Avenue is a two-lane collector that runs east/west and intersects Graceland Avenue (SB US 12) and Lee Street (NB US 12).

~~Woodlawn Avenue is a two-lane collector that runs east/west~~Graceland Avenue (SB US 12) and Thacker Street would operate at LOS E-F, while Algonquin Road, Lee Street (US 12 NB) and Prairie Avenue ~~and Woodlawn Avenue~~ would operate at LOS D or better. Prairie Avenue crosses the Waukesha Subdivision approximately 1,600 feet to the north of Graceland Avenue (SB US 12), and Algonquin Road crosses the Waukesha Subdivision approximately 1,800 feet south of Graceland Avenue (SB US 12). Both roadways would provide potential alternative routes to the congested Graceland Avenue (SB US 12). Prairie Avenue crosses the Waukesha Subdivision parallel to

Thacker Street approximately 800 feet to the north, and Algonquin Road crosses the Waukesha Subdivision parallel to Thacker Street approximately 2,700 feet to the south. Both roadways would provide potential alternative routes to the congested Thacker Street.

West of the city center:

- Seegers Road is a two-lane collector that runs east/west and intersects Rand Road (US 12).
- Golf Road (IL 58) is a four-lane divided arterial that runs east/west and intersects Rand Road (US 12).
- Rand Road (US 12) is a four-lane divided arterial that runs north/south and intersects Lee Street, Seegers Road, Golf Road (IL 58), and Central Road.
- Central Road is a two-lane arterial that runs east/west and intersects Rand Road (US 12).

Golf Road (IL 58) and Central Road would operate at LOS E-F, while Seegers Road and Rand Road (US 12) would operate at LOS D or better. Rand Road (US 12) crosses the Waukesha Subdivision approximately 3,900 feet to the south of Central Road and approximately 525 feet to the north of Golf Road (IL 58). This roadway provides potential alternative routes to the congested Central Road and the congested Golf Road (IL 58).

During the peak period under ~~both~~the No-Action ~~and Proposed Action alternatives~~ alternative, Touhy Avenue (IL 72), Prospect Avenue ~~Lane~~, Oakton Street, and Algonquin Road would experience a calculated vehicle queue length of approximately 855 feet, ~~190~~ 375 feet, 1,110 feet and 800 feet, respectively. The peak-hour queues would block US 12, a major cross street west of each crossing. The peak-hour queue length along Thacker Street would be approximately 990 feet. This would block Graceland Avenue (SB US 12), a major cross street east of the crossing The queue length along Golf Road (IL 58) would be approximately ~~1,370~~ 1,325 feet. This would block Rand Road (US 12), a major cross street east of the crossing. The queue length along Rand Road (US 12) would be approximately ~~1,115~~ 1,080 feet. This would block Golf Road (IL 58), a major cross street south of the crossing.

During the peak period under the Proposed Action, Touhy Avenue (IL 72), Prospect ~~Lane~~ Avenue, and Algonquin Road would experience queue lengths of approximately ~~440~~ 435 feet, ~~100~~ 190 feet, and 440 feet, respectively. The queues would block US 12, a major cross street west of each crossing. The calculated peak hour queue along Golf Road (IL 58) would be approximately ~~760~~ 735 feet. This would block Rand Road (US 12), a major cross street east of the crossing. One local street would be blocked in addition to Rand Road (US 12).

According to the City of Des Plaines, Cook County, and IDOT, no local roadway improvements are planned within the city core that would have a direct benefit to existing at-grade crossings.

Excessive peak hour queues at multiple at-grade crossings would have a significant affect on overall mobility within the area. Although reduction of railway operations helps alleviate some of these issues, excessive peak hour queues would still exist under the Proposed Action.

- Based on the updated analysis, Woodlawn Avenue is not included in the list of roadways for Des Plaines since it does not meet the SEA criteria of a projected 2015 ADT of greater than 2,500 vpd. Therefore, Des Plaines has changed from having 15 roadways to 14 roadways that cross the Waukesha Subdivision at-grade, as part of the analysis.

Mount Prospect

Mount Prospect has two roadways that cross the Waukesha Subdivision at-grade, both operating at LOS D or better.

During the peak period under the No-Action Alternative, Euclid Avenue would experience a calculated peak hour vehicle queue of approximately ~~675~~ 680 feet. This would block Wolf Road, a major cross street west of the crossing.

During the peak period under the Proposed Action, the queue length along Euclid Avenue would be approximately 370 feet. This would not block any major roadways.

Excessive peak hour queuing at Euclid Avenue would have an affect on overall mobility within the area. Train reductions under the proposed Action would improve the overall mobility by reducing the queues at this crossing.

Prospect Heights

Prospect Heights has three roadways that cross the Waukesha Subdivision at-grade and one grade-separated crossing. Wolf Road is a two-lane arterial that runs north/south crossing the Waukesha Subdivision east of the city center and intersects Camp McDonald Road and Willow Road. Camp McDonald Road is a two-lane collector that runs east/west crossing the Waukesha Subdivision east of the city center and intersects Wolf Road. Willow Road is a two-lane collector that runs east/west crossing the Waukesha Subdivision east of the city center and intersects Wolf Road. Wolf Road would operate at LOS E-F, while Camp McDonald Road and Willow Road would operate at LOS D or better. Camp McDonald Road crosses the Waukesha Subdivision approximately 375 feet to the north of Wolf Road and provides a potential alternative route to the congested Wolf Road.

During the peak period, under the No-Action Alternative, Camp McDonald Road would experience a calculated vehicle queue of approximately 610 feet. This would block Wolf Road, a major cross street east of the crossing.

During the peak period, under the Proposed Action, Camp McDonald Road would experience a calculated vehicle queue length of approximately 335 feet. This would block Wolf Road, a major cross street east of the crossing.

According to Cook County and IDOT, local roadway improvements are planned within the city core: The IDOT plan calls for construction of additional lanes on Wolf Road between Hintz Road and Palatine Road by 2013. This project would help alleviate congestion within the city core; however, it would not improve level of service along Wolf Road in the vicinity of the Waukesha Subdivision at-grade rail crossing.

Excessive peak hour queuing at Camp McDonald Road would have a significant effect on overall mobility within the area. Although reduction of railway operations helps alleviate this issue, excessive peak hour queues would still exist under the Proposed Action.

Wheeling

Wheeling has two roadways that cross the Waukesha Subdivision at-grade and two grade-separated crossings. Hintz Road is a four-lane divided collector that runs east/west crossing the Waukesha Subdivision south of the village center. Dundee Road (IL 68) is a four-lane divided arterial that runs east/west crossing the Waukesha Subdivision north of the village center. Hintz Road and Dundee Road (IL 68) would operate at LOS E-F. Lake Cook Road provides a grade-separated crossing of the Waukesha Subdivision parallel to Dundee Road (IL 68) approximately 1 mile to the north, and would provide a potential alternative route to the congested Dundee Road (IL 68). Palatine Road provides a grade-separated crossing of the Waukesha Subdivision parallel to Hintz Road approximately 1 mile to the south, and would provide a potential alternative route to the congested Hintz Road.

During the peak period under both the No-Action and Proposed Action alternatives, no major intersecting roadways would be blocked by queued vehicles at the crossings.

According to the Village of Wheeling, Cook County, and IDOT, two local roadway improvements are planned within the Village core that would have a direct impact on mobility within the area: Wheeling proposes construction of one grade-separated crossing on Waukesha Subdivision south of Dundee Road, and construction of an additional at-grade crossing to align with Carpenter Avenue. Both of these crossings would help alleviate the congestion within the village core. The existence of the viable alternative routes to congested roadways within the area would provide an acceptable level of overall mobility within the Wheeling area.

Buffalo Grove

Buffalo Grove has one roadway that crosses the Waukesha Subdivision at-grade, operating at LOS ~~D~~ E-F.

During the peak period under the No-Action Alternative, Deerfield Parkway/Busch Drive would experience a calculated vehicle queue length of approximately ~~1,350~~ 1,510 feet. This would block Busch Road, a major cross street east of the crossing.

During the peak period under the Proposed Action, Deerfield Parkway/Busch Drive would experience a calculated vehicle queue length of approximately ~~750~~ 835 feet. This would still block Busch Road.

During the peak period under both the No-Action and Proposed Action alternatives, one major intersecting roadway (Busch Road) would be blocked by the queued vehicles at the Deerfield Parkway/Busch Road crossing. With the at-grade crossing operating at LOS E-F, ~~an acceptable level of~~ of the level of overall mobility ~~exists.~~ would be affected for the Buffalo Grove area.

Prairie View

Prairie View has three roadways that cross the Waukesha Subdivision at-grade. Aptakisic Road is a four-lane divided arterial that runs east/west crossing the Waukesha Subdivision south of the village center and intersects Buffalo Grove Road. Half Day Road (IL 22) is a four-lane arterial that runs east/west crossing the Waukesha Subdivision within the village center and intersects Buffalo Grove Road. Buffalo Grove Road is a two-lane divided collector that runs north/south crossing the Waukesha Subdivision within the Village center and intersects Aptakisic Road and Half Day Road (IL 22). Buffalo Grove Road would operate at LOS E-F, while Aptakisic Road and Half Day Road (IL 22) would operate at LOS D or better. Half Day Road (IL 22) crosses the Waukesha Subdivision approximately 3,400 feet to the south of Buffalo Grove Road, and would provide a potential alternative route to the congested Buffalo Grove Road.

During the peak period under the No-Action Alternative, Aptakisic Road would experience a calculated vehicle queue length of approximately ~~980~~ 945 feet. This would block Weiland Road, a major cross street west of the crossing. The calculated peak hour queue along Half Day Road (IL 22) would be approximately ~~1,475~~ 1,390 feet. This would block Prairie Road, a major cross street east of the crossing.

During the peak period under the Proposed Action, Aptakisic Road would experience a calculated vehicle queue length of approximately ~~540~~ 525 feet. This would still block Weiland Road. The calculated peak hour queue length along Half Day Road (IL 22) would be approximately ~~840~~ 795 feet. This would still block Prairie Road.

According to Lake County and IDOT, several local roadway improvements are planned within the village core. The Lake County plan calls for upgrading traffic signal interconnect equipment and replacing existing controllers at signalized intersections between Parkway Drive and Buffalo Grove Road by 2012. It also calls for widening Buffalo Grove Road at Port Clinton Road and the Wisconsin Central Railroad at-grade crossing, improving mobility in the community.

Excessive peak hour queueing at multiple at-grade crossings within the Prairie View community would have a significant affect on overall mobility within the area. Although reduction of railway operations helps alleviate these issues, excessive peak hour queues would still exist under the Proposed Action.

Vernon Hills

Vernon Hills has two roadways that cross the Waukesha Subdivision at-grade. US 45 is a two-lane arterial that runs east/west crossing the Waukesha Subdivision south of the village center and intersects Butterfield Road. Butterfield Road is a four-lane divided arterial that runs north/south crossing the Waukesha Subdivision west of the village center and intersects US 45. US 45 would operate at LOS E-F, while Butterfield Road would operate at LOS D or better. No potential alternative routes exist within one mile of the US 45 at-grade crossing.

During the peak period under the No-Action Alternative, Butterfield Road would experience a calculated vehicle queue length of approximately ~~600~~ 550 feet. This would block Townline Road (IL 60), a major cross street west of the crossing

During the peak period under the Proposed Action, the queue lengths along Butterfield Road would be approximately ~~345~~325 feet. This would not block any major roadways

According to the Village of Vernon Hills, Lake County, and IDOT, the following roadway improvements are planned within the village core: Vernon Hills proposes to widen US 45 from two to four lanes from Milwaukee Avenue to IL 83 with additional turning lanes at area intersections, and to widen Townline Road (IL 60) to a six-lane section between US 41 and IL 83. With the upgrade of US 45 to a four-lane arterial, this roadway would achieve an LOS C, which would improve the level of overall mobility in the area.

Mundelein

Mundelein community has ~~seven~~ six roadways that cross the Waukesha Subdivision at-grade and three grade-separated crossings. Two at-grade crossing roadways operate at unacceptable levels of service. Townline Road (IL 60) is a four-lane, divided arterial that runs east/west crossing the Waukesha Subdivision south of the village center. Allanson Road is a two-lane collector that runs east/west crossing the Waukesha Subdivision south of the village center. Hawley Street is a two-lane collector that runs east/west crossing the Waukesha Subdivision within the village center and intersects Maple Avenue (IL 176). Park Street is a two-lane collector that runs east/west crossing the Waukesha Subdivision within the village center. Maple Avenue (IL 176) is a two-lane arterial that runs east/west crossing the Waukesha Subdivision within the village center and intersects Hawley Street. ~~Dunbar Road is a two-lane collector that runs east/west crossing the Waukesha Subdivision north of the village center.~~ Winchester Road is a two-lane collector that runs east/west crossing the Waukesha Subdivision north of the village center. Townline Road (IL 60) and Allanson Road would operate at LOS E-F, while Hawley Street, Park Street, Maple Avenue (IL 176~~), Dunbar Road,~~ and Winchester Road would operate at LOS D or better. Butterfield Road crosses the Waukesha Subdivision approximately 650 feet to the south of Townline Road (IL 60), and would provide a potential alternative to the congested Townline Road (IL 60). Courtland Street provides a grade-separated crossing parallel to Allanson Road, approximately 3,400 feet to the north, and would provide a potential alternative route to the congested Allanson Road. The Village of Vernon Hills proposes to widen Townline Road (IL 60) from four to six lanes between US 41 and IL 83. With the upgrade of Townline Road (IL 60) to a six-lane arterial, this roadway would achieve an LOS D.

During the peak period under pre-acquisition conditions, Townline Road (IL 60) would experience a calculated vehicle queue length of approximately ~~1,520~~ 1,265 feet. This would block Butterfield Road, a major cross street east of the crossing. During the peak period, Maple Avenue (IL 176)

would experience a calculated vehicle queue length of approximately ~~980~~ 950 feet. This would block Lake Street (US 45), a major cross street west of the crossing. The calculated peak-hour queue length along Winchester Road would be approximately ~~245~~ 200 feet. This would block Lake Street (US 45).

During the peak period under the Proposed Action, Townline Road (IL 60) would experience a calculated vehicle queue length of approximately ~~840~~755 feet. This would still block Butterfield Road. During the peak period, Maple Avenue (IL 176) would experience a calculated vehicle queue length of approximately ~~540~~1,080 feet. This would still block Lake Street (US 45). ~~In addition, three local streets would block this roadway.~~ The calculated peak hour queue along Winchester Road would be approximately ~~135~~230 feet. This would still block Lake Street (US 45).

According to Lake County and IDOT, the following roadway improvements are planned within the village core: The Lake County plan calls for a railroad underpass feasibility study at the Townline Road (IL 60) crossing of the Wisconsin Central Railroad. This project would improve mobility by eliminating the queues produced at the at-grade crossing and would have a positive affect on the intersection of Butterfield Road and Townline Road (IL 60). As stated above, the Village of Vernon Hills proposes to widen Townline Road (IL 60) to a six-lane section between US 41 and IL 83. With upgrade of Townline Road to a six-lane section, this roadway would achieve LOS D.

Excessive peak hour queues at multiple at-grade crossings within the Mundelein community would have a significant affect on overall mobility within the area. Although reduction of railway operations helps alleviate these issues, excessive peak hour queues would still exist under the Proposed Action. With the key streets operating above capacity, and excessive queues at multiple at-grade crossings, the overall level of mobility for the Mundelein community would not be good. However the improvements proposed by Lake County and IDOT may provide much-needed relief by removing traffic from the congested roadways.

- Based on the updated analysis, Dunbar Road is not included in the list of roadways for Mundelein since it does not meet the SEA criteria of a projected 2015 ADT of greater than 2,500 vpd. Therefore, Mundelein has changed from having seven roadways to six roadways that cross the Waukesha Subdivision at-grade, as part of the analysis.

Grayslake

Grayslake has two roadways that cross the Waukesha Subdivision at-grade. Peterson Road is a two-lane collector that runs east/west crossing the Waukesha Subdivision south of the village center and intersects Harris Road. Harris Road is a two-lane collector that runs north/south crossing the Waukesha Subdivision south of the village center and intersects Peterson Road. Peterson Road would operate at LOS E-F, while Harris Road would operate at LOS D or better. Harris Road crosses the Waukesha Subdivision approximately 3,300 feet north of Peterson Road, and could provide a potential alternative route to the congested Peterson Road. The Metra MD-N commuter rail line has an at-grade crossing with the Waukesha Subdivision within the community.

During the peak periods under the No-Action and Proposed Action alternatives, no major intersecting roadways would be blocked by queued vehicles at the crossings.

According to the Village of Grayslake, Lake County, and IDOT, the following roadway improvements are planned within the village core: The Lake County plan calls for upgrade of Peterson Road to a divided facility with partial access control between IL 83 and US 45 by 2012; however, this improvement would not significantly improve capacity on the roadway at the at-grade crossing of the Waukesha Subdivision. The existence of viable alternative routes to congested roadways within the area would continue to provide an acceptable level of overall mobility to the area.

Freeport Subdivision

The Proposed Action would not affect the overall mobility in the following four communities along CN's Freeport Subdivision because all of the crossings in these communities are grade-separated:

- Cicero (6 grade-separated crossings)
- Westchester (3 grade-separated crossings)
- Berkeley (1 grade-separated crossing)
- Glendale Heights (2 grade-separated crossings)

Chicago

Chicago has ~~two~~ one roadway~~s~~ that cross~~es~~ the Freeport Subdivision at-grade and 24 grade-separated crossings.~~South Lawndale Avenue is a two-lane urban collector that runs north/south crossing the Freeport Subdivision.~~ South Pulaski Road is a four-lane urban arterial that runs north/south crossing the Freeport Subdivision. ~~South Lawndale Avenue and~~ South Pulaski Road operate~~s~~ at LOS D or better and would continue to do so under both the No-Action and Proposed Action alternatives, providing an acceptable level of overall mobility.

During the peak period under both the No-Action and Proposed Action alternatives, no major intersecting roadways would be blocked by queued vehicles at the crossing~~s~~.

According to IDOT, Cook County, and City of Chicago plans, no local roadway improvements are planned which would affect the ~~South Lawndale Avenue and~~ South Pulaski Road crossing~~s~~. The at-grade crossing~~s~~ would operate at LOS C-D in the area, providing an acceptable level of overall mobility.

- Based on the updated analysis, South Lawndale Avenue is not included in the list of roadways for Chicago since it does not meet the SEA criteria of a projected 2015 ADT of greater than 2,500 vpd. Therefore, Chicago has changed from having two roadways to one roadway that crosses the Freeport Subdivision at-grade, as part of the analysis.

Berwyn

Berwyn has one roadway that crosses the Freeport Subdivision at-grade and three grade-separated crossings. Riverside Drive is a two-lane urban collector that runs north/south crossing the Freeport Subdivision. Riverside Drive currently operates at LOS ~~C-D~~ A-B and would continue to do so under the No-Action and Proposed Action alternatives. The Metra BNSF commuter rail line has an at-grade crossing with the Freeport Subdivision within the community.

During the peak period under both the No-Action and Proposed Action alternatives, no major intersecting roadways would be blocked by the queued vehicles at the crossings.

According to the IDOT and Cook County plans, no local roadway improvements are planned which would affect the Riverside Drive crossings. The at-grade crossing would operate at LOS C-D in the area which reflects a roadway network that would serve the local community well by providing an acceptable level of overall mobility.

North Riverside

North Riverside has seven roadways that cross the Freeport Subdivision at-grade. Harlem Avenue (IL 43) is a four-lane divided urban arterial that runs north/south crossing the Freeport Subdivision. 26th Street is a four-lane urban arterial that runs east/west crossing the Freeport Subdivision. Des Plaines Avenue is a four-lane suburban arterial that runs north/south crossing the Freeport Subdivision. Cermak Road is a six-lane divided suburban arterial that runs east/west crossing the

Freeport Subdivision. 1st Avenue/Golfview Avenue (IL 171) is a four-lane divided suburban arterial that runs north/south crossing the Freeport Subdivision. Harlem Avenue (IL 43) and First Avenue (IL 171) operate at LOS E-F and would continue to do so under 2015 conditions. Harlem Avenue and Cermak Avenue operate at LOS ~~C-D~~ E-F and would operate at LOS E-F under 2015 conditions. 26th Street and Des Plaines Avenue operate at LOS D or better and would continue to do so under 2015 conditions.

During the peak period under the No-Action Alternative, Harlem Avenue (IL 43) would experience a calculated vehicle queue length of approximately ~~1,565~~ 1,750 feet, which would block two major streets, 26th Street and Riverside Drive. The queue length along 26th Street would be approximately 715 feet, which would block one major street, Harlem Avenue (IL 43). The queue length along Des Plaines Avenue would be approximately 790 feet, which would block one major roadway Cermak Road. The queue length along Cermak Road would be approximately 1,440 feet, which would block two major roadways, 1st Avenue Cutoff and 1st Avenue/Golfview Avenue (IL 171). The queue length along 1st Avenue/Golfview Avenue (IL 171) would be approximately ~~1,885~~ 1,670 feet, which would block two major roadways, 1st Avenue Cutoff and Cermak Road.

During the peak period under the Proposed Action, Harlem Avenue (IL 43) would experience a queue length of approximately ~~840~~935 feet, which would still block 26th Street and Riverside Drive. The queue length along 26th Street would be reduced to approximately 385 feet, which would no longer block Harlem Avenue (IL 43). The queue length along Des Plaines Avenue would be reduced to approximately 425 feet, which would no longer block Cermak Road. The queue length along Cermak Road would be approximately 770 feet, which would still block 1st Avenue Cutoff. The queue length along 1st Avenue/Golfview Avenue (IL 171) would be approximately ~~1,010~~ 895 feet, which would still block 1st Avenue Cutoff and Cermak Road.

According to IDOT and Cook County, no local roadway improvements are planned that would affect the crossings. Excessive peak hour queuing at these at-grade crossings would have an affect on overall mobility within the area. Reduction of railway operations within the area helps alleviate this issue by eliminating three of the seven major blocked streets. While conditions would improve with the reduction of railway operations, mobility would continue to be affected.

Broadview

Broadview has one roadway that crosses the Freeport Subdivision at-grade and two grade-separated crossings. 17th Avenue is a four-lane urban arterial that runs north/south crossing the Freeport Subdivision. The Village of Broadview Comprehensive Plan mentions roadway improvements on 17th Avenue, but does not specify what these improvements would entail. 17th Avenue operates at LOS ~~C-D~~ A-B and would continue to do so under 2015 conditions.

During the peak period under the No-Action and Proposed Action alternatives, no major intersecting roadways would be blocked by queued vehicles at the crossings.

According to IDOT and Cook County, no local roadway improvements are planned that would affect the 17th Avenue crossing. The at-grade crossing would operate at LOS C-D, providing an acceptable level of overall mobility.

Hillside

Hillside has ~~one~~ two roadways that cross~~es~~ the Freeport Subdivision at-grade and two grade-separated crossings. Wolf Road is a four-lane divided urban arterial that runs north/south crossing the Freeport Subdivision. Harrison Street is a two-lane urban arterial that runs east/west crossing the Freeport Subdivision. Harrison Street and Wolf Road operate at LOS ~~C-D~~ D or better and would continue to do so under 2015 conditions.

During the peak period under the No-Action Alternative, Wolf Road would experience a calculated vehicle queue length of approximately 635 feet, which would block one major street, Harrison Street. During the peak period under the Proposed Action, the calculated peak hour queue length along Wolf Road would be reduced to approximately 330 feet, which would no longer block Harrison Street.

According to IDOT and Cook County, no local roadway improvements are planned that would affect the Wolf Road or Harrison Street crossings. Reduction of railway operations within the area would reduce queues, improve the crossing Level of Service and eliminate blockage of Harrison Street, a major access road for I 290 and I 294.

Elmhurst

Elmhurst has six roadways that cross the Freeport Subdivision at-grade and one grade-separated crossing. York Road is a two-lane urban arterial that runs north/south crossing the Freeport Subdivision. Vallette Street is a two-lane urban collector that runs east/west crossing the Freeport Subdivision. Argyle Avenue is a two-lane urban collector that runs north/south crossing the Freeport Subdivision. Spring Road is a two-lane urban collector that runs north/south crossing the Freeport Subdivision. West St. Charles Road is a two-lane urban arterial that runs east/west crossing the Freeport Subdivision. South West Avenue is a two-lane urban collector that runs north/south crossing the Freeport Subdivision. York Road operates at LOS E-F and would continue to do so under 2015 conditions. Vallette Street, Argyle Avenue, Spring Road, West St. Charles Road, and South West Avenue currently operate at LOS D or better and would continue to do so under 2015 conditions.

During the peak period under both the No-Action and Proposed Action alternatives, no major intersecting roadways would be blocked by the queued vehicles at the crossings.

According to IDOT and DuPage County plans, no local roadway improvements are planned that would affect the crossings. The at-grade crossings operating at LOS C-D in the area provide an acceptable level of overall mobility.

Villa Park

Villa Park has three roadways that cross the Freeport Subdivision at-grade and one grade-separated crossing. Villa Avenue is a two-lane suburban arterial that runs north/south crossing the Freeport Subdivision. Addison Avenue is a four-lane urban arterial that runs north/south crossing the Freeport Subdivision. West North Avenue is a six-lane urban collector that runs east/west crossing the Freeport Subdivision. West North Avenue operates at LOS C-D and would operate at LOS E-F under 2015 conditions. Villa Avenue and Addison Avenue currently operate at LOS D or better and would continue to do so under 2015 conditions. An alternative route to the roadway intersection of Addison Avenue and West North Avenue is the North Ardmore Avenue grade-separated crossing, 0.5 mile to the east of this intersection.

During the peak period under the No-Action Alternative, Addison Avenue would experience a calculated vehicle queue length of approximately 310 feet, which would block one major street, West North Avenue. The queue length along North Avenue (IL 64) would be approximately ~~935~~ 910 feet, which would block one major street, Addison Avenue.

During the peak period under the Proposed Action, Addison Avenue would experience a queue length of approximately 175 feet, which would still block West North Avenue. The queue length along North Avenue (IL 64) would be approximately ~~530~~515 feet, which would still block Addison Avenue.

According to IDOT and DuPage County, no local roadway improvements are planned that would affect the crossings. With West North Avenue operating above capacity, and queuing blocking several major roadways, mobility would be unacceptable in the area.

Addison

Addison has two roadways that cross the Freeport Subdivision at-grade and two grade-separated crossings. Grace Street is a four-lane suburban collector that runs north/south crossing the Freeport Subdivision. Swift Road is a two-lane divided suburban arterial that runs north/south crossing the Freeport Subdivision. Swift Road operates at LOS E-F and would continue to do so under 2015 conditions. Grace Street currently operates at LOS ~~C-D~~ A-B and would continue to do so under 2015 conditions. An alternate route for Swift Road is to use the nearby grade-separated crossing at South Rohlwing Road, 0.5 mile to the east.

During the peak period under the No-Action Alternative, Swift Road would experience a calculated vehicle queue length of approximately 860 feet, which would block one major street, Collins Avenue.

During the peak period under the Proposed Action, Swift Road would experience a queue length of approximately 480 feet, which would block one major street, Collins Avenue.

According to IDOT and DuPage County, no local roadway improvements are planned that would affect the crossings. The existence of a viable grade-separated alternative route to the congested Swift Road would provide an acceptable level of overall mobility to the Addison area.

Bloomingdale

Bloomingdale has three roadways that cross the Freeport Subdivision at-grade. Schmale Road is a four-lane divided suburban arterial that runs north/south crossing the Freeport Subdivision. Gary Avenue is a four-lane divided urban arterial that runs north/south crossing the Freeport Subdivision. Army Trail Road is a four-lane divided urban arterial that runs east/west crossing the Freeport Subdivision. Schmale Road, Gary Avenue, and Army Trail Road operate at LOS C-D and would operate at LOS E-F under 2015 conditions.

During the peak period under the No-Action Alternative, Gary Avenue would experience a calculated vehicle queue length of approximately 1,060 feet, which would block one major street, Army Trail Road.

During the peak period under the Proposed Action, Gary Avenue would experience a calculated vehicle queue length of approximately 565 feet, which would still block Army Trail Road.

According to IDOT and DuPage County, no local roadway improvements are planned that would affect the crossings. The reduction of railway operations would improve the queuing; however, the poor LOS would affect the level of overall mobility for the Bloomingdale area.

Hanover Park

Hanover Park has one roadway that crosses the Freeport Subdivision at-grade and two grade-separated crossings. Under DuPage County's Comprehensive Road Improvement Plan, Jefferson Street/County Farm Road widens from a four-lane urban arterial to a six-lane urban arterial. Jefferson Street/County Farm Road operates at LOS C-D and would ~~continue to do so under 2015 conditions.~~ operate at LOS E-F under 2015 conditions.

During the peak period under both the No-Action and Proposed Action alternatives, no major intersecting roadways would be blocked by the queued vehicles at the crossings.

DuPage County's plans to widen Jefferson Street/County Farm Road would improve the roadway network, providing an acceptable level of overall mobility.

Bartlett

Bartlett has two roadways that cross the Freeport Subdivision at-grade. Sutton Road (IL 59) is a four-lane suburban arterial that runs north/south crossing the Freeport Subdivision. Powis Road is a two-lane rural collector that runs north/south crossing the Freeport Subdivision. Munger Road parallels Sutton Road (IL 59) by approximately 4,750 feet to the west, providing a potential alternative route to the congested Sutton road (IL 59). Sutton Road (IL 59) currently operates at LOS E-F and would continue to do so under 2015 conditions. Powis Road currently operates at LOS ~~C-D~~ A-B and would ~~continue to do so~~ operate at LOS C-D under 2015 conditions.

During the peak period under both the No-Action and Proposed Action alternatives, no major intersecting roadways would be blocked by the queued vehicles at the crossings.

According to IDOT and DuPage County, no local roadway improvements are planned that would affect the crossings. The roadway network would provide an acceptable level of overall mobility.

South Elgin

South Elgin has two roadways that cross the Freeport Subdivision at-grade and six grade-separated crossings. IL 25 is a two-lane rural arterial that runs north/south crossing the Freeport Subdivision. Randall Road is a four-lane suburban arterial that runs north/south crossing the Freeport Subdivision. Randall Road operates at LOS E-F and would continue to do so under 2015 conditions. IL 25 currently operates at LOS D or better and would continue to do so under 2015 conditions. Dunham Road, approximately 0.5 mile east of IL 25, provides a grade-separated alternative route. McDonald Road and Hopps Road, 0.5 mile east and west of Randall Road, provide grade-separated alternative routes.

According to IDOT and DuPage County, no local roadway improvements are planned that would affect the crossings. While the two at-grade crossings would operate above capacity, the six grade-separated crossings would provide viable alternative routes and help provide an acceptable level of overall mobility to the roadway network.

Joliet Subdivision

The Proposed Action would not affect the overall mobility in the following five communities along CN's Joliet Subdivision because all of the crossings in these communities are grade-separated:

- Chicago (19 grade-separated crossings)
- Forest View (two grade-separated crossings)
- Summit (two grade-separated crossings)
- Bedford Park (one grade-separated crossing)
- Willow Springs (four grade-separated crossings)

Lemont

Lemont has ~~four~~ three roadways that cross the Joliet Subdivision at-grade in close proximity to each other and one grade-separated crossing. Pruxne Street is a two-lane divided collector that runs north/south crossing the Joliet Subdivision east of the village center. Holmes Street is a two-lane collector that runs north/south crossing the Joliet Subdivision within the village center. Stephen Street is a two-lane collector that runs north/south crossing the Joliet Subdivision within the village center. ~~Lemont Street is a two-lane collector that runs north/south crossing the Joliet Subdivision within the village center. Lemont~~ Stephen Street would operate at LOS E-F, while Pruxne Street and,Holmes Street ~~and Stephen Street~~ would operate at LOS C or better. ~~Stephen Street parallels Lemont Street by approximately 450 feet to the northeast and would provide the additional capacity needed to be a viable alternative route to the congested Lemont Street.~~During the peak period under

the No-Action Alternative, Pruxne Street would experience a calculated vehicle queue length of approximately 445 feet, which would block one major roadway, Main Street. The queue length along Stephen Street would be approximately ~~180~~ 925 feet, which would block one major roadway, Main Street. ~~The queue length along Lemont Street would be approximately 2,320 feet, which would block two major roadways, Main Street and East Illinois Street.~~

During the peak period under the Proposed Action, Pruxne Street would experience a calculated vehicle queue length of approximately 410 feet, which would still block Main Street. The queue length along Stephen Street would be approximately ~~165~~850 feet, which would still block Main Street~~. The queue length along Lemont Street would be approximately 2,480 feet, which would still block, Main Street and East Illinois Street.~~ The LOS of the viable alternative routes would be C or better; however, long queues would block a number of major streets; therefore, the overall mobility of the network would be affected.

- Based on the updated analysis, Lemont Street is not included in the list of roadways for Lemont since it does not meet the SEA criteria of a projected 2015 ADT of greater than 2,500 vpd. Therefore, Lemont has changed from having four roadways to three roadways that cross the Joliet Subdivision at-grade, as part of the analysis.

Romeoville

Romeoville has one roadway that crosses the Joliet Subdivision at-grade. Romeoville Road (135th Street) is a two-lane arterial that runs east/west crossing the Joliet Subdivision east of the village center. Romeoville Road (135th Street) would operate at LOS E-F. No potential alternative routes exist within one mile of the Romeoville Road (135th Street) at-grade crossing.

During the peak periods under both the No-Action and Proposed Action alternatives, no major intersecting roadways would be blocked by the queued vehicles at the crossing. No local roadway improvements are planned within the Village of Romeoville. The lack of potential alternative routes within one mile of the Romeoville Road (135th Street) at-grade crossing would continue to affect the overall mobility in the area.

Lockport

Lockport has seven roadways that cross the Joliet Subdivision at-grade in close proximity to each other and one grade-separated crossing. Second Street is a two-lane collector that runs east/west crossing the Joliet Subdivision north of the village center. Sixth Street is a two-lane collector that runs east/west crossing the Joliet Subdivision within the village center. Ninth Street (IL 7) is a two-lane arterial that runs east/west crossing the Joliet Subdivision within the village center. Tenth Street is a two-lane collector that runs east/west crossing the Joliet Subdivision within the village center. Eleventh Street is a two-lane collector that runs east/west crossing the Joliet Subdivision within the village center. Thirteenth Street is a two-lane collector that runs east/west crossing the Joliet Subdivision within the village center and intersecting one collector, Division Street. Division Street is a two-lane collector that runs east/west crossing the Joliet Subdivision within the village center and intersecting one local street, 13th Street. The at-grade crossing at 9th Street (IL 7) would operate at LOS F. All other at-grade crossings would operate at LOS B or higher.

During the peak period under the No-Action Alternative, 9th Street would experience a calculated vehicle queue length of approximately ~~1,520~~ 1,600 feet, which would block one major roadway, South State Street. The queue length along Division Street would be approximately 345 feet, which would also block South State Street.

During the peak period under the Proposed Action, 9th Street would experience a calculated vehicle queue length of approximately ~~1,880~~ 1,975 feet, which would still block South State Street. The

calculated queue length along Division Street would be approximately ~~420~~ 425 feet, which would also still block South State Street. No local roadway improvements are planned within the Village of Lockport. The existence of viable alternative routes to the congested 9th Street would provide an acceptable level of overall mobility to the area.

Joliet

Joliet has two roadways that cross the EJ&E rail line at-grade and 10 grade-separated crossings. Ohio Street and Jackson Street would operate at LOS D or better.

During the peak period under the No-Action Alternative, Ohio Street would experience a calculated vehicle queue length of approximately ~~365~~ 1,045 feet, which would block ~~one~~ two major roadways, Scott Street (NB IL 53) and Chicago Street (SB IL 53). The queue length along Jackson Street would be approximately ~~1,025~~ 1,480 feet, which would block two major roadways, Scott Street (NB IL 53) and Ottawa Street (SB IL 53).

During the peak period under the Proposed Action, Ohio Street would experience a queue length of approximately ~~450~~ 1,340 feet, which would still block Scott Street (NB IL 53) and Chicago Street (SB IL 53). The queue length along Jackson Street would be approximately ~~1,265~~ 1,900 feet, which would still block Scott Street (NB IL 53) and Ottawa Street (SB IL 53), as well as Collins Street (IL 171/US 6).

Lincoln Highway (US 30), a four-lane divided arterial with a grade-separated crossing, parallels both Ohio Street and Jackson Street less than a mile to the south and may provide the available capacity to alleviate queuing along these roadways. The availability of a viable alternative route and the multiple grade-separated crossings, as well as the at-grade crossings operating at LOS D or better in the area, provide an acceptable level of overall mobility.

Chicago Subdivision

The Proposed Action would not affect the overall mobility in the following 10 communities along CN's Chicago Subdivision because all of the crossings in these communities are grade-separated:

- Chicago (45 grade-separated crossings)
- Riverdale (three grade-separated crossings)
- Harvey (seven grade-separated crossings)
- East Hazelcrest (two grade-separated crossings)
- Homewood (two grade-separated crossings)
- Flossmoor (two grade-separated crossings)
- Olympia Fields (two grade-separated crossings)
- Matteson (two grade-separated crossings)
- ~~Richton Park (two grade-separated crossings)~~
- Monee (three grade-separated crossings)

Richton Park

Richton Park has one roadway that cross the Chicago Subdivision at-grade and two grade-separated crossings. Stuenkel Road/University Parkway runs east/west crossing the Chicago Subdivision and intersecting four arterials: La Grange Road (US 45), I 57, South Cicero Avenue (IL 50), and South Governors Highway. Stuenkel Road/University Parkway operates at LOS E-F and will continue to do so under 2015 condittions.

During the peak period under the No-Action Alternative, Stuenkel Road/University Parkway would experience a calculated vehicle queue length of approximately 320 feet, which would block one major roadway, South Governors Highway (IL 50).

During the peak period under the Proposed Action, Stuenkel Road/University Parkway would experience a calculated vehicle queue length of approximately 320 feet, which, although likely reduced due to a planned widening, would still block South Governors Highway (IL 50).

According to the Will County and IDOT plans, no local roadway improvements are planned within the Village core. However, Will County's Recommended Transportation Plan suggests that Stuenkel Road/University Parkway widens from a two-lane undivided collector to a four-lane divided arterial. The Will County plan also calls for an interchange to be added off of I-57 on Stuenkel Road/University Parkway. This improvement may have a positive effect on the operations of Stuenkel Road/University Parkway within the Village core and would provide an alternate route to South Governors Highway during periods of rail use. The widening of Stuenkel Road/University Parkway would improve the LOS from E-F to LOS C-D. With the widening, the roadway network would provide an acceptable level of overall mobility.

University Park

University Park has~~two~~ one roadway~~s~~ that crosses the Chicago Subdivision at-grade ~~in close proximity to each other~~. There are no grade-separated crossings. ~~Stuenkel Road/University Parkway runs east/west crossing the Chicago Subdivision and intersecting four arterials: La Grange Road (US 45), I-57, South Cicero Avenue (IL 50), and South Governors Highway~~. West Dralle Road is a two-lane divided collector that runs east/west, west of the railway, and turns south just east of the railway where it resumes as a two-lane undivided collector that runs east/west approximately 1,300 feet south of the west leg. West Dralle Road operates at LOS A-B and will continue to do so under 2015 conditions.

~~During the peak period under the No-Action Alternative, Stuenkel Road/University Parkway would experience a calculated vehicle queue length of approximately 530 feet, which would block one major roadway, South Governors Highway (IL 50). The queue length along West Dralle Road would be approximately 155 feet, which would also block South Governors Highway (IL 50).~~

~~During the peak period under the Proposed Action, Stuenkel Road/University Parkway would experience a calculated vehicle queue length of approximately 425 feet, which, although likely reduced due to a planned widening, would still block South Governors Highway (IL 50). The queue length along West Dralle Road would be approximately 125 feet, which would also still block South Governors Highway (IL 50).~~ According to the Will County and IDOT plans, no local roadway improvements are planned within the Village core, aside from surface reconstruction. The at-grade crossing would operate at LOS B or better in the area, providing an acceptable level of overall mobility. ~~However, Will County's Recommended Transportation Plan suggests that Stuenkel Road/University Parkway widens from a two-lane undivided collector to a four-lane divided arterial. The Will County plan also calls for an interchange to be added off of I-57 on Stuenkel Road/University Parkway. This improvement may have a positive effect on the operations of Stuenkel Road/University Parkway within the Village core and would provide an alternate route to South Governors Highway during periods of rail use. The widening of Stuenkel Road/University Parkway would improve the LOS from E-F to LOS A-B. With the widening, the roadway network would provide an acceptable level of overall mobility.~~

- Based on the updated analysis, Stuenkel Road/University Parkway has been re-designated from Univesity Park to Richton Park. Therefore, University Park has changed from having two roadways to one roadway that crosses the Chicago Subdivision at-grade, as part of the analysis.
- West Dralle Road operates at LOS A-B and will continue to do so under 2015 conditions.

- The at-grade crossing would operate at LOS B or better in the area, providing an acceptable level of overall mobility.

Elsdon Subdivision

Chicago

Chicago has 10 roadways that cross the Elsdon Subdivision at-grade and 34 grade-separated crossings. The local and regional planning documents do not designate planned improvements near the at-grade crossings that would affect mobility. Under 2015 conditions, the crossings at 55th Street, 71st Street, and 115th Street would all operate at LOS E-F, which remains unchanged from the 2007 conditions. Since 51st and 58th Streets parallel 55th Street by approximately 0.5 mile and 0.4 mile, respectively, 51st and 58th Streets both provide alternative routes to the congested 55th Street. Likewise, since 67th Street parallels 71st Street by approximately 0.5 mile, 67th Street provides an alternative route to the congested 71st Street. Finally, since 111th and 119th Streets parallel 115th Street by approximately 0.5 mile each, 111th and 119th Streets both provide alternative routes to the congested 115th Street. All other crossings in Chicago would operate at LOS D or better under 2015 conditions. The Metra SWS commuter rail line has an at-grade crossing with the Elsdon Subdivision within the community.

During the peak period under the No-Action Alternative, 55th Street and 71st Street would experience calculated queue lengths of approximately 2,635 feet and 2,785 feet respectively, which would block one major roadway, Pulaski Road. The queue length along 79th Street would ~~experience a calculated vehicle queue length of~~ be approximately 2,455 feet, which would block one major roadway, Columbus Avenue. The queue lengths along 103rd Street and 111th Street would be approximately 1,995 feet and 1,645 feet, respectively, which would block one major roadway, Kedzie Avenue.

During the peak period under the Proposed Action, ~~these queue lengths would be reduced such that no major roadways would be impeded.~~55th Street and 71st Street would experience calculated queue lengths of approximately 2,635 feet and 2,785 feet respectively, which would still block Pulaski Road. The queue lengths along 79th Street, 103rd Street, and 111th Street would be reduced such that no major roadways would be impeded. ~~Therefore,~~The close proximity of alternative crossing routes and available capacity at existing crossing locations allow for ~~good~~acceptable overall mobility.

Evergreen Park

Evergreen Park has five roadways that cross the Elsdon Subdivision at-grade. The local and regional planning documents do not designate planned improvements near the at-grade crossings that would affect mobility. 91st Street, Kedzie Avenue, 94th Street, and 95th Street would operate at LOS D or better under 2015 conditions. Under 2015 conditions, the crossing at 99th Street would operate at LOS E-F, which is a decrease from LOS C-D under 2007 conditions.

During the peak period under the No-Action Alternative, Kedzie Avenue would experience a calculated vehicle queue length of approximately ~~2,365~~ 2,415 feet, which would block one major roadway, 95th Street (US 12). The queue lengths along 95th Street (US 12) and 99th Street would be approximately ~~2,045~~ 1,550 feet and 1,945 feet, respectively, which would block Kedzie Avenue.

During the peak period under the Proposed Action condition, the queue lengths would be reduced due to the reduction of trains traveling on the Elsdon Subdivision, such that no major streets would be impeded. Thus, despite the congested conditions at the 99th Street crossing, mobility in the Evergreen Park area would be improved.

Blue Island

Blue Island has four roadways that cross the Elsdon Subdivision at-grade and two grade-separated crossings. The local and regional planning documents do not designate planned improvements near the at-grade crossings that would affect mobility. Under 2015 conditions, the crossing at 119th Street would operate at LOS E-F, which is a decrease from LOS C-D under 2007 conditions. 123rd Street, 127th Street, and Broadway would operate at LOS D or better under 2015 conditions.

During the peak period under the No-Action Alternative, 119th Street would experience a calculated vehicle queue length of approximately 2,405 feet, which would block one major roadway, Kedzie Avenue. The queue length along 127th Street would be approximately 2,315 feet, which would block Kedzie Avenue, and one railroad crossing to the east.

During the peak period under the Proposed Action, these queue lengths would be reduced such that no major roadways would be impeded. Thus, despite the congested conditions at the 119th Street crossing, mobility in the Blue Island area would be improved.

Dixmoor

Dixmoor has two roadways that cross the Elsdon Subdivision at-grade and one grade-separated crossing. Western Avenue and Robey Street would operate at LOS B or better under the 2015 conditions. The local and regional planning documents do not designate planned improvements near the at-grade crossings that would affect mobility.

During the peak period under both the No-Action and Proposed Action alternatives, no major intersecting roadways would be blocked by the queued vehicles at the crossings. The multiple grade-separated crossings, as well as the at-grade crossings would operate at LOS B or better in the area, providing an acceptable level of overall mobility.

Harvey

Harvey has ~~seven~~eight roadways that cross the Elsdon Subdivision at-grade. The local and regional planning documents do not designate planned improvements near the at-grade crossings that would affect mobility. Under 2015 conditions, the crossing at Sibley Boulevard/147th Street (IL 83) would operate at LOS E-F, which is a decrease from LOS C-D under 2007 conditions. Under 2015 conditions, the crossing at Ashland Avenue would operate at LOS E-F, which would remain unchanged from the 2007 conditions. Lincoln Avenue, Wood Street, Center Street, Broadway Street, Park Avenue, and Halsted Street (IL 1) would operate at LOS C or better under 2015 conditions.

During the peak period under the No-Action Alternative, Wood Street would experience a calculated vehicle queue length of approximately 565 feet, which would block one major roadway, Sibley Boulevard/147th Street (IL 83). The queue length along Sibley Boulevard/147th Street (IL 83) would be approximately ~~1,240~~ 1,200 feet, which would block one major roadway, Wood Street. The queue length along Ashland Avenue would be approximately 1,000 feet which would block one major roadway, Sibley Boulevard/147th Street (IL 83)

During the peak period under the Proposed Action, Wood Street would experience a queue length of approximately 405 feet, which would still block Sibley Boulevard/147th Street (IL 83). The queue length along Sibley Boulevard/147th Street (IL 83) would be approximately ~~885~~ 860 feet, which would still block Wood Street. The queue length along Ashland Avenue would be approximately 715 feet, which would still block Sibley Boulevard/147th Street (IL 83). Despite the congested conditions around the crossings at Sibley Boulevard/147th Street (IL 83) and Ashland Avenue, overall mobility is adequate in the Harvey area.

- Based on the updated analysis, Ashland Avenue is included in the list of roadways for Harvey since it meets the SEA criteria for required evaluation. Therefore, Harvey

has changed from having seven roadways to eight roadways that cross the Elsdon Subdivision at-grade, as part of the analysis.

Phoenix

Phoenix has one roadway that crosses the Elsdon Subdivision at-grade. 155th Street would operate at LOS A-B, under the 2015 condition. The local and regional planning documents do not designate planned improvements near the crossing that would affect mobility.

During the peak period under No-Action and Proposed Action alternatives, no major intersecting streets would be blocked by the queued vehicles at the crossing. The multiple grade-separated crossings, as well as the at-grade crossing would operate at LOS A-B in the area, providing an acceptable level of overall mobility.

South Holland

South Holland has four roadways that cross the Elsdon Subdivision at-grade and two grade-separated crossings. The local and regional planning documents do not designate planned improvements near the at-grade crossings that would affect mobility. Under 2015 conditions, the crossing at 162nd/ 159th Street (US 6) would operate at LOS E-F, which is a decrease from LOS C-D under 2007 conditions. Thornton-Blue Island Road, South Park and 170th Street would operate at LOS C or better under 2015 conditions. The proposed Metra southeast commuter rail line has an at-grade crossing with the Elsdon Subdivision within the community.

During the peak period under the No-Action Alternative, 159th Street (US 6) would experience a calculated vehicle queue length of approximately 1,055 feet, which would block one major roadway, Vincennes Avenue, and a railroad crossing to the west.

During the peak period under the Proposed Action, 159th Street (US 6) would experience a queue length of approximately 1,025 feet, which would still block Vincennes Avenue, and a railroad crossing to the west. The multiple grade-separated crossings, as well as most of the at-grade crossings, would operate at LOS C-D in the area, providing an acceptable level of overall mobility.

Thornton

Thornton has one roadway, Thornton-Lansing Road, which crosses the Elsdon Subdivision at-grade and one grade-separated crossing. The local and regional planning documents do not designate planned improvements near the at-grade crossing that would affect mobility. Under 2015 conditions, the crossing at Thornton-Lansing Road would operate at LOS E-F, which would remain unchanged from the 2007 conditions. Ridge Road parallels Thornton-Lansing Road by approximately 0.65 mile, providing an alternative route to the congested Thornton-Lansing Road.

During the peak period under both the No-Action and Proposed Action alternatives, no major intersecting roadways would be blocked by queued vehicles at the crossing. Therefore, the close proximity of alternative crossing routes and available capacity at existing crossing locations allow for good overall mobility.

Lansing

Lansing has ~~five~~six roadways that cross the Elsdon Subdivision at-grade. The local and regional planning documents do not designate planned improvements near the at-grade crossings that would affect mobility. Under 2015 conditions, the crossing at Wentworth Avenue would operate at LOS E-F, which is a decrease from LOS C-D under 2007 conditions. Volbrecht Road, 182nd Street/Ridge Road, Torrence Avenue (ILL 83), 186th Street and Burnham Avenue would operate at LOS ~~C~~ D or better under 2015 conditions.

During the peak periods under both the No-Action and Proposed Action alternatives, no major intersecting roadways would be blocked by queued vehicles at the crossing. Despite the congested conditions around the crossing at Wentworth Avenue, overall mobility is adequate in the Lansing area.

- Based on the updated analysis, 182nd Street/Ridge Road is included in the list of roadways for Lansing since it meets the SEA criteria for required evaluation. Therefore, Lansing has changed from having five roadways to six roadways that cross the Elsdon Subdivision at-grade, as part of the analysis.

Munster, Indiana

Munster has two roadways that cross the Elsdon Subdivision at-grade. Northwestern Indiana Regional Planning Commission's transportation program calls for the addition of a center turn lane on Calumet Avenue between Fisher Street and 45th Avenue. This improvement, however, would not affect the roadway LOS. Under 2015 conditions, the crossings at Calumet Avenue and White Oak Avenue would both operate at LOS E-F, which is a decrease from LOS C-D under 2007 conditions. Indianapolis Boulevard (US 41), a four-lane divided arterial with a grade-separated crossing, parallels White Oak Avenue approximately 1.0 mile to the east and may provide the available capacity to be a viable alternative route for the congested White Oak Avenue.

During the peak period under both the No-Action and Proposed Action alternatives, no major intersecting roadways would be blocked by queued vehicles at the crossing. Mobility is somewhat impeded in the Munster area at the at-grade crossings.

Highland, Indiana

Highland has one roadway, Kennedy Avenue, which crosses the Elsdon Subdivision at-grade and one grade-separated crossing. The local and regional planning documents do not designate planned improvements near the at-grade crossing that would affect mobility. Under 2015 conditions, Kennedy Avenue would operate at LOS A-B.

During the peak period under both the No-Action and Proposed Action alternatives, no major intersecting roadways would be blocked by queued vehicles at the crossing. The grade-separated crossing, as well as the at-grade crossing, would operate at LOS B in the area, providing an acceptable level of overall mobility.

Griffith, Indiana

The Griffith community has three roadways that cross the Elsdon Subdivision at-grade. Under 2015 conditions, ~~all three~~ the crossings at ~~(Main Street,~~ Broad Street and Colfax Street~~)~~ would operate at LOS E-F, which would remain unchanged from the 2007 conditions. ~~The roadways operated at LOS C, LOS D, and LOS E-F under 2007 conditions, respectively.~~ Under 2015 conditions, Main Street would operate at LOS C-D, which would remain unchanged from the 2007 conditions.

During the peak period under the No-Action Alternative, Broad Street would experience a calculated vehicle queue length of approximately ~~2,140~~ 1,185 feet, which would block one major roadway, Main Street.

During the peak period under the Proposed Action, ~~this queue length would be reduced such that no major roadways would be impeded.~~ Broad Street would experience a queue length of approximately 1,150 feet, which would still block Main Street.

The local and regional planning documents do not designate planned improvements near the at-grade crossings that would affect mobility. ~~The reduction of railway operations would improve~~ Excessive

peak hour queuing along Broad Street and ~~however~~ the poor LOS would affect the level of overall mobility for the Griffith community.

Merrillville, Indiana

Merrillville has three roadways that cross the Elsdon Subdivision at-grade and two grade-separated crossings. The local and regional planning documents do not designate planned improvements near the at-grade crossings that would affect mobility. Under 2015 conditions, the crossings at Taft Street and Broadway would both operate at LOS E-F, which is the same under 2007 conditions. Madison Street would operate at LOS C-D under the 2015 conditions. Since Hendricks Street parallels Taft Street by approximately 4,000 feet and Harrison Street parallels Broadway by approximately 2,000 feet, Hendricks Street and Harrison Street both provide alternative routes to the congested Taft Street and Broadway Street, respectively. Therefore, the close proximity of alternative crossing routes and available capacity at existing crossing locations allow for good overall mobility.

Corrections to Attachment E3 of the Draft EIS

Effects on Emergency Service Response

E3.1 Background

In the Draft EIS, SEA reviewed vehicular delays at highway/rail at-grade crossings as a result of increases in rail-related operations to determine the potential effects of the demands placed on emergency services in the communities within the Study Area. These emergency service facilities included police, fire protection, and emergency medical services. Estimates of typical delays at highway/rail at-grade crossings were made for all of the public at-grade crossings along the EJ&E Eastern and Western Subdivisions and the CN Waukesha, Freeport, Joliet, Chicago, and Elsdon/South Bend Subdivisions. Only those emergency service facilities meeting the threshold parameters of being within two miles of at least one highway/rail at-grade crossing and having train traffic increases or decreases equal to or in excess of eight trains per day were identified and evaluated. Vehicular delays at these grade crossings were evaluated based on the average number of trains, train length, and speed in that particular area. Tables showing Average Daily Traffic (ADT) counts, existing and proposed number of trains, average delay per delayed vehicle and total time that a crossing is blocked in a 24-hour period were prepared for all of these facilities and presented in Appendix Attachment E3 of the Draft EIS.

Following publication of the Draft EIS, SEA received many comments concerning the basis for its conclusions, as well as the status of particular crossings. Some of these comments questioned the validity of ADTs used in the Draft EIS and growth rate factors used to forecast future ADTs. SEA worked with IDOT, local agencies, and communities to obtain updated ADTs. SEA also made appropriate adjustments to the train operations data used in the transportation and rail operations analysis. A full discussion of the updated transportation information and analysis is provided in Section 2.5 of this Final EIS.

Since this revised information affected many of the tables in Appendix Attachment E3 of the Draft EIS, a revised Appendix Attachment E3 has been prepared for this Final EIS. SEA looked at all of the facility tables identified in the Appendix Attachment E3 of the Draft EIS with the revised information, and concluded that no conclusions of potentially substantially affected facilities changed based on these revised tables. Therefore, SEA determined that it is unnecessary to republish all of these tables and instead only published the revised tables for those facilities that were considered potentially substantially affected by the Proposed Action in the Draft EIS and those facilities identified as needing additional analysis (see Section 2.6 of this Final EIS). The revised vehicular delay information found in Appendix A of this Final EIS shows all of the highway/rail at-grade crossings that have been updated with revised information.

The layout of the following sections is as follows:

- Section E3.2 provides the revised tables of those facilities identified as being potentially substantially affected by the Proposed Action in the Draft EIS
- Section E3.3 provides the revised tables (and new tables for Advocate Good Shepherd Hospital, Edward Hospital, Edward Plainfield Outpatient Center & Immediate Care, and Silver Cross Replacement Hospital) of those facilities identified as needing additional analysis

Since some of the facilities identified as needing additional analysis were outside of the two-mile threshold parameter (Advocate Good Shepherd Hospital, Edward Hospital and Silver Cross Replacement Hospital), tables were prepared that show the highway/rail crossings within five miles of the facility's location.

Table E3.1-1 below provides the heading descriptions for the subsequent tables to follow in Sections E3.2 and E3.3. US DOT numbers are included in these tables to serve as a unique identifier for an individual roadway crossing for instances when the rail line crosses the same roadway more than once.

TABLE E3.1-1. LEGEND FOR TABLES OF CROSSINGS WITHIN TWO MILES OF EMERGENCY SERVICES FACILITIES

Heading	Description
US DOT	US DOT number from FRA database
MP	Mile Post
N	Number of trains per day
ADT	Average daily traffic, at-grade intersection
D_A	Average delay per delayed vehicle, minutes
T	Total Time crossing is blocked in a day, minutes

E3.2 Substantially Affected Emergency Service Providers Identified in DEIS

Table E3.2-1 below corrects Tables E3.9-3, E3.10-5, E3.11-2 and E3.12-6, and identifies the nine public crossings within two miles of Countryside Fire Protection District – Station No. 1 that can be utilized in order to serve the community south of the EJ&E rail line and east of the CN rail line Waukesha Subdivision. Seven of these nine crossings are at-grade crossings. The nearest EJ&E grade separated crossing to Countryside Fire Protection District – Station No. 1 is ~~US Route 45~~ Lake Street (US 45), approximately 1.5 miles southeast, while the nearest CN grade separated crossing is Countryside Highway/Courtland Street, approximately 1.5 miles northeast.

~~TABLE E3.9-3, TABLE E3.10-5, TABLE E3.11-2, TABLE E3.12-6,~~ TABLE E3.2-1. CROSSINGS WITHIN TWO MILES OF COUNTRYSIDE FIRE PROTECTION DISTRICT - STATION NO. 1

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D_A	T	N	ADT	D_A	T
260494M	Lake Street (US 45)	59.65	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260495U	Diamond Lake Road	59.13	At-Grade	5.3	~~8998~~ 6207	1.11	9.04	20.3	~~8998~~ 6207	~~2.27~~ 1.95	~~70.74~~ 60.97
260496B	IL 60&83	59.02	At-Grade	5.3	~~29659~~ 29009	1.05	8.59	20.3	~~29659~~ 29009	~~2.13~~ 1.90	~~66.41~~ 59.38
260500N	Gilmer Road	56.90	At-Grade	5.3	~~18658~~ 18622	1.00	8.19	20.3	~~18658~~ 18622	1.85	57.89

689701U	Allanson Road	38.65	At-Grade	~~19.1~~ 20.8	~~21179~~ 19382	~~1.76~~ 1.69	~~51.72~~ 54.08	~~19.1~~ 17.8	~~21179~~ 19382	~~2.84~~ 2.40	~~83.35~~ 65.62
689702B	Countryside Highway / Courtland Street	39.30	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
689703H	Hawley Street	39.80	At-Grade	~~19.1~~ 20.8	~~8998~~ 8234	~~1.76~~ 1.69	~~51.72~~ 54.08	~~19.1~~ 17.8	~~8998~~ 8234	~~1.76~~ 1.92	~~51.72~~ 52.65
689704P	Park Street	39.94	At-Grade	~~19.1~~ 20.8	732	~~1.76~~ 1.69	~~51.72~~ 54.08	~~19.1~~ 17.8	732	~~1.76~~ 1.92	~~51.72~~ 52.65
689705W	Maple Avenue	40.10	At-Grade	~~19.1~~ 20.8	~~15052~~ 14568	~~1.76~~ 1.69	~~51.72~~ 54.08	~~19.1~~ 17.8	~~15052~~ 14568	~~1.76~~ 1.92	~~51.72~~ 52.65

Table E3.2-2 below corrects Tables E3.12-4 and E3.13-4, and identifies the four public crossings within two miles of Lake Zurich Rural Fire Protection District – Station No. 3 that can be utilized in order to serve the community ~~west~~ east of the EJ&E rail line. All four of these crossings are at-grade crossings. The nearest EJ&E grade separated crossing to Lake Zurich Rural Fire Protection District – Station No. 3 is ~~IL 22~~ IL 22, approximately 2.5 miles southwest.

~~TABLE E3.12-4, TABLE E3.13-4,~~ TABLE E3.2-2. CROSSINGS WITHIN TWO MILES OF LAKE ZURICH RURAL FIRE PROTECTION DISTRICT - STATION NO. 3

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D_A	T	N	ADT	D_A	T
260500N	Gilmer Road	56.90	At-Grade	5.3	~~18658~~ 18622	1.00	8.19	20.3	~~18658~~ 18622	1.85	57.89
260503J	Old McHenry Road	55.45	At-Grade	5.3	~~32424~~ 32429	1.03	8.38	20.3	~~32424~~ 32429	1.90	59.38
260794B	Oakwood Road	54.73	At-Grade	5.3	~~6783~~ 4750	1.08	8.81	20.3	~~6783~~ 4750	2.01	62.66
260507L	Main Street	53.44	At-Grade	5.3	~~17471~~ 7474	1.08	8.81	20.3	~~17471~~ 7474	2.01	62.66

Table E3.2-3 below corrects Table E3.14-2, and identifies the six public crossings within two miles of Barrington Fire Department – Station No. 1 that can be utilized in order to serve the community ~~north-west~~ northwest of the EJ&E rail line. All six of these crossings are at-grade crossings. The nearest EJ&E grade separated crossing to Barrington Fire Department – Station No. 1 is Rand Road ~~(IL-12)~~ (US 12), approximately 2.5 miles northeast.

~~TABLE E3.14-2,~~ TABLE E3.2-3. CROSSINGS WITHIN TWO MILES OF BARRINGTON FIRE DEPARTMENT - STATION NO. 1

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D_A	T	N	ADT	D_A	T
260511B	Cuba Road	51.56	At-Grade	5.3	~~12982~~ 12921	0.89	7.27	20.3	~~12982~~ 12921	1.62	50.54

260513P	Lake Zurich Road	50.40	At-Grade	5.3	3131	0.85	6.91	20.3	3131	1.56	48.57
260514W	Northwest Highway (US 14)	50.10	At-Grade	5.3	~~33662~~ 33949	0.86	7.02	20.3	~~33662~~ 33949	1.62	50.54
260515D	Hough Street ~~(IL 59&63)~~ (IL 59)	49.80	At-Grade	5.3	~~24056~~ 22549	0.88	7.14	20.3	~~24056~~ 22549	1.62	50.54
260516K	Lake Cook Road / Main Street	49.30	At-Grade	5.3	14222	0.88	7.14	20.3	14222	1.62	50.54
260517S	Otis Road	47.90	At-Grade	5.3	1673	0.92	7.54	20.3	1673	1.69	52.73

Table E3.2-4 below corrects Tables E3.18-2 and E3.19-3, and identifies the ~~six~~ five public crossings within two miles of the ~~future~~ Bartlett Fire Protection District – Future Station No. 3 (scheduled to open in Fall 2008) that can be utilized in order to serve the community west of the EJ&E rail line and south of the CN rail line Freeport Subdivision. ~~Five~~ Four of these ~~six~~ five crossings are at-grade crossings. The nearest EJ&E grade separated crossing to Bartlett Fire Protection District – Future Station No. 3 is Lake Street (US 20), approximately 1.5 miles north, while the nearest CN grade separated crossing is Dunham Road, approximately 2.5 miles southwest.

~~TABLE E3.18-2, TABLE E3.19-3,~~ TABLE E3.2-4. CROSSINGS WITHIN TWO MILES OF BARTLETT FIRE PROTECTION DISTRICT – FUTURE STATION NO. 3

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D_A	T	N	ADT	D_A	T
260529L	Lake Street (US 20)	38.57	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
~~260815S~~	~~Gifford Road Extension~~	~~0.00~~	~~At Grade~~	~~0.0~~	~~0~~	~~0.00~~	~~0.00~~	~~0.0~~	~~0~~	~~0.00~~	~~0.00~~
260530F	Spaulding Road	37.60	At-Grade	5.3	1434	0.83	6.81	20.3	1434	1.50	46.79
260532U	West Bartlett Road	36.95	At-Grade	5.5	17209	0.89	7.50	22.5	17209	1.48	51.17
260533B	Stearns Road	35.88	At-Grade	5.5	~~21129~~ 27604	0.92	7.75	22.5	~~21129~~ 27604	1.53	53.12
289903M	Powis Road	36.05	At-Grade	~~3.0~~ 2.0	5510	1.68	~~7.77~~ 5.18	~~2.6~~ 2.0	5510	3.72	~~14.89~~ 11.45

Table E3.2-5 on the next page corrects Table E3.24-4, and identifies the five public crossings within two miles of the Plainfield Fire Protection District – Station No. 3 that can be utilized in order to serve the community west of the EJ&E rail line. All five of these crossings are at-grade crossings. The nearest EJ&E grade separated crossing to the Plainfield Fire Protection District – Station No. 3 is State Route 59, approximately 3.5 miles southeast.

~~TABLE E3.24-4,~~ TABLE E3.2-5. CROSSINGS WITHIN TWO MILES OF PLAINFIELD FIRE PROTECTION DISTRICT - STATION NO. 3											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D_A	T	N	ADT	D_A	T
260567V	111th Street	14.63	At-Grade	15.7	~~12320~~ 10454	1.25	30.19	39.5	~~12320~~ 10454	1.56	95.00
260569J	Ferguson Road / 119th Street	13.59	At-Grade	15.7	~~5468~~ 3690	1.28	30.93	39.5	~~5468~~ 3690	1.60	97.09
260571K	Normantown[a] / 252nd	12.92	At-Grade	15.7	2492	1.28	30.93	39.5	2492	1.67	101.64
260573Y	127th Street	12.56	At-Grade	15.7	~~6437~~ 13160	1.31	31.73	39.5	~~6437~~ 13160	1.71	104.12
260575M	135th Street	11.43	At-Grade	15.7	~~11766~~ 13898	1.19	28.75	39.5	~~11766~~ 13898	1.59	96.88

Note:

[a] This crossing is blocked with temporary concrete barrier and road closed signs; therefore it is not presently active.

Table E3.2-6 below corrects Table E3.28-7, and identifies the five public crossings within two miles of the Joliet Fire Department – Station No. 8 that can be utilized in order to serve the community northeast of the EJ&E rail line. Three of these five crossings are at-grade crossings. The nearest EJ&E grade separated crossing to Joliet Fire Department – Station No. 8 is Caton Farm Road, approximately ~~1.5~~ 2 miles east.

~~TABLE E3.28-7,~~ TABLE E3.2-6. CROSSINGS WITHIN TWO MILES OF JOLIET FIRE DEPARTMENT - STATION NO. 8											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D_A	T	N	ADT	D_A	T
260586A	Interstate 55	6.98	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260587G	East Frontage Road / Essington Road	6.87	At-Grade	18.5	4983	1.09	30.90	42.3	4983	1.43	93.15
260588N	~~Divison~~ Division Street	6.05	At-Grade	18.5	7613	1.13	32.29	42.3	7613	1.52	99.15
260589V	Gaylord Road	5.57	At-Grade	18.5	~~5758~~ 5591	1.22	34.76	42.3	~~5758~~ 5591	1.63	106.25
260591W	Caton Farm Road	4.50	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Table E3.2-7 on the next page corrects Tables E3.31-4, E3.32-4, E3.33-3, E3.82-4, E3.84-4 and E3.85-4, and identifies the six public crossings within two miles of the Saint James Hospital and Health Centers – Olympia Fields that can be utilized in order to serve the community south of the EJ&E rail line and east of the CN rail line Chicago Subdivision. One of these six crossings is an at-grade crossing. The nearest EJ&E grade separated crossing to the Saint James Hospital and Health

Centers – Olympia Fields is ~~Governor's~~ Governors Highway, approximately 2 miles south, while the nearest CN grade separated crossing is Lincoln Highway ~~(US 30)~~ (US 30), approximately 1.5 miles southeast.

~~TABLE E3.31-4, TABLE E3.32-4, TABLE E3.33-3, TABLE E3.82-4, TABLE E3.84-4, TABLE E3.85-4,~~ TABLE E3.2-7. CROSSINGS WITHIN TWO MILES OF SAINT JAMES HOSPITAL AND HEALTH CENTERS - OLYMPIA FIELDS

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D_A	T	N	ADT	D_A	T
260634M	Governors Highway	21.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260636B	Main Street[b]	21.61	At-Grade	~~6.4~~ 8.6	4375	~~1.10~~ 1.56	~~10.87~~ 20.69	~~28.3~~ 34.6	4375	~~2.79~~ 2.41	~~121.63~~ 128.26
289673N	Vollmer Road	26.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289675C	Lincoln Highway (US 30)	27.65	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289676J	Front Street	28.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289677R	Main Street	28.40	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Note:

[b] This crossing is comprised of a mainline track, a south connector, and a north connector, all of which were individually analyzed for the effects of the Proposed Action. The crossing displayed here shows the sum total of the number of trains (N), and total time that the crossing is blocked in a 24-hr period (T). The average delay per delayed vehicle (D_A) is the weighted average of the average delay per delayed vehicle (D_A) for the mainline, north connector, and the south connector.

Table E3.2-8 on the next page corrects Tables E3.34-3, E3.35-7, E3.82-3, E3.83-1, E3.96-4 and E3.97-4, and identifies the eight public crossings within two miles of ~~The~~ the Saint James Hospital and Health Centers – Chicago Heights that can be utilized in order to serve the community south of the EJ&E rail line. Seven of these eight crossings are at-grade crossings. The nearest EJ&E grade separated crossing to ~~The~~ the Saint James Hospital and Health Centers – Chicago Heights is Butler Street, approximately 0.75 mile southeast; however, ~~the nearest grade separated crossing that can accommodate all emergency medical vehicles is Calumet Expressway (IL-394), approximately 3 miles east~~ this crossing has clearance restrictions that may not accommodate all emergency service apparatus and so SEA assumed this crossing could not be used by any emergency service responder. Therefore, the nearest accessible EJ&E grade separated crossing that can accommodate all emergency vehicles is Orchard Drive, approximately 2.5 miles west.

~~TABLE E3.34-3, TABLE E3.35-7, TABLE E3.82-3, TABLE E3.83-1, TABLE E3.96-4, TABLE E3.97-4,~~ TABLE E3.2-8. CROSSINGS WITHIN TWO MILES OF SAINT JAMES HOSPITAL AND HEALTH CENTERS - CHICAGO HEIGHTS

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D_A	T	N	ADT	D_A	T
260638P	Western Avenue	23.12	At-Grade	8.6	24717	1.11	14.69	31.6	24717	~~1.87~~ 1.82	~~90.68~~ 88.27
260639W	Euclid Avenue	24.63	At-Grade	8.6	238	1.49	19.66	31.6	238	2.17	105.66
260640R	Chicago Road	24.91	At-Grade	8.6	~~26842~~ 23390	1.60	21.12	31.6	~~26842~~ 23390	2.43	117.91
260641X	West End Avenue / Halsted Street	25.04	At-Grade	8.6	~~7267~~ 5956	1.73	22.89	31.6	~~7267~~ 5956	2.64	128.12
260642E	East End Avenue[c]	25.19	At-Grade	~~8.6~~ 10.2	5086	~~1.73~~ 1.87	~~22.89~~ 29.34	~~31.6~~ 34.2	5086	~~2.64~~ 2.81	~~128.12~~ 147.91
260643L	Butler Street	25.53	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260644T	Wentworth Avenue	25.92	At-Grade	10.2	4563	1.66	26.10	34.2	4563	2.66	140.07
260645A	State Street	26.16	At-Grade	10.2	7656	1.42	22.28	34.2	7656	2.34	123.30

Note:

[c] This crossing is comprised of a mainline track and a connector, both of which were individually analyzed for the effects of the Proposed Action. The crossing displayed here shows the sum total of the number of trains (N), and total time that the crossing is blocked in a 24-hr period (T). The average delay per delayed vehicle (D_A) is the weighted average of the average delay per delayed vehicle (D_A) for the mainline and the connector.

Table E3.2-9 below corrects Table E3.39-2, and identifies the ~~six~~ three public crossings within two miles of the Schererville Fire Department Headquarters that can be utilized in order to serve the community northwest of the EJ&E rail line. All ~~six~~ three of these crossings are at-grade crossings. The nearest EJ&E grade separated crossing to Schererville Fire Department Headquarters is Indianapolis Boulevard ~~(US 41)~~ (US 41), approximately 2.5 miles northwest.

~~TABLE E3.39-2,~~ TABLE E3.2-9. CROSSINGS WITHIN TWO MILES OF SCHERERVILLE FIRE DEPARTMENT HEADQUARTERS

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D_A	T	N	ADT	D_A	T
260657U	Kennedy Avenue	34.36	At-Grade	10.2	17076	1.01	15.90	34.2	17076	1.49	78.59
283201W	Broad Street[d]	36.09	At-Grade	~~7.6~~ 32.3	19572	~~1.20~~ 1.59	~~14.00~~ 78.99	~~28.6~~ 37.2	19572	~~2.15~~ 2.34	~~94.40~~ 133.80
~~260658B~~	~~Divison Street~~	~~34.40~~	~~At Grade~~	~~10.2~~	~~1367~~	~~1.93~~	~~30.30~~	~~34.2~~	~~1367~~	~~1.49~~	~~78.59~~

~~230081L~~	~~Colfax Street~~	~~36.50~~	~~At Grade~~	~~0.0~~	~~0~~	~~0.00~~	~~0.00~~	~~0.0~~	~~0~~	~~0.00~~	~~0.00~~
~~230082T~~	~~Broad Street~~	~~36.33~~	~~At Grade~~	~~0.0~~	~~0~~	~~0.00~~	~~0.00~~	~~0.0~~	~~0~~	~~0.00~~	~~0.00~~
283202D	Colfax Street	36.82	At-Grade	~~23.3~~ 24.8	14139	1.45	~~51.90~~ 55.24	~~23.3~~ 18.6	14139	~~1.45~~ 1.87	~~51.90~~ 53.62

Note:

[d] This crossing is comprised of an EJ&E mainline track, an EJ&E connector, and a CN mainline track, all of which were individually analyzed for the effects of the Proposed Action. The crossing displayed here shows the sum total of the number of trains (N), and total time that the crossing is blocked in a 24-hr period (T). The average delay per delayed vehicle (D_A) is the weighted average of the average delay per delayed vehicle (D_A) for the EJ&E mainline, EJ&E connector, and the CN mainline.

Table E3.2-10 below corrects Table E3.40-2, and identifies the ~~16~~ 12 public crossings within two miles of the Griffith Volunteer Fire Department Headquarters/Station No. 1 that can be utilized in order to serve the community south and east of the EJ&E rail ~~lines~~ line and south of the CN rail line Elsdon/South Bend Subdivision. ~~15~~ 11 of these ~~16~~ 12 crossings are at-grade crossings. The nearest EJ&E grade separated crossing to Griffith Volunteer Fire Department Headquarters/Station No. 1 is Ridge Road (US 6), approximately 2 miles north, while the nearest CN grade separated crossing is Indianapolis Boulevard ~~(US 41)~~ (US 41), approximately 2.5 miles west.

~~TABLE E3.40-2,~~ TABLE E3.2-10. CROSSINGS WITHIN TWO MILES OF GRIFFITH VOLUNTEER FIRE DEPARTMENT HEADQUARTERS/STATION NO. 1

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D_A	T	N	ADT	D_A	T
260657U	Kennedy Avenue	34.36	At-Grade	10.2	17076	1.01	15.90	34.2	17076	1.49	78.59
~~230081L~~	~~Colfax Street~~	~~36.50~~	~~At-Grade~~	~~0.0~~	~~0~~	~~0.00~~	~~0.00~~	~~0.0~~	~~0~~	~~0.00~~	~~0.00~~
~~230082T~~	~~Broad Street~~	~~36.33~~	~~At-Grade~~	~~0.0~~	~~0~~	~~0.00~~	~~0.00~~	~~0.0~~	~~0~~	~~0.00~~	~~0.00~~
~~230083A~~	~~Main Street~~	~~38.33~~	~~At-Grade~~	~~0.0~~	~~0~~	~~0.00~~	~~0.00~~	~~0.0~~	~~0~~	~~0.00~~	~~0.00~~
~~230084G~~	~~Cline Avenue~~	~~36.33~~	~~At-Grade~~	~~0.0~~	~~0~~	~~0.00~~	~~0.00~~	~~0.0~~	~~0~~	~~0.00~~	~~0.00~~
260659H	East Main Street	36.52	At-Grade	7.6	10960	1.20	14.00	28.6	10960	2.15	94.40
260661J	East Lake Street	36.77	At-Grade	7.6	6524	1.10	12.83	28.6	6524	1.94	85.50
260662R	East Miller Street	36.89	At-Grade	7.6	6524	1.04	12.18	28.6	6524	1.83	80.59
260663X	East Elm Street	37.00	At-Grade	7.6	8090	1.02	11.89	28.6	8090	1.61	70.84
260664E	East 45th Avenue	37.52	At-Grade	7.6	23486	0.97	11.37	28.6	23486	1.61	70.84
260665L	East 40th Place	38.11	At-Grade	7.6	14222	0.95	11.13	28.6	14222	1.57	69.23

260667A	Ridge Road (US 6)	38.34	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
283199X	Kennedy Avenue	34.23	At-Grade	22.1	6664	2.82	95.89	2.9	6664	2.99	13.33
283200P	Main Street	35.55	At-Grade	22.1	10960	1.61	54.68	2.9	10960	1.59	7.08
283201W	Broad Street[d]	36.09	At-Grade	~~7.6~~ 32.3	19572	~~1.20~~ 1.59	~~14.00~~ 78.99	~~28.6~~ 37.2	19572	~~2.15~~ 2.34	~~94.40~~ 133.80
283202D	Colfax Street	36.82	At-Grade	~~23.3~~ 24.8	14139	1.45	~~51.90~~ 55.24	~~23.3~~ 18.6	14139	~~1.45~~ 1.87	~~51.90~~ 53.62

Note:

[d] This crossing is comprised of an EJ&E mainline track, an EJ&E connector, and a CN mainline track, all of which were individually analyzed for the effects of the Proposed Action. The crossing displayed here shows the sum total of the number of trains (N), and total time that the crossing is blocked in a 24-hr period (T). The average delay per delayed vehicle (D_A) is the weighted average of the average delay per delayed vehicle (D_A) for the EJ&E mainline, EJ&E connector, and the CN mainline.

Table E3.2-11 below corrects Table E3.40-3, and identifies the ~~14~~ nine public crossings within two miles of the Griffith Volunteer Fire Department – Station No. 2 that can be utilized in order to serve the community north and west of the EJ&E rail ~~lines~~ line and north of the CN rail line Elsdon/South Bend Subdivision. All ~~of these 14~~ nine of these crossings are at-grade crossings. The nearest EJ&E grade separated crossing to Griffith Volunteer Fire Department – Station No. 2 is Indianapolis Boulevard ~~(US 41)~~ (US 41), approximately 2.5 miles ~~southwest~~ west, while the nearest CN grade separated crossing is Indianapolis Boulevard ~~(US 41)~~ (US 41), approximately 2.5 miles northwest.

~~TABLE E3.40-3,~~ TABLE E3.2-11. CROSSINGS WITHIN TWO MILES OF GRIFFITH VOLUNTEER FIRE DEPARTMENT - STATION NO. 2

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D_A	T	N	ADT	D_A	T
260657U	Kennedy Avenue	34.36	At-Grade	10.2	17076	1.01	15.90	34.2	17076	1.49	78.59
~~260658B~~	~~Divison Street~~	~~34.40~~	~~At-Grade~~	~~10.2~~	~~1367~~	~~1.93~~	~~30.30~~	~~34.2~~	~~1367~~	~~1.49~~	~~78.59~~
~~230081L~~	~~Colfax Street~~	~~36.50~~	~~At-Grade~~	~~0.0~~	~~0~~	~~0.00~~	~~0.00~~	~~0.0~~	~~0~~	~~0.00~~	~~0.00~~
~~230082T~~	~~Broad Street~~	~~36.33~~	~~At-Grade~~	~~0.0~~	~~0~~	~~0.00~~	~~0.00~~	~~0.0~~	~~0~~	~~0.00~~	~~0.00~~
~~230083A~~	~~Main Street~~	~~38.33~~	~~At-Grade~~	~~0.0~~	~~0~~	~~0.00~~	~~0.00~~	~~0.0~~	~~0~~	~~0.00~~	~~0.00~~
~~230084G~~	~~Cline Avenue~~	~~36.33~~	~~At-Grade~~	~~0.0~~	~~0~~	~~0.00~~	~~0.00~~	~~0.0~~	~~0~~	~~0.00~~	~~0.00~~
260659H	East Main Street	36.52	At-Grade	7.6	10960	1.20	14.00	28.6	10960	2.15	94.40
260661J	East Lake Street	36.77	At-Grade	7.6	6524	1.10	12.83	28.6	6524	1.94	85.50
260662R	East Miller Street	36.89	At-Grade	7.6	6524	1.04	12.18	28.6	6524	1.83	80.59

260663X	East Elm Street	37.00	At-Grade	7.6	8090	1.02	11.89	28.6	8090	1.61	70.84
260664E	East 45th Avenue	37.52	At-Grade	7.6	23486	0.97	11.37	28.6	23486	1.61	70.84
283200P	Main Street	35.55	At-Grade	22.1	10960	1.61	54.68	2.9	10960	1.59	7.08
283201W	Broad Street[d]	36.09	At-Grade	~~7.6~~ 32.3	19572	~~1.20~~ 1.59	~~14.00~~ 78.99	~~28.6~~ 37.2	19572	~~2.15~~ 2.34	~~94.40~~ 133.80
283202D	Colfax Street	36.82	At-Grade	~~23.3~~ 24.8	14139	1.45	~~51.90~~ 55.24	~~23.3~~ 18.6	14139	~~1.45~~ 1.87	~~51.90~~ 53.62

Note:

[d] This crossing is comprised of an EJ&E mainline track, an EJ&E connector, and a CN mainline track, all of which were individually analyzed for the effects of the Proposed Action. The crossing displayed here shows the sum total of the number of trains (N), and total time that the crossing is blocked in a 24-hr period (T). The average delay per delayed vehicle (D_A) is the weighted average of the average delay per delayed vehicle (D_A) for the EJ&E mainline, EJ&E connector, and the CN mainline.

E3.3 Additional Affected Emergency Service Providers Identified during the Draft EIS Comment Period

Table E3.3-1 below identifies the 11 public crossings within five miles of Advocate Good Shepherd Hospital that can be utilized in order to serve the community southeast of the EJ&E rail line. Nine of these 11 crossings are at-grade crossings. The nearest EJ&E grade separated crossing to Advocate Good Shepherd Hospital is Rand Road (US 12), approximately 4 miles east.

TABLE E3.3-1. CROSSINGS WITHIN FIVE MILES OF ADVOCATE GOOD SHEPHERD HOSPITAL

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D_A	T	N	ADT	D_A	T
260507L	Main Street	53.44	At-Grade	5.3	7474	1.08	8.81	20.3	7474	2.01	62.66
260508T	Old Rand Road	53.27	At-Grade	5.3	7474	1.05	8.59	20.3	7474	1.95	60.97
260831B	IL 22	53.01	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260509A	Rand Road (US 12)	52.52	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260510U	Ela Road	52.33	At-Grade	5.3	21408	0.94	7.69	20.3	21408	1.73	53.91
260511B	Cuba Road	51.56	At-Grade	5.3	12921	0.89	7.27	20.3	12921	1.62	50.54
260513P	Lake Zurich Road	50.40	At-Grade	5.3	3131	0.85	6.91	20.3	3131	1.56	48.57
260514W	Northwest Highway (US 14)	50.10	At-Grade	5.3	33949	0.86	7.02	20.3	33949	1.62	50.54

260515D	Hough Street (IL 59)	49.80	At-Grade	5.3	22549	0.88	7.14	20.3	22549	1.62	50.54
260516K	Lake Cook Road / Main Street	49.30	At-Grade	5.3	14222	0.88	7.14	20.3	14222	1.62	50.54
260517S	Otis Road	47.90	At-Grade	5.3	1673	0.92	7.54	20.3	1673	1.69	52.73

Table E3.3-2 below corrects Tables E3.19-4 and E3.20-2, and identifies the six public crossings within two miles of the West Chicago Fire Protection District Headquarters/Station No. 1 that can be utilized in order to serve the community west of the EJ&E rail line. Five of these six crossings are at-grade crossings. The nearest EJ&E grade separated crossing to the West Chicago Fire Protection District Headquarters/Station No. 1 is Roosevelt Road, approximately 1.5 miles ~~southwest~~ south.

~~TABLE E3.19-4, TABLE E3.20-2,~~ TABLE E3.3-2. CROSSINGS WITHIN TWO MILES OF WEST CHICAGO FIRE PROTECTION DISTRICT HEADQUARTERS/STATION NO. 1

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D_A	T	N	ADT	D_A	T
260538K	Hawthorne Lane	30.24	At-Grade	4.4	20024	0.90	6.10	23.4	20024	1.86	66.84
260541T	Washington Street	28.90	At-Grade	10.7	12095	1.65	27.17	31.6	12095	2.41	117.19
260542A	Aurora Street	28.87	At-Grade	10.7	364	1.59	26.18	31.6	364	2.17	105.49
260543G	Church Street	28.77	At-Grade	10.7	~~375~~ 364	1.59	26.18	31.6	~~375~~ 364	2.24	109.08
260545V	Ann Street	28.50	At-Grade	10.7	~~1160~~ 1127	1.59	26.18	31.6	~~1160~~ 1127	2.24	109.08
260549X	Roosevelt Road	27.76	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Table E3.3-3 below corrects Tables E3.19-6 and E3.20-4, and identifies the six public crossings within two miles of the West Chicago Fire Protection District – Station No. 3 that can be utilized in order to serve the community east of the EJ&E rail line. Five of these six crossings are at-grade crossings. The nearest EJ&E grade separated crossing to the West Chicago Fire Protection District – Station No. 3 is Roosevelt Road, approximately ~~0.75~~ 1 mile southeast.

~~TABLE E3.19-6, TABLE E3.20-4,~~ TABLE E3.3-3. CROSSINGS WITHIN TWO MILES OF WEST CHICAGO FIRE PROTECTION DISTRICT - STATION NO. 3

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D_A	T	N	ADT	D_A	T
260538K	Hawthorne Lane	30.24	At-Grade	4.4	20024	0.90	6.10	23.4	20024	1.86	66.84
260541T	Washington Street	28.90	At-Grade	10.7	12095	1.65	27.17	31.6	12095	2.41	117.19

260542A	Aurora Street	28.87	At-Grade	10.7	364	1.59	26.18	31.6	364	2.17	105.49
260543G	Church Street	28.77	At-Grade	10.7	~~375~~ 364	1.59	26.18	31.6	~~375~~ 364	2.24	109.08
260545V	Ann Street	28.50	At-Grade	10.7	~~1160~~ 1127	1.59	26.18	31.6	~~1160~~ 1127	2.24	109.08
260549X	Roosevelt Road	27.76	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Table E3.3-4 below identifies the eight public crossings within five miles of Edward Hospital that can be utilized in order to serve the community west of the EJ&E rail line. Four of these eight crossings are at-grade crossings. The nearest EJ&E grade separated crossing to Edward Hospital is New York Street/Naperville Road, approximately 4.5 miles west.

TABLE E3.3-4. CROSSINGS WITHIN FIVE MILES OF EDWARD HOSPITAL

US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D_A	T	N	ADT	D_A	T
260554U	East -West Tollway (I-88)	22.97	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260556H	Diehl Road	22.80	At-Grade	10.7	17341	1.17	19.24	31.6	17341	1.59	77.17
260557P	North Aurora Road	21.50	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260558W	Liberty Street	20.63	At-Grade	15.7	16111	1.47	35.55	39.5	16111	1.85	112.56
260559D	New York Street / Naperville Road	20.12	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260902V	McCoy Drive	19.37	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260560X	Ogden Avenue (US 34)	19.05	At-Grade	15.7	46110	1.22	29.49	39.5	46110	1.50	91.14
260562L	Montgomery Road / 83rd Street	18.18	At-Grade	15.7	27131	1.22	29.49	39.5	27131	1.53	93.02

Table E3.3-5 on the next page corrects Tables E3.22-4 and E3.24-5, and identifies the three public crossings within two miles of the Rush-Copley Medical Center that can be utilized in order to serve the community east of the EJ&E rail line. All three of these crossings are at-grade crossings. The nearest EJ&E grade separated crossing to the Rush-Copley Medical Center is McCoy ~~Road~~ Drive, approximately 2.5 miles northeast.

~~TABLE E3.22-4, TABLE E3.24-5,~~ TABLE E3.3-5. CROSSINGS WITHIN TWO MILES OF RUSH-COPLEY MEDICAL CENTER											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D_A	T	N	ADT	D_A	T
260562L	Montgomery Road / 83rd Street	18.18	At-Grade	15.7	27131	1.22	29.49	39.5	27131	1.53	93.02
260563T	Keating Drive / 87th Street	17.17	At-Grade	15.7	~~2007~~ 4182	1.22	29.49	39.5	~~2007~~ 4182	1.53	93.02
260564A	Hafenrichter Road	17.08	At-Grade	15.7	~~6506~~ 5657	1.22	29.49	39.5	~~6506~~ 5657	1.53	93.02

Table E3.3-6 below identifies the five public crossings within two miles of the Edward Plainfield Outpatient Center & Immediate Care that can be utilized in order to serve the community west of the EJ&E rail line. All five of these crossings are at-grade crossings. The nearest EJ&E grade separated crossing to the Edward Plainfield Outpatient Center & Immediate Care is State Route 59, approximately 2.5 miles southeast.

TABLE E3.3-6. CROSSINGS WITHIN TWO MILES OF EDWARD PLAINFIELD OUTPATIENT CENTER & IMMEDIATE CARE											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D_A	T	N	ADT	D_A	T
260569J	Ferguson Road / 119th Street	13.59	At-Grade	15.7	3690	1.28	30.93	39.5	3690	1.60	97.09
260571K	Normantown[a] / 252nd	12.92	At-Grade	15.7	2492	1.28	30.93	39.5	2492	1.67	101.64
260573Y	127th Street	12.56	At-Grade	15.7	13160	1.31	31.73	39.5	13160	1.71	104.12
260575M	135th Street	11.43	At-Grade	15.7	13898	1.19	28.75	39.5	13898	1.59	96.88
260576U	Van Dyke Road	10.68	At-Grade	15.7	6921	1.11	26.79	39.5	6921	1.46	88.76

Note:

[a] This crossing is blocked with temporary concrete barrier and road closed signs; therefore it is not presently active.

Table E3.3-7 on the next page corrects Tables E3.28-11, E3.30-4 and E3.74-4, and identifies the 17 public crossings within two miles of Silver Cross Hospital that can be utilized in order to serve the community west of the EJ&E rail line and CN rail line Joliet Subdivision. Five of these 17 crossings are at-grade crossings. The nearest EJ&E grade separated crossing to Silver Cross Hospital is Jackson Street ~~(US 6)~~ (US 6), approximately 0.5 mile southwest, while the nearest CN grade separated crossing is Cass Street (US 30 / US 6), approximately 1.5 miles southwest.

~~TABLE E3.28-11, TABLE E3.30-4, TABLE E3.74-4,~~ TABLE E3.3-7. CROSSINGS WITHIN TWO MILES OF SILVER CROSS HOSPITAL											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D_A	T	N	ADT	D_A	T
260596F	Collins Street	1.30	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260597M	Woodruff Road	0.82	At-Grade	18.5	10659	2.58	73.32	42.3	10659	4.43	288.02
260598U	Charlesworth Avenue	0.57	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260599B	Jackson Street (US 6)	0.31	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260600T	Cass Street (US 30)	0.55	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260601A	Washington Street	0.95	At-Grade	6.4	11714	3.44	33.87	28.3	11714	5.26	229.10
260602G	Interstate 80	1.71	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
260603N	South Rowell Avenue	1.80	At-Grade	6.4	3184	1.80	17.73	28.3	3184	3.23	140.59
289759X	Ohio Street	36.64	At-Grade	~~2.9~~ 1.8	7198	~~5.86~~ 3.77	~~26.17~~ 10.43	~~2.9~~ 2.0	7198	~~5.86~~ 4.84	~~26.17~~ 14.88
289760S	Jackson Street	36.77	At-Grade	~~2.9~~ 1.8	20380	~~5.86~~ 3.77	~~26.17~~ 10.43	~~2.9~~ 2.0	20380	~~5.86~~ 4.84	~~26.17~~ 14.88
004372F	Cass Street (US 30 / US 6)	37.00	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
004373M	Clinton Street	37.10	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
004374U	Van Buren Street	37.15	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
004375B	Jefferson Street (US 30 / US 6)	37.20	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289761Y	Washington Street	37.30	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289762F	Osgood Street	37.60	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
289764U	4th Avenue	37.80	Grade Separated	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Table E3.3-8 on the next page corrects Table E3.30-2, and identifies the three public crossings within two miles of the New Lenox Fire District Headquarters/Station No. 1 that can be utilized in order to serve the community south of the EJ&E rail line. All three of these crossings are at-grade crossings. The nearest EJ&E grade separated ~~crossing~~ crossings to the New Lenox Fire District Headquarters/Station No. 1 ~~is US Route 45, approximately 5 miles southeast~~ are Interstate 80, approximately 5 miles west, and South LaGrange Road (US 45), approximately 5 miles southeast.

~~TABLE E3.30-2,~~ TABLE E3.3-8. CROSSINGS WITHIN TWO MILES OF NEW LENOX FIRE DISTRICT HEADQUARTERS/STATION NO. 1											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D_A	T	N	ADT	D_A	T
260612M	Nelson Road	7.00	At-Grade	6.4	7336	1.23	12.10	28.3	7336	1.70	73.86
260614B	Cedar Road	8.00	At-Grade	6.4	10299	1.26	12.40	28.3	10299	1.70	73.86
260616P	Spencer Road	9.24	At-Grade	6.4	~~3391~~ 3104	1.23	12.10	28.3	~~3391~~ 3104	1.70	73.86

Table E3.3-9 below corrects Table E3.30-3, and identifies the three public crossings within two miles of the New Lenox Fire District – Station No. 3 that can be utilized in order to serve the community north of the EJ&E rail line. All three of these crossings are at-grade crossings. The nearest EJ&E grade separated ~~crossing~~ crossings to the New Lenox Fire District – Station No. 3 ~~is~~ are Interstate 80, approximately 4.5 miles northwest, and South LaGrange Road (US 45), approximately 6 miles east.

~~TABLE E3.30-3,~~ TABLE E3.3-9. CROSSINGS WITHIN TWO MILES OF NEW LENOX FIRE DISTRICT - STATION NO. 3											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D_A	T	N	ADT	D_A	T
260611F	South Gougar Road	6.00	At-Grade	6.4	~~8555~~ 8063	1.33	13.06	28.3	~~8555~~ 8063	1.78	77.37
260612M	Nelson Road	7.00	At-Grade	6.4	7336	1.23	12.10	28.3	7336	1.70	73.86
260614B	Cedar Road	8.00	At-Grade	6.4	10299	1.26	12.40	28.3	10299	1.70	73.86

Table E3.3-10 below identifies the six public crossings within five miles of the Silver Cross Replacement Hospital that can be utilized in order to serve the community south of the EJ&E rail line. All six of these crossings are at-grade crossings. The nearest EJ&E grade separated crossings to the Silver Cross Replacement Hospital are Jackson Street (US 6), approximately 5 miles west, and South LaGrange Road (US 45), approximately 6.5 miles southeast.

TABLE E3.3-10. CROSSINGS WITHIN FIVE MILES OF SILVER CROSS REPLACEMENT HOSPITAL											
US DOT	Location	MP	Crossing Type	NO ACTION (2015)				ACTION (2015)			
				N	ADT	D_A	T	N	ADT	D_A	T
260609E	Cherry Hill Road	5.00	At-Grade	6.4	1107	1.23	12.10	28.3	1107	1.74	75.56
260611F	South Gougar Road	6.00	At-Grade	6.4	8063	1.33	13.06	28.3	8063	1.78	77.37

260612M	Nelson Road	7.00	At-Grade	6.4	7336	1.23	12.10	28.3	7336	1.70	73.86
260614B	Cedar Road	8.00	At-Grade	6.4	10299	1.26	12.40	28.3	10299	1.70	73.86
260616P	Spencer Road	9.24	At-Grade	6.4	3104	1.23	12.10	28.3	3104	1.70	73.86
260617W	School House Road	10.00	At-Grade	6.4	8721	1.23	12.10	28.3	8721	1.70	73.86

Page 4.3-75, Table 4.3-13:

Table 4.3-13. Emergency Service Providers Potentially Substantially Affected by the Proposed Action

Community	Facility	USDOT	Closest Grade-Separated Crossing and Direct Line Distance (miles)		Increase in Average Delay per Delayed Vehicle >30 seconds	Increase in Total Time Crossing is Blocked in a Day >30 minutes	Figure No.
					Y/N (greatest increase in seconds. See Note [a])		
Mundelein, IL	Countryside Fire Protection District - Station No. 1	260494M	Lake Street (US 45)	1.62	Y ~~(69)~~ (51)	Y ~~(62)~~ (52)	4.3-13
Lake Zurich, IL	Lake Zurich Rural Fire Protection District - Station No. 3	260831B	IL 22	2.31	Y (56)	Y (54)	4.3-14
Barrington, IL	Barrington Fire Department - Station No. 1	260509A	Rand Road (US 12)	2.55	Y (46)	Y (45)	4.3-15
Bartlett, IL	Bartlett Fire Protection District - Future Station No. 3	260529L	Lake Street (US 20)	1.62	Y ~~(40)~~ (122)	Y (45)	4.3-16
Plainfield, IL	Plainfield Fire Protection District - Station No. 3	260590P	State Route 59	3.70	N	Y (72)	4.3-17
Joliet, IL	Joliet Fire Department - Station No. 8	260591W	Caton Farm Road	1.81	N	Y (72)	4.3-18
Olympia Fields, IL	Saint James Hospital and Health Centers - Olympia Fields	260634M	Governors Highway	1.92	Y ~~(101)~~ (51)	Y ~~(111)~~ (108)	4.3-19
Chicago Heights, IL	Saint James Hospital and Health Centers - Chicago Heights[b]	260637H	Orchard Drive	2.30	Y (60)	Y ~~(114)~~ (119)	4.3-20
Schererville, IN	Schererville Fire Department Headquarters	260656M	Indianapolis Boulevard (US 41)	2.28	Y ~~(57)~~ (45)	Y ~~(80)~~ (63)	4.3-21
Griffith, IN	Griffith Volunteer Fire Dept. Headquarters/Station No. 1	260667A	Ridge Road (US 6)	1.89	Y (57)	Y (80)	4.3-22
Griffith, IN	Griffith Volunteer Fire Dept. - Station No. 2	260656M	Indianapolis Boulevard (US 41)	2.29	Y (57)	Y (80)	4.3-22

Notes:

[a] The delay time shown in the table reflects the greatest increase in delay calculated for all available routes from the facility.

[b] This facility is closer to Butler Street; however, there are clearance restrictions at this crossing and it may not accommodate all emergency service apparatus; essentially assuming that this crossing cannot be used by any emergency service responder.

Corrections to APPENDIX H of the Draft EIS
SOCIOECONOMIC ANALYSIS

Revisions to Attachment H1 - IMPLAN Estimate for Employment and Income:

IMPLAN
CNR Project.iap
Study area: Indiana and Illinois
IMPACT NAME: G3 Additional revenue to rail MULTIPLIER: Type SAM
Output Impact (Gain)
Aggregated Report

	Industry	Direct*	Indirect*	Induced*	Total*	Multiplier
1	11 Ag, Forestry, Fish & Hunting (AGG)	$0	$7,395	$27,307	$34,702	0.00
19	21 Mining (AGG)	$0	$228,543	$57,072	$285,615	0.02
30	22 Utilities (AGG)	$0	$32,469	$141,098	$173,567	0.01
33	23 Construction (AGG)	$0	$22,669	$35,015	$57,684	0.00
46	31-33 Manufacturing (AGG)	$0	$1,267,503	$758,965	$2,026,468	0.14
390	42 Wholesale Trade (AGG)	$0	$303,573	$364,839	$668,413	0.04
391	48-49 Transportation & Warehousing (AGG)	$14,859,995	$974,425	$182,357	$16,016,776	1.08
401	44-45 Retail trade (AGG)	$0	$22,669	$695,353	$718,022	0.05
413	51 Information (AGG)	$0	$88,654	$184,769	$273,423	0.02
425	52 Finance & insurance (AGG)	$0	$228,329	$577,827	$806,156	0.05
431	53 Real estate & rental (AGG)	$0	$714,240	$349,017	$1,063,257	0.07
437	54 Professional- scientific & tech svcs (AGG)	$0	$788,147	$299,859	$1,088,007	0.07
451	55 Management of companies (AGG)	$0	$40,432	$81,102	$121,534	0.01
452	56 Administrative & waste services (AGG)	$0	$195,251	$138,342	$333,593	0.02
461	61 Educational svcs (AGG)	$0	$16,119	$111,928	$128,047	0.01
464	62 Health & social services (AGG)	$0	$79	$920,175	$920,254	0.06
475	71 Arts- entertainment & recreation (AGG)	$0	$12,471	$86,691	$99,162	0.01
479	72 Accommodation & food services (AGG)	$0	$62,055	$319,726	$381,781	0.03
482	81 Other services (AGG)	$0	$36,526	$252,361	$288,887	0.02
495	92 Government & non NAICs (AGG)	$0	$132,072	$746,818	$878,890	0.06
30001	Institutions (AGG)	$0	$0	$0	$0	0.00
	TOTAL	$14,859,995	$5,173,623	$6,330,619	$26,364,236	1.77

*2008 dollars

Assumption: $14.86M increase in revenue to Rail Transportation sector annually

~~IMPLAN~~
~~CNR Project.iap~~
~~Study area: Indiana and Illinois~~
~~IMPACT NAME: G4 Revenue loss to trucking MULTIPLIER: Type SAM~~
~~**Output Impact (Loss)**~~
~~Aggregated Report~~

	~~Industry~~	~~Direct*~~	~~Indirect*~~	~~Induced*~~	~~Total*~~	~~Multiplier~~
~~1~~	~~11 Ag, Forestry, Fish & Hunting (AGG)~~	~~$0~~	~~$1,192~~	~~$33,056~~	~~$34,248~~	~~0.00~~
~~19~~	~~21 Mining (AGG)~~	~~$0~~	~~$571,414~~	~~$69,088~~	~~$640,503~~	~~0.04~~
~~30~~	~~22 Utilities (AGG)~~	~~$0~~	~~$60,212~~	~~$170,799~~	~~$231,011~~	~~0.02~~
~~33~~	~~23 Construction (AGG)~~	~~$0~~	~~$46,895~~	~~$42,389~~	~~$89,284~~	~~0.01~~
~~46~~	~~31-33 Manufacturing (AGG)~~	~~$0~~	~~$2,264,568~~	~~$918,753~~	~~$3,183,321~~	~~0.21~~
~~390~~	~~42 Wholesale Trade (AGG)~~	~~$0~~	~~$655,792~~	~~$441,658~~	~~$1,097,450~~	~~0.07~~
~~391~~	~~48-49 Transportation & Warehousing (AGG)~~	~~$14,860,003~~	~~$2,606,087~~	~~$220,754~~	~~$17,686,844~~	~~1.19~~
~~401~~	~~44-45 Retail trade (AGG)~~	~~$0~~	~~$193,072~~	~~$841,778~~	~~$1,034,849~~	~~0.07~~
~~413~~	~~51 Information (AGG)~~	~~$0~~	~~$208,386~~	~~$223,677~~	~~$432,063~~	~~0.03~~
~~425~~	~~52 Finance & insurance (AGG)~~	~~$0~~	~~$773,653~~	~~$699,521~~	~~$1,473,174~~	~~0.10~~
~~431~~	~~53 Real estate & rental (AGG)~~	~~$0~~	~~$408,471~~	~~$422,479~~	~~$830,950~~	~~0.06~~
~~437~~	~~54 Professional- scientific & tech svcs (AGG)~~	~~$0~~	~~$579,791~~	~~$363,000~~	~~$942,791~~	~~0.06~~
~~451~~	~~55 Management of companies (AGG)~~	~~$0~~	~~$233,722~~	~~$98,179~~	~~$331,901~~	~~0.02~~
~~452~~	~~56 Administrative & waste services (AGG)~~	~~$0~~	~~$188,190~~	~~$167,474~~	~~$355,671~~	~~0.02~~
~~461~~	~~61 Educational svcs (AGG)~~	~~$0~~	~~$5,008~~	~~$135,511~~	~~$140,518~~	~~0.01~~
~~464~~	~~62 Health & social services (AGG)~~	~~$0~~	~~$7,258~~	~~$1,113,932~~	~~$1,121,189~~	~~0.08~~
~~475~~	~~71 Arts- entertainment & recreation (AGG)~~	~~$0~~	~~$12,513~~	~~$104,950~~	~~$117,463~~	~~0.01~~
~~479~~	~~72 Accommodation & food services (AGG)~~	~~$0~~	~~$51,043~~	~~$387,064~~	~~$438,107~~	~~0.03~~
~~482~~	~~81 Other services (AGG)~~	~~$0~~	~~$188,006~~	~~$305,512~~	~~$493,518~~	~~0.03~~
~~495~~	~~92 Government & non NAICs (AGG)~~	~~$0~~	~~$88,615~~	~~$904,143~~	~~$992,758~~	~~0.07~~
~~30001~~	~~Institutions (AGG)~~	~~$0~~	~~$0~~	~~$0~~	~~$0~~	~~0.00~~
	~~TOTAL~~	~~$14,860,003~~	~~$9,143,894~~	~~$7,663,717~~	~~$31,667,614~~	~~2.13~~

~~*2008 dollars~~

~~**Assumption: $14.86M decline in revenue to Truck Transportation sector annually**~~

~~IMPLAN~~
~~CNR Project.iap~~
~~Study area: Indiana and Illinois~~
~~NET IMPACT (DIFFERENCE BETWEEN RAIL AND TRUCKING)~~
~~**Output Impact (Difference)**~~
~~Aggregated Report~~

	~~Industry~~	~~Direct*~~	~~Indirect*~~	~~Induced*~~	~~Total*~~	~~Multiplier~~
~~1~~	~~11 Ag, Forestry, Fish & Hunting (AGG)~~	~~$0~~	~~$6,203~~	~~-$5,749~~	~~$453~~	~~0.00~~
~~19~~	~~21 Mining (AGG)~~	~~$0~~	~~-$342,871~~	~~-$12,016~~	~~-$354,887~~	~~-0.02~~
~~30~~	~~22 Utilities (AGG)~~	~~$0~~	~~-$27,743~~	~~-$29,701~~	~~-$57,444~~	~~0.00~~
~~33~~	~~23 Construction (AGG)~~	~~$0~~	~~-$24,226~~	~~-$7,374~~	~~-$31,600~~	~~0.00~~
~~46~~	~~31-33 Manufacturing (AGG)~~	~~$0~~	~~-$997,065~~	~~-$159,788~~	~~-$1,156,852~~	~~-0.08~~
~~390~~	~~42 Wholesale Trade (AGG)~~	~~$0~~	~~-$352,219~~	~~-$76,819~~	~~-$429,038~~	~~-0.03~~
~~391~~	~~48-49 Transportation & Warehousing (AGG)~~	~~-$0~~	~~-$1,631,662~~	~~-$38,398~~	~~-$1,670,060~~	~~-0.11~~
~~401~~	~~44-45 Retail trade (AGG)~~	~~$0~~	~~-$170,403~~	~~-$146,425~~	~~-$316,828~~	~~-0.02~~
~~413~~	~~51 Information (AGG)~~	~~$0~~	~~-$119,732~~	~~-$38,908~~	~~-$158,640~~	~~-0.01~~
~~425~~	~~52 Finance & insurance (AGG)~~	~~$0~~	~~-$545,324~~	~~-$121,694~~	~~-$667,018~~	~~-0.04~~
~~431~~	~~53 Real estate & rental (AGG)~~	~~$0~~	~~$305,769~~	~~-$73,462~~	~~$232,307~~	~~0.02~~
~~437~~	~~54 Professional- scientific & tech svcs (AGG)~~	~~$0~~	~~$208,357~~	~~-$63,141~~	~~$145,215~~	~~0.01~~
~~451~~	~~55 Management of companies (AGG)~~	~~$0~~	~~-$193,289~~	~~-$17,077~~	~~-$210,366~~	~~-0.01~~
~~452~~	~~56 Administrative & waste services (AGG)~~	~~$0~~	~~$7,053~~	~~-$29,132~~	~~-$22,079~~	~~0.00~~
~~461~~	~~61 Educational svcs (AGG)~~	~~$0~~	~~$11,111~~	~~-$23,582~~	~~-$12,472~~	~~0.00~~
~~464~~	~~62 Health & social services (AGG)~~	~~$0~~	~~-$7,178~~	~~-$193,757~~	~~-$200,936~~	~~-0.01~~
~~475~~	~~71 Arts- entertainment & recreation (AGG)~~	~~$0~~	~~-$42~~	~~-$18,259~~	~~-$18,301~~	~~0.00~~
~~479~~	~~72 Accommodation & food services (AGG)~~	~~$0~~	~~$11,012~~	~~-$67,338~~	~~-$56,326~~	~~0.00~~
~~482~~	~~81 Other services (AGG)~~	~~$0~~	~~-$151,479~~	~~-$53,151~~	~~-$204,630~~	~~-0.01~~
~~495~~	~~92 Government & non NAICs (AGG)~~	~~$0~~	~~$43,457~~	~~-$157,326~~	~~-$113,868~~	~~-0.01~~
~~30001~~	~~Institutions (AGG)~~	~~$0~~	~~$0~~	~~$0~~	~~$0~~	~~0.00~~
	~~TOTAL~~	~~-$8~~	~~-$3,970,271~~	~~-$1,333,097~~	~~-$5,303,377~~	~~-0.36~~

~~*2008 dollars~~

IMPLAN
CNR Project.iap
Study area: Indiana and Illinois
IMPACT NAME: G3 Additional revenue to rail MULTIPLIER: Type SAM
Value Added Impact (Gain)
Aggregated Report

	Industry	Direct*	Indirect*	Induced*	Total*	Multiplier
1	11 Ag, Forestry, Fish & Hunting (AGG)	$0	$1,682	$5,870	$7,552	0.00
19	21 Mining (AGG)	$0	$141,710	$35,210	$176,920	0.02
30	22 Utilities (AGG)	$0	$23,176	$100,008	$123,184	0.01
33	23 Construction (AGG)	$0	$11,740	$16,254	$27,993	0.00
46	31-33 Manufacturing (AGG)	$0	$207,097	$182,893	$389,990	0.04
390	42 Wholesale Trade (AGG)	$0	$204,697	$246,008	$450,705	0.05
391	48-49 Transportation & Warehousing (AGG)	$8,852,231	$730,897	$99,609	$9,682,737	1.09
401	44-45 Retail trade (AGG)	$0	$14,826	$453,332	$468,159	0.05
413	51 Information (AGG)	$0	$42,316	$85,917	$128,233	0.01
425	52 Finance & insurance (AGG)	$0	$141,035	$322,042	$463,077	0.05
431	53 Real estate & rental (AGG)	$0	$359,564	$232,099	$591,663	0.07
437	54 Professional- scientific & tech svcs (AGG)	$0	$507,023	$173,353	$680,376	0.08
451	55 Management of companies (AGG)	$0	$25,237	$50,621	$75,858	0.01
452	56 Administrative & waste services (AGG)	$0	$114,517	$86,700	$201,217	0.02
461	61 Educational svcs (AGG)	$0	$9,626	$67,959	$77,585	0.01
464	62 Health & social services (AGG)	$0	$39	$556,398	$556,437	0.06
475	71 Arts- entertainment & recreation (AGG)	$0	$7,548	$51,879	$59,427	0.01
479	72 Accommodation & food services (AGG)	$0	$35,044	$158,390	$193,434	0.02
482	81 Other services (AGG)	$0	$19,572	$133,754	$153,326	0.02
495	92 Government & non NAICs (AGG)	$0	$54,596	$630,916	$685,511	0.08
30001	Institutions (AGG)	$0	$0	$0	$0	0.00
	TOTAL	$8,852,231	$2,651,943	$3,689,212	$15,193,386	1.72

*2008 dollars

~~IMPLAN~~
~~CNR Project.iap~~
~~Study area: Indiana and Illinois~~
~~IMPACT NAME: G4 Revenue loss to trucking MULTIPLIER: Type SAM~~
~~**Value Added Impact (Loss)**~~
~~Aggregated Report~~

	~~Industry~~	~~Direct*~~	~~Indirect*~~	~~Induced*~~	~~Total*~~	~~Multiplier~~
~~1~~	~~11 Ag, Forestry, Fish & Hunting (AGG)~~	~~$0~~	~~$360~~	~~$7,106~~	~~$7,466~~	~~0.00~~
~~19~~	~~21 Mining (AGG)~~	~~$0~~	~~$354,701~~	~~$42,623~~	~~$397,324~~	~~0.04~~
~~30~~	~~22 Utilities (AGG)~~	~~$0~~	~~$40,578~~	~~$121,059~~	~~$161,637~~	~~0.02~~
~~33~~	~~23 Construction (AGG)~~	~~$0~~	~~$21,899~~	~~$19,677~~	~~$41,576~~	~~0.00~~
~~46~~	~~31-33 Manufacturing (AGG)~~	~~$0~~	~~$268,319~~	~~$221,397~~	~~$489,717~~	~~0.06~~
~~390~~	~~42 Wholesale Trade (AGG)~~	~~$0~~	~~$442,195~~	~~$297,807~~	~~$740,002~~	~~0.08~~
~~391~~	~~48-49 Transportation & Warehousing (AGG)~~	~~$7,025,478~~	~~$1,463,110~~	~~$120,583~~	~~$8,609,171~~	~~0.97~~
~~401~~	~~44-45 Retail trade (AGG)~~	~~$0~~	~~$126,276~~	~~$548,793~~	~~$675,069~~	~~0.08~~
~~413~~	~~51 Information (AGG)~~	~~$0~~	~~$100,311~~	~~$104,009~~	~~$204,319~~	~~0.02~~
~~425~~	~~52 Finance & insurance (AGG)~~	~~$0~~	~~$435,160~~	~~$389,862~~	~~$825,022~~	~~0.09~~
~~431~~	~~53 Real estate & rental (AGG)~~	~~$0~~	~~$244,519~~	~~$280,951~~	~~$525,470~~	~~0.06~~
~~437~~	~~54 Professional- scientific & tech svcs (AGG)~~	~~$0~~	~~$346,815~~	~~$209,855~~	~~$556,670~~	~~0.06~~
~~451~~	~~55 Management of companies (AGG)~~	~~$0~~	~~$145,082~~	~~$61,280~~	~~$207,162~~	~~0.02~~
~~452~~	~~56 Administrative & waste services (AGG)~~	~~$0~~	~~$115,510~~	~~$104,957~~	~~$220,467~~	~~0.02~~
~~461~~	~~61 Educational svcs (AGG)~~	~~$0~~	~~$3,010~~	~~$82,278~~	~~$85,287~~	~~0.01~~
~~464~~	~~62 Health & social services (AGG)~~	~~$0~~	~~$3,544~~	~~$673,556~~	~~$677,100~~	~~0.08~~
~~475~~	~~71 Arts- entertainment & recreation (AGG)~~	~~$0~~	~~$7,647~~	~~$62,805~~	~~$70,452~~	~~0.01~~
~~479~~	~~72 Accommodation & food services (AGG)~~	~~$0~~	~~$28,222~~	~~$191,749~~	~~$219,971~~	~~0.02~~
~~482~~	~~81 Other services (AGG)~~	~~$0~~	~~$92,866~~	~~$161,925~~	~~$254,791~~	~~0.03~~
~~495~~	~~92 Government & non NAICs (AGG)~~	~~$0~~	~~$37,230~~	~~$763,829~~	~~$801,060~~	~~0.09~~
~~30001~~	~~Institutions (AGG)~~	~~$0~~	~~$0~~	~~$0~~	~~$0~~	~~0.00~~
	~~TOTAL~~	~~$7,025,478~~	~~$4,278,150~~	~~$4,466,103~~	~~$15,769,732~~	~~1.78~~

~~*2008 dollars~~

~~IMPLAN~~
~~CNR Project.iap~~
~~Study area: Indiana and Illinois~~
~~NET IMPACT (DIFFERENCE BETWEEN RAIL AND TRUCKING)~~
~~**Value Added Impact (Difference)**~~
~~Aggregated Report~~

	~~Industry~~	~~Direct*~~	~~Indirect*~~	~~Induced*~~	~~Total*~~	~~Multiplier~~
~~1~~	~~11 Ag, Forestry, Fish & Hunting (AGG)~~	~~$0~~	~~$1,322~~	~~-$1,236~~	~~$86~~	~~0.00~~
~~19~~	~~21 Mining (AGG)~~	~~$0~~	~~-$212,991~~	~~-$7,413~~	~~-$220,404~~	~~-0.02~~
~~30~~	~~22 Utilities (AGG)~~	~~$0~~	~~-$17,401~~	~~-$21,052~~	~~-$38,453~~	~~0.00~~
~~33~~	~~23 Construction (AGG)~~	~~$0~~	~~-$10,159~~	~~-$3,423~~	~~-$13,582~~	~~0.00~~
~~46~~	~~31-33 Manufacturing (AGG)~~	~~$0~~	~~-$61,222~~	~~-$38,505~~	~~-$99,727~~	~~-0.01~~
~~390~~	~~42 Wholesale Trade (AGG)~~	~~$0~~	~~-$237,498~~	~~-$51,799~~	~~-$289,297~~	~~-0.03~~
~~391~~	~~48-49 Transportation & Warehousing (AGG)~~	~~$1,826,754~~	~~-$732,212~~	~~-$20,974~~	~~$1,073,566~~	~~0.12~~
~~401~~	~~44-45 Retail trade (AGG)~~	~~$0~~	~~-$111,449~~	~~-$95,461~~	~~-$206,910~~	~~-0.02~~
~~413~~	~~51 Information (AGG)~~	~~$0~~	~~-$57,995~~	~~-$18,092~~	~~-$76,086~~	~~-0.01~~
~~425~~	~~52 Finance & insurance (AGG)~~	~~$0~~	~~-$294,125~~	~~-$67,820~~	~~-$361,945~~	~~-0.04~~
~~431~~	~~53 Real estate & rental (AGG)~~	~~$0~~	~~$115,045~~	~~-$48,851~~	~~$66,194~~	~~0.01~~
~~437~~	~~54 Professional- scientific & tech svcs (AGG)~~	~~$0~~	~~$160,209~~	~~-$36,502~~	~~$123,706~~	~~0.01~~
~~451~~	~~55 Management of companies (AGG)~~	~~$0~~	~~-$120,645~~	~~-$10,659~~	~~-$131,304~~	~~-0.01~~
~~452~~	~~56 Administrative & waste services (AGG)~~	~~$0~~	~~-$993~~	~~-$18,257~~	~~-$19,250~~	~~0.00~~
~~461~~	~~61 Educational svcs (AGG)~~	~~$0~~	~~$6,616~~	~~-$14,318~~	~~-$7,702~~	~~0.00~~
~~464~~	~~62 Health & social services (AGG)~~	~~$0~~	~~-$3,505~~	~~-$117,159~~	~~-$120,663~~	~~-0.01~~
~~475~~	~~71 Arts- entertainment & recreation (AGG)~~	~~$0~~	~~-$98~~	~~-$10,927~~	~~-$11,025~~	~~0.00~~
~~479~~	~~72 Accommodation & food services (AGG)~~	~~$0~~	~~$6,822~~	~~-$33,359~~	~~-$26,537~~	~~0.00~~
~~482~~	~~81 Other services (AGG)~~	~~$0~~	~~-$73,293~~	~~-$28,171~~	~~-$101,464~~	~~-0.01~~
~~495~~	~~92 Government & non NAICs (AGG)~~	~~$0~~	~~$17,366~~	~~-$132,914~~	~~-$115,548~~	~~-0.01~~
~~30001~~	~~Institutions (AGG)~~	~~$0~~	~~$0~~	~~$0~~	~~$0~~	~~0.00~~
	~~TOTAL~~	~~$1,826,754~~	~~-$1,626,207~~	~~-$776,891~~	~~-$576,346~~	~~-0.07~~

~~*2008 dollars~~

IMPLAN
CNR Project.iap
Study area: Indiana and Illinois
IMPACT NAME: G3 Additional revenue to rail MULTIPLIER: Type SAM
Labor Income (Gain)
Aggregated Report

	Industry	Direct*	Indirect*	Induced*	Total*	Multiplier
1	11 Ag, Forestry, Fish & Hunting (AGG)	$0	$1,091	$3,868	$4,960	0.00
19	21 Mining (AGG)	$0	$56,763	$14,119	$70,881	0.01
30	22 Utilities (AGG)	$0	$6,793	$29,208	$36,002	0.01
33	23 Construction (AGG)	$0	$11,698	$15,587	$27,285	0.01
46	31-33 Manufacturing (AGG)	$0	$132,731	$106,731	$239,463	0.05
390	42 Wholesale Trade (AGG)	$0	$114,977	$138,181	$253,158	0.05
391	48-49 Transportation & Warehousing (AGG)	$5,065,701	$631,779	$77,975	$5,775,455	1.14
401	44-45 Retail trade (AGG)	$0	$9,143	$280,934	$290,078	0.06
413	51 Information (AGG)	$0	$24,106	$41,155	$65,261	0.01
425	52 Finance & insurance (AGG)	$0	$84,575	$196,873	$281,448	0.06
431	53 Real estate & rental (AGG)	$0	$134,798	$59,630	$194,428	0.04
437	54 Professional- scientific & tech svcs (AGG)	$0	$427,187	$149,168	$576,354	0.11
451	55 Management of companies (AGG)	$0	$19,585	$39,285	$58,869	0.01
452	56 Administrative & waste services (AGG)	$0	$88,224	$69,778	$158,002	0.03
461	61 Educational svcs (AGG)	$0	$9,263	$62,692	$71,955	0.01
464	62 Health & social services (AGG)	$0	$29	$484,754	$484,783	0.10
475	71 Arts- entertainment & recreation (AGG)	$0	$5,867	$36,285	$42,152	0.01
479	72 Accommodation & food services (AGG)	$0	$21,742	$107,809	$129,551	0.03
482	81 Other services (AGG)	$0	$17,714	$108,301	$126,015	0.02
495	92 Government & non NAICs (AGG)	$0	$32,357	$23,271	$55,628	0.01
30001	Institutions (AGG)	$0	$0	$0	$0	0.00
	TOTAL	$5,065,701	$1,830,424	$2,045,603	$8,941,728	1.77

*2008 dollars

~~IMPLAN~~
~~CNR Project.iap~~
~~Study area: Indiana and Illinois~~
~~IMPACT NAME: G4 Revenue loss to trucking MULTIPLIER: Type SAM~~
~~**Labor Income (Loss)**~~
~~Aggregated Report~~

	~~Industry~~	~~Direct*~~	~~Indirect*~~	~~Induced*~~	~~Total*~~	~~Multiplier~~
~~1~~	~~11 Ag, Forestry, Fish & Hunting (AGG)~~	~~$0~~	~~$240~~	~~$4,683~~	~~$4,923~~	~~0.00~~
~~19~~	~~21 Mining (AGG)~~	~~$0~~	~~$140,997~~	~~$17,091~~	~~$158,088~~	~~0.03~~
~~30~~	~~22 Utilities (AGG)~~	~~$0~~	~~$11,976~~	~~$35,357~~	~~$47,333~~	~~0.01~~
~~33~~	~~23 Construction (AGG)~~	~~$0~~	~~$20,796~~	~~$18,860~~	~~$39,665~~	~~0.01~~
~~46~~	~~31-33 Manufacturing (AGG)~~	~~$0~~	~~$139,091~~	~~$129,203~~	~~$268,293~~	~~0.05~~
~~390~~	~~42 Wholesale Trade (AGG)~~	~~$0~~	~~$248,378~~	~~$167,276~~	~~$415,655~~	~~0.08~~
~~391~~	~~48-49 Transportation & Warehousing (AGG)~~	~~$5,345,852~~	~~$1,152,800~~	~~$94,394~~	~~$6,593,046~~	~~1.30~~
~~401~~	~~44-45 Retail trade (AGG)~~	~~$0~~	~~$77,874~~	~~$340,092~~	~~$417,966~~	~~0.08~~
~~413~~	~~51 Information (AGG)~~	~~$0~~	~~$51,378~~	~~$49,821~~	~~$101,199~~	~~0.02~~
~~425~~	~~52 Finance & insurance (AGG)~~	~~$0~~	~~$266,833~~	~~$238,335~~	~~$505,167~~	~~0.10~~
~~431~~	~~53 Real estate & rental (AGG)~~	~~$0~~	~~$70,674~~	~~$72,181~~	~~$142,855~~	~~0.03~~
~~437~~	~~54 Professional- scientific & tech svcs (AGG)~~	~~$0~~	~~$288,461~~	~~$180,578~~	~~$469,039~~	~~0.09~~
~~451~~	~~55 Management of companies (AGG)~~	~~$0~~	~~$113,211~~	~~$47,556~~	~~$160,768~~	~~0.03~~
~~452~~	~~56 Administrative & waste services (AGG)~~	~~$0~~	~~$87,445~~	~~$84,471~~	~~$171,916~~	~~0.03~~
~~461~~	~~61 Educational svcs (AGG)~~	~~$0~~	~~$2,771~~	~~$75,901~~	~~$78,672~~	~~0.02~~
~~464~~	~~62 Health & social services (AGG)~~	~~$0~~	~~$2,565~~	~~$586,827~~	~~$589,392~~	~~0.12~~
~~475~~	~~71 Arts- entertainment & recreation (AGG)~~	~~$0~~	~~$5,941~~	~~$43,928~~	~~$49,868~~	~~0.01~~
~~479~~	~~72 Accommodation & food services (AGG)~~	~~$0~~	~~$17,777~~	~~$130,514~~	~~$148,291~~	~~0.03~~
~~482~~	~~81 Other services (AGG)~~	~~$0~~	~~$69,895~~	~~$131,111~~	~~$201,006~~	~~0.04~~
~~495~~	~~92 Government & non NAICs (AGG)~~	~~$0~~	~~$22,914~~	~~$28,171~~	~~$51,085~~	~~0.01~~
~~30001~~	~~Institutions (AGG)~~	~~$0~~	~~$0~~	~~$0~~	~~$0~~	~~0.00~~
	~~TOTAL~~	~~$5,345,852~~	~~$2,792,017~~	~~$2,476,358~~	~~$10,614,227~~	~~2.10~~

~~*2008 dollars~~

~~IMPLAN~~
~~CNR Project.iap~~
~~Study area: Indiana and Illinois~~
~~NET IMPACT (DIFFERENCE BETWEEN RAIL AND TRUCKING)~~
~~**Labor Income (Difference)**~~
~~Aggregated Report~~

	~~Industry~~	~~Direct*~~	~~Indirect*~~	~~Induced*~~	~~Total*~~	~~Multiplier~~
~~1~~	~~11 Ag, Forestry, Fish & Hunting (AGG)~~	~~$0~~	~~$851~~	~~-$814~~	~~$37~~	~~0.00~~
~~19~~	~~21 Mining (AGG)~~	~~$0~~	~~-$84,234~~	~~-$2,973~~	~~-$87,207~~	~~-0.02~~
~~30~~	~~22 Utilities (AGG)~~	~~$0~~	~~-$5,183~~	~~-$6,148~~	~~-$11,331~~	~~0.00~~
~~33~~	~~23 Construction (AGG)~~	~~$0~~	~~-$9,098~~	~~-$3,202~~	~~-$12,300~~	~~0.00~~
~~46~~	~~31-33 Manufacturing (AGG)~~	~~$0~~	~~-$6,360~~	~~-$22,471~~	~~-$28,831~~	~~-0.01~~
~~390~~	~~42 Wholesale Trade (AGG)~~	~~$0~~	~~-$133,401~~	~~-$29,095~~	~~-$162,496~~	~~-0.03~~
~~391~~	~~48-49 Transportation & Warehousing (AGG)~~	~~-$280,151~~	~~-$521,021~~	~~-$16,419~~	~~-$817,591~~	~~-0.16~~
~~401~~	~~44-45 Retail trade (AGG)~~	~~$0~~	~~-$68,731~~	~~-$59,158~~	~~-$127,889~~	~~-0.03~~
~~413~~	~~51 Information (AGG)~~	~~$0~~	~~-$27,272~~	~~-$8,666~~	~~-$35,938~~	~~-0.01~~
~~425~~	~~52 Finance & insurance (AGG)~~	~~$0~~	~~-$182,258~~	~~-$41,462~~	~~-$223,719~~	~~-0.04~~
~~431~~	~~53 Real estate & rental (AGG)~~	~~$0~~	~~$64,125~~	~~-$12,551~~	~~$51,573~~	~~0.01~~
~~437~~	~~54 Professional- scientific & tech svcs (AGG)~~	~~$0~~	~~$138,726~~	~~-$31,410~~	~~$107,315~~	~~0.02~~
~~451~~	~~55 Management of companies (AGG)~~	~~$0~~	~~-$93,626~~	~~-$8,272~~	~~-$101,898~~	~~-0.02~~
~~452~~	~~56 Administrative & waste services (AGG)~~	~~$0~~	~~$779~~	~~-$14,693~~	~~-$13,914~~	~~0.00~~
~~461~~	~~61 Educational svcs (AGG)~~	~~$0~~	~~$6,492~~	~~-$13,209~~	~~-$6,717~~	~~0.00~~
~~464~~	~~62 Health & social services (AGG)~~	~~$0~~	~~-$2,536~~	~~-$102,073~~	~~-$104,609~~	~~-0.02~~
~~475~~	~~71 Arts- entertainment & recreation (AGG)~~	~~$0~~	~~-$74~~	~~-$7,642~~	~~-$7,716~~	~~0.00~~
~~479~~	~~72 Accommodation & food services (AGG)~~	~~$0~~	~~$3,965~~	~~-$22,706~~	~~-$18,741~~	~~0.00~~
~~482~~	~~81 Other services (AGG)~~	~~$0~~	~~-$52,180~~	~~-$22,810~~	~~-$74,990~~	~~-0.01~~
~~495~~	~~92 Government & non NAICs (AGG)~~	~~$0~~	~~$9,443~~	~~-$4,900~~	~~$4,543~~	~~0.00~~
~~30001~~	~~Institutions (AGG)~~	~~$0~~	~~$0~~	~~$0~~	~~$0~~	~~0.00~~
	~~TOTAL~~	~~-$280,151~~	~~-$961,593~~	~~-$430,755~~	~~-$1,672,499~~	~~-0.33~~

~~*2008 dollars~~

IMPLAN
CNR Project.iap
Study area: Indiana and Illinois
IMPACT NAME: G3 Additional revenue to rail MULTIPLIER: Type SAM
Employment Impact (Gain)
Aggregated Report

	Industry	Direct*	Indirect*	Induced*	Total*	Multiplier
1	11 Ag, Forestry, Fish & Hunting (AGG)	0.0	0.0	0.3	0.3	0.01
19	21 Mining (AGG)	0.0	0.2	0.0	0.2	0.00
30	22 Utilities (AGG)	0.0	0.1	0.2	0.3	0.01
33	23 Construction (AGG)	0.0	0.2	0.3	0.5	0.01
46	31-33 Manufacturing (AGG)	0.0	1.8	1.5	3.3	0.06
390	42 Wholesale Trade (AGG)	0.0	1.6	1.9	3.4	0.06
391	48-49 Transportation & Warehousing (AGG)	52.9	8.8	1.6	63.4	1.20
401	44-45 Retail trade (AGG)	0.0	0.3	10.2	10.5	0.20
413	51 Information (AGG)	0.0	0.3	0.6	0.9	0.02
425	52 Finance & insurance (AGG)	0.0	1.1	2.6	3.6	0.07
431	53 Real estate & rental (AGG)	0.0	2.3	1.7	4.0	0.08
437	54 Professional- scientific & tech svcs (AGG)	0.0	5.3	2.1	7.4	0.14
451	55 Management of companies (AGG)	0.0	0.2	0.3	0.5	0.01
452	56 Administrative & waste services (AGG)	0.0	2.6	2.3	4.9	0.09
461	61 Educational svcs (AGG)	0.0	0.2	1.9	2.1	0.04
464	62 Health & social services (AGG)	0.0	0.0	10.4	10.4	0.20
475	71 Arts- entertainment & recreation (AGG)	0.0	0.3	1.5	1.8	0.03
479	72 Accommodation & food services (AGG)	0.0	0.9	5.7	6.7	0.13
482	81 Other services (AGG)	0.0	0.5	4.5	5.0	0.09
495	92 Government & non NAICs (AGG)	0.0	0.6	0.4	1.0	0.02
30001	Institutions (AGG)	0.0	0.0	0.0	0.0	0.00
	TOTAL	52.9	27.3	50.0	130.3	2.46

*Number of jobs

~~IMPLAN~~
~~CNR Project.iap~~
~~Study area: Indiana and Illinois~~
~~IMPACT NAME: G4 Revenue loss to trucking MULTIPLIER: Type SAM~~
~~**Employment Impact (Loss)**~~
~~Aggregated Report~~

	~~Industry~~	~~Direct*~~	~~Indirect*~~	~~Induced*~~	~~Total*~~	~~Multiplier~~
~~1~~	~~11 Ag, Forestry, Fish & Hunting (AGG)~~	~~0.0~~	~~0.0~~	~~0.4~~	~~0.4~~	~~0.01~~
~~19~~	~~21 Mining (AGG)~~	~~0.0~~	~~0.5~~	~~0.1~~	~~0.5~~	~~0.01~~
~~30~~	~~22 Utilities (AGG)~~	~~0.0~~	~~0.1~~	~~0.3~~	~~0.4~~	~~0.01~~
~~33~~	~~23 Construction (AGG)~~	~~0.0~~	~~0.4~~	~~0.3~~	~~0.7~~	~~0.01~~
~~46~~	~~31-33 Manufacturing (AGG)~~	~~0.0~~	~~1.1~~	~~1.8~~	~~3.0~~	~~0.06~~
~~390~~	~~42 Wholesale Trade (AGG)~~	~~0.0~~	~~3.4~~	~~2.3~~	~~5.6~~	~~0.11~~
~~391~~	~~48-49 Transportation & Warehousing (AGG)~~	~~109.1~~	~~21.1~~	~~1.9~~	~~132.2~~	~~2.50~~
~~401~~	~~44-45 Retail trade (AGG)~~	~~0.0~~	~~2.8~~	~~12.3~~	~~15.1~~	~~0.29~~
~~413~~	~~51 Information (AGG)~~	~~0.0~~	~~0.7~~	~~0.7~~	~~1.4~~	~~0.03~~
~~425~~	~~52 Finance & insurance (AGG)~~	~~0.0~~	~~3.5~~	~~3.1~~	~~6.5~~	~~0.12~~
~~431~~	~~53 Real estate & rental (AGG)~~	~~0.0~~	~~1.8~~	~~2.1~~	~~3.8~~	~~0.07~~
~~437~~	~~54 Professional- scientific & tech svcs (AGG)~~	~~0.0~~	~~3.6~~	~~2.5~~	~~6.1~~	~~0.12~~
~~451~~	~~55 Management of companies (AGG)~~	~~0.0~~	~~1.0~~	~~0.4~~	~~1.4~~	~~0.03~~
~~452~~	~~56 Administrative & waste services (AGG)~~	~~0.0~~	~~2.6~~	~~2.8~~	~~5.4~~	~~0.10~~
~~461~~	~~61 Educational svcs (AGG)~~	~~0.0~~	~~0.1~~	~~2.3~~	~~2.4~~	~~0.04~~
~~464~~	~~62 Health & social services (AGG)~~	~~0.0~~	~~0.0~~	~~12.6~~	~~12.7~~	~~0.24~~
~~475~~	~~71 Arts- entertainment & recreation (AGG)~~	~~0.0~~	~~0.3~~	~~1.8~~	~~2.1~~	~~0.04~~
~~479~~	~~72 Accommodation & food services (AGG)~~	~~0.0~~	~~0.8~~	~~7.0~~	~~7.7~~	~~0.15~~
~~482~~	~~81 Other services (AGG)~~	~~0.0~~	~~2.1~~	~~5.4~~	~~7.6~~	~~0.14~~
~~495~~	~~92 Government & non NAICs (AGG)~~	~~0.0~~	~~0.4~~	~~0.5~~	~~0.9~~	~~0.02~~
~~30001~~	~~Institutions (AGG)~~	~~0.0~~	~~0.0~~	~~0.0~~	~~0.0~~	~~0.00~~
	~~TOTAL~~	~~109.1~~	~~46.2~~	~~60.5~~	~~215.9~~	~~4.08~~

~~*Number of jobs~~

~~IMPLAN~~
~~CNR Project.iap~~
~~Study area: Indiana and Illinois~~
~~NET IMPACT (DIFFERENCE BETWEEN RAIL AND TRUCKING)~~
~~**Employment Impact (Difference)**~~
~~Aggregated Report~~

	~~Industry~~	~~Direct*~~	~~Indirect*~~	~~Induced*~~	~~Total*~~	~~Multiplier~~
~~1~~	~~11 Ag, Forestry, Fish & Hunting (AGG)~~	~~0.0~~	~~0.0~~	~~-0.1~~	~~0.0~~	~~0.00~~
~~19~~	~~21 Mining (AGG)~~	~~0.0~~	~~-0.3~~	~~0.0~~	~~-0.3~~	~~-0.01~~
~~30~~	~~22 Utilities (AGG)~~	~~0.0~~	~~0.0~~	~~0.0~~	~~-0.1~~	~~0.00~~
~~33~~	~~23 Construction (AGG)~~	~~0.0~~	~~-0.2~~	~~-0.1~~	~~-0.2~~	~~0.00~~
~~46~~	~~31-33 Manufacturing (AGG)~~	~~0.0~~	~~0.6~~	~~-0.3~~	~~0.3~~	~~0.01~~
~~390~~	~~42 Wholesale Trade (AGG)~~	~~0.0~~	~~-1.8~~	~~-0.4~~	~~-2.2~~	~~-0.04~~
~~391~~	~~48-49 Transportation & Warehousing (AGG)~~	~~-56.2~~	~~-12.3~~	~~-0.3~~	~~-68.8~~	~~-1.30~~
~~401~~	~~44-45 Retail trade (AGG)~~	~~0.0~~	~~-2.5~~	~~-2.1~~	~~-4.6~~	~~-0.09~~
~~413~~	~~51 Information (AGG)~~	~~0.0~~	~~-0.3~~	~~-0.1~~	~~-0.5~~	~~-0.01~~
~~425~~	~~52 Finance & insurance (AGG)~~	~~0.0~~	~~-2.4~~	~~-0.5~~	~~-2.9~~	~~-0.06~~
~~431~~	~~53 Real estate & rental (AGG)~~	~~0.0~~	~~0.5~~	~~-0.4~~	~~0.2~~	~~0.00~~
~~437~~	~~54 Professional- scientific & tech svcs (AGG)~~	~~0.0~~	~~1.7~~	~~-0.4~~	~~1.2~~	~~0.02~~
~~451~~	~~55 Management of companies (AGG)~~	~~0.0~~	~~-0.8~~	~~-0.1~~	~~-0.9~~	~~-0.02~~
~~452~~	~~56 Administrative & waste services (AGG)~~	~~0.0~~	~~0.0~~	~~-0.5~~	~~-0.5~~	~~-0.01~~
~~461~~	~~61 Educational svcs (AGG)~~	~~0.0~~	~~0.2~~	~~-0.4~~	~~-0.2~~	~~0.00~~
~~464~~	~~62 Health & social services (AGG)~~	~~0.0~~	~~0.0~~	~~-2.2~~	~~-2.2~~	~~-0.04~~
~~475~~	~~71 Arts- entertainment & recreation (AGG)~~	~~0.0~~	~~0.0~~	~~-0.3~~	~~-0.3~~	~~-0.01~~
~~479~~	~~72 Accommodation & food services (AGG)~~	~~0.0~~	~~0.1~~	~~-1.2~~	~~-1.1~~	~~-0.02~~
~~482~~	~~81 Other services (AGG)~~	~~0.0~~	~~-1.6~~	~~-0.9~~	~~-2.6~~	~~-0.05~~
~~495~~	~~92 Government & non NAICs (AGG)~~	~~0.0~~	~~0.1~~	~~-0.1~~	~~0.1~~	~~0.00~~
~~30001~~	~~Institutions (AGG)~~	~~0.0~~	~~0.0~~	~~0.0~~	~~0.0~~	~~0.00~~
	~~TOTAL~~	~~-56.2~~	~~-18.9~~	~~-10.5~~	~~-85.6~~	~~-1.62~~

~~*Number of jobs~~

IMPLAN
CNR Project.iap
Study area: Indiana and Illinois
IMPACT NAME: G3 Additional revenue to rail MULTIPLIER: Type SAM
Tax Impact (Gain)
Inflated to 2008 dollars with GDP deflator

		Employee Compensation	Proprietary Income	Household Expenditures	Enterprises	Indirect Business Taxes	Total
	Enterprises (Corporations) - Transfers	$8,297	$0	$0	$0	$0	$8,297
Federal Government Non-Defense	Corporate Profits Tax	$0	$0	$0	$514,121	$0	$514,121
	Indirect Business Tax: Custom Duty	$0	$0	$0	$0	$22,365	$22,365
	Indirect Business Tax: Excise Taxes	$0	$0	$0	$0	$60,286	$60,286
	Indirect Business Tax: Federal Non-taxes	$0	$0	$0	$0	$27,330	$27,330
	Personal Tax: Estate and Gift Tax	$0	$0	$0	$0	$0	$0
	Personal Tax: Income Tax	$0	$0	$786,588	$0	$0	$786,588
	Personal Tax: Non-taxes (Fines, Fees)	$0	$0	$0	$0	$0	$0
	Social Insurance Tax - Employee Contribution	$464,605	$27,908	$0	$0	$0	$492,513
	Social Insurance Tax - Employer Contribution	$471,485	$0	$0	$0	$0	$471,485
	Sub-Total	**$936,090**	**$27,908**	**$786,588**	**$514,121**	**$109,981**	**$2,374,687**
State/Local Government Non-Education	Corporate Profits Tax	$0	$0	$0	$91,786	$0	$91,786
	Dividends	$0	$0	$0	$109,321	$0	$109,321
	Indirect Business Tax: Motor Vehicle License	$0	$0	$0	$0	$10,579	$10,579
	Indirect Business Tax: Other Taxes	$0	$0	$0	$0	$27,237	$27,237
	Indirect Business Tax: Property Tax	$0	$0	$0	$0	$379,024	$379,024
	Indirect Business Tax: S/L NonTaxes	$0	$0	$0	$0	$36,970	$36,970
	Indirect Business Tax: Sales Tax	$0	$0	$0	$0	$288,997	$288,997
	Indirect Business Tax: Severance Tax	$0	$0	$0	$0	$20	$20
	Personal Tax: Estate and Gift Tax	$0	$0	$0	$0	$0	$0
	Personal Tax: Income Tax	$0	$0	$169,925	$0	$0	$169,925
	Personal Tax: Motor Vehicle License	$0	$0	$16,210	$0	$0	$16,210
	Personal Tax: NonTaxes (Fines- Fees)	$0	$0	$44,072	$0	$0	$44,072
	Personal Tax: Other Tax (Fish/Hunt)	$0	$0	$2,292	$0	$0	$2,292
	Personal Tax: Property Taxes	$0	$0	$5,551	$0	$0	$5,551
	Social Insurance Tax- Employee Contribution	$5,372	$0	$0	$0	$0	$5,372
	Social Insurance Tax- Employer Contribution	$21,494	$0	$0	$0	$0	$21,494
	Sub-Total	**$26,866**	**$0**	**$238,051**	**$201,107**	**$742,826**	**$1,208,850**
TOTAL		**$971,253**	**$27,908**	**$1,024,639**	**$715,228**	**$852,807**	**$3,591,835**

~~IMPLAN~~
~~CNR Project.iap~~
~~Study area: Indiana and Illinois~~
~~IMPACT NAME: G4 Revenue loss to trucking MULTIPLIER: Type SAM~~
~~**Tax Impact (Loss)**~~
~~Inflated to 2008 dollars with GDP deflator~~

		~~Employee Compensation~~	~~Proprietary Income~~	~~Household Expenditures~~	~~Enterprises~~	~~Indirect Business Taxes~~	~~Total~~
	~~Enterprises (Corporations) - Transfers~~	~~$9,215~~	~~$0~~	~~$0~~	~~$0~~	~~$0~~	~~$9,215~~
~~Federal Government Non-Defense~~	~~Corporate Profits Tax~~	~~$0~~	~~$0~~	~~$0~~	~~$407,187~~	~~$0~~	~~$407,187~~
	~~Indirect Business Tax: Custom Duty~~	~~$0~~	~~$0~~	~~$0~~	~~$0~~	~~$24,936~~	~~$24,936~~
	~~Indirect Business Tax: Excise Taxes~~	~~$0~~	~~$0~~	~~$0~~	~~$0~~	~~$67,216~~	~~$67,216~~
	~~Indirect Business Tax: Federal Non-taxes~~	~~$0~~	~~$0~~	~~$0~~	~~$0~~	~~$30,472~~	~~$30,472~~
	~~Personal Tax: Estate and Gift Tax~~	~~$0~~	~~$0~~	~~$0~~	~~$0~~	~~$0~~	~~$0~~
	~~Personal Tax: Income Tax~~	~~$0~~	~~$0~~	~~$952,377~~	~~$0~~	~~$0~~	~~$952,377~~
	~~Personal Tax: Non-taxes (Fines, Fees)~~	~~$0~~	~~$0~~	~~$0~~	~~$0~~	~~$0~~	~~$0~~
	~~Social Insurance Tax - Employee Contribution~~	~~$516,026~~	~~$68,372~~	~~$0~~	~~$0~~	~~$0~~	~~$584,398~~
	~~Social Insurance Tax - Employer Contribution~~	~~$523,667~~	~~$0~~	~~$0~~	~~$0~~	~~$0~~	~~$523,667~~
	~~**Sub-Total**~~	~~**$1,030,693**~~	~~**$68,372**~~	~~**$952,377**~~	~~**$407,187**~~	~~**$122,624**~~	~~**$2,580,253**~~
~~State/Local Government Non-Education~~	~~Corporate Profits Tax~~	~~$0~~	~~$0~~	~~$0~~	~~$72,695~~	~~$0~~	~~$72,695~~
	~~Dividends~~	~~$0~~	~~$0~~	~~$0~~	~~$86,583~~	~~$0~~	~~$86,583~~
	~~Indirect Business Tax: Motor Vehicle License~~	~~$0~~	~~$0~~	~~$0~~	~~$0~~	~~$11,795~~	~~$11,795~~
	~~Indirect Business Tax: Other Taxes~~	~~$0~~	~~$0~~	~~$0~~	~~$0~~	~~$30,368~~	~~$30,368~~
	~~Indirect Business Tax: Property Tax~~	~~$0~~	~~$0~~	~~$0~~	~~$0~~	~~$422,596~~	~~$422,596~~
	~~Indirect Business Tax: S/L NonTaxes~~	~~$0~~	~~$0~~	~~$0~~	~~$0~~	~~$41,221~~	~~$41,221~~
	~~Indirect Business Tax: Sales Tax~~	~~$0~~	~~$0~~	~~$0~~	~~$0~~	~~$322,219~~	~~$322,219~~
	~~Indirect Business Tax: Severance Tax~~	~~$0~~	~~$0~~	~~$0~~	~~$0~~	~~$22~~	~~$22~~
	~~Personal Tax: Estate and Gift Tax~~	~~$0~~	~~$0~~	~~$0~~	~~$0~~	~~$0~~	~~$0~~
	~~Personal Tax: Income Tax~~	~~$0~~	~~$0~~	~~$205,739~~	~~$0~~	~~$0~~	~~$205,739~~
	~~Personal Tax: Motor Vehicle License~~	~~$0~~	~~$0~~	~~$19,627~~	~~$0~~	~~$0~~	~~$19,627~~
	~~Personal Tax: NonTaxes (Fines- Fees)~~	~~$0~~	~~$0~~	~~$53,361~~	~~$0~~	~~$0~~	~~$53,361~~
	~~Personal Tax: Other Tax (Fish/Hunt)~~	~~$0~~	~~$0~~	~~$2,775~~	~~$0~~	~~$0~~	~~$2,775~~
	~~Personal Tax: Property Taxes~~	~~$0~~	~~$0~~	~~$6,721~~	~~$0~~	~~$0~~	~~$6,721~~
	~~Social Insurance Tax- Employee Contribution~~	~~$5,966~~	~~$0~~	~~$0~~	~~$0~~	~~$0~~	~~$5,966~~
	~~Social Insurance Tax- Employer Contribution~~	~~$23,873~~	~~$0~~	~~$0~~	~~$0~~	~~$0~~	~~$23,873~~
	~~**Sub-Total**~~	~~**$29,839**~~	~~**$0**~~	~~**$280,224**~~	~~**$159,278**~~	~~**$828,221**~~	~~**$1,305,562**~~
~~**TOTAL**~~		~~**$1,070,747**~~	~~**$68,372**~~	~~**$1,240,601**~~	~~**$566,465**~~	~~**$950,845**~~	~~**$3,905,031**~~

~~IMPLAN~~
~~CNR Project.iap~~
~~Study area: Indiana and Illinois~~
~~NET IMPACT (DIFFERENCE BETWEEN RAIL AND TRUCKING)~~
~~**Tax Impact (Difference)**~~
~~Inflated to 2008 dollars with GDP deflator~~

		~~Employee Compensation~~	~~Proprietary Income~~	~~Household Expenditures~~	~~Enterprises~~	~~Indirect Business Taxes~~	~~Total~~
	~~Enterprises (Corporations) - Transfers~~	~~-$918~~	~~$0~~	~~$0~~	~~$0~~	~~$0~~	~~-$918~~
~~Federal Government Non-Defense~~	~~Corporate Profits Tax~~	~~$0~~	~~$0~~	~~$0~~	~~$106,934~~	~~$0~~	~~$106,934~~
	~~Indirect Business Tax: Custom Duty~~	~~$0~~	~~$0~~	~~$0~~	~~$0~~	~~-$2,571~~	~~-$2,571~~
	~~Indirect Business Tax: Excise Taxes~~	~~$0~~	~~$0~~	~~$0~~	~~$0~~	~~-$6,930~~	~~-$6,930~~
	~~Indirect Business Tax: Federal Non-taxes~~	~~$0~~	~~$0~~	~~$0~~	~~$0~~	~~-$3,142~~	~~-$3,142~~
	~~Personal Tax: Estate and Gift Tax~~	~~$0~~	~~$0~~	~~$0~~	~~$0~~	~~$0~~	~~$0~~
	~~Personal Tax: Income Tax~~	~~$0~~	~~$0~~	~~-$165,789~~	~~$0~~	~~$0~~	~~-$165,789~~
	~~Personal Tax: Non-taxes (Fines, Fees)~~	~~$0~~	~~$0~~	~~$0~~	~~$0~~	~~$0~~	~~$0~~
	~~Social Insurance Tax - Employee Contribution~~	~~-$51,421~~	~~-$40,464~~	~~$0~~	~~$0~~	~~$0~~	~~-$91,885~~
	~~Social Insurance Tax - Employer Contribution~~	~~-$52,182~~	~~$0~~	~~$0~~	~~$0~~	~~$0~~	~~-$52,182~~
	~~**Sub-Total**~~	~~**-$103,603**~~	~~**-$40,464**~~	~~**-$165,789**~~	~~**$106,934**~~	~~**-$12,643**~~	~~**-$215,566**~~
~~State/Local Government Non-Education~~	~~Corporate Profits Tax~~	~~$0~~	~~$0~~	~~$0~~	~~$19,091~~	~~$0~~	~~$19,091~~
	~~Dividends~~	~~$0~~	~~$0~~	~~$0~~	~~$22,738~~	~~$0~~	~~$22,738~~
	~~Indirect Business Tax: Motor Vehicle License~~	~~$0~~	~~$0~~	~~$0~~	~~$0~~	~~-$1,216~~	~~-$1,216~~
	~~Indirect Business Tax: Other Taxes~~	~~$0~~	~~$0~~	~~$0~~	~~$0~~	~~-$3,131~~	~~-$3,131~~
	~~Indirect Business Tax: Property Tax~~	~~$0~~	~~$0~~	~~$0~~	~~$0~~	~~-$43,572~~	~~-$43,572~~
	~~Indirect Business Tax: S/L NonTaxes~~	~~$0~~	~~$0~~	~~$0~~	~~$0~~	~~-$4,250~~	~~-$4,250~~
	~~Indirect Business Tax: Sales Tax~~	~~$0~~	~~$0~~	~~$0~~	~~$0~~	~~-$33,223~~	~~-$33,223~~
	~~Indirect Business Tax: Severance Tax~~	~~$0~~	~~$0~~	~~$0~~	~~$0~~	~~-$2~~	~~-$2~~
	~~Personal Tax: Estate and Gift Tax~~	~~$0~~	~~$0~~	~~$0~~	~~$0~~	~~$0~~	~~$0~~
	~~Personal Tax: Income Tax~~	~~$0~~	~~$0~~	~~-$35,814~~	~~$0~~	~~$0~~	~~-$35,814~~
	~~Personal Tax: Motor Vehicle License~~	~~$0~~	~~$0~~	~~-$3,417~~	~~$0~~	~~$0~~	~~-$3,417~~
	~~Personal Tax: NonTaxes (Fines- Fees)~~	~~$0~~	~~$0~~	~~-$9,289~~	~~$0~~	~~$0~~	~~-$9,289~~
	~~Personal Tax: Other Tax (Fish/Hunt)~~	~~$0~~	~~$0~~	~~-$483~~	~~$0~~	~~$0~~	~~-$483~~
	~~Personal Tax: Property Taxes~~	~~$0~~	~~$0~~	~~-$1,170~~	~~$0~~	~~$0~~	~~-$1,170~~
	~~Social Insurance Tax- Employee Contribution~~	~~-$595~~	~~$0~~	~~$0~~	~~$0~~	~~$0~~	~~-$595~~
	~~Social Insurance Tax- Employer Contribution~~	~~-$2,379~~	~~$0~~	~~$0~~	~~$0~~	~~$0~~	~~-$2,379~~
	~~**Sub-Total**~~	~~**-$2,973**~~	~~**$0**~~	~~**-$50,173**~~	~~**$41,829**~~	~~**-$85,395**~~	~~**-$96,712**~~
~~**TOTAL**~~		~~**-$107,495**~~	~~**-$40,464**~~	~~**-$215,062**~~	~~**$148,763**~~	~~**-$98,038**~~	~~**-$313,196**~~

Noise

Corrections to APPENDIX L of the Draft EIS
NOISE AND VIBRATION ANALYSIS

Page L-6, third paragraph:

Tests have shown locomotive noise to change by approximately 2 dBA for each one-step change in throttle setting. As the engineer moves the locomotive throttle from notch one to notch eight, noise levels increase by an average of 16 dBA. Because locomotive engineers constantly adjust throttle setting as necessary, only rough estimates of throttle settings are usually available for noise projections. SEA assumed a base throttle position of ~~six~~ eight unless they obtain more specific information.

Corrections to APPENDIX M of the Draft EIS
BIOLOGICAL RESOURCES ANALYSIS

Page M-10, second paragraph:

Sauk Trail Woods and Indian Hill Woods Forest Preserve, part of the Thorn Creek Trail System, are on opposite sides of EJ&E Segment 6. The preserves contain Sauk Lake and Thorn Creek, plus miles of paved bike trails and off-trail dirt paths. Sauk Trail Woods contains numerous ravines and valleys and is mostly dense upland forest. No construction is planned for this segment of the EJ&E. However, the Applicants propose to increase traffic on the segment from 8.6 to 31.6 trains per day. ~~Since this area is not being managed for wildlife or habitat,~~ The existing condition along the EJ&E corridor consists of mired heavy industry and established residential development at a narrow point in forest preserve holdings. SEA anticipates minimal impacts from increased noise and vibration and animal/train collisions on wildlife and/or habitat. Maintenance on the rail embankment through the preserve is expected to be similar to current practices.

Page M-12, Table M.3.2-1:

Table M.3.2-1. Natural Areas with No Impacts from Proposed Action

Natural Areas	Justification for Decision (Existing Community Types)
Lake County, Illinois	
Mundelein Park and Recreation District	Recreational open space park
Cook County, Illinois (West Subdivision)	
Crabtree Nature Center Forest Preserve; INAI 0266	Forested area across major roadway (Route 59) from EJ&E rail line; (marsh/forest)
DuPage County, Illinois	
Dunham Forest Preserve	EJ&E rail line runs adjacent to cornfield; (agricultural field)
Illinois Natural History Survey (INHS) Railroad Prairie (Site 20)	No construction; appears as though most of area has been developed; (prairie remnant)
Blackwell Forest Preserve	EJ&E rail line adjacent to natural area fragmented by residential areas; (marsh/grassland)
Big Woods Forest Preserve	Site across industrial/commercial area from EJ&E rail line; (marsh/grassland)
Country Lakes Forest Preserve	EJ&E rail line across from highly fragmented area (industrial/residential divide); (marsh)
~~Night Heron Marsh Forest Preserve~~	~~Rookery is surrounded by Eola Road and Liberty Street and existing rail yards; (marsh/rookery)~~
Will County, Illinois	
Vermont Cemetery Prairie Nature Preserve; INAI 10803	Fragmented, rail line may protect from development; (high quality dry-mesic prairie)
INHS Railroad Prairie (Site 27)	About 0.25 mile from EJ&E rail line; poor-quality prairie remnant, appears unmaintained; (remnant prairie)
INHS Railroad Prairie (Site 28)	East of EJ&E rail line; appears to be largely disturbed (new housing, tilled field, overgrown woods; (remnant prairie)
INHS Railroad Prairie (Site 29)	Prairie appears to be poor quality, mostly farmed and maintained under power corridor; (remnant prairie)
Alessio Prairie Forest Preserve	Commercial, roadway and residential areas between rail line and preserve; (grassland)
Kraske Forest Preserve	Commercial, roadway and residential areas between rail line and preserve; (grassland)
Walnut Hollow Forest Preserve	Located across rail yard; (forest)
Sauk Trail Reservoir Forest Preserve	Fragmented corridor through residential development to preserve (xx)
Old Plank Road Trail2	No quality habitat between trail and rail line; (grassland)

Table M.3.2-1. Natural Areas with No Impacts from Proposed Action	
Natural Areas	**Justification for Decision (Existing Community Types)**
Cook County, Illinois (East Subdivision)	
Butterfield Creek Headwaters Land and Water Reserve, INAI 0540, Old Plank Road Prairie, and Old Plank Road Nature Preserve	Nature preserve areas 0.5 mile from proposed change in traffic; (prairie)
Sauk Village Railroad Prairie; INAI Site 05423	Fragmented; rail line may protect from development; (dry-mesic prairie)
Plum Creek Forest Preserve	Adjacent to EJ&E rail line (south of tracks); former gravel quarry adjacent to residential development, fragmented from the core of preserve by East Sauk Trail Road (open water, wetland, forest, Shrubland)
Lake County, Indiana	
High-quality natural community (unnamed site A)	Adjacent to EJ&E rail line (north of tracks); adversely affected by recent road building; small and isolated prairie strip; (wet-mesic sand prairie)
High-quality natural community (unnamed site B)	Adjacent to EJ&E (north of tracks); adversely affected by recent road building; small and isolated prairie strip; (dry-mesic sand prairie)
High-quality natural community (St. John prairie site	Nearly 0.5 mile from EJ&E rail line; (wet-mesic sand prairie)
Hoosier Prairie Nature Preserve	No impacts expected to grassland and savanna wildlife; industry and petroleum storage area between EJ&E rail line and Hoosier Prairie; (wet sand prairie, wet-mesic sand prairie, mesic sand prairie, shrub swamp, dry sand savanna, dry sand prairie, marsh and dry-mesic sand prairie)
Oak Ridge Prairie County Park	Park boundary is nearly 0.5 mile from EJ&E rail line beyond private forest tract; (wet-mesic sand prairie)
Wadsworth Park	Small community park with a few remnant trees and unmowed natural area
Seberger Park	Park is adjacent to EJ&E rail line but appears to have significant on-site disturbance; (remnant dune and swale)
Black Oak Remnant Dune and Swale	Eastern edge of site is opposite an asphalt reprocessing yard; impacts from proposed project unlikely; (dry-mesic sand savanna/ marsh/shrub swamp)
Gibson Woods Nature Preserve	Natural dune and swale habitat; habitat and release site for the Karner blue butterfly, adjacent to EJ&E segment 2; adverse affects possible to mobile species, though plant community impacts are not expected; (mesic sand savanna and dry-mesic sand savanna)
Clarke and Pine Nature Preserve; High-quality natural community	Site is directly adjacent to EJ&E Segment 22, a rail line with no proposed increase in use under the Proposed Action; EJ&E Segment 1 with proposed increase in traffic is approximately 0.2 mile from site boundary; site has been cut off from adjacent natural areas by existing land uses; (marsh/dry-mesic sand prairie/dry sand prairie/dry sand savanna/wet-mesic sand prairie)
Pine Station Nature Preserve; High-quality natural community	Site is adjacent to EJ&E Segment 3 that has no proposed increase in use under the Proposed Action; EJ&E rail line with proposed increase in traffic is approximately 0.2 miles from site boundary; site cut off from adjacent natural areas by existing land uses; (dry-mesic sand prairie)
Jackson Park	Nearly 0.5 mile from EJ&E across major roadways and residential area
Indiana Dunes National Lakeshore	Area is separated from the EJ&E Dixie Lead by two rail lines, and is fragmented by additional rail and road crossings.

Corrections to APPENDIX O of the Draft EIS
CULTURAL RESOURCES ANALYSIS

Revisions to Attachment O1 – Illinois SHPO Reports:

ARCHAEOLOGICAL SURVEY SHORT REPORT
Illinois Historic Preservation Agency
Old State Capitol Bldg., Springfield, IL 62701 (217/785-4997)

Reviewer_____
Date: _____
___**Accepted** ___**Rejected**

IHPA Log #_____ **IHPA use only (Form ASSR0886)**

Locational Information and Survey Conditions
County: DuPage
Quadrangle: ~~Aurora South~~ West Chicago **Project Type/Title:** Phase I/Munger Station

Funding &/or Permitting Fed./State Agencies: Surface Transportation Board - Office of Economics, Environmental Analysis and Administration

Sec: 7 & 8 **T.:** 40 N **R.:** 9 E **Natural Divis. (no.):** 3a
Project Description: The client proposes to construct new rail lines within the project area.
Topography: The project area is located within the Wheaton Morainal physiographic province of Illinois. The Wheaton Morainal country is characterized by broad flat expanses (outwash plains) punctuated by the gently to steeply sloping moraines and till plains. Locally, the project area consists of gently undulating outwash plains.
Soils: Soils within the project area have been mapped as: Waupecan silt loam 2-4% slopes, Dunham silty clay loam 0-2% slopes, Muskego and Houghton Muck. Houghton series soils are very poorly drained soils on floodplains. These soils formed in herbaceous organic deposits and developed under a native vegetation of marsh grasses. Muskego series soils are very poorly drained soils situated on floodplains. These soils formed in a parent material of organic deposits and developed under a native vegetation of grasses, sedges, and reeds. Dunham series soils are situated on depressions on outwash plains. These soils formed in loess and the underlying outwash, and developed under a native vegetation of water tolerant grasses. Waupecan series soils are situated on outwash plains and stream terraces. These soils formed in a parent material of outwash, and developed under a native vegetation of prairie grass.
Drainage: The project area is drained by an unnamed drainage that drains into Brewster Creek, which in turn drains into the Fox River.
Land Use/Ground Cover (Include % Visibility): The majority of the project area is contained within grassland. A small portion of the project area is contained within a cornfield as well as a small area of wetland. Vegetation within the grassland portion of the project area was grass and weeds. Ground surface visibility in this area was 60%. Vegetation within the cornfield consisted of corn stubble. Ground surface visibility in this area was 80%. Vegetation within the wetland was reeds and water tolerant grasses. Wetland areas could not be surveyed due to standing water.
Survey Limitations: There were no limitations to a comprehensive survey of the project area.
****

ARCHAEOLOGICAL AND HISTORICAL INFORMATION
Historic Plats/Atlases/Sources:
IAS site files for DuPage County, Plat & Atlas of DuPage County, Illinois: 1842 (GLO); 1862 (Bennet & Brooks); 1874(Thompson Brothers & Burr), ARI site files for DuPage County.

Previously Reported Sites: There are no previously reported sites within the project area. There are ten previously reported sites (246, 247, 248, 249, 250, 252, 253, 254, 255) within one mile of the project area.

Previous Surveys: The project area has not been previously surveyed. Previous surveys within one mile include the following: Kahl, 1995 [IHPA doc.# 6962]; Hamlen, 1996 [IHPA doc.# 7252]; Poulson, 1998 [IHPA doc.# 9104]; McElrath, 1999 [IHPA doc.# 10611]; Poulson & Parrish, 2000 [IHPA doc.# 12025]; Poulson & Parrish, 2000 [IHPA doc.# 12026]; Poulson, 2001 [IHPA doc.# 12027].
Regional Archaeologists Contacted: David Keene

Investigation Techniques: Surface inspection was conducted at 5-meter transect intervals over the entire project area.
Time expended: 2 person days
Sites/Find Spots Located: N/A
Cultural Material: N/A **Curated At:** N/A
Collection Techniques: N/A
Area Surveyed (Acres & Square Meters): 15 acres / 60,705 square meters

Appendix B

Administrative Information

Attachments:

B1 Relevant Board Decisions and Federal Register Notices
B2 Agency Consultation and Coordination
B3 Public Outreach Materials
B4 Alternate Language Materials

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Attachment B1

Relevant Board Decisions and Federal Register Notices

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Relevant Board Decisions

Contents:

STB Decision Documents No. 1 through 10 are in the Draft EIS Appendix P

STB Decision Document No. 11 (06/11/08)
STB Decision Document No. 12 (06/25/08)
STB Decision Document No. 13 (07/25/08)
STB Decision Document No. 14 (09/08/08)
STB Decision Document No. 15 (09/10/08)

39140 SERVICE DATE – LATE RELEASE JUNE 11, 2008
SEC

SURFACE TRANSPORTATION BOARD

DECISION

STB Finance Docket No. 35087[1]

CANADIAN NATIONAL RAILWAY COMPANY AND GRAND TRUNK CORPORATION—CONTROL—EJ&E WEST COMPANY

Decision No. 11

Decided: June 11, 2008

On May 8, 2008, the Illinois Department of Transportation (IDOT) filed a motion to compel discovery from Canadian National Railway Company (CNR) and Grand Trunk Corporation (GTC), collectively referred to as applicants, seeking information on the cost of maintaining a segment of railroad track known as the St. Charles Airline in Chicago, IL. In accordance with 49 CFR 1104.13, applicants' reply to IDOT's motion was due by May 28, 2008. On May 28, 2008, the Board granted applicants a 14 day extension of time to reply to IDOT's motion so that applicants' reply would be due by June 11, 2008. On June 11, 2008, applicants requested an additional 14 day extension. Applicants state that IDOT consents to this request for an extension of time.

Applicants' request for additional time is reasonable and will be granted. Applicants' reply to IDOT's motion to compel will be due by June 25, 2008.

This action will not significantly affect either the quality of the human environment or the conservation of energy resources.

[1] This decision also embraces Elgin, Joliet and Eastern Railway Company—Corporate Family Exemption—EJ&E West Company, STB Finance Docket No. 35087 (Sub-No. 1); Chicago, Central & Pacific Railroad Company—Trackage Rights Exemption—EJ&E West Company, STB Finance Docket No. 35087 (Sub-No. 2); Grand Trunk Western Railroad Incorporated—Trackage Rights Exemption—EJ&E West Company, STB Finance Docket No. 35087 (Sub-No. 3); Illinois Central Railroad Company—Trackage Rights Exemption—EJ&E West Company, STB Finance Docket No. 35087 (Sub-No. 4); Wisconsin Central Ltd.—Trackage Rights Exemption—EJ&E West Company, STB Finance Docket No. 35087 (Sub-No. 5); EJ&E West Company—Trackage Rights Exemption—Chicago, Central & Pacific Railroad Company, STB Finance Docket No. 35087 (Sub-No. 6); and EJ&E West Company—Trackage Rights Exemption—Illinois Central Railroad Company, STB Finance Docket No. 35087 (Sub-No. 7).

It is ordered:

1. Applicants' request for an extension of time is granted.

2. Applicants' reply to IDOT's motion to compel is due by June 25, 2008.

3. This decision is effective on the service date.

By the Board, Anne K. Quinlan, Acting Secretary.

Anne K. Quinlan
Acting Secretary

39171 SERVICE DATE – LATE RELEASE JUNE 25, 2008
SEC

SURFACE TRANSPORTATION BOARD

DECISION

STB Finance Docket No. 35087[1]

CANADIAN NATIONAL RAILWAY COMPANY AND GRAND TRUNK CORPORATION—CONTROL—EJ&E WEST COMPANY

Decision No. 12

Decided: June 25, 2008

On May 8, 2008, the Illinois Department of Transportation (IDOT) filed a motion to compel discovery from Canadian National Railway Company (CNR) and Grand Trunk Corporation (GTC), collectively referred to as applicants, seeking information on the cost of maintaining a segment of railroad track known as the St. Charles Airline in Chicago, IL. In accordance with 49 CFR 1104.13, applicants' reply to IDOT's motion was due by May 28, 2008. Extensions for time to reply to IDOT's motion were granted in decisions served on May 28, 2008 and June 11, 2008. The latest extension expires on June 25, 2008.

Applicants state that they are continuing to work with IDOT to resolve questions and concerns regarding the discovery request and have requested a 1-month extension to file their reply. However, applicants state that IDOT has not informed applicants as to whether it would consent to this extension. Accordingly, applicants request an initial 7-day extension to await a decision by IDOT as to whether it would consent to an extension and, if not, to allow sufficient time for applicants to prepare and file a response to the motion.

[1] This decision also embraces Elgin, Joliet and Eastern Railway Company—Corporate Family Exemption—EJ&E West Company, STB Finance Docket No. 35087 (Sub-No. 1); Chicago, Central & Pacific Railroad Company—Trackage Rights Exemption—EJ&E West Company, STB Finance Docket No. 35087 (Sub-No. 2); Grand Trunk Western Railroad Incorporated—Trackage Rights Exemption—EJ&E West Company, STB Finance Docket No. 35087 (Sub-No. 3); Illinois Central Railroad Company—Trackage Rights Exemption—EJ&E West Company, STB Finance Docket No. 35087 (Sub-No. 4); Wisconsin Central Ltd.—Trackage Rights Exemption—EJ&E West Company, STB Finance Docket No. 35087 (Sub-No. 5); EJ&E West Company—Trackage Rights Exemption—Chicago, Central & Pacific Railroad Company, STB Finance Docket No. 35087 (Sub-No. 6); and EJ&E West Company—Trackage Rights Exemption—Illinois Central Railroad Company, STB Finance Docket No. 35087 (Sub-No. 7).

Applicants' request for additional time is reasonable and will be granted. Applicants' reply to IDOT's motion to compel will be due by July 2, 2008. If, by July 2, 2008, applicants require more time to respond to IDOT's motion, the Board expects applicants to file a request for an extension with IDOT's consent.

This action will not significantly affect either the quality of the human environment or the conservation of energy resources.

It is ordered:

1. Applicants' request for an extension of time is granted.

2. Applicants' reply to IDOT's motion to compel is due by July 2, 2008.

3. This decision is effective on the service date.

By the Board, Anne K. Quinlan, Acting Secretary.

Anne K. Quinlan
Acting Secretary

39148 SERVICE DATE – JULY 25, 2008
EB

SURFACE TRANSPORTATION BOARD

DECISION

STB Finance Docket No. 35087

CANADIAN NATIONAL RAILWAY COMPANY AND GRAND TRUNK CORPORATION—CONTROL—EJ&E WEST COMPANY

Decision No. 13

Decided: July 24, 2008

In Decision No. 2, served November 26, 2007, the Board accepted for consideration the application filed by Canadian National Railway Company (CNR) and Grand Trunk Corporation (GTC) on October 30, 2007, for Board authorization of the proposed acquisition of control of EJ&E West Company (EJ&EW), a wholly owned noncarrier subsidiary of Elgin, Joliet & Eastern Railway Company (EJ&E), by CNR and GTC (collectively referred to as CN or applicants). The Board found the proposed transaction to be a "minor" transaction and the application to be in substantial compliance with the applicable regulations governing minor transactions. (This proposal is referred to as the transaction.) In this decision, the Board addresses applicants' request for time limits for the remaining environmental review and issuance of a final decision. As discussed below, the Board sets a schedule for completion of the environmental review process and issuance of a final decision, but does not adopt applicants' proposed schedule.

BACKGROUND

In Decision No. 2, the Board determined that preparation of an Environmental Impact Statement (EIS)[1] would be appropriate to fulfill the Board's obligations under the National Environmental Policy Act (NEPA), 42 U.S.C. 4321 et seq. The Board noted that issuance of a final decision on the merits of the application would not occur until the completion of the environmental review process by the Board's Section of Environmental Analysis (SEA) and recognized that this process might not be completed within the time limits set forth in 49 U.S.C. 11325(d)(2) for issuance of a final decision for a minor transaction (April 25, 2008). The Board indicated that no determination could be made regarding the time preparation of the EIS would take, but that, in the past, the EIS process has ranged from 18 months to several years.

[1] An EIS is the detailed written statement required by NEPA for major federal actions significantly affecting the quality of the human environment. See 49 CFR 1105.4(f).

On May 13, 2008, CN filed Applicants' Request for Establishment of Time Limits for NEPA Review and Final Decision, pursuant to the NEPA regulations of the President's Council on Environmental Quality (CEQ) at 40 CFR 1501.8. Claiming that failure to complete the transaction by December 31, 2008, could jeopardize the Stock Purchase Agreement (SPA) between CN and EJ&E (an indirect wholly owned subsidiary of United States Steel Corporation (USS)) and, ultimately, the transaction as a whole, applicants request that time limits be set by the Board. Applicants propose a schedule that they assert is fair and reasonable under the circumstances of the case, which contemplates the issuance of a final decision by December 1, 2008.

Numerous individuals and entities opposed CN's request. The opponents principally argue that applicants' proposed schedule is too short to allow SEA adequate time to complete the EIS process and provide for public involvement in this controversial case.[2] They note that the Board is not compelled by the CEQ regulations to adopt the schedule proposed by applicants (or any particular schedule).[3] In addition, they argue that the SPA does not make clear that December 31, 2008, is a "drop-dead" date because the SPA provides that the right to terminate the parties' agreement on December 31, 2008, does not apply if the Board proceeding remains pending. Certain other parties complain that CN's efforts to mitigate the environmental impacts of the transaction have been inadequate.

Various parties filed statements in support of CN's request. For example, Union Pacific Railroad Company (UP) urges that the environmental review be completed as expeditiously as possible and raises concerns that an extended environmental review in this matter could deter future railroad transactions intended to increase rail capacity and efficiency.[4] Similarly, a number of short line railroads express concern that delaying this transaction for an indefinite time to conduct an environmental review would set a bad precedent for other railroad transactions, noting that the Board's generally expeditious regulatory processes have helped

[2] See Village of Barrington, IL Reply (BARR-4) at 12-13 (filed May 20, 2008); Town of Schererville, IN Reply at 4 (filed May 28, 2008); Village of Frankfort, IL Reply (FRKF-5) at 5-6 (filed May 30, 2008); City of West Chicago, IL Reply at 4 (filed June 2, 2008); Will County, IL Reply (WILL-10) at 8-9 (filed June 2, 2008); Letter from Hon. Richard Durbin, United States Senator, and Hon. Melissa L. Bean, Member of Congress (May 16, 2008); Letter from Town of Griffith at 1-2 (May 20, 2008); Letter from Hon. Richard G. Lugar, United States Senator, et al. (May 20, 2008) (party referred to as the Indiana Delegation); Letter from Hon. Melissa L. Bean, Member of Congress, et al. (May 21, 2008); Letter from City of Aurora, IL (May 29, 2008); Letter from Village of Wayne, IL (June 2, 2008).

[3] See BARR-4 at 3-7; FRKF-5 at 6-7; Town of Schererville Reply at 2; West Chicago Reply at 4; WILL-10 at 1-2; Letter from Richard G. Lugar, United States Senator, et al. (May 20, 2008); Letter from Village of Wayne (June 2, 2008).

[4] See UP Reply at 2-3.

bring about a successful short line industry.[5] Several other parties have submitted letters and comments in support of CN's request.

The United States Department of Transportation (DOT) states that it does not support any particular schedule, but favors the adoption of a reasonably expedited schedule for completion of this proceeding. DOT notes that a reasonable schedule can be established without harm to NEPA or the Interstate Commerce Act, given the progress made to date in this proceeding, the availability of adequate resources, and the Board's familiarity with the types of issues that have been raised.

On May 28, 2008, EJ&E and EJ&EW (collectively EJ&E) filed a reply to CN's request to clarify the record with regard to the SPA. EJ&E states that its position, and that of its parent company, USS, with regard to termination of the SPA is that the parties to the SPA have the "unconditional and unilateral right to terminate the agreement if the closing does not occur on or before December 31, 2008."[6]

DISCUSSION AND CONCLUSIONS

CN argues that the Board is required by 40 CFR 1501.8 to set time limits here and that the Board should adopt applicants' proposed schedule. For the reasons discussed below, the Board will set a reasonable schedule for the remainder of the environmental review process and the issuance of a final decision, but will not adopt applicants' proposed schedule.

1. The Applicable CEQ Regulations.

The CEQ regulations specifically state that while "prescribed universal time limits for the entire NEPA process are too inflexible," federal agencies should set time limits for a proposed action if an applicant for the proposed action requests them, provided that "the time limits are consistent with the purposes of NEPA and other essential considerations of national policy."[7] The CEQ regulations do not require that an agency adopt the time limits proposed by an applicant. Instead, the regulations set forth eight factors for agencies to consider when determining appropriate time limits, including: "[p]otential for environmental harm"; "[s]ize of the proposed action"; "[s]tate of the art of analytical techniques"; "[d]egree of public need for the potential action, including consequences of delay"; "[n]umber of persons and agencies affected"; "[d]egree to which relevant information is known and if not known the time required for

[5] See, e.g., Letter from Farmrail System, Inc. (May 22, 2008); Letter from Iowa Interstate Railroad, Ltd. (May 22, 2008); Letter from Watco Companies, Inc. (May 27, 2008); Letter from Red River Valley & Western Railroad Company (May 27, 2008); Letter from Wheeling & Lake Erie Railway Company (May 28, 2008); Letter from Indiana Rail Road Company (May 28, 2008).

[6] EJ&E Reply at 2.

[7] 40 CFR 1501.8.

obtaining it"; "[d]egree to which the action is controversial"; and "[o]ther time limits imposed on the agency by law, regulations, or executive order."[8]

2. Determination of What Time Limits are Appropriate Here.

Applicants request that the Board adopt the following schedule for the remaining environmental review and final decision of the Board:

- Draft EIS served — July 15, 2008
- Draft EIS comments due — September 2, 2008
- Final EIS served — November 3, 2008
- Final Decision served — December 1, 2008[9]

In support of their proposed schedule, applicants argue that several alleged public interest benefits of the proposed acquisition are at risk due to the uncertainty regarding completion of the NEPA review and final decision by the Board. They claim that their proposed schedule is reasonable because there have been few objections to the transaction on competitive grounds; the Board found the proposed transaction to be a "minor transaction;" and the public benefits of the transaction, if approved, would be many, including: "insur[ing] a more efficient and reliable rail transportation system at a lower cost; over time, reduc[tion in] rail congestion and increase[d] rail capacity in Chicago's urban core; and increase[d] flexibility for CN operations, positively benefiting its current and future shippers."[10] Applicants note that the reduction in rail congestion would help to keep freight from shifting to trucks, which is environmentally beneficial. In terms of benefits to communities, applicants state that shifting movements from Chicago's core to the EJ&E arc would increase efficiency and decrease the overall environmental effects of CN's service on the Chicago region.

Central to applicants' argument that their proposed schedule should be adopted is their claim that section 2.3 of the SPA[11] contains a "drop-dead" date of December 31, 2008, after

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[8] 40 CFR 1501.8(b)(1).

[9] See CN-33 at 5.

[10] CN-33 at 10, 15.

[11] Section 2.3 of the SPA states, in part:

> 2.3 Closing. The purchase and sale referred to in Section 2.1 and the deliveries and transactions referred to in Section 2.4 (the "**Closing**") shall take place at 10:00 A.M. (Chicago time) . . . as soon as practicable after the last of the conditions set forth in Articles VI and VII . . . is satisfied or waived, but in no event later than the second (2nd) Business Day thereafter or at such other time and date as the parties hereto shall agree, but not later than September 1, 2008, unless Closing shall have failed to occur for one or more of the reasons set forth in Section 9.1(b)(ii) of this Agreement, in which case Closing may be extended to no later than

(continued . . .)

which either party may terminate the SPA. While recognizing that the SPA also allows for amendment by mutual consent,[12] applicants argue that there is no reason to expect that USS, the parent company of EJ&E, would agree to an extension without a reliable completion date for the regulatory process. Indeed, EJ&E's reply, filed May 28, 2008, states that it is the "position of EJ&E and USS from the time that the provisions of the SPA were negotiated and finalized and continuing up to the present time that both EJ&E and GTC have the unconditional and unilateral right to terminate the agreement if the closing does not occur on or before December 31, 2008."[13] Applicants therefore request that the regulatory process be completed by December 1, 2008, so as to allow for finalization of the transaction prior to December 31, 2008, if the proposed acquisition is approved.

Barrington and others,[14] however, have pointed out that applicants' statements with regard to the "drop-dead" date of December 31, 2008, do not make clear that USS will have the right to unilaterally terminate the SPA if the closing cannot occur by December 31, 2008, due to the need to complete the Board's NEPA review. Article IX, "Termination and Abandonment," of the SPA, which is referred to in section 2.3, specifically states, in part:

> § 9.1 Termination. This Agreement may be terminated and the transactions contemplated hereby may be abandoned, at any time prior to the Closing:
> . . .
> (b) by any Party if the Closing shall not have occurred by December 31, 2008; provided that the right to terminate this Agreement under this Section 9.1(b) shall not be available . . . (ii) if the reason for failure of the Closing to occur on or before such date is one or more of the following: (A) the STB has not issued a final decision in the Exemption Proceeding or the Control Proceeding; . . . (C) the STB has not completed such review of the transactions contemplated by this Agreement as may be required under [NEPA] or the National Historic Preservation Act, 16 U.S.C. 470, in connection with the Exemption Proceeding and the Control Proceeding. . . .[15]

(. . . continued)

> December 31, 2008, after which date this Agreement may terminate at the option of either party. Such date is herein referred to as the "**Closing Date**" (emphasis in original).

[12] See CN-2 at 297 (section 10.8 of the SPA).

[13] EJ&E Reply at 2.

[14] See BARR-4 at 13; WILL-10 at 6-7; FRKF-5 at 4-5; Letter from Village of Wayne (June 2, 2008).

[15] CN-2 at 293.

As noted by several parties,[16] this section, on its face, seems to conflict with section 2.3 of the SPA and appears to indicate that the parties to the SPA planned for the possibility that the transaction could require an environmental review process that extended beyond December 31, 2008. In these circumstances, the "consequences of delay" under 40 CFR 1506.8(b)(1)(iv) here do not warrant adoption of applicants' proposed procedural schedule for this controversial case, which involves an unprecedented amount of public participation during the EIS process and a large number of potential environmental issues that need time to be adequately assessed.[17]

Applicants note that in reviewing agency compliance with NEPA, the courts have taken into account whether an agency's governing statute imposes short, mandatory deadlines on the agency.[18] Section 11325(d), the statutory provision at issue here, does set time deadlines for minor transactions but allows for discretion on the part of the Board, where appropriate, and does not contain predetermined outcomes if the deadlines in section 11325(d) are not met.[19] Indeed, the U.S. Court of Appeals for the D.C. Circuit, in rejecting the argument that section 11325 requires the Board to adhere to a strict timetable, stated that "forcing the Board to proceed pursuant to [section] 11325 before it has had an opportunity to determine where the public interest lies would defeat altogether the purpose of the agency's review."[20] The same is true with NEPA, which requires agencies to take a "hard look" at the potential environmental issues, disclose the potential environmental impacts, and allow for public input so that the Board can weigh both environmental issues and issues on the transportation merits in deciding whether to approve a proposed transaction, deny it, or approve it with conditions, including environmental conditions.[21] The fact that the proposed transaction has been classified as "minor" does not control the determination regarding the time necessary to complete the environmental review.

The CEQ regulations at 40 CFR 1501.8(b)(1)(vii) provide that, in setting time limits, agencies consider, as one of the factors, the "time limits imposed on the agency by law, regulations, or executive order." Here, the time limits in 49 U.S.C. 11325(d) support the conclusion that the Board should complete this proceeding in an expeditious manner, but do not require adoption of applicants' suggested schedule. Nothing in NEPA, the case law, or the CEQ regulations require the Board to set a specific date with regard to service of the Final EIS and it would not be appropriate to do so here since the Board cannot predict in advance the extent or types of comments that might be made on the Draft EIS. The schedule that the Board is adopting sets reasonable time limits that accommodate NEPA and Congress' intent in section 11325(d) that the Board complete this proceeding expeditiously.

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[16] See BARR-4 at 14; WILL-10 at 6-7; Letter from Village of Wayne (June 2, 2008).

[17] See 40 CFR 1501.8(b)(1)(v), (vii).

[18] See CN-33 at 6, 15.

[19] See Gottlieb v. Pena, 41 F.3d 730, 733 (D.C. Cir. 1994).

[20] Western Coal Traffic League v. Surface Transportation Board, 216 F.3d 1168, at 1172, 1175 (D.C. 2000).

[21] See 40 CFR 1501.8(a).

The Board's schedule, which is set out fully below, projects completion of the Final EIS between December 1, 2008, and January 31, 2009, with issuance of a final decision subject to the time periods in the CEQ regulations at 40 CFR 1506.10(b)(2). With this schedule, the Board plans to complete the EIS process in less time than the time NEPA review has taken in other cases with similar issues.[22] The goals of both NEPA and sections 11324-25 will be met under the timeline the Board is setting because the proceeding should be concluded in a reasonably expeditious manner without jeopardizing the ability to conduct a thorough and complete environmental review process. As always, the Board reserves the right to adjust this schedule as facts and circumstances require or if the Board determines that adherence to this schedule would hinder its ability to fulfill its obligations under NEPA.

Finally, several parties have addressed the appropriate length of comment period on the Draft EIS, which is being issued today. The CEQ regulations require a minimum of 45 days for public review and comment in a Draft EIS, which is the time period suggested by applicants in their proposed schedule. Barrington and a number of others have requested a 120-day comment period (or longer) to file comments on the Draft EIS. On June 10, 2008, applicants opposed those requests.

The parties have not shown that the delay that would be caused by a 120-day comment period would be warranted here. On the other hand, the minimum 45-day time limit set forth in the CEQ regulations might not allow for careful review and comment on all of the analysis in the multi-volume Draft EIS. Thus, the Draft EIS provides for a 60-day comment period. That period is appropriate for this transaction; it should provide adequate time for interested parties, agencies, government entities, and members of the general public to analyze and comment on all aspects of the Draft EIS, while allowing for a reasonably expeditious completion of this proceeding.

3. The Board's Schedule.

Having considered the extensive record that is before the Board on this matter, the NEPA regulations, and other relevant legal authority governing the transaction, the Board finds that the following schedule is appropriate under the circumstances. As noted, the Board reserves the right to adjust this schedule as necessary.

[22] Applicants note that the Conrail merger, one of the most complicated merger transactions to come before the Board, only took 11 months from the date of the filing of the application to serve the Final EIS. But the environmental review process in Conrail actually took at least 18 months because substantial environmental work was ongoing by SEA (and, separately, by the applicants) beginning in early 1997, some six months before the application was filed.

Draft EIS served	July 25, 2008
Publication of Notice of Availability of Draft EIS in the Federal Register by the United States Environmental Protection Agency (EPA)	August 1, 2008
SEA Public Meetings on Draft EIS	Weeks of August 25, 2008 and September 8, 2008
Draft EIS comments due	September 30, 2008 (60 days after publication of EPA's Notice of Availability)
Final EIS served	Projected between December 1, 2008, and January 31, 2009
Final decision served	As soon as possible, pursuant to the CEQ regulations at 40 CFR 1506.10(b)(2)

This decision will not significantly affect either the quality of the human environment or the conservation of energy resources.

It is ordered:

1. Applicants' request for the establishment of time limits for the remaining NEPA review and issuance of the final decision is granted, but the schedule requested by applicants is not adopted.

2. The Board adopts the schedule set forth above and denies all other requests for alternative schedules.

3. This decision is effective on its service date.

By the Board, Chairman Nottingham, Vice Chairman Mulvey, and Commissioner Buttrey. Commissioner Buttrey commented with a separate expression.

Anne K. Quinlan
Acting Secretary

COMMISSIONER BUTTREY, concurring:

I join in the Board's decision today setting a schedule for completion of the environmental review process and issuance of a final decision in this matter. However, I have asked that this separate expression be included in order to express my deep concern with certain issues raised on the record that has been developed to date in this proceeding. I do so in the hope that the applicants and other interested parties will address these issues squarely in the remaining months before the Board must decide whether to approve the proposed transaction.

The statute requires that the Board must determine whether the proposed transaction is consistent with the public interest. Further, for a transaction like this that does not involve the merger or control of at least two Class I railroads, the statute provides that the Board shall approve the application unless it finds serious anticompetitive effects that outweigh the public interest.

Rail congestion has been a long-standing challenge in the greater Chicago area. Many well intentioned efforts have been made to address this problem over the years, but without total success. The application in this proceeding appears to be yet another such effort. It may indeed be motivated largely by frustration with the lack of success in dealing with Chicago rail congestion in the past. But this proceeding is different from other comprehensive efforts in that it would benefit mostly one rail carrier and its commercial partners.

For this proposed transaction, the scope, in terms of track mileage and transaction cost, is relatively low. However, the issues related to environmental impacts, mitigation costs, and impacts on the affected communities both now and in the future appear to be incredibly high. The local Chicago communities directly impacted by this transaction, particularly, in my view, those located along EJ&E's line north of Joliet, are essentially being asked to bear the heavy burden of years of failed efforts to address the Chicago rail congestion problem in a more comprehensive manner. There could also be a chilling effect on the future development of commuter rail service in the communities west of Chicago, which appears to me to be antithetical to the broadly defined public interest.

The Board must be very sensitive to the environmental issues being raised by local communities, and I am confident that these concerns will be fully explored and considered in the EIS being prepared on the schedule we adopt today. I urge all interested parties to participate actively in this process. At the end of the environmental review process, I will carefully consider the recommended mitigation conditions that are generated, and they will factor importantly in my decision-making process. However, based on what I see now on the record, and what I saw when I recently visited the affected communities, it is hard for me to imagine how even the most far-reaching mitigation measures would be enough to offset or balance the environmental detriments that would flow from this proposal.

39357 SERVICE DATE – LATE RELEASE SEPTEMBER 8, 2008
EB

SURFACE TRANSPORTATION BOARD

DECISION

STB Finance Docket No. 35087

CANADIAN NATIONAL RAILWAY COMPANY AND GRAND TRUNK CORPORATION—CONTROL—EJ&E WEST COMPANY

Decision No. 14

Decided: September 8, 2008

In this proceeding, Canadian National Railway Company (CNR) and Grand Trunk Corporation (GTC) (collectively referred to as CN or applicants) seek Board authorization to acquire control of EJ&E West Company (EJ&EW), a wholly owned noncarrier subsidiary of Elgin, Joliet & Eastern Railway Company (EJ&E). Under the terms of the stock purchase agreement dated September 25, 2007 (SPA),[1] the EJ&E would transfer a substantial portion of its existing rail line, consisting primarily of an arc around Chicago, IL, to EJ&EW, and then sell its EJ&EW stock to GTC.[2]

In Decision No. 2, served November 26, 2007, the Board accepted the application for consideration under 49 CFR 1180.2(c), and also concluded that an Environmental Impact Statement (EIS)[3] would need to be prepared to fulfill the Board's obligations under the National Environmental Policy Act (NEPA), 42 U.S.C. 4321 et seq. The Board explained that it would not issue a final decision on the application until the EIS process is completed, which has taken from 18 months to several years to complete in other cases.

On May 13, 2008, CN asked the Board to complete the NEPA review and serve a final decision approving the application by December 1, 2008, so that GTC and EJ&E could complete the stock purchase by December 31, 2008. In Decision No. 13, served July 25, 2008, the Board set December 1, 2008, to January 31, 2009, as a target for the issuance of the Final EIS, followed by a final decision on the application as soon as possible thereafter.

On August 14, 2008, CN filed a further petition to modify the procedural schedule. CN now asks the Board to rule that applicants have met the criteria of 49 U.S.C. 11324(d)(1) for

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[1] Railroad Control Application, CN-2, Exhibit 2.

[2] The details are summarized at CN-2, pp. 19-20.

[3] An EIS is the detailed written statement required by NEPA for major federal actions significantly affecting the quality of the human environment. See 49 CFR 1105.4(f).

approval of an acquisition that does not involve more than one Class I railroad and to allow CN to take control of EJ&E before issuance of the Final EIS and subsequent Board consideration of the potential environmental impacts. CN proposes that the Board condition its approval of the acquisition on CN maintaining the environmental *status quo* until the decision on the deferred environmental issues and on CN acknowledging that the Board retains "all legal authority the Board currently possesses to impose environmental conditions in this proceeding." CN requests that the Board serve a final decision by October 15, 2008, effective November 14, 2008, that would allow CN and EJ&E to complete the stock purchase by December 31, 2008. CN reiterates its previous assertion that there is a substantial risk the SPA will be terminated if not closed by December 31, 2008. CN argues that bifurcating the proceeding in the manner sought here—allowing CN to take control of EJ&EW subject to the requirement that it preserve the environmental *status quo* until completion of the environmental review—is consistent with NEPA.[4] Several parties have filed replies in opposition.[5]

DISCUSSION AND CONCLUSIONS

CN has styled its request as a petition for relief not otherwise provided for in the Board's rules pursuant to 49 CFR 1117.1. However, the essence of CN's petition is that the Board should reopen the determination in Decision No.2 that a decision on the merits of the application would not be issued until after completing the environmental review. Under 49 U.S.C. 722(c) and 49 CFR 1115.4, a petition to reopen requires a showing of material error, new evidence, or substantially changed circumstances in order to obtain relief. CN has not satisfied any of these criteria.

We note also that CN's petition appears to assume that, while the Board could impose environmental mitigation conditions on its approval of the application, the Board either could not or would not deny the application in this case on environmental grounds. In their reply, American Chemical Services et al. assert not only that denial is possible, but that there is "much more than a mere possibility" that this application would be denied due to adverse environmental impacts. We need not reach those issues here.

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[4] In its petition, CN also reiterates its prior argument that 49 U.S.C. 11325(d) requires the Board to issue a final decision on its application within 180 days. In Decision No. 13 (slip op. at 6), we explained that the Board has discretion in appropriate circumstances to take more than 180 days to complete the record and render a decision in an application for approval of a change in control under 49 U.S.C. 11324(d).

[5] Joint Letter from Hon. Peter J. Visclosky, Member of Congress, et al. (Aug. 22, 2008); Reply in Opposition of American Chemical Service, Inc., Aux Sable Liquid Products, LP, and Equistar Chemicals, LP (filed Aug. 27, 2008); Village of Barrington Reply (filed Sept. 3, 2008); Village of Frankfort's Opposition (filed Sept. 3, 2008). Letters in support of CN's petition have also been filed by American Suzuki Motor Corporation, Canfor Wood Products Marketing Ltd., Chicago Heights Steel, Consolidated Grain and Barge Co., Hanjin Shipping Company, Ltd., Millar Western Forest Products Ltd., the National Industrial Transportation League, Patrick Engineering Inc., Solutions To Area Rail Traffic, SSAB North American Division, Verso Paper Corp., and Viterra.

As discussed below, we will deny CN's petition because (i) a procedure that gives CN control over EJ&EW before the Board rules on the environmental issues violates NEPA principles and regulations; and (ii) CN has failed to demonstrate that its proposal would be workable and would maintain the environmental *status quo*.

Proposed "Bifurcation"

The crux of CN's petition is that the Board can reconcile its responsibilities under the Interstate Commerce Act and its NEPA responsibilities by treating approval of the stock purchase as a separate Federal action for NEPA purposes from a subsequent determination of the decision concerning the environmental mitigation conditions to be attached to approval of CN's application. CN argues that approval of the stock purchase would not have any environmental effects in light of its willingness to maintain the environmental *status quo* while the Board completes the environmental review. CN also maintains that approving the stock purchase would not diminish the Board's conditioning authority since CN would be willing to accept any environmental mitigation conditions subsequently imposed in the environmental phase (subject to its right to challenge in court any conditions that it considers unreasonable). CN-49 at 12-13.

We do not believe that it would be consistent with NEPA or agency precedent to consider the proposed stock purchase separately from our environmental review. The regulations of the Council on Environmental Quality (CEQ) (the Federal agency responsible for establishing the implementing rules for Federal agency compliance with NEPA) provide that: "Proposals or parts of proposals which are related to each other closely enough to be, in effect, a single course of action shall be evaluated in a single impact statement." 40 CFR 1502.4(a). Indeed, CN itself has previously recognized in this case that NEPA requires the completion of the EIS before the Board issues its final decision on whether to approve the change in control.[6]

Nor do we believe that agency precedent supports treating approval of CN's acquisition of the EJ&EW and approval of CN's proposed Operating Plan as separate Federal actions. Since enactment of NEPA, neither the Board nor its predecessor, the Interstate Commerce Commission (ICC), has ever issued a final decision approving a merger or acquisition prior to the issuance of a Final EIS or an Environmental Assessment (EA) where such an environmental document, as defined by the CEQ at 40 CFR 1508.10, was required.

In fact, the cases cited by CN demonstrate why it would not be consistent with NEPA or the CEQ regulations to treat approval of the stock purchase as separate from CN's operating plan. In Union Pacific/Southern Pacific Merger, 1 S.T.B. 233 (1996), aff'd sub nom. Western Coal Traffic League v. STB, 169 F.3d 775 (D.C. Cir. 1996) (UP/SP), a comprehensive EA and Post Environmental Assessment (Post EA) were issued prior to the Board's final decision approving that merger with conditions. In its final decision, the Board imposed comprehensive systemwide and corridor-specific environmental conditions, as well as local environmental mitigation, and concluded that an EIS was unnecessary because, with those mitigation

[6] Applicants' Comments on the Draft Scope of Study at 9 (filed February 15, 2008) ("the Board cannot authorize the Transaction on the merits until the EIS is complete").

conditions, the merger would not have significant environmental impacts. Although the Post EA found that more focused mitigation studies were warranted to develop appropriate mitigation for Reno, NV, and Wichita, KS, "[n]othing in the record suggest[ed] that the potential environmental effects of the merger in Reno or Wichita are so severe that implementation of the merger should not proceed prior to the completion of the studies." 1 S.T.B. at 515. Thus, the Board imposed conditions to preserve the environmental *status quo* in Reno and Wichita pending the development of the additional mitigation for those cities. Here, in contrast, CN is asking the Board to act before the Board has issued a Final EIS for any part of the line and before any mitigation measures have been finally determined for any part of the line.

Neither of the other two cases cited by CN—Iowa, Chicago & Eastern Railroad Corporation—Acquisition and Operation Exemption—Lines of I&M Rail Link, LLC, STB Finance Docket No. 34177 (STB served July 22, 2002) (ICE/I&M), nor Canadian Pacific Railway—Control—Dakota, Minnesota & Eastern Railroad, STB Finance Docket No. 35081 (STB served Apr. 4, 2008) (CP/DME)—supports CN's position. Both of those cases involved the Dakota, Minnesota & Eastern Railroad (DM&E) and threshold determinations by the Board that the environmental impact from the possible future construction by DM&E of a new rail line to transport coal from the Powder River Basin (PRB) in Wyoming was too speculative and uncertain to be studied in connection with the proposed carrier acquisitions by or of DM&E.[7] In both cases, the Board found that the operating changes resulting solely from the acquisition of the other carrier were modest and did not warrant the preparation of an EIS or EA. In both cases, DM&E had not yet decided to actually build the line into the PRB, so there was no time table for construction of the line, and the information needed to prepare an EIS or EA related to new traffic from the PRB—such as likely shippers, routings for PRB coal, destinations and frequencies—did not exist. Therefore, it was reasonable in both cases for the Board to defer consideration of the impact of moving PRB coal over the newly combined lines until the construction of the new line became probable and to attach a condition to preserve the environmental *status quo* in the meantime with respect to the movement of PRB coal.

Here, by contrast, there is nothing speculative or remote about the traffic increases that are projected with this transaction. CN has provided detailed information on the frequencies and the routings of the increased EJ&EW traffic. Moreover, CN seeks to take control of EJ&E for the very purpose of integrating the EJ&E into CN's system and rerouting significant amounts of rail traffic over the EJ&E's lines. Approval of the application is a condition precedent to implementation of CN's Operating Plan. They are two links in the same chain that must be studied together under 40 CFR 1502.4.

Finally, the agency's former policy of conditionally approving proposals for the construction of a new or extended rail line before completion of the environmental review process does not support CN here because no authority was granted in those cases until the

[7] Also, in CP/DME, slip op. at 10-11, the Board specifically found that Canadian Pacific Railway's acquisition of DM&E was too remote from the potential future transportation of coal over the lines of Canadian Pacific or the ICE to be considered a single course of action under 40 CFR 1502.4(a) for NEPA review purposes.

Board subsequently issued a decision on the environmental issues. Here, in contrast, CN seeks more than a declaration from the Board that the transaction would not substantially lessen competition, create a monopoly, or restrain trade in freight surface transportation in any region of the United States. Rather, CN seeks authorization to acquire EJ&EW. Moreover, the Board's current practice in cases involving proposals for the construction of a new rail line is to consider the environmental aspects of a proposed action at the same time as it considers the transportation or other public interest aspects. See Alaska Railroad Corporation—Construction and Operation Exemption—Rail Line Between Eielson Air Force Base (North Pole) and Fort Greely (Delta Junction), AK, STB Finance Docket No. 34658, slip op. at 2 (STB served Oct. 4, 2007).

CN's Proposed Environmental Condition

In any event, we are not persuaded that the proposal outlined by CN in its petition would be sufficient to preserve the environmental *status quo* in the interim period between the requested approval of the transaction under section 11324(d) and the completion of the Board's environmental review. CN represents that, if allowed to take control of EJ&EW, it would not "undertak[e] Transaction-related actions (such as the re-routing of trains from intra-Chicago routes to the EJ&EW) that could cause adverse environmental impacts" prior to the completion of the environmental phase of the proceeding. Petition at 2, n.2. However, CN expressly excludes certain categories of actions from this voluntary forbearance, such as the service of new traffic tendered by shippers or the interchange of new trains with carriers not under the control of CN. Id. This exception could result in significant increases in traffic along the lines that would not have occurred but for the transaction.[8] Armed with a favorable "October Merits Decision," CN could solicit significant additional traffic from non-CN origination points, and increased traffic could begin to flow prior to completion of the NEPA review and the Board's consideration of appropriate conditions.

CN's proposal would be difficult to monitor and enforce. CN essentially asks us to trust that it would maintain the environmental *status quo*, as CN interprets it, and that it would bring to the Board in advance any close questions on whether a particular action would properly be considered within the *status quo*. To assure maintenance of the environmental *status quo*, there would need to be objective standards by which compliance could be monitored. Presumably, such maintenance would need to include establishing quantifiable traffic limits, retaining the services of an independent monitor to report traffic levels to the Board, and enforcing traffic restrictions with remedies significant enough to deter violations (including possible divestiture of the EJ&EW assets or suspension of operating authority). Such a monitoring regime, however, would unduly involve the Board in the day-to-day details of EJ&EW's operations and could well result in frequent complaints by communities along EJ&EW's lines that CN was increasing traffic beyond the *status quo*. CN has offered no feasible suggestions for independent monitoring or effective enforcement of the *status quo*.

[8] Although it is true that EJ&E could, prior to the sale and on its own initiative, decide to increase traffic on its line to any level it deems appropriate without the need for Board approval, the record does not suggest that it has done so in the recent past or has any present intention to do so.

This case is unlike the other cases cited by CN in terms of the difficulty in establishing objective traffic standards and monitoring compliance. In both CP/DME and ICE/IM, where the new DM&E line into the PRB has not yet been constructed, the Board precluded the carriage of any coal traffic over Canadian Pacific or IC&E lines that originated on DM&E's proposed line into the PRB until the environmental review process for the impacts of the traffic flows is complete. Similarly, in UP/SP, the Board permitted the merged carrier to add only an average of two trains per day on the affected rail line segments to preserve the environmental *status quo* in Reno and Wichita pending the completion of supplemental studies to produce specifically tailored mitigation plans to ensure that localized environmental issues were addressed. 1 S.T.B. at 517. Moreover, the Board had already imposed significant systemwide environmental conditions and was satisfied that "with the systemwide and corridor-specific mitigation already imposed and the conditions to be arrived at following the independent mitigation studies, there would be no significant environmental impacts to Reno and Wichita . . . ." 1 S.T.B. at 516. In sum, the limitations on the carriers' operations were clear in those cases, and monitoring was simple. Here, in contrast, CN seeks to be allowed to control EJ&EW's traffic flows prior to the imposition of any environmental conditions whatsoever, save for CN's undefined pledge to maintain the *status quo* and to monitor itself.

This decision will not significantly affect either the quality of the human environment or the conservation of energy resources.

It is ordered:

1. Applicants' petition is denied.

2. This decision is effective on its service date.

By the Board, Chairman Nottingham, Vice Chairman Mulvey, and Commissioner Buttrey.

Anne K. Quinlan
Acting Secretary

39220 SERVICE DATE – SEPTEMBER 11, 2008
SEC

SURFACE TRANSPORTATION BOARD

DECISION

STB Finance Docket No. 35087[1]

CANADIAN NATIONAL RAILWAY COMPANY AND GRAND TRUNK CORPORATION—CONTROL—EJ&E WEST COMPANY

Decision No. 15

Decided: September 10, 2008

In Decision No. 2, served November 26, 2007, the Board accepted for consideration the application filed by Canadian National Railway Company (CNR) and Grand Trunk Corporation (GTC) on October 30, 2007 (October 30 application), for Board authorization of the proposed acquisition of control of EJ&E West Company (EJ&EW), a wholly owned noncarrier subsidiary of Elgin, Joliet & Eastern Railway Company (EJ&E), by CNR and GTC (collectively referred to as CN or applicants). This proposal is referred to as the transaction.

BACKGROUND

In its October 30 application, CN stated that, as part of the proposed transaction, it expects to cease operations over an 11-mile segment of railroad track known as the St. Charles Air Line route (Air Line route) in Chicago, IL, by the end of the 3-year implementation period of the transaction. Several parties, including the National Railroad Passenger Corporation (Amtrak), filed comments, expressing opposition to the proposed transaction and asserting that the abandonment of the Air Line route would result in the disruption or discontinuance of Amtrak service to affected locations. In response to these comments, CN states that it has agreed to the conditions sought by Amtrak, namely that Amtrak may remain on the Air Line route, until

[1] This decision also embraces Elgin, Joliet and Eastern Railway Company—Corporate Family Exemption—EJ&E West Company, STB Finance Docket No. 35087 (Sub-No. 1); Chicago, Central & Pacific Railroad Company—Trackage Rights Exemption—EJ&E West Company, STB Finance Docket No. 35087 (Sub-No. 2); Grand Trunk Western Railroad Incorporated—Trackage Rights Exemption—EJ&E West Company, STB Finance Docket No. 35087 (Sub-No. 3); Illinois Central Railroad Company—Trackage Rights Exemption—EJ&E West Company, STB Finance Docket No. 35087 (Sub-No. 4); Wisconsin Central Ltd.—Trackage Rights Exemption—EJ&E West Company, STB Finance Docket No. 35087 (Sub-No. 5); EJ&E West Company—Trackage Rights Exemption—Chicago, Central & Pacific Railroad Company, STB Finance Docket No. 35087 (Sub-No. 6); and EJ&E West Company—Trackage Rights Exemption—Illinois Central Railroad Company, STB Finance Docket No. 35087 (Sub-No. 7).

the Grand Crossing Connection or another acceptable alternative is available, at a cost to be capped at the current level (adjusting only for inflation pursuant to the formula contained in the agreement between CN and Amtrak) and at the level of operating utility currently enjoyed by Amtrak.

On May 8, 2008, the Illinois Department of Transportation (IDOT) filed a motion to compel discovery from CN, seeking information regarding the cost of maintaining tracks, equipment, bridges, viaducts, and grade crossings along the Air Line route.[2] IDOT asserts, among other things, that obtaining information detailing the cost of maintaining the tracks and structures is critical to the public interest because the cost of maintaining the Air Line route will be borne by IDOT and Amtrak, ultimately at the public expense, under the terms of the proposed transaction. IDOT notes that, while CN has informed IDOT of CN's ongoing negotiations with Amtrak, no binding agreement regarding maintenance of the Air Line route has been reached, nor has CN provided IDOT with any meaningful assurances to that effect.

In a reply filed July 2, 2008, CN reiterates its commitment to negotiating with Amtrak an agreement that would implement the commitments sought by Amtrak. CN states that its offer to allow Amtrak to maintain existing service at no additional cost resolves any and all issues, including IDOT's concerns, regarding the impacts of the proposed transaction on Amtrak service. CN also notes that it has invited the Board to impose the commitments made to Amtrak as conditions to authorization of the transaction. Further, CN states that the information sought by IDOT is not developed or maintained by CN in the regular course of business. In a letter to IDOT, dated February 7, 2008, CN states that it "does not have and does not regularly develop actual or projected maintenance costs" for the Air Line route and that the current CN/Amtrak agreement, which runs through January 31, 2010, provides for Amtrak to pay a fixed base rate for maintenance, subject to escalation in accordance with indices. CN further states in the February 7 letter that it has agreed to develop this information as part of its confidential negotiations with Amtrak.

DISCUSSION AND CONCLUSIONS

IDOT's motion to compel will be denied. CN submits that the information is not maintained and does not exist. In light of this representation, an order to compel the production of this information would serve no purpose.[3] A party can not be required to prepare new documents solely for their production. Also, given CN's representations regarding the Air Line route, namely its commitment, as a condition of the Board's approval of the application, to capping costs at current inflation-adjusted levels for as long as Amtrak remains on the Air Line route, the information sought by IDOT is not likely to be relevant for the purposes of this proceeding. CN has consistently represented its commitment to Amtrak throughout its filings

[2] Specifically, IDOT submitted five document requests, including "any analysis or projections regarding the annual maintenance and operation activities and costs required or recommended for the CN track after the acquisition is fully implemented." IDOT Request for Production of Documents (filed March 3, 2008).

[3] The Board's discovery rules require the existence of documents sought. See 49 CFR 1114.30.

before the Board. In its March 13 reply, CN states that it has agreed to the conditions sought by Amtrak and included a letter to Amtrak, dated March 10, 2008, in which it expresses its commitment to allowing Amtrak to remain on the Air Line route and to capping costs to Amtrak for maintaining the segment at the current level, indexed for inflation in future years, as provided by the current CN/Amtrak agreement. In a March 27, 2008 filing, CN reiterates this commitment in response to a letter of opposition filed by Congresswoman Melissa Bean. The Draft EIS, served July 25, 2008, also includes this commitment as a voluntary mitigation measure submitted by CN. Though no binding agreement has been reached between CN and Amtrak, it appears that, should the transaction be approved, CN is fully intent on allowing Amtrak to remain on the Air Line route, until an alternative route is available, at costs capped at the current level (as adjusted for inflation). CN, in its surrebuttal, filed April 28, 2008, states that it does not object to the Board conditioning approval of the transaction on its commitment to Amtrak. A condition along those lines, if imposed by the Board, could adequately address IDOT's concerns regarding any costs it might incur under the proposed transaction.

To the extent that IDOT has concerns regarding matters that are covered by the environmental review of the proposed transaction, it may submit comments before the Board's Section of Environmental Analysis (SEA).[4]

This action will not significantly affect either the quality of the human environment or the conservation of energy resources.

It is ordered:

1. IDOT's motion to compel is denied.

2. This decision is effective on the service date.

By the Board, Anne K. Quinlan, Acting Secretary.

Anne K. Quinlan
Acting Secretary

[4] See Canadian National Railway Company and Grand Trunk Corporation—Control—EJ&E West Company, STB Finance Docket No. 35087 (STB served Feb. 22, 2008) (Decision No. 8). In Decision No. 8, the Board denied motions to compel filed by parties seeking discovery on environmental matters. The Board found that formal discovery on environmental issues was not available because such information would be developed by SEA during the environmental review process.

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Federal Register Notices

Contents:

Federal Register Notice / Volume 72, No. 229 (11/29/07)
Federal Register Notice / Volume 73, No. 21 (01/31/08)
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Federal Register Notice / Volume 73, No. 149 (08/01/08)

training program. It also permits the Maritime Administration (MARAD) to determine if a graduate, who wishes to defer the service obligation to attend graduate school, is eligible to receive a deferment. Their service obligation is required by law.

Need and Use of the Information: This information collected establishes overall compliance with the service obligation contract in support of the Economic Growth and Trade and National Security goals identified in the DOT Strategic Plan. Because the graduates are required to serve as commissioned officers in the U.S. Merchant Marine Reserve, U.S. Naval Reserve (as an aspect of the service obligation), they become the Navy's single largest source of naval reserve officers except for Naval R.O.T.C. In their civilian capacities, they are required first to sail on their professional merchant marine licenses or work in the maritime industry ashore. This dual role makes the graduates especially valuable because national defense planning initiatives and the Nation's economic needs depend on available personnel who are highly trained.

Description of Respondents: U.S. Merchant Marine Academy students and graduates, and subsidized students and graduates.

Annual Responses: 21.

Annual Burden: 4.2 hours.

Comments: Comments should be referred to the docket number that appears at the top of this document. Written comments may be submitted to the Docket Clerk, U.S. DOT Dockets, Room W12–140, 1200 New Jersey Avenue, SE., Washington, DC 20590. Comments also may be submitted by electronic means via the Internet at *http://www.regulations.gov*. Specifically address whether this information collection is necessary for proper performance of the functions of the agency and will have practical utility, accuracy of the burden estimates, ways to minimize this burden, and ways to enhance the quality, utility, and clarity of the information to be collected. All comments received will be available for examination at the above address between 10 a.m. and 5 p.m. *EDT* (*or EST*), Monday through Friday, except Federal holidays. An electronic version of this document is available on the World Wide Web at *http://www.regulations.gov*.

Privacy Act: Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477–78) or you may visit *http://www.regulations.gov*.

Authority: 49 CFR 1.66.

By order of the Maritime Administrator.

Dated: November 20, 2007.

Christine S. Gurland,

Acting Secretary, Maritime Administration.

[FR Doc. E7–23152 Filed 11–28–07; 8:45 am]

BILLING CODE 4910–81–P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 35087]

Canadian National Railway Company and Grand Trunk Corporation—Control—EJ&E West Company [1]

AGENCY: Surface Transportation Board, DOT.

ACTION: Decision No. 2 in STB Finance Docket No. 35087; Notice of Acceptance of Primary Application and Related Filings; Issuance of Procedural Schedule.

SUMMARY: The Surface Transportation Board (Board) is accepting for consideration the primary application filed October 30, 2007, by Canadian National Railway Corporation (CNR) and Grand Trunk Corporation (GTC), a noncarrier holding company through which CNR controls its U.S. rail subsidiaries, and seven related filings. The primary application seeks Board approval under 49 U.S.C. 11321–26 of the acquisition of control of EJ&E West Company (EJ&EW), a wholly owned noncarrier subsidiary of Elgin, Joliet and Eastern Railway Company (EJ&E), by CNR and GTC. This proposal is referred to as the Control Transaction, and CNR and GTC are referred to collectively as applicants.

The related filings are notices of exemption involving an intra-corporate family transaction and the granting of trackage rights. The Sub-No. 1 filing provides for EJ&E to transfer property to EJ&EW, which, at that time, would become a rail common carrier, prior to applicants acquiring control of EJ&EW. The Sub-Nos. 2 through 7 filings provide for grants of trackage rights by EJ&EW to Grand Trunk Western Railroad (GTW), Illinois Central Railroad Company (IC), Chicago, Central & Pacific Railroad Company (CCP), and Wisconsin Central Ltd. (WCL), and by IC and CCP to EJ&EW, promptly upon applicants' acquisition of control of EJ&EW, should the Board approve the proposed Control Transaction.

The Board finds that the Control Transaction is a ''minor transaction'' under 49 CFR 1180.2(c), and adopts a procedural schedule for consideration of the application. In finding that the transaction is a minor transaction, the Board has preliminarily determined that any anticompetitive effects of the transaction will clearly be outweighed by the transaction's anticipated contribution to the public interest in meeting significant transportation needs. 49 CFR 1180.2(b)(2). The Board makes this determination based solely on evidence presented in the application. The Board stresses that this is not a final determination, and its finding may be rebutted by filings and evidence submitted into the record for this proceeding. The Board will give careful consideration to any claims that the transaction will have anticompetitive effects that are not apparent from the application itself.

Moreover, the Board has determined to prepare an Environmental Impact Statement (EIS) with respect to the transaction.

DATES: The effective date of this decision is November 29, 2007. Any person who wishes to participate in this proceeding as a party of record (POR) must file, no later than December 13, 2007, a notice of intent to participate. All comments, protests, requests for conditions, and any other evidence and argument in opposition to the primary application and related filings, including filings by the U.S. Department of Justice (DOJ) and the U.S. Department of Transportation (DOT), must be filed by January 28, 2008. Responses to comments, protests, requests for conditions, and other opposition, and rebuttal in support of the primary application or related filings must be filed by March 13, 2008. If a public

[1] This decision also embraces *Elgin, Joliet and Eastern Railway Company—Corporate Family Exemption—EJ&E West Company*, STB Finance Docket No. 35087 (Sub-No. 1); *Chicago, Central & Pacific Railroad Company—Trackage Rights Exemption—EJ&E West Company*, STB Finance Docket No. 35087 (Sub-No. 2); *Grand Trunk Western Railroad Incorporated—Trackage Rights Exemption—EJ&E West Company*, STB Finance Docket No. 35087 (Sub-No. 3); *Illinois Central Railroad Company—Trackage Rights Exemption—EJ&E West Company*, STB Finance Docket No. 35087 (Sub-No. 4); *Wisconsin Central Ltd.—Trackage Rights Exemption—EJ&E West Company*, STB Finance Docket No. 35087 (Sub-No. 5); *EJ&E West Company—Trackage Rights Exemption—Chicago, Central & Pacific Railroad Company*, STB Finance Docket No. 35087 (Sub-No. 6); and *EJ&E West Company—Trackage Rights Exemption—Illinois Central Railroad Company*, STB Finance Docket No. 35087 (Sub-No. 7).

hearing or oral argument is held, it will be held on a date to be determined by the Board. Under 49 U.S.C. 11325(d)(2), a final decision would be issued by April 25, 2008; however, the Board is also required to accommodate in its decisionmaking the requirements of the National Environmental Policy Act (NEPA), 42 U.S.C. 4321 *et seq.* Thus, the Board will not issue a final decision on the merits of the application until the environmental review is completed, including preparation of an EIS and a substantial opportunity for public comment and participation. For further information respecting dates, see Appendix A (Procedural Schedule).

ADDRESSES: Any filing submitted in this proceeding must be submitted either via the Board's e-filing format or in the traditional paper format. Any person using e-filing should attach a document and otherwise comply with the instructions found on the Board's Web site at *http://www.stb.dot.gov* at the ''E-FILING'' link. Any person submitting a filing in the traditional paper format should send an original and 10 paper copies of the filing (and also an electronic version) to: Surface Transportation Board, 395 E Street, SW., Washington, DC 20423–0001. In addition, one copy of each filing in this proceeding must be sent (and may be sent by e-mail only if service by e-mail is acceptable to the recipient) to each of the following: (1) Secretary of Transportation, 1200 New Jersey Avenue, SE., Washington, DC 20590; (2) Attorney General of the United States, c/o Assistant Attorney General, Antitrust Division, Room 3109, Department of Justice, Washington, DC 20530; (3) Paul A. Cunningham (representing CNR and GTC), Harkins Cunningham LLP, 1700 K Street, NW., Suite 400, Washington, DC 20006–3804; and (4) any other person designated as a POR on the service list notice (as explained below, the service list notice will be issued as soon after December 13, 2007, as practicable).

FOR FURTHER INFORMATION CONTACT: Julia M. Farr, (202) 245–0359. [Assistance for the hearing impaired is available through the Federal Information Relay Service (FIRS) at 1–800–877–8339.]

SUPPLEMENTARY INFORMATION: CNR is one of Canada's two major railroads, extending from Halifax, Nova Scotia, on the Atlantic to Vancouver and Prince Rupert, British Columbia, on the Pacific. Through its GTC subsidiary, CNR controls the following rail carriers: GTW, IC, CCP, WCL, Duluth, Winnipeg and Pacific Railway Company (DWP), St. Clair Tunnel Company (SCTC), Cedar River Railroad Company (CRRC), Waterloo Railway Company (Waterloo), Sault Ste. Marie Bridge Company (SSMB), Wisconsin Chicago Link Ltd. (WCLL), Duluth, Missabe and Iron Range Railway Company (DMIR), Bessemer and Lake Erie Railroad Company (B&LE), and The Pittsburgh & Conneaut Dock Company (P&C Dock). DWP extends the applicants' system from the international border at Duluth Junction/Ranier over DWP's own lines to Nopeming Junction, MN. GTW also extends applicants' system to Chicago from the international border at Port Huron/Sarnia and Detroit/Windsor. In 1999, applicants acquired IC, thus extending applicants' system from Chicago to the Gulf Coast, and becoming part of a North American Free Trade Agreement (NAFTA) rail network offering shippers access to Kansas City Southern de México, S.A. de C.V. (KCSM), Mexico's largest rail system. In 2001, applicants acquired WCL and its affiliates, and in 2004 applicants acquired the Great Lakes Transportation LLC (GLT) carriers including DMIR, thus providing applicants with a connection between Chicago and applicants' lines west of the Great Lakes. In the GLT transaction, applicants also acquired B&LE and P&C Dock, which, together with applicants' ownership of DMIR and Great Lakes Fleet, LLC (a water carrier operating on the Great Lakes), provides applicants a continuous supply chain for iron ore moving from the Missabe Iron Range of Minnesota to the Union Railroad Company, which serves the Edgar Thompson Steel Works of United States Steel Corporation (USS) in Braddock, PA.

EJ&EW is an Illinois corporation formed on August 16, 2007, and is a wholly owned noncarrier subsidiary of EJ&E. EJ&E is a Class II railroad that currently operates over 198 miles of track in Northeastern Illinois and Northwestern Indiana, consisting primarily of an arc around Chicago, IL, extending from Waukegan, IL, southwards to Joliet, IL, then eastward to Gary, IN, and then northwest to South Chicago along Lake Michigan. EJ&E provides rail service to approximately 100 customers, including steel mills, coal utilities, plastics, and chemical producers, steel processors, distribution centers, and scrap processors. EJ&E is a wholly owned indirect subsidiary of USS, a noncarrier. USS owns all of the issued and outstanding stock of Transtar, Inc. (Transtar), a noncarrier holding company, which owns all of the issued and outstanding stock of seven common carrier railroads, including EJ&E.[2]

Before applicants acquire control of EJ&EW, EJ&E plans to transfer all of its land, rail, and related assets located west of the centerline of Buchanan Street in Gary (together with the real property and related fixtures associated with the hump and Dixie leads located east of Buchanan Street) to EJ&EW, which at that time would become a rail common carrier. As noted above, this transaction is the subject of the Sub-No. 1 related filing. EJ&E would retain its land, rail, and related assets east of the centerline (other than the real property and related fixtures associated with the hump and Dixie leads). It is expected that, if the Control Transaction is approved and applicants acquire control of EJ&EW, EJ&E would change its name to Gary Railway Company, and EJ&EW would assume the Elgin, Joliet & Eastern Railway Company name.

In order to permit trains of its operating subsidiaries—GTW, IC, CCP, and WCL—to operate over EJ&EW's line and provide for maximum operational flexibility, applicants intend to cause EJ&EW to grant trackage rights to those subsidiaries over the entire length of EJ&EW from Waukegan to Gary. Applicants also intend to grant EJ&EW trackage rights over selected portions of its CCP and IC subsidiaries. These proposed trackage rights are the subjects of notices of exemption in the related filings Sub-Nos. 2 through 7, providing for grants of trackage rights by EJ&EW to GTW, IC, CCP, and WCL and by IC and CCP to EJ&EW.

GTC and EJ&E have entered into a Stock Purchase Agreement (Agreement), dated as of September 25, 2007. The Agreement provides that, subject to Board authorization of the Control Transaction, and other conditions, GTC will purchase from EJ&E all of the issued and outstanding common stock of EJ&EW for an overall purchase price of $300 million, subject to adjustments as provided for in the Agreement.

Applicants state three primary purposes for pursuing the Control Transaction. First, they believe the Control Transaction would improve their operations in and beyond the Chicago area by providing CNR with a continuous rail route around Chicago, under applicants' ownership, that would connect the five CNR lines that presently radiate from Chicago. Second, acquiring EJ&E's rail assets would make

[2] In 2001, Transtar spun off its interest in B&LE, DMIR, P&C Dock, and a water carrier, Great Lakes Fleet, to GLT, which became a holding company controlled by the Blackstone Group. In 2004, in a transaction unrelated to USS, applicants acquired the GLT subsidiaries.

available to applicants EJ&E's Kirk Yard—an automated classification facility in Gary—as well as smaller facilities in Joliet and Whiting, IN, thus enabling applicants to consolidate car classification work at Kirk and East Joliet Yards and to reduce use of the Belt Railway Company of Chicago's (BRC) Clearing Yard. Lastly, applicants state that their system would benefit from the fact that EJ&E provides an important supply line for North American steel, chemical, and petrochemical industries, as well as for Chicago area utilities and others, which would allow applicants to develop closer and more extensive relationships with companies in and serving those industries.

Financial Arrangements. No new securities have been or would be issued in connection with applicants' acquisition of control of EJ&EW. Under the Agreement, the purchase price would be paid in cash on the closing date. Applicants anticipate that they would finance the Control Transaction with debt and cash on hand.

Passenger Service Impacts. Applicants state that the Control Transaction would not affect passenger rail service operating on CNR rail lines today; rather, applicants anticipate reduced freight train traffic on CNR lines inside the EJ&E arc, which would benefit passenger operations over those lines. Once applicants cease operations on the St. Charles Air Line Route, applicants state that the National Railroad Passenger Corporation (Amtrak) would be the only remaining regular user of that route. Before the line can be formally abandoned, Amtrak trains would need to be re-routed to Norfolk Southern Railway Company's line, as has been planned in connection with the Chicago Region Environmental and Transportation Efficiency (CREATE) Project. Applicants state that EJ&E lines are not used for intercity or commuter passenger rail service, though EJ&E does cross, at grade, several corridors of the Commuter Rail Division of the Regional Transportation Authority of Northeast Illinois (Metra). Applicants state that they would work with Metra and the host freight operators to coordinate operations and adjust operating windows so that the needs of all users can be met. Applicants also note that they are aware that Metra is studying the feasibility of using a portion of the EJ&E corridor for future light-rail commuter service. Applicants state that they would explore options to further Metra's goal of extended commuter train service while accommodating applicants' need to move its freight traffic more efficiently through and around Chicago.

Market Analysis. The primary application included market analyses that contend that there would be no reduction in direct rail competition between CNR and EJ&E as a result of this acquisition. Applicants analyzed stations and interchange points served by both CNR and EJ&E and concluded that there are no cases of 2 to 1 or 3 to 2 reductions in shipper rail options. In addition, applicants submitted a detailed geographic market study of origin and destination markets showing that the acquisition would not increase market concentration.

Discontinuances/Abandonments. Applicants state that they do not anticipate any transaction-related line abandonments. Although applicants intend to re-route all their trains currently operating over the St. Charles Air Line, a formal abandonment of that line would require coordination with BNSF Railway Company (BNSF) and Union Pacific Railroad Company, which own the line jointly with applicants, and with existing users such as Amtrak.

Public Interest Considerations. Applicants state that the Control Transaction would promote the public interest in a more efficient and reliable rail transportation system, and would have no adverse competitive, safety, or other effects. Applicants assert that the Control Transaction would have no anticompetitive effects in that it would connect two transportation systems that do not compete but instead complement each other and would together create a stronger network. Applicants assert that there would be no 2-to-1 shippers, nor 3-to-2 shippers, on the CNR/EJ&EW system. Moreover, applicants state that the Control Transaction would bring about no vertical foreclosure, no reduction in effective geographic competition, and no increase in market power. Applicants state that, as in past transactions, they are committed to keeping gateways open and honoring trackage rights and haulage agreements with all connecting carriers.

Applicants assert that, even if the Control Transaction had any adverse impacts on competition, those effects would be outweighed by its transportation benefits. The Control Transaction, applicants assert, would ensure more efficient and reliable rail transportation at a lower cost and would, over time, reduce rail traffic congestion, increase rail capacity for carriers operating in Chicago, and reduce traffic density in Chicago's urban core. Applicants state that the Control Transaction would provide CNR with a continuous route around Chicago, which would make it possible for CNR traffic to bypass the congested Chicago terminal. Applicants maintain that this rerouting would benefit CNR-served customers in the Chicago area and customers served by other Class I railroads by reducing the demand on the capacity of BRC, Indiana Harbor Belt Railroad (IHB), and other CNR lines through the central Chicago terminal area. Further, applicants note, the availability of a continuous CNR route around Chicago would greatly improve the fluidity of intermodal and other CNR traffic that must move to, from, or through Chicago. Also, the availability of a continuous CNR route around Chicago would advance the congestion-reducing objectives of the CREATE Project and make it possible for applicants to more quickly cease operations over the St. Charles Air Line. The Control Transaction, applicants state, would also eliminate interchanges between EJ&E and CNR, making possible single-line service for approximately 10,000 carloads that the two railroads now carry in interline service each year. Applicants also note that the public would benefit from applicants' plans to spend approximately $100 million to upgrade EJ&E's infrastructure.

Time Schedule for Consummation. Applicants intend to consummate control of EJ&EW as soon as possible after the effective date of the final order, should the Board authorize the proposed Control Transaction. Applicants expect to have fully implemented the Control Transaction within three years after consummation of their acquisition of control over EJ&EW.

Environmental Impacts. Applicants concede that environmental review under NEPA is necessary in this case. As discussed below, the increased traffic that would result from this transaction would substantially exceed the Board's thresholds for environmental review. Due to the potentially significant impact that this transaction may have on the environment and communities in the affected area, the Board will prepare a full EIS. Applicants also have agreed to prepare a Safety Integration Plan (SIP), pursuant to the Board's regulations at 49 CFR 1106, which will be addressed in the EIS. In the SIP, applicants will specify how they would ensure safe operations during the acquisition and implementation process. Applicants state that the transaction would have no adverse impact on historic properties, as there are no line abandonments and no elimination of duplicative rail facilities involved in the proposed transaction,

and that, therefore, there is no need for historic review under the National Historic Preservation Act of 1966 (NHPA), 16 U.S.C. 470. Based on the available information, it does not appear that historic review is required in this case.

Labor Impacts. Applicants anticipate two principal labor impacts as a result of the Control Transaction: The elimination of redundant positions and the organization/integration of forces to realize the efficiencies of the transaction. Applicants estimate that the Control Transaction would result in the elimination of 114 positions. Applicants anticipate that, to the extent the transaction leads to the elimination of positions, most of these impacts could be accommodated through normal attrition during the implementation period. Applicants' continuing need for experienced, skilled railroaders at its neighboring Chicago operations makes it highly likely that most of the affected employees would have the opportunity to fill other positions opening up elsewhere in applicants' Chicago operation. Applicants state they would work with the respective collective bargaining units to attempt to secure labor implementing agreements that would provide for the flexibility to fully employ any potentially adversely impacted employee. Applicants further acknowledge that the Control Transaction would be subject to employee protective conditions and other procedures adopted in *New York Dock Ry.—Control—Brooklyn Eastern District Terminal, 360 I.C.C. 60, aff'd sub nom. New York Dock Ry.* v. *United States,* 609 F.2d 83 (2d Cir. 1979) (*New York Dock*).

Related Filings. In connection with this transaction, several notices of exemption were filed under 49 CFR 1180.2(d)(3) and 1180.2(d)(7).

Sub-No. 1. In Sub-No. 1, EJ&E filed a verified notice of exemption under 49 CFR 1180.2(d)(3) for a transaction within a corporate family. Under this notice of exemption, EJ&E will transfer all its land, rail, and related assets located west of the centerline of Buchanan Street in Gary, IN (together with the real property and related fixtures associated with the hump and Dixie leads located east of Buchanan Street), to EJ&EW, which upon completion of the transfers would become a rail carrier. EJ&E will retain its land, rail, and related assets east of the centerline (other than the real property and related fixtures associated with the hump and Dixie leads). EJ&E intends to consummate the transaction with EJ&EW immediately before CNR and GTC acquire control of EJ&EW, which would not occur until after approval of the Control Transaction by the Board. The purpose of the transaction is that it would allow EJ&E to segregate into a separate corporate entity (EJ&EW) the rail properties to be acquired by GTC, thus facilitating the transaction described in the primary application. According to EJ&E, this is a transaction within a corporate family of the type specifically exempted from prior review and approval under 49 CFR 1180.2(d)(3). As a condition to use of this exemption, EJ&E states that any employees adversely affected by the transaction will be protected by the conditions set forth in *New York Dock.*

Sub-No. 2. In Sub-No. 2, CCP submits a verified notice of exemption under 49 CFR 1180.2(d)(7). Pursuant to a written trackage rights agreement, EJ&EW would grant CCP trackage rights over all of EJ&EW's line, which runs between milepost 74.6 at Waukegan, IL, and milepost 45.4 at Gary, IN, including all trackage west of the centerline of Buchanan Street in Gary, IN, plus trackage associated with the hump and Dixie leads located east of Buchanan Street, a distance approximately 120 miles. Parties intend to execute the trackage rights agreement promptly upon applicants' acquisition of control of EJ&EW, should the Board approve the proposed Control Transaction. As a condition to this exemption, CCP states that any employees affected by the acquisition of the temporary trackage rights will be protected by the conditions imposed in *Norfolk and Western Ry. Co.—Trackage Rights—BN,* 354 I.C.C. 605 (1978), *as modified in Mendocino Coast Ry., Inc.—Lease and Operate,* 360 I.C.C. 653 (1980).

Sub-No. 3. In Sub-No. 3, GTW submits a verified notice of exemption under 49 CFR 1180.2(d)(7). Pursuant to a written trackage rights agreement, EJ&EW would grant GTW trackage rights over EJ&EW's lines between milepost 74.6 at Waukegan, IL, and milepost 45.4 at Gary, IN, including all trackage west of the centerline of Buchanan Street in Gary, IN, plus trackage associated with the hump and Dixie leads located east of Buchanan Street.[3] Parties intend to execute the trackage rights agreement promptly upon applicants' acquisition of control of EJ&EW, should the Board approve the proposed Control Transaction. As a condition to this exemption, GTW states that any employees affected by the acquisition of the temporary trackage rights will be protected by the conditions imposed in *Norfolk and Western Ry. Co.—Trackage Rights—BN*, 354 I.C.C. 605 (1978), *as modified in Mendocino Coast Ry., Inc.—Lease and Operate*, 360 I.C.C. 653 (1980).

Sub-No. 4. In Sub-No. 4, IC submits a verified notice of exemption under 49 CFR 1180.2(d)(7). Pursuant to a written trackage rights agreement, EJ&EW would grant IC trackage rights over EJ&EW's lines between milepost 74.6 at Waukegan, IL, and milepost 45.4 at Gary, IN, including all trackage west of the centerline of Buchanan Street in Gary, IN, plus trackage associated with the hump and Dixie leads located east of Buchanan Street. Parties intend to execute the trackage rights agreement promptly upon applicants' acquisition of control of EJ&EW, should the Board approve the proposed Control Transaction. As a condition to this exemption, IC states that any employees affected by the acquisition of the temporary trackage rights will be protected by the conditions imposed in *Norfolk and Western Ry. Co.—Trackage Rights—BN*, 354 I.C.C. 605 (1978), *as modified in Mendocino Coast Ry., Inc.—Lease and Operate*, 360 I.C.C. 653 (1980).

Sub-No. 5. In Sub-No. 5, WCL submits a verified notice of exemption under 49 CFR 1180.2(d)(7). Pursuant to a written trackage rights agreement, EJ&EW would grant WCL trackage rights over EJ&EW's lines between milepost 74.6 at Waukegan, IL, and milepost 45.4 at Gary, IN, including all trackage west of the centerline of Buchanan Street in Gary, IN, plus trackage associated with the hump and Dixie leads located east of Buchanan Street. Parties intend to execute the trackage rights agreement promptly upon applicants' acquisition of control of EJ&EW, should the Board approve the proposed Control Transaction. As a condition to this exemption, WCL states that any employees affected by the acquisition of the temporary trackage rights will be protected by the conditions imposed in *Norfolk and Western Ry. Co.—Trackage Rights—BN,* 354 I.C.C. 605 (1978), *as modified in Mendocino Coast Ry., Inc.—Lease and Operate*, 360 I.C.C. 653 (1980).

Sub-No. 6. In Sub-No. 6, CNR submits a verified notice of exemption under 49 CFR 1180.2(d)(7). Pursuant to a written trackage rights agreement, CCP would grant EJ&EW trackage rights over CCP's lines between milepost 35.7 at Munger, IL, and milepost 8.3 at Belt Crossing, IL. Parties intend to execute the trackage rights agreement promptly upon applicants' acquisition of control of EJ&EW, should the Board approve the

[3] GTW currently has trackage rights over EJ&E lines between milepost 36.2 at Griffith, IN, and milepost 24.0 at Eola, IL, which EJ&EW would acquire under Sub-No. 1.

proposed Control Transaction. As a condition to this exemption, CNR states that any employees affected by the acquisition of the temporary trackage rights will be protected by the conditions imposed in *Norfolk and Western Ry. Co.—Trackage Rights—BN*, 354 I.C.C. 605 (1978), *as modified in Mendocino Coast Ry., Inc.—Lease and Operate*, 360 I.C.C. 653 (1980).

Sub-No. 7. In Sub-No. 7, CNR submits a verified notice of exemption under 49 CFR 1180.2(d)(7). Pursuant to a written trackage rights agreement, IC would grant EJ&EW trackage rights over IC's lines between milepost 17.9 at Highlawn, IL, and milepost 31.4 at University Park, IL, and between milepost 36.7 at Joliet, IL, and milepost 7.9 at Lemoyne, IL. Parties intend to execute the trackage rights agreement promptly upon applicants' acquisition of control of EJ&EW, should the Board approve the proposed Control Transaction. As a condition to this exemption, CNR states that any employees affected by the acquisition of the temporary trackage rights will be protected by the conditions imposed in *Norfolk and Western Ry. Co.—Trackage Rights—BN*, 354 I.C.C. 605 (1978), *as modified in Mendocino Coast Ry., Inc.—Lease and Operate*, 360 I.C.C. 653 (1980).

Primary Application and Related Filings Accepted. The Board finds that the proposed Control Transaction would be a ''minor transaction'' under 49 CFR 1180.2(c), and the Board accepts the primary application for consideration because it is in substantial compliance with the applicable regulations governing minor transactions. See 49 U.S.C. 11321–26; 49 CFR part 1180. The Board is also accepting for consideration the seven related filings, which are also in compliance with the applicable regulations. The Board reserves the right to require the filing of supplemental information as necessary to complete the record.

The Board has received comments in support of the Control Transaction, as well as comments both opposing and supporting the ''minor transaction'' designation.[4] On November 8, 2007, Congressman Peter J. Visclosky submitted a comment with his notice of intent to participate in the proceeding, stating his belief that the Board should treat the Control Transaction as a significant transaction, in order to give those affected in Northwestern Indiana ample opportunity to analyze the impacts of the proposed purchase and comment accordingly. On November 21, 2007, Congresswoman Melissa L. Bean also submitted a comment with her notice of intent to participate urging the Board to treat the Control Transaction as a significant transaction. In addition, Congresswoman Bean requested that an EIS be prepared in connection with the proposed transaction and supported a local field hearing where the concerns of affected citizens and communities could be heard.

On November 19, 2007, Aux Sable Liquid Products, Inc. (Aux Sable) filed a reply in opposition to applicants' request that the Control Transaction be considered a minor transaction. Aux Sable argues that the Control Transaction should be found to be a significant transaction because the proposed transaction would eliminate EJ&E as a neutral switching carrier that provides efficient, economical, and nondiscriminatory access to numerous Class I railroads and short lines.

On November 21, 2007, applicants filed a reply in opposition to the arguments offered by Congressman Visclosky and Aux Sable to the effect that the proposed transaction should be deemed significant. Applicants assert that these parties' arguments present no justification for finding the proposed transaction to be anything other than minor.

The statute and Board regulations treat a transaction that does not involve two or more Class I railroads differently depending upon whether or not the transaction would have ''regional or national transportation significance.'' 49 U.S.C. 11325. Under our regulations, at 49 CFR 1180.2, a transaction that does not involve two or more Class I railroads is to be classified as ''minor''—and thus not having regional or national transportation significance—if a determination can be made either: (1) That the transaction clearly will not have any anticompetitive effects, or (2) that any anticompetitive effects will clearly be outweighed by the anticipated contribution to the public interest in meeting significant transportation needs. A transaction not involving the control or merger of two or more Class I railroads is ''significant'' if neither of these determinations can clearly be made.

The Board finds the proposed Control Transaction to be a ''minor transaction'' because it appears on the face of the application that the efficiency and other public interest benefits would clearly outweigh whatever anticompetitive effects may exist. Today much of CNR's traffic moving between its various components must travel through downtown Chicago. With this acquisition, applicants propose to reroute most of their traffic around Chicago, relieving congestion on crowded downtown track. According to applicants' operating plan, the EJ&E is currently lightly used. Applicants indicate that they could increase use of EJ&E's line by adding more CNR traffic while maintaining existing levels of other traffic. Further, the transaction does not appear to pose any significant anticompetitive effects. There is virtually no overlap; EJ&E and the applicants' rail lines do not appear to serve any shippers in common. Applicants also state their commitment to keeping gateways open and honoring trackage rights and haulage agreements with all connecting carriers so that other railroads would be able to continue to use their trackage rights on the EJ&E after completion of the Control Transaction.

The Board reiterates, however, that its findings regarding the anticompetitive impact are preliminary. The Board will give careful consideration to any claims that the transaction will have anticompetitive effects that are not apparent from the application itself. Moreover, the schedule established by the Board gives Aux Sable the opportunity to present its evidence on the issue of nondiscriminatory access and for the Board to consider the issue. In response to Congressman Visclosky's comment, the Board notes that the proposed schedule is contingent upon completion of a full environmental review process. As discussed, the Board has decided to prepare a full EIS in this proceeding that will ensure that the Board takes the hard look at environmental consequences required

[4] Several parties have provided statements in support of the transaction. On November 9, 2007, applicants submitted the verified statements of Consumers Energy Company, Erco Worldwide, and Millar Western Forest Products Ltd, in support of the proposed Control Transaction. On November 19, 2007, applicants submitted verified statements in support of the Control Transaction from A&R Transport, Inc., Behr Iron & Steel, Inc., Consolidated Grain and Barge Enterprises, Inc., Hapag-Lloyd (America) Inc., Louisiana Pacific Corporation, Major-Prime Plastics, Inc., Ozinga Transportation, Inc., Parkdale International Ltd., and Verso Paper. Also on November 19, 2007, Metropolitan Milwaukee Association of Commerce (MMAC) submitted a verified statement in support of the Control Transaction. On November 20, 2007, applicants submitted the verified statement of ATC Pembroke, Inc., in support of the proposed transaction. In a letter filed on November 21, 2007, the Chicagoland Chamber of Commerce (Chicagoland Chamber) expressed its support of the Control Transaction. Also on November 21, 2007, the Fond du lac Area Chamber of Commerce submitted a verified statement supporting the transaction and applicants submitted a letter from Michigan Governor Jennifer M. Granholm supporting the transaction. Governor Granholm, A&R Transport, Inc., MMAC, Chicagoland Chamber, and the Fond du lac Area Chamber of Commerce urge the Board to treat the proposed transaction as a minor transaction.

by NEPA, which is warranted in view of the large projected traffic increases on certain line segments, and the potential impacts of the proposed transaction on a number of communities that would likely result from the increased activity levels on rail line segments and at rail facilities. As part of the NEPA process, the Board will consider whether to impose specific environmental conditions, should it decide to authorize this proposal, to mitigate potential environmental impacts resulting from the proposed transaction.

Although the Board finds that the application is in substantial compliance with the applicable regulations, applicants have not submitted the information required under 49 CFR 1180.11. Applicants should submit this information to the Board by December 6, 2007.

Public Inspection. The primary application and related filings are available for inspection in the library (Room 131) at the offices of the Surface Transportation Board, 395 E Street, SW., in Washington, DC. In addition, the primary application and related filings may be obtained from Mr. Cunningham (representing CNR and GTC) at the address indicated above.

Procedural Schedule. The Board has considered applicants' request (filed October 30, 2007) for an expedited procedural schedule, under which the Board would issue its final decision before the statutory deadline of 180 days after the filing of the primary application.

On November 19, 2007, the Village of Barrington, IL (Barrington) filed a reply, urging the Board to develop an EIS and adopt a schedule that allows sufficient time to prepare an EIS, including sufficient time for preparation of a scoping notice, a Draft EIS, and Final EIS. On November 21, 2007, applicants responded, contending that the Board lacks sufficient information to decide now whether an EIS is needed in this case.

On November 20, 2007, BNSF submitted comments on applicants' suggested expedited procedural schedule, requesting that the Board set a procedural schedule that provides for sufficient time for consideration of the potential impacts of the proposed transaction and for negotiations with applicants to ensure that the interests of connecting railroads and their shippers are protected. On November 21, 2007, applicants responded, arguing that BNSF's concerns do not warrant lengthening the procedural schedule proposed by the applicants.

The Board denies applicants' request for an expedited procedural schedule and is adopting a procedural schedule, under which the Board would issue its final decision by April 25, 2008, provided that the environmental review process described below is complete. The Board's schedule also provides that any necessary oral argument or public hearing will be held on a date to be determined by the Board.

Under the procedural schedule adopted by the Board: any person who wishes to participate in this proceeding as a POR must file a notice of intent to participate no later than December 13, 2007; all comments, protests, requests for conditions, and any other evidence and argument in opposition to the primary application or related filings, including filings by DOJ and DOT, must be filed by January 28, 2008; and responses to comments, protests, requests for conditions, and other opposition and rebuttal in support of the primary application or related filings must be filed by March 13, 2008. As in past proceedings, DOJ and DOT will be allowed to file, on the response due date (here, March 13), their comments in response to the comments of other parties, and applicants will be allowed to file (as quickly as possible thereafter) a response to any such comments filed by DOJ and/or DOT. Under this schedule, a public hearing or oral argument may be held on a date to be determined by the Board. The Board plans to issue its final decision by April 25, 2008, and make any such approval effective by May 25, 2008, but those dates may be extended as required to accommodate completion of the environmental review process under NEPA, including preparation of an EIS and a full opportunity for public comment and participation. For further information respecting dates, see Appendix A (Procedural Schedule).

Notice of Intent to Participate. Any person who wishes to participate in this proceeding as a POR must file with the Board, no later than December 13, 2007, a notice of intent to participate, accompanied by a certificate of service indicating that the notice has been properly served on the Secretary of Transportation, the Attorney General of the United States, and Mr. Cunningham (representing CNR and GTC).

If a request is made in the notice of intent to participate to have more than one name added to the service list as a POR representing a particular entity, the extra name will be added to the service list as a ''Non-Party.'' The list will reflect the Board's policy of allowing only one official representative per party to be placed on the service list, as specified in Press Release No. 97–68 dated August 18, 1997, announcing the implementation of the Board's ''One Party-One Representative'' policy for service lists. Any person designated as a Non-Party will receive copies of Board decisions, orders, and notices but not copies of official filings. Persons seeking to change their status must accompany that request with a written certification that he or she has complied with the service requirements set forth at 49 CFR 1180.4, and any other requirements set forth in this decision.

Service List Notice. The Board will serve, as soon after December 13, 2007, as practicable, a notice containing the official service list (the service-list notice). Each POR will be required to serve upon all other PORs, within 10 days of the service date of the service-list notice, copies of all filings previously submitted by that party (to the extent such filings have not previously been served upon such other parties). Each POR also will be required to file with the Board, within 10 days of the service date of the service-list notice, a certificate of service indicating that the service required by the preceding sentence has been accomplished. Every filing made by a POR after the service date of the service-list notice must have its own certificate of service indicating that all PORs on the service list have been served with a copy of the filing. Members of the United States Congress (MOCs) and Governors (GOVs) are not parties of record and need not be served with copies of filings, unless any Member or Governor has requested to be, and is designated as, a POR.

Comments, Protests, Requests for Conditions, and Other Opposition Evidence and Argument, Including Filings by DOJ and DOT. All comments, protests, requests for conditions, and any other evidence and argument in opposition to the primary application or related filings, including filings by DOJ and DOT, must be filed by January 28, 2008.

Because the Transaction proposed in the application is a minor transaction, no responsive applications will be permitted. *See* 49 CFR 1180.4(d)(1).

Protesting parties are advised that, if they seek either the denial of the application or the imposition of conditions upon any approval thereof, on the theory that approval (or approval without conditions) would harm competition and/or their ability to provide essential services, they must present substantial evidence in support of their positions. *See Lamoille Valley R.R. Co.* v. *ICC*, 711 F.2d 295 (D.C. Cir. 1983).

Responses to Comments, Protests, Requests for Conditions, and Other

Opposition; Rebuttal in Support of the Primary Application or Related Filings. Responses to comments, protests, requests for conditions, and other opposition submissions, and rebuttal in support of the primary application or related filings must be filed by March 13, 2008.

Public Hearing/Oral Argument. The Board may hold a public hearing or an oral argument in this proceeding on a date to be determined by the Board.

Discovery. Discovery may begin immediately. The parties are encouraged to resolve all discovery matters expeditiously and amicably.

Environmental Matters. NEPA requires that the Board take environmental considerations into account in its decisionmaking. Under both the regulations of the President's Council on Environmental Quality implementing NEPA and the Board's own environmental rules, actions are separated into three classes that prescribe the level of documentation required in the NEPA process. Actions that may significantly affect the environment generally require the Board to prepare an EIS.[5] Actions that may or may not have a significant environmental impact ordinarily require the Board to prepare a more limited Environmental Assessment (EA).[6] Finally, actions whose environmental effects are ordinarily insignificant may be excluded from NEPA review across the board, without a case-by-case review. As pertinent here, an acquisition transaction normally requires the preparation of an EA or EIS where certain thresholds would be exceeded.

The thresholds differ depending on whether a rail line segment is in an area designated as in ''attainment'' or ''nonattainment'' with the National Ambient Air Quality Standards established under the Clean Air Act. Because the EJ&E lines that currently move through Chicago, and the lines of the proposed EJ&EW, are located in nonattainment areas, environmental documentation typically is required where the proposed action would result in: (1) An increase of at least 3 trains per day, (2) an increase in rail traffic of at least 50 percent (measured in annual gross ton miles), or (3) an increase in carload activity at rail yards of at least 20 percent. *See* 49 CFR 1105.7(e)(5)(ii).[7] The application indicates that the thresholds for environmental review would be exceeded here, and applicants agree that the preparation of either an EA or EIS is warranted in this proceeding.[8]

Applicants explain that the most notable change that would result from the proposed transaction is the shifting of rail traffic. Although rail traffic on CNR lines inside the EJ&E arc would generally decrease, these decreases in rail traffic would be offset by substantial increases in the number of trains operated on the EJ&EW line outside Chicago. Following the full implementation of the proposed transaction (which would be phased in), the EJ&EW line outside Chicago would gain approximately 9,695 carloads of extended haul traffic within approximately 3 years of consummation.[9] Applicants state that they would also use the EJ&EW line as a cross-connecting corridor. Accordingly, applicants anticipate that 14 of the existing 18 segments of the EJ&EW line would experience increases of between 15.0 and 26.6 trains per day.[10] These increases in trains per day would significantly exceed the 3 or 8 trains per day thresholds in the Board's environmental rules.

Applicants also project large increases in annual gross ton miles per day (gtm/d) on most of the affected line segments, which would exceed the Board's tonnage increase thresholds. For example, applicants' Operating Plan shows that on the Munger to West Chicago line segment gtm/pd would change by as much as 1,185 percent.[11] Applicants state that the proposed transaction would not impair CNR's ability to handle commuter trains, passenger trains, or trackage/haulage trains currently operating on its lines.

Finally, on the integrated CNR/EJ&EW system, four train pairs would be added to EJ&E terminals (three inbound and three outbound switch trains at Kirk Yard, and one inbound and one outbound switch train at East Joliet Yard). The estimated proposed increase of 1,355 car handlings daily at the Kirk Yard (currently 685 car handlings) and the estimated addition of 709 daily car handlings at East Joliet (currently 500 car handlings) would exceed the Board's thresholds for increased car load activity at rail yards.

The NEPA Process. Based on the information provided in the application and on a number of expressions of concern for the possible impact of the proposed transaction on potentially affected communities, and after consultation with the Section of Environmental Analysis (SEA), the Board has decided that it will prepare a full EIS in this proceeding. Although this proposed transaction is deemed to be minor and is thus entitled to an abbreviated review process on the merits, the schedule will not limit the environmental review process. The Board's proposed final decision date of April 25, 2008, and effective date of May 25, 2008, will be extended as needed to complete the full environmental review process, including preparation of the EIS and public comment as discussed below.

Under NEPA, an EIS is prepared for ''major federal actions significantly affecting the quality of the human environment.'' 42 U.S.C. 4332(2)(C). An EIS normally is not required in acquisition cases; a more limited EA generally is sufficient because there are not usually significant environmental impacts from the change in ownership of the operation of existing lines. 49 CFR 1105.6(b)(4). In this case, however, a full EIS is warranted in view of the large projected traffic increases on certain line segments, and the potential impacts of the proposed transaction on a number of communities that would likely result from the increased activity levels on rail lines segments and at rail facilities.[12]

The EIS process will ensure that the Board takes the hard look at environmental consequences required by NEPA. After issuing a notice of intent to prepare an EIS, the Board will determine the scope of work for the EIS and will provide opportunities for public participation and consultation with appropriate federal, state, and local agencies and governmental entities. A Draft EIS will be prepared that will analyze in detail the potential environmental impacts of the proposed transaction and will make recommendations for environmental

[5] *See* 49 CFR 1105.4(f), 1105.10(a).

[6] *See* 49 CFR 1105.4(d), 1105.10(b).

[7] For rail lines located in attainment areas, environmental documentation normally will be prepared if the proposed action would result in (1) an increase of at least 8 trains per day, (2) an increase in rail traffic of at least 100 percent (measured in annual gross ton miles), or (3) an increase in carload activity at rail yards of at least 100 percent. *See* 49 CFR 1105.7(e)(5)(i).

[8] *See* Application at p. 33.

[9] *See* Application at p. 192. Applicants state that there would be no quantifiable traffic gains from trucks or from rail traffic not presently handled in part by the applicants. *See* Application at p. 209.

[10] *See* Applicants' Operating Plan, Attachment A.2, p. 247.

[11] *Id.*

[12] Contrary to applicants' claims, the Board has enough information about the potential environmental impacts of this project to support the decision to prepare a full EIS. Moreover, making this determination at this point should result in a shorter NEPA review than if the Board began the EA process, only to find that the potential environmental impacts warranted an EIS, and it then had to begin again with the procedural steps required for an EIS.

mitigation.[13] The public will have at least 45 days to comment on the Draft EIS. A Final EIS will then be issued that will respond to the public comments, present the results of any further environmental analysis, and incorporate final environmental mitigation recommendations.[14] The Board will consider the entire environmental record in deciding whether to authorize the transaction as proposed, deny the proposal, or grant it with conditions, including environmental mitigation conditions.

The time the EIS will take to prepare cannot be determined ahead of time because there is no way to predict in advance all of the specific issues that may arise. In prior cases, the EIS process has ranged from approximately 18 months to several years.[15]

Safety Integration Plan. Applicants state that they will work with the Federal Railroad Administration (FRA) to formulate a SIP [16] to address the safe integration of their rail lines, equipment, personnel, and operating practices. The proposed SIP will be submitted to the Board and made available for public review and comment during the EIS process, consistent with the Board's regulations at 49 CFR 1106 and 1180.1(f)(3).

Historic Review. Finally, in accordance with Section 106 of the NHPA the Board is required to determine the effects of its licensing actions on cultural resources.[17] The Board's environmental rules establish exceptions to the need for historic review in certain cases, including the sale of a rail line for the purpose of continued rail operations where further Board approval is required to abandon any service and there are no plans to dispose of or alter properties subject to the Board's jurisdiction that are 50 years old or older.[18] Applicants state that the proposed transaction fits within this exception.[19] They assert that they have no plans to alter or dispose of properties 50 or more years old, and that any future line abandonment or construction activities by applicants would be subject to the Board's jurisdiction. Based on this information, it does not appear that historic review under the NHPA is required in this case.

Filing/Service Requirements. Persons participating in this proceeding may file with the Board and serve on other parties: A notice of intent to participate (due by December 13); a certificate of service indicating service of prior pleadings on persons designated as PORs on the service-list notice (due by the 10th day after the service date of the service-list notice); any comments, protests, requests for conditions, and any other evidence and argument in opposition to the primary application or related filings (due by January 28); and any responses to comments, etc., and any rebuttal in support of the primary application or related filings (due by March 13).

Filing Requirements. Any document filed in this proceeding must be filed either via the Board's e-filing format or in the traditional paper format as provided for in the Board's rules. Any person using e-filing should attach a document and otherwise comply with the instructions found on the Board's Web site at *http://www.stb.dot.gov* at the ''E-FILING'' link. Any person filing a document in the traditional paper format should send an original and 10 paper copies of the document (and also an electronic version) to: Surface Transportation Board, 395 E Street, SW., Washington, DC 20423–0001.

Service Requirements. One copy of each document filed in this proceeding must be sent to each of the following (any copy may be sent by e-mail only if service by e-mail is acceptable to the recipient): (1) Secretary of Transportation, 1200 New Jersey Avenue, SE., Washington, DC 20590; (2) Attorney General of the United States, c/o Assistant Attorney General, Antitrust Division, Room 3109, Department of Justice, Washington, DC 20530; (3) Paul A. Cunningham (representing CNR and GTC), Harkins Cunningham LLP, 1700 K Street, NW., Suite 400, Washington, DC 20006–3804; and (4) any other person designated as a POR on the service-list notice.

Service of Decisions, Orders, and Notices. The Board will serve copies of its decisions, orders, and notices only on those persons who are designated on the official service list as either POR, MOC, GOV, or Non-Party. All other interested persons are encouraged either to secure copies of decisions, orders, and notices via the Board's Web site at *http://www.stb.dot.gov* under ''E-LIBRARY/Decisions & Notices'' or to make advance arrangements with the Board's copy contractor, ASAP Document Solutions (mailing address: Suite 103, 9332 Annapolis Rd., Lanham, MD 20706; e-mail address: *asapdc@verizon.net;* telephone number: 202–306–4004), to receive copies of decisions, orders, and notices served in this proceeding. ASAP Document Solutions will handle the collection of charges and the mailing and/or faxing of decisions, orders, and notices to persons who request this service.

Access to Filings. An interested person does not need to be on the service list to obtain a copy of the primary application or any other filing made in this proceeding. Under the Board's rules, any document filed with the Board (including applications, pleadings, etc.) shall be promptly furnished to interested persons on request, unless subject to a protective order. 49 CFR 1180.4(a)(3). The primary application and other filings in this proceeding will also be available on the Board's Web site at *http://www.stb.dot.gov* under ''E-LIBRARY/Filings.''

This action will not significantly affect either the quality of the human environment or the conservation of energy resources.

It is ordered:

1. The primary application in STB Finance Docket No. 35087 and the related filings in STB Finance Docket No. 35087 (Sub-Nos. 1 through 7) are accepted for consideration.

2. The parties to this proceeding must comply with the procedural schedule adopted by the Board in this proceeding as shown in Appendix A.

3. The parties to this proceeding must comply with the procedural requirements described in this decision.

4. This decision is effective on November 29, 2007.

Decided: November 23, 2007.

By the Board, Chairman Nottingham, Vice Chairman Buttrey, and Commissioner Mulvey. Commissioner Mulvey dissented with a separate expression.

Vernon A. Williams,

Secretary.

COMMISSIONER MULVEY, dissenting:

I would have preferred that the Board categorize this transaction as ''significant.'' In light of the configuration of Class I railroad lines, traffic flows, critical junctures the EJ&E offers in the Chicago area, and the

[13] During the environmental review process, railroad applicants have sometimes negotiated mutually acceptable agreements with affected communities and other entities, addressing specific local environmental concerns. The Board encourages voluntary agreements of this nature because they can be extremely effective in addressing specific local environmental and safety concerns. *See* 49 CFR 1180.1(f)(2).

[14] The environmental analysis will focus on the potential environmental impacts resulting from changes in activity levels on particular line segments and facilities. The Board's general practice has been to mitigate only impacts resulting directly from a proposed transaction, and not to require mitigation for existing conditions and existing railroad operations. *See* 49 CFR 1180.1(f)(1).

[15] Sometimes, environmental work has been suspended for reasons unrelated to the environmental review process.

[16] *See* 49 CFR 244.17(a) and 1106.4(a).

[17] *See* 49 CFR 1105.8.

[18] *See* 49 CFR 1105.8(b)(1).

[19] *See* Application at p. 33.

applicants' less than thorough treatment of how their consolidation would impact other carriers, I do not believe applicants have satisfied the standards necessary for the Board to categorize this transaction as ''minor.'' I recognize that the substantive standard for Board approval of ''significant'' and ''minor'' transactions is the same under 49 U.S.C. 11324(d). However, a ''significant'' categorization would have allowed interested parties and the Board to take advantage of the additional procedural safeguards provided by 49 U.S.C. 11325(c).

I have long been concerned about why the agency's categorization of consolidation transactions includes virtually no ''significant'' transactions, and only one since the early 1990's. The current standards for determining whether a consolidation transaction is ''significant'' or ''minor'' were adopted at a time when many more Class I carriers existed than do today, when the railroad industry was in a different financial posture than it is in today, and when the agency was viewed as an impediment to economic recovery of the industry. That is no longer the environment in which we consider the merits of transactions such as this. As a result, I would have preferred we handle this transaction [20] as a ''significant'' one.[21]

APPENDIX A: PROCEDURAL SCHEDULE

October 3, 2007	Motion for Protective Order filed.
October 22, 2007	Protective Order issued.
October 30, 2007	Primary Application, Related Filings, and Motion to Establish Procedural Schedule filed.
November 29, 2007	Board notice of acceptance of application published in the **Federal Register**.
December 13, 2007	Notices of intent to participate in this proceeding due.
January 28, 2008	All comments, protests, requests for conditions, and any other evidence and argument in opposition to the primary application or related filings, including filings of DOJ and DOT, due.
March 13, 2008	Responses to comments, protests, requests for conditions, and other opposition due. Rebuttal in support of the primary application or related filings due.
TBD	A public hearing or oral argument may be held.
TBD [20]	Date by which a final decision will be served.
TBD [21]	Date by which a final decision will become effective.

[FR Doc. E7–23151 Filed 11–28–07; 8:45 am]

BILLING CODE 4915–01–P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 35081]

Canadian Pacific Railway Company, et al.—Control—Dakota, Minnesota & Eastern Railroad Corp., et al.

AGENCY: Surface Transportation Board, DOT.

ACTION: Decision No. 3 in STB Finance Docket No. 35081; notice of proposed procedural schedule and request for comments.

SUMMARY: The Surface Transportation Board (Board) invites public comments on a proposed procedural schedule for this proceeding. On October 5, 2007, Canadian Pacific Railway Corporation (CPRC), Soo Line Holding Company, a Delaware Corporation and indirect subsidiary of CPRC (Soo Holding), Dakota, Minnesota & Eastern Railroad Corporation (DM&E), and Iowa, Chicago & Eastern Railroad Corporation, a wholly-owned rail subsidiary of DM&E (IC&E) (collectively referred to as the ''Applicants'') submitted a filing with the Board seeking approval under 49 U.S.C. 11321–26 of the acquisition of control of DM&E and IC&E by Soo Holding (and, indirectly, by CPRC). In Decision No. 2, served on November 2, 2007, and published in the **Federal Register** at 72 FR 63232–36 on November 8, 2007, the Board accepted the October 5 submission as a prefiling notification, thus allowing the Applicants to perfect their application, and provide any supplemental materials or information, on or after December 5, 2007.[1]

DATES: Written comments on the Board's proposed procedural schedule must be filed by December 10, 2007.

ADDRESSES: Any filing submitted in this proceeding must be submitted either via the Board's e-filing format or in the traditional paper format as provided for in the Board's rules. Any person using e-filing should attach a document and otherwise comply with the instructions found on the Board's Web site at *http://www.stb.dot.gov* at the ''E-FILING'' link. Any person submitting a filing in the traditional paper format should send an original and 10 paper copies of the filing (and also an electronic version) to: Surface Transportation Board, 395 E Street, SW., Washington, DC 20423–0001. In addition, one copy of each filing in this proceeding must be sent (and may be sent by e-mail only if service by e-mail is acceptable to the recipient) to each of the following: (1) Terence M. Hynes (representing CPRC), Sidley Austin LLP, 1501 K Street, NW., Washington, DC 20005; and (2) William C. Sippel (representing DM&E), Fletcher & Sippel, 29 North Wacker Drive, Suite 920, Chicago, IL 60606.

FOR FURTHER INFORMATION CONTACT: Julia M. Farr, (202) 245–0359. [Assistance for the hearing impaired is available through the Federal Information Relay Service (FIRS) at 1–800–877–8339.]

SUPPLEMENTARY INFORMATION: On November 13, 2007, Applicants filed a petition to establish a revised procedural schedule as directed by the Board in Decision No. 2. The Board now seeks public comments on a procedural schedule that is the same as the Applicants' proposed procedural schedule, except that the record would close with the filing of briefs on July 2, 2008, and that the Board's proposed procedural schedule would provide for a possible oral argument or public hearing to be held on a date in June 2008 to be determined by the Board. Applicants had proposed closing the record on June 16, 2008, with the filing of briefs, and to hold open the possibility of scheduling a public hearing or oral argument after that date. The Board's proposed procedural schedule would instead allow the full 180 days for development of the record,

[20] Under 49 U.S.C. 11325(d)(2), a final decision would be issued by April 25, 2008; however, the Board also is required to accommodate NEPA in its decisionmaking. Therefore, a final decision here will be issued as soon as possible after completion of the EIS process.

[21] The final decision will become effective 30 days after it is served.

[1] In Decision No. 2, the Board found that the transaction contemplated by the Applicants is a significant transaction, as defined at 49 CFR 1180.2(b).

implement a written continuing public education program that follows the guidance provided in the American Petroleum Institute's (API) Recommended Practice (RP) 1162. Upon request, operators must submit their completed programs to PHMSA or, in the case of an intrastate pipeline facility operator, the appropriate State agency. The operator's program documentation and evaluation results must also be available for periodic review by appropriate regulatory agencies. (49 CFR 192.616 and 195.440).

Pursuant to section 3506(c)(2)(A) of the PRA, PHMSA invites comments on whether the renewal of this information collection is necessary for the proper performance of the functions of the Department. These include (1) whether the information will have practical utility; (2) the accuracy of the Department's estimate of the burden of the proposed information collections; (3) ways to enhance the quality, utility, and clarity of the information collection; and (4) ways to minimize the burden of the information collection on respondents, including the use of automated collection techniques or other forms of information technology. As used in this notice, the term ''information collection'' includes all work related to preparing and disseminating information related to this recordkeeping requirement including completing paperwork, gathering information, and conducting telephone calls.

Type of Information Collection Request: Renewal of Existing Collection.

Title of Information Collection: Pipeline Safety: Public Awareness Program.

Respondents: 22,500 (Old).

Estimated Total Annual Burden on Respondents: 517,480 hours. (Old).

Issued in Washington, DC, on January 24, 2008.

Barbara Betsock,

Acting Director, Office of Regulations.

[FR Doc. E8–1761 Filed 1–30–08; 8:45 am]

BILLING CODE 4910–60–P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. AB–6 (Sub-No. 461X)]

BNSF Railway Company—Abandonment Exemption—in Marion County, MO

On January 11, 2008, BNSF Railway Company (BNSF) filed with the Surface Transportation Board a petition under 49 U.S.C. 10502 for exemption from the provisions of 49 U.S.C. 10903 to abandon a 0.56-mile line of railroad extending between milepost 13.86 and milepost 14.42, near Palmyra, in Marion County, MO. The line traverses U.S. Postal Service Zip Code 63461, and it includes no stations.

The line does not contain federally granted rights-of-way. Any documentation in BNSF's possession will be made available promptly to those requesting it.

The interest of railroad employees will be protected by the conditions set forth in *Oregon Short Line R. Co.—Abandonment—Goshen,* 360 I.C.C. 91 (1979).

By issuance of this notice, the Board is instituting an exemption proceeding pursuant to 49 U.S.C. 10502(b). A final decision will be issued by April 30, 2008.

Any offer of financial assistance (OFA) under 49 CFR 1152.27(b)(2) will be due no later than 10 days after service of a decision granting the petition for exemption. Each offer must be accompanied by a $1,300 filing fee. *See* 49 CFR 1002.2(f)(25).

All interested persons should be aware that, following abandonment of rail service and salvage of the line, the line may be suitable for other public use, including interim trail use. Any request for a public use condition under 49 CFR 1152.28 or for trail use/rail banking under 49 CFR 1152.29 will be due no later than February 20, 2008. Each trail use request must be accompanied by a $200 filing fee. *See* 49 CFR 1002.2(f)(27).

All filings in response to this notice must refer to STB Docket No. AB–6 (Sub-No. 461X), and must be sent to: (1) Surface Transportation Board, 395 E Street, SW., Washington, DC 20423–0001, and (2) Sidney L. Strickland, Jr., Sidney Strickland and Associates, PLLC, 3050 K Street, NW., Suite 101, Washington, DC 20007. Replies to BNSF's petition are due on or before February 20, 2008.

Persons seeking further information concerning abandonment procedures may contact the Board's Office of Public Services at (202) 245–0230 or refer to the full abandonment or discontinuance regulations at 49 CFR part 1152. Questions concerning environmental issues may be directed to the Board's Section of Environmental Analysis (SEA) at (202) 245–0305. [Assistance for the hearing impaired is available through the Federal Information Relay Service (FIRS) at 1–800–877–8339.]

An environmental assessment (EA) (or environmental impact statement (EIS), if necessary) prepared by SEA will be served upon all parties of record and upon any agencies or other persons who commented during its preparation. Other interested persons may contact SEA to obtain a copy of the EA (or EIS). EAs in these abandonment proceedings normally will be made available within 60 days of the filing of the petition. The deadline for submission of comments on the EA will generally be within 30 days of its service.

Board decisions and notices are available on our Web site at *http://www.stb.dot.gov.*

Decided: January 23, 2008.

By the Board, David M. Konschnik, Director, Office of Proceedings.

Anne K. Quinlan,

Acting Secretary.

[FR Doc. E8–1475 Filed 1–30–08; 8:45 am]

BILLING CODE 4915–01–P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 35087]

Canadian National Railway Company and Grand Trunk Corporation—Control—EJ&E West Company; Notice Extending the Public Scoping Period

AGENCY: Surface Transportation Board, Department of Transportation.

ACTION: Notice extending the public scoping period.

SUMMARY: The Surface Transportation Board's Section of Environmental Analysis (SEA) announces the extension of the scoping period for the Environmental Impact Statement (EIS) that is being prepared in connection with an application filed by Canadian National Railroad Company (CN) to acquire certain rail lines of the Elgin, Joliet & Eastern Railroad (EJ&E). SEA is preparing an EIS because the Surface Transportation Board has determined that the proposed acquisition has the potential to result in significant effects upon the environment within the meaning of the National Environmental Policy Act of 1969 (NEPA).

DATES: The scoping period on the EIS is extended through February 15, 2008.

ADDRESSES: If you wish to submit written comments regarding the attached proposed draft scope, please send your comments to: Surface Transportation Board, 395 E Street, SW., Washington, DC 20423. Attention: Phillis Johnson-Ball, Environmental Filing, STB Finance Docket No. 35087.

Environmental comments may also be filed electronically on the Board's Web site, *http://www.stb.dot.gov,* by clicking on the ''E_FILING'' link. You do not

need a Login Account to submit Environmental Comments. Simply click on ''Environmental Comments,'' which will take you to the comment screen. Add the Docket number, which is ''FD 35087.'' Select ''Phillis Johnson-Ball'' in the drop down list under ''attention of.'' Then complete the form by adding your name, address, phone and email, then click ''Submit.''

You may also call your comments into SEA's toll-free hotline established for this proceeding. Dial 1–800–347–0689 and leave your comments after the tone. Please refer to STB Finance Docket No. 35087 in all correspondence, including E-filings, addressed to the Board.

Following these directions will help ensure that your comments are considered in the environmental review process for this proposed acquisition. In addition, SEA will add your name to its mailing list for distribution of the final scope of the EIS, the DEIS, and Final EIS (FEIS).

FOR FURTHER INFORMATION CONTACT: Ms. Phillis Johnson-Ball, SEA Project Manager, toll-free at 1–800–347–0689 (TDD for the hearing impaired 1–800–877–8339). The Web site for the Surface Transportation Board is *http://www.stb.dot.gov.* This document is available in English and Spanish by calling the toll-free number at 1–800–347–0689.

SUPPLEMENTARY INFORMATION: On October 30, 2007, Canadian National Railway Corporation (CN) and Grand Trunk Corporation (GTC), a noncarrier holding company through which CN controls its U.S. rail subsidiaries, filed an application with the Surface Transportation Board (Board) seeking the Board's approval of the acquisition of control of EJ&E West Company (EJ&EW), a wholly owned noncarrier subsidiary of Elgin, Joliet and Eastern Railway Company (EJ&E). In this document, the action before the Board will be referred to as the proposal or the proposed acquisition and CN and GTC will be referred to collectively as CN or as Applicants.

CN is one of Canada's two major railroads, extending from Halifax, Nova Scotia, to Vancouver and Prince Rupert, British Columbia. EJ&E is a Class II railroad that currently operates over 198 miles of track in northeastern Illinois and northwestern Indiana, consisting primarily of an arc around Chicago, IL, extending from Waukegan, IL, southwards to Joliet, IL, then eastward to Gary, IN, and then northwest to South Chicago along Lake Michigan. EJ&E provides rail service to approximately 100 customers, including steel mills, coal utilities, plastics and chemical producers, steel processors, distribution centers, and scrap processors.

Applicants' proposed acquisition of the EJ&E would shift rail traffic currently moving over CN's rail lines inside the EJ&E arc in Chicago to the EJ&E, which traverses the suburbs generally to the west and south of Chicago. Rail traffic on CNR lines inside the EJ&E arc would generally decrease. The decreases in rail traffic would be offset by increases in the number of trains operating on the EJ&E rail line outside of Chicago (approximately 15–27 more trains would operate on various segments of the EJ&E). Applicants also proposed to construct six new rail connections and approximately 19 miles of new sidings/double tracking. Applicants give three primary reasons for seeking approval of the proposed acquisition: Improved rail operations in the Chicago area; availability to EJ&E's Kirk Yard in Gary, Indiana, and other smaller facilities in Joliet, Illinois, and Whiting, Indiana; and improved service to companies dealing in steel, chemicals, and petrochemicals, as well as Chicago area utilities.

Because this proposal has the potential to result in significant environmental impacts, the Board has determined that the preparation of an Environmental Impact Statement (EIS) is appropriate. To help determine the scope of the EIS, and as required by the Board's regulations at 49 CFR 1105.10(a)(2), SEA published in the **Federal Register** and made available to the public on December 21, 2008, the Notice of Availability of Draft Scope of Study for the EIS, Notice of Scoping Meetings, and Request for Comments. SEA held seven public scoping meetings in the project area between on January 9 and 22, 2008. The scoping comment period originally concluded February 1, 2008, but, in response to requests, SEA is extending the scoping period an additional 14 days, to February 15, 2008.

Decided: January 30, 2008.

By the Board, Victoria J. Rutson, Chief, Section of Environmental Analysis.

Anne K. Quinlan,

Acting Secretary.

[FR Doc. E8–1859 Filed 1–30–08; 8:45 am]

BILLING CODE 4915–01–P

DEPARTMENT OF THE TREASURY

Open Meeting of the President's Advisory Council on Financial Literacy

AGENCY: Office of Financial Education, Treasury.

ACTION: Notice of meeting.

SUMMARY: The President's Advisory Council on Financial Literacy (Council) will convene its first meeting on Wednesday, February 13, 2008, in the Cash Room of the Main Department Building, 1500 Pennsylvania Avenue, NW., Washington, DC, beginning at 10 a.m. Eastern Time. The meeting will be open to the public.

DATES: The meeting will be held on Wednesday, February 13, 2008, at 10 a.m. Eastern Time.

ADDRESSES: The President's Advisory Council on Financial Literacy will convene its first meeting in the Cash Room of the Main Department Building, 1500 Pennsylvania Avenue, NW., Washington, DC. The public is invited to submit written statements to the Council. Send written statements in triplicate to the address identified below in the **FOR FURTHER INFORMATION CONTACT** section of this notice. All statements, including attachments and other supporting materials, received are part of the public record and subject to public disclosure. You should submit only information that you wish to make available publicly.

FOR FURTHER INFORMATION CONTACT: Edwin Bodensiek, Director of Outreach, Department of the Treasury, Main Department Building, 1500 Pennsylvania Avenue, NW., Washington, DC 20220; *ed.bodensiek@do.treas.gov.*

SUPPLEMENTARY INFORMATION: By this notice, the Department of the Treasury is announcing that the President's Advisory Council on Financial Literacy will convene its first meeting on Wednesday, February 13, 2008, in the Cash Room in the Main Department Building, 1500 Pennsylvania Avenue, NW., Washington, DC, beginning at 10 a.m. Eastern Time. The meeting will be open to the public. Because the meeting will be held in a secured facility, members of the public who plan to attend the meeting must contact the Office of Financial Education at 202–622–1783 by 5 p.m. Eastern Time on Monday, February 11, 2008, to inform the Department of their desire to attend the meeting and to provide the information that will be required to facilitate entry into the Main Department Building. To enter the building, attendees should provide their full name, date of birth, social security number, organization, and country of citizenship. The purpose of this meeting is to discuss general organizational matters of the President's Advisory Council on Financial Literacy and begin discussing the issues concerning financial literacy.

Dated: April 16, 2008.

By order of the Maritime Administrator.

Christine Gurland,

Acting Secretary, Maritime Administration.

[FR Doc. E8–9255 Filed 4–25–08; 8:45 am]

BILLING CODE 4910–81–P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. AB–33 (Sub-No. 260X)]

Union Pacific Railroad Company—Abandonment Exemption—In Douglas and Sarpy Counties, NE

On April 8, 2008, Union Pacific Railroad Company (UP) filed with the Surface Transportation Board (Board) a petition under 49 U.S.C. 10502 for exemption from the provisions of 49 U.S.C. 10903 to abandon a 3.45-mile portion of its Millard Industrial Lead, extending between milepost 22.85 in Omaha, NE, and milepost 19.4 in La Vista, NE, in Douglas and Sarpy Counties, NE. The line traverses U.S. Postal Service Zip Codes 68128 and 68137 and includes no stations.

The line does not contain any federally granted rights-of-way. Any documentation in UP's possession will be made available promptly to those requesting it.

The interest of railroad employees will be protected by the conditions set forth in *Oregon Short Line R. Co.—Abandonment—Goshen*, 360 I.C.C. 91 (1979).

By issuance of this notice, the Board is instituting an exemption proceeding pursuant to 49 U.S.C. 10502(b). A final decision will be issued by July 25, 2008.

Any offer of financial assistance (OFA) under 49 CFR 1152.27(b)(2) will be due no later than 10 days after service of a decision granting the petition for exemption. Each OFA must be accompanied by a $1,300 filing fee. *See* 49 CFR 1002.2(f)(25).

All interested persons should be aware that, following abandonment of rail service and salvage of the line, the line may be suitable for other public use, including interim trail use. Any request for a public use condition under 49 CFR 1152.28 or for trail use/rail banking under 49 CFR 1152.29 will be due no later than May 19, 2008. Each trail use request must be accompanied by a $200 filing fee. *See* 49 CFR 1002.2(f)(27).

All filings in response to this notice must refer to STB Docket No. AB–33 (Sub-No. 260X), and must be sent to: (1) Surface Transportation Board, 395 E Street, SW., Washington, DC 20423–0001; and (2) Gabriel S. Meyer, Assistant General Attorney, Union Pacific Railroad Company, 1400 Douglas Street, STOP 1580, Omaha, NE 68179. Replies to the UP petition are due on or before May 19, 2008.

Persons seeking further information concerning abandonment procedures may contact the Board's Office of Public Assistance, Governmental Affairs, and Compliance at (202) 245–0230 or refer to the full abandonment or discontinuance regulations at 49 CFR part 1152. Questions concerning environmental issues may be directed to the Board's Section of Environmental Analysis (SEA) at (202) 245–0305. [Assistance for the hearing impaired is available through the Federal Information Relay Service at 1–800–877–8339.]

An environmental assessment (EA) (or an environmental impact statement (EIS), if necessary) prepared by SEA will be served upon all parties of record and upon any agencies or other persons who commented during its preparation. Other interested persons may contact SEA to obtain a copy of the EA (or EIS). EAs in these abandonment proceedings normally will be made available within 60 days of the filing of the petition. The deadline for submission of comments on the EA will generally be within 30 days of its service.

Board decisions and notices are available on our Web site at *http://www.stb.dot.gov*.

Decided: April 17, 2008.

By the Board, David M. Konschnik, Director, Office of Proceedings.

Anne K. Quinlan,

Acting Secretary.

[FR Doc. E8–8931 Filed 4–25–08; 8:45 am]

BILLING CODE 4915–01–P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 35087]

Canadian National Railway Company and Grand Trunk Corporation Control—EJ&E West Company

AGENCY: Surface Transportation Board, Department of Transportation.

ACTION: Notice of Availability of the Final Scope of Study for the Environmental Impact Statement (EIS).

SUMMARY: On October 30, 2007, the Canadian National Railway Company (CN) and Grand Trunk Corporation (collectively CN or the Applicants) filed an application with the Surface Transportation Board (Board or STB) seeking the Board's approval to acquire control of EJ&E West (EJ&EW) Company, a wholly owned noncarrier subsidiary of the Elgin, Joliet and Eastern Railway Company[1] (EJ&E). In their application, Applicants state that they plan to construct six new rail connections and approximately 19 miles of siding extensions and second mainline track (double track). EJ&E is a Class II railroad that currently operates approximately 200 miles of track in northeastern Illinois and northwestern Indiana.

On November 26, 2007, the Board issued Decision No. 2 announcing that its Section of Environmental Analysis (SEA) will prepare an Environmental Impact Statement (EIS) to assess the potential environmental impacts that may result from the proposed acquisition. On December 21, 2007, SEA published a Notice of Intent (NOI) in the **Federal Register** announcing the start of the scoping process and the dates and times of public scoping meetings. This document, as well as a Draft Scope of Study, was served and distributed to approximately 350 stakeholders and 41 federal, state, and local agencies on an environmental distribution list. A press release was issued to 21 Chicago-area newspapers to announce the NOI to the public.

Information about the STB's environmental review of the proposed acquisition was also made available through the Board's Web site, *http://www.stb.dot.gov.* The Board's Web site provides an overview of the proposed acquisition; public comment guidance; links to documents (including the NOI and Draft Scope of Study); links to CN's, and EJ&E's Web sites; and SEA contact information. Additionally, SEA established a toll-free information line (1–800–347–0689) for public comments with a Spanish-language option available. An electronic filing system is also available on the Board's Web site, *http://www.stb.dot.gov,* to receive comments.

To promote participation in a series of 14 public scoping meetings scheduled for January 2008, SEA placed quarter-

[1] Applicants state in their application that EJ&E plans to transfer all of its land, rail, and related assets located west of the centerline of Buchanan Street in Gary (together with the real property and related fixtures associated with the hump and Dixie leads located east of Buchanan Street) to EJ&EW, which at that time would become a rail common carrier. EJ&E would retain its land, rail, and related assets east of the centerline (other than the real property and related fixtures associated with the hump and Dixie leads). It is expected that, if the proposed transaction is approved and Applicants acquire control of EJ&EW, EJ&E would change its name to Gary Railway Company, and EJ&EW would assume the Elgin, Joliet & Eastern Railway Company name. To eliminate confusion, and because EJ&EW would be a temporary entity, the remainder of this document will refer only to ''EJ&E.''

page advertisements and published public notices in 21 Chicago-area newspapers announcing the meetings. SEA issued a follow-up press release to the same newspapers. Announcement posters were placed in 42 public libraries in communities along the EJ&E rail line, and SEA emailed notices to 285 local elected officials.

Approximately 2,600 individuals participated in the open-house scoping meetings held at seven locations throughout the Chicago region. Two meetings per location were held: One from 1 p.m. to 4 p.m. and one from 6 p.m. to 8 p.m. The dates and locations of the 14 open house meetings were:

- January 8, 2008: Mundelein, Illinois
- January 9, 2008: Barrington, Illinois
- January 10, 2008: Joliet, Illinois
- January 15, 2008: Matteson, Illinois
- January 16, 2008: Gary, Indiana
- January 17, 2008: West Chicago, Illinois
- January 22, 2008: Chicago, Illinois

On January 30, 2008, SEA extended the deadline for Draft Scope of Study comments from February 1, 2008 to February 15, 2008. To publicize the extension, postcards were mailed to 3,038 persons on an updated environmental distribution list, and 43 letters were sent to agencies during the week of January 28, 2008. SEA issued a press release to the 21 Chicago-area newspapers and emailed 310 elected officials to alert them to the comment period extension.

In total, SEA received:

- 1,347 comments from individuals attending the open house meetings;
- 1,268 comment letters;
- 219 oral comments on SEA's information line; and
- 858 individual comments filed electronically on the Board's Web site.

At the conclusion of the comment period, SEA mailed follow-up postcards acknowledging the receipt of comments and participation in the scoping process. SEA placed the names of all commenters on the environmental distribution list, thereby ensuring that they will receive notice of availability of the Draft and Final EIS, as well as the Final Scope of Study.

Based on the comments received and further analysis, SEA has prepared the Final Scope of Study for the EIS, which is included in this Notice of Availability as Appendix A.

Addresses for Further Information

Written requests for further information on the proposed acquisition should be directed to: Phillis Johnson-Ball, Surface Transportation Board, 395 E Street, SW.,Washington, DC 20423–0001.

Telephone requests may be made by calling 1–800–347–0689 (SEA's information line), and emails may be sent via the Board's website at *http://www.stb.dot.gov* by clicking on the ''E_FILING'' link.

SUPPLEMENTARY INFORMATION: On October 30, 2007, Canadian National Railway Company (CN) and Grand Trunk Corporation (GTC), a noncarrier holding company through which CN controls its U.S. rail subsidiaries, filed an application with the Board under 49 U.S.C. 11323–25. The application seeks the Board's authorization for CN to acquire control of the EJ&E rail line, land, and related assets west of Buchanan Street in Gary, Indiana, along with the hump and Dixie lead tracks located east of Buchanan Street leading into Kirk Yard. Trackage east of Buchanan Street would be handled by the Gary Railway Company.

Acquisition of the EJ&E rail line would provide CN with a continuous route around Chicago. The Applicants intend to connect the existing five CN rail lines that run into central Chicago and re-route CN trains now going through Chicago on their way to other destinations, to the EJ&E rail line. The proposed acquisition includes changes in rail line operations and changes in yard operations.

The Applicants plan to make approximately $100 million in capital improvements, including constructing six new connections at Munger, Joliet, and Matteson (all in Illinois) and Griffith, Ivanhoe, and Kirk Yard located in Gary (all in Indiana). In addition, the proposed acquisition includes plans to install double track and extend sidings within the existing EJ&E railroad right-of-way (ROW) along 19 miles of the EJ&E arc at several locations:

- Leithton and Mundelein, Illinois
- East Siding to 95th Street (between Eola and Naperville, Illinois)
- Normantown to Walker, Illinois
- East Joliet to Frankfort, Illinois.

CN has stated that it intends to shift its trains to the EJ&E rail line from the existing CN routes as the proposed new rail line connections are completed and mainline capacity is added to the EJ&E rail line.

The Applicants propose to upgrade and expand Kirk Yard, and to assess the capabilities of the East Joliet Yard and upgrade it to accommodate increased yard activity. The Applicants propose to relocate rail car sorting and train development activities to both Kirk Yard and East Joliet Yard to allow CN to reduce switching activity that now occurs at CN's Glenn, Hawthorne, Schiller Park, and Markham yards, and at the BRC Clearing Yard. The rail cars of local shippers would continue to be handled at all of those locations and intermodal rail cars would still be served at Markham Yard.

Although the Applicants intend eventually to re-route all their trains currently operating over the St. Charles Air Line, a rail line in downtown Chicago owned jointly by CN, Union Pacific Railroad Company (UP), and BNSF Railway Company (BNSF), no abandonments are anticipated as a direct result of the proposed acquisition. Any abandonment of the St. Charles Air Line would require a separate request for authority to the Board under 49 U.S.C. 10903 or 10502, as well as coordination with BNSF and UP, and with other existing users such as Amtrak.

Environmental Review Process: In reviewing the proposed acquisition, the Board will consider both the transportation merits of the proposed acquisition, and the potential environmental impacts. Based on the information provided in the application, concerns raised regarding possible impacts of the proposed acquisition on communities, and consultations with SEA (the office within the Board responsible for preparing the Board's environmental documentation under the National Environmental Policy Act (NEPA), 42 U.S.C. 4321–4335, and related environmental statutes) the Board decided in its decision accepting the application to prepare a full EIS. The EIS will include all of the environmental information necessary for the Board to take the hard look at environmental consequences required by NEPA.

The NEPA environmental review process is intended to assist the Board and the public to identify and assess potential environmental consequences of the proposed acquisition before a decision is made whether to approve the proposed transaction, deny it, or approve it with mitigating conditions, including environmental conditions. On December 21, 2007, SEA issued a Notice of Intent (NOI) to individuals and agencies potentially interested in or affected by the proposed acquisition informing them of the Board's decision to prepare an EIS and to initiate the formal scoping process.

SEA also developed and made available a Draft Scope of Study and requested comments. Public meetings were held and comments were received between December 21, 2007 and February 15, 2008. After carefully reviewing the public comments, SEA is issuing this Final Scope of Study for the Draft EIS.

SEA is currently preparing a Draft EIS for the proposed acquisition. The Draft EIS will address those environmental issues and concerns identified during the scoping process and detailed in this Final Scope of Study. It will also include an appropriate discussion of alternatives and potential environmental mitigation.

Upon its completion, the Draft EIS will be made available for public and agency review and comment. A Final EIS will then be issued reflecting the SEA's further analysis, the comments on the Draft EIS, and SEA's recommendations (if any) for environmental mitigation. In reaching its decision on this case, the Board will take into account the full environmental record, including the Draft and Final EIS, and all public and agency comments received.

Discussion

Many issues that emerged through the scoping process are linked to concerns about potential impacts from increased freight rail traffic as a result of this proposed transaction. The issues raised by commenters are briefly outlined below, followed by a discussion of how the issue will be addressed in the Draft EIS. This preamble to the actual Final Scope of Study, included in Appendix A, provides SEA's rationale.

Proposed Acquisition and Definition of Alternatives

Reasonable and feasible alternatives for the proposed acquisition that will be evaluated in the EIS include approval of the transaction as proposed, disapproval of the proposed transaction in whole (No-Action alternative), or approval of the proposed transaction with conditions, including environmental mitigation conditions.[2]

Many commenters recommended that the EIS include consideration of the Chicago Region Environmental and Transportation Efficiency Program (CREATE Program) as an alternative to the proposed acquisition, or that it at least consider the effects on CREATE, and the use of non-EJ&E rail corridors and connections for CN to move its trains through the Chicago area.

[2] The Board has broad authority to impose conditions in railroad control transactions under 49 U.S.C. 11324(c). However, the Board's power to impose conditions is not limitless: There must be a sufficient nexus between the condition imposed and the transaction before the agency, mitigation is not imposed to correct pre-existing conditions, and the condition imposed must be reasonable. See *United States* v. *Chesapeake & O. Ry.,* 426 U.S. 500, 514–15 (1976); *Consolidated Rail Corp.* v. *ICC,* 29 F.3d 706, 714 (D.C. Cir. 1994).

CREATE and Other Non-EJ&E Rail Corridors as Alternatives

NEPA and the Board's environmental rules require the EIS to include reasonable and feasible alternatives to the proposed acquisition (49 CFR 1105.7(e)(1)). The EIS will evaluate proposed alternatives to determine which would meet ''the purpose and need'' of the proposed transaction, and warrant actual study or analysis, for the reasons that will be explained in the EIS. The purposes of the proposed transaction are described in a section of the CN application entitled ''Purpose of the Transaction'' (p. 22). These purposes are (1) connecting the five CN rail lines in the Chicago area to create operational improvements throughout the CN system, (2) obtaining access to the East Joliet and Kirk Yards, and (3) facilitating expanded business opportunities with EJ&E's shippers. Any reasonable and feasible alternative must meet the stated purpose and need for the proposed acquisition.

Neither CREATE nor any other non-EJ&E rail corridors will be treated as alternatives for the proposed action because they plainly would not meet the three-fold purpose and need articulated in the application. Nevertheless, the transportation systems section of the EIS will address these issues as appropriate.

Alternative Connections

Commenters also suggested that the EIS should examine alternative locations or configurations for the proposed new connections to reduce potential impacts related to this proposed transaction because there may be a variety of reasonable ways in which Applicants could accomplish construction of the proposed connections. The EIS will contain an appropriate examination of alternative configurations for the proposed connections to determine whether there is a way to meet the purpose and need of the proposed acquisition with less potential environmental impact.

Environmental Impact Categories

Safety

Commenters raised concerns about rail safety and security, the Applicants' emergency management capability and planning, and the proximity of sensitive populations and land uses to the EJ&E rail line. The largest number of commenters on safety issues expressed concern about the potential impacts to local communities from accidents. As indicated in the Draft Scope of Study, the EIS will evaluate the effects of the proposed acquisition on the safety of the public at large (including such issues as increased probability of train accidents and derailments due to increased proposed acquisition-related train traffic on a system-wide basis), potential effects at grade crossings, and potential effects of increased proposed transaction-related freight traffic on commuter and intercity passenger service operations. The EIS also will include an appropriate discussion of Applicants' Safety Integration Plan.

Hazardous Materials Transportation

A number of commenters requested that the EIS address potential environmental impacts of the proposed acquisition on public health and safety with respect to the transportation of hazardous materials, including a discussion of possible accidental release, spill management capability, and the presence of contaminated sites. Many commenters suggested that this analysis should include CN's safety record in Canada, as well as the United States. Other commenters suggested that the EIS should assess accidents involving hazardous materials and alternative routes for hazardous material shipments.

The EIS will assess CN's safety record in the United States. The rail safety statistics in Canada are collected and analyzed in a different manner than that used in the United States. The EIS will provide information on CN's U.S. safety record and that of the other U.S. Class I railroads, as compiled by the Association of American Railroads (AAR), to provide a valid basis for comparison. The EIS will use Federal Railroad Administration (FRA) standards as the basis for compliance for all hazardous material accidents and spills. The EIS also will address quantities and types of hazardous materials transported, response plans for potential spills or accidents, and locations of contaminated sites in the vicinity of planned construction activities.

Transportation Systems

There are approximately 140 highway/rail at-grade crossings on the EJ&E line that may experience longer traffic delays due to increased freight rail traffic resulting from the proposed acquisition. Although existing CN crossings on lines into downtown Chicago would experience less train traffic and fewer delays as a result of the proposed acquisition, a number of commenters expressed concern about the potential impact of increased freight rail traffic on local transportation systems, including congestion and delays at highway/rail at-grade crossings, and potential impacts to

community emergency response capability.

Consistent with the Draft Scope of Study, the EIS will evaluate the impact of the proposed transaction on local transportation systems and intercity Amtrak services, vehicular delays due to increases in rail-related operation, and increased train traffic on movable railroad bridges as a result of the proposed transaction. Since no changes in intermodal activity or truck traffic have been identified, analysis of truck traffic as identified in the Draft Scope of Study does not appear warranted. Other issues of concern to be included in the transportation systems impact evaluation are described below.

Planning Horizon: CN has used 2012, three years from the date of the Board's anticipated issuance of a final decision, as the year it expects to achieve the rail traffic projected in the application. Many commenters objected that this three-year forecasting period is too short. Commenters are concerned that using 2012 as the planning horizon would underestimate the potential effects of the proposed acquisition, and could result in less mitigation than the mitigation the Board would impose if the planning horizon were lengthened.

Planning horizon threshold suggestions for both freight rail and highway traffic ranged from 2020 to as long as 2030 or 2035. The commenters believe that potential increases in freight rail traffic can be projected that far into the future, even though the forecasts are not as reliable as shorter projections. The commenters also allege that CN would not have decided to proceed with this proposed acquisition transaction based only on a short range forecast of potential freight rail traffic. On the other hand, CN contends that forecasts longer than three to five years are necessarily speculative due to uncertainties in the global economy and the effects of competition. CN also states that the proposed transaction would not lead to additional freight rail traffic beyond the projections in the application.

After carefully considering the comments, SEA has determined that the time horizons suggested by the commenters are too long to produce reliable information. Those time horizons also exceed by far the time horizons that have been used in prior Board proceedings. At the same time, the three-year time horizon proposed in the Draft Scope of Study is too short for the proposed transaction. Thus, the EIS will use a five-year threshold from the date of the anticipated year of the issuance of a final decision (2015) for analysis of effects of increased rail traffic, such as vehicle delay. This year was selected because five years is not too long to produce reasonable and reliable freight rail forecasts. SEA has requested the necessary information from CN to permit the use of a five-year forecast in the EIS.

Highway traffic will also be forecasted to 2020 for vehicle delay analysis. The year 2020 is reasonable based on available highway traffic data and will provide useful information for community planning purposes. Any year further in the future would diverge too much from the five-year freight rail forecast timeframe that will be used.

ADT Threshold: The Draft Scope of Study stated that the EIS would assess impacts to safety and vehicle delays at highway/rail at-grade crossings where the average daily highway traffic (ADT) exceeds 2,500 vehicles per day, but did not state which year should be used to measure the ADT. Some commenters suggested that the threshold for analysis should be lowered to 2,000 vehicles per day, to better help interested persons obtain information on all of the possible locations where drivers could be delayed or safety could be affected as a result of this proposed transaction.

In the EIS, vehicle delay will be estimated for all public highway/rail at-grade crossings and more detailed analysis will be done for crossings with an ADT of 2,500 vehicles per day. To clarify, SEA will apply the 2,500 vehicle per day threshold to traffic levels for the years 2015 and 2020. SEA also will conduct a more detailed analysis where the ADT at the crossing is less than 2,500 vehicles per day where appropriate as a result of specific circumstances. The ADT threshold of 2,500 vehicles per day will provide a sufficient level of analysis to determine the location of significant effects of the proposed acquisition on safety or vehicle traffic delays.

Gary Chicago International Airport (GCIA): Many commenters took the position that the EIS should analyze the effects of the proposed transaction on the Gary Chicago International Airport (GCIA). The GCIA has been engaged in an improvement program to increase the capacity of its existing principal east/west runway and to remedy a safety deficiency associated with this runway. Supporters of the airport expansion expect it to provide economic stimulus to the economy of Northwest Indiana. The Federal Aviation Administration (FAA) signed a Record of Decision (ROD) approving the extension in 2005.

According to the comments, GCIA plans to extend the primary runway (designated as Runway 12/30) 1,900 feet to the northwest to solve capacity and safety problems. Based on the available information, GCIA evidently has obtained commitments for funding to carry out airport improvements. Currently the northwest end of the runway is only 270 feet from the EJ&E tracks, which are on top of an embankment that places the tracks 22 feet above the end of the runway. Safety concerns have been raised because of the proximity of the EJ&E roadbed to the end of the runway, and the roadbed's elevation above the runway.

To extend the runway and reduce the potential safety issues, GCIA has proposed to relocate and lower to ground level the EJ&E tracks. According to the FAA ROD, the proposed relocation of the EJ&E would increase the rail route by 5,263 feet and add two highway/rail at-grade crossings at Chicago Avenue and Industrial Drive. These two crossings would be eliminated at a later date by closing Chicago Avenue and raising the grade of Industrial Highway over the EJ&E tracks.

Negotiations have been ongoing for many years between GCIA and EJ&E. CN has been sitting in on negotiations since the proposed acquisition was announced. To date, the parties have not reached an agreement on whether to relocate the EJ&E line or how the rail line relocation should be designed. During the parties' negotiations, concerns have been raised about increased fuel consumption and interference of the highway/rail at-grade crossings with train operations if the rail line is relocated. GCIA has contended that projected additional trains associated with the proposed transaction could make it more difficult to negotiate a solution to the runway problem. In response, CN asserts that the proposed transaction would have no effect on the relocation negotiations or GCIA because CN believes that the number of trains using the EJ&E rail line does not affect the issues that need to be addressed related to the relocation. CN has labeled the potential impacts of the proposed line relocation ''a pre-existing condition,'' rather than one that would be a direct result of the proposed acquisition transaction.

The Draft Scope of Study did not mention any analysis of potential effects on existing or proposed airports. Based on the comments, SEA will include in the EIS an appropriate analysis of the impacts of increased train traffic on the existing line near GCIA, as well as the proposed runway expansion and rail line relocation at GCIA.

The Commuter Rail Division of the Regional Transportation Authority (Metra) and the Suburban Transit Access Route (STAR Line): Many

individuals and government agencies commented that the EIS should address the effects of the proposed transaction on future commuter rail service planned for a portion of the EJ&E ROW in Illinois. The Commuter Rail Division of the Regional Transportation Authority (a/k/a Metra) proposes to institute passenger service on certain segments of the EJ&E ROW and tracks. The service, to be known as the Suburban Transit Access Route, or the STAR Line, is part of the 2030 Regional Transportation Plan for Northeastern Illinois. The STAR Line plan calls for service over approximately 35 miles of EJ&E ROW from a point east of Interstate 55 in Joliet, to Interstate 90 in Hoffman Estates, from which the service would then travel eastward on new track within the I–90 ROW corridor to O'Hare Airport. Metra's STAR Line would include seven new passenger rail stations along the existing EJ&E rail line in Cook, DuPage, and Will counties.

Congress authorized funding for preliminary engineering of the STAR Line in Section 3043(c)(120) of SAFETEA–LU. Many of the municipalities along the STAR Line route have already obligated or spent funds to provide new passenger rail stations and are incorporating the STAR Line into their land use planning. Metra is also studying potential extensions to the STAR Line east of Joliet and north of Hoffman Estates on the EJ&E ROW, but that planning is preliminary and is not expected to be completed in the foreseeable future.

The Draft Scope of Study states that the transportation systems analysis in the EIS will address the potential effects on reasonably foreseeable future commuter rail operations. SEA now clarifies that the EIS will encompass an appropriate discussion of the STAR Line from Joliet to Hoffman Estates, as part of the analysis.

Metra and the EJ&E Interlockings: Many commenters urged that the EIS should include an analysis of the effects of the proposed acquisition on commuter rail operations where the Metra trains intersect with the EJ&E. Metra currently operates approximately 700 trains each day throughout the Chicago region. The Metra trains pass over ''interlockings'' (rail to rail at-grade crossings) where freight traffic on the EJ&E corridor is projected to increase as a result of the proposed transaction. The interlockings are controlled by EJ&E. Metra and many other commenters are concerned that the projected freight increases resulting from this proposed transaction could impair Metra's on-time performance by causing commuter trains to wait for passing or stopped freight trains. Metra further states that it is planning to extend its service on the UP West Line that passes over the EJ&E interlocking at West Chicago, and on the UP Northwest Line that passes over the EJ&E interlocking at Barrington. Metra is also planning to institute new Southeast Service over the UP ROW, which would pass over the EJ&E interlocking at Chicago Heights. The success of these projects allegedly would be adversely affected due to the projected freight rail increases described in the application.

The Metra extensions described above are part of the 2030 Regional Transportation Plan for Northeastern Illinois. Section 3043(a)(13) of SAFETEA–LU authorized over $26 million for final design and construction of Metra's UP West Extension. Section 3043(c)(119) of SAFETEA–LU authorized funding of preliminary engineering for Metra's Southeast Service.

As the Draft Scope of Study stated, the EIS will evaluate the effects of the proposed transaction on existing and reasonably foreseeable commuter rail operations. As part of that analysis, the EIS will contain an appropriate examination of the transportation system impacts of the proposed acquisition on existing Metra service, Metra's UP West Extension, the UP Northwest Extension, and the Southeast Service.

The National Railroad Passenger Corporation (AMTRAK): Many commenters noted that the EIS should consider the effects of the proposed transaction on AMTRAK service between downstate Illinois and Chicago. AMTRAK explained that it operates six trains each day over the CN Chicago Subdivision Line south from a point near 23rd Street on Chicago's Lakefront Line. These six trains connect from the Lakefront Line to Chicago's Union Station over the St. Charles Air Line, a rail line owned jointly by CN, UP, and BNSF. Under the proposed transaction, CN would no longer operate any freight trains over the St. Charles Air Line or along the Lakefront Line. AMTRAK is concerned that it could remain the only user of the St. Charles Air Line and CN's Lakefront Line and, as such, could be required to pay all maintenance expenses for the St. Charles Air Line. The Illinois Department of Transportation (IDOT) shares AMTRAK's concern, noting that it helps to finance AMTRAK's six daily trains. AMTRAK and IDOT say they would not be able to pay all of the maintenance expenses alone, which could jeopardize AMTRAK's current service. AMTRAK further indicates that, at present, it does not have an acceptable alternative access route into Chicago's Union Station.

The commenters also asked that the EIS assess the impacts that could occur from loss of AMTRAK service to Illinois communities that rely on AMTRAK service to and from Chicago and the effects on the highway system and related energy consumption that would result from loss of this service.

CN minimizes the potential impacts of this proposed transaction on AMTRAK, noting that AMTRAK has an existing agreement to use the St. Charles Air Line and the Lakefront Line tracks through 2010 and that AMTRAK can continue to use these lines indefinitely on the same terms with the same adjustments for inflation, as stated in the existing agreement. CN adds that there is no proposal pending before the Board to abandon the St. Charles Air Line or any of CN's tracks along the Chicago Lakefront Line.

The Draft Scope of Study stated that the EIS would describe the effects of the proposed acquisition on existing AMTRAK service. SEA now clarifies that the EIS will examine the transportation system impacts on existing AMTRAK service on the St. Charles Air Line and the other CN lines used by AMTRAK in the Chicago area. Because there is no proposal in front of the Board for authority to abandon the St. Charles Air Line, the possible future discontinuance of AMTRAK service over the St. Charles Air Line will not be analyzed in detail in the EIS. Any attempt to do so at this point would be speculative.

Northern Indiana Commuter Transportation District (NICTD): Many commenters urged that the EIS consider the effects of the proposed transaction on existing and proposed commuter rail service for Northwestern Indiana. The commenters explain that NICTD operates the South Shore commuter rail service between South Bend, Indiana and Chicago. The South Shore connects with the CN Illinois Central (Chicago Subdivision) tracks at 115th and Kensington in Chicago. Freight service on this CN line is expected to decrease as a result of the proposed transaction. NICTD is presently completing a switching improvement project where its tracks connect with CN at 115th and Kensington. NICTD evidently is considering two new West Lake Corridor commuter rail services between Chicago and communities in northwest Indiana. Both proposed services apparently would use existing Metra and NICTD trackage to Hammond, where the services would then use ROW controlled by NICTD south to Maynard, near Munster.

Service between Chicago and Valparaiso, Indiana would use the CN South Bend Subdivision between Munster and Valparaiso, Indiana; this service would cross the EJ&E at Griffith. Service between Chicago and Lowell, Indiana would use CSXT trackage between Munster and Lowell, Indiana. This service would cross the CN South Bend Subdivision at Maynard and the EJ&E at Dyer.

The available information indicates that NICTD has prepared two planning documents related to these proposed services, which identify the purpose and need for the proposed services and describe rail and bus alternatives. However, a Locally Preferred Alternative (LPA) has not been determined for these services. No funding sources have been secured to date for continued planning and implementation for the proposed services. NICTD also does not have an agreement with CN to use its South Bend Subdivision ROW for the proposed passenger service. NICTD and others have commented that the outstanding issues related to use of the CN South Bend Subdivision ROW should be resolved in the instant acquisition proceeding and that the EIS should assess the impacts related to loss of the opportunity to institute new commuter service on the CN South Bend Subdivision ROW.

An appropriate discussion of the NICTD operations will be included in the EIS.

Land Use

Some commenters expressed concerns regarding potential impacts to parks and other community facilities and amenities, as well as impacts to neighborhoods including visual impacts. Consistent with the Draft Scope of Study, the EIS will evaluate consistency of the proposed transaction with existing land use plans and zoning requirements, and potential impacts to prime farmland. Because trains already operate on the EJ&E rail line, and additional trains resulting from the proposed transaction are not expected to change the physical character of the line or adjoining lands, SEA does not believe that a detailed visual impact analysis is warranted.

Socioeconomics

A number of commenters expressed concern over the potential impacts that the proposed acquisition would have on community quality of life, on local property values and the local economy, and how the proposed transaction would affect community growth and social cohesion. Consistent with the Draft Scope of Study, the EIS will evaluate socioeconomic issues related to changes in the physical environment as a result of the proposed transaction.

Energy

Some commenters expressed concern about fuel consumption related to congestion and potential effects of the proposed transaction on climate change. As indicated in the Draft Scope of Study, the EIS will evaluate the potential environmental impact of the proposed transaction on the transportation of energy resources and recyclable commodities to the extent that such information is available, and evaluate potential changes in fuel use arising from the proposed transaction. The EIS will also include an appropriate discussion of fuel use changes related to this proposed transaction and climate change.

Air Quality

Commenters expressed concern regarding the potential impacts of the proposed transaction to public health and regional air quality resulting from proposed transaction-related changes in train emissions. The commenters noted that longer and more frequent trains and additional rail activity in the rail yards are expected to increase air emissions in the EJ&E corridor. In addition, commenters were concerned about an increase of emissions at highway/rail at-grade crossings from vehicles subject to delays as a result of the proposed acquisition. The Chicago Metropolitan Area has been designated as a nonattainment area under the Clean Air Act. Accordingly, the EIS will evaluate air emissions increases where the post-proposed acquisition activity would exceed the Board's thresholds for environmental review in nonattainment areas in 49 CFR 1105.7(e)(5)(i) (generally, an increase of three trains per day on any segment of rail line affected by the proposal).

The EIS will also evaluate the net increase in emissions from increased railroad operations, as well as potential air emissions increases from vehicle delays at rail crossings associated with the proposed transaction. Emissions changes arising from the proposed transaction will be estimated, including expected increases or decreases in diesel particulate emissions and related air toxics.

Noise and Vibration

Many commenters expressed concern about potential increases in horn and other noise, as well as train-induced vibration throughout the EJ&E corridor as a result of the proposed acquisition. As the commenters note, the proposed transaction would place more and longer trains on EJ&E tracks and increase activity at key points such as Kirk Yard in Gary, Indiana. Accordingly, consistent with the Draft Scope of Study, the EIS will evaluate potential proposed transaction-related increases in noise and associated impacts and will assess potential vibration effects based on Federal Transit Administration (FTA) vibration methodology in areas where it appears there may be vibration sensitive receptors within or adjacent to the EJ&E rail line ROW.

Biological Resources

Commenters expressed concern regarding potential impacts of the proposed transaction on wildlife, as well as nature preserves and designated natural areas. The Draft Scope of Study stated that the EIS would assess the effects of acquisition-related construction (double tracking, proposed new connections) on threatened and endangered species, wildlife sanctuaries or refuges, and national or state parks or forests. Many commenters suggested that the EIS should also assess the effects of increased rail operations, maintenance (herbicide spraying), and the risk of accidents on wildlife areas along the EJ&E ROW.

Based on the comments, the EIS will assess the operational impacts of additional freight rail traffic on areas where federal or state threatened or endangered species or designated critical habitats are located. The EIS will examine the effects of the proposed acquisition in areas along the EJ&E rail line ROW that have been designated as natural areas by federal, state, and local natural resource agencies. The EIS will also assess the potential effects on designated natural areas from construction of the alternative configurations for the proposed new connections and double tracking.

Water Resources

Some commenters expressed concern about the potential effects of the proposed transaction on surface and groundwater quality, as well as flood plains and local drainage systems. As indicated in the Draft Scope of Study, the EIS will evaluate consistency with applicable federal or state water quality standards; determine if permits may be required under Sections 404 or 402 of the Clean Water Act (33 U.S.C. 1344) for any proposed construction; and assess whether any planned construction has the potential to encroach upon any designated wetlands or 100-year floodplains.

Environmental Justice

Some commenters expressed concern about potential disproportionate adverse effects of the proposed acquisition on minority or low income populations. Consistent with the Draft Scope of Study, the localized adverse impacts of the proposed transaction (for example, noise, air quality, residential or business relocations, and community impacts) will be analyzed in relation to the presence of minority and low income populations. The EIS will assess demographics in the immediate vicinity of areas where major planned activities (such as construction of improved rail connections, siding extensions, and installation of double track) would take place, and where increases in train traffic would be above the Board's threshold for environmental review. The EIS will evaluate whether such activities potentially could have a disproportionately high and adverse effect on minority or low income groups.

Cultural and Historic Resources

The Draft Scope of Study stated that the EIS would address potential effects from construction of the proposed connections and double tracking on cultural and historic resources that are in or immediately adjacent to the railroad ROW. Commenters suggested that the EIS should assess impacts on cultural resources that are near but not necessarily adjacent to the EJ&E ROW or near the area where new connections are proposed. These cultural resources range from historic and prehistoric sites to historic districts.

The Final Scope of Study clarifies that the EIS will establish an area of potential effect (APE) in coordination with the State Historic Preservation offices (SHPO) in Illinois and Indiana. SEA will assess potential effects within the APE. The APE will most likely be inside the EJ&E ROW and the immediate area where construction activities (double tracking, new connections) may cause ground disturbance. In addition, the EIS will evaluate Native American sites to the extent they are suggested for evaluation by a SHPO or a Native American tribe.

Indirect and Cumulative Effects

Commenters expressed concern about the potential indirect and cumulative effects that could be caused by the proposed acquisition, including effects of other reasonably foreseeable activities on communities and natural resources. Consistent with the Draft Scope of Study, the EIS will address indirect and cumulative effects that may occur later in time, or at other locations, or which, in combination with other actions, could affect the same resources. This analysis will be done for reasonably foreseeable related actions that warrant such analysis, given the context and scope of the proposed acquisition.

In addition, some commenters suggested that the EIS should examine the effects of increased freight rail traffic on CN lines in Wisconsin. They suggested that the proposed acquisition of the EJ&E by CN would result in increased traffic on the CN lines in Wisconsin going to and from the Chicago area. This, the commenters state, would result in increased impacts to safety and air quality in Wisconsin.

In preparing the EIS, SEA will determine the geographic boundaries for the analysis of indirect and cumulative effects by examining an area within reasonable proximity to the area or areas where direct effects to environmental resources are observed. SEA will also take into account the nature of each affected resource that is analyzed. The Applicants have not identified proposed transaction-related train traffic changes on any of the CN rail line segments outside of the EJ&E's arc. Although SEA's own review analysis has not been completed yet, the available information does not suggest that an analysis of indirect and cumulative effects outside of the Chicago metropolitan area will be warranted.

As indicated in the Draft Scope of Study, the EIS will evaluate indirect and cumulative effects, as appropriate, for other projects or activities that relate to the proposed transaction where SEA determines that there is the likelihood of significant environmental impacts and where information is provided to the Board that describes (1) those other projects or activities, (2) their interrelationship with the proposed acquisition, and (3) the type and severity of the potential environmental impacts. This information must be provided to the Board within sufficient time to allow for review and analysis in the EIS.

Some commenters suggested that the EIS should examine the effects of the proposed acquisition of the Dakota, Minnesota & Eastern Railroad Corporation (DM&E) and the Iowa, Chicago & Eastern Railroad Corporation (IC&E) by Canadian Pacific Railway Corporation (CP).[3] Prior to CP's application to acquire DM&E and IC&E, the Board approved an extension of the DM&E into the Powder River Basin in Northeastern Wyoming to permit rail access to coal resources.[4] The commenters believe that the likely route for any new coal shipments that could result from the CP's proposed acquisition of the DM&E would be over the CN rail lines in Wisconsin, including the EJ&E rail lines, if CN's proposed acquisition of EJ&E is authorized and implemented. They contend that this would result in more and longer freight trains than the numbers projected in the application, which, the commenters claim, would result in more severe impacts on their communities than would otherwise be the case.

As previously noted, the EIS will include an appropriate evaluation of indirect and cumulative effects of reasonably foreseeable projects that relate to the proposed acquisition. The commenters' suggestion that the impacts of the proposed acquisition of the DM&E and IC&E by CP need to be considered as part of the cumulative impact analyses, however, is premature. In a decision in Finance Docket No. 35081, issued on April 4, 2008, the Board determined that it would be appropriate to defer preparation of an EIS addressing the possible future movement of DM&E PRB coal traffic over the IC&E and/or CP lines because sufficient information is not available to conduct a meaningful review now. In that decision, the Board made clear that should it ultimately authorize the transaction proposed in Finance Docket No. 35081, it would impose conditions on the authorization precluding such movements pending completion of an EIS and the issuance of a final Board decision addressing the impact of such coal operations and allowing such operations to begin, if appropriate. In short, no movements of the sort commenters are concerned about are reasonably foreseeable at this time.

Mitigation

Many commenters suggested that the Board should require CN to install highway/rail grade separations or change rail operations wherever vehicle delays or safety risk would exceed the existing conditions. Other commenters stated that the Board should base its mitigation conditions on the accomplishment of regional goals and not on local problem sites. Some commenters believed that the Board should retain jurisdiction over the

[3] This acquisition is pending before the Board in STB Finance Docket No. 35081, *CP Railway Company et al.—Control—Dakota Minnesota & Eastern Railroad Corp., et. al.*

[4] See *Dakota, Minnesota & Eastern Railroad Corp., Construction into the Powder River Basin*, STB Finance Docket No. 33407 (STB served Feb. 15, 2006), affirmed *Mayo Foundation* v. *STB*, 472 F.3d 545 (8th Cir. 2006).

proposed transaction for an extensive period after the proposed transaction is implemented (assuming the Board authorizes it), to review additional increases in freight rail and vehicle traffic to determine appropriate mitigation. Other commenters suggested that the Board should not approve the proposed transaction unless CN agrees to make accommodations for improvements, such as the runway extension at GCIA and the NICTD West Lake Corridor service on the South Bend Subdivision ROW.

It would be inappropriate to present any specific mitigation in the Final Scope of Study for the Draft EIS. Mitigation depends on the results of the environmental analysis, and the environmental analysis related to the proposed transaction is not yet completed. The Draft EIS will contain recommendations for environmental mitigation based on the results of the analysis of potential effects. After the Draft EIS is issued, commenters will have the opportunity to comment on the mitigation recommendations in the Draft EIS. The comments will be reflected in the Final EIS. The Board then will consider SEA's final recommended mitigation in deciding whether to grant or deny the proposed acquisition or grant it with environmental conditions. Finally, it is worth noting here that the Board only has authority to require mitigation for effects arising from the proposed acquisition, not pre-existing conditions. At the same time, however, voluntary mitigation (i.e., mitigation proposed by the railroad often after consultations with potentially affected communities and others) can sometimes achieve more far reaching results than the Board could unilaterally impose. Voluntary mitigation and mutually acceptable negotiated agreements can result in cost sharing to allow completion of very costly measures, such as grade-separated crossings, which primarily benefit the community rather than the railroad, and thus are typically funded primarily by entities other than the railroad.

The Final Scope of Study for the Draft EIS of the proposed transaction is attached as Appendix A.

By the Board, Victoria J. Rutson, Chief, Section of Environmental Analysis.

Anne K. Quinlan,

Acting Secretary.

Appendix A: Final Scope of Study for the EIS

Proposed Action and Definition of Alternatives

Applicants' proposed acquisition of the EJ&E railroad would result in shifting of rail traffic from rail lines in Chicago to rail lines on the EJ&E line, which forms an arc around Chicago. Rail traffic on CN lines inside the EJ&E arc would generally decrease. These decreases in rail traffic would be offset by substantial increases in the number of trains operated on the EJ&E line outside Chicago. The increase in train traffic on the EJ&E line would vary from approximately 15 to 24 additional trains per day. Applicants state that the proposed transaction would not impair CN's ability to handle commuter trains, passenger trains, or trackage/haulage trains currently operating on the EJ&E line. Finally, on the integrated CN/EJ&E system, four train pairs would be added to EJ&E terminals: three inbound and three outbound switch trains at Kirk Yard, and one inbound and one outbound switch train at East Joliet Yard. Applicants' projections for the changes in rail operations as a result of the proposed acquisition are set forth in the application, available on the Board's Web site. The proposed transaction also includes construction of six rail connections, siding extensions, and installation of double track. The EIS will discuss the purpose and need for the proposed transaction.

Reasonable and feasible alternatives for the proposed acquisition that will be evaluated in the EIS are (1) approval of the proposed transaction, (2) disapproval of the proposed transaction in whole (No-Action alternative), or (3) approval of the proposed transaction with conditions, including environmental mitigation conditions.[5]

In addition, the EIS will consider as appropriate, reasonable and feasible alignment alternatives for the six proposed connections.

[5] The Board has broad authority to impose conditions in railroad acquisition transactions under 49 U.S.C. 11324 (c). However, the Board's power to impose conditions is not limitless: there must be a sufficient nexus between the condition imposed and the transaction before the agency, mitigation is not imposed to remedy pre-existing conditions, and the condition imposed must be reasonable. See *United States* v. *Chesapeake & O. Ry.*, 426 U.S. 500, 514–15 (1976); *Consolidated Rail Corp.* v. *ICC*, 29 F.3d 706, 714 (D.C. Cir. 1994).

Environmental Impact Analysis

Analysis in the EIS will address proposed activities and their potential environmental impacts, as appropriate. Existing rail operations are the baseline from which the potential environmental impacts of the proposed transaction will be evaluated. SEA will evaluate only the potential environmental impacts of operational and physical changes that are directly related to the proposed transaction. SEA will not consider environmental impacts solely arising from existing rail operations and existing railroad facilities.[6]

The scope of the analysis will include the following types of activities:

1. Anticipated changes in level of operations on rail lines (for instance, an increase in average length of trains, or a proposed change in average train speed) for those rail line segments that meet or exceed the Board's thresholds for environmental review in 49 CFR 1105.7.

2. Proposed changes in activity at rail yards to the extent such changes may exceed the Board's thresholds for environmental analysis in 49 CFR 1105.7

3. Proposed physical construction of improved rail connections, siding extensions, and installation of double track.

Environmental Impact Categories

The EIS will address potential impacts on the environment that will include the areas of safety, rail operations, transportation systems, hazardous waste sites, hazardous materials transportation, land use, energy, air quality, noise, natural resources, water resources, socioeconomic effects related to physical changes in the environment, environmental justice, cultural or historic resources, and indirect and cumulative effects, as described below.

1. Safety

The EIS will:

A. Consider at-grade rail crossing accident probability and safety factors related to increased freight traffic as a result of the proposed transaction. This will generally include all public highway/rail at-grade crossings.

[6] 6 In proceedings similar to this proposed acquisition, the Board's practice consistently has been to mitigate only those environmental impacts that result directly from the proposed transaction. The Board, like its predecessor, the Interstate Commerce Commission, has not imposed mitigation to remedy pre-existing conditions such as those that might make the quality of life in a particular community better, but are not a direct result of the proposed acquisition (i.e., congestion associated with the existing rail line traffic, or the traffic of other railroads).

Accident probability analysis will address the potential for rail and vehicle accidents.

B. Consider increased probability of train accidents and derailments due to increased proposed transaction-related traffic on a system-wide basis.

C. Address potential effects of proposed transaction-related increased freight traffic on commuter and intercity passenger service operations.

D. Discuss CN's emergency management or emergency response plans.

E. Address safety issues associated with the integration of differing rail operating systems and procedures, including an appropriate discussion of Applicants' Safety Integration Plan.

2. Hazardous Materials Transportation

The EIS will discuss the potential environmental impacts of the proposed transaction on public health and safety with respect to the transportation of hazardous materials, including:

A. Changes in the types of hazardous materials and quantities transported or re-routed.

B. Nature of the hazardous materials that are currently being transported or are proposed to be transported.

C. Applicants' safety practices and protocols.

D. Applicants' U.S. safety data on derailments, accidents and hazardous materials spills.

E. Contingency plans to address accidental spills.

F. Probability of increased spills given railroad safety statistics and applicable Federal Railroad Administration requirements.

3. Transportation Systems

The EIS will:

A. Describe system-wide and localized effects of the proposed transaction-related operational changes, construction of proposed connections, siding extensions, and installation of double track.

B. Evaluate those commuter rail line segments or crossings that would experience increased freight traffic as a result of the proposed transaction.

C. Discuss proposed transaction-related effects on existing or proposed commuter or passenger rail service (Metra, NICTD, AMTRAK) as appropriate (i.e., where capital improvements have been approved). Evaluate the capability of the EJ&E rail line segments or crossings to accommodate the reasonably foreseeable addition of commuter trains.

D. Discuss proposed transaction-related potential diversions of freight traffic from trucks to rail and from rail to trucks, as appropriate.

E. Address vehicular delays at rail crossings and intermodal facilities due to increases in rail traffic operations as a result of the proposed transaction. Estimates of typical delays will be made for highway/rail at-grade crossings, more detailed analysis will be done at highway/rail at-grade crossings that have an ADT of 2,500 vehicles per day or are within 800 feet of another crossing. Vehicle delay analysis will be done for traffic levels in years 2015 and 2020. Detailed analysis also will be conducted at highway/rail at-grade crossings that have an ADT of less than 2,500 vehicles per day, but have unique circumstances that make such evaluations appropriate.

F. Evaluate potential effects of proposed transaction-related highway/rail at-grade crossing blockage due to stopped trains.

G. Discuss potential effects of proposed transaction-related increased train traffic on emergency response facilities in proximity to the EJ&E rail line.

H. Discuss potential effects of proposed transaction-related increased train traffic on railroad bridges that cross navigation channels to the extent that such bridges allow only one mode of transportation to pass at a time (movable-span railroad bridges).

I. Discuss potential effects of proposed transaction-related increased train traffic on the Gary Chicago International Airport and its planned expansion.

4. Land Use

The EIS will:

A. Describe whether the construction of the proposed rail connections, siding extensions, and installation of double track are consistent with existing land use plans.

B. Describe environmental impacts associated with the construction of the proposed rail connections, siding extensions, and installation of double track on existing land use plans and potential effects on prime farmland.

C. Discuss potential effects of proposed transaction-related changes in rail operations on parks, forest preserves, and schools in the vicinity of the EJ&E rail line.

D. Discuss consistency of the construction of the proposed rail connections, siding extensions, and installation of double track with applicable zoning requirements.

5. Socioeconomics

The EIS will:

A. Address socioeconomic issues related to changes in the physical environment as a result of the proposed transaction.

B. Describe demographic characteristics of the transaction area and potential effects of the proposed transaction.

C. Evaluate economic effects of proposed acquisition-related construction and improvements to the EJ&E.

D. Discuss potential effects of proposed transaction-related increased train traffic on the potentially affected communities.

6. Hazardous Materials—Contaminated Sites

The EIS will:

A. Describe any recorded sites of contamination within or adjacent to areas potentially disturbed by proposed transaction-related construction activities.

B. Discuss known areas where spills of hazardous materials have occurred in the past and which may be affected by proposed transaction-related activities.

C. Discuss emergency response and clean up plans.

7. Energy

The EIS will:

A. Describe the potential environmental impact of the proposed transaction on transportation of energy resources and recyclable commodities.

B. Evaluate potential changes in fuel use arising from the proposed transaction.

8. Air Quality

The EIS will:

A. Evaluate air emissions increases where the proposed post-acquisition activity would exceed the Board's environmental thresholds in 49 CFR 1105.7(e)(5)(i), for air quality nonattainment areas as designated under the Clean Air Act. The applicable thresholds are as follows for the Chicago Metropolitan area, which is a nonattainment area: [7]

1. A 50 percent increase in rail traffic (measured in gross-ton miles annually) or an increase of three trains a day on any segment of rail line affected by the proposal; or

[7] Nonattainment areas are areas that do not comply with one or more ambient air quality standards. Ozone non-attainment areas are further classified as Marginal, Moderate, Serious, Severe, or Extreme Areas. These classifications are based on the level, in parts per million (ppm), of ozone measured for each area. Moderate areas are defined as .092 to .107 ppm, Serious Areas are defined as containing 0.107 ppm to 0.120 ppm, and Severe Areas are defined as containing 0.120 to 0.187 ppm. The Chicago area is currently classified as moderate non-attainment for ozone and non-attainment for PM 2.5.

2. An increase in rail yard activity of at least 20 percent or more in carload activity (rail car switching and block swapping).

3. Increase in truck traffic greater than 10 percent of average daily traffic (ADT) or 50 trucks per day.

B. Discuss the net change in emissions from changes in railroad operations associated with the proposed transaction. Net emissions changes will be calculated for counties with projected proposed transaction-related changes in train traffic.

C. Discuss the following information regarding the anticipated transportation of ozone depleting materials (such as nitrogen oxide and Freon):

1. Materials and quantity;

2. Applicants' safety practices;

3. Applicants' safety record (within the United States) on derailments, accidents, and spills;

4. Contingency plans to address accidental spills; and

5. Likelihood of an accidental release of ozone depleting materials in the event of a collision or derailment.

D. Discuss potential air emissions increases from vehicle delays at highway/rail at-grade crossings where the crossing is projected to experience a change in rail traffic arising from the proposed transaction over the thresholds described above. Such increases will be factored into the net emissions estimates for the affected area.

E. Estimate potential increases or decreases in diesel particulate emissions arising from the proposed transaction.

F. Discuss potential for changes in greenhouse gas emissions arising from the proposed transaction and how such changes may relate to climate change.

9. Noise and Vibration

The EIS will:

A. Describe potential noise and vibration impacts of the proposed transaction for those areas that exceed the Board's environmental thresholds identified in the Air Quality section.

B. Identify whether the proposed transaction-related increases in rail traffic will cause an increase to a noise level of 65 dBA L_{dn} and 3 dBA L_{dn} or greater. If so, an estimate of the number of sensitive receptors (*e.g.*, schools and residences) within such areas will be made.

C. Assess potential proposed transaction-related vibration effects based on Federal Transit Administration (FTA) vibration methodology in areas where it appears there may be vibration sensitive receptors within or immediately adjacent to the railroad right of way.

D. Discuss existing or planned Quiet Zones.

10. Biological Resources

The EIS will:

A. Discuss the potential environmental impacts of construction of proposed connections, siding extensions, and installation of double track on federal or state endangered or threatened species or designated critical habitats.

B. Discuss the effects of construction of proposed rail connections, siding extensions, and installation of double track on wildlife sanctuaries or refuges, and national or state parks or forests.

C. Discuss potential effects of proposed transaction-related increased train traffic on federal or state designated protected species or areas of special biological significance.

11. Water Resources

The EIS will:

A. Describe existing surface and groundwater resources in the vicinity of the EJ & E, particularly in areas of planned construction activity.

B. Discuss whether potential impacts from the construction of proposed rail connections, siding extensions, and installation of double track may be inconsistent with applicable federal or state water quality standards.

C. Discuss whether permits may be required under Sections 404 or 402 of the Clean Water Act (33 U.S.C. 1344) for any construction of proposed rail connections, siding extensions, and installation of double track, and whether any such projects have the potential to encroach upon any designated wetlands or 100-year floodplains.

D. Discuss hydrogeology in the study area and presence of any designated sensitive groundwater areas.

12. Environmental Justice

The EIS will:

A. Report on the demographics in the immediate vicinity of any area where major activity such as construction of rail connections, siding extensions, and/or installation double track is proposed.

B. Report on the demographics in the vicinity of rail lines with projected proposed transaction-related rail traffic increases above the Board's thresholds for environmental review.

C. Evaluate whether such activities potentially have a disproportionately high and adverse effect on any minority or low-income group.

13. Cultural and Historic Resources

The EIS will address potential impacts from the proposed construction of rail connections, siding extensions, and installation of double track on cultural and historic resources that are within areas potentially disturbed by construction activities.

14. Indirect and Cumulative Effects

The EIS will:

A. Address indirect and cumulative effects of environmental impacts that have regional or system-wide ramifications. This analysis will be done for environmental impacts that warrant such analysis given the context and scope of the proposed transaction.

B. Discuss as part of the indirect and cumulative impact analysis the potential environmental impacts of yard modification activities on railroad-owned property that would potentially be affected by the proposed transaction.

C. Evaluate indirect and cumulative effects, as appropriate, for other projects or activities that relate to the proposed transaction where SEA determines that there is the likelihood of significant environmental impacts and where information is provided to the Board that describes (1) those other projects or activities, (2) their interrelationship with the proposed acquisition, and (3) the type and severity of the potential environmental impacts. This information must be provided to the Board within sufficient time to allow for review and analysis in the EIS.

15. Mitigation

Where SEA determines there is potential for significant adverse impacts arising from the proposed transaction, SEA will consider reasonable mitigation measures that could reduce or eliminate such adverse impacts. SEA may consider a range of mitigation measures based on the nature and severity of the potential impact and consistent with the Board's jurisdiction and authority.

[FR Doc. E8–9214 Filed 4–25–08; 8:45 am]

BILLING CODE 4915–01–P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

Release of Waybill Data

The Surface Transportation Board has received a request from The Brookings Institution (WB971–1—4/7/08), for permission to use certain data from the Board's Carload Waybill Samples. A copy of this request may be obtained from the Office of Economics, Environmental Analysis, and Administration.

The waybill sample contains confidential railroad and shipper data;

Member State and via intermediate points to any point or points in the United States and beyond; (ii) foreign scheduled and charter air services between any point or points in the United States and any point or points in any member of the European Common Aviation Area; (iii) foreign scheduled and charter cargo air transportation between any point or points in the United States and any other point or points; (iv) other charters; and (v) transportation authorized by any additional route rights made available to European community carriers in the future.

Renee V. Wright,

Program Manager, Docket Operations, Federal Register Liaison.

[FR Doc. E8–9829 Filed 5–2–08; 8:45 am]

BILLING CODE 4910–9X–P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 35087]

Canadian National Railway Company and Grand Trunk Corporation—Control—EJ&E West Company

AGENCY: Surface Transportation Board.

ACTION: Notice of Correction to the Final Scope of Study for the Environmental Impact Statement (EIS).

SUMMARY: The Section of Environmental Analysis (SEA) issued the Final Scope of Study in the above-captioned proceeding on April 25, 2008 and published the Final Scope of Study in the **Federal Register** on April 28, 2008. It has come to our attention that a statement on page 7 of the Final Scope is confusing and open to various interpretations.

Therefore, we will strike this language:

Thus, the EIS will use a five-year threshold from the date of the anticipated year of the issuance of a final decision (2015) for analysis of effects of increased rail traffic, such as vehicle delay. This year was selected because five years is not too long to produce reasonable and reliable freight rail forecasts.

And replace it with:

Thus, the EIS will use a year 2015 threshold for analysis of effects of increased rail traffic, such as vehicle delay. This year was selected because it would provide at least five years of data to be considered in order to produce reasonable and reliable freight rail forecasts.

Please correct your copies accordingly. A corrected version of the Final Scope is available on the Board's Web site at *http://www.stb.dot.gov.*

Decided: April 28, 2008.

By the Board, Victoria Rutson, Chief, Section of Environmental Analysis.

Anne K. Quinlan,

Acting Secretary.

[FR Doc. E8–9834 Filed 5–2–08; 8:45 am]

BILLING CODE 4915–01–P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 35136]

Burlington Shortline Railroad, Inc., d/b/a Burlington Junction Railway—Lease and Operation Exemption—BNSF Railway Company

Burlington Shortline Railroad, Inc., d/b/a Burlington Junction Railway (BJR), a Class III rail carrier, has filed a verified notice of exemption under 49 CFR 1150.41 to lease and to operate, pursuant to an agreement with BNSF Railway Company (BNSF), approximately 2.5 miles of BNSF railroad properties consisting of certain trackage, real property, and railroad operating rights located at Montgomery, IL. The rail properties being leased consist of land and tracks owned by BNSF adjacent to and within the Montgomery Industrial Park, located between milepost 39.40 and milepost 40.50 on BNSF's east-west Main 1, Track 3998, and Main 2, track 3999, but excluding BNSF's Main 1, Main 2, and the Old North Main Track 3900. In particular, the lease agreement pertains to track numbers 3901, 3902, 3903, 3904, the segment of track 3930 between tracks 3900 and 3932, and the segment of track 3930 between the northern terminus of track 3931 and track 3942.[1]

BNSF is granting to BJR incidental trackage rights for interchange purposes over track 3900 (the Old North Main) between track numbers 3904 and 3930.

BNSF is also assigning to BJR its contractual rights to operate over certain private industrial track (not owned by BNSF) used to serve shippers in the area, pertaining to track numbers 3905, 3906, 3907, 3908, 3909, 3914, 3915, 3920, 3931, 3932, 3933, 3940, 3941, 3942, 3943, 3944, 9916, 9976, and the portions of track 3930 not owned by BNSF.

BJR, in turn, is granting BNSF interchange rights for the use of BJR's leased yard tracks at Montgomery, IL, for the sole purpose of interchanging traffic between the parties on track numbers 3901 and 3902.

The earliest this exemption can be consummated is May 21, 2008, the effective date of the exemption (30 days after the exemption is filed).

BJR certifies that its projected annual revenues as a result of this transaction will not exceed those that qualify it as a Class III rail carrier and will not exceed $5 million.

Pursuant to the Consolidated Appropriations Act, 2008, Public Law 110–161, section 193, 121 Stat. 1844 (2007), nothing in this decision authorizes the following activities at any solid waste rail transfer facility: Collecting, storing or transferring solid waste outside of its original shipping container; or separating or processing solid waste (including baling, crushing, compacting and shredding). The term ''solid waste'' is defined in section 1004 of the Solid Waste Disposal Act, 42 U.S.C. 6903.

If the verified notice contains false or misleading information, the exemption is void *ab initio.* Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the effectiveness of the exemption. Petitions to stay must be filed by no later than May 14, 2008 (at least 7 days before the exemption becomes effective).

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 35136, must be filed with the Surface Transportation Board, 395 E Street, SW., Washington, DC 20423–0001. In addition, a copy must be served on John D. Heffner, John D. Heffner, PLLC, 1750 K Street, NW., Suite 350, Washington, DC 20006.

Board decisions and notices are available on our Web site at *http://www.stb.dot.gov.*

Decided: April 29, 2008.

By the Board, David M. Konschnik, Director, Office of Proceedings.

Anne K. Quinlan,

Acting Secretary.

[FR Doc. E8–9698 Filed 5–2–08; 8:45 am]

BILLING CODE 4915–01–P

[1] BJR originally filed a notice of exemption to acquire and operate the subject rail properties in *Burlington Shortline Railroad, Inc., d/b/a Burlington Junction Railway Company—Acquisition and Operation Exemption—BNSF Railway Company,* STB Finance Docket No. 35121 (STB served Apr. 3, 2008, and published at 73 FR 18322). Ozinga Bros., Inc., filed a petition to reject or stay the exemption, and the Board issued a housekeeping stay on April 16, 2008, in that docket to allow time to consider any replies and to make an informed decision. BJR requested permission to withdraw that notice on April 21, 2008, and concurrently filed the instant notice clarifying that the acquisition transaction was by lease rather than purchase and explaining in more detail the involved rail property and the proposed transaction. By decision served on April 29, 2008, the Board granted BJR's withdrawal request, discontinued the proceeding in STB Finance Docket No. 35121, and vacated the stay in that proceeding as moot.

Member State and via intermediate points to any point or points in the United States and beyond; (ii) foreign scheduled and charter air services between any point or points in the United States and any point or points in any member of the European Common Aviation Area; (iii) foreign scheduled and charter cargo air transportation between any point or points in the United States and any other point or points; (iv) other charters; and (v) transportation authorized by any additional route rights made available to European community carriers in the future.

Renee V. Wright,

Program Manager, Docket Operations, Federal Register Liaison.

[FR Doc. E8–9829 Filed 5–2–08; 8:45 am]

BILLING CODE 4910–9X–P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 35087]

Canadian National Railway Company and Grand Trunk Corporation—Control—EJ&E West Company

AGENCY: Surface Transportation Board.

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And replace it with:

Thus, the EIS will use a year 2015 threshold for analysis of effects of increased rail traffic, such as vehicle delay. This year was selected because it would provide at least five years of data to be considered in order to produce reasonable and reliable freight rail forecasts.

Please correct your copies accordingly. A corrected version of the Final Scope is available on the Board's Web site at *http://www.stb.dot.gov.*

Decided: April 28, 2008.

By the Board, Victoria Rutson, Chief, Section of Environmental Analysis.

Anne K. Quinlan,

Acting Secretary.

[FR Doc. E8–9834 Filed 5–2–08; 8:45 am]

BILLING CODE 4915–01–P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Finance Docket No. 35136]

Burlington Shortline Railroad, Inc., d/b/a Burlington Junction Railway—Lease and Operation Exemption—BNSF Railway Company

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BNSF is granting to BJR incidental trackage rights for interchange purposes over track 3900 (the Old North Main) between track numbers 3904 and 3930.

BNSF is also assigning to BJR its contractual rights to operate over certain private industrial track (not owned by BNSF) used to serve shippers in the area, pertaining to track numbers 3905, 3906, 3907, 3908, 3909, 3914, 3915, 3920, 3931, 3932, 3933, 3940, 3941, 3942, 3943, 3944, 9916, 9976, and the portions of track 3930 not owned by BNSF.

BJR, in turn, is granting BNSF interchange rights for the use of BJR's leased yard tracks at Montgomery, IL, for the sole purpose of interchanging traffic between the parties on track numbers 3901 and 3902.

The earliest this exemption can be consummated is May 21, 2008, the effective date of the exemption (30 days after the exemption is filed).

BJR certifies that its projected annual revenues as a result of this transaction will not exceed those that qualify it as a Class III rail carrier and will not exceed $5 million.

Pursuant to the Consolidated Appropriations Act, 2008, Public Law 110–161, section 193, 121 Stat. 1844 (2007), nothing in this decision authorizes the following activities at any solid waste rail transfer facility: Collecting, storing or transferring solid waste outside of its original shipping container; or separating or processing solid waste (including baling, crushing, compacting and shredding). The term ''solid waste'' is defined in section 1004 of the Solid Waste Disposal Act, 42 U.S.C. 6903.

If the verified notice contains false or misleading information, the exemption is void *ab initio.* Petitions to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the effectiveness of the exemption. Petitions to stay must be filed by no later than May 14, 2008 (at least 7 days before the exemption becomes effective).

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 35136, must be filed with the Surface Transportation Board, 395 E Street, SW., Washington, DC 20423–0001. In addition, a copy must be served on John D. Heffner, John D. Heffner, PLLC, 1750 K Street, NW., Suite 350, Washington, DC 20006.

Board decisions and notices are available on our Web site at *http://www.stb.dot.gov.*

Decided: April 29, 2008.

By the Board, David M. Konschnik, Director, Office of Proceedings.

Anne K. Quinlan,

Acting Secretary.

[FR Doc. E8–9698 Filed 5–2–08; 8:45 am]

BILLING CODE 4915–01–P

[1] BJR originally filed a notice of exemption to acquire and operate the subject rail properties in *Burlington Shortline Railroad, Inc., d/b/a Burlington Junction Railway Company—Acquisition and Operation Exemption—BNSF Railway Company,* STB Finance Docket No. 35121 (STB served Apr. 3, 2008, and published at 73 FR 18322). Ozinga Bros., Inc., filed a petition to reject or stay the exemption, and the Board issued a housekeeping stay on April 16, 2008, in that docket to allow time to consider any replies and to make an informed decision. BJR requested permission to withdraw that notice on April 21, 2008, and concurrently filed the instant notice clarifying that the acquisition transaction was by lease rather than purchase and explaining in more detail the involved rail property and the proposed transaction. By decision served on April 29, 2008, the Board granted BJR's withdrawal request, discontinued the proceeding in STB Finance Docket No. 35121, and vacated the stay in that proceeding as moot.

Summary: EPA expressed environmental concerns about potential water quality impacts to riparian/stream systems due to past grazing activities. EPA supports adaptive management practices proposed by the Forest Service for improve existing resource conditions impacted by grazing and long-term drought. EPA requested that the final EIS include a drought management plan and baseline data for monitoring and protecting water quality. Rating EC2.

EIS No. 20080219, ERP No. D–NOA–E39073–00, Programmatic—Coral Restoration in the Florida Keys and Flower Garden Banks National Marine Sanctuaries, Implementation, FL, TX, and LA.

Summary: EPA does not object to the proposed action, but requested additional data to clarify timeframes of coral growth and the level of effort to conduct the restoration projects. Rating LO.

Dated: July 29, 2008.

Robert W. Hargrove,

Director, NEPA Compliance Division, Office of Federal Activities.

[FR Doc. E8–17718 Filed 7–31–08; 8:45 am]

BILLING CODE 6560–50–P

ENVIRONMENTAL PROTECTION AGENCY

[ER–FRL–8584–2]

Environmental Impacts Statements; Notice of Availability

Responsible Agency: Office of Federal Activities, General Information (202) 564–7167 or *http://www.epa.gov/compliance/nepa/*.

Weekly receipt of Environmental Impact Statements

Filed 07/21/2008 Through 07/25/2008. Pursuant to 40 CFR 1506.9.

EIS No. 20080285, Final EIS, NPS, MT, Avalanche Hazard Reduction Project, Issuance of Special Use Permit for the Use of Explosives in the Park, Burlington Northern Santa Fe Railway, Glacier National Park, Flathead National Forest, Flathead and Glacier Counties, MT, Wait Period Ends: 09/02/2008, Contact: Chas Cartwright 406–888–7898.

EIS No. 20080286, Final EIS, AFS, UT, Pockets Resource Management Project, Proposes to Salvage Dead and Dying Spruce/Fir, Regenerate Aspen, and Manage Travel, Escalate Ranger District, Dixie National Forest, Garfield County, UT, Wait Period Ends: 09/02/2008, Contact: Robert G. MacWhorter 435–826–5400.

EIS No. 20080287, Final EIS, BLM, UT, Moab Field Office Planning Area, Resource Management Plan, Implementation, Grand and San Juan Counties, UT, Wait Period Ends: 09/02/2008, Contact: Brent Northrup 435–259–2100.

EIS No. 20080288, Draft Supplement, NOA, 00, Amendment 16 to the Fishery Management Plan for the Snapper Grouper Fishery, Additional Information to Analyze Four New Management Measures Alternatives for Gag and Vermillion Snapper, Implementation, South Atlantic Region, Comment Period Ends: 09/15/2008, Contact: Dr. Roy E. Crabtree 727–824–5305.

EIS No. 20080289, Final EIS, FTA, TX, Northwest Corridor Light Rail Transit Line (LRT) to Irving/Dallas/Fort Worth International Airport, Construction, Dallas County, TX, Wait Period Ends: 09/02/2008, Contact: Elizabeth Zekasko 202–366–0244.

EIS No. 20080290, Draft EIS, STB, 00, Elgin, Joliet & Eastern Railroad (Finance Docket No. 35087) Proposed Acquisition by Canadian National (CN) Railway and Grand Trunk Corporation to connect all Five of CN's Rail lines, Chicago, Illinois and Gary, Indiana, Comment Period Ends: 09/30/2008, Contact: Phillis Johnson-Ball 202–245–0304.

EIS No. 20080291, Draft EIS, AFS, CO, Colorado Roadless Areas Rulemaking, Proposes to Promulgate a State-Specific Rule to Manage Roadless Values and Characteristics, Colorado Forests with Roadless Areas include: Arapaho and Roosevelt: Grand Mesa, Uncompahgre, and Gunnison; Manti-La Sal (portion in Colorado); Pike and San Isabel; Rio Grande; Routt: San Juan; and White River National Forests, CO, Comment Period Ends: 10/23/2008, Contact: Kathy Kurtz 303–275–5083.

EIS No. 20080292, Draft EIS, IBR, CA, Millerton Lake Resource Management Plan (RMP) and General Plan, Implementation, Fresno and Madera Counties, CA, Comment Period Ends: 09/15/2008, Contact: Robert Epperson 559–269–4518.

EIS No. 20080293, Draft EIS, IBR, CA, Cachuma Lake Resource Management Plan, Implementation, Cachuma Lake, Santa Barbara County, CA, Comment Period Ends: 09/15/2008, Contact: Sharon McHale 916–989–7172.

EIS No. 20080294, Final EIS, FHW, VA, U.S. 460 Location Study Project, Transportation Improvements from I–295 in Prince George County to the Interchange of Route 460 and 58 along the Suffolk Bypass, Funding, U.S. Army COE Section 10 and 404 Permits, Prince George, Sussex, Surry, Southampton and Isle of Wight Counties, VA, Wait Period Ends: 09/02/2008, Contact: Kenneth Myers 804–775–3353.

Amended Notices

EIS No. 20080227, Second Draft Supplement, TPT, CA, Presidio Trust Management Plan (PTMP), Updated Information on the Concept for the 120-Acre Main Post District, Area B of the Presidio of San Francisco, Implementation, City and County of San Francisco, CA, Comment Period Ends: 09/19/2008, Contact: John G. Pelka 415–561–5300.

Revision to FR Notice Published: Extending Comment Period from 07/31/2008 to 09/19/2008.

Dated: July 29, 2008.

Robert W. Hargrove,

Director, NEPA Compliance Division, Office of Federal Activities.

[FR Doc. E8–17722 Filed 7–31–08; 8:45 am]

BILLING CODE 6560–50–P

ENVIRONMENTAL PROTECTION AGENCY

[EPA–HQ–OECA–2007–0291; FRL–8700–2]

Interim Approach to Applying the Audit Policy to New Owners

AGENCY: Environmental Protection Agency.

ACTION: Notice; request for comment.

SUMMARY: The Environmental Protection Agency (''EPA'' or ''the Agency'') announces and requests comment on its Interim Approach to Applying the Audit Policy to New Owners (''Interim Approach''). (EPA's April 11, 2000 policy on ''Incentives for Self-Policing: Discovery, Disclosure, Correction and Prevention of Violations,'' is commonly referred to as the ''Audit Policy'' (65 FR 19618).) This Interim Approach offers a detailed description of how EPA will apply its Audit Policy to new owners of regulated facilities. Under the Interim Approach, EPA will offer certain incentives specifically tailored to new owners that want to make a ''clean start'' at their newly acquired facilities by addressing environmental noncompliance that began prior to acquisition. This Interim Approach is designed to motivate new owners to audit newly acquired facilities and use the Audit Policy to disclose, correct, and prevent the recurrence of violations. It is also designed to encourage self-disclosures of violations that will, once corrected, yield significant pollutant reductions and benefits to the environment. The incentives tailored for new owners include penalty mitigation

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Attachment B2

Agency Consultation and Coordination

Contents:

Environmental Justice Public Outreach Agency Distribution List
Environmental Justice Public Outreach Agency Letter
Complete Draft EIS Mailing Distribution List
Metropolitan Mayor's Caucus Meeting Summary
Request Letter for Agency Comments on the Draft EIS
Agenda for USEPA Coordination Meeting
Agency Stakeholder Meetings Notification
Distribution Lists for Agency Stakeholder Meeting Letters

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Environmental Justice Public Outreach Agency Distribution List

Chamber of Commerce

Salutation	First	Last	District Office	City	State	Zip
President	Joseph	Henning	43 W. Galena Blvd.	Aurora	IL	60506
President	Janet	Meyer	325 N. Hough St. #3	Barrington	IL	60010
				Barrington Hills	IL	
President	Michael	Wolf	138 S. Oak Ave.	Bartlett	IL	60103
Chairman	Karen	Warrick	2434 Vermont St	Blue Island	IL	60406
President	Robert	Quinn	375 W. Briarcliff Rd.	Bolingbrook	IL	60440
President	Eric	Smith	50 Raupp Blvd	Buffalo Grove	IL	60089
President	Woody	Thorne	131 S Illinois Ave	Carbondale	IL	62901
			130 S Locust St	Centralia	IL	62801
President & CEO	Laura	Weis	1817 S Neil St # 201	Champaign	IL	61820
Chairman	James	Tyree	200 E. Randolph Street	Chicago	IL	60601
Chairman	Larry	Lyman	21686 E. Lincoln Hwy.	Chicago Heights	IL	
				Crest Hill	IL	
				Deer Park	IL	
President	Jethroe	Smith	P.O. Box 84	Dyer	IN	46311
Executive Directo	Dave	Ryan	5246 Hohman Ave. Suite 100	East Chicago	IN	46320
President	Leo	Nelson	31 S. Grove Ave.	Elgin	IL	60120
President	John	Clavio	123 Kansas St.	Frankfort	IL	60423
Chairperson	Danita	Johnson-H	839 Broadway # 103	Gary	IN	46402
President	Beth	Evans	490 Pennsylvania Ave.	Glen Ellyn	IL	60137
				Green Oaks	IL	
President	James	Glover	201 S. Broad St. P.O.Box 204	Griffith	IN	46319
Chairwoman	Monica	Garcia	Lakeshore Chamber of Comm	Hammond	IN	46320
				Hawthorn Woods	IL	
President	Dave	Strahl	2000 W. AT&T Center Dr. #	Hoffman Estates	IL	60196
				Indian Creek	IL	
President	Russ	Slinkard	63 N. Chicago St.	Joliet	IL	60432
President	Peter	DuBois	695 N. Western Ave.	Lake Forest	IL	60045
President	Denise	Schirmann	1st Bank Plaza Suite 308	Lake Zurich	IL	60047
Chairman	Dennis	Manzardo	GLMV Chamber of Commer	Libertyville	IL	60048
Executive Directo	Michele	Bogdan	921 State St.	Lockport	IL	60441
				Long Grove	IL	
President	Ron	Schaap	21460 Lincoln Hwy	Lynwood	IL	60411
Board Chair	Margot	Courson	298 Main	Park Forest	IL	60466
President	Randi	Closson	175 Olde Half-Day Rd	Lincolnshire	IL	60015
				Minooka	IL	
President	Ellen	Bailey	19820 Wolf Road, PO Box 67	Mokena	IL	60448
Chairman	Dennis	Manzardo	731 N. Milwaukee Ave	Libertyville	IL	60048
			1040 Ridge Rd	Munster	IN	46321
President	Richard	Green	55 S. Main St. Suite 351	Naperville	IL	60540
President	Pam	McCauley	1 Veterans Parkway Room 10	New Lenox	IL	60451
President	Mary	Robinson	P.O.Box 554	North Chicago	IL	60064
President	Margot	Courson	298 Main	Park Forest	IL	60466
Chairman	Michelle	Palya	600 W. Lockport St.	Plainfield	IL	60544
			4455 W. Sauk Trail	Richton Park	IL	60443
				Rockdale	IL	
Chair	John	Chase	27 Montrose Dr.	Romeoville	IL	60446
				Sauk Village	IL	
President	Kathleen	Willman	f Commerce, 13 W. Joilet St.	Schererville	IN	46375
President	Janet	Meyer	325 N. Hough St. #3	South Barrington	IL	60010
				Vernon Hills	IL	
Chair	Jeanne	Hoffer	29W 522 Batavia Rd.	Warrenville	IL	60555
			5221 W. Grand Ave	Gurnee	IL	60031
				Wayne	IN	
President	Mike	Naill	306 Main St.	West Chicago	IL	60185
Chairman	Vickie	Austin	108 East Wesley St.	Wheaton	IL	60187
Executive Directo	Mary	Hassen	1442 119th St.	Whiting	IN	46399

CITY HALLS

Salutation	FNAME	LNAME	Organization	Address	City	State	Zip	Phone
Mayor	Tom	Weisner	City of Aurora	44 E. Downer Pl.	Aurora	IL	60507	(630) 264- 4636
Village Manager	Denise	Pieroni	Village of Barrington	228 S. Main St.	Barrington	IL	60010-4399	847-304-3400
Village President	Robert	Abboud	Village of Barrington Hills	112 Algonquin Road	Barrington Hills	IL	60010-5199	847-551-3000
Village President	Catehrine	Melchert	Village of Bartlett	228 S. Main Street	Bartlett	IL	60103	630-837-0800
Mayor	Donald	Peloquin	City of Blue Island	13051 S. Greer	Blue Island	IL	60406	708-597-8603
Mayor	Roger	Claar	Village of Bolingbrook	375 West Briarcliff Rd.	Bolingbrook	IL	60440	(630)226-8412
Village Manager	Bill	Brimm	Village of Buffalo Grove	50 Raupp Blvd.	Buffalo Grove	IL	60089	847-459-2500
Mayor	Brad	Cole	City of Carbondale	200 South Illin	Carbondale	IL	62901	618-457-3229
City Manager	Grant	Kleinhenz	City of Centrailia	222 S. Popla	Centralia	IL	62801	618) 533-7622
City Manager	Steve	Carter	City of Champaign	102 N. Neil Street	Champaign	IL	61820	217-403-8710
Mayor	Richard M.	Daley	City of Chicago Heights	121 N. LaSalle Street	Chicago	IL	60602	
Mayor	Anthony	DeLuca	City of Chicago Heights	1601 Chicago Rd.	Chicago Heights	IL	60411	(708) 756-5315
Mayor	Nick	Churnovic	City of Crest Hill	1610 Plainfiel	Crest Hill	IL	60403	815-741-5100
Mayor	Scott	Gifford	Village of Deer Park	23680 W. Cuba Rd.	Deer Park	IL	60010	(847) 726- 1648
Mayor	Paul	Hayles	Town of Dyer	One Town Square	Dyer	IN	46311	(219) 865 - 6108
Mayor	George	Pabey	City of East Chicago	4527 Indianapolis Blvd.	East Chicago	IN	46312	(219) 391-8200
Mayor	Edward	Schock	City of Elgin	150 Dexter Ct.	Elgin	IL	60120	(847) 931-6100
					Fairmont			
Mayor	Jim	Holland	Village of Frankfort	Administratio n Building, 432 W. Nebraska St	Frankfort	IL	60423	(815) 469-2177
Mayor	Rudy	Clay	City of Gary	401 Boradway	Gary	IN	46402	(219) 881-1301
President	Vicky	Hase	Village of Glen Ellyn	535 Duane Str	Glen Ellyn	IL	60137	630-469-5000
					Green Oaks	IL		
Mayor	Stanley	Dobosz	Town of Griffith	111 N. Broad St.	Griffith	IN	46319	(219) 924-7500
Mayor	Thomas M.	McDermott	City of Hammond	5925 Calumet Ave.	Hammond	IN	46320	(219) 853-6301
Mayor	Keith	Hunt	Village of Hawthorn Woods	2 Lagoon Dr.	Hawthorn Woods	IL	60047	(847) 438-5500
Mayor	William	McLeod	Village of Hoffman Estates	1900 Hassell Rd.	Hoffman Estates	IL	60169	(847) 781- 2604
					Indian Creek	IL		
Mayor	Arthur	Schultz	City of Joliet	150 W. Jefferson St.	Joliet	IL	60432-4148	(815) 724-3700
Mayor	Christine	Letchinger	Village of Lake Bluf	Village of Lake Bluff, 40 E. Center Ave.	Lake Bluff	IL	60044	(847) 234- 0774
Mayor	John	Tolomei	Village of Lake Zurich	70 E. Main St.	Lake Zurich	IL	60047	(847) 438-5141
Mayor	Jeffrey	Harger	Village of Libertyville	118 W. Cook St.	Libertyville	IL	60048	(847) 362- 2430
Mayor	Tim	Murphy	City of Lockport	222 East Ninth St.	Lockport	IL	60441	(815) 838-0549
Mayor	Maria	Rodriguez	Village of Long Grove	3110 Old McHenry Rd.	Long Grove	IL	60047	(847) 634- 9440
Mayor	Eugene	Williams	Village of Lynwood	21460 Lincoln Highway	Lynwood	IL	60411	(708) 758-6101
Mayor	Mark	Stricker	Village of Matteson	4900 Village Commons	Matteson	IL	60443	(708) 283-4900
					Mettawa	IL		
Village President	Jason	Briscoe	Village of Minooka	121 East McEvilly Road	Minooka	IL	60447	815) 467-2151
Village President	Joseph	Werner	Village of Mokena	11004 Carpent	Mokena	IL	60448	(708) 479-3900
Mayor	Kenneth	Kessler	Village of Mundelein	440 E. Hawley St.	Mundelein	IL	60060	(847) 949- 3200
Town Manager	Tom	DeGiulio	Town of Munster	1005 Ridge Rd	Munster	IN	46321	219-836-6900
Mayor	A. George	Pradel	City of Naperville	400 S. Eagle St.	Naperville	IL	60540	(630) 420-6111
Mayor	Tim	Baldermann	Village of New Lenox	1 Veterans Parkway	New Lenox	IL	60451	(815) 462- 6400
Mayor	Leon	Rockingham	City of North Chicago	1850 Lewis Ave.	North Chicago	IL	60064	(847) 596- 8610
Mayor	John	Ostenburg	Village of Park Forest	350 Victory Dr.	Park Forest	IL	60466	(708) 748-1112
Mayor	James	Waldorf	Village of Plainfield	24401 W. Lockport St.	Plainfield	IL	60544	(815) 436-7093
Mayor	Rich	Reinbold	Village of Richton Park	4455 W. Sauk Tr.	Richton Park	IL	60471	(708) 481- 8950
Mayor	Henry	Berry	City of Rockdale	79 Moen Ave.	Rockdale	IL	60436	(815) 725- 8937
Mayor	Fred	Dewald	Village of Romeoville	13 Montrose Dr.	Romeoville	IL	60446-1329	(815) 886- 7200
Mayor	Roger	Peckham	Village of Sauk Village	Village Hall, 21701 Torrence Ave.	Sauk Village	IL	60411	(708) 758-3330
Mayor	Robert	Volkmann	Town of Schererville	10 E. Joilet St	Schererville	IN	46375	(219) 322-2211
					South Barrington	IL		
Mayor	Roger	Byrne	Village of Greek Oaks	290 Evergreen Dr.	Vernon Hills	IL	60061	(847) 367- 3700
Mayor	David	Brummel	City of Warrenville	28W 701 Stafford Pl.	Warrenville	IL	60555	(630) 393-5741
Mayor	Richard M.	Hyde	City of Waukegan	100 N. Martin	Waukegan	IL	60085	847-599-2500
Mayor	Eileen	Phipps	Village of Wayne	5 N430 Railroad St PO Box 532	Wayne	IL	60184	(630) 584-3090
Mayor	Michael	Kwasman	City of West Chicago	City Hall, 475 Main St	West Chicago	IL	60185	(630) 293-2200
Mayor	Michael	Gresk	City of Wheaton	303 W. Wesle	Wheaton	IL	60189	630-260-2000
Mayor	Joseph	Stahura	City of Whiting	1443 119th St.	Whiting	IN	46394	(219) 659-7700

PUBLIC LIBRARIES				
Library	**Address**	**City**	**State**	**Zip Code**
Aurora Public Library	233 S. Constitution Dr.	Aurora	IL	60506
Barrington Area Library	505 N. Northwest Hwy.	Barrington	IL	60010
N/A		Barrington Hills	IL	
Bartlett Public Library	800 S. Bartlett Rd.	Bartlett	IL	60103
Blue Island Public Library	2433 York St.	Blue Island	IL	60406
Bollingbrook Library	300 W. Briarcliff Rd.	Bolingbrook	IL	60440
Buffalo Grove Public Library	355 Schoenbeck Rd.	Wheeling	IL	60090
Carbondale Public Library	405 W. Main St.	Carbondale	IL	62901
Centralia Regional Library	515 E. Broadway	Centralia	IL	62801
Champaign Public Library	200 W. Green St.	Champaign	IL	61820
Chicago Public Library	400 S. State St.	Chicago	IL	60605
Chicago Heights Public Library	25 W. 15th St.	Chicago Heights	IL	60411
Crest Hill Public Library	1298 Theodore St.	Crest Hill	IL	60403
N/A		Crystal Lawns	IL	
N/A		Deer Park	IL	
Lake County Public Library -- Dyer/Schererville Branch	1001 U.S. Highway 41	Dyer	IN	46375
Gail Borland Public Library	270 N. Grove Ave.	Elgin	IL	60120
East Chicago Public Library	1008 W. Chicago Ave.	East Chicago	IN	46312
N/A		Fairmont	IL	
Frankfort Public Library	Pfeiffer Rd. at Rt. 30	Frankfort	IL	60423
Gary Public Library	220 W. 5th Ave.	Gary	IN	46406
Glen Ellyn Public Library	400 Duane St.	Glen Ellyn	IL	60137
N/A		Green Oaks	IL	
Lake County Public Library	940 N. Broad St.	Griffith	IN	46319
Hammond Public Library	564 E. State St.	Hammond	IN	46320
Hammond Public Library	1212 172nd St	Hammond	IN	46320
Hammond Public Library - Howard	7047 Grand Ave	Hammond	IN	46320
N/A		Hawthorn Woods	IL	
Schaumburg District Public Library	1550 Hassell Rd.	Hoffman Estates	IL	60169
N/A		Indian Creek	IL	
Joliet Public Library	150 N. Ottawa	Joliet	IL	60432
Lake Bluff Public Library	123 E. Scranton Ave.	Lake Bluff	IL	60044
Ela Area Public Library District	275 Mohawk Trail	Lake Zurich	IL	60047
Cook Park Library	413 N. Milwaukee Ave.	Libertyville	IL	60048
Lockport Public Library	121 E. 8th St.	Lockport	IL	60441
N/A		Long Grove	IL	
N/A		Lynwood		
South Cook Intermediate Service Center 4	253 W. Joe Orr Rd.	Chicago Heights	IL	60411
Matteson Public Library	801 School Ave.	Matteson	IL	60443
N/A		Mettawa	IL	
Three Rivers Library Minooka	109 N. Wabena Ave.	Minooka	IL	60447
Mokena Community Library	11327 W. 195th St.	Mokena	IL	60448
Fremont Public Library	1170 N. Midlothian Rd.	Mundelein	IL	60064
Lake County Public Library -- Munster Branch	8701 Calumet Ave.	Munster	IN	46321
Naperville Public Library	200 W. Jefferson Ave.	Naperville	IL	60540
Naper Boulevard Library	2035 S. Naper Boulevard	Naperville	IL	60565
95th Street Library	3015 Cedar Glade Drive	Naperville	IL	60564
New Lenox Public Library	120 Veterans Pkwy.	New Lenox	IL	60451
North Chicago Public Library	2100 Argonne Dr.	North Chicago	IL	60064
Park Forest Public Library	400 Lakewood Blvd.	Park Forest	IL	60466
Plainfield Public Library	15025 S Illinois St	Plainfield	IL	60544
Richton Park Public Library	4045 Sauk Trail	Richton Park	IL	60471
Will County Law Library	14 W. Jefferson St.	Joliet	IL	60432
Fountaindale Public Library	201 W. Normantown Rd.	Romeoville	IL	60446
McConathy Public Library	21737 Jeffery Ave.	Sauk Village	IL	60411
Dyer Schererville Library	1001 W. Lincoln Hwy.	Schererville	IN	46410
N/A		South Barrington	IL	
Evergreen Interim Library	290 Evergreen Dr.	Vernon Hills	IL	60061
Warrenville Public Library	28 W. 751 Stafford Pl.	Warrenville	IL	60555
Waukegan Public Library	128 N. County St.	Waukegan	IL	60085
St. Charles Public Library	One South 6th Ave.	St. Charles	IL	60174
West Chicago Public Library	118 W. Washington St.	West Chicago	IL	60185
Wheaton Public Library	225 N. Cross St.	Wheaton	IL	60187
Whiting Public Library	1735 Oliver St.	Whiting	IN	46394

Environmental Justice Public Outreach Agency Letter

[Salutation & Last Name]
[Address]
[Address]

Re: Proposed Canadian National Railway Company Acquisition of the Elgin, Joliet and Eastern Railway Company, STB Finance Docket No. 35087

Dear [Title & Last Name]:

The Surface Transportation Board, Section of Environmental Analysis is currently in the process of reviewing the Canadian National Railway Company's (CN) proposed acquisition of the Elgin, Joliet and Eastern Railway Company (EJ&E). As a part of this review, we are meeting with area community leaders to discuss project issues from the perspective of low-income or minority citizens. Our goal is to gather your community's concerns regarding safety, air quality, land use, socioeconomic, cultural, historic resources, or any other concerns with regards to this acquisition. In addition, we would like to better understand how to involve your community in future public participation activities.

Enclosed, please find 1) map showing the CN and EJ&E rail lines and 2) information about the proposed acquisition. These materials have been made available to the public during project scoping meetings held in January 2008 and are available on our project web site: www.stbfinancedocket35087.com

A representative from our team will follow-up to schedule a meeting with you at your convenience. In the interim, if you have any questions, please feel free to contact Rich Christopher at 773-867-7238 or via email at Richard.Christopher@hdrinc.com.

Sincerely,

Victoria J. Rutson
Chief
Section of Environmental Analysis

Complete Draft EIS
Mailing Distribution List

Complete DEIS Mailing List Distribution

COMPLETE DEIS MAILING LIST DISTRIBUTION

First Name	Last Name	Business	Street Address	City	State	Zip
Honorable Melissa	Bean	U.S. House Of Representatives	512 Cannon House Office Building	Washington	DC	20115
John D.	Dingell		U.S. House Of Representatives	Washington	DC	20515-2216
Honorable Joe	Knollenberg		United States House Of Representatives	Washington	DC	20515
Carl	Levin		United States Senate	Washington	DC	20510
Honorable Thaddeus	Mccotter	Congress Of The United States	House Of Representatives	Washington	DC	20515-2211
The Honorable Janice D	Schakowsky	U.S. House Of Representatives	1027 Longworth House Office Building	Washington	DC	20515
Honorable Debbie	Stabenow	United States Senate	United States Senate	Washington	DC	20510
Mike	Abad		1233 Yorkshire	Barrington	IL	60010
Catherine	Abbinante		23535 N Cedar Ln	Lake Zurich	IL	60047
Rocco	Abbinante		23535 N Cedar Ln	Lake Zurich	IL	60047
Mary	Abbott		1418 S Barrington Rd Apt 307	Barrington	IL	60010
Antoine	Abboud		15 Hawthorn Dr.	Hawthorn Woods	IL	60047
Joan G	Abboud		209 Braeburn Rd	Barrington Hills	IL	60010
Joseph	Abboud		20 Surrey Ln	Barrington	IL	60010
Robert G	Abboud		13 Country Oaks Ln	Barrington Hills	IL	60010
Maria	Ablan		1010 Cormar Dr.	Lake Zurich	IL	60047
Karen & Brian	Abry		1033 Cormar Dr.	Lake Zurich	IL	60047
Ron	Ackerman	West Chicago Fire	200 Fremont St	West Chicago	IL	60185
Kelly	Acuff		11720 Glenn Circle	Plainfield	IL	60585
Wayne	Acuff		11720 Glenn Circle	Plainfield	IL	60585
William	Adair		100 Berron Ln	Barrington Hills	IL	60010
Ron	Adamer		1759 Dyer Dr	Bartlett	IL	60103
Spero	Adamis		8 West Sussex	Vernon Hills	IL	60061
Jim	Adamo		409 E Oakwood Dr	Barrington	IL	60010
Andrew	Adams		728 S Summit St	Barrington	IL	60010
Christina	Adams	National Realty Networks	135 Park Avenue	Barrington	IL	60010
David	Adams		1000 S Summit St	Barrington	IL	60010
Kathy	Adams		730 Cooper Ct. E	Aurora	IL	60504
Kevin	Adams		22637 Newcastle Ct	Deer Park	IL	60010
Kyle	Adams		22612 Deer Path	Plainfield	IL	60544
Laura	Adams		22637 Newcastle	Deer Park	IL	60010
Loretta	Adams		26802 N Ellen St	Wauconda	IL	60184
Lynn	Adams		728 S Summit St	Barrington	IL	60010
Mary Beth	Adams		277 W Lake Shore Dr.	Tower Lakes	IL	60010
Vincent	Adams		26220 Elmwood Ave	Mundelein	IL	60060
Gayle	Adams Maraval		730 Forest Dr	Barrington	IL	60010
Edmund W	Adamski	Briar Cove Subdiv	1345 Traverse City Ct	Schererville	IN	46375
Vijay	Agarwal		5312 Gallery Drive	Hoffman Estates	IL	60192
Lisa	Aguirre		1754 Arian Dr	Bartlett	IL	60103
Yasoob	Ahmder		227 Lillian Pl	Bartlett	IL	60103
Farwa	Ahmed		1962 Westridge Blvd.	Bartlett	IL	60103
Michael J.	Aki		53 Hawthorn Road	Barrington	IL	60010
Michele	Aki		53 Hawthorne Rd	Barrington	IL	60010
Gerald	Akim		1297 Berkshire Ln	Barrington	IL	60010
Jerry	Akim		1297 Berkshire Ln	Barrington	IL	60010
Joy	Akim		1297 Berkshire Ln	Barrington	IL	60010
Connie	Akin		1297 Berkshire Ln	Barrington	IL	60010
Janice	Albert		25338 Wren Rd	Tower Lakes	IL	60010
Russell A	Albert		25338 Wren Rd	Tower Lakes	IL	60010
Gene	Alberts		242 Woodland	North Barrington	IL	60010
Ken	Albrecht	Medical Doctor	142 Cedarfield Dr	Bartlett	IL	60103
Gerald	Albright		1784 Oakridge St	Portage	IN	46368
Julian	Alexander	Homeowner's Association	4988 Meadow Lake Dr	Richton Park	IL	60471
Richard	Alexander		905 Aegean Dr	Schaumburg	IL	60193
Amyn	Ali		460 Blue Heron Circle	Bartlett	IL	60103
Jeani	Allaway		7 Brinker Rd	Barrington	IL	60010
Peter	Alle		25731 Eagle Dr	Mundelein	IL	60060
Jennifer	Allen		2600 Lakeridge Dr.	Lockport	IL	60441
Lisa	Allen		820 S Forest Dr	Barrington	IL	60010
Robert	Allen		244 Elm Rd	Barrington	IL	60010
Michael	Allison		290 Evergreen	Vernon Hills	IL	60061
Dominic	Allocco		611 Prestwick Dr.	Frankfort	IL	60423
Kathryn	Allocco		611 Prestwick Dr.	Frankfort	IL	60423
Steve	Almeiri		11509 Glenn Circle	Plainfield	IL	60585
Judith	Almendariz		314 W. Roslyn Rd.	Barrington	IL	60010
Doug	Altenberger		106 Otis Rd	Barrington Hills	IL	60010
Christine	Altmeyer		5490 Nicholson Dr.	Hoffman Estates	IL	60192
Donna	Amadio		1286 Thorndale Lane	Lake Zurich	IL	60047
Amanda	Amburn		25010 Rockwell Ln	Plainfield	IL	60585
Evelyn	Ames		819 Harriet Ln	Barrington	IL	60010
William	Ames		819 Harriet Ln	Barrington	IL	60010
Barbara	Ammendola		4232 Chaparral Dr.	Naperville	IL	60564
Nancy	Ammer	Grundy Economic Development	112 E. Washington St.	Morris	IL	60450
Natalie	Ammons		364 Van Buren St	Gary	IN	46402
Mary Elaine	Amoroso		150 Hilltop Ave	Barrington	IL	60010
Karen	Amos		7949 Big Buck Trail	Frankfort	IL	60423
Walter	Amos		7949 Big Buck Trail	Frankfort	IL	60423
Philip	Amsrud		988 Hampton Park	Barrington	IL	60010
John	Ancona		21714 N Harbor Rd.	Barrington	IL	60010
Herman R	Andalcio	Illinois Hispanic Chamber	1800 West Cermack	Chicago	IL	60605
Mary B.	Anderlik		625 Prospect	Barrington	IL	60010
Michelle	Anders		2051 Norwich Dr.	Bartlett	IL	60103
Alan	Anderson	Southern Wayne County Regional Chamber	29600 Eureka Rd.	Taylor	MI	48180
Bob	Anderson		791 Clearwood Ct	Aurora	IL	60504
Carol	Anderson		213. Pfaff Drive	Frankfort	IL	60423
Chris	Anderson		3405 Parkside	Lake Station	IN	46405
Corliss	Anderson		140 Sturtz St.	Barrington	IL	60010
Duane	Anderson		213 Pfaff Drive	Frankfort	IL	60423
Ellen	Anderson		225 Billmore Dr	Barrington	IL	60010
Ellen	Anderson		668 Stillwater Lane	Barrington	IL	60010
Erik	Anderson		5012 Pheasant Dr.	Cedar Falls	IA	50613
Jack	Anderson		225 Billmore Dr.	North Barrington	IL	60010
Jim	Anderson		1355 Mallard Ln	Hoffman Estates	IL	60192
Laurie	Anderson		3343 Lupp Lane	Naperville	IL	60564
Lisa	Anderson		240 Roseball Dr Unit 150	Lake Zurich	IL	60047
Lorelei	Anderson		1355 Mallard Ln	Hoffman Estates	IL	60192
Marianne	Anderson		228 W Russell St	Barrington	IL	60010
Matthew	Anderson		22130 Pembrook Dr.	Frankfort	IL	60423
Robi P	Anderson		228 W Russell St	Barrington	IL	60010
Tony	Anderson		3310 Lakeridge Dr.	Lockport	IL	60441
Corliss	Anderson, Jr		140 Sturtz St	Barrington	IL	60010
James	Andrade		1511 Abbotsford Dr.	Naperville	IL	60563
Janet	Andrew		109 Forest View Dr	Elgin	IL	60120
Dorothy	Andrews		30W 216 May	West Chicago	IL	60185
Janet	Andrews		109 Forest View Drive	Elgin	IL	60010
Julie and David	Andrews		715 Sycamore Road	Barrington	IL	60010
Lisa	Angelina		416 Ela St.	Barrington	IL	60010
Del	Angelo	Express Personnel Services	2107 West Springfield Avenue	Champaign	IL	61821
Hollis	Angus		471 Miller Rd	North Barrington	IL	60010
Kathryn L.	Annetti		155 Wagon Wheel Ln	Barrington Hills	IL	60010
Malick	Ansari		187 Silbury Dr	Bartlett	IL	60103
Terri	Appelhans	Stonegate West Homeowners Association	1740 Briarheath Drive	Aurora	IL	60505
Michael	Aragona		109 Brinker Rd	Barrington	IL	60010
Irelyn	Arana		1719 Ariana Dr	Bartlett	IL	60103
John	Ardente		7 S Cove Dr	South Barrington	IL	60010
Susan	Ardente		7 S Cove Dr	South Barrington	IL	60010
James E.	Arie	Village of Barrington	400 N. Northwest Hwy	Barrington	IL	60010
Pat	Armbruster		1163 Flander Court	Aurora	IL	60502
Fred	Armstrong		420 C Shoreline Rd	Barrington	IL	60010
Nancy	Armstrong		526 Chesterfield Ln	Barrington	IL	60010
Olivia	Armstrong		420-C Shoreline Rd	Lake Barrington	IL	60010
Lucinda M.	Arnberger		22801 Glenhurst Road	Deer Park	IL	60010
Neil	Arnberger		22801 Glenhurst Road	Barrington	IL	60010
Nancy L	Arndtsen		245 Old Mill Rd R	Barrington	IL	60010
Don	Arndtson		245 Old Mill Rd	Barrington	IL	60010
Robert H	Arnold		674 Stillwater Ln	Barrington	IL	60010
Sally	Arnold	US Dept. of Energy	PO Box 2000	Batavia	IL	60510
Sirma	Arreola		983 Crimson Ct Apt 205	Prospect Hills	IL	60070
Jerry	Arthur		833 Shoreline Rd	Lake Barrington	IL	60010
Paul	Askett		1680 Brampton Street	Hamilton	ON	L8H 3
Richard A	Aspell DDS		530 Westwood Dr	Barrington	IL	60010
Edith M.	Auchter	Citizens for Conservation	459 West Highway 22	Barrington	IL	60010
Doug	August		665 Catalpa	Bartlett	IL	60103
David	Austgen	Austgen, Kemper & Assoc Inc PC	130 N Main	Crown Point	IN	46307
Abbey	Austin		905 Lakewood Dr.	Barrington	IL	60010
Mark	Avery	DuPage County	421 N County Farm Rd	Wheaton	IL	60187
Amna	Awan		234 Lillian Pl	Bartlett	IL	60103
Miguel	Ayala		1983 Ridgemore Dr	Bartlett	IL	60103
Jeffery	Ayersman		1845 S. Fairie Parkway	Chicago	IL	60616
Greg	Bach		660 Stillwater Ln	Barrington	IL	60010
Gregory	Bach		660 Bent Ridge Ln.	Barrington	IL	60010
Hung	Bach		191 Silbury Dr	Bartlett	IL	60103
Susan M	Bach		660 Stillwater Ln	Barrington	IL	60010
Mike	Bachmann		823 Oriole Dr	Peotone	IL	60468
Lyle	Backus		9739 Iona Ave.	Franklin Park	IL	60131
Patricia	Backus		130 Hibiscus Circle	Matteson	IL	60443

Complete DEIS Mailing List Distribution

Barbara Jill	Bades		26335 Willow Ln	Mundelein	IL	60060
Debra	Baggett		214 Oak St	Tower Lakes	IL	60010
Richard J	Bahr Jr		507 E Lake Shore Dr	Tower Lakes	IL	60010
Ru	Bai		8027 Connor Court	Long Grove	IL	60047
Sam & Antonette	Baiardo		2995 Case Ct.	Aurora	IL	60503
Brad and Melissa	Bailey		579 Braemar Lane	Barrington	IL	60010
Dan	Bailey		302 S Prospect	Wheaton	IL	60187
Mary	Bak		1409 Potter Road	Park Ridge	IL	60068
David	Baker		1172 Donegal Rd	Barrington	IL	60010
John	Baker		237 Maple Rd.	Barrington	IL	60010
Linda	Baker		237 Maple Rd	Barrington	IL	60010
Mark	Baker		25 Ascot Ln	Aurora	IL	60504
Michael	Baker		23914 Lancaster Ct	Deer Park	IL	60010
Arthur M.	Baker, Jr.		28839 Nagel Court	Lake Bluff	IL	60044
Debbie	Bakker		1 Marmon Ln	Barrington	IL	60010
Steve	Bakker		1 Marmon Ln	Barrington	IL	60010
Gail R	Baldwin		436 Lageschulte Ln	Barrington	IL	60010
Dennis R.	Ball		20364 Meadow Lane	Deer Park	IL	60010
Doug	Ball		27026 Coventry Ct	Barrington	IL	60010
Mary Anne	Ball		20364 Meadow Ln	Deer Park	IL	60010
Roberta	Ball		27026 Coventry Ct.	Barrington	IL	60010
Denis	Ballak		331 E 135th St	Plainfield	IL	60544
William H	Ballmann		746 N Bryant Ave	Barrington	IL	60010
Christine	Ballo		3251 Thunderbird Ct. E	Aurora	IL	60503
Mark	Balog		1075 Westberry Ct	Lake Zurich	IL	60047
Andrew	Balsai		8132 Dunnell Cir	Long Grove	IL	60047
Joseph	Balsamo		23578 Old Barrington Rd	Lake Barrington	IL	60010
Joyce	Balsamo		25920 Tara Dr	North Barrington	IL	60010
Thomas	Balsamo		25920 Tara Dr	Barrington	IL	60010
Virginia	Balsamo		23578 Old Barrington Rd	Barrington	IL	60010
Susan	Baltaragis		3604 Brooksedge	Naperville	IL	60564
Dan	Balzer		640 Hillview Ct.	West Chicago	IL	60185
Bai	Bantista		4N445 Anthony Ct	Wayne	IL	60184
Nenet	Bantista		4N445 Anthony Ct	Wayne	IL	60184
Grace	Baptiste		31 Glacier Circle	South Barrington	IL	60010
Imelda	Baragas		2810 Stone Creek	Joliet	Il	60435
Elizabeth	Barbono		616 Braemar Ln	Barrington	IL	60010
Susie	Barcroft		306 E Main	Barrington	IL	60010
Charles	Barenfanger	Effingham RailRoad Company	129 N. Kennedy Bvd	Vandalia	IL	62471
Charles	Barenfanger	Effingham RailRoad Company	PO Box 190	Vandalia	IL	62471
Christopher	Barkan	University of Illinois	585 County Rd. 1800 N	Champaign	IL	61822
Steve	Barker		8021 RFD	Long Grove	IL	60047
Tara	Barker		8021 RFD	Long Grove	IL	60047
Leame	Barlett		1781 Lanyon Dr	Bartlett	IL	60103
Jeff	Barnes		42 Dorsett Ct	Aurora	IL	60504
Jimmy	Barnes		6801 S. La Grange Rd.	Hodgkins	IL	60525
KW	Barney		North Valley Rd.	Barrington	IL	60010
Becky	Barnhart		5327 Cedar Drive	Naperville	IL	60564
Dan	Baron		2975 Case Ct.	Aurora	IL	60503
Angelo	Barone	District 157C School Board	10890 Pembrook Ct	Frankfort	IL	60423
James	Barr		250 S. Rt. 59	Bartlett	IL	60103
Jane	Barr		3214 Blaine Court West	Aurora	IL	60504
Barbara	Barrie		44 Mark Dr.	Hawthorn Woods	IL	60047
Catherine	Barron		2966 Braemore Dr.	West Chicago	IL	60185
Al	Barry		412 Bramble Ln	Deer Park	IL	60010
Brooke	Barry		461 Oak Knoll Rd.	Barrington Hills	IL	60010
Caitlin	Barry		319 East Franklin	Barrington	IL	60010
Catherine	Barry		72 Oak Ridge Lane	Barrington	IL	60010
Christopher	Barry		440 K Airport Rd.	Elgin	IL	60123
Deborah	Barry		412 Bramble Ln	Deer Park	IL	60010
Gerry	Barry		72 Oak Ridge Lane	Deer Park	IL	60010
Thomas & Mary	Barry		365 Westwood Drive	Barrington	IL	60010
Mildred	Bartier		145 Center Road	Frankfort	IL	60423
Bernadette	Barus		610 Devonshire Dr.	Des Plaines	IL	60018
R.	Barz		1000 Prestwick Dr.	Frankfort	IL	60423
Amy	Bash		413 Berry Ave	Barrington	IL	60010
Dominic	Basilea		2240 King Arthur Court	Elgin	IL	60120
Betty	Bass		23476 N East Dr	Barrington	IL	60010
Jack R	Basso		139 Waterview Ct	Barrington	IL	60010
Lois	Bataille		238 W Russell St	Barrington	IL	60010
Peter	Bateman		Long Meadow Ct	Lake Barrington	IL	60010
Brian	Battle		200 White Oak Ct	Barrington	IL	60010
Brian G.	Battle	School District 20	310 E. James Street	Barrington	IL	60010
Kathleen	Battle		200 White Oak Ct	Barrington	IL	60010
Belinda	Bauer		20671 Waddington Rd	Deer Park	IL	60010
David	Bauer		425 W Sunset Rd.	Barrington	IL	60010
Irene	Bauer		232 Timber Ridge Ln	Barrington	IL	60010
Jill	Bauer		425 W Sunset Rd	Barrington	IL	60010
Brent	Baum		1141 Berkshire Ln	Barrington	IL	60010
Joe	Baum		558 Braemar Ln	Barrington	IL	60010
Charlotte	Baumgart		707 Old Creek Ct	Barrington	IL	60010
Rich	Baumgart		707 Old Creek Ct	Barrington	IL	60010
James & Ora	Baumgartner		1316 Lake Shore Drive North	Barrington	IL	60010
Karen	Baun		558 Braemar Ln	Barrington	IL	60010
Nenet & Bal	Bautista		4N445 Anthony Court	Wayne	IL	60184
Frank	Bavaro		1370 Mallard Ln	Hoffman Estates	IL	60192
Reginald R	Baxter		626 Old Barn Rd	Lake Barrington	IL	60010
Jeff	Beal		16120 Beth Court	Oak Forest	IL	60452
Julie	Beal		20253 Park Hill Dr	Barrington	IL	60010
Mark	Beal		20253 Park Hill Dr	Deer Park	IL	60010
Jane	Beaman		2945 Moray Ct.	Aurora	IL	60503
Susan	Beattie		27714 Bridgewater Ct	Lake Barrington	IL	60010
Laura	Beaupre		562 Braemar Lane	Barrington	IL	60010
Cathy	Beazley		330 N Valley Rd	Barrington	IL	60010
Ken	Beazley		330 N Valley Rd	Barrington	IL	60010
George	Beck		13565 McCarthy Road	Lemont	IL	60439
James M	Beck		930 Burnham Ct	Aurora	IL	60502
Vance	Beck		3202 Miller Ave.	Chicago	IL	60411
Mary	Becker		25202 N. Edward Ln	Barrington	IL	60010
Sharlene	Becker		23913 N Lakewood Ln	Lake Zurich	IL	60047
Steve	Becker		21113 N Lakewood Ln	Lake Zurich	IL	60047
William	Beckman		99 Forest View Drive	Elgin	IL	60120
Robert C.	Bedford		528 Lake Shore Drive N	Barrington	IL	60010
Bev	Bedoe		998 Bosworthfield Rd	Barrington	IL	60010
Greg	Bedoe		998 Bosworthfield Road	Barrington	IL	60010
Carol	Beese		618 Concord Pl	Barrington	IL	60010
Ann	Behling		333 W. Station Street	Barrington	IL	60010
Cheryl	Behymer		5339 Ceder Drive	Naperville	IL	60564
James	Beifuss	City of West Chicago Alderman	416 E Washington St	West Chicago	IL	60185
Michael	Beightol		414 Concored	North Barrington	IL	60010
William & Eleanor	Beil		1104 Nottingham Lane	Elgin	IL	60120
Nancy R.	Beiter		395 D. Street, S.W.	Washington	DC	20423
Judy	Belieff		129 S Glendale Ave	Barrington	IL	60010
Paul	Belieff		129 S Glendale Ave	Barrington	IL	60010
B S	Bell		219 Waverly Rd	Barrington	IL	60010
Diane	Bell		530 Chesterfield Ln	Barrington	IL	60010
Tim	Bellagamba		37 Oakdene Rd	Barrington	IL	60010
Wendy	Bellagamba		37 Oakdene Rd	Barrington	IL	60010
Edward	Bemis		11834 Presley Circle	Plainfield	IL	60585
Jozef	Benak		304 Roslyn Rd.	Barrington	IL	60010
Gregory	Benesh		913 Lakewood Dr	Barrington	IL	60010
Janice	Benesh		543 N Hough St.	Barrington	IL	60010
Babetta	Beninati		1599 Stonehenge Ct.	Aurora	IL	60502
Keith	Benman	The Times	601 W 45th Ave	Munster	IN	61364
Alice	Bennett		248 Krotiak Rd.	Park Forest	IL	60466
Joan	Bennett		685 Woodbridge	Lake Barrington	IL	60010
Mark	Bennett		4119 Champion Road	Naperville	IL	60564
Monica	Bennett		2108 Gardner Cir. E	Aurora	IL	60503
Monica	Bennett		4119 Champion Road	Naperville	IL	60564
Remy	Bennett		737 Magnolia Rd	Barrington	IL	60010
Jeff	Benoit		482 Timberlake Pl	Lowell	IN	46356
Lori	Benoit		482 Timberlake	Lowell	IN	46356
Marc	Benovic		11570 Anise Dr	Frankfort	IL	60423
Betty	Benson		5014 Harbor Lane	Richton Park	IL	60471
Michael	Benz		597 Littleton Trl	Elgin	IL	60120
Raffaele	Berardi		248 Butler Drive	Bartlett	IL	60103
Jerry	Berenz	PDM	3526 West Sherman St.	Wausau	WI	54401
Patricia	Berg	Good Sheperd Hospital	1281 Old Oak Ct	Hampshire	IL	60140
Evelyn	Bergbom		22320 Classic Ct Apt 435	Lake Barrington	IL	60010
Bud	Berger		712 W. Prospect Avenue	Barrington	IL	60010
Debbie	Berger		712 W. Prospect Avenue	Barrington	IL	60010
Myles D	Berman		6638 N. Ramona Ave.	Lincolnwood	IL	60712-3043
Brian	Bernard		4024 Champion Road	Naperville	IL	60564
Coleen	Bernard		4024 Champion Road	Naperville	IL	60564
Gary	Berner		1606 Briarcrest Ln	New Lenox	IL	60451
Karen	Berner		1606 Briarcrest Ln	New Lenox	IL	60451
Leslie	Berns		28W625 Berkshire Rd	West Chicago	IL	60185
Rosemary and John	Berquist		655 Bent Ridge Lane	Barrington	IL	60010
Vicki	Berrett		1288 The Point St	Barrington	IL	60010

Complete DEIS Mailing List Distribution

Christy	Bertrand		550 Heather Lane	Frankfort	IL	60423
Jim	Bertrand		550 Heather Lane	Frankfort	IL	60423
Catherine	Betancourt		212 Pfaff Drive	Frankfort	IL	60423
Margaret E.	Betar		150 Wyngate Dr.	Barrington	IL	60010
John	Betgold		975 Longmeadow Ct	Lake Barrington	IL	60010
Melinda	Betgold		975 Longmeadow Ct	Lake Barrington	IL	60010
George	Betke	Farmrail	Farmrail System, inc.	Clinton	OK	73601
Bruce A.	Betts		1038 Elliot Ct.	Olympia Fields	IL	60461
C. H.	Beyer		3297 Fox Hill Rd	Aurora	IL	60504
Matt	BH		143 Stanton Dr	Bartlett	IL	60103
Rakshak	Bhansari		228 Ariana Dr	Bartlett	IL	60103
	Bhoomika		953 Meadowridge Dr.	Aurora	IL	60504
Dorothy	Bialk		526 S. Summit St.	Barrington	IL	60010
Robert	Bianchetta		800 N Commerce St.	Aurora	IL	60504
Phoebe	Bickhaus		1292 Tennyson Lane	Naperville	IL	60540
Jim	Bieber		1044 Heartwood Ln	Lake Zurich	IL	60047
C & M	Biegel		30W283 Claymore Lane	Naperville	IL	60563
Cathy	Bierman		609 Bent Tree Dr.	Effingham	IL	62401
Michael	Bigda	Heron's Landing	1938 Sun Drop Ct	Bartlett	IL	60103
Michael	Biggs		2603 W 22nd St.	Oak Brook	IL	60523
Jim	Bilinski		223 Applebee	Barrington	IL	60010
Alice	Billman		238 Oak Knoll	Barrington Hills	IL	60010
Earl	Billman		238 Oak Knoll	Barrington Hills	IL	60010
Stuart	Bilton		72 Brinker Rd	Barrington	IL	60010
Lisa	Binder		879 Georgetowne Ln	Barrington	IL	60010
Brett	Binkowski		11066 Siena Dr.	Frankfort	IL	60423
Bob	Birch		244 Coolidge Ave.	Barrington	IL	60010
Gregory	Bird		563 Aberdeen Rd.	Frankfort	IL	60423
John	Bird		563 Aberdeen Rd.	Frankfort	IL	60423
Judith	Bird		563 Aberdeen Rd.	Frankfort	IL	60423
Lauren	Bird		563 Aberdeen Rd.	Frankfort	IL	60423
Mark & Lisa	Bird		10569 Shilling Road	Frankfort	IL	60423
Ryan	Bird		563 Aberdeen Rd.	Frankfort	IL	60423
Gerald D	Birmingham		200 Stonehenge Lane	Tower Lakes	IL	60010
Thomas	Bisacquino	NAIOP	2201 Cooperative Way	Herndon	VA	20171
Marlene	Bisbee		600 W Russel St #302	Barrington	IL	60010
Debbie	Biscan		31 W 210 Woodland TR 5	Wayne	IL	60184
Tom	Biscan		31 W 210 Woodland TR 5	Wayne	IL	60184
Mike	Bischof		4 Hubbell Ct	Barrington	IL	60010
Tracy	Bischof		4 Hubbell Ct	Barrington	IL	60010
Catherine	Bishir		2054 Middlebury Dr.	Aurora	IL	60503
Catherine	Bishop		247 Oak Knoll Rd.	Barrington	IL	60010
David	Bishop		127 Raymond Ave	Barrington	IL	60010
Julia	Bishop		127 Raymond Ave	Barrington	IL	60010
Ronda	Bishop		2302 Francine Ave.	Joliet	IL	60436
Sheleagh	Bishop		3635 Mistflower Ln	Naperville	IL	60564
Sue	Bishop		489 Pinewoods Drive	North Barrington	IL	60010
Jon & Alison	Black		3238 Grafton Ln	Aurora	IL	60502
Peggy	Blanchard	Village of Barrington	200 S Hough Street	Barrington	IL	60010
Janet	Blanck		443 East Pine Lake Circle	Vernon Hills	IL	60061
Janyl	Blatt		10619 Shilling Rd	Frankfort	IL	60423
Eckhard	Blaumueller		2007 Chinkapin Oak Dr.	Mount Prospect	IL	60056
Michael	Blazier		30W 201 Bruce Ln	Naperville	IL	60563
Vladimir	Blecha		3206 Bremerton Ln	Aurora	IL	60504
Andrey	Bleda		1770 Dyer Dr	Bartlett	IL	60103
Carol	Bletz		1031 Trillium Ln	Bartlett	IL	60103
Sherry	Bletz-Hartmann		235 Hearthstone Dr.	Bartlett	IL	60103
Mary Anne	Block		749 Oak Rd	Barrington	IL	60010
Steve	Block		749 Oak Rd	Barrington	IL	60010
Connie & Joy	Blomowski		18 Chippewa Ct.	Lake Barrington	IL	60010
Connie	Blomquist		18 Chippewa	Lake Barrington	IL	60010
Jay	Blomquist		18 Chippewa	Lake Barrington	IL	60010
Leslie	Blount		1774 Lanyon Dr	Bartlett	IL	60103
R.	Blount		1768 Lanyon Dr	Bartlett	IL	60103
Griffin	Blue		425 Westwood Dr	Barrington	IL	60010
Janet	Blue		2870 Bar Harbour Ct.	Aurora	IL	60504
Matt	Blue		425 Westwood Dr	Barrington	IL	60010
Renee	Blue		425 Westwood Dr	Barrington	IL	60010
Marc J.	Blumenthal		355 W. Dundee Road	Buffalo Grove	IL	60089
	Board of Directors	The Lansing Chamber of Commerce	3404 Lake St.	Lansing	IL	60438
Dan	Bobrowski		542 Braemar Lane	Barrington	IL	60010
Susan	Bobrowski		542 Braemar Lane	Barrington	IL	60010
Carolyn	Boch		470 Kent Rd.	Riverside	IL	60546
Karen	Boege		1230 Cedar Creek Dr.	Lake Zurich	IL	60047
Dale	Boelens		543 N Hough St	Barrington	IL	60010
Toni and Martha	Bogard		21919 Green Forest Road	Deer Park	IL	60010
Stephen	Bogdan		2617 Heritage Lake Dr.	Lockport	IL	60441
Edmund P	Boland		495 Randolph Ct	North Barrington	IL	60010
Heimie	Bolcea		1794 Dyer Dr	Bartlett	IL	60103
Carole	Boldt		302 Sharon Dr	Barrington	IL	60010
Dan	Boldt		302 Sharon Dr	Barrington	IL	60010
Frances	Boler		735 Colfax St	Gary	IN	46406
Mary Kay	Bolger		651 Leon Drive	Tower Lakes	IL	60010
T G.	Bolger		651 Leon Dr.	Barrington	IL	60010
Kevin	Bollinger		16758 Ottawa Dr	Lockport	IL	60441
Heather	Bond		907 Norge Pkwy	Fox River Grove	IL	60021
Patrick	Bond		301 S. County Farm Rd.	Wheaton	IL	60187
R	Bond		449 E Oxford Rd	North Barrington	IL	60010
Steven	Bond		907 Norge Parkway	Fox River Grove	IL	60021
Elsa Forrest	Bonda		11512 Tea Tree Lane	Frankfort	IL	60423
Connie	Bonner		P O Box 758	Park Forest	IL	60466
Edith E	Boon		21142 N Woodland Ave	Barrington	IL	60010
Ronald L	Boorstein	Oak Creek Village	150 South Wacker Dr	Chicago	IL	60606
David	Booth		78 Saint Croix Court	Aurora	IL	60504
Ron	Bopp		235 W Lincoln	Barrington	IL	60010
Harold	Borgmann		431 Caesar Dr	Barrington Hills	IL	60010
Todd	Bortmess		22073 Coriander Ln	Frankfort	IL	60423
Steven	Bosco		228 S. Main Street	Bartlett	IL	60103
Maggie	Bosley	Village of Barrington	200 S Hough Street	Barrington	IL	60010
Theresa	Boutross		1 Whitetail Trl	Barrington	IL	60010
Lawrence	Bova	Property Owner	21424 Lincoln Hwy	Lynwood	IL	60411
Lawrence	Bova		14804 W 93rd. Dr.	Dyer	IN	46311
Jamie	Bowden	Village of Channahon	24555 S. Havajo Dr	Channahon	IL	60410
David	Bowen		3640 Blue Ridge Court	Aurora	IL	60504
Jeanne	Bowen		2735 Hillsboro Blvd.	Aurora	IL	60503
Kevin	Bowens		118 W Cook Ave	Libertyville	IL	60048
Mark	Bowman		3095 Grove	Barrington	IL	60010
JoAnn	Boyd		236 Pine Crest Circle	Lake Barrington	IL	60010
William	Boyd		1441 Burnett Dr.	Aurora	Il	60502
Eric	Boyer		1219 Yorkshire Ln	Barrington	IL	60010
Paul	Boyke		485 Westwood Dr	Barrington	IL	60010
Thomas E.	Brabec	Chicago South Suburban Mass Transit Dist	2800 Flossmoor Road	Flossmoor	IL	60422
George	Bracke		205 Sherwood Rd	Elgin	IL	60120
Larry	Braddy		21033 N Somerset Ln	Walnut Hill	IL	62893
Mary B.	Bradford-White	Barrington Hills Conservation Trust	17 Oakdene Road East	Barrington	IL	60010
Scott	Bradley		985 Commonwealth G	Barrington	IL	60010
Susan T	Bradley Michelson		58 Brinker Rd	Barrington	IL	60010
Katie	Brady		275 Island View Lane	Barrington	IL	60010
Maureen	Brady		25955 W Cuba Rd	Barrington	IL	60010
James	Bragg	New Faith Baptist International Church	25 S. Central Ave.	Matteson	IL	60443
Don	Bragiel		21748 Morning Dove Ln	Frankfort	IL	60423
William	Brailsford		540 Hough St	Barrington	IL	60010
Jennifer	Branch		104 Queens Cove	Barrington	IL	60010
John	Branch		104 Queens Cove	Barrington	IL	60010
Sandra	Brand		175 Rolling Knolls	Elgin	IL	60120
Suzanne	Branding		15 Lake View Place	Lake Zurich	IL	60047
Gordon S.	Brandon		418 Summit Avenue	West Chicago	IL	60185
Mae	Brandon	Village of Park Forest Board of Trustees	350 Victory Drive	Park Forest	IL	60466
Brian	Brands		2040 Grovetown Dr.	Bartlett	IL	60103
Thomas	Brannigan		4912 Clearwater	Naperville	IL	60564
Gordon S	Braud		418 Summit Ave	West Chicago	IL	60185
Jane	Braun		10557 Muirfield Drive	Naperville	IL	60564
Tracey	Braun		147 S Glendale Ave	Barrington	IL	60010
Debra	Breckenridge		2962 Dorothy Dr	Aurora	IL	60504
Amy	Breidenbach		966 Williamsburg Park	Barrington	IL	60010
Charlene	Breitlow		98 King Arthur Ct	Elgin	IL	60120
Arnold	Breitung		2522 Danhaven Ct.	Aurora	Il	60502
Michael	Bremmeour		332 E. Washington St.	Barrington	IL	60010
Jennifer & Robert	Brennan		561 Applegate Ln	Lake Zurich	IL	60047
Colleen	Brenst		2065 Morning View Dr	Hoffman Estates	IL	60010
Bob	Breshock		744 S Country Dr	Barrington	IL	60010
Julie	Breshock		744 S Country Dr	Barrington	IL	60010
Carter	Brett		510 Westwood Dr	Barrington	IL	60010
Whitney	Brett		510 Westwood Dr	Barrington	IL	60010
Frank	Brian		188 Primrose	Bartlett	IL	60103
Teri L.	Bridge		23675 Hedgeworth Court	Deer Park	IL	60010
Alan	Briggs		295 Border Ln	North Barrington	IL	60010
Marlene	Briggs		440 Lilac Lane	Matteson	IL	60443
Amy	Brinkman		454 Knollwood Dr	Barrington	IL	60010

Complete DEIS Mailing List Distribution

Joyce	Brinkman		700 D Shoreline Rd	Barrington	IL	60010
Robert H	Brinkman		454 Knollwood Dr	Barrington	IL	60010
Christopher	Brischetto		3015 Case Ct.	Aurora	IL	60504
Molly	Brischetto		3015 Case Ct.	Aurora	IL	60503
Patty	Britton		996 Bosworthfield	Barrington	IL	60010
Penny	Brodack		11600 Wabash River Hills	Effingham	IL	62401
Sevan	Brodjian		309 Warwick Rd	Tower Lakes	IL	60010
Millie	Brodner		487 Park Barrington Dr	Barrington	IL	60010
Carl	Bronge		30W673 Bradford Pkv	Wayne	IL	60184
Jane	Bronge		4N 250 Lake Eleanor Drive	Wayne	IL	60184
Jean	Bronge		30 W 673 Bradford Parkway	Wayne	IL	60184
Gwen	Bronke		149 Hearthstone Drive	Bartlett	IL	60103
David	Brooks		600 Oxbow Ln	Barrington	IL	60010
Lisa	Brooks		600 Oxbow Ln	Barrington	IL	60010
John & Valerie	Broschka		417 Saratoga Drive	Aurora	IL	60502
Sandra	Brottman		440 Park Barrington Dr	Barrington	IL	60010
Brian	Brown		2728 Carlsbad Cir	Aurora	IL	60503
Daniel	Brown		5053 Meadow Lake Dr	Richton Park	IL	60471
Glen	Brown		161 Serena Dr.	Chicago Heights	IL	60411
Jean	Brown		1825 Hilltop Rd.	Elgin	IL	60120
John	Brown		23777 Hillfarm Ct	Lake Barrington	IL	60010
Katherine	Brown		2728 Carlsbad Circle	Aurora	IL	60503
Nora	Brown		475 Old Mill Rd	Barrington	IL	60010
Regina	Brown		354 Indian Point	Lake Barrington	IL	60010
Renee	Brown		731 Oak Rd,	Barrington	IL	60010
Richard	Brown		354 Indian Point	Lake Barrington	IL	60010
Robert	Brown		1220 Berkshire Ln	Barrington	IL	60010
Timothy A.	Brown	Town of Merrillville	7820 Broadway	Merrillville	IN	46410
Karl B.	Browning	Indiana Department of Transportation	100 N. Senate Ave	Indianapolis	IN	46204
John	Brubacher		234 West Station St	Barrington	IL	60010
Suanne	Brubacher		234 West Station St	Barrington	IL	60010
Patricia	Brumleve		2405 Veterans Dr.	Effingham	IL	62401
Vicki	Brumleve		12075 N 1800th St.	Teutopolis	IL	62467
Linda	Brunner		1013 Andrea Dr	New Lenox	IL	60451
Tammy	Bruno		1405 Mallard Ln	Hoffman Estates	IL	60192
Thomas	Bruno	City of Champaign	1109 W Park Ave.	Champaign	IL	61821
Robert	Bruns		1000 Garlands Ln.	Barrington	IL	60010
Frank	Brussean		2701 Calvacade Ct	Aurora	IL	60503
Linda	Brusseau		2701 Calvacade Ct	Aurora	IL	60503
Rich	Brzezinski		4031 Juneberry Road	Naperville	IL	60564
Annie	Buchanan		525 N Austin Blvd.	Chicago	IL	60644
Jan	Buchs	Wheeling Park District	333 W. Dundee Rd.	Wheeling	IL	60090
Joey	Buck		508 Aberdeen Rd	Frankfort	IL	60423
Paul & Ellen	Buckingham		3273 Bremerton Ln	Aurora	IL	60504
Annette	Budzak		47 S Wynstone Dr	Barrington	IL	60010
John	Budzak		47 S Wynstone Dr	Barrington	IL	60010
Richard	Budziak		20541 Lennon Ct.	Frankfort	IL	60423
Lawrence P.	Budzinski		1405 Steinly Ave.	Joliet	IL	60433
Martin	Buehler	Lake County Div. of Transportation	600 W. Winchester Rd.	Libertyville	IL	60048
Dan	Buelow		217 Maple Rd	Barrington	IL	60010
Robert	Buelow		217 Maple Rd	Barrington	IL	60010
Trish	Buelow		217 Maple Rd	Barrington	IL	60010
Margaret	Buenckholtz		370 Covington	Barrington	IL	60010
Greg E	Buenzow	Village of Flossmoor Public Works	1200 Central Park Ave	Flossmoor	IL	60422
Susan	Bufer		1247 Yorkshire	Barrington	IL	60010
Christopher	Bukowski		25581 Warwick Rd	Tower Lakes	IL	60010
Patty	Bulanda		1805 Nicholson Dr	Hoffman Estates	IL	60192
Thomas	Bullaro		20 Pacific Street	Frankfort	IL	60423
Albert	Bullcok		236 Westridge Blvd.	Bartlett	IL	60103
Edward	Bumbacco		105 West St.	Sault Ste. Marie	ON	P6A 7
Ann	Burdzinski		12152 Winterberry Ln	Plainfield	IL	60585
C	Burgoon		210 Circle Dr	Tower Lakes	IL	60010
Steven	Burgoon		210 Circle Dr.	Tower Lakes	IL	60010
Andrew	Burke		23671 N. McGraw Ct.	Lake Barrington	IL	60010
Bradley D.	Burke		4207 Winterberry Ave.	Naperville	IL	60564
Jeff	Burke		3241 Thunderbird Ct. E	Aurora	IL	60503
Joan	Burke		4207 Winterberry Ave.	Naperville	IL	60564
Mimi	Burke		254 Donlea Rd	Barrington	IL	60010
Bruce	Burkey		15354 N. Cardinal Dr.	Effingham	IL	62401
Richard	Burkhart		28 Clover Ln	Deer Park	IL	60010
Merle	Burleigh	City - Column	366 Arbor	West Chicago	IL	60185
Jody	Burleyson		2271 Stockton Ln	Aurora	IL	60502
Dennis	Burmeister	Village of Barrington	200 S Hough Street	Barrington	IL	60010
Jane	Burnham		702 Curanor Ave	Barrington	IL	60010
David	Burnidse		711 N Lakeshore Dr	Barrington	IL	60010
Dan	Burns		15254 Hollywood Dr.	Orland Park	IL	60462
David	Burns		20106 Deer Chase Ct	Deer Park	IL	60010
Jennifer	Burns		20106 Deer Chase Ct	Deer Park	IL	60010
Kim	Burns		3109 Laconia Lane	Aurora	IL	60504
Tom	Burns		31 Alice Ln	Lake Barrington	IL	60010
George	Burny		835 Barrington Pl	Barrington	IL	60010
Inger	Burrows		835 Fairfax Ct.	Barrington	IL	60010
Larry	Bury		1179 Driftwood Ln	Bartlett	IL	60103
Anna Markley	Bush		249 W Russell St	Barrington	IL	60010
Brian	Bustard		2518 Lundquist Dr.	Aurora	IL	60503
Robert & Joan	Butirro		5230 Birchbark Drive	Hoffman Estates	IL	60192
Jason	Butler		920 Dunham Drive	West Chicago	IL	60185
June	Butler		4039 June Berry	Naperville	IL	60564
Thomas	Butler		227 Abbott Pl	Barrington	IL	60010
Mylinda	Buto		173 Washo Ct.	Lake Zurich	IL	60047
Barry	Butterfield	HDR	8404 Indian Hills Drive	Omaha	NE	68114
Dominic J	Buttitta		61 Hawley Woods Rd	Barrington	IL	60010
Dominique	Buttitta		61 Hawley Woods Rd	Barrington	IL	60010
Michaelene	Buttitta		61 Hawley Woods Rd	Barrington Hills	IL	60010
Terese	Bybre		1519 Lake Shore Dr	South Barrington	IL	60010
Andrea	Byrne		884 Meadowridge Dr.	Aurora	Il	60504
Cynthia	Byrne		1429 Carlisle Dr	Barrington	IL	60010
Arkadiush	Byskosh		200 Butternut Rd.	Barrington Hills	IL	60010
Magdalena	Byskosh		200 Butternut Rd	Barrington Hills	IL	60010
Attorney General of The	c/o Assistant Attor	Department of Justice	Antiirust Division Room 3109	Washington	DC	20530
Cynthia	Caba		45 Sandlewood Ln.	Barrington	IL	60010
Bill	Caceres		269 Sebby Ln	Lake Zurich	IL	60047
Kimberly	Cahpdelano		713 Bent Ridge Lane	Barrington	IL	60010
Frank	Caiazza		467 Old Barn Rd	Barrington	IL	60010
Lynne	Caiazza		467 Old Barn Rd	Barrington	IL	60010
Cindy	Cain	Herals News	300 Caterpillar Dr	Joliet	IL	60454
James	Cain		2348 Middlebury Dr.	Aurora	IL	60503
Rebecca	Cain		2348 Middlebury Dr.	Aurora	IL	60503
Steve	Calcaterra		2408 Nottingham Ln.	Naperville	IL	60565
D	Calder		320 Eastern Ave	Barrington	IL	60010
Anthony	Calderone	Village of Forest Park	517 Desplaines Ave.	Forest Park	IL	60130
Joan	Caldwell		206 Walton #1F	Barrington	IL	60010
Beverly	Caliento		114 Wedgewood Dr	Barrington	IL	60010
Mike	Calka		440 K Airport Rd.	Elgin	IL	60123
Steve	Callahan	Lake Zurich	1198 Berkshire Ln	Barrington	IL	60010
Roger	Callanan		378 Sharon Dr	Barrington	IL	60010
William	Callison	Wheeling and Lake Erie Railway Co.	100 E First St.	Brewster	OH	44613
Julie, David, Grace & Q	Camel		341 West Russell Street	Barrington	IL	60010
Teresa	Caminiti		400 N Valley Rd	Barrington	IL	60010
Peg	Campana		1301 S Barrington Rd	Barrington	IL	60010
Doretha	Campbell		2000 Cleveland St	Gary	IN	46404
Erin	Campbell		503 Baesar Lane	Barrington	IL	60010
Jim	Campbell		25989 N Oak Hill Rd	Lake Barrington	IL	60010
Michael	Campbell		503 Braemer Ln	Barrington	IL	60010
Scott & Aimee	Campbell		10514 Williamsburg Trail	Frankfort	IL	60423
Susan	Campbell		15513 Nancy Lane	Orland Park	IL	60462
Mary Beth	Campe		275 Mohawk Trail	Lake Zurich	IL	60047
Morris	Campisi		536 North Ave	Barrington	IL	60010
Judith	Can		20138 Frankfort Sq. Rd.	Frankfort	IL	60423
S.	Canada		524 N Ave.	Barrington	IL	60010
Kathy	Candill		785 Trillium Trail	Lake Zurich	IL	60047
Mary D	Cannizzaro	WDP Hunt	1505 Fargo Bovd	Geneva	IL	60134
Laura	Cannon		952 Hedgewood	Palatine	IL	60074
Richard	Cannon		2 Goose Lake Drive	Barrington Hills	IL	60010
Marianne	Cantafio		410 Park Barrington Dr	Barrington	IL	60010
Donato	Cantalupo		1800 Burning Oak Trail	Barrington Hills	IL	60010
Robert	Cantwell		12 Oaklene Road East	Barrington	IL	60010
Jean	Capellos		751 Golf Lane	Lake Barrington	IL	60010
Catherine	Caplin		700 Indian Way	Barrington	IL	60010
Richard	Caplin		700 Indian Way	Barrington	IL	60010
Ross B.	Capon		900 Second Street, N.E.	Washington	DC	20002
John	Cappellino	ECIDA	275 Oak St.	Buffalo	NY	14203
Beth H	Captain		1217 Lake Shore Dr	Barrington	IL	60010
Meg	Captain		25327 W. Lake Shore Dr.	Barrington	IL	60010
Amy	Carder		9833 Braeburn Rd	Barrington	IL	60010
Ann	Carder		9833 Braeburn Rd	Barrington Hills	Il	60010
Gary	Carder		9833 Braeburn Rd.	Barrington Hills	IL	60010
Robert	Cardinali		713 S Summit St	Barrington	IL	60010
Julia	Carens		24069 N Wedgewood Ln	Barrington	IL	60010

Complete DEIS Mailing List Distribution

Dorreen	Carey	City of Gary	839 Broadway N 206	Gary	IN	46402
Kimberly	Carey		1067 March St.	Lake Zurich	IL	60047
Mike	Carley		4 Sheffield Ct.	Barrington	IL	60010
Thomas & Jennifer	Carli		249 Larch Court A	Frankfort	IL	60423
Dick	Carlini		508 Park Barrington Way	Barrington	IL	60010
Heide	Carlini		508 Park Barrington Way	Barrington	IL	60010
David	Carlson		283 Kimberly Rd	North Barrington	IL	60010
Gerald	Carlson		3152 Bennett Pl.	Aurora	IL	60502
Julie	Carnel		341 W Russell	Barrington	IL	60010
Joe	Carol		P.O. Box 0667	New Lenox	IL	60451
Jason	Carpenter		15582 N East Rd.	Effingham	IL	62401
Ted	Carr		21565 Rainbow Rd	Deer Park	IL	60010
Catarina	Carrera		3327 Calwagner St.	Franklin Park	IL	60131
Denyse	Carreras		350 Victory Dr.	Park Forest	IL	60466
Kevin & Therese	Carrigan		3212 Tussell St.	Naperville	IL	60564
Michael	Carrigan	IL AFL-CIO	312 South Fourth Street	Springfield	IL	62701
Ken	Carroll		21259 Prince Lake Dr	Crest Hill	IL	60403
Burham	Carsterline		240 S Valley Raod	Barrington	IL	60010
Henry L.	Carter		1069 Pheasant Run Lane	Aurora	IL	60504
Steffanie	Carter		205 Braeburn Rd	Barrington	IL	60010
Stephen	Carter		205 Braeburn Rd	Barrington	IL	60010
Lynda	Casaccio		11 Woodhaven	Barrington	IL	60010
Amy	Casey		18 Polo Drive	Barrington	IL	60010
Karen	Casey		18 Polo Drive	Barrington	IL	60010
Karen	Casey		55 Otis Road	Barrington Hills	IL	60010
Kevin	Casey		18 Polo Drive	Barrington	IL	60010
Lillian	Casey		431 Park Barrington	Barrington	IL	60010
Mike	Casey		466 Brockway	Palatine	IL	60010
Patty	Casey		55 Otis Road	Barrington Hills	IL	60010
Paul	Casey		18 Polo Drive	Barrington	IL	60010
Steve	Casey		18 Polo Drive	Barrington	IL	60010
Steve	Casey		55 Otis Road	Barrington Hills	IL	60010
Kathy	Cast		1336 Amaranth Dr.	Naperville	IL	60564
Javier	Castells		23568 N Old Barrington Rd	Lake Barrington	IL	60010
Lisa	Castells		23568 N Old Barrington Rd	Lake Barrington	IL	60010
Karen	Casten		635 Warwick Ave	Barrington	IL	60010
Walt	Casten		635 Warwick	Barrington	IL	60010
Lisa	Caster	A Flair for Hair	217 S Northeast Hwy	Barrington	IL	60010
Burnham	Casterline		240 S Valley Rd	Barrington	IL	60010
Mike	Castino		3624 Mistflower Ln	Naperville	IL	60564
Carolyn	Caswell		12510 S. Highland Ave	Blue Island	IL	60406
Floyd	Catchpole		321 Marigold Pl	Joliet	IL	60433
Helen	Cawley		530 Prairie Ln	Lake Zurich	IL	60047
	Cecchini		3545 Charlemaine Dr.	Aurora	IL	60504
Judi	Cellini		626 Lill St	Barrington	IL	60010
Jill	Centella		1046 March St.	Lake Zurich	IL	60047
Lauren	Cerniglia		587 B Shoreline Rd	Lake Barrington	IL	60010
Judy L.	Cerone		202 E. Hillside Rd.	Barrington	IL	60010
Alan	Ceschin		31W751 Peterson Dr.	Wayne	IL	60184
Richard	Chambers		246 Oak Knoll Road	Barrington	IL	60010
Sathees	Chandra		1905 Blue Heron Cir	Bartlett	IL	60103
Eugene	Chang		21169 N 21st St.	Barrington	IL	60010
Robert	Channick	Chicago Tribune	435 N Michigan Ave	Chicago	IL	60611
Fernando	Chapa	Latin Engagement Community Council	609 E. New York Street	Aurora	IL	60505
James	Chapa		5416 Webster Street	Downers Grove	IL	60515
William A.	Chapdelaine		713 Bent Ridge Lane	Barrington	IL	60010
Kimberly	Chapdelane		713 Bent Ridge Ln	Barrington	IL	60010
Belinda	Chapman		215 Butler Drive	Bartlett	IL	60103
Dorothy	Chapman		7323 Heritage Ct	Frankfort	IL	60423
Jeanine	Chapman		702 Bent Ridge Lane	Barrington	IL	60010
Rich & Debbie	Chapman		2059 Cheshire Dr.	Hoffman Estates	IL	60192
Diane	Charroll		1450 Charlevoix Way	Schererville	IN	46375
David	Chary		6409 Ash Ave	Gary	IN	46403
Charis	Chatzidakis		883 George Towne Lane	Barrington	IL	60010
Jayne	Chatzidakis		883 George Towne Lane	Barrington	IL	60010
Ajay	Chaudhary		1120 Berkshire Ln	Barrington	IL	60010
Ric	Chavez		414 Union Street	Nashville	TN	37219
Jennifer	Cheh		107 Elm Rd	Barrington	IL	60010
Rose	Chen		242 Biltmore Dr	North Barrington	IL	60010
Suki	Chen		3139 Bennett Pl	Aurora	IL	60502
Elizabeth	Chernik		437 Elm Road	Barrington	IL	60010
Eric	Chernik		437 Elm Rd.	Barrington	IL	60010
Mary Jane	Chesley	City of Mt. Vernon	1100 Main, City Hall	Mount Vernon	IL	62864
Maureen	Childs		406 Heather Wood Drive	Oswego	IL	60543
Amin	Chirag		1793 Barnett Ln	Bartlett	IL	60103
Graham & Katja	Chislett		3581 St. Annes Ct.	Aurora	IL	60504
Carole	Chlebek		228 Pfaff Dr	Frankfort	IL	60423
Michael	Chlebek		228 Pfaff Dr	Frankfort	IL	60423
Pat	Chodorski		2285 Crescent Ln	Aurora	IL	60504
Bruce	Christensen	Lake County Division of Transportation	600 W Winchester Rd	Libertyville	IL	60048
Paul	Christian		1910 Burton Dr	Bartlett	IL	60103
Susan	Christopherson		1864 Ione Ct.	Aurora	IL	60503
Ralph	Chrzastek		3131 Hopewell Dr.	Aurora	IL	60502
Kathleen	Chung	WisDOT	4802 Sheboygan Ave.	Madison	WI	53707
Kathleen	Chung	WisDOT	PO Box 7910	Madison	WI	53707
Jeff	Church		230 Cold Spring Road	Barrington	IL	60010
Laurieann	Chutis		213 Hillside Dr	Island Lake	IL	60042
Olge	Chuzi		207 Ariana Dr	Bartlett	IL	60103
Heather	Chvojka		21148 N 18th St.	Barrington	IL	60010
Christine	Chybik		275 Meadow Lane	Lake Zurich	IL	60047
Kathy	Cichon		1500 W Ogden Ave	Naperville	IL	60540
Betsy	Ciciliot		760 Surryse Rd.	Lake Zurich	IL	60047
Jeanmarie	Cielak		135 N Valley Rd	Barrington	IL	60010
Joanne	Ciffone		1735 Nicholson Dr	Hoffman Estates	IL	60192
Michael	Ciffone		1735 Nicholson Dr.	Hoffman Estates	IL	60192
John	Cim		3463 Donovan Dr	Crete	IL	60423
Kris	Cim		3463 Donovan Dr	Crete	IL	60417
Paula	Cisneros		319 West Windsor Avenue	Lombard	IL	60148
Ted	Claiborne		37 A Terrace Ln	Lake Zurich	IL	60047
Paul	Clancy		460 W Hillside Ave	Barrington	IL	60010
Betty & Lewis	Clark		1366 E. Braymore Cir.	Naperville	IL	60564
Bonnie	Clark		25287 Blakely Parkway	Barrington	IL	60010
Joel	Clark		730 S Dundee Ave	Barrington	IL	60010
John	Clark		25287 Blakely Parkway	Barrington	IL	60010
Matt	Clark		440 K Airport Rd.	Elgin	IL	60123
Bajnn	Clarke		132 Center Road	Frankfort	IL	60423
Patricia	Clarke		132 Center Road	Frankfort	IL	60423
Joseph P.	Clary	Illinois Department of Transportation	300 W. Adams	Chicago	IL	60606
Dennis	Clay		1182 Berkshire Ln	Barrington	IL	60010
Joseph	Clayton		10531 Williamsburg Trail	Frankfort	IL	60423
Custom Homes	Clearwater		40W715 Quite Trail	Elgin	IL	60123
Michael	Cleary		125 Howe Terrace	Barrington	IL	60010
Bill	Clement		596 Braemer Lane	Barrington	IL	60010
A.	Clement II		1756 Barnett Ln	Bartlett	IL	60103
Kurt	Clemens		1134 Shoreline Dr.	Aurora	IL	60504
Marilee	Clements		1134 Shoreline Dr.	Aurora	IL	60504
James	Clemons		8 South Randall Rd.	Aurora	IL	60506
Brian B	Cline		1002 Oakland Dr	Barrington	IL	60010
David	Cline	City of Mattoon	208 N. 19th St.	Mattoon	IL	61938
Maribeth	Clingman		340 A Springlake Ln	Aurora	IL	60504
Mike	Clinton		201 S Joliet St	Wilmington	IL	60481
Jane	Clodfelter		20190 Wallingford	Deer Park	IL	60010
Carl	Clouse		1091 Berkshire Ln	Barrington	IL	60010
Suzan	Clouthier		3236 Bremerton Ct.	Aurora	IL	60504
Dean	Clune		250 Scenic Drive	Barrington	IL	60010
Nellie	Clune		250 Scenic Drive	Barrington	IL	60010
Celine D.	Coath		413 S. Cook St.	Barrington	IL	60010
Joseph	Coath		413 S Cook St	Barrington	IL	60010
Venus	Cobb	City of Gary	663 Roosevelt	Gary	IN	46404
Ruth	Cobert		583 Chesterfield Lane	Barrington	IL	60010
William	Coduto		120 Stone Malsu Lane	Barrington	IL	60010
Kevin	Coffey		28884 W Main St	Barrington	IL	60010
Barbara N	Cogswell		21611 Old Barrington	Barrington	IL	60010
Steve	Cogswell		21611 Old Barrington	Barrington	IL	60010
Kristen	Cohen		2259 Shiloh Drive	Aurora	IL	60503
Barbara	Cole		1205 Beach Ave.	La Grange Park	IL	60526
Sam & Renee	Cole		4303 Ragoda Court	Naperville	IL	60564
Vito R	Colella		1890 Highbury Ln	Aurora	IL	60502
Dennis	Coleman		3172 Thunderbird Ct. E	Aurora	IL	60503
Joe M	Collier		788 Golf Ct	Barrington	IL	60010
Denise	Collins		13536 Arbor View Circle	Plainfield	IL	60585
Robert	Collins		1204 N. Pine Ave	Chicago	IL	60651
Bob	Colvin		1302 Lake Shore Dr N	Barrington	IL	60010
Earl M	Combs III		2304 Oak Hill Dr	Barrington	Il	60010
Earle	Combs IV		108 Old Oak Dr	Barrington	IL	60010
Antonio	Comia		124 Ruzich Dr	Bartlett	IL	60103
Dan	Conidi	Westridge Train Concern	133 Rushmore Dr	Bartlett	IL	60103
Wendy	Conidi		133 Rushmore Dr	Bartlett	IL	60103
Wendy	Conidi		133 Rushmore Dr	Bartlett	IL	60103

Complete DEIS Mailing List Distribution

Joe	Connelly		263 Timber Ridge	Lake Barrington	IL	60010
Nal	Conner		315 E Liberty	Barrington	IL	60010
William	Conner		315 Liberty Street	Barrington	IL	60010
Andrew	Connor		1928 W Summerdale	Chicago	IL	60640
Frances	Connors		22700 N Linden Dr	Lake Barrington	IL	60010
Robert	Connors		22700 N Linden Dr	Lake Barrington	IL	60010
Eugene	Conrad		33 Squire Rd.	Hawthorn Woods	IL	60047
John J	Considine		16405 Silver Moon Lake Way	Crest Hill	IL	60403
Sandra	Conti		1120 Radford Dr.	Aurora	IL	60502
Michael	Const Mica		7 Yorktown Ct.	South Barrington	IL	60010
Amanda	Cook		533 Prairie Ave	Barrington	IL	60010
Anne	Cook		113 Brinker Rd	Barrington	IL	60010
Carol	Cook		8621 Lakewood	Gary	IN	46403
David and Rachel	Cook		535 Elm Road	Barrington	IL	60010
Don	Cook		225 Prairie Lane	Lake Zurich	IL	60047
J	Cook		P.O. Box 607	Barrington	IL	60010
Janet	Cook		2092 Barrington Drive West	Aurora	IL	60503
Jeff	Cook	Village of Frankfort	432 W Nebraska St	Frankfort	IL	60423
Jeff	Cook		533 Prairie Ave	Barrington	IL	60010
Mark D.	Cook		101 East Main Street	Lake Zurich	IL	60047
Rachel	Cook		535 Elm Rd	Barrington	IL	60010
Bruce	Cooley		915 Victoria Drive	Island Lake	IL	60042
David & Suzanne	Cooley		666 Fairway Lane	Frankfort	IL	60423
Ann	Coon		597 Braemar Lane	Barrington	IL	60010
Jonnie	Cooper		5052 Meadow Lake Dr	Richton Park	IL	60471
John	Corey		21576 Sylvander Dr	Deer Park	IL	60010
Raymond	Corkery	Our Lady of Mount Carmel	407 E. Irving Street	Joliet	IL	60432
Michael	Corn		1258 Berkshire Lane	Barrington	IL	60010
Terry	Cornell	Jackson Park Div LLC	24 Romicoa Lane	Palos Park	IL	60464
Roger	Corp		522 Cottonwood Rd.	Frankfort	IL	60423
Luis	Cossio		523 S Summit	Barrington	IL	60010
Lawrence	Cotter		21510 Old Farm Rd.	Deer Park	IL	60010
Andrew	Cotton		99 Brinker	Barrington	IL	60010
Brooke	Cottone		328 Hickory Lane	South Elgin	IL	60177
Debbie	Cottone		4 N 105 Lake Eleanor Ct.	Wayne	IL	60184
Mark	Cottone		4 N 105 Lake Eleanor Ct.	Wayne	IL	60184
Mary-Kathryn	Courtney		1009 S Grove Ave	Barrington	IL	60010
Troy	Cowdrey		1145 Glencrest	Inverness	IL	60010
Elaine	Cox		923 S Grove Ave	Barrington	IL	60010
Muriel	Cozzi		201 Mulberry Road	Frankfort	IL	60423
Jerry	Crabtree		2502 Heritage Lake Drive	Joliet	IL	60441
Craig	Craglia		764 Highland Ave	Barrington	IL	60010
Dave	Craig	Canadian Pacific	Suite 500, Gulf Canada Square, 401- 9th Ave. SW	Calgary	AB	T2P 4Z4
Thomas	Craighead		2261 Remington Dr.	Naperville	IL	60565
Margaret	Craine		541 N Hough St	Barrington	IL	60010
Robyn	Craine		541 N Hough St	Barrington	IL	60010
Arthur	Cramer		26739 W Country Estates Rd	Barrington	IL	60010
Patricia	Cramer		26739 W Country Estates Rd	Barrington	IL	60010
Gerald S.	Crandall		22158 Pembrook Dr	Frankfort	IL	60423
Andrew	Crane		158 S Walton 1 C	Barrington	IL	60010
Daniel	Crane		760 Duxbery Lane	Bartlett	IL	60103
Janet	Crane		158 S Walton 1 C	Barrington	IL	60010
Peggy M	Crane		127 Will Scarlet Lane	Elgin	IL	60120
Margaret	Crawford		740 S Lill	Barrington	IL	60010
Amzi	Crenshaw	HDR	8550 W Bryn Mawr Ave	Chicago	IL	60632
David	Crilly		677 Providence Ln	Lindehurst	IL	60046
Kathy	Crissie		923 Lakewood Ct	Barrington	IL	60010
Leah	Crissie		578 Chesterfield Ln	Barrington	IL	60010
Tony	Crissie		923 Lakewood Ct.	Barrington	IL	60010
Edward N	Crocker		2815 Indianapolis Blvd	Whiting	IN	46394
Ann	Cronin		422 White Oak Lane	Lake Barrington	IL	60010
John	Cronin		422 White Oak Lane	Lake Barrington	IL	60010
Alva	Cronwell		964 West Villa Dr.	Des Plaines	IL	60016
Jeff	Crotty		40 Otis Road	Barrington	IL	60010
Mary Kay	Crotty		40 Otis Rd	Barrington Hills	IL	60010
Deirdre	Crouch		672 Stillwater Lane	Barrington	IL	60010
Peter	Crouch		672 Stillwater Ln	Barrington	IL	60010
Lorie	Crouse		65 Brinker Rd.	Barrington	IL	60010
Annmarie	Crowley		1509 Lake Shore Dr	South Barrington	IL	60010
Dana	Crowley		1509 Lake Shore Dr	South Barrington	IL	60010
Robert W	Crowther		218 Shoreline Rd	Barrington	IL	60010
Lee	Crum		1250 Mallard Ln	Hoffman Estates	IL	60192
Tracey	Crum		1250 Mallard Ln	Hoffman Estates	IL	60192
Michael	Cruz		218 Lillian Pl	Bartlett	IL	60103
Sam & Ruby	Cruz		445 E Berry Rd	Barrington	IL	60010
Saul	Cruz		445 E Barry Rd	Barrington	IL	60010
Tom	Cuculich	DuPage Co	2347 Lexington Lane	Naperville	IL	60540
Lori	Culbertson		1431 Foxhill Rd.	Naperville	IL	60563
Carol	Culbertson		2081 Whitehorn Dr.	Aurora	IL	60503
Harold G.	Culler		23528 Juniper Court	Deer Park	IL	60010
Anita	Cummings	United Business Association of Midway	6158 S. Central Ave.	Chicago	IL	60638
Craig and Rebecca	Cummins		741 Spruce	Barrington	IL	60010
Barbara	Cunningham		146 Roslyn Road	Barrington	IL	60010
Jan	Cunningham	Barrington Chamber of Commerce	724 W. Northwest Hwy	Barrington	IL	60010
Paul	Cunningham	Harkins Cunningham, LLP	1700 k Street N.W.	Washington	DC	20006
Dennis	Cura		330 Veronica Circle	Bartlett	IL	60103
George	Curran		457 Farnsworth Circle	Barrington	IL	60010
Margaret	Curran		457 Farnsworth Circle	Barrington	IL	60010
Kimberly	Curtis		636 N Exmoor Ave	Barrington	IL	60010
Michael	Cury	Village of Forest Park	517 Desplaines Ave	Forest Park	IL	60130
Joseph	Cusimano		175 Surrey Ln	Barrington	IL	60010
Jim	Cuthbertson		325 Fox Hunt Trail	Barrington	IL	60010
Sarah	Cuthbertson		325 Fox Hunt Trail	Barrington	IL	60010
John & Peggy	Cwikla		847 Fairfax Ct.	Barrington	IL	60010
Candace	Cymerman		1215 Carol Crest Dr	Sleepy Hollow	IL	60118
Steve	Czech		5233 Elliott Drive	Hoffman Estates	IL	60192
Buom	Czell		110 Center Road	Frankfort	IL	60423
Denise	Czuprynski		24032 S Brookside Ct	Crete	IL	60417
Vanessa	Dabney	City's Redevelopment Office	839 Broadway	Gary	IN	46402
Barb	Daeb		213 W Lincoln Ave	Barrington	IL	60010
Stephen	Daeschner		PO Box 3990	Naperville	IL	60567
Rosie	Dagon		4863 Meadowlake Ct.	Richton Park	IL	60471
Sean	Dagon		4863 Meadowlake Ct.	Richton Park	IL	60471
Marla	Dahlstrom		216 W Lake St	Barrington	IL	60010
Jaclyn	Dalildas		1099 Berkshire Ln	Barrington	IL	60010
Mary	Dale		912 Hampstead Ct	Barrington	IL	60010
James	Daluga		904 Lakewood Dr	Barrington	IL	60010
Nancy	Dalvea		904 Lakewood Dr	Barrington	IL	60010
Rhonda	Damjanovich	Munster Chamber of Commerce	1040 Ridge Rd.	Munster	IN	46321
Charles & Helen	Damore		31 Norfolk Ct.	Aurora	IL	60502
Wilbur	Dan		114 Bennington Dr	Bartlett	IL	60103
Adela	Danciu		512 E Lakeshore Dr	Tower Lakes	IL	60010
Daniel	Danciu		512 E Lakeshore Dr	Tower Lakes	IL	60010
Barry	Danen		22403 S Knyghtwood Dr	Shorewood	IL	60404
Nieves	Daniel		152 Walton St Apt. 2A	Barrington	IL	60010
Linda	Daniels		3505 Lakeview Dr	Hazel Crest	IL	60429
Sean	Danielson		145 Wedgewood Dr	Barrington	IL	60010
Frank	D'Antonio		24432 Hunters Ln	Deer Park	IL	60010
Gail	D'Antonio		24432 Hunters Lane	Deer Park	IL	60010
Robert	D'Antonio		24432 Hunters Lane	Deer Park	IL	60010
Jim	Danzl		110 Julianne Dr	Manhattan	IL	60442
Karen	Darch	Village of Barrington	200 S. Hough St.	Barrington	IL	60010
Don	Darge		150 N Old Barrington Rd	Barrington	IL	60010
Lauretta	Darge		150 North Old Barrington Road	Barrington	IL	60010
Emery	Darling		3215 Caroline Dr	Joliet	IL	60435
Stephanie	Darling		1021 Chadwick Court	Aurora	IL	60504
Dennis	Daters		700 East Evergreen	Effingham	IL	62401
Chad	Dau		75 Robertson Ave.	Lake Zurich	IL	60047
Margaret	Daugherty		1015 Chelsea Lane	Aurora	IL	60504
Sandy	Davern		518 Prairie Lane	Lake Zurich	IL	60047
Irene	David		60 Ridge Rd	Barrington	IL	60010
Jim	David		60 Ridge Rd	Barrington	IL	60010
Gary	Davis		30 W 260 Bedford	Warrenville	IL	60555
Jeff	Davis		1510 Pheasant Trail Ct	Hoffman Estates	IL	60192
Lynn	Davis		15362 8th Ave.	Harvey	IL	60426
Patricia	Davis		26553 Southgate Trail	Barrington	IL	60010
Theresa	Davis		629 N Exmoor Ave	Barrington	IL	60010
Therese	Davis		30 W 260 Bedford	Warenville	IL	60555
Therese	Davis		1129 Exmoor Ave	Barrington	IL	60010
Timothy J	Davis		270 W Lakeshore Dr	Tower Lakes	IL	60010
Vera	Davis		327 Roslyn Rd	Barrington	IL	60010
J	Dawrant		32 W 200 83rd St	Naperville	IL	60564
Evelyn W	Dawson		819 Donny Ln	Barrington	IL	60010
Laura	Dawson		830 Warwick Ln	Lake Zurich	IL	60047
Ashutosh	Dayal		1128 Stone Haven Circle	Aurora	IL	60504
Michael E	Dayne	GCIA	7412 Oak Ave	Gary	IN	46403
Edmund	De La Hoz		15 Mayfair Ln	Aurora	IL	60504
Dave	Deacon		5 Taynton Ln	South Barrington	IL	60010
Lisa	Deal		225 Prairie Lane	Lake Zurich	IL	60047

Complete DEIS Mailing List Distribution

Carl & Debbie	DeButch		11240 Tea Tree Lane	Frankfort	IL	60423
Michael	Decker		319 E Franklin St.	Barrington	IL	60010
Allyson	Deegan		11214 Cedarwood Ct.	Frankfort	IL	60423
Aaron	Deer		1345 Robinhood Dr	Elgin	IL	60120
Michael	Deering		820 Lill St	Barrington	IL	60010
Michael	Deering		450 W. IL Hwy 22	Barrington	IL	60010
Konda	Dees		7 Crawling Stone Rd	Barrington Hills	IL	60010
Marie	DeFrenza		1000 Apple Valley Dr	Bartlett	IL	60103
Marie	DeFrenza		100 First Avenue	Bartlett	IL	60103
Jeff	Degner		20821 N Scott Ave	Barrington	IL	60010
Marcia	Degner		20821 N Scott Ave	Barrington	IL	60010
Steven L.	Dehlin		130 Bennington Dr	Bartlett	IL	60103
Jaye	Dehn		22651 Joshua Dr.	Frankfort	IL	60423
Joan	Dehnert		504 North Ave	Barrington	IL	60010
Brian	Deja		684 Bent Ridge Ln	Barrington	IL	60010
Brian and Heather	Deja		684 Bent Ridge Lane	Barrington	IL	60010
Lauren	DeJesus		3 Old Barrington Rd	Lake Barrington	IL	60010
Kim	Delagarza		1756 Barnett Ln	Bartlett	IL	60103
Cil	Delamora		1787 Lanyon Dr	Bartlett	IL	60103
Barb	Delaney		2131 Oakland Ave	Crest Hill	IL	60403
Peter D.	Delaney		2209 Greengold Street	Crest Hill	IL	60403
Nancy	DeLisle		3182 Thunderbird Ct. E	Aurora	IL	60503
Greta	DeMaso		905 W Bailey Rd.	Naperville	IL	60565
Marcella M.	DeMauro		17540 W. Laraway Rd.	Joliet	IL	60433
Walter	Dembos Jr		8403 Concord Dr	Bull Valley	IL	60098
Judi	DeMilio-Mathisen		151 Fountain Grass	Bartlett	IL	60103
Geoff	Demmel		PO Box 9420	Naperville	IL	60567
Frank	Denman		21214 Dettmering	Matteson	IL	60443
Greg	Denny		26371 Elmwod Ave	Mundelein	IL	60060
Bill	Densmore		5686 Angouleme	Hoffman Estates	IL	60192
David	Deroche		34 Otis Rd	Barrington Hills	IL	60010
Katie	Deroche		34 Otis Rd.	Barrington	IL	60010
Rae Ann	Derrick		989 Bosworth Field Rd	Barrington	IL	60010
RaeAnn	Derrick		303 E Main St.	Barrington	IL	60010
Avinash	Desai		340 Bloomfield Circle	Bloomingdale	IL	60108
Bhupesh	Desai		450 Asbury Dr	Aurora	IL	60504
Niket S.	Desai		1761 Ruzich Dr	Bartlett	IL	60103
Sudhakar	Desai		1761 Ruzich Dr	Bartlett	IL	60103
Amy S.	Deters		700 E. Evergreen	Effingham	IL	62401
Dennis	Deters		700 E Evergreen	Effingham	IL	62401
Cindy	DeTrempe		748 Forest Dr	Barrington	IL	60010
Mark	DeTrempe		748 Forest Dr	Barrington	IL	60010
Roy	Devadas		1906 Westridge Blvd.	Bartlett	IL	60103
Roy	Devadas		4 Glacier Circle	South Barrington	IL	60010
Rich	Deverdier		542 Charles St	Lockport	IL	60441
Ron	Deverman	HDR	8550 W Bryn Mawr Ave	Chicago	IL	60632
Manali	Devganiya		1865 Nicholson Dr	Hoffman Estates	IL	60010
Sharad	Devganiya		1865 Nicholson Dr	Hoffman Estates	IL	60192
Pamela	Devor		4459 Short Rd.	Kell	IL	62853
Sophia	DeVries		311 E Lake Shore Dr	Tower Lakes	IL	60010
William G	Dewald		445 East Maine	Barrington	IL	60010
John W.	Dewes	St. Anne Catholic Parish Community	120 N. Ela Street	Barrington	IL	60010
Alberto M.	di Moriondo		22154 Harbor Road	Barrington	IL	60010
Tom	Diedesbofen		2039 Norwich Dr	Bartlett	IL	60103
Marilyn	Diedericksen		1550 Lake Shore Dr	Barrington	IL	60010
Bill	Diehl	Remax of Barrington	306 W Northwest HWY	Barrington	IL	60010
Lisa	Dietz		1870 Burton Dr	Bartlett	IL	60103
Rich	Dietz		1870 Burton Dr	Bartlett	IL	60103
Joseph	DiJohn		512 South Peoria St.	Chicago	IL	60607
Tim	Dilbeck		2001 Dolphin Drive	Plainfield	IL	60544
Bonita	Dillard	Village of Park Forest Board of Trustees	350 Victory Drive	Park Forest	IL	60466
David C.	Dillon	Advocate Good Shepherd Hospital	111 W. Washington St.	Chicago	IL	60602
Diane	Dillow	Warrenville Park District	3 So. 260 Warren Avenue	Warrenville	IL	60555
Nicole	DiMartino		80 Rosehall Dr.	Lake Zurich	IL	60047
Gus	Dimas		355 Old Sutton Rd	Barrington Hills	IL	60010
Pat	Dimas		355 Old Sutton Rd	Barrington	IL	60010
Frances	Dincognito	Oak Terrace	19089 Lakeview Ave	Mundelein	IL	60060
Steven	Dincognito	Oak Terrace	19089 Lakeview Ave	Mundelein	IL	60060
Frank	DiNovo		1776 E. Washington St.	Urbana	IL	61873
Joyce	Dinsmore		1000 Garlands Lane #1337	Barrington	IL	60010
Jonathan	Diolido		1791 Ruzich Dr	Bartlett	IL	60103
Choma	Diomido		1785 Ruzich Dr	Bartlett	IL	60103
Juan	Dioz		175 Silbury Dr	Bartlett	IL	60103
Sonia	Dioz		175 Silbury Dr	Bartlett	IL	60103
Joseph P	DiPino		118 Hewes Dr	North Barrington	IL	60010
Daryl	Dishong		401 Martin Ct	Barrington	IL	60010
Eileen	Dishong		401 Martin Ct	Barrington	IL	60010
Kathleen	Distefand		168 Primrose Ln	Bartlett	IL	60103
Terry & Sue	Ditsch		6 McGregor St.	Hawthorn Woods	IL	60047
Amy	Ditzel		3932 Highknob Circle	Naperville	IL	60564
Laura	Divito		140 Century Oaks Dr	North Barrington	IL	60010
Linda	Divito		140 Century Oaks Dr	North Barrington	IL	60010
Steve	Divito		140 Century Oaks Dr	North Barrington	IL	60010
Jim	Dixon		305 Blackthorn Dr.	Buffalo Grove	IL	60089
Robin	Dloughy		30 Polo Dr	South Barrington	IL	60010
Gary & Marites	Dobbs		2531 Heritage Lake Drive	Lockport	IL	60441
Jenny	Dobbs		1159 Donegal	Barrington	IL	60010
Brian	Dockery		245 Whitney Dr	Barrington	IL	60010
Susan	Dodson		21066 N 21st St	Barrington	IL	60010
Thomas	Dodson		21066 N 21st St	Barrington	IL	60010
Kevin	Doherty		3611 Brooksedge Ave.	Naperville	IL	60564
Kevin	Doherty		580 Chesterfield Ln	Barrington	IL	60010
Laura	Doherty		2077 Providence Dr	Bartlett	IL	60103
Mark	Doherty		2077 Providence Dr.	Bartlett	IL	60103
Kathleen	Dolan		460 North Hill Dr	North Barrington	IL	60010
Annemarie	Dolezal		1419 S Barrington Rd #201	Barrington	IL	60010
Frederick	Donaldson		164 Pfaff Dr.	Frankfort	IL	60423
Sonia	Donaldson		164 Pfaff Drive	Frankfort	IL	60423
Nancy	Donati		325 E Liberty St.	Barrington	IL	60010
Gonzales	Dong		7012 RFD	Long Grove	IL	60060
Lauren	Donlan		970 Chelsea Ln	Aurora	IL	60504
Graham	Donley		118 Hidden Oaks Dr	Barrington	IL	60010
Margaret W.	Donnelly		585 Shorely Dr.	Barrington	IL	60010
Sean	Donohue		27670 Bridgewater Ct	Lake Barrington	IL	60010
Mindy	Donovan		974 Red Clover Dr.	Aurora	IL	60504
Kathleen	Dooley		3130 Andover Court	Aurora	IL	60504
Dina	Dooman		154 Stanton Dr	Bartlett	IL	60103
Michael	Dooman		154 Stanton Dr	Bartlett	IL	60103
Thomas	Doonan		270 Greenwood Dr.	Elgin	IL	60120
	Doreen		1450 Saddleridge Place	Bartlett	IL	60103
Marie and Joe	D'ortenzio		804 Highland Road	Frankfort	IL	60423
Mary Faith	Dorweiler		528 Old Barn Rd	Barrington	IL	60010
Doris	Dorzweiler		332 Beverly Rd	Barrington	IL	60010
Walter	Dorzweiler		332 Beverly Rd	Barrington	IL	60010
Paul	Doucette		1034 Longworth Building	Washington	DC	20515
Robert E	Douglas		503 N Coundy Farm Rd	Wheaton	IL	60187
Chris	Dowd		162 Harbor Rd	Lake Barrington	IL	60010
Kelvin	Dowd		1224 Seventeenth St. NW	Washington	DC	20036
Gregory S.	Dowell	BassSolomonDowel,LLP	520 N. Hicks Rd	Palatine	IL	60067
Janis	Doyle		503 Bedford Lane	Des Plaines	IL	60016
Rob	Doyle		5412 E. McGuire Dr.	Terre Haute	IN	47805
David	Drabek		26037 West Karen Dr.	Plainfield	IL	60585
Mark	Drenth		1568 Hearthstone Ct	Dyer	IN	46311
Jayne	Drew		4 Blanchard Circle	South Barrington	IL	60010
Gary & Candace	Drimmer		1802 South Calumet Ave.	Chicago	IL	60616
Dorothy	Drueck		5 S 174 Eola Rd.	Naperville	IL	60563
Connie	Dubois		7 Mesa Dr.	South Barrington	IL	60010
Donna	Dudal		561 Chesterfield Ln	Barrington	IL	60010
Tom	Dudal		561 Chesterfield Lane	Barrington	IL	60010
Colin	Duesing	Will County Land Use Department	58 E Clinton	Joliet	IL	60432
Diana	Duff		700 Hackberry Ln	Algonquin	IL	60102
Dan	Duffy		28032 W Gray Barn Ln	Lake Barrington	IL	60010
Kasey	Duffy		319 E Franklin St.	Barrington	IL	60010
Kevin	Duffy		155 S Ela Road	Barrington	IL	60010
Sue	Duffy		155 Ela Rd	Barrington	IL	60010
Kristyn	Dumbroski		325 N Hugh St	Barrington	IL	60010
Banharn A	Dun		1345 Robinhood Dr	Elgin	IL	60120
Dennis	Dunlap		616 East Main	Barrington	IL	60010
Joan	Dunlap		616 East Main	Barrington	IL	60010
Gerard	Dupczak	Briar Cove Subdiv	1428 Charlevoix	Schreerville	IN	46375
Omar	Duque	Illinois Hispanic Chamber of Commerce	111 W. Washington	Chicago	IL	60602
Debb	Durbin		615 S. Division	Barrington	IL	60010
Marilyn	Durkins		933 24th Ave.	Bellwood	IL	60104
Ray	Durovec		16745 Evans Ave	South Holland	IL	60473
Mike	Durso		513 Park Barrington Way	Barrington	IL	60010
Charles	Dushek		5 S 040 Pebblewood Ln	Naperville	IL	60563
Carole	Duso		513 Park Barrington Way	Barrington	IL	60010
Ron	Dutner		160 Forest View Dr.	Elgin	IL	60120
Mary	Duval		923 Plum Grove Circle	Buffalo Grove	Il	60089

Complete DEIS Mailing List Distribution

Beth	Dwyer		11727 Glen Circle	Plainfield	IL	60585
Carol	Dwyer		5 Dunwick Ave.	Barrington	IL	60010
Ken	Dwyer		5 Dunwick Ct	Barrington	IL	60010
Margaret	Dykstra		421-D Manor Ct	New Lenox	IL	60451
Tomasz	Dziuba		5N151E Powis Rd	Wayne	IL	60184
Don	Earley		120 W Stimmel	West Chicago	IL	60185
Rick	Eberly	Town of Dyer, IL	One Town Square	Dyer	IN	46311
Cory & Christine	Echito		1905 Bridlewood Drive	Hoffman Estates	IL	60010
George W	Eck		2500 Red Oak Trail	Crest Hill	IL	60403
Gary	Ecklund		2019 Blyth Ct	Inverness	IL	60010
Kati	Eddinger		3431 Charlemaine Dr.	Aurora	IL	60504
Margo	Edl		31W121 Grove Pl	Wayne	IL	60184
Matthew	Edstrom		208 Devonshinte Rd	Tower Lakes	IL	60010
Kurt	Edwards		520 Westwood Drive	Barrington	IL	60010
Sheryl	Edwards		8518 W Sauk Trail	Frankfort	IL	60423
Michael	Egan		849 Dundee Ave	Barrington	IL	60010
J.	Eggensberger		3707 Bluejay Ln	Naperville	IL	60564
David	Eggermann		11 N. Summit Ave.	Chatham	NJ	07928
Laura	Ehrke	30 yrs	636 N Houbart St	Barrington	IL	60010
Shawn	Ehrke	30 yrs	636 N Houbart St	Barrington	IL	60010
Lori	Eib		618 W 9th St.	Lockport	IL	60441
Mary	Eichler		438-3 Lageschulte Sireet	Barrington	IL	60010
Dawn	Eickenberg		3155 Deering Bay Dr.	Naperville	IL	60564
Diane	Eikenberry		1644 W Balmoral Ave	Chicago	IL	60640
Ron	Eilken		165 Crestview Ct	Barrington	IL	60010
Michael	Einhorn	Village of Crete	524 W Exchange St.	Crete	IL	60417
Sandra	Eisen		5 N 251 Elm Rd.	Wayne	il	60184
Diana S.	Eisenbart		1255 Deerpath Road	Barrington	IL	60010
Caroline	Eisenbarth		28066 Buoy Ct	Lake Barrington	IL	60010
John	Eisenbarth		125 S Deerpath Rd	Barrington	IL	60010
Todd	Eisenbarth		28066 Buoy Ct	Lake Barrington	IL	60010
Hank	Eisenga		PO Box 1029	Mount Vernon	IL	62864
Hayley	Eissler		240 Elm Road	Barrington	IL	60010
mark	Eissler		240 Elm Rd	Barrington	IL	60010
Genny	Ellefson		989 Fairway Circle	Barrington	IL	60010
Keith	Ellefson		989 Fairway Circle	Lake Barrington	IL	60010
Daniel R.	Elliott	United Transportation Union	14600 Detroit Ave.	Cleveland	OH	44107
Anna	Ellis		3807 Sunburst Ln	Naperville	IL	60564
Rick	Ellis		1787 Barnett Ln	Bartlett	IL	60103
Valerie	Ellis		1787 Barnett Ln	Bartlett	IL	60103
Mohamed	Elmohandes		12324 NE 205th St	Bothell	WA	98011
David	Elms		20329 Meadow Ln	Deer Park	IL	60010
Jean	Elms		20324 Meadow Ln	Deer Park	IL	60010
Jennifer	Elsenbrock		1725 Ariana Dr	Bartlett	IL	60103
Perry and Dawn	Emrath		675 Bent Ridge Lane,	Barrington	IL	60010
Alvin	Engberg		1801 Hoppe	Mount Prospect	IL	60056
Harold	Engelmann		21891 Green Forest	Deer Park	IL	60010
Pamela	Engelmann		21891 Green Forest Rd	Deer Park	IL	60010
David	Engminger		619 S Hough St	Barrington	IL	60010
John	Engstrom		1005 Preswick Dr	Frankfort	IL	60423
Pamela	Engstrom		480 Westwood Drive	Barrington	IL	60010
Debra	Ephraun		10 Old Coach South	Barrington	IL	60010
Glenn	Ephraun		10 Old Coach South	Barrington	IL	60010
Robbie	Epperson		816 Lill St	Barrington	IL	60010
Arthur	Erickson		2373 Greenbrook Dr.	Aurora	IL	60502
Jim	Ernest		24657 Woodstock Dr.	Plainfield	IL	60585
Hayley	Easler	Barrington Area Council of Governments	240 Elm Road	Barrington	IL	60010
James R	Estes		4424 Compton Ave	Rockport	IL	61101
Laura	Estes		788 Torrington Dr.	Naperville	IL	60565
Corren	Evans	South Shore Chamber	1750 E 71st St.	Chicago	IL	60649
Don	Evans		311 S. Glendale Ave.	Barrington	IL	60010
Thomas W	Evans		703 N Wildwood Ave	Mundelein	IL	60060
Andrea	Evensen		1013 Biltmore Dr	Elgin	IL	60120
Chris	Everwire		219 Beaumont Ln	Barrington	IL	60010
Terri	Everwire		219 Beaumont Ln	Barrington	IL	60010
Ramesh	Eviji		128 Ruzich Dr	Bartlett	IL	60103
Donna	Ewing		331 Old Sutton Rd	Barrington	IL	60010
Gerald	Ewing		24467 Hunters Ln.	Deer Park	IL	60010
Gloria	Ewing		497 Paul Circle	Barrington	IL	60010
Lawrence	Ewing		497 Paul Circle	Barrington	IL	60010
Ronda	Ewing		331 Old Sutton	Barrington	IL	60010
Tamara	Fabel		880 Georgetowne Lane	Barrington	IL	60010
Edward	Fagan		146 Algonquin Rd.	Barrington Hills	IL	60010
Anita	Fahey		250 Kimberly Rd	North Barrington	IL	60010
Kevin	Fahey		250 Kimberly Rd	North Barrington	IL	60010
Patti	Fahey		71 Windrush Ln	Barrington Hills	IL	60010
Michael	Fairchild		1293 Berkshire Ln	Barrington	IL	60010
Haydee	Fairgrieve		21187 N 19th St.	Barrington	IL	60010
Larry	Falbe		13948 W Trail Dr	Mettawa	IL	60045
Sergio	Falco		2000 Mornighview Dr	Hoffman Estates	IL	60192
Patti	Falog		71 Windrush Lane	Barrington Hills	IL	60010
Adeline J	Fancik		28504 W Lindbergh Dr	Barrington	IL	60010
Jeffrey	Fannon		25262 W Lake Shore Dr	Barrington	IL	60010
Shirley	Farano		140 Lorraine Dr.	Lake Zurich	IL	60047
Mary	Faris		86 Old Mill Ct	Barrington	IL	60010
James & Mary	Farley		5212 Elliot Dr.	Hoffman Estates	IL	60192
Suzanne	Farrar		220 Norwich Dr	Bartlett	IL	60103
Michael	Farrar - Davis		220 Norwich Dr	Bartlett	IL	60103
Sandra	Farrell		1282 Eagle Ct	Bartlett	IL	60103
Patrick	Farrey		10545 Royal Porthcawl Dr.	Naperville	IL	60564
Mary	Fary		1300 Mallard Ln	Hoffman Estates	IL	60192
Cathy	Faust		425 Drury Ln	Barrington	IL	60010
Tom	Faust		425 Drury Ln	Barrington	IL	60010
Dee	Fawe		1435 Cheswick Ln	Lake Zurich	IL	60047
Suzanna	Faycurry		319 E. Franklin	Barrington	IL	60010
Joe & Carol	Fazakas		11260 Tea Tree Lane	Frankfort	IL	60423
Tom	Feeley		697 Bent Ridge Ln	Barrington	IL	60010
Tim	Fehr	Northern Border Pipeline Co	827 N Liberty St	Morris	IL	60450
Ed	Felice		948 Shoreline Rd	Lake Barrington	IL	60010
Elizabeth C	Felice		209 Raymond Ave	Barrington	IL	60010
Christine	Fenlon		21740 Shilling Court	Frankfort	IL	60523
Mike	Ferencak		224 Bertram Drive	Yorkville	IL	60560
Ann	Fergus		27065 Fenview De	Barrington	IL	60010
Lynn	Fergus		27065 Fenview Dr	Barrington	IL	60010
William	Fergus		800 Hart Rd.	Barrington	IL	60010
Bobby V.	Ferguson		1 Eagle Pointe Drive	Barrington Hills	IL	60010
Dennis	Ferguson		444 North Ave	Barrington	IL	60010
Kathleen	Ferguson		444 North Ave	Barrington	IL	60010
Leonard	Ferguson		2005 E McCord	Centralia	IL	62801
Leonard E.	Ferguson		101 South Broadway	Salem	IL	62881
Diane	Ferolo		5 Tara Ct.	Lake Zurich	IL	60047
Colette	Fey		667 fairway Lane	Frankfort	IL	60423
Ed	Ficenec		119 Hawthorne Drive	Barrington	IL	60010
Marlene	Ficenec		119 Hawthorne Drive	Barrington	IL	60010
Michael	Ficenec		119 Hawthorne Drive	Barrington	IL	60010
Earl	Field	Village of Norridge	4000 North Olcott Ave.	Norridge	IL	60706
Bonita	Fifles		543 N Haugh St.	Barrington	IL	60010
Dan & Judy	Filipp		673 Bent Ridge Ln.	Barrington	IL	60010
Donald	Filipp		673 Bent Ridge Ln	Barrington	IL	60010
Patricia V.	Filley		662 Bent Ridge Lane	Barrington	IL	60010
Laura	Finch		26862 N Midlothian	Mundelein	IL	60060
Jen	Fink		3176 Bromley Ln	Aurora	IL	60502
Erin	Finley		2163 Wilson Creek Circle	Aurora	IL	60503
Marenn	Finnegan		894 Braeburn Rd.	Inverness	IL	60067
Thomas	Finnegan		11947 Greenwodd Ave.	Blue Island	IL	60406
Tony	Fionto		631 Johnson Ave.	Frankfort	IL	60423
Kathleen	Fisher		312 Waldmann Dr.	Park Forest	IL	60466
Michael	Fisher		8131 Danneil Circle	Long Grove	IL	60047
Richard	Fisher		648 S Cook St.	Barrington	IL	60010
Ellen	Fitzgerald		3319 Montclair Court	Lockport	IL	60441
Tom	Fitzgerald		1570 N Western	Lake Forest	IL	60045
Jack	Fitzpatrick		1331 Harbor Rd.	Lake Barrington	IL	60010
Karen	Fitzpatrick		8347 Tanan Ln	Frankfort	IL	60423
Lorraine	Fitzpatrick		227 Cummings Dr	Bartlett	IL	60103
Maureen	Fitzsimmons		10557 Tuppence Ct.	Frankfort	IL	60423
Brian	Flaherty		14024 Windsor St	Cedar Lake	IN	46303
Sara	Flaherty		58 Wabash Ave.	Manteon	IL	61938
Ralph & Carol Ann	Flens		1317 Charlevoix Way	Schererville	IN	46375
Ralph J.	Flens		1317 Charlevoix Way	Schererville	IN	46375
Rita	Fletcher	Bartlett Park District	696 W Stearns Rd	Bartlett	IL	60103
Linda	Flo		1063 Lakestone Ln	Aurora	IL	60504
Andrea D.	Flolid		195 Covington Drive	Barrington	IL	60010
Greg	Flolid		195 Covington Dr	Barrington	IL	60010
Dennis	Flomini		564 Aberdeen Rd.	Frankfort	IL	60423
John	Foerrsch		22532 Port Weller Ct	Frankfort	IL	60423
Susan	Fogel		1064 Red Clover Dr.	Aurora	IL	60504
Wynn A	Foggeveen		111 West Coaunty Line Rd	Barrington	IL	60010
Kelly	Fojtik		20675 Landmark Ln.	Deer Park	IL	60010
Olufemi	Folarin		150 Dexter Court	Elgin	IL	60120

Complete DEIS Mailing List Distribution

Jane	Foley		1773 Ariana Dr	Bartlett	IL	60103
Charles	Foos		939 Long Meadow Court	Lake Barrington	IL	60010
Lori	Forbear		2507 N Lake Ct.	Lockport	IL	60441
Cedric	Forbes		241 East 150th St.	Harvey	IL	60426
Gary	Forell		5109 N Ravenswood Ave.	Chicago	IL	60640
Robert	Foreman		1230 St. James Pl	Glen Ellyn	IL	60137
Scott, Maureen, Kelly &	Forester		317 Elm Rd	Barrington	IL	60010
Crian	Forsgren		4208 Champion Road	Naperville	IL	60564
Lars	Forsgren		4208 Champion Rd.	Naperville	IL	60564
Scott	Forster		317 Elm Rd	Barrington	IL	60010
Charles R	Foster		133 Howe Ter	Barrington	IL	60010
Mary Lou	Foster		133 Howe Ter	Barrington	IL	60010
Steve	Foster		3715 Caine Dr.	Naperville	IL	60564
Jim	Fountain		17654 Crestview Ct	Orland Park	IL	60467
Susan	Fousek		2915 Hilsboro Blvd.	Aurora	IL	60503
Brendon	Fowler		1601 K St. NW	Washington	DC	20006
Mark L.	Fowler	Northwest Municipal Conference	1616 East Golf Road	Des Plaines	IL	60016
Linda	Fox		365 Bateman Rd	Barrington	IL	60010
Rowena	Foyeg		1765 Dyer Dr	Bartlett	IL	60103
Ann	Foyet		2 Dunwick Ct.	Barrington	IL	60010
Daniel	Foyet		2 Dunwick Ct.	Barrington	IL	60010
Joe	Fraczek		1310 Lake Shore Dr N	Barrington	IL	60010
Gloria	Francesconi		1955 Ridgemore Dr	Bartlett	IL	60103
Ken	Francesconi		1955 Ridgemore Dr	Bartlett	IL	60103
Ken & Gloria	Francesconi		1955 Ridgemore Dr.	Bartlett	IL	60103
Gene R	Francis		504 Lake Shore Dr N	Barrington	IL	60010
Dean	Frank		25004 Wright Ln	Plainfield	IL	60585
K.	Frankenberg		20142 Deer Chase Ct.	Deer Park	IL	60010
James	Fransen		465 Westwood Dr	Barrington	IL	60010
Raymond	Franze		409 Park Barrington Dr.	Barrington	IL	60010
Roberta	Franzen		7049 Dover St.	Bridgeview	IL	60455
Jamie	Fraser		21970 Emily Lane	Frankfort	IL	60423
Karen	Fray		614 Chestnut Drive	Oswego	IL	60543
Joseph	Freda		560 Merri Oaks Rd	Barrington	IL	60010
Fritz	Fredrickson		744 Old Barn Rd	Lake Barrington	IL	60010
Bonnie	Free		385 Westwood Dr	Barrington	IL	60010
Hollie	Free		366 Bateman Circle South	Barrington Hills	IL	60010
Nancie	Freeborn		65 Round Barn Rd	Barrington	IL	60010
Charles W	Freeburg		821 Country Dr	Barrington	IL	60010
Leslie Ann	Freeburg		821 Country Dr	Barrington	IL	60010
Judy	Freeman		87 Otis Rd	Barrington Hills	IL	60010
Susan	Freeman		419 Persimmon Ln	Bartlett	IL	60103
Terry	Freeman		87 Otis Rd	Barrington Hills	IL	60010
Douglas	French		25839 W Cuba Rd	Barrington	IL	60010
Lora	French		25839 W Cuba Rd	Barrington	IL	60010
James	Frensoa		465 Westwood Drive	Barrington	IL	60010
Philip	Freskey		24258 West Meadow Lily Court	Plainfield	IL	60585
Barbara	Freund		409 Spring Street	Barrington	IL	60010
Kathy	Friddle		1126 Pearlman Dr.	Lake Zurich	IL	60047
Susan	Friederick		322 Illinois Street	Park Forest	IL	60466
Alan	Friend		26290 W Glenbarr Ln	Barrington	IL	60010
Anne	Friend		26290 W Glenbarr Ln	Barrington	IL	60010
Judah	Fries		218 Center Road	Frankfort	IL	60423
Ronald	Fries		218 Center Road	Frankfort	IL	60423
Gary N	Frisch	Representing School Dist 220	310 James St	Barrington	IL	60010
Tracy	Frommelt		21360 Pheasant Trail	Deer Park	IL	60010
Janet	Frost		1009 Blakely Street	West Chicago	IL	60185
Lisa	Fry		25365 North Bridge	Hawthorn Woods	IL	60047
Marika	Fry		25110 Armstrong Lane	Plainfield	IL	60585
Michael & Stephanie	Fuley		522 Chesterfield Ln	Barrington	IL	60010
Joanne	Fullerson		416 Park Barrington Dr	Barrington	IL	60010
Todd	Fullhart		2603 Havens Dr	West Chicago	IL	60185
Carolynne	Funk		43 Carolyn Court	Lake Zurich	IL	60047
L.	Furley		3511 Sweet Maggie Ln	Naperville	IL	60564
Allison	Furlong		27 Deerpath Road	Deer Park	Il	60010
David	Fuss	Raw Materials Inc. (RMI)	211 E. Main St.	Chicago Heights	IL	60411
Carol	Gabbert		1501 E. Fayette Avenue	Teutopolis	IL	62467
Janina	Gabrielow		1806 Tano Lane	Mount Prospect	IL	60056
Vijay	Gadde		70 E Main St	Lake Zurich	IL	60047
Alan	Gaffner	City of Greenville	404 S 3rd St.	Greenville	IL	62246
Dan	Gaffney		8039 Cripple Creek Dr	Long Grove	IL	60047
Vincent	Gaiamalva		510 Park Barrington Way	Barrington	IL	60010
John	Gaiser		401 Minnaqua Dr.	Prospect Heights	IL	60070
Carlos	Galarza		28366 W Ark Dr	Barrington	IL	60010
Luciana	Galesi		4308 Pagoda Ct.	Naperville	IL	60564
Lorenzo	Gallaga		11470 Tea Tree Lane	Frankfort	IL	60423
Patrick	Gallagher	City of Waukegan	1101 Belvidere St.	Waukegan	IL	60085
William	Gallagher		21304 Barth Pond Lane	Crest Hill	IL	60403
Kevin	Gallo		550 Braemar Ln	Barrington	IL	60010
Kim	Gallo		550 Braemar Ln	Barrington	IL	60010
Deb	Galloway	Village of Richton Park	22000 Sunset Dr	Richton Park	IL	60471
R.J	Galvin		620 S School St	Lombard	IL	60148
Carmen	Gambino		1338 Charlevoix	Schererville	IN	46375
Sam	Ganne		32 Brinker	Barrington	IL	60010
Julius	Gapuz		2995 Braemore Dr.	West Chicago	IL	60185
Nancy	Garascia		24444 Middle Fork	Deer Park	IL	60010
Diane	Garcea		12 Bow Ln	Barrington Hills	IL	60010
John	Garcea		12 Bow Ln	Barrington Hills	IL	60010
Cheryl	Garcia		25487 W Cuba Rd	Barrington	IL	60010
Jaqueline	Garcia		702 Vista Ln	Joliet	IL	60435
Julie	Gard		206 Dallas Dr	Bartlett	IL	60103
Janice	Gardley		4871 Meadow Lake Court	Richton Park	IL	60471
Jeff	Gardner		529 Fox Glove Ln	Barrington	IL	60010
Jenny	Gardner		529 Fox Glove Ln	Barrington	IL	60010
Laura	Gardner		4603 Sunning Dale Drive	Naperville	IL	60564
Robert N	Garity		2838 W 57th Pl	Merrillville	IN	46410
Jeremy T	Garland		650 Red Barn Ln	Barrington	IL	60010
Saralu	Garland		650 Red Barn Ln	Barrington	IL	60010
Rick	Garling		3310 Greenwich	Island Lake	IL	60042
Gaylon	Garner		22023 Sunset Dr	Richton Park	IL	60471
Tommie	Garner		22023 Sunset Dr	Richton Park	IL	60471
Tony	Garofalo	Athletico	500 N Hough St	Barrington	IL	60010
Jennifer	Garrels		1312 Lake Shore Dr N	Barrington	IL	60010
Sally	Garrett		6 Sheffield Court	Barrington	IL	60010
Scott	Garrison		33 Rugby Rd	Lake Zurich	IL	60047
Christine	Garry		235 Lions Dr.	Barrington	IL	60010
Christine H	Garry	Park District	682 Bent Ridge Ln	Barrington	IL	60010
Michael	Garry		682 Bent Ridge Ln	Barrington	IL	60010
Michael	Garvey	Village of Brookfield	8820 Brookfield Ave.	Brookfield	Il	60513
Paul	Garvin		150 Rainbow Rd	North Barrington	IL	60010
Teresa	Garvin		150 Rainbow Rd	North Barrington	IL	60010
Dave	Gathman		Box 531	Elgin	IL	60123
Bruce	Gatlin		11470 Tea Tree Ln	Frankfort	IL	60423
Maria	Gatlin		11470 Tea Tree Ln	Frankfort	IL	60423
Peter	Gatti	The National Industrial Transportation Lea	1700 N Moore St.	Arlington	VA	22209
Paul	Gattuso	Village of Westchester	10300 Roosevelt Rd.	Westchester	IL	60154
	Gauardo		408 Henderson Ave	Joliet	IL	60432
Tom	Gaucher		30W259 Bruce Lane	Naperville	IL	60563
R C	Gault		PO Box 376	Wayne	IL	60184
Joan	Gazdic		1809 Hampshire Dr.	Hoffman Estates	IL	60192
Ann	Gear		881 Bosworth Field	Barrington	IL	60010
Bob	Gear		881 Bosworth Field	Barrington	IL	60010
Robert & Ann	Gear		881 Boswerthfield	Barrington	IL	60010
Meleah	Geertsma	Environmental Law & Policy Center	35 E. Wacker Dr.	Chicago	IL	60601
Martha	Gehler		826 Harriet Ln.	Barrington	IL	60010
Chris	Geib		220 Covington Dr	Barrington	IL	60010
Vince	Gelbizzi		6100 Southport Rd	Portage	IN	46368
Jennifer	Gelinas		1015 Peters Ct.	Lake Zurich	IL	60047
Matt	Gelinas		1015 Peters Ct.	Lake Zurich	IL	60047
Gary	Gensova		21975 Green Forest Rd	Barrington	IL	60010
Michele	Genova		21975 Green Forest Rd	Deer Park	IL	60010
Eloise	Gentry	Urban League NW Ind. Inc	3101 Broadway	Gary	IN	46409
Chanel	Geragc		215 Foresview Dr.	Elgin	IL	60120
Kristin	Gerber		440 K Airport Rd.	Elgin	IL	60123
Joe	Gergely		22047 Emily Ln	Frankfort	IL	60423
Patrick	Gericke	Village of Matteson	3445 211th	Matteson	IL	60443
Sonya	Germann		115 East Second Street	Centralia	IL	62801
Freda	Geweniger		390-A Springlake Lane	Aurora	IL	60504
Ahmed	Ghani		1749 Ruzich Dr	Bartlett	IL	60103
Kathleen	Giamalva		510 Park Barrington	Barrington	IL	60010
Joseph	Giangrasso		25406 N Countryside Dr	Barrington	IL	60010
Elizabeth	Giangrossi		445 E Main St	Barrington	IL	60010
Renee	Giannini		611 Summit	Barrington	IL	60010
Cindy	Giannoni		3622 213th St.	Matteson	IL	60443
Judy A	Gibbons		236 Waverly Rd	Barrington	IL	60010
Peter J	Gibbons		236 Waverly Rd	Barrington	IL	60010
Jim	Giblin		P.O. Box 677	Downers Grove	IL	60515
Scott	Gibrich		1850 Nicholson Dr	Hoffman Estates	IL	60192
Scott & Doreen	Gibrich		1850 Nicholson Drive	Hoffman Estates	IL	60192

Complete DEIS Mailing List Distribution

Andrew & Michelle	Gibson		4712 Perth Drive	Naperville	IL	60564
Becky	Gibson		1284 Berkshire Ln	Barrington	IL	60010
Jim	Gibson	BLET	8830 W 156th Ave	Lowell	IN	46356
Kelly	Gibson		339 Beverly	Barrington	IL	60010
John O	Giecke	Metra	1196 Pinetree Lane	Bartlett	IL	60103
Mike	Giels		2402 E Laraway Rd	Joliet	IL	60435
Helmut	Gierlach		1055 Apple Blossom Ct.	Lake Zurich	IL	60047
Joanne	Giesel		522 S Cook St	Barrington	IL	60010
John O.	Gieske		1196 Pinetree Lane	Bartlett	IL	60103
George	Gifford	Village of Waltonville	PO Box 5	Waltonville	IL	62894
John	Gigerich		615 S Grove Ave	Barrington	IL	60010
Elizabeth	Giglio		310 E Tower Rd	Barrington	IL	60010
Joseph	Giglio		310 E Tower Rd	Barrington	IL	60010
Dave & Bonnie	Gilbert		35553 Tartan Lane	Naperville	IL	60563
Janet	Gilbert	State Rep Karen A Yarbrough	413 Wisconsin	Oak Park	IL	60302
John	Gilbert		25185 N Abbey Glenn Dr.	Hawthorn Woods	IL	60047
Thomas J.	Gilbert		81 North Chicago Street	Joliet	IL	60432
Elaine	Gillen		103 Helm Rd	Barrington	IL	60010
Gordon	Gillen		103 Helm Rd	Barrington	IL	60010
Jim	Gills		1166 Donegal	Barrington	IL	60010
Earl	Gilly		905 S Grove Ave.	Barrington	IL	60010
Edith	Gilson		3305 Kasey Ct	Lockport	IL	60441
Michael	Giltner		323 collin circle	Bloomingdale	IL	60108
Silvia	Girabacki		1370 Lake Shore Dr South	Barrington	IL	60010
Chris & Paul	Girard		6 Pembury Way	South Barrington	IL	60010
Tracy	Giseler		22118 Chamomile	Frankfort	IL	60423
Michelle	Giuffre		2232 Joyce Lane	Naperville	IL	60564
John	Gizel		1436 Cascade Ln	Barrington	IL	60010
Fran	Glamini		564 Aberdeen Rd.	Frankfort	IL	60423
Ginger	Glantz		517 Gnore Ave	Barrington	IL	60010
Sally	Glantz		310 S Glendale Ave	Barrington	IL	60010
Virginia	Glantz		517 S Grove Ave	Barrington	IL	60010
Richard	Glasgow		2356 Gaylard Rd	Crest Hill	IL	60403
James	Glass	IN Dept of Netural Resources	402 W. Washington St.	Indianapolis	IN	46204
Lee	Glass	United Sugars Corp.	524 Center Ave.	Moorhead	MN	56560
Jane	Glatz		592 Chesterfield Ln	Barrington	IL	60010
Michael	Glatz		592 Chesterfield Ln	Barrington	IL	60010
Val	Glazik		6515 Alpha Drive	Elgin	IL	62002
Joseph	Gleiter		18048 Florida Court	Orland Park	IL	60467
Reed	Glenn		376 West County Line Road	Barrington	IL	60010
Bob & Betsy	Glorch		21947 Farthingdale Ct	Deer Park	IL	60010
Mary	Glorch	Barrington Fire Department	21947 Farthingdale Ct	Deer Park	IL	60010
Abbie	Gnewuch		234 Faircroft Rd	Bartlett	IL	60103
Greg	Gnewuch		234 Faircroft Rd	Bartlett	IL	60103
Jan	Godbois		105 Old Mill Rd	Barrington	IL	60010
Heather	Goetsch		95 Churchill Ln	Aurora	IL	60504
John W.	Gohmann	SRBOA	14047 Petronella Dr.	Libertyville	IL	60048
John W.	Gohmann	SRBOA	508 Cleveland Ave. North	St. Paul	MIN	55114-1804
Gileen J	Golab		1583 Bedlington Dr.	Barrington	IL	60010
John J.	Golab		1583 Bedlington Dr.	Barrington	IL	60010
Charles	Gold		930 Balsam Lane	Bartlett	IL	60103
Tracy	Gold		8 Park Place Circle	Hawthorn Woods	IL	60047
Megan	Golden	Village of South Elgin	10 N Water St	South Elgin	IL	60177
Cara	Golec		810 Fairfax Ct.	Barrington	IL	60010
Peggy	Golnick		4N101 Woodland Ct.	Wayne	IL	60184
Eileen	Golob		1583 Bedlington Dr	Barrington	IL	60010
John	Golob		1583 Bedlington Dr	Barrington	IL	60010
John	Goluch		951 Amaranth Dr.	Aurora	IL	60504
Janice	Gonzales		1017 N Cedar Rd.	New Lenox	IL	60451
Brad	Goodman		PO Box 894	Mundelein	IL	60060
John	Goodrich	Chicago S Sub Mass Transit District	35 Cunningham Ln	Park Forest	IL	60466
Joan R	Goodwin		349 Old Sutton Rd	Barrington	IL	60010
John	Goodwin		349 Old Sutton Road	Barrington Hills	IL	60010
Karen	Goodwin		476 Park Barrington Dr	Barrington	IL	60010
Maggie	Goodwin		640 Elm Rd	Barrington	IL	60010
Martha	Goodwin		154 Stanton Dr	Bartlett	IL	60103
Pamela	Goodwin		349 Old Sutton Rd	Barrington Hills	IL	60010
Leon M.	Gopon		737 Bernard Drive	Buffalo Grove	IL	60089
Gregg	Gorczowski		10667 Shilling Road	Frankfort	IL	60423
Bonnie	Gordon		237 W Station St	Barrington	IL	60010
Kandy	Gore		49 Squire Rd.	Hawthorn Woods	IL	60047
Richard	Gorecki		118 Algonquin Rd	Barrington	IL	60010
Patrick J	Gorman		719 Exmoor	Barrington	IL	60010
Sherri	Gorski		2507 Partlow Dr.	Naperville	IL	60564
Janet	Goss		361 S Bateman Circle	Barrington Hills	IL	60010
John	Gottlick		2342 Lakeshore Dr.	Fennville	MI	49408
Faith	Gould		65025 Westwind Dr.	Naperville	IL	60563
Edward	Gower	Special Assistant, Will County State's Attor	400 S. Ninth	Springfield	IL	62701
Silvia	Grabacki		1370 Lake Shore Dr S	Barrington	IL	60010
Tim	Grabacki		1370 Lake Shore Dr S	Barrington	IL	60010
Bill	Graff		210 S Valley Rd	Barrington	IL	60010
Margaret	Graff		210 S Valley Rd	Barrington	IL	60010
William C.	Graft		22 Soneridge Drive	South Barrington	IL	60010
Dave	Gragg		3256 N Hutchison Ave	Joliet	IL	60431
Robby	Gragg		3256 N Hutchison Ave	Joliet	IL	60431
JoNan	Graham		63 Brinker Rd	Barrington Hills	IL	60010
Lolita	Graham		414 South Hough Street	Barrington	IL	60010
Robert	Graham		63 Brinker Rd	Barrington Hills	IL	60010
David	Granposer		625 Oak Rd	Barrington	IL	60010
Pat	Granposer		625 Oak Rd	Barrington	IL	60010
Lester	Grant		937 22nd Ave.	Bellwood	IL	60104
Ron	Grant	Countryside Fire Protection Dist., Vernon	Headquarter Station #2	Vernon Hills	IL	60061
Dianne	Granucci	Starck Realtors	222 E Main	Barrington	IL	60010
Joanne	Graser		721 S Cook St	Barrington	IL	60010
Elizabeth	Grass		21251 N Crestview Dr.	Barrington	IL	60010
Maurice	Gratton	Propane Gas Association of Canada	800, 717-7th Avenue S.W.	Calgary	AB	T2P0Z
Jodie	Gray		2090 James Leigh Drive	Aurora	IL	60503
	Graz		PO Box 342	Wayne	IL	60184
Steven E.	Grebner		2113 Gardner Circle West	Aurora	IL	60503
Diane	Green		1104 Laurel Lane	Naperville	IL	60540
Mark	Green		545 S Greve Ave	Barrington	IL	60010
Susan	Green		1420 West Glenlake Ave.	Chicago	IL	60660
Steve	Greenberg		4730 Westbury Dr	Long Grove	IL	60047
Carson	Greene		80 Hawley Woods Road	Barrington Hills	IL	60010
Richard	Greene	Greenberg Law	55 South Main St., Suite 363	Naperville	IL	60540
Pamela	Greenleaf		441 E Drury Ln	Barrington	IL	60010
Richard	Greenlees		541 N Hough St	Barrington	IL	60010
Aimee	Greenlief		26 Alice Lane	Lake Barrington	IL	60010
Heather	Gregorio		3311 Mist Flower Lane	Naperville	IL	60564
Thomas	Gregorovich		1622 Davis Ave	Whiting	IN	46394
Cheryl	Grelle		450 W Hillside Ave	Barrington	IL	60010
Cheryl and Larry	Grelle		450 W. Hillside Avenue	Barrington	IL	60010
Larry	Grelle		450 W Hillside Ave	Barrington	IL	60010
Heather	Gresham		21 Skyline Dr	Barrington	IL	60010
Earl	Grey		905 Grave Ave	Barrington	IL	60010
Eric	Grey		108 Cannon Building	Washington	DC	20515
Patrick	Gries		23627 N. Cottage Rd	Lake Zurich	IL	60047
Alice	Griffin		297 North Bay Court	Lake Barrington	IL	60010
Chris	Griffin		872 George Towne Ln	Barrington	IL	60010
Daniel	Griffin		26344 Oak Ave.	Mundelein	IL	60060
John	Griffin		872 George Towne Ln	Barrington	IL	60010
John	Grigur		1402 Cimarron Dr.	New Lenox	IL	60451
William	Grinnell		22376 W. Erhart Rd.	Mundelein	IL	60060
Mike	Grisamore		8066 RFD	Long Grove	IL	60047
JD	Grom	US House of Representatives	318 Cannon Building	Washington	DC	20515
Burke	Groom		203 Heath Ct	Barrington	IL	60010
Pam	Groom		203 Heath Court	Barrington	IL	60010
Karen	Gross		214 Linden Rd	Barrington	IL	60010
Randall	Gross		214 Linden Rd	Barrington	IL	60010
Tracy	Grosspietsch		1156 Berkshire Ln	Barrington	IL	60010
GROUP	GROUP	Flint Creek Neighborhood Association	670 Stillwater Ln	Barrington	IL	60010
Molly	Grudzinski		511 North Ave	Barrington	IL	60010
Randy	Grudzinski		511 North Ave	Barrington	IL	60010
John	Grueling		116 N Chicago St	Joliet	IL	60430
William	Gruner		23599 Junpier Ln	Deer Park	IL	60010
Christine	Gruzlewski		233 Port Royal Circle	Aurora	IL	60504
Anne	Guarnieri		20240 Meadow Ln	Deer Park	IL	60010
Anne & Dan	Guarnieri		20240 Meadow Ln.	Deer Park	IL	60010
Daniel	Guarnieri		20240 Meadow Ln	Barrington	IL	60010
Kim	Guercio		880 Warwick Lane	Lake Zurich	IL	60047
Susan	Guernsey		234 Abbott Pl.	Tower Lakes	IL	60010
Jackie and Jerry	Guest		236 W Lake	Barrington	IL	60010
Dan	Guillenette		259 Linden Drive	Frankfort	IL	60423
Linda	Guillenette		259 Linden Drive	Frankfort	IL	60423
Rebecca	Guillenette		259 Linden Drive	Frankfort	IL	60423
Robert	Guillenette		259 Linden Drive	Frankfort	IL	60423
Scott	Guillenette		259 Linden Drive	Frankfort	IL	60423
John	Gulledge		P.O. Box 710	Barrington	IL	60010
Maggie	Gulledge		21775 Old Farm Rd.	Deer Park	IL	60010

Complete DEIS Mailing List Distribution

Monica	Gully		38 Ridge Rd	Barrington	IL	60010
Ed	Guntin		24450 N Grandview Dr	Barrington	IL	60010
Ed	Guntin		710 Walnut Road	Barrington	IL	60010
Ed & Marisel	Guntin		24450 N. Grandview Dr.	Lake Barrington	IL	60010
Marisel	Guntin		24450 N Grandview Dr	Lake Barrington	IL	60010
Ginger Das	Gupta		462 East Oxford Road	North Barrington	IL	60010
John	Gura		1713 Ariana Dr.	Bartlett	IL	60103
Karen	Gura		1713 Arian Dr	Bartlett	IL	60103
Joseph	Gurren		659 New Bridge Ct	Barrington	IL	60010
Monica	Gurren		659 New Bridge Ct	Barrington	IL	60010
Rebecca	Gusse		831 Clanredon Ln	Aurora	IL	60504
Jackie	Gust		236 W Lake	Barrington	IL	60010
Jerry	Gust		236 W Lake	Barrington	IL	60010
Beth	Gustafson		416 N Cook St	Barrington	IL	60010
Colleen	Gustafson		760 Oxbow Ln	Barrington	IL	60010
James	Gustafson		1175 S. Summit	Barrington	IL	60010
Jean-Louise	Gustafson		85 Fern Rd.	Lake Zurich	IL	60047
Karen	Gustafson		1175 S. Summit	Barrington	IL	60010
Rhett	Gustafson		760 Oxbow Ln	Barrington	IL	60010
Therese	Gustafson		241 S Glendale	Barrington	IL	60010
David	Guthman		863 Shuler St	Elgin	IL	60123
Betty	Guthrie		1000 Garlands	Barrington	IL	60010
Dave	Guthrie		1000 Garlands	Barrington	IL	60010
Heidi	Guthrie		529 North Ave	Barrington	IL	60010
Cindy	Gutt		928 Riverstone Drive	Aurora	IL	60504
Catherine	Gutowsky		P.O. Box 489	Wayne	IL	60184
Jeff	Gutowsky		31 W 729 Peterson Drive	Wayne	IL	60184
Michael	Guttman	City of West Chicago	475 Main St	West Chicago	IL	60185
Runolph	Guzik		240 Center Road	Frankfort	IL	60423
Julie	Gwiazda		393 N Valley Ct	Barrington	IL	60010
David	Gwizdala		452 Lagerschulte St.	Barrington	IL	60010
Lisa	Ha		5312 Birch Bark	Hoffman Estates	IL	60169
Michael	Ha		5312 Birch Bark	Hoffman Estates	IL	60169
Lindsay	Habib		150 Century Oaks Dr	North Barrington	IL	60010
Warren	Habib		150 Century Oaks Dr	North Barrington	IL	60010
Paul	Hacker		54 E Harbbor Dr.	Lake Zurich	Il	60047
Michael	Haeger		1179 Donegal Ln	Barrington	IL	60010
Barbara	Hagenberg		820 Fairfax Ct	Barrington	IL	60010
Bob	Hagenberg		820 Fairfax Ct	Barrington	IL	60010
Robert and Barbara	Hagenberg		820 Fairfax Court	Barrington	IL	60010
Gloria	Haherty		55070 Pebblewood	Naperville	IL	60563
Randy	Hahn		607 Chesterfield Ln	Barrington	IL	60010
Thomas	Hahn	Lake Co. Forest Preserves	2000 North Milwaukee Avenue	Libertyville	IL	60048
Rich	Haick		3N771 Kenwood Ave	West Chicago	IL	60185
Manfred	Haiderer		4747 Sassafras Lane	Naperville	IL	60564
Rejeanna	Haiderer		4747 Sassafras Lane	Naperville	IL	60564
Richard	Haik		3 N 771 Kenwood Avenue	West Chicago	IL	60185
Jim	Hall		462 Debra Dr	Des Plaines	IL	60016
Jim	Haller		150 W Jefferson St	Joliet	IL	60432
Diana	Halley		11649 Rushmore Dr.	Plainfield	IL	60585
Francis	Halpin	County of Grundy	1320 UNION STREET	MORRS	IL	60450
Pam	Halson		3708 Tall Grass Drive	Naperville	IL	60564
Christine	Halstead		743 S Orchard Dr	Barrington	IL	60010
Terri	Halverson		624 Eichler Dr	West Dundee	IL	60118
Edward	Hamberger		50 F Street, NW	Washington	DC	20001
Muchi	Hame		1755 Ruzich Dr	Bartlett	IL	60103
Barb	Hamilton		Box 574	Manhattan	IL	60442
Gregory	Hamilton		25978 N. Oak Hill Rd.	Lake Barrington	IL	60010
Ian	Hamilton		142 Kainer Ave	Barrington	IL	60010
Luann	Hamilton	Chicago Dept. of Transportation	30 N LaSalle St.	Chicago	IL	60602
Kenny	Hamm		1920 Marion Ave.	Mattoon	IL	61938
Molly	Hamman		206 Oakdene Dr	Barrington	IL	60010
David	Hammer		408 N. Plum Grove Road	Palatine	IL	60067
William	Hampe		3121 Village Green Dr.	Aurora	IL	60504
Trev	Hamsy		19338 West Lakeview Ave.	Mundelein	IL	60060
Linda	Hanaford		220 Carriage Tr	Barrington	IL	60010
Carol	Hancock		4N950 Nelson Dr - #543	Wayne	IL	60184
Jeannie	Hancock		270 Pebble Creek Dr	Tower Lakes	IL	60010
Martin	Hancock		803 Oak Hill Rd	Lake Barrington	IL	60010
Nathan	Hancock		5 N 171 Percheron Lane	Wayne	IL	60184
Paul	Hancock		270 Pebble Creek Dr.	Tower Lakes	Il	60010
James	Haney		528 S Cook	Barrington	IL	60010
John	Haney		440 W Main	Barrington	IL	60010
Ron P	Haney		1013 Braemar Rd	Flossmoor	IL	60422
Suzanne	Hanifl		41 Sandalwood Ln	Barrington Hills	IL	60010
John D	Haniotes		1211 Silver Pine Dr	Hoffman Estates	IL	60010
Michael	Hankey	Village of Hoffman Estates	1900 Hassell Rd	Hoffman Estates	IL	60169
Carol	Hannagan		142 W Lake Shore Dr	Tower Lakes	IL	60010
Patrick	Hannagan		142 W Lake Shore Dr	Tower Lakes	IL	60010
Donna	Hannay		591 Plum Tree Rd	Barrington Hills	IL	60010
Colleen	Hannigan		803 Dorny Ln	Barrington	IL	60010
Michael	Hannigan		803 Dorny Ln	Barrington	IL	60010
Christine	Hannon	Rep for Senator Linda Holmes 42nd Distric	13242 S Rt 59 Ste 2B-1	Plainfield	IL	60544
Dice	Hansen		497 White Oak Lane	Barrington	IL	60010
George	Hansen		730 Oxbow Ln	Barrington	IL	60010
Howard	Hansen		21202 N 18th St	Barrington	IL	60010
Kathy	Hansen		236 Raymond	Barrington	IL	60010
Richard	Hansen		1994 Ridgemore Dr.	Bartlett	IL	60103
William	Hansen		269 Lions Ct.	Lake Zurich	IL	60047
William J	Hansen		21277 N Woodland Ave	Barrington	IL	60010
	Hansen		PO Box 3967	Barrington	IL	60010
Brae	Hanson	Stark Realty	826 S. Northwest Hwy	Barrington	IL	60010
Howard	Hanson		21202 N 18th Street	Barrington	IL	60010
Jeannie	Hanson		749 Indian Way	Barrington	IL	60010
Martin	Hanson		803 Oak Hill Rd	Lake Barrington	IL	60010
Stephanie	Hanson		27455 W Flynn Creek	Barrington	IL	60010
Jack	Hardekopf		1116 Willow Court	Aurora	IL	60504
Donna	Hards		614 S Grove Ave	Barrington	IL	60010
Esther	Hards		614 S Grove Ave	Barrington	IL	60010
John	Hards		614 S Grove Ave	Barrington	IL	60010
George	Hardwidge	Merta	547 W. Jackson Blvd.	Chicago	IL	60661
Gary	Hardy		508 Braemar Ln	Barrington	IL	60010
Herbert	Hardy		137 Pfaff Drive	Frankfort	IL	60423
Jay	Hardy		508 Braemar Lane	Barrington	IL	60010
Karen	Hardy		508 Braemar Ln	Barrington	IL	60010
Michael	Hargens		8907 Sauk Trail	Frankfort	IL	60423
Michael J	Harkins	Barrington Area Historical Society	929 William St	River Forest	IL	60305
Michael J.	Harkins	Barrington Area Historical Soceity	212 West Main Street	Barrington	IL	60010
Russell	Harmon		313 E. Crawford St.	Peotone	IL	60468
Richard	Harnish	Midwest High Speed Rail Association	PO Box 805077	Chicago	IL	60680
Karen	Harriman		2982 Carlsbad Circle	Aurora	IL	60503
Mike & Anne	Harrington-Pramaggiore		89 Hills and Dales Rd.	Barrington	IL	60010
Alex	Harris	Plainfield Econ Partnership	24504 Lockport St	Plainfield	IL	60510
Donna	Harris		2606 Heritage Lake Dr.	Lockport	IL	60441
Jackie	Harris	The 411 Newspaper	1130 Camellia #4	Munster	IN	46321
James	Harris		2606 Heritage Lake Dr.	Lockport	IL	60441
Todd & Cheryl	Harris		21976 Thyme Lane	Frankfort	IL	60423
William B	Harris		112 Huntingwood	Matteson	IL	60443
E. Hunter	Harrison	CN	935 de La Gauchetiere St. West	Montreal	QB	H3B2M9
Brian	Hart		763 Handley Ct.	Lake Zurich	IL	60047
Curt	Hart		884 Hampstead Ct	Barrington	IL	60010
Asli	Hartikainen		812 Hill St	Barrington	IL	60010
Heikki	Hartikainen		812 Hill St	Barrington	IL	60010
Joann	Hartley		10611 Muirfield Dr.	Naperville	IL	60564
Tom	Hartmann		235 Hearthstone Dr	Bartlett	IL	60103
Gina	Hartnett		233 Burton Dr	Bartlett	IL	60103
Rick	Hartnett		26355 Hickory Ave	Mundelein	IL	60060
Steve	Hartnett		233 Burton Dr	Bartlett	IL	60103
Steve & Gina	Hartnett		233 Burton Dr.	Bartlett	IL	60103
David	Hartshorne		4275 Elm Rd	Gurnee	IL	60031
Kris	Harvey		870 Wheatland Lane	Aurora	IL	60504
Paul	Haskitt		714 Beacon Dr.	Barrington	IL	60010
Brad	Hastings		9237 E South Circle Dr.	Effingham	IL	62401
Helen	Hatchett		3043 Fairmont Ave.	Aurora	IL	60503
Jim	Haufschild		681 Bent Ridge Ln	Barrington	IL	60010
Sally	Haufschild		681 Bent Ridge Ln	Barrington	IL	60010
Sally and Jim	Haufschild		681 Bent Ridge Lane	Barrington	IL	60010
Kathleen H	Hauk		21053 N Crestview Dr	Barrington	IL	60010
George & Karen	Hausen		730 Oxbow Ln	Barrington	IL	60010
Becky	Havis		598 Declaration Lane	Aurora	IL	60502
Helen R	Hawthorne		138 Hillcrest Ct	Barrington	IL	60010
James D	Hawthorne		138 Hillcrest Ct	Barrington	IL	60010
Andy	Hay		112 E Tower Dr	Tower Lakes	IL	60010
Anne	Hay		112 E Tower Dr	Tower Lakes	IL	60010
Ken	Hay		1310 Tralee Ct	Dyer	IN	46311
Maria	Hayes		105 West County Line Rd	Barrington Hills	IL	60010
Michael	Hayes		417 N Hough St	Barrington	IL	60010
Doris O	Hayne		1000 Garlands Ln	Barrington	IL	60010
Teresa	Hays		315 Red Bard Ln	Barrington	IL	60010

Complete DEIS Mailing List Distribution

Hollis	Healy		2030 Providence Dr.	Bartlett	IL	60103
David	Hearns	Lakewood Homeowners Assoc	22441 Imperial Dr	Richton Park	IL	60471
Cynthia	Heath	Village of Frankfort	821 Butternut Ct	Frankfort	IL	60423
Heidi	Hedl		205 Forest View Dr.	Elgin	IL	60120
John & Heidi	Hedl		205 Forest View Dr.	Elgin	IL	60120
Vernon	Heeren		834 Lill St	Barrington	IL	60010
Mary	Heffernan		571 Chesterfield Ln	Barrington	IL	60010
Andrea	Heffernan		21845 Mayfield Ln	Deer Park	IL	60010
Dan	Heffernan		21845 Mayfield Ln	Deer Park	IL	60010
John D.	Heffner		1750 K Street, N.W.	Washington	DC	20006
James	Hefforam		571 Chesterfield Ln	Barrington	IL	60010
Marge	Hefner		1211-W 1800-S	LaCrosse	IN	46348
Susan	Hehn		1285 Revere Ct	New Lenox	IL	60451
Ted	Hehn		1285 Revere Ct	New Lenox	IL	60451
Diane	Heiche-Kuffel		255 Oak Street	Frankfort	IL	60423
Tasha	Heidenrich		295 Meadowview Ln	Aurora	IL	60502
Cherie	Hein		22148 Old Farm Rd	Deer Park	IL	60010
Paul	Hein		22148 Old Farm Rd	Deer Park	IL	60010
Kevin	Heine	Bartlett Fire Dept	234 N Oak St	Bartlett	IL	60103
H. N.	Heinrich		853 Oak Hill Rd	Lake Barrington	IL	60010
William R	Heinrich		853 Oak Hill Rd	Lake Barrington	IL	60010
Edward R	Held		21470 N Prestwick Dr	Barrington	IL	60010
James	Hellrung		17 Pacific Street	Frankfort	IL	60423
Sandy	Hellrung		17 Pacific Street	Frankfort	IL	60423
Pam	Helsel Hoffman	Will County Board Candidate	P O Box 142	Crete	IL	60417
Stanley	Hendricks		1832 Hart Street	Dyer	IN	46311
Mary Ellen	Henehan		794 Golf Ct	Lake Barrington	IL	60010
Bradley	Henkin		2311 Challen Ct.	West Chicago	IL	60185
Jim	Hennigan		2335 Windom Court	Aurora	IL	60504
Diane	Henning		1006 N Pembroke Ct.	Effingham	IL	62401
Robin	Henning		1510 Lake Shore Dr S	Barrington	IL	60010
Russ	Henning		1510 Lake Shore Dr S	Barrington	IL	60010
Gregory	Henry		2676 Van Buren St	Gary	IN	46407
James	Hensley		1607 Abby Dr.	Naperville	IL	60563
Judith A.	Herb		6000 Garlands Lane	Barrington	IL	60010
Charlene	Herman		25008 Wright Lane	Plainfield	IL	60585
John	Herman		25008 Wright Lane	Plainfield	IL	60585
Lisa	Herman	Barrington Youth & Family Services	110 S Hagar	Barrington	IL	60010
Jane	Herman-Schultz		14625 N Court Six	Effingham	IL	62401
Dan	Hermes	President, Illinois Fire Chiefs Association	P.O. Box 7	Skokie	IL	60076
Miguel	Hernandez		441 Atlantic Ave	Hoffman Estates	IL	60192
Amy	Hernicz		1947 Westridge Blvd.	Bartlett	IL	60103
John	Hernicz	Westridge	1947 Westridge Blvd	Bartlett	IL	60103
Janice	Hernon		1924 Butler Drive	Bartlett	IL	60103
Hjanice	Heron		1924 Butler Drive	Elgin	IL	60103
Bill	Herr		560 Welch Circle	Barrington	IL	60010
Lynn	Herrick		624 Braemar	Barrington	IL	60010
Angela	Herrmann		2815 Whitehall Ln	Naperville	IL	60564
Paula	Herrmann		518 North Ave	Barrington	IL	60010
Jane	Hershman		31 Dundee Ln	Barrington	IL	60010
Bradley	Hertzmann	Crest Hill Police Department	1610 Plainfield Rd	Crest Hill	IL	60403
Gretchen	Hess		P O Box 412	Fox River Grove	IL	60021
James	Hess		992 Bosworthfield Rd	Barrington	IL	60010
John	Hess	Chippendale Barrington Neighborhood Boa	992 Bosworthfield Rd	Barrington	IL	60010
Dave	Hesselbein		719 Oak Rd	Barrington	IL	60010
Richard	Hester		4705 Galway Rd	Joliet	IL	60431
Richard	Hetzler		1130 Cumberland Rd.	Aurora	IL	60504
Janice	Hewitt		31W683 Pratt Woods Ct.	Wayne	IL	60184
Timothy	Hicks		3508 Brooksedge Ave.	Naperville	IL	60564
Nicole	Higgins		820 Barrington Point Rd	Barrington	IL	60010
Kathleen	Hightower		10665 Wentworth Dr	Naperville	IL	60564
Ken	Hile		355 Elm St	Barrington	IL	60010
Bob & Linda	Hilgart		985 Marlborough	Barrington	IL	60010
Robert	Hilgart		985 Marlborough	Barrington	IL	60010
Edward	Hilgason		21083 Woodland Ave	Barrington	IL	60010
Janet	Hilgason		21083 Woodland Ave	Barrington	IL	60010
Marvin	Hill	Trustees, BCFRD	47 Willow Bay Dr South	Barrington	IL	60010
Lynn	Hillier		3080 Sandalwood Ct.	Aurora	IL	60504
Jill	Hillmer		3082 Coastal Dr.	Aurora	IL	60503
Barbara J.	Hills		18 Heron Lane	Barrington Hills	IL	60010
John Paul	Hills		543 N. Hough Street	Barrington	IL	60010
Bob	Hilt		544 Saratoga Dr	Aurora	IL	60502
J.	Hilton		1168 Berkshire Ln	Barrington	IL	60010
Steve	Hilton		4 Ferndale Ct.	Lake Zurich	IL	60047
Gary	Hines		42 Braeburn Ln	Barrington	IL	60010
John	Hines		1741 N Diamond Lake Rd	Mundelein	IL	60060
Kathy	Hines		42 Braeburn Ln	Barrington	IL	60010
Grant	Hinkle		5 Porter School Rd	Barrington	IL	60010
Ron	Hinkle		5 Porter School Rd	Barrington	IL	60010
George & Patricia	Hinton		2596 Lakeside Dr.	Centralia	IL	62801
Jonathan	Hirsch		110 Tall Trees Dr	Barrington	IL	60010
Rebecca	Hirsch		110 Tall Trees Dr	Barrington	IL	60010
Eric L.	Hirschorn	Winston and Strawn LLP	1700 K Street, N.W.	Washington	DC	20006
Eric L.	Hirschorn	Winston and Strawn LLP	35 West Wacker Drive	Chicago	IL	60601
David	Hirsh		1700 K St. NW	Washington	DC	20006
Dee	Hirth		211 Skyline	Barrington	IL	60010
John	Hirth		211 Skyline	Barrington	IL	60010
Tracy	Hmura		3116 Blandford Ave.	New Lenox	IL	60451
Thomas	Hoback	The Indiana Railroad Company	101 West Ohio St.	Indianapolis	IN	46204
Eric	Hochstein		536 Fox Glove Ln	Barrington	IL	60010
Henry	Hockey		114 Palm Dr	Barrington	IL	60010
Marilyn	Hockey		114 Palm Dr	Barrington	IL	60010
Marilyn	Hocky-Yeargin		236 George St.	Barrington	IL	60010
Colleen	Hodges		26269 N. Maple Avenue	Mundelein	IL	60060
Michael J	Hodges		26269 Maple	Mundelein	IL	60060
A.B.	Hoelscher		384 Streamside Dr.	Harvey	IL	60426
Paula	Hoerner		368 Whitney Dr	Barrington	IL	60010
Edward	Hoes	Executive Director, Illinois Association of	7508 N. Ave	Elmwood Park	IL	60707
Mary	Hoey		21955 Thyme Lane	Frankfort	IL	60423
Mary & Edward	Hoey		21955 Thyme Lane	Frankfort	IL	60423
Richard	Hofeld		2020 Chestnut Rd.	Homewood	IL	60430
Jane	Hoffman		730 Walnut Rd	Barrington	Il	60010
Katharine	Hoffman		373 Mallard Pt	Lake Barrington	IL	60010
Kevin	Hoffman		P O Box 142	Crete	IL	60417
Pamela	Hoffman		1330 E Bemes Rd.	Crete	IL	60417
Paul	Hoffman		11280 Tea Tree Lane	Frankfort	IL	60423
Richard	Hoffman	Amtrak	525 West Van Buren St. 2nd floor	Chicago	IL	60607
Robert	Hoffman		730 Walnut Rd	Barrington	IL	60010
Leora	Hofmeister		521 Park Barrington Way	Barrington	IL	60010
Harlan	Hogan		110 Arboretum Dr	North Barrington	IL	60010
Lesley	Hogan		110 Arboretum Dr	North Barrington	IL	60010
Pamela	Hogan	Rosemont Chamber of Commerce	9501 West Devon Ave.	Rosemont	IL	60018
Dave	Hohmeier		739 Skyline Dr.	Barrington	IL	60010
Lisa	Hohmeier		739 Skyline Dr.	Barrington	IL	60010
Linda	Holan		28917 W Bluff Ln	Barrington	IL	60010
Rick	Holan		28917 W Bluff Ln	Barrington	IL	60010
Joe	Holland		460 Shady Ln	Barrington	IL	60010
Kim	Holland		460 Shady Ln	Barrington	IL	60010
David J.	Hollis		250 E. Main St.	Barrington	IL	60010
Steve	Hollis		250 E Main St	Barrington	IL	60010
Stephanie	Holm		314 Manitowac	Park Forest	IL	60466
Gary	Holmes	PTO (Mature Ridge)	146 Cedarfield Dr	Bartlett	IL	60103
Nancy A	Holmes		120 Hilltop Ave	Barrington	IL	60010
Steve	Holmes		120 Hilltop Ave	Barrington	IL	60010
Henry	Holste		25239 Edward Lane	Barrington	IL	60010
Cheryl	Holz		2880 Bar Harbour Ct.	Aurora	IL	60504
A.	Holzknecht		148 Raymond Ave.	Barrington	IL	60010
Annette	Holzknecht		148 Raymond Ave	Barrington	IL	60010
Arthur J	Holzknecht		148 Raymond Ave	Barrington	IL	60010
Edward	Homepini		302 Center Road	Frankfort	IL	60423
Trev	Homsey		19338 W Lakeview Ave	Mundelein	IL	60060
Liz	Hondros		124 Carey Way	Bartlett	IL	60103
Julia	Hooper		21287 Cliffside	Kildeer	IL	60047
Robert	Hooper		21287 Cliffside	Kildeer	IL	60047
Anne	Hopkins		211 Raymond Ave	Barrington	IL	60010
Brian	Hopkins		211 Raymond Ave	Barrington	IL	60010
Tom	Horan		501 Bovidae Circle	Naperville	IL	60565
Patrick	Horcher	Village of Wheeling	255 West Dundee Rd.	Wheeling	IL	60090
Jill	Hornick		740 W Kent Ave	Crete	IL	60417
Chris	Horrocks		709 Woodbridge Ct	Lake Barrington	IL	60010
John	Hortmer		234 N. Oak Ave	Bartlett	IL	60103
Helen R	Horton		313 Woodview Rd	Barrington	IL	60010
John	Horton		313 Woodview Rd	Barrington	IL	60010
Steven	Horvath		3117 Village Green Dr.	Aurora	IL	60504
Mark	Hosticka		3182 Wild Meadow Ln	Aurora	IL	60504
Diana	Houck		3619 Kestral Dr.	Naperville	IL	60564
Deeda	Houghton		3375 Wilkes Dr.	Naperville	IL	60564
Judith	Hougsted		1307 Radcliffe Rd.	Buffalo Grove	IL	60089
P.J.	Houlihan		62 Spring Creek Rd.	Barrington Hills	IL	60010

Complete DEIS Mailing List Distribution

Frank & Alda	Houlihan		15 Arrowwood Dr.	Hawthorn Woods	IL	60047
Linda R.	Hovde	Barrington Park District	960 Williamsburg Park	Barrington	IL	60010
Gail A.	Howard		550 Westwood Drive	Barrington	IL	60010
James & Gail	Howard		550 Westwood Drive	Barrington	IL	60010
Jim	Howard		550 Westwood Dr	Barrington	IL	60010
Kristina	Howard		550 Westwood Dr	Barrington	IL	60010
Robert	Howard		32245 S Klemme Rd	Beecher	IL	60401
Amanda	Howland		21707 W Odd Barn Ln	Lake Zurich	IL	60047
Lucie	Hoyt		309 Briargate Ln	Barrington	IL	60010
David	Hrobon		1027 Oakland Dr	Barrington	IL	60010
Judy	Huang		5 N 370 IL Rt. 53	Itasca	IL	60143
Allan	Huber	Local 1388	4726 W 47th Ave	Gary	IN	46408
Judi	Huels		1145 Berkshire Ln	Barrington	IL	60010
Terry	Huels		1145 Berkshire Ln	Barrington	IL	60010
Joe	Huet		5339 Diamond Drive	Oak Forest	IL	60452
Danny	Hughes		2730 Rosehall Lane	Aurora	IL	60503
Jamie	Hughes		1948 Barrington Ct.	Aurora	IL	60503
Kerry	Hughes		1238 Rodgers Ln	Lake Zurich	IL	60047
Allyson	Huite		11532 Glenn Circle	Plainfield	IL	60585
Chris	Hull		6 Juel Dr.	Hawthorn Woods		
	Humberto		3409 Indian Head	Joliet	IL	60435
Jean Marie	Humbrecht		845 Silverwood Ct.	Lake Zurich	IL	60047
Chalen	Hunter		16111 Nelson Rd	Woodstock	IL	60098
Howard	Huntington		25350 N Marilyn Ln	Hawthorn Woods	IL	60047
Nancy	Huntington		25350 N Marilyn Ln	Hawthorn Woods	IL	60047
Dawn	Huss		11286 Sandalwood	Frankfort	IL	60425
Ann	Hussain		525 Aberdeen Rd.	Frankfort	IL	60423
Sue	Hutchins		66 Tournament Dr. S	Hawthorn Woods	IL	60047
Beth	Hutchinson		288 Beverly Rd	Barrington	IL	60010
Charles	Hutchinson		288 Beverly Rd	Barrington	IL	60010
Renee	Hutchinson		578 Cortland Dr.	Lake Zurich	IL	60047
Ronald	Hutchinson		578 Cortland Dr.	Lake Zurich	IL	60047
Wayne	Hutchinson		2831 Maple Street	Franklin Park	IL	60131
Gene	Huxhold		26612 Leon Dr	Tower Lakes	IL	60010
Terence M.	Hynes	Sidley Austin, LLP	1501 K Street, N.W.	Washington	DC	20005
Brian	Ibbotson		8 Lagoon Dr.	Hawthorn Woods	IL	60047
Dayna	Imhoff		653 Bent Ridge Ln	Barrington	IL	60010
Scott	Imhoff		653 Bent Ridge Ln	Barrington	IL	60010
Ramona	Inda		4548 Cork View Road	Naperville	IL	60564
Eric and Claire	Ingersoll		1554 Charlotte Circle	Naperville	IL	60564
Myrene	Inzzo		5857 Leeds Rd	Hoffman Estates	IL	60192
Brian	Irion		450 Tower Rd.	Barrington	IL	60010
Drew	Irvin		40 East Center Avenue	Lake Bluff	IL	60044
Mary	Ishikawa		259 Clair View Ct.	Lake Zurich	IL	60047
Randall	Ishikawa		259 Clair View Ct.	Lake Zurich	IL	60047
Betty	Ito		790 Torrington Dr.	Naperville	IL	60565
Klaus G.	Itiner		651 Bent Ridge Lane	Barrington	IL	60010
Mark	Iverson		2299 Conrad Ct	Aurora	IL	60503
Shirley	Iverson		704 Woodruff Rd	Joliet	IL	60432
Chris	Jacks		2383 Storghton Circle	Aurora	IL	60502
Cheryle	Jackson	The Chicago Urban League	4510 S. Michigan Ave.	Chicago	IL	60653
Pam	Jackson		238 Abbott Pl	Tower Lakes	IL	60010
Bill	Jacob		8116 Rockford	Long Grove	IL	60047
Rachael	Jaeggin		512 S Grove Ave	Barrington	IL	60010
Christine	Jakabec		22621 N Linden Drive	Lake Barrington	IL	60010
Ronald	Jakabec		22621 N Linden Drive	Lake Barrington	IL	60010
Eric	Jakubowski		805 E Prospect Ave	Mount Prospect	IL	60056
Derrick	James	Amtrak	525 W Van Buren	Chicago	IL	60607
Jennifer	James		1171 Donegal Ln	Barrington	IL	60010
Lynn	James		28 Greve Dr.	Centralia	IL	62801
Kathleen	Jamison		886 Bristol Drive	Barrington	IL	60010
Darla	Janeas		200 Fremont Street	West Chicago	IL	60185
Clifford	Janeliznas		525 Nevada St	Frankfort	IL	60423
David	Janes		27060 W Driftwood Ct	Lake Barrington	IL	60010
Patricia	James		27060 W Driftwood Ct	Lake Barrington	IL	60010
Michael	Janonis	Vilalge of Mount Prospect	50 South Emerson St.	Mount Prospect	IL	60056
Jennifer	Janowick		204 Beverly Rd	Barrington	IL	60010
Timothy	Janowick		204 Beverly Rd	Barrington	IL	60010
Susan	Janterni Allen		538 Shoreline Rd	Lake Barrington	IL	60010
Brian	Janus		21861 Mayfield	Deer Park	IL	60010
Teri	Janus		21861 Mayfield	Deer Park	IL	60010
Alex	Jaquez		171 Silbury Dr	Bartlett	IL	60103
Pamela	Jarka		3 Dunwick Ct.	Barrington	IL	60010
R.	Jarka		3 Dunwick Ct.	Barrington	IL	60010
Clisby/Ruth	Jarrard, Jr		510 Concord Lane	Barrington	IL	60010
Robin	Jarrett		306 N First St.	Effingham	IL	62401
Leslie	Jarvela		205 Oxford Rd	Tower Lakes	IL	60010
Beverly	Jaszczuzowski		1790 Ruzich Dr.	Bartlett	IL	60103
Karyn	Jaskoviak		60 Ascot Ln.	Aurora	IL	60504
Joe	Jastrzebski		550 W Morse Ave	Bartlett	IL	60103
Beverly	Jaszczurowski	Lakewood Mill Home Owners Assoc	1790 Ruzich Dr	Bartlett	IL	60103
Andrea	Jaurique		6 Brennar Ct.	Barrington	IL	60010
James	Jedd		25860 W Timberlake Rd	Barrington	IL	60010
Mary Lynn	Jedd		25860 W Timberlake Rd	Barrington	IL	60010
Rachel	Jefferson		5061 Meadow Lake Dr	Richton Park	IL	60471
Elizabeth	Jeffreys		125 Raymond	Barrington	IL	60010
Stephanie	Jeffrs		949 Teasel Ln	Aurora	IL	60504
Brian	Jenkins		216 Bridle Path Lane	Fox River Grove	IL	60021
Shawn	Jenkins		984 Commonwealth Ct	Barrington	IL	60010
Nancy	Jensen		1019 S Clarence	Oak Park	IL	60304
Thomas	Jensen	UPS	316 Pennsylvania Ave.	Washington	DC	20003
Dwight	Jenson		25981 N Oak Hill Rd	Barrington	IL	60010
Sandra	Jenson		25981 N Oak Hill Rd	Barrington	IL	60010
Jarf	Jeol		1773 Ruzich Dr	Bartlett	IL	60103
Elzbieta	Jermak		555 Prairie Ln	Lake Zurich	IL	60047
Randall W.	Jessen	Village of Plainfield	24401 W. Lockport St	Plainfield	IL	60544
Linda	Jesupait		605 Chester Court East	Aurora	IL	60504
Gralt	Jimenez		1780 Lanyon Dr	Bartlett	IL	60103
Nizar	Jiwani		1119 Oakhill Dr.	Aurora	IL	60502
Jim	Jobb		683 Bent Ridge Ln	Barrington	IL	60010
Allison	Jodoin		23335 N Chesapeake Dr.	Lake Barrington	IL	60010
Christine	Jodoin		23335 N Chesapeake Dr.	Lake Barrington	IL	60010
Grant	Jodoin		23335 N Chesapeake Dr.	Lake Barrington	IL	60010
Jean	Jodoin		440 K Airport Rd.	Elgin	IL	60123
Jean L	Jodoin		23335 N Chesapeake Dr	Lake Barrington	IL	60010
John	Jodoin		23335 N Chesapeake Dr.	Lake Barrington	IL	60010
Aaron	Johnson		1441 S. Kostner Ave.	Chicago	IL	60623
Ann P	Johnson		215 Timber Ridge Ln	Barrington	IL	60010
Anne	Johnson		212 Kimberly Rd	North Barrington	IL	60010
Antony	Johnson	Trains Magazine	623 West Oakdale Ave.	Chicago	IL	60657
Caryljean	Johnson		110 South Hills Dr	Tower Lakes	IL	60010
Chris	Johnson		138 Kainer Ave.	Barrington	IL	60010
Cindy	Johnson		33 Ketterling Ct	Barrington	IL	60010
Dan & Lorraine	Johnson		128 Palm Dr.	Barrington	IL	60010
Daniel	Johnson		510 Shorely Dr	Barrington	IL	60010
David	Johnson		26271 W Merton Rd	Barrington	IL	60010
David & Sue	Johnson		26271 West Merton Road	Barrington	IL	60010
Dean	Johnson	Big Woods Manmon Neighborhood Assoc	3067 Deaby Ct	Aurora	IL	60502
Delmar & Caryljean	Johnson		110 South Hills Dr.	Tower Lakes	IL	60010
Delmar R	Johnson		110 South Hills Dr	Tower Lakes	IL	60010
Don	Johnson		734 Bryant Ave	Barrington	IL	60010
Dorothy	Johnson		477 Pine Woods	Barrington	IL	60010
Ellen	Johnson		138 Kainer Ave.	Barrington	IL	60010
Glenn	Johnson		29W053 Donald Ave	West Chicago	IL	60185
Gregg	Johnson		527 Chesterfield Lane	Barrington	IL	60010
Ian	Johnson		991 Amaranth Dr.	Aurora	IL	60504
Josiah	Johnson		3221 Thunderbird Ct. E	Aurora	IL	60503
June	Johnson		101 Schaumburg Ct.	Schaumburg	IL	60194
Nick	Johnson		418 Valley View	Barrington	IL	60010
Patrick	Johnson		8072 Vail Ct.	Long Grove	IL	60047
Robert C	Johnson		477 Pine Woods Dr	Barrington	IL	60010
Robert K	Johnson	Trains Magazine	623 West Oakdale	Chicago	IL	60657
Sue	Johnson		24680 N Nodding Flower Ct	Tower Lakes	IL	60010
Susan	Johnson	Baird and Warner	754 W NW Hwy	Barrington	IL	60010
Thomas	Johnson		3 Stanton Ct.	Lake Zurich	IL	60047
Van	Johnson	City of Carlyle	850 Franklin St.	Carlyle	IL	62231
Bob	Johnston	Trains Magazine	623 West Oakdale Ave.	Chicago	IL	60657
Brenda	Johnston		833 Highland Rd.	Frankfort	IL	60423
Colleen	Johnston		3115 Tall Grass Dr.	Naperville	IL	60564
Morgan	Johnston	University of Illinois	1501 S Oak St.	Champaign	IL	61820
Robert	Johnston		833 Highland Rd.	Frankfort	IL	60423
Thor	Jondahl		1125 Virginia Ave	Libertyville	IL	60048
D	Jones		25050 Indian Trail	Barrington	IL	60010
David	Jones		1490 Pheasant Tr Ct	Hoffman Estates	IL	60192
Eileen	Jones		2 Braemar Court	Barrington	IL	60010
Janet	Jones		422 Caesar Dr	Barrington Hills	IL	60010
John	Jones		422 Ceasar Dr	Barrington Hills	IL	60010
Nancy & Robert	Jones		23 Edgewood Ln N	Centralia	IL	62801
William	Jones	Ergon	P.O. Box 1639	Jackson	MS	39215

Complete DEIS Mailing List Distribution

Allen	Jongsma		1359 Charlevoix Way	Schererville	IN	46375
Patricia	Jongsma		1359 Charlevoix Way	Schererville	IN	46375
Suzanne	Jonota		8026 RFD, Connor Drive	Long Grove	IL	60047
Wendy	Jorat		1298 Bershire Ln	Barrington	IL	60010
Jorge	Jorda		5270 Sawhorse Drive	Hoffman Estates	IL	60192
Aron	Jordan		1718 Ariana Dr	Bartlett	IL	60103
Jennifer	Jordan		1718 Ariana Dr	Bartlett	IL	60103
Wendy	Jordt		1298 Berkshire Ln	Barrington	IL	60010
H.	Jose d Poller		1752 Dyer Dr	Bartlett	IL	60103
Michael	Josefchuk		24786 Middle Fork Rd.	Barrington	IL	60010
Nancy & Mike	Josefchuk		24786 Middle Fork Rd.	Barrington	IL	60010
Diana	Joseph		1 Hickory Ln	Barrington Hills	IL	60010
Susan	Joyner		1402 Cherrywood Ln	New Lenox	IL	60451
Susan	Joyner		1401 Terrywood Lane	New Lenox	IL	60443
Barry	Jucha		35 Red Haw Lane	Lake Zurich	IL	60047
Daniel	Juffernbruch		28 Barrington Bourne	Barrington	IL	60010
Christine	Jukubec		22621 N Linden Drive	Barrington	IL	60010
Martha	Jungenberg	Back of The Yards Neighborhood Council	1751 W. 47th St.	Chicago	IL	60609
Roger	Juttle		3109 Bennett Pl	Aurora	IL	60502
Craig	Kabbes		1002 N Main	Effingham	IL	62401
E.	Kadera		3 South 111 Barkley Court	Warren Build	IL	60555
Cathy	Kaeplie		112 Center Road	Frankfort	IL	60423
Sherri	Kaeser		93 Hills & Dales Rd	Barrington	IL	60010
Dutch	Kaffel		255 Oak Street	Frankfort	IL	60423
Sue	Kagebein		25732 N Arrowhead Dr.	Mundelein	IL	60060
John	Kahn		1119 Jeannette St.	Des Plaines	IL	60016
Karen	Kakareka		1162 Berkshire Ln	Barrington	IL	60010
Walter and Pat	Kalesz		1249 Berkshire Lane	Barrington	IL	60010
Patricia	Kalinowski		497 Brookside Rd	North Barrington	IL	60010
Paul	Kalmes		663 Old Barrington Rd	North Barrington	IL	60010
Karen	Kaluzsa		31W760 Orchard Lane	Wayne	IL	60184
Chris	Kamedula		25352 W Lakeshore Dr	Barrington	IL	60010
Tom	Kamedula		25352 W Lakeshore Dr	Barrington	IL	60010
Lillian	Kaminiski		22509 Brookhaven Dr.	Frankfort	IL	60423
David & Charlie	Kaminski		852 Drummore Ln	Frankfort	IL	60423
Florian	Kaminski		561 Shorely Dr	Barrington	IL	60010
Marie	Kaminski		561 Shorely Dr.	Barrington	IL	60010
Gilbert G.	Kamm		21032 N. Crestview Dr.	Barrington	IL	60010
Mike	Kamrath		3138 Timber Hill Lake	Aurora	IL	60504
Richard	Kanak		25175 N Il Route 59	Barrington	IL	60010
M Elizabeth	Kane		43 Forest Ln	South Barrington	IL	60010
Karl	Kann		535 Oak Knoll Road	Barrington Hills	IL	60010
Stephanie	Kann		535 Oak Knoll Road	Barrington Hills	IL	60010
Sharon	Kantaner		525 Oak Knoll Road	Barrington Hills	IL	60010
Jackie	Kapcheck		7 Woodbury Ct.	South Barrington	IL	60010
Sheila	Kapes		1963 Shook Ln	Centralia	IL	62801
Chris	Kaplanizes		1776 Dyer Dr	Bartlett	IL	60103
John	Kapsian		1163 Donegal	Barrington	IL	60010
Cheryl & Gary	Karlin		1404 Garlands Ln	Barrington	IL	60010
Natalie P	Karney		1205 S Grove	Barrington	IL	60010
Margaret	Karolyi		163 Buckley Rd	Barrington	IL	60010
Patricia	Karon		986 Bosworthfield Rd.	Barrington	IL	60010
Thomas	Karon		986 Bosworthfield Rd.	Barrington	IL	60010
Gary & Susan	Karrow-Verley		23745 S Lakewood Ln	Lake Zurich	IL	60047
Frank J.	Kasmierczak		2305 Carpenter Ave.	Plainfield	IL	60586
Stephen T	Kasper		246 W Lake	Barrington	IL	60010
Helen	Kasprzik		328 Sandpebble Lane	Aurora	IL	60504
Christine	Kassitas		955 Troon Circle	Frankfort	IL	60423
John	Katrakis		418 North Ave	Barrington	IL	60010
Kathy	Katrakis		418 North Ave	Barrington	IL	60010
Mary	Katzberg		1214 Shoreline Drive	Aurora	IL	60504
Jill	Kaufmann	WisDOT	2811 Agriculture Dr.	Madison	WI	53708
Robert	Kaufmann		700 e. 164th Place	South Holland	IL	60473
Raymond N	Kawasaki		912 Northwest Hwy #7	Fox River Grove	IL	60021
Amjad	Kawash		1766 Ariana Dr	Bartlett	IL	60103
Henry	Kawash		1766 Ariana Dr	Bartlett	IL	60103
Glenn	Kayler		1017 North Rd	Fox River Grove	IL	60021
John	Keady		47 Lake View Lane	Barrington Hills	IL	60010
Michelle Rae	Keasler		290 Cottage Avenue	Glen Ellyn	IL	60137
Joseph	Keating		185 Charleston Dr.	New Lenox	IL	60451
Suzanne	Keaton		102 Blinker Rd	Barrington	IL	60010
Heidi	Keenan	Historical Old Matteson Homeowners' Asso	3905 W 216 St	Matteson	IL	60443
John	Keenan		507 Lake Shore Drive	Barrington	IL	60010
Douglas	Kein		11571 Pea Tree Lane	Frankfort	IL	60423
Deborah	Keiser		896 Bristol Drive	Barrington	IL	60010
Rebecca	Keith		217 W Lincoln Ave	Barrington	IL	60010
Eugene	Keitzer		490 Cimarron Drive East	Aurora	IL	60504
Jorie	Keller		440 K Airport Rd.	Elgin	IL	60123
Kris	Keller	National Realty Networks	135 Park Avenue	Barrington	IL	60010
Mary	Keller		149 Lions Ct.	Lake Zurich	IL	60047
Mike	Keller		149 Lions Ct.	Lake Zurich	IL	60047
Joan	Kellogg		583 Shorely Dr	Barrington	IL	60010
Lisa	Kellum		803 Oak Hill Rd	Lake Barrington	IL	60010
Bill	Kelly		1289 Berkshire	Barrington	IL	60010
Brian	Kelly		664 Oak Rd	Barrington	IL	60010
Catherine	Kelly		4348 Dairymans Circle	Naperville	IL	60564
Colleen	Kelly		241 Brookbridge Rd.	Trout Valley	IL	60013
Deb	Kelly		1149 Berkshire Ln	Barrington	IL	60010
Georgia	Kelly		418 Valley View	Barrington	IL	60010
Jeanne	Kelly		664 Oak Rd	Barrington	IL	60010
Kay	Kelly		1311 Bison Lane	Hoffman Estates	IL	60192
Mary	Kelly		2911 Grand Ridge Cr	Aurora	IL	60503
Michael	Kelly		229 Patricia Lane	Bartlett	IL	60103
Michael E	Kelly	Hanover Township Supervisor	118 Bartlett Ave	Bartlett	IL	60103
Patrick	Kelly		440 K Airport Rd.	Elgin	IL	60123
Peggy	Kelly		141 Sherry Ln	Chicago Heights	IL	60411
Renee	Kelly		6 Dunwick Ct.	Barrington	IL	60010
Ronald	Kelly		1149 Berkshire Ln	Barrington	IL	60010
Thomas	Kelly		6 Dunwick Ct.	Barrington	IL	60010
Bob	Kelsheimer		130 S. Locust St.	Centralia	IL	62801
Jeff	Keltz		21136 N Crestview Dr	Barrington	Il	60010
Rudy	Kemin		012 Lakeview Ave	Mundelein	IL	60660
Barbara	Kemp		1 Auburn Lane	Barrington Hills	IL	60010
Donald	Kemp		1 Auburn Ln	Barrington Hills	IL	60010
Nehl	Kendall		416 Blue Herran Circle	Bartlett	IL	60103
Cynthia	Kennedy		42 Deer Point Dr.	Hawthorn Woods	IL	60047
Robert	Kennedy		42 Deer Point Dr.	Hawthorn Woods	IL	60047
Barbara	Kenney		478 Park Barrington Dr.	Barrington	IL	60010
Don	Kenney		478 Park Barrington Dr.	Barrington	IL	60010
Dan	Kennison		306 Nicholson	Joliet	IL	60435
Donald	Kent		19 Oakdene Rd.	Barrington Hills	IL	60010
Jamie	Kenworthy		274 Charleston Dr.	New Lenox	IL	60451
Kataryna	Kepka		24825 Middle Fork Rd	Barrington	IL	60010
Kristin	Keramidas		538 Chesterfield Ln	Barrington	IL	60010
Tom	Keramidas		538 Chesterfield Ln	Barrington	IL	60010
Dawn	Kerchberger		21770 Old Farm Rd.	Deer Park	IL	60010
Lawrence	Kerestes	Village of Park Forest Board of Trustees	350 Victory Drive	Park Forest	IL	60466
James	Kerr		971 Fairway Circle	Barrington	IL	60010
Julie	Kerr		971 Fairway Circle	Barrington	IL	60010
Julie & Jim	Kerr		971 Fairway Cr.	Barrington	IL	60010
Julie, David, Grace & C	Kerr		971 Fairway Cir.	Lake Barrington	IL	60010
Alba	Kersting		1202 Cactus Trail	Carol Stream	IL	60188
Warren	Keuch		245 Center Road	Frankfort	IL	60423
Yaniz	Keuch		245 Center Road	Frankfort	IL	60423
Sandy	Khan		1749 Ariana Dr	Bartlett	IL	60103
Shazia	Khan		5 Glacier Circle	South Barrington	IL	60010
Garo	Kholamian	GK Development, Inc.	303 E. Main Street	Barrington	IL	60010
David	Kiaurakis		2238 Fulton St.	Blue Island	IL	60406
Kathy	Kibler		2601 Lakeridge Dr.	Lockport	IL	60441
Kyle T	Kick		993 Bosworthfield Rd	Barrington	IL	60010
Richard & Kyle	Kick		993 Bosworth Road	Barrington	IL	60010
Mary	Kiedrow	Mount Greenwood	3333 W 111th St.	Chicago	IL	60655
Matt	Kiefer	Pioneer Press	291 N. Danton Ave.	Arlington Heights	IL	60004
William	Kiehl		661 Fairway Lane	Frankfort	IL	60423
Mike	Kiemens		143 S Highpoint Dr Apt 105	Romeoville	IL	60441
Alyson	Kiep		325 Washington St.	Barrington	IL	60010
Brian	Kiep		325 Washington Sreet	Barrington	IL	60010
Mark & Susan	Kilayko		667 Bent Ridge Lane	Barrington	IL	60010
Mark J.	Kilayko		667 Bent Ridge Lane	Barrington	IL	60010
Susan	Kilayko		667 Bent Ridge Lane	Barrington	IL	60010
Betty	Kilgore		204 W Tower Dr	Tower Lakes	IL	60010
Elizabeth	Kilgore		204 W Tower Dr.	Barrington	IL	60010
Douglas	Kimbell		1996 Seaview Dr.	Aurora	IL	60503
Ann	Kimes		810 Forest Dr	Barrington	IL	60010
Wes	Kimes		810 Forest Dr	Barrington	IL	60010
Byllee	Kimmel		132 Birch Street	Park Forest	IL	60466
Peggy	Kimmel		1866 Highway Ln	Aurora	IL	60502
John	Kindra		3321 Pomeroy Road	Downers Grove	IL	60515
Charles	King		2010 Harrogate Ln	Joliet	IL	60435

Complete DEIS Mailing List Distribution

Robert B.	King		1710 Nicholson Dr	Hoffman Estates	IL	60192
Hildy	Kingma	Village of Park Forest Board of Trustees	350 Victory Drive	Park Forest	IL	60466
Diane M.	Kinn		124 Joan Drive	Barrington	IL	60010
Elizabeth	Kinsella		63 Windrush Ln.	Barrington	IL	60010
William	Kinsella		63 Windrush Lane	Barrington	IL	60010
Richard	Kirkcannon		2 Goose Lake Dr	Barrington Hills	IL	60010
	Kirkpatrick & Lo	Preston Gates Ellis	1601 K Street NW	Washington	DC	20006
Sara	Kirstein		25104 Armstrong Ln	Plainfield	IL	60585
Sharon F	Kissane PhD		15 Turning Shores	South Barrington	IL	60010
Remo	Kistner		3423 Breitsieser Ln	Naperville	IL	60564
Robert	Kitsos		6300 N. Sheridan Rd.	Chicago	IL	60660
Dan	Kizior		631 Dunhill Dr.	Lake Zurich	IL	60047
Janice	Klear		325 S Valley Rd	Barrington	IL	60010
Ray	Klear		325 S Valley Rd	Barrington	IL	60010
Mary	Klest		260 Leeds Dr	Barrington Hills	IL	60010
Paul	Kliment		112 South Hills	Barrington	IL	60010
Norbert	Klincik		364 Pine Lake Circle	Vernon Hills	IL	60061
Robert	Klock		5460 W Pauling Rd	Monee	IL	60449
Robert	Klosowski		168 Harbor Rd.	Barrington	IL	60010
B	Kloss		8711 Lake Shore Dr	Gary	IN	46403
Craig	Kloss		8711 Lake Shore Dr	Gary	IN	48403
Mike	Klusaman	Mayor West Chicago	1053 Trillium Trail	West Chicago	IL	60185
E M	Knight		55 Cedar St	Park Forest	IL	60466
Steven E.	Knoop	Barrington Hills	32 Otis Road	Barrington Hills	IL	60010
Maureen	Knox		3401 Charlemaine Dr.	Aurora	IL	60504
Hanna	Koburov		209 Melrose Dr	Barrington	IL	60010
Cynthia	Koch		11548 Tea Tree Lane	Frankfort	IL	60623
John	Koch		11548 Tea Tree Lane	Frankfort	IL	60623
Karen	Koch		11548 Tea Tree Lane	Frankfort	IL	60623
Thaddeus	Kochanny		26441 W Vista Ct.	Ingleside	IL	60041
Don	Kochevar		811 Schock Dr	Joliet	IL	60404
Diane	Kociecki		541 N Hugh St	Barrington	IL	60010
Eugene	Kociecki		541 N Hugh St	Barrington	IL	60010
Jerry	Kocourek		1147 Barkston Lane	Aurora	IL	60502
Lisa	Koehler		144 Hillcrest Ct.	Barrington	IL	60010
Julie	Koelzer		928 Lakewood Drive	Barrington	IL	60010
Tommy	Koelzu		928 Lakewood Dr.	Barrington	IL	60010
Venessa	Koenig		4111 Callery Road	Naperville	IL	60564
Rosa	Kokoszka		5322 Golloway Dr.	Hoffman Estates	IL	60192
Mark	Kolar		560 Golfview Dr	Barrington	IL	60010
Mary	Kolar		560 Golfview Dr.	North Barrington	IL	60010
Arthur	Kolasinski		25406 W Lake Shore Dr	Barrington	IL	60010
Barbara	Kolasinski		734 Circle Dr	Tower Lakes	IL	60010
Eva	Kolasinski		429 North Avenue	Barrington	IL	60010
Eva T. and W. John	Kolasinski		429 North Avenue	Barrington	IL	60010
Pat	Kolasinski		25406 W Lake Shore Drive	Barrington	IL	60010
Ray	Kolasinski		734 Circle Dr	Tower Lakes	IL	60010
W John	Kolasinski		429 North Avenue	Barrington	IL	60010
Gary	Kolbe		1572 Fargo Blvd	Geneva	IL	60134
Cherie	Kolder		900 Hampstead Ct	Barrington	IL	60010
Kenneth	Kollar	Franklin Park/Schiller Park	9524 Franklin Ave.	Franklin park	IL	60131
Jon	Kolssak	Kolssak Funeral Home	189 S. Milwaukee Ave.	Wheeling	IL	60090
Kerry	Kolzow		642 Waterbury Dr.	Aurora	IL	60504
David	Komanzo		135 N Raymond Ave	Barrington	IL	60010
Michelle	Komanzo		135 N Raymond Ave	Barrington	IL	60010
Kathy	Komin		012 Lakeview Avenue	Mundelein	IL	60060
Betty	Konia		754 W. Northwest Hwy	Barrington	IL	60010
Kathleen	Konicki		13325 167th St	Homer Glen	IL	60491
Mike	Konie		16 Chipping Campden Dr	South Barrington	IL	60010
Rick	Konopasek	Town of Griffith	111 N Broad St	Griffith	IN	46319
Barbara	Konrad		8742 E 2000th Ave.	Shumway	IL	62461
Deborah	Koontz	A Flair for Hair	217 S Northeast Hwy	Barrington	IL	60010
Christine	Kopsian		1163 Donegal Lane	Barrington	IL	60010
Gary	Kopycinski	Village of Park Forest Board of Trustees	350 Victory Drive	Park Forest	IL	60466
Dorothy	Korbel		21479 English Circle	Frankfort	IL	60423
Joyce	Korbel		375 Covington Dr.	Barrington	IL	60010
Lisa	Korneta		256 Center Road	Frankfort	IL	60423
Eugene	Korsenko		14912 S Mission Ct	Oak Forest	IL	60452
M.	Kortendick		315 Dundee Rd.	Barrington Hills	IL	60010
Marvin	Kosowski		446 W. Northwest Hwy.	Barrington	IL	60010
Ted	Kostecki		33 Mimosa Dr.	Pontoon Beach	IL	62040
Diane P	Kostick		514 W Shady Lane	Barrington	IL	60010
Irina	Kosyakova		1651 Tara Belle Pkwy	Aurora	IL	60564
John	Kotek		30W280 Bellingham Ln	Bartlett	IL	60103
Alicia	Kotsiopoulas		519 Braemar Lane	Barrington	IL	60010
Ralph	Kottke		238 W Lincoln	Barrington	IL	60010
Wendy	Kovach		1 Church Court	Frankfort	IL	60423
Beth	Kowal		754 W NW Hwy	Barrington	IL	60010
Ray	Kozak		3284 Ridgefield Court	Lockport	IL	60441
George R	Koziol		654 Hazel Nut Ct	Bartlett	IL	60103
Christina	Kozlowski		3206 Davey Ct.	Aurora	IL	60503
Keith	Kraehmer		3342 Fox Hill Road	Aurora	IL	60504
Sandy	Kraimer		301 Beverly	Barrington	IL	60010
Beverly	Kramer		203 W Lincoln	Barrington	IL	60010
Ken	Kramer	Village of Forest Park Board of Trustees	350 Victory Drive	Park Forest	IL	60466
Kenneth	Kramer		152 Shabbona Dr	Park Forest	IL	60466
Leah	Kramer		25060 North Pawnee Rd.	Barrington	IL	60010
Leonard	Kramer		1818 Highbury Ln	Aurora	IL	60502
Shirley	Kramer		1818 Highbury Lane	Aurora	IL	60502
Bruce	Kramper		178 Pheasant Run Trail	North Barrington	IL	60010
Jeff	Kranicki		2409 Kidwell Drive	West Chicago	IL	60185
Bob & Marilyn	Kranz		207 Maple Rd	Barrington	IL	60010
Marilyn	Kranz		207 Maple Rd	Barrington	IL	60010
Peter	Krasuski		1053 Meadowridge Dr.	Aurora	IL	60504
Kaia	Kraus		423 N. Cook St.	Barrington	IL	60010
Matt	Kraus		423 N Cook St	Barrington	IL	60010
Dan	Krc	Wheaton resident	505 S Erie St	Wheaton	IL	60187
Jim	Kredaras		17641 S Ashland Ave	Homewood	IL	60430
Judi	Kreft		241 Moorehead Dr	Bartlett	IL	60103
Deb	Kremer		14 Rivers Bend	Barrington	IL	60010
Timothy	Krenzien		705 Colony Lane	Frankfort	IL	60423
Sheri	Kriemal Meyer		754 W NW Hwy	Barrington	IL	60010
Sharon	Kriha	Village of Richton Park	4951 Bayview Dr	Richton Park	IL	60471
Zoe	Kriha		4951 Bayview Dr	Richton Park	IL	60471
Eric	Kristoff		819 Highland Rd.	Frankfort	IL	60423
Mike	Kristoffersen		19401 Lakeview	Mundelein	IL	60060
Sharon	Kristoffersen		19401 Lakeview	Mundelein	IL	60060
	Krohn		1081 Oak Ridge Cir	Barrington	IL	60010
Susan	Kroll		3307 Kasey Ct	Lockport	IL	60441
L	Kronberg		113 Ruzich Dr	Bartlett	IL	60103
Lori	Kronby		113 Ruzich Dr	Bartlett	IL	60103
Urszula	Krucckienicz		1724 Ariana Dr	Bartlett	IL	60103
Donald	Krueger		47 Pine Ave.	Lake Zurich	IL	60047
Lou	Krueger		47 Pine Ave.	Lake Zurich	IL	60047
Norma	Krueger		113 N Edwards St.	Altamont	IL	62411
Mark	Kruegger		372 Beverly Rd	Barrington	IL	60010
Kathy	Krug		615 Division St	Barrington	IL	60010
Robert	Kruk		8 Mayfair Ln	Aurora	Il	60504
Fred	Krupa		1620 Bellchase	New Lenox	IL	60451
Kurt	Krupa		1620 Bellchase	New Lenox	IL	60451
Sonya	Krusic		2600 Carriage Ct.	Aurora	IL	60504
Angela	Krzysko		22948 Dublin Way	Lake Barrington	IL	60010
Angie	Kubow		301 S Vine St.	Urbana	IL	61801
Patty & John	Kudla		286 Kimberly Rd.	North Barrington	IL	60010
Leslie	Kuecher		22173 Rosemary Rd.	Frankfort	IL	60423
Carl	Kuester		324 Waldman Dr.	Park Forest	IL	60466
Joan	Kuffel		119 Glendale Rd	Buffalo Grove	IL	60089
Richard J	Kuhn		533 Park Barrington Way	Barrington	IL	60010
Barbara	Kukowski		345 Lake Shore Dr	North Barrington	IL	60010
Bruce	Kukowski		345 Lake Shore Dr	North Barrington	IL	60010
Poorguram	Kuman		207 Lillian Pl	Bartlett	IL	60103
Bryan	Kunath		1684 Apple Valley Dr	Wauconda	IL	60084
Christine	Kupsian		1163 Donegal	Barrington	IL	60010
Dorothy	Kupstis		412 W. Main St.	Barrington	IL	60010
Bill & Ketra	Kurriej		4164 Callery Rd.	Naperville	IL	60564
Christopher	Kurt		835 Highland Rd.	Frankfort	IL	60423
Jesse	Kurylo		212 W. California Ave.	Urbana	IL	61801
Scott	Kurzawski		722 S Division	Barrington	IL	60010
David	Kushner		520 Marian Ct	Tower Lakes	IL	60010
Michele	Kushner		520 Marian Ct	Tower Lakes	IL	60010
Marnie	Kut		1982 Blue Heron Cir	Bartlett	IL	60103
April	Kutchinski		612 Hazelwood Dr.	New Lenox	IL	60451
Kaitlin	Kutchinski		612 Hazelwood Dr.	New Lenox	IL	60451
Michael	Kuzel		600 W Fulton St #701	Chicago	IL	60661
Dean	Kwiatkowsic		1120 Berkshire Ln	Barrington	IL	60010
Daniel	Kwom		230 Cummings Dr	Bartlett	IL	60103
Sunny	Kwor	Westridge Train Concern	230 Cummings	Bartlett	IL	60103
Martha	Kwuc		127 Bennington Dr	Bartlett	IL	60103
Renee	Kwuc		127 Bennington Dr	Bartlett	IL	60103

Complete DEIS Mailing List Distribution

Dwain I	Kyles	Jackson Park Development Group LLC	5100 S Hyde Park Blvd 1-C	Chicago	IL	60615
John	Labeda	Village of Mundelein	440 E Hawley Street	Mundelein	IL	60060
Jim	LaBelle	Chicago Metropolis 2020	30 W Monroe St	Chicago	IL	60603
Carol	LaCasse		201 Frances	Barrington	IL	60010
Barbara	Laccabae		24 E Nebraska Street	Frankfort	IL	60423
Julie	Laccabae		24 E Nebraska Street	Frankfort	IL	60423
Kathy	LaChapelle		4 Hickory Lane	Barrington Hills	IL	60010
Bridget	Lacson		25466 Wren Rd	Tower Lakes	IL	60010
Paul	Ladue		17641 S Ashland Ave.	Homewodd	IL	60430
Ross	Lagerson		21153 N 19th	Barrington	IL	60010
Larry	Lagowski		845 Churchill Ct	Barrington	IL	60010
Nancy	Lagowski		845 Churchill Ct	Barrington	IL	60010
Phillip	Lagro		9 Westwind Ct.	Hawthorn Woods	IL	60047
Leonard	Lakowski		168 Primrose Lane	Bartlett	IL	60103
Elahe	Lalehzan		1 Middle Tree Ln	Hawthorn Woods	IL	60047
Raymond	Lamb		1272 Berkshire Ln	Barrington	IL	60010
Karen	Lambert	Advocate Good Shepherd Hospital	450 West Highway 22	Barrington	IL	60010
Karen	Lambert		235 Cold Spring Rd	Barrington	IL	60010
Michael	Lambert		154 Fountain Grass Circle	Bartlett	IL	60103
Richard	Lamkey	Barrington Countryside Park District	210 Donlea Rd.	Barrington	IL	60010
George	Lamping		143 Hillcrest Ct	Barrington	IL	60010
Charles	Lampton		24910 103rd St.	Naperville	IL	60564
James	Lanam		1255 S. Leslie Lane	Des Plaines	IL	60018
Carolyn	Lancaster		2 Fernwood	Barrington Hills	IL	60010
Roger	Lancaster		2 Fernwood	Barrington Hills	IL	60010
Bob	Lancelot		22116 Old Farm Rd	Deer Park	IL	60010
Katherine	Lancelot		22116 Old Farm Rd.	Deer Park	IL	60010
Terri	Lancelot		22116 Old Farm Rd	Deer Park	IL	60010
Mark	Landrowski		225 Forestview Dr.	Elgin	IL	60120
Leigh B	Lane	The Louis Boger Group	1001 Wade Ave	Raleigh	NC	27605
Karen	Lanerman	Northwest Indiana Forum Inc	6100 Southport Rd	Portage	IN	46368
Ray	Lang	Amtrak	525 W Van Buren	Chicago	IL	60607
Susan	Langmaack		2843 Culver Lane	West Chicago	IL	60185
Karen	Lankisch		915 Stonehenge Ct.	Naperville	IL	60563
William	Lannin		1185 Hunters Ridge W	Hoffman Estates	IL	60192
George	Lanpaear		669 Bent Ridge Ln	Barrington	IL	60010
Georgia	Lanpherar		669 Bent Ridge Ln	Barrington	IL	60010
David	LaPorte	Querrey & Harrow, Ltd.- Village of New Le	175 West Jackson Blvd.	Chicago	IL	60604
Ken	Larimore		2047 South Veterans Dr	Effingham	IL	62401
Mary L	Larsen		357 Beverly Rd	Barrington	IL	60010
Al	Larson	Village of Schaumburg	101 Schaumburg Ct.	Schaumburg	IL	60193
Carl	Larson		357 Beverly Rd	Barrington	IL	60010
Janice	Larson		546 Aberdeen Rd	Frankfort	IL	60423
Lew	Larson		523 Bridgestove Ct	Barrington	IL	60010
Steve	Larson		546 Aberdeen Rd	Frankfort	IL	60423
Diana	Lasey		1 Braemar Court	Barrington	IL	60010
Nancy	Lashbrook		433 Berry Rd	Barrington	IL	60010
Sheldon	Latz	Will County Dept. of Highways	16841 W. Laraway Rd.	Joliet	IL	60433
Ramah	Lautenschlager		108 Devonshire Road	Tower Lakes	IL	60010
William	LaVanne		590 Waterford Dr.	Lake Zurich	IL	60047
TJ & Jill	LaVine		2484 Glenford Drive	Aurora	IL	60502
Jeff	Lawler	Village of Barrington	400 N. Northwest Hwy	Barrington	IL	60010
Herb	Lawrence		12 Torrin Rocks	Barrington	IL	60010
Kent	Lawrence		1137 Berkshire Ln	Barrington	IL	60010
Kimberly	Lawrence		1137 Berkshire Ln	Barrington	IL	60010
Lenore	Lawrence		12 Torrin Rocks	Barrington	IL	60010
Michael M.	Lawrence		430 Elm Rd.	Barrington	IL	60010
Motoko	Lawrence		430 Elm Rd.	Barrington	IL	60010
Tom	Lawson		2136 North Racine	Chicago	IL	60614
John	Laysirom		1059 Markus Ct.	Lake Zurich	IL	60047
Patty	Laystrom		1059 Markus Ct.	Lake Zurich	IL	60047
Darwin	Lazatin		2237 Arcadia Ct.	Aurora	IL	60503
Michael & Dorothy	Lazich		11560 Tea Tree Lane	Frankfort	IL	60423
Steve	Lazzara	Will County	58 E. Clinton St.	Joliet	IL	60432
Linda	Learn		223 W Main St	Barrington	IL	60010
Frances	Lederer		515A Aberdeen Rd	Frankfort	IL	60423
Kevin J	Lederer		515A Aberdeen Rd	Frankfort	IL	60423
Lawrence	Lederer		1493 Beaumont Cir	Bartlett	IL	60103
Fiona	Lee		296 W Otto Dr.	New Lenox	IL	60451
Jane	Lee		355 Old Mill Rd	Barrington	IL	60010
Karin	Lee		1591 Bedlington Dr	Inverness	IL	60010
Kim	Lee		20078 Deer Chase Ct	Deer Park	IL	60010
Lois	Lee		84 Otis Rd	Barrington	IL	60010
Melody	Lee		1591 Bedlington Dr	Inverness	IL	60010
Ming-Ju	Lee		1591 Bedlington Dr	Inverness	IL	60010
Tracy	Lee		2826 Meadow Path	New Lenox	IL	60451
William M	Lee		84 Otis Rd	Barrington	IL	60010
Wm. Marshall	Lee		84 Otis Road	Barrington Hills	IL	60010
James	Lee, Jr		2826 Meadow Path	New Lenox	IL	60451
Keith	Leedstrom		520 Concord Ln	Barrington	IL	60010
Mike	Legerski		2036 W Old Monee Rd	Crete	IL	60417
Vickie	Lehar		1235 Rodgers Ct.	Lake Zurich	IL	60047
Paul J.	Lehman		3380 Lacrosse Lane, Suite 100	Naperville	IL	60564
Dorene	Lehmann		530 Braeman Ln	Barrington	IL	60010
Richard	Lehrer		12170 80th Place	Dyer	IN	46311
John	Leick		3093 Azure Ct.	Aurora	IL	60503
Kathleen	Leitner	Tower Lakes	400 N Route 59	Tower Lakes	IL	60010
Mark	Leitner		219 East Lake Shore Dr	Tower Lakes	IL	60010
Jo	Lemak		440 K Airport Rd.	Elgin	IL	60123
Cindy	Lenart	Bartlett Examiner	1067 Longford	Bartlett	IL	60103
Laura	Lenartowicz		30 W 745 Bradford Parkway	Wayne	IL	60184
Tatiana	Len-Bork		581 W Cuba Rd	Barrington Hills	IL	60010
Jill L.	Lendi		1142 Patrita Drive	New Lenox	IL	60451
Mary	Lenling		25515 Warwick Rd	Tower Lakes	IL	60010
Jim	Lennert		60 Starling Lane	Naperville	IL	60565
Cathy	Lennon		661 New Bridge Ct	Barrington	IL	60010
Vince	Lensing	CRRR Retired	7222 W 154th Plaza	Orland Park	IL	60462
Bill	Lenski	Regional Transp Authority	175 W Jackson Blvd Suite 1550	Chicago	IL	60604
Christine	Lenz		1031 Oakland Dr	Barrington	IL	60010
Susan	Lenz		255 Red Barn Ln	Barrington	IL	60010
Tom	Leonard	School District 21	310 E. James Street	Barrington	IL	60010
Wayne	Leonardi		471 Miller Rd	North Barrington	IL	60010
Melinda	Lerner		185 Alderwood Ln	Aurora	IL	60504
Robert	Lesner		161 Jackson Lane	Bloomingdale	IL	60108
Jytte	Leventhal		13220 N Country Club Rd.	Effingham	IL	62401
Nancy	Leverentz		1111 Berkshire Ln	Barrington	IL	60010
Al	Levering		136 Church St.	Frankfort	IL	60423
Al & Sarah	Levering		136 Church Street	Frankfort	IL	60423
David	LeVert		4536 W Hill Ave	Waukegan	IL	60085
Carol	Levine		24600 Middlefork Rd.	Deer Park	IL	60010
Carol A	Levy		70 Bexley Ct	Barrington	IL	60010
Don	Lewis		575 Shorely Drive	Barrington	IL	60010
Heather	Lewis		2200 James Leigh Dr.	Aurora	IL	60503
Jody	Lewis		826 S NW Hwy	Barrington	IL	60010
T J	Lewis	Rep Randy Range 55th Dist.	1883 N Neltnor Blvd	West Chicago	IL	60185
Ron and Bev	Lewison		2189 Paddington Court	Aurora	IL	60502
Deborah	Leydig	Chamber of Commerce PFAFI-Norton's US	400 Lageschultee St	Barrington	IL	60010
Karla	Libera		11428 S Preakness Dr.	Plainfield	IL	60585
Karla	Libera		3380 Lacrosse Lane, Suite 100	Naperville	IL	60564
Emmel	Liedlich		838 South Country Drive	Barrington	IL	60010
Maria T	Liedlich		838 S Country Dr	Barrington	IL	60010
Sarah	Liedlich		838 S Country Dr	Barrington	IL	60010
Laura	Lieske		20210 Lea Rd	Deer Park	IL	60010
Scott	Ligocki		2926 Blanchard Ln	West Chicago	IL	60185
James Sr	Lillwitz		139 Will Scarlet Ln	Elgin	IL	60120
Ok Sun	Lim		2068 Westridge	Bartlett	IL	60103
Soon W	Lim	Westridge Train Concern	2068 Westridge Blvd	Bartlett	IL	60103
Betty	Lincoln		234 South Glendale Avenue	Barrington	IL	60010
Jennifer	Lindberg		562 Chesterfield Lane	Barrington	IL	60010
Chris	Lindbert		567 Chesterfield Ln	Barrington	IL	60010
Norm	Lindh		265 Bluff Ct	Lake Barrington	IL	60010
Julie	Lindley		11709 Glenn Circle	Plainfield	IL	60563
Tom	Lindley		11709 Glenn Circle	Plainfield	IL	60563
Marshall	Lindsay		1712 Ariana Dr	Bartlett	IL	60103
Bruce	Lindsey		153 E Hillside Rd	Barrington	IL	60010
Bruce and Marjorie	Lindsey		153 E. Hillside Road	Barrington	IL	60010
Susan	Lindsey		523 Aberdeen Rd.	Frankfort	IL	60423
Lafayette	Linear	Village of Matteson	4900 Village Commons	Matteson	IL	60443
Steve	Link		104 Pfaff Drive	Frankfort	IL	60423
Leslie	Lingameris		419 Oxford Rd	Tower Lakes	IL	60010
Andrew	Lisak	The Development Association	1401 Tower Ave.	Superior	WI	54880
Roger	Little		1100 Seminary St	Rockford	IL	61107
Craig	Lizak		34 Ferndale Rd	Deer Park	IL	60010
Patricia	Lloyd		428 W Oakwood Dr	Barrington	IL	60010
Kathy	Loch		1215 Berkley Rd.	Lake Zurich	IL	60047
Terry	Loch		1215 Berkley Rd.	Lake Zurich	IL	60047
Charles	Loffredo		1168 Sandstone Court	Aurora	IL	60502
Mary	Loffredo		1168 Sandstone Court	Aurora	IL	60502
Maureen	Logue		42 Otis Rd	Barrington	IL	60010

Complete DEIS Mailing List Distribution

Patrick	Logue		42 Otis Rd	Barrington	IL	60010
Ruby	Lohen		112 Pacific Street	Frankfort	IL	60423
Kathy	Lohman		3703 Bluestay Ln	Naperville	IL	60564
Bill	Lohr		32 Mayfair Ln	Aurora	IL	60504
David & Melinda	Lomas		250 Maple Rd.	Barrington	IL	60010
David A	Lomas		250 Maple Rd	Barrington	IL	60010
Melinda	Lomas		250 Maple Road	Barrington	IL	60010
Blayne & Deborah	Long		22 Squire Rd.	Hawthorn Woods	IL	60047
Thomas C	Long	Barrington Fire District	51 W Mundhauk Rd	South Barrington	IL	60010
Jo	Longbridge		1405 Lake Shore Dr	South Barrington	IL	60010
Nell	Longbridge		1405 Lake Shore Dr	South Barrington	IL	60010
M.	Lonial		1746 Dyer Dr	Bartlett	IL	60103
Joseph	Lopez		2757 N. Pine Grove Ave.	Chicago	IL	60614
Mark	Lopez	Office of Pete Visclosky First Congress	701 E 83rd Ave #9	Merrillville	IN	46410
Linnsa	Lopresti		285 W. Lakeshore Dr.	Tower Lakes	IL	60010
Carol & James	Loring		26288 N Maple Ave.	Mundelein	IL	60060
Mike	Lorusso		5 N. 805 Dunham Trails Road	Wayne	IL	60184
Victoria	Loughney		9007 Gardner Rd.	Fox River Grove	IL	60021
Alton	Louria		451 Shady Lane	Mundelein	IL	60060
James	Lover		612 Hazelwood Dr.	New Lenox	IL	60451
Kathy	Lowe		612 Hazelwood Dr.	New Lenox	IL	60451
Ken	Lowe		8122 Danneil Circle	Long Grove	IL	60047
Janice	Lubas-Werner	Prestwick Homeowners Association	514 Durham Dr.	Frankfort	IL	60423
Art	Lubinski		258 Hancock Dr,	New Lenox	IL	60451
Laura	Luby		220 Castle Ct	Barrington	IL	60010
Liz	Luby	Coldwell Banker Residential Brokerage Re	303 E Main St Ste 100	Barrington	IL	60010
James	Lucas		126 Joan Dr	Barrington	IL	60010
Jeanne	Lucas		126 Joan Dr	Barrington	IL	60010
Joseph M.	Lucas	Joseph M. Lucas & Associates, LLC	224 Main Street	Barrington	IL	60010
Renee & Harold	Lucas		5889 Leeds Rd.	Hoffman Estates	IL	60192
Sonja	Luce		1418 S Barrington Rd	Barrington	IL	60010
	Lucille		296 Colony Lane	New Lenox	IL	60451
Joe	Luczak		3250 Ridgefield Court	Lockport	IL	60441
Malgorzaia	Luczkiewicz		9 Red Haw Ln	Lake Zurich	Il	60047
Mariusz	Luczkiewicz		9 Red Haw Ln	Lake Zurich	Il	60047
Robert & Elizabeth	Ludemann		130 Forest View Dr.	Elgin	IL	60120
Alan	Ludolph		142 Pfaff Drive	Frankfort	IL	60423
Joseph	Luecke		94 Otis Rd.	Barrington Hills	IL	60010
Dan	Luedert	Pioneer Press	1140 Lake Street	Oak Park	IL	60301
Linda	Lueken		3623 Kerriell Court	Naperville	IL	60564
Steve	Luetkehans		2446 Wilton Ln	Aurora	IL	60502
Rita	Luila-Salit		3 Braemar Court	Barrington	IL	60010
Annamarie	Lukes		12 Oakdene Rd E	Barrington	IL	60010
L. Charles	Lukmann	Harris Welsh and Lukmann	107 Broadway	Chesterton	IN	46304
Penny	Lumsden		508 Westwood Dr	Barrington	IL	60010
Roy	Lumsden		508 Westwood Dr	Barrington	IL	60010
Nancy	Luna		1152 Stonehaven Circle	Aurora	IL	60504
Suzanne	Lundmark		38 Otis Rd	Barrington	IL	60010
Barbara	Lupien		5071 St Ives Ln	Richton Park	IL	60471
Suzanne	Lusar	Coldwell Banker Residential Brokerage Re	303 E Main St Ste 100	Barrington	IL	60010
Bob	Lusco		211 Faircroft Road	Bartlett	IL	60103
Mary	Lutz		20 W Sunset Rd	Barrington	IL	60010
CJ	Lydon		10 S 125 Ridge Rd	Naperville	IL	60565
Kathleen	Lydon		1034 Longworth Building	Washington	DC	20515
Dan	Lynch	Village of Wayne	9575 W Higgins Rd #600	Rosemont	IL	60018
Daniel	Lynch		12529 Elm Street	Blue Island	IL	60406
Roger & Cyndy	Lynch		1444 Bangos Lane	Aurora	IL	60504
Patrick	Lynn		23741 N Overhill	Lake Zurich	IL	60047
Carey	Lyons		3648 Elm Ct	Flossmoor	IL	60422
John	Lyons		1170 Congress Dr	New Lenox	IL	60451
Patrick	Lyp	Blachly, Tabor, Bozik & Haartman, Llc	56 South Washington	Valparaiso	IN	46383
Dennis	Lyskawa		3013 Fairmont Ave.	Aurora	IL	60503
Jenny	Lyskawa		3013 Fairmont Ave.	Aurora	IL	60503
Jonathan	Lyskawa		3013 Fairmont Ave.	Aurora	IL	60503
Terri	Lyskawa		3013 Fairmont Ave.	Aurora	IL	60503
Patrick	Lytle		630 Sycamore Road	Barrington	IL	60010
Wendy	Maag		1092 Berkshire Ln	Barrington	IL	60010
Stacy	MacDonald		1 Regan Blvd	Barrington Hills	IL	60010
Gordon	MacDougall	Village of New Lenox	1025 Connecticut Ave. NW	Washington	DC	20036
Maureen	Mace		236 S George St	Barrington	IL	60010
Phil	MacFarlane		21186 Plank Trail Ct	Frankfort	IL	60423
Sharon	MacFarlane		21186 Plank Trail Ct.	Frankfort	IL	60423
	Machael		827 S. Hough Street	Barrington	IL	60010
Bill	MacKendrick		200 Eastern Ave	Barrington	IL	60010
Veralyn	Macleod		3543 Sweet Maggie Lane	Naperville	IL	60564
Mary Grace	Madamba		3358 Ravinia Circle	Aurora	IL	60504
Holly	Madden		20661 Meadow Ln	Deer Park	IL	60010
Joey	Madhani		141 Ruzich Dr	Bartlett	IL	60103
Princy	Madhani		142 Ruzich Dr	Bartlett	IL	60103
Rishi	Madhani		142 Ruzich Dr	Bartlett	IL	60103
Smita J.	Madhani		141 Ruzich Dr	Bartlett	IL	60103
Denis P.	Madigan		550 Shorely Dr.	Barrington	IL	60010
Robert J.	Madonia		10482 W Nebraska Street	Frankfort	IL	60423
Nancy	Madrigal		13427 Mozart St	Blue Island	IL	60406
Lou	Magistrele		592 Braemar Ln	Barrington	IL	60010
Ann	Magner		1730 Ariana Dr	Bartlett	IL	60103
Steve	Magnusen		47 Crescent Dr.	Mundelein	IL	60060
Catherine	Magnuson		814 E Lake Shore Dr	Tower Lakes	IL	60010
David W	Magnuson		814 E Lake Shore Dr	Barrington	IL	60010
Pat	Magruder		25243 Tehle Rd	Elwood	IL	60421
Anita	Maher		687 Bent Ridge	Barrington	IL	60010
Mike	Maher		687 Bent Ridge Ln	Barrington	IL	60010
Steve	Mahlandt		8060 Old Highway 50	Breese	IL	62230
Paul	Mahon		303 Elm Rd	Barrington	IL	60010
Mike O	Mahony		1225 Hunters Rd	Hoffman Estates	IL	60195
Thomas	Mahowski	Prestwick Homeowners	506 Aberdeen Rd	Frankfort	IL	60423
Doug	Mahute		5425 Nicholson Dr.	Hoffman Estates	IL	60192
Brian	Major		5339 Bamboo Lane	Naperville	IL	60564
Cathy	Major		5339 Bamboo Lane	Naperville	IL	60564
Nancy	Makowski		506 Aberdeen Rd.	Frankfort	IL	60423
Thomas	Makowski		506 Aberdeen Road	Frankfort	IL	60423
Mike	Maksin		2325 Wedgefield Ct.	Aurora	IL	60502
Josephine	Malecki		22191 Chamomile	Frankfort	IL	60423
Sean	Malia		728 Exmoor	Barrington	IL	60010
Thomas	Malia		1260 Oak Ridge Rd	Barrington	IL	60010
Akif	Malik		PO Box 5024	Aurora	IL	60507
Rich	Malinol		1103 Berkshire Ln	Barrington	IL	60010
Julie	Malinoski		11638 Millennium	Plainfield	IL	60585
Paul	Malito		22081 Somerset Ct	Frankfort	IL	60423
Lisabett A	Mallen		2 Cross Timber Rd	Barrington Hills	IL	60010
Barbara W.	Malm		949 Shetland Drive	Frankfort	IL	60423
Marian S	Malmborg		529 White Oak Ln	Barrington	IL	60010
Catherine	Malone		24230 Leski Ln	Naperville	IL	60585
Karen A.	Malone		1517 Fernwood Terrace	New Lenox	IL	60451
Lauretta	Manchester		1001 N. Elm Dr.	New Lenox	IL	60451
Jeff	Mangano		1024 Cormar Dr.	Lake Zurich	IL	60047
Christine	Manisco		2358 Kidwell Dr.	West Chicago	IL	60185
Donna	Manley-Essenfeld		4119 Teak Circle	Naperville	IL	60564
Michael	Mann		20575 Primrose Ct.	Deer Park	IL	60010
Debbie	Mannino	Du Quoin High School	500 E South St.	Du Quoin	IL	62832
Kimberly	Mannion		5212 Thatcher Dr.	Naperville	IL	60564
Jim	Mansfield	Local 501	1982 Ridgemont Dr	Bartlett	IL	60103
Naresh & Seema	Mansukhani		4096 Boulder Ct.	Aurora	IL	60504
Anthony	Mantalbano		331-13 Oak Hill Rd	Barrington	IL	60010
Dean	Manuel		2822 East 700th Ave	Altamont	IL	62411
Elyas	Manzur Salem		1 Olympic Dr	South Barrington	IL	60010
	Manzur Salem		1 Olympic Dr	South Barrington	IL	60010
Darla	Mapes		21 Hawthorne Rd	Barrington Hills	IL	60010
Philippe	Maraval		730 S. Forest Dr	Barrington	IL	60010
Julie	Marciniak		4740 Sassafras	Naperville	IL	60564
Steve	Marciniak		4740 Sassafras	Naperville	IL	60565
Brad	Marion		397 N Valley Rd	Barrington	IL	60010
Nick	Markobred	Will County Residents for Responsible Inte	27420 S Maple	Beecher	IL	60401
Marilyn	Marks		23481 N Meadow Ln	Barrington	IL	60010
Kurt J.	Marquardt	Marquardt of Barrington	1421 S. Barrington Road	Barrington	IL	60010
Peter A	Marron		311 Woodview Rd	Barrington	IL	60010
Kendrick	Marshall	News-Sun	2383 N Delany Rd	Waukegan	IL	60087
Robin	Martel		211 N Clinton St Suite 300N	Chicago	IL	60661
Tom	Martello	City of Chicago Heights Fire Dept.	83 East Joe Orr Rd	Chicago Heights	IL	60411
Chris	Martin		23860 Old Barrington Rd	Lake Barrington	IL	60010
Jerrold & Sherita	Martin		818 Highland Rd	Frankfort	IL	60423
Kathy	Martin		329 E Liberty St	Barrington	IL	60010
Larry	Martin		21585 Sylvander Dr	Deer Park	IL	60010
Larry & Mary Jo	Martin		21585 Sylvander Drive	Deer Park	IL	60010
Mary Jo	Martin		21585 Sylvander	Barrington	IL	60010
Patrick	Martin		24530 Hummingbird Ct	Deer Park	IL	60010
Peter	Martin		329 E Liberty St	Barrington	IL	60010
Peter	Martin		5191 Elliot Dr	Hoffman Estates	IL	60192
Eileen	Martina		3291 Johnsbury Ct.	Aurora	IL	60504

Complete DEIS Mailing List Distribution

George	Martinelli		416 Park Barrington Dr	Barrington	IL	60010
Elia	Martinez		25720 N Oak Ct	Barrington	IL	60010
Juan	Martinez	Crowne Plaza, Chicago metro	733 West Madison	Chicago	IL	60661
Gary	Martini	Giant Resource Recovery, Inc	1530 So State St.	Chicago	IL	60605
Peter	Martino		5292 Elliott Dr	Hoffman Estates	IL	60192
Patrick	Mascari		4331 Champion Road	Naperville	IL	60564
Len	Masella		1763 Lanyon Dr	Bartlett	IL	60103
Jermaine	Mason		91 Cammeron Ct.	Aurora	IL	60504
Liesl	Massey		3431 O Hara Terrace	Naperville	IL	60564
Julia	Matakar		517 Durham Dr.	Frankfort	IL	60423
Laura	Matakar		517 Durham Dr.	Frankfort	IL	60423
Stephen	Matakar		517 Durham Dr.	Frankfort	IL	60423
Judith	Matevich		882 Saint Andrews Way	Frankfort	IL	60423
Traci	Mathew		256 Walnut Street	Frankfort	IL	60423
Jenine	Mathias		23706 N Lookout Pt Rd	Lake Barrington	IL	60010
Jim	Mathisen		151 Fountain Grass	Bartlett	IL	60103
Jackie	Mathus	City of Wamac	361 East 17th Street	Wamac	IL	68131
Helen	Matlachowski		445 E Main St	Barrington	IL	60010
John T	Matlachowski		655 Harvard Ave	Barrington	IL	60010
Steven	Matrisch	Illinois Commerce Commission	527 E. Capitol Ave.	Springfield	IL	62701
Nancy	Matthews		130 Arboretum Dr	North Barrington	IL	60010
Patricia	Mattingly		3735 Falkner Dr.	Naperville	IL	60564
Charles	Mattison		503 S Division	Barrington	IL	60010
Donald	Maue	City of Breese	500 N. First St.	Breese	IL	62230
Donna	May		200 E Geneva St	West Chicago	IL	60185
Doug	May		200 E Geneva St	West Chicago	IL	60185
James	Mayer		142 Hillcrest Ct	Barrington	IL	60010
Kris	Mayer		142 Hillcrest Ct	Barrington	IL	60010
Edith M	Maynard		945 Fairway Circle	Lake Barrington	IL	60010
Cindy	Mayo		112 Brinker Rd	Barrington Hills	IL	60010
George	Mayo	Hogan & Hartson L L P	555 Thirteenth St. NW	Washington	DC	20004
Kathy	Mayotte		3318 Caroline Drive	Joliet	IL	60435
Jeffrey	Mays	IBRT	200 East Randolph St.	Chicago	IL	60601
Connor	Maynier		345 N Valley Rd	Barrington	IL	60010
Conrad	Mazeski		254 County Line Rd	Barrington	IL	60010
Kelly	Mazeski		254 County Line Rd	Barrington	IL	60010
Chet	Maziarz		23613 Juniper Ln	Deer Park	IL	60010
Mitchell	Mazur		120 Wedgewood Dr	Barrington	IL	60010
Jennifer	Mazurek		10551 Tuppence Ct	Frankfort	IL	60423
Marty	Mazurek		4604 Sunningdale Dr.	Naperville	IL	60564
Donna	Mazurkiewicz	Concord Village	260 Rosehall	Lake Zurich	IL	60047
Beth	McAndrews		888 Hampstead Ct	Barrington	IL	60010
Matt	McAndrews		888 Hampstead Ct	Barrington	IL	60010
Mary Carol	McAuley		69 S Wynstone	Barrington	IL	60010
Mari Pat	McAuliff		1021 S Division St	Barrington	IL	60010
Dennis R	McBoun		5235 Birch Bark Dr	Hoffman Estates	IL	60010
Stacy	McCaffrey		242 Cummings Dr	Bartlett	IL	60103
Lisa	McCaleb		1030 Oakland Dr	Barrington	IL	60010
Sean	McCaleb		203 W Northwest Hwy	Barrington	IL	60010
Shannon	McCanny		14023 Emerald	Plainfield	IL	60585
Brian	McCarthy	Acrelormittal	One Dearborn Street	Chicago	IL	60603
James	McCarthy	Bartlett Fire Protection District	234 N. Oak Ave.	Bartlett	IL	60103
Matt	McCarthy		270 Cold Springs Rd	Barrington	IL	60010
Jim	McCarty	Bartlett Fire Prot Dist	1175 Independence Dr	Bartlett	IL	60103
Keith	McCarty		154 Fountain Grass Circle	Bartlett	IL	60103
Edward	McCauley	McCauley Design, Inc.	211 Park Avenue	Barrington	IL	60010
Brian	McCill		549 Brazmar Ln	Barrington	IL	60010
Carol	McClintock		92 Hart Rd	Barrington	IL	60010
David	McClintock		92 Hart Rd	Barrington	IL	60010
Karen	McConnaughay	County of Kane	719 S. Batavia Ave.	Geneva	IL	60134
Douglas	McConnell		701 Old Creek Court	Barrington	IL	60010
Susan and Douglas	McConnell		701 Old Creek Court	Barrington	IL	60010
Pam	McCord		848 Dundee Ave	Barrington	IL	60010
Susie	McCormick		675 Fairway Ln	Frankfort	IL	60423
Kathie	McCowen		4855 N Brown Ln.	Waltonville	IL	62894
Robert	McCray	Village of Park Forest Board of Trustees	350 Victory Drive	Park Forest	IL	60466
Donald	McCrory	Port of Memphis	1115 Riverside Boulevard	Memphis	TN	38106
Dan	McCurley		99 Beaubien Ct.	Lake Zurich	IL	60047
Mari	McDade		109 Brinker Rd	Barrington	IL	60010
Dick	McDonald		516 Shady Ln	Barrington	IL	60010
Janet	McDonald		516 Shady Ln	Barrington	IL	60010
Bernard	McDonnell		471 E. Pine Lake Circle	Vernon Hills	IL	60061
Judy	McDonough		228 S Glendale Ave	Barrington	IL	60010
Gail	McEvilly		535 Eagle Ridge Lane	Algonquin	IL	60102
Edna	McEwen		445 E Main St	Barrington	IL	60010
Thomas F.	McFarland	Bulk Matic, Aux Sable Liquid	208 South LaSalle Street	Chicago	IL	60604
Jana	McGrever		580 Chesterfield Lane	Barrington	IL	60100
Brad	McGill		549 Braemar	Barrington	IL	60010
Brian	McGill		549 Braemar	Barrington	IL	60010
Deanna	McGill		549 Braemar	Barrington	IL	60010
Joe	McGinn		221 Wyngate Dr	Barrington	IL	60010
Joe	McGinn		512 Lake Shore Dr N	Barrington	IL	60010
Joseph	McGinn		221 Wyngate Drive	Barrington	IL	60010
Kory	McGinn		221 Wyngate Dr	Barrington	IL	60010
Bryan	McGonigal		297 Woodland Dr	North Barrington	IL	60010
Julie	McGowan		5235 Birch Bark Dr	Hoffman Estates	IL	60192
Lucy	McGrath		563 Braemar Lane	Barrington	IL	60010
Susan	McGrath		15 Hawthorne Rd	Barrington Hills	IL	60010
Thomas J	McGrath		15 Hawthorne Road	Barrington Hills	IL	60010
Kim	McGreevy		700 Bent Ridge Ln	Barrington	IL	60010
Carol	McGregor		245 D Shoreline Road	Barrington	IL	60010
Kevin	McGuire		11534 Anise Dr	Frankfort	IL	60423
Kris	McGuire		11534 Anise Dr	Frankfort	IL	60423
Priscilla	McIntosh		26385 W Glenbarr Ln	Barrington	IL	60010
Andrea	McKeague		3511 Brooksedge Ave.	Naperville	IL	60564
Ed	McKechnie	Watco Companies, inc.	315 W. 3rd street	Pittsburg	KS	66762
Renee	McKenna		825 Pentwater Lane	Schererville	IN	46375
Ax	McKneally		550 E Main	Barrington	IL	60010
Gene	McLaughlin		576 Applegate Ln	Lake Zurich	IL	60047
Jill	McLaughlin		576 Applegate Ln	Lake Zurich	IL	60047
Martin J	McLaughlin		34 Ridge Rd	Barrington	IL	60010
Thomas P. and Ellen M.	McLaughlin		711 Bent Ridge Lane	Barrington	IL	60010
Gail	McLinn		1230 Mallard Ln	Hoffman Estates	IL	60192
John	McLinn		1230 Mallard Ln	Hoffman Estates	IL	60192
Jennifer	McMahon	City of Warrenville	28W701 Stafford Pl	Warrenville	IL	60555
Brian	McManus		489 W Hillside Ave	Barrington	IL	60010
Dena	McManus		489 W Hillside Ave	Barrington	IL	60010
Dotty	McManus		282 Donlea	Barrington	IL	60010
Nancy	McManus		PO Box 1135	Wayne	IL	60184
Pamela	McMaster		5411 Dogwood Ct.	Naperville	IL	60564
	McMurtry		99 Brinker	Barrington	IL	60010
Lisa	McNair		1030 March St.	Lake Zurich	IL	60047
Nancy	McNally		747 Clearwood Court	Aurora	IL	60504
Chris	McNeil		19974 Crystal Lake Way	Frankfort	IL	60423
Maribeth	McNitt		1022 Prestwick Dr.	Frankfort	IL	60423
Erica	McNulty		1167 Donegal Ln	Barrington	IL	60010
Eida	McShaw		3337 Legacy Drive	Lockport	IL	60441
Ann	McSorley		20800 Meadow Ct	Deer Park	IL	60010
Michael	McSorley		20800 Meadow Ct	Deer Park	IL	60010
Patricia	Mead		543 N Hough St. #301	Barrington	IL	60010
Evelyn	Means		30W112 Willow Lane	Warrenville	IL	60555
Lauri	Meckert		355 Westwood Dr	Barrington	IL	60010
William	Medcalf		971 March St.	Lake Zurich	IL	60047
Greg	Medici		720 Old Hunt	Fox River Grove	IL	60021
Judy	Medvid		1801 Pheasant Ln	New Lenox	IL	60451
Jeff	Mefford		15574 N West Rd.	Effingham	IL	62401
Joe	Mehringer		260 Pebble Creek Dr	Tower Lakes	IL	60010
Martha	Mehringer		260 Pebble Creek Dr	Tower Lakes	IL	60010
Ranjana	Mehrota		20192 Park Hill Dr	Deer Park	IL	60010
P	Mehta		15 S. Liberty Drive	South Barrington	IL	60010
Renee	Meier		2431 Angela Ln.	Aurora	IL	60502
Allen	Meikma		11358 Lavender Lane	Frankfort	IL	60423
Wendy	Meister-Lauria		451 Shady Lane	Mundelein	IL	60060
Whitey	Melcher		1724 Kresswood Dr	West Chicago	IL	60185
Catherine	Melehert	The Village of Bartlett	228 S. Main St.	Bartlett	IL	60103
Pam	Melnyk		590 A Timber Ln	Frankfort	IL	60423
Pam and Mike	Melnyk		590 A Timber Lane	Frankfort	IL	60423
Sandy	Melone		5385 Mallard Ln	Hoffman Estates	IL	60192
Chrissie	Mena		25157 North Route 59	Barrington	IL	60010
Vera	Meneakis-Mark		363 Beverly Rd.	Barrington	IL	60010
Marc	Menendez		3703 Mistflower Ln	Naperville	IL	60564
Leslie	Menikoff		652 E Hillside Ave,	Barrington	IL	60010
Noah	Menikoff		652 E Hillside Ave	Barrington	IL	60010
Bernard	Menke		3105 Louis St.	Franklin Park	IL	60131
Diana	Menolascino		1743 Ariana Dr	Bartlett	IL	60103
William P	Meredith		665 S Circle Ave	North Barrington	IL	60010
Elizabeth	Merkel		2076 Westridge Blvd	Bartlett	IL	60103
John	Merkel		2076 Westridge Blvd	Bartlett	IL	60103
Colette M	Merrion		723 Lincoln Ave	West Chicago	IL	60185

Complete DEIS Mailing List Distribution

Tom	Merrion		723 Lincoln Ave	West Chicago	IL	60185
Ahmeail	Merritt		31 McGarity Rd	Park Forest	IL	60466
Richard	Mervine		690 Waterbury Dr.	Aurora	IL	60504
Pete	Mesha		8311 Woodridge Dr	Woodridge	IL	60517
Nancy	Mesic		67 Windrush Ln	Barrington	IL	60010
Linda	Mesin		22535 W. Hollington Lane	Deer Park	IL	60010
Daniel	Mesnick	The Louis Berger Group, Inc.	75 Second Ave. Suite 700	Needham	MA	02494
Doug	Meyer		27108 Ferview Dr	Barrington	IL	60010
Janet	Meyer	Barrington Area Chamber of Commerce	325 N. Hough Street	Barrington	IL	60010
Joe	Meyer		125 Park Ave	Barrington	IL	60010
Christopher	Meyers	City of Gary	401 Broadway Ste 303	Gary	IN	46402
Kristin	Miceli		874 Red Clover Dr.	Aurora	IL	60504
Jim	Michael		841 S Grove Ave	Barrington	IL	60010
Karm	Michalski		24455 Hunters Ln	Deer Park	IL	60010
Barbara	Michelin		73 Hawthorne Rd	Barrington	IL	60010
Susan & Bradley	Michelson		58 Brinker Rd	Barrington	IL	60010
John	Michon		41 Olympic Dr.	South Barrington	IL	60010
Josef & Kris	Michuda		11204 S. Western Ave.	Chicago	IL	60643
Leo and Anne	Michuda		534 Plymouth Court	Frankfort	IL	60423
Mark & Brenda	Michuda		1032 Catalpa Ct.	Frankfort	IL	60423
Thomas	Mick	Village of Park Forest	350 Victory Drive	Park Forest	IL	60466
John P	Mick II PE		3444 N Louis	Franklin Park	IL	60131
Anthony	Mielcarz		330 Waldmann Dr	Park Forest	IL	60466
Ray	Mietz		991 Bosworthfield	Barrington	IL	60010
John	Miguel		649 North Ardmore Avenue	Villa Park	IL	60181
Jane	Mihelich		2231 Snow Creek Rd.	Naperville	IL	60564
	Mike		332 E Washington Street	Barrington	IL	60010
David	Mikos		683 Old Barrington Rd	North Barrington	IL	60010
Geraldine	Mikos		817 Highland Road	Frankfort	IL	60423
Cathleen	Mikosz		25338 W Lake Shore Dr	Barrington	IL	60010
Linda	Mikulan-Maxfield		5225 Elliot Dr.	Hoffman Estates	IL	60192
Stan	Milewski	Illinois Commerce Commission	527 E. Capitol Ave.	Springfield	IL	62701
Debbie	Militello	Cong Weller	2701 Black Rd	Joliet	IL	60435
Cathleen	Miller		23829 N Lookout Pt Rd	Lake Barrington	IL	60010
Chad	Miller		542 Chesterfield Ln	Barrington	IL	60010
Colin	Miller		491 W Hillside Ave	Barrington	IL	60010
David	Miller		554 Braemar Ln	Barrington	IL	60010
Dennis	Miller	Iowa Interstate Railroad	5900 6th Street S.W.	Cedar Rapids	IA	52404
Diane	Miller		243 Linden Rd	Barrington	IL	60010
Gene	Miller		23829 N Lookout Pt Rd	Lake Barrington	IL	60010
Gregg	Miller		984 Bosworthfield Rd.	Barrington	IL	60010
Jennifer	Miller		491 W Hillside Ave	Barrington	IL	60010
John Michael	Miller		119 E Hillside Ave	Barrington	IL	60010
Justi	Miller		5056 Upton Ave. S	Minneapolis	MN	55410
Kimberly	Miller		212 Skyline Dr	Barrington	IL	60010
Lisa A	Miller		984 Bosworth Field Rd	Barrington	IL	60010
Mark	Miller		5208 Switch Grass Lane	Naperville	IL	60564
Matthew	Miller		693 Golf Club Lane	Frankfort	IL	60423
Michele	Miller		670 Brooklyn Drive	Aurora	IL	60502
Michelle	Miller		619 S Hough St.	Barrington	IL	60010
Stephen	Miller		549 North Ave	Barrington	IL	60010
Tiffany	Miller		2071 Whitehorn Dr.	Aurora	IL	60503
Molly	Milligan		515 Shady Ln	Barrington	IL	60010
Kim	Mills		900 S Fourth St.	Effingham	IL	62401
Roger	Mills		630 Elm Rd	Barrington	IL	60010
Amy	Millstone		580 Braemar Lane	Barrington	IL	60010
Susan	Miltalo	Town of Ogden Dunes	8 Diana Rd	Ogden Dunes	IN	46368
Paula	Minardi		2511 Lakeridge Dr.	Lockport	IL	60441
Ann	Minciotti		200 Eastern Ave	Barrington	IL	60010
Michael	Mini	Chicagoland Chamber of Commerce	200 E Randolph	Chicago	IL	60601
Chris	Minsick	Village of Plainfield	24401 West Lockport St.	Plainfield	IL	60544
Donald F.	Minner		21450 N. Crestview Dr.	Barrington	IL	60010
Daniel	Minnick		1980 Bridlewood Dr	Hoffman Estates	IL	60192
Michael	Minton		514 North Ave.	Barrington	IL	60010
Meredith	Miraglia		1963 Ridgemore Drive	Bartlett	IL	60103
Bob	Miro		25179 Elfrie Terrace	Lake Zurich	IL	60047
Marlene	Mirochna		632 Connecticut Ave.	Naperville	IL	60565
Bob & Jill	Miseyka		260 Old Mill Road	Barrington	IL	60010
Bois	Miseyka		260 Old Mill Rd	Barrington	IL	60010
Jill	Miseyka		260 Old Mill Rd	Barrington	IL	60010
Archie	Mitchell	New Revelations Baptist Church	3140 W. 21st Ave.	Gary	IN	46404
France	Mitchell		2838 Kendridge Ln	Aurora	IL	60502
Frankie	Mitchell		536 Thornwood Dr.	South Holland	IL	60473
Michael	Mittelstadt		24624 Generation Dr.	Plainfield	IL	60585
Dan	Mjolsness		660 Plum Tree Rd	Barrington Hills	IL	60010
Paul	Moates	Sidley Austin LLP	1501 K. St NW	Washington	DC	20005
Jeffrey	Modaff		450 Burr Oak Dr.	Oswego	IL	60543
Bill	Moehlenkamp		2145 Clementi Ln	Aurora	IL	60503
Kurt	Moehlmann		657 New Bridge Ct	Barrington	IL	60010
Kurt and Deborah	Moehlmann		657 New Bridge Ct.	Barrington	IL	60010
Traci & Doug	Moews		1910 Bridlewood Dr	Hoffman Estates	IL	60192
Tracy	Moews		1910 Bridlewood Dr	Hoffman Estates	IL	60192
Janine	Mogan		1617 Kirby Ct.	Naperville	IL	60563
Mike	Mohan		10232 Cherrywood Ln	Munster	IN	43621
Dodd	Mohr		406 E Russell St	Barrington	IL	60010
Cindy	Molino		410 N Ela St	Barrington	IL	60010
Steve	Molino		410 N Ela St	Barrington	IL	60010
Bill	Molony		2009 Boehme St	Lockport	IL	60441
Douglas & Kathleen	Money		1365 Mallard Ln	Hoffman Estates	IL	60192
Ian	Monie		88 Old Mill Ct	Barrington	IL	60010
Jocelyn	Monis		933 Jessamine Dr.	Oswego	IL	60543
Latane	Montague		555 13th Street NW	Washington	DC	20004
Irene	Montalbano		331 B Oak Hill road	Barrington	IL	60010
Anthony	Montalbrus		331-B Oak Hill Rd	Barrington	IL	60010
Michael	Montaluo		4028 Champion Rd.	Naperville	IL	60564
Broc	Montgomery	BFPD	1432 Saddleridge Place	Bartlett	IL	60103
Jim	Montrie		1403 Lakeshore Dr	Barrington	IL	60010
Molly	Montrie		1403 Lakeshore Dr	Barrington	IL	60010
Barbara	Moode		27245 W Brookside Ct.	Barrington	IL	60010
Jo Ann	Moon		584 Chesterfield	Barrington	IL	60010
Ellen	Mooney		679 Bent Ridge Ln	Barrington	IL	60010
Thomas	Mooney		PO Box 37	Plainfield	IL	60544
Bev	Moore	IL Trails Conservancy	144 W. Main St.	Capron	IL	61012
Cameron	Moore	Champaign County Regional Planning Com	1176 East Washington St	Urbana	IL	61803
Charles C.	Moore		1501 Lake Shore Ct.	Barrington	IL	60010
Jeannine	Moore		322 E Hillside Ave	Barrington	IL	60010
John	Moore	City of Waukegan	PO Box 224	Waukegan	IL	60085
Neil	Moore		3615 125th St.	Alsip	IL	60803
Sally	Moore		1501 Lake Shore Ct	Barrington	IL	60010
Paul	Mooring	The Illinois Prairie Path	295 Abbotsford Ct.	Glen Ellyn	IL	60137
Sonja	Moran		26875 Fenview Dr	Barrington	IL	60010
Steve	Moran		232 E Main St	Barrington	IL	60010
Mark	Moranetz		273 N Bay Ct.	Lake Barrington	IL	60010
Karen	Moratz		611 S Division	Barrington	IL	60010
Lisa	Morehead		960 Parkhill Cir.	Aurora	IL	60502
Robert C	Morgan II		280 Donlea Rd	Barrington	IL	60010
Mike	Morganell		6441 Windwood Ave	Portage	IN	46368
Richard	Morino		340 Birchwood Dr.	Barrington	IL	60010
James	Morita		556 Chesterfield Ln	Barrington	IL	60010
David	Mork		507 Cannon HOB	Washington	DC	20515
Robert I	Mork		111 East Jefferson Ave	Naperville	IL	60566
James	Morong		2060 Grovetown Dr.	Bartlett	IL	60103
Melanie	Morong		2060 Grovetown Dr.	Bartlett	IL	60103
Kirk	Morris	Candidate 8th Congressional District	3435 Harper Ave	Gurnee	IL	60031
Susan	Morris		731 Lill St	Barrington	IL	60010
Jerry	Morrison	SEIU	111 E. Wacker Drive, #2500	Chicago	IL	60601
Rob	Morrison		303 E Main St	Barrington	IL	60010
Steve	Morrissey		123 Raymond Avenue	Barrington	IL	60010
Michael	Morrone	Keller & Heckman	1001 G St. NW	Washington	DC	20001
David	Mortensen		1143 Courtland Pl	Aurora	IL	60502
Kay	Mortimer		265 Allegheny	Park Forest	IL	60466
Patsy	Mortimer		634 Division St	Barrington	IL	60010
John	Morton		9447 Cinnamon Drive	Omaha	NE	68136
Steve	Mosack		21877 Viesder Ct.	Deer Park	Il	60010
Allison	Mosele		688 Bent Ridge Ln	Barrington	IL	60010
Deanna	Moser		61 Brinker Rd	Barrington	IL	60010
George	Moser		82 Hawley Woods	Barrington Hills	IL	60010
John	Moser		235 Tall Trees	Barrington Hills	IL	60010
George	Moser Sr		61 Brinker Rd	Barrington Hills	IL	60010
Peggy	Moston		440 Tower Rd	Barrington	IL	60010
Howard	Mostyn-Brown		2850 Castlewood Ct.	Aurora	IL	60504
John	Mott		1450 Farrington Lane	Aurora	IL	60504
Elizabeth Ann	Mottashed		31W181 Prairie Ln	Wayne	IL	60184
Matt	Mottier		934 Holly Circle	Lake Zurich	IL	60047
Stevenson	Mountsier		896 Oak Hill Rd	Lake Barrington	IL	60010
Mike	Mowen		4209 Parker	Dearboen heights	MI	48125
Aimee	Mowery		3025 Autumn Lake Dr.	Aurora	IL	60504
Stan	Mrizek		3615 Greystone Ave	Naperville	IL	60564
Linda	Mrowicki		409 E South St	Barrington	IL	60010

Complete DEIS Mailing List Distribution

Peggy	Mucha		1300 Mallard Ln	Hoffman Estates	IL	60192
Kim	Mueke		134 Stanton Dr	Bartlett	IL	60103
Joe	Mueller		613 Braemar Lane	Barrington	IL	60010
Kenneth	Mueller	City of Red Bud	200 East Market St.	Red Bud	IL	62278
Adrian	Muhammad	Enterprise Systems	4491 West 5th Ave.	Gary	IN	46406
Arlene	Mulder		33 South Arlington Heights Rd.	Arlington Heights	IL	60005
Kirsten	Mulinak		3419 Sunnyside Court	Naperville	IL	60564
Pete	Mullally		212 N Hager Ave	Barrington	IL	60010
Frank	Munao	Village of South Barrington	30 S Barrington Rd	South Barrington	IL	60010
Michael	Munnay		27008 W Fenview Dr	Barrington	IL	60010
Maria	Munoz		202 Ariana Dr	Bartlett	IL	60103
Ruby	Munoz		514 N N W Hwy	Barrington	IL	60010
Bob	Muray		941 Lakestone Ln	Aurora	IL	60504
Bill	Murphy		24804 Prairie Grove Dr.	Plainfield	IL	60585
Gale	Murphy		22134 Elise Blvd.	Frankfort	IL	60423
Cindy	Murray	Oak Terrace	26271 N Hickory	Mundelein	IL	60060
Megan	Murray		2 Church Court	Frankfort	IL	60423
Mike	Murray		27008 W Fenview Dr	Barrington	IL	60010
Richard E.	Murray		481 Paul Circle	Barrington	IL	60010
Thomas	Murray		2 Church Court	Frankfort	IL	60423
Timothy	Murray		112 Old Barrington Rd	North Barrington	IL	60010
Margeen	Muyamil		1779 Ruzich Dr	Bartlett	IL	60103
Margaret	Myalls		5885 Leeds Rd.	Hoffman Estates	IL	60192
Charles	Myers		654 N Eagle Lane	Palatine	IL	60067
Fred	Myers		61 Oak Ridge Ln	Deer Park	IL	60010
Penelope	Myers		61 Oak Ridge Ln	Deer Park	IL	60010
Penelope & Fred	Myers		61 Oak Ridge Lane	Deer Park	IL	60010
Christine	Myka		1116 Oakhill Dr.	Aurora	IL	60502
Matthew T.	Myren		324 E. Liberty Street	Barrington	IL	60010
Nash	Naam		701 Bent Tree Dr.	Effingham	IL	62401
James	Nadeau		10350 Ormsby Park Place	Louisville	KY	40223
Laura	Nadelhoffer		731 N Exmoor Ave	Barrington	IL	60010
Nancy	Nadig		24354 N Grandview Dr	North Barrington	IL	60010
Renee	Naffziger		754 W Northwest Hwy	Barrington	IL	60010
Ashley	Nagel		1421 E Main St	Barrington	IL	60010
Christie M	Nagel		1321 E Main St	Barrington	IL	60010
Danielle	Nagel		1421 E Main St	Barrington	IL	60010
Kenneth	Nagel		1421 E Main St	Barrington	IL	60010
Rod	Nagel		9821 Giles Dr	Molena	IL	60448
John A	Naglich		7706 S Maon	Burbank	IL	60459
Diane	Naimark		2615 Ridge Rd.	Aurora	IL	60504
Josetta	Nair		2733 Shelly Ln	Aurora	IL	60504
Michael	Nakashima		702 Vista Ln	Joliet	IL	60435
Susan	Namors		250 Essex Ct.	Aurora	IL	60504
Cesar	Nannizzi		638 Pheasant Trail	Frankfort	IL	60423
Jane	Nannizzi		638 Pheasant Trl	Frankfort	IL	60423
Daniel	Naranjo		240 Roslyn Rd	Barrington	IL	60010
TM	Narasimhan		3156 Kingbird Lane	Naperville	IL	60564
Kristi	Nash		216 Circle Dr	Tower Lakes	IL	60010
Robert	Nash		216 Circle Dr	Tower Lakes	IL	60010
Dorel	Nasui		21650 Sylvander Dr.	Barrington	IL	60010
Dorel & Claudia	Nasui		21650 Sylvander Drive	Barrington	IL	60010
Daniel	Nave		72 Breckenridge Dr.	Aurora	IL	60504
Kathy	Neary		1425 Mallard Ln	Hoffman Estates	IL	60192
Charlotte	Neault		24875 N Hwy 59	Barrington	IL	60010
Charlotte and Marcel	Neault		24875 N. Il Route 59	Barrington	IL	60010
Roseanne	Neew	Emergency Services Good Shepard	450 W Hwy 22	Barrington	IL	60010
John	Neff		232 Raymond	Barrington	IL	60010
Lori	Neff		232 Raymond Ave	Barrington	IL	60010
James	Nehnevaj		1785 Ariana Dr	Bartlett	IL	60103
Marlis	Neilson		214 West Second St.	Kinmundy	IL	62854
Emily	Nelan		3728 N Southport	Chicago	IL	60613
Kathy	Nelander		237 Beachview Ln	North Barrington	IL	60010
Carol M	Nelson		138 Waterview	Barrington	IL	60010
Craig	Nelson		26628 W Country Estates Rd	Barrington	IL	60010
Dale	Nelson		4650 W 120 St	Alsip	IL	60803
David L	Nelson		138 Waterview Ct	Barrington	IL	60010
James	Nelson		3202 Bremerton Ln	Aurora	IL	60504
Judith L	Nelson		587 C Shoreline Rd	Barrington	IL	60010
Kathleen	Nelson		2846 Mapleside Ct.	Aurora	IL	60502
Laura	Nelson		8821 Gardner Rd	Fox River Grove	IL	60010
Louise	Nelson		80 Dundee Ln	Barrington Hills	IL	60010
Sylvia	Nelson		26628 W Country Estates Rd	Barrington	IL	60010
Barbara N	Nester		291 Rustic Dr	North Barrington	IL	60010
Janet	Nestrud		8 Longmeadow Dr	Barrington Hills	IL	60010
Danna	Neville		282 Fairway Dr.	Beecher	IL	60401
Anna	Newell		1601 Crowfoot Circle N	Hoffman Estates	IL	60169
Jerry	Newell		348 S. Walnut Ridge Ct.	Frankfort	IL	60423
Victoria	Newell		348 S. Walnut Ridge Ct.	Frankfort	IL	60423
Barb	Newman		37 Ketterling Ct	North Barrington	IL	60010
George	Newman		2005 West 139th St.	Blue Island	IL	60406
Larry	Newman		4903 Meadow Lake	Richton Park	IL	60471
John	Newton		22816 Lakeshore Dr.	Richton Park	IL	60471
Dung	Nguyen		1767 Ruzich Dr	Bartlett	IL	60103
Darieu	Nichols		1190 Camden Lane	Aurora	IL	60504
David	Nichols		1190 Camden Lane	Aurora	IL	60504
Jennifer	Nichols		8085 RFD	Long Grove	IL	60047
Jennifer	Nichols		870 George Towne Ln	Barrington	IL	60010
Troy	Nichols		870 George Towne Ln	Barrington	IL	60010
Peter	Nicholson	CCE RR Consultants Northwestern Univer	1500 Oak Ave Apt 3B	Evanston	IL	60201
Julia	Nickels		5322 Mountain Road	Dreary	IN	46403
Marianne	Nickerson		582 Aberdeen Rd	Frankfort	IL	60423
Alice	Niemiec		400 Halcyon	North Barrington	IL	60010
Rosanne	Niese	Advocate Good Shepherd Hospital	450 West Highway 22	Barrington	IL	60010
Daniel	Nieves		152 Walton St	Barrington	IL	60010
John	Nikolich		32 Rivers Bend Court	Lake Barrington	IL	60010
Rod	Nilsestuen	Wisconsin Dept. of Agriculture, Trade and	2811 Agriculture Dr.	Madison	WI	53708
Leigh & Brian	Niren		126 Raymond Ave	Barrington	IL	60010
Jeannette	Niro		3779 Baybrook Dr.	Aurora	IL	60504
Norm	Nissen		1011 Biltmore Dr.	Elgin	IL	60120
Brian	Niven		126 Raymond Ave	Barrington	IL	60010
Leigh	Niven		126 Raymond Ave	Barrington	IL	60010
John	Noak	US Rep Judy Biggert	62625 Route 83	Willowbrook	IL	60527
Janet	Noguchi		699 Windemere Ln	Lake Zurich	IL	60047
David	Nolan		11 Porter School Rd.	Barrington Hills	IL	60010
Nikki	Nolan		11 Porter School Rd	Barrington	IL	60010
Charie	Noll		26640 Circle Dr	Mundelein	IL	60060
Dolores	Nori	Maplebrook	213 Begonia Dr	Matteson	IL	60443
Ed	Normandt		78 Oak Ridge Lane	Deer Park	IL	60010
Jeanette	Normandt		78 Oak Ridge Lane	Deer Park	IL	60010
Lee	Norton		300 Otis Road	Barrington Hills	IL	60010
Susan	Norton		21426 N Prestwick Dr	Barrington	IL	60010
Jill	Nosbaum		206 Walton #1E	Barrington	IL	60010
James	Nowacki		6307 Miller Ave	Gary	IN	46403
William	Nurne		66 Windrush Ln	Barrington Hills	IL	60010
Bonnie	Nurre		66 Windrush Lane	Barrington Hills	IL	60010
Amy	Nykaza	Barrington Township, Cook County	602 S. Hough Street	Barrington	IL	60010
Bryan	Oberc		1297 Flagstone Dr	Dyer	IN	46311
Dennis and Ingrid	O'Brien		689 Bent Ridge Lane	Barrington	IL	60010
William	O'Brien		534 Samantha Ct.	Aurora	IL	60502
Joseph	Oborut		850 Mark Lane	Wheeling	IL	60090
Anna	Obukowcz		462F Aberdeen Road	Frankfort	IL	60423
Nancy	O'Connell		731 Meadow Ln	Barrington	IL	60010
William	O'Connor	City of Hammond Law Dept.	5925 Calumet Ave.	Hammond	IN	46320
John	O'Daniel		12 Rivers Bend Drive	Lake Barrington	IL	60060
John	O'Donnell		256 Linden Drive	Frankfort	IL	60423
Marty	O'Donnell		203 Dundee Avenue	Barrington	IL	60010
Mary	O'Donnell		203 Dundee Avenue	Barrington	IL	60010
Maureen	O'Donnell		3213 Sunset Ct.	Lockport	IL	60441
Robyn	O'Donnell		256 Linden Drive	Frankfort	IL	60423
Tim	O'Donnell		218 Knoxboro Ln	Barrington	IL	60010
Christopher	Oettinger		25625 N Oak Ct	Barrington	IL	60010
Michael	Offerman		121 Nottingham Ct.	Oswego	IL	60543
Cara	O'Hara		443 North Ave	Barrington	IL	60010
Jon	O'Hara		25966 W Sunset Road	Barrington	IL	60010
Mark	O'Hara		443 North Ave	Barrington	IL	60010
Kristen	Ohern		838 Dundee Ave	Barrington	IL	60010
Joseph	O'Keefe		21920 Old Farm Rd	Barrington	IL	60010
Diana	O'Kelly	Lake County, Division of Transportation	18 N County St.	Waukegan	IL	60085
Kenneth	Okolowitz		3216 Caroline Dr	Joliet	IL	60435
Robert	Okon		3105 Evergreen Dr	Joliet	IL	60435
Mike	Okret	Bloom Consultants LLC	600 W Fulton	Chicago	IL	60661
Thomas M	O'Leary	Pepper Construction Group	411 Lake Zurich Rd	Barrington	IL	60010
Sordia Alexander	Olga		519 Braemar Lane	Barrington	IL	60010
Bob	Oliphant		317 Jeanette Pl	Mundelein	IL	60060
Elizabeth	Oliva		205 Elm Road	Barrington	IL	60010
Liza	Oliveira		25638 W Chatham Rd	Barrington	IL	60010
Emanuel	Oliver	Deezo Design Office	4421 W Haddon	Chicago	IL	60651
Tim	Olmsted		2982 Thunderbird Ct. E	Aurora	IL	60503

Complete DEIS Mailing List Distribution

Craig & Datha	Olney		22161 Old Farm Rd.	Deer Park	IL	60010
Craig A	Olney		22161 Old Farm Rd	Deer Park	IL	60010
Datha J	Olney		22161 Old Farm Rd	Deer Park	IL	60010
David	Olsen	Minnesota Chamber of Commerce	400 Rovert St. North	St. Paul	MN	55101
Rich	Olsen		172 Primrose Ln	Bartlett	IL	60103
Ted	Olsen		115 Clara St	West Chicago	IL	60185
Mary Margaret	Olson		96 Old Mill Ct	Barrington	IL	60010
Patricia	Olson		164 Buckley Rd	Barrington	IL	60010
Robert	Olson		5942 N Pike Lake Rd.	Duluth	MN	55810
Robert W	Olson		96 Old Mill Ct	Barrington	IL	60010
Amanda and Ben	Olszewski		429 Washington St.	Barrington	IL	60010
Tammy	Oltman		2601 Barrinton Dr. East	Aurora	IL	60503
Mark	O'Malley	Paket Corporation	9165 S. Harbor Ave,	Chicago	IL	60617
Lisa	One		2739 Breckenridge Ln	Naperville	IL	60565
Georgia	O'Neill	Village of Park Forest Board of Trustees	350 Victory Drive	Park Forest	IL	60466
Janet	O'Neill		530 Lake Shore Dr N	Barrington	IL	60010
Jerry	O'Neill		530 Lake Shore Dr N	Barrington	IL	60010
Jerry	O'Neill		530 Lake Shore Dr. N	Barrington	IL	60010
Kim	O'Neill		253 Pebble Creek Dr	Tower Lakes	IL	60010
Michael	O'Neill		128 Old Dundee Rd	Barrington Hills	IL	60010
Kathleen	O'Neill-Leitner		219 E Lake Shore Dr	Tower Lakes	IL	60010
Heather	Onesham		241 Skyline Dr	Barrington	IL	60010
Jeremy	Onesham		241 Skyline Dr	Barrington	IL	60010
Nick	Onyszczak		2421 Waterford Dr.	Crest Hill	IL	60403
Robert	Opal	Union Pacific Railroad Company	1400 Douglas St.	Omaha	NE	68179
Donald	Oppermann		720 South St	Barrington	IL	60010
Janet	Oppermann		720 South St.	Barrington	IL	60010
Mark	Orchard		1002 Cormar	Lake Zurich	IL	60047
Anne	Ordway		230 Linden Rd	Barrington	IL	60010
Chris	Ordway		230 Linden	Barrington	IL	60010
Rubina	Oremus		4N301 Lake Eleanor Dr.	Wayne	IL	60184
Deanne	Orlik		1610 Sheffield Ct.	Aurora	IL	60504
John	Ormes		2850 Carmel St	Portage	IN	46368
Debra	Ornelaz		413 Commerce St.	Aurora	IL	60504
Jean	Orr		10105 Braeburn Rd	Barrington	IL	60010
Lisa	Orsini		115 Westridge Blvd	Bartlett	IL	60103
Jami & William	Orscherwitz		4512 Chinaberry Lane	Naperville	IL	60564
Neil	Oshea		1660 Nicholson Dr.	Hoffman Estates	IL	60192
Sophia	Osmanski		1748 Ariana Dr	Bartlett	IL	60103
Kari	Osowski		541 Fos Glove Ln	Barrington	IL	60010
Megan	Oster		520 Longmeadow Circle	St. Charles	IL	60174
Karen	Oswald		221 Ariana Dr	Bartlett	IL	60103
Beatrice	Overhen		20792 N Hwy 59	Barrington	IL	60010
John	Oviatt		249 E Drury Ln	North Barrington	IL	60010
Allan	Owen		511 South Oak Street	Centralia	IL	62801
John	Owen		375 Elm Rd	Barrington	IL	60010
Karen	Owen		375 Elm Rd	Barrington	IL	60010
Carol	Owens		80 Arboretum Ct	North Barrington	IL	60010
Carol H	Owens		200 N Valley Rd	Barrington	IL	60010
Kim	Owens		216 Washington St	Barrington	IL	60010
Park	Owens		80 Arboretum Ct	North Barrington	IL	60010
Roger	Owens		200 N Valley Rd	Barrington	IL	60010
Jane	Pacey		601 E 5th St.	Centralia	IL	62801
Anne	Pacion		138 N Hager Ave	Barrington	IL	60010
Joe	Pacion		138 N Hager Ave	Barrington	IL	60010
George & Giri	Packman		143 Hillcrest Ct.	Barrington	IL	60010
Virginia E	Packman		143 Hillcrest Ct	Barrington	IL	60010
Joan	Paddock		817 Grove Ave	Barrington	IL	60010
Steve	Padron		4N550 Anthony Ct	Wayne	IL	60184
Susan	Pahula		180 Surrey Ln	Barrington	IL	60010
David	Pagel		231 Hancock Dr.	New Lenox	IL	60451
Norraine	Pahlke		315 S Hager Ave	Barrington	IL	60010
Edward	Paine		1800 E Calumet St	Centralia	IL	62801
Jim	Pajakowski		226 W Coolidge Ave	Barrington	IL	60010
Tony	Pakelis		105 Riverside Plaza	Chicago	IL	60606
Jeff & Lynette	Paliga		21994 Rosemary Lane	Frankfort	IL	60423
James	Palka		420 Dana Ln	Barrington Hills	IL	60010
Wanda	Palka		420 Dana Ln	Barrington Hills	IL	60010
Rich	Palmblad		1547 Sandy Pass	Lake Zurich	IL	60047
Carol	Palmer		511 Park Barrington Way	Barrington	IL	60010
Nate	Palmer		61 Otis Rd	Barrington	IL	60010
Thomas	Palmer		511 Park Barrington Way	Barrington	IL	60010
Frank W	Palmisano		1113 Ogden Rd	New Lenox	IL	60451
Jennifer	Palmo		124 Raymond Ave.	Barrington	IL	60010
Mark	Paluch		1158 Donegal Lane	Barrington	IL	60010
Jim and Nancy	Palumbo		382 Lawrence Court	Wyckoff	NJ	07481
Dorothy & Howard	Pampel		511 Aberdeen Rd.	Frankfort	IL	60423
Milind	Panat		5325 Shotkoski Dr	Hoffman Estates	IL	60192
Mrunal	Panchal		55 Hawley Woods Rd	Barrington	IL	60010
Prerna	Panchal		55 Hawley Woods Rd	Barrington	IL	60010
	Panchal		55 Hawley Wood Rd	Barrington	IL	60010
Snehal	Pandya		560 Cimarron Dr. West	Aurora	IL	60504
Bruce	Pankratz		230 W Lake St	Barrington	IL	60010
Robert & Elaine	Paolella		24423 Hunters Lane	Deer Park	IL	60010
Anne	Paone		23668 Lookout Pointe Rd	Lake Barrington	IL	60010
Anne & Rico	Paone		23668 Lookout Pointe Rd	Barrington	IL	60010
Rico	Paone		23668 Lookout Pointe Rd	Lake Barrington	IL	60010
J	Pape		202 W Hillside Ave	Barrington	IL	60010
Nicholas	Pappas		421 N. County Farm Rd.	Wheaton	IL	60187
Nick	Pappas		414 S Second Ave	Lombard	IL	60148
John J	Pappas Sr		23 W County Line Rd	Barrington	IL	60010
Ray	Parello		913 Abbotsford Ln.	Frankfort	IL	60423
Frank	Paris	Village of River Forest	400 Park Ave.	River Forest	IL	60305
Melissa	Paris		844 Dundee Ave	Barrington	IL	60010
Chris	Parisi		756 Prairie	Barrington	IL	60010
Bharab	Parith		1766 Ruzich Dr	Bartlett	IL	60103
Lihanshayaw	Parith		1766 Ruzich Dr	Bartlett	IL	60103
Pinkesh	Parith		1766 Ruzich Dr	Bartlett	IL	60103
Gene	Park		21720 Cambridge Dr.	Kildeer	IL	60047
Pamela	Park		750 Lake Cook Rd.	Buffalo Grove	IL	60089
Neil	Parker		135 Willow Ave	Deerfield	IL	60015
Bernard	Parks		5761 Mulberry Ave	Portage	IN	46368
Lewis	Parks		126 Fox Hunt Tr	Barrington	IL	60010
Lawrence	Parrish	IL DOT	300 West Adams St.	Chicago	IL	60606
David	Parro		607 E Lakeshore Dr	Tower Lakes	IL	60010
Marilyn	Parro		607 E Lakeshore Dr	Barrington	IL	60010
Denise	Parsons		1292 Thorndale Ln	Lake Zurich	IL	60047
Michelle	Parsons		1123 Wilkers Ln	Lake Zurich	IL	60047
Michael A.	Partridge		9025 Centre Pointe Drive	West Chester	OH	45069
Rajan	Patawala		1755 Nicholson Dr.	Hoffman Estates	IL	60192
Phil	Pasterak		230 W Monroe	Chicago	IL	60606
Tushar	Pata		1569 Silbury Dr	Bartlett	IL	60103
Beejal	Patel		1777 Dyer Dr	Bartlett	IL	60103
Deven	Patel		1203 Goldfinch Ln	Antioch	IL	60002
Dhruva	Patel		219 Lillian Pl	Bartlett	IL	60103
Hemant	Patel		1906 Burton Dr.	Bartlett	IL	60103
Keylor	Patel		1781 Barnett Ln	Bartlett	IL	60103
Philip	Patel		1 Dunwick Ct.	Barrington	IL	60010
Santay	Patel		195 Silbury Dr	Bartlett	IL	60103
Virod	Patel		1764 Dyer Dr	Bartlett	IL	60103
Jeanne	Patitsas		606 Braemar Ln	Barrington	IL	60010
Nick	Patitsas		606 Braemar Ln	Barrington	IL	60010
Marjorie J	Paton	Maple Brooks	265 Tulip	Matteson	IL	60443
Robert	Patrick		1174 Shoreline Dr.	Aurora	IL	60504
Jeffrey	Patterson		400 Westwood Dr.	Barrington	IL	60010
John	Patterson		611 Ca Crest Dr	Shorewood	IL	60404
Robert N	Patterson		1650 Cline Ave	Schererville	IN	46375
Tracee	Patterson		21239 N 19 St	Barrington	IL	60010
David	Pattison		1063 Lakestone Ln	Aurora	IL	60504
John	Paulauski		2216 120th St.	Blue Island	IL	60406
Frank J	Paulette		4 Dunwick Ct	Barrington	IL	60010
Laura	Paulette		4 Dunwick Ct	Barrington	IL	60010
Lydia	Pavlakis		593 Peach Tree	Lake Zurich	IL	60047
Tim	Pavlich		PO Box 3924	Joliet	IL	60434
Pradeep	Pavuluri		3148 Bennett Pl	Aurora	IL	60502
Joan	Pawlowski	Barrington Horizon, Senior Living Commu	634 Bristol Dr	Barrington	IL	60010
Margaret	Pawlowski		634 Bristol Dr	Barrington	IL	60010
Mark	Pawlowski		634 Bristol Dr	Barrington	IL	60010
Esther	Pawowski		1731 Arian Dr	Bartlett	IL	60103
Jessica	Paxton		220 Covington Dr	Barrington	IL	60010
Sabrina	Payton		3816 Illinois St.	Crystal Lake	IL	60014
David	Pazely		1262 Berkshire Ln	Barrington	IL	60010
Kathy	Pazely		1262 Berkshire Ln	Barrington	IL	60010
Michael J	Pazely		1262 Berkshire Ln	Barrington	IL	60010
William	Pazely		1262 Berkshire Ln	Barrington	IL	60010
Sherrie	Pazera		220 Pfaff Drive	Frankfort	IL	60423
Donald E.	Pearson		620 Elm Rd.	Barrington	IL	60010
Stuart	Pearson		1005 Campbell	Joliet	IL	60435
Wendell G	Pearson		136 Hillcrest Ct	Barrington	IL	60010

Complete DEIS Mailing List Distribution

Ken	Pedersen		232 Eastern Ave	Barrington	IL	60010
Neil	Pedersen		1113 N Brainard St.	Naperville	IL	60563
Lynn	Pekkarinen		1146 Birchdale Ln	Aurora	IL	60504
Charles C.	Peller		7701 Lake Shore Dr	Gary	IN	46403
Christopher	Pelletiere		124 West Hillside Ave.	Barrington	IL	60010
Daniel	Penkava		247 Coolidge Ave	Barrington	IL	60010
Donna	Penyak		25 Wescott	South Barrington	IL	60010
Jennifer	Pepping		8017 Insignia Ct.	Long Grove	IL	60047
Martha	Perales	St Rep AC Riley	600 Holiday Plaza	Matteson	IL	60443
Francisco	Perez	City of Chicago Heights	1601 Chicago Rd	Chicago Heights	IL	60411
Jorge	Perez	CAIC	1000 East 111th St.	Chicago	IL	60628
Nick	Perez		51 Cardlyn Ct.	Lake Zurich	IL	60047
Ted	Perez		8901 State Line Rd	Dyer	IN	46311
Rich	Perillo		306 W Northwest Hwy	Barrington	IL	60010
Ronald	Perkins		1000 Oakland Dr.	Barrington	IL	60010
Marilyn	Perri		156 Primrose Lane	Bartlett	IL	60103
Nicholas	Perri		370 Springlake Lane	Aurora	IL	60504
Dale	Perrin		1st Bank Plaza	Lake Zurich	IL	60047
Amy	Perrone		1205 Barclay Circle	Inverness	IL	60010
Bill	Perry		22278 NW Brookside Way	Lake Barrington	IL	60010
Julie	Perry		22278 NW Brookside Way	Lake Barrington	IL	60010
Carla	Pertler		Harlem Ave. & Aberdeen Rd.	Frankfort	IL	60423
Joshua	Pertler		600 E Aberdeen Rd.	Frankfort	IL	60423
Randy	Pertler		600 E Aberdeen Rd.	Frankfort	IL	60423
Kim	Pesavento		24863 N Blue Stem Ct	Tower Lakes	IL	60010
Laurie	Pesavento		2505 Lakeridge Dr	Lockport	IL	60441
Kathleen	Peschetet		119 Old Oak Dr.	Barrington	IL	60010
Marc G.	Peschetet		119 Old Oak Dr.	Barrington	IL	60010
Beata	Peters		29 Squire Rd	Hawthorn Woods	IL	60047
Howard	Peters	SVP for Government Relations, Illinois Hos	1151 E. Warrenville Rd.	Naperville	IL	60566
Mark D	Peters		24980 N Cherokee Dr	Barrington	IL	60010
Art	Petersen		230 Eastern	Barrington	IL	60010
Art & Diane	Petersen		230 Eastern Avenue	Barrington	IL	60010
Diane	Petersen		230 Eastern	Barrington	IL	60010
Dan	Peterson		70 E Main St	Lake Zurich	IL	60047
Darryl	Peterson		31 Little Bend Rd	Barrington Hills	IL	60010
Greg	Peterson		33 Wychwood	Barrington	IL	60010
Janet	Peterson		1214 Berkshire Ln	Barrington	IL	60010
Jeffrey	Peterson		1256 Oak Trail Drive	Libertyville	IL	60048
John	Peterson		740 Spurce	Barrington	IL	60010
Kathy	Peterson		1360 Lake Shore Dr	South Barrington	IL	60010
Kim	Peterson		33 Wychwood	Barrington	IL	60010
Loreta	Peterson		95 S Burr Oak Dr.	Lake Zurich	IL	60047
Richard	Peterson		1360 Lake Shore Dr	Barrington	IL	60010
Thomas	Peterson		1131 Gulf Keys Rd.	Elgin	IL	60120
	Petler		600E Aberdeen Road	Frankfort	IL	60423
Debbie	Petranek		4128 Peak Circle	Naperville	IL	60564
Steve	Petranek		4128 Peak Circle	Naperville	IL	60564
Keith	Petropoulos		105 Golf View Rd.	Lake Zurich	IL	60047
Suzanne	Petropoulos		105 Golf View Rd.	Lake Zurich	IL	60047
Denise	Petrosky		676 Fairway Lane	Frankfort	IL	60423
Paul	Petrosky		676 Fairway Lane	Frankfort	IL	60423
Tim	Petry	BMWED-LBT	P O Box 1250	Tinley Park	IL	60477
Bruce	Pfaff		409 Three Lakes Rd	Barrington Hills	IL	60010
Deborah	Pfaff		409 Three Lakes Rd.	Barrington Hills	IL	60010
Allison	Pfliston	Kiewit Western Co	2230 Point Blvd	Elgin	IL	60123
Sandy	Phelps		677 Providence Ln	Lindehurst	IL	60046
Garrett	Phillips		1116 W Montana	Chicago	IL	60614
Nella	Piccolin	Will County Board District 1	682 Brookside	Frankfort	IL	60423
Gayle	Pichlik		20966 Deer Path Road	Deer Park	IL	60010
Erwin	Pickert		742 S Grove Ave	Barrington	IL	60010
Sandy	Pickett		487 W Otto Dr	New Lenox	IL	60451
Stephen	Pickett	Metro West Council of Government	43 W Galena Blvd.	Aurora	IL	60506
Ame	Pickley		2039 Grovetown Dr	Bartlett	IL	60103
Paul	Pierkarski	Brotherhood of Locomotive Engineers/(Sou	3740 Candlewood Dr	Downers Grove	IL	60515
Dale	Pieper		3624 217th St.	Matteson	IL	60443
Jennifer	Pierce		2577 Chasewood Ct.	Aurora	IL	60502
Denise	Pieroni		306 N River Rd	McHenry	IL	60051
Robert	Pierson	N&S RR	7928 Trinity Circle	Tinley Park	IL	60487
Rick	Pietruszka	Illinois Dept. of Natural Resources	One Natural Resources Way	Springfield	IL	62702
Gary	Pilafas		1985 Oak Dale Rd	Hoffman Estates	IL	60169
Gloria	Pisechetti		553 W. Okdale	Chicago	IL	60657
Julie	Pineda	City of West Chicago	402 Harrison	West Chicago	IL	60185
Ruben	Pineda	City of West Chicago	402 Harrison	West Chicago	IL	60185
Liza	Pinsky		896 Maren St.	Lake Zurich	IL	60047
Barbara	Pintozzi	Barrington Area Library	505 N NW Hwy	Barrington	IL	60010
	Piotrowski		221 Kimberly Rd	Barrington	IL	60010
Lori	Pite		1131 Gulf Keys Rd	Elgin	IL	60120
Cinda	Pittman		112 Hillshire Dr	Barrington	IL	60010
Dave	Pittman		112 Hillshire Dr.	Barrington	IL	60010
Claudia	Pitts		627 E Main St	Barrington	IL	60010
William J	Pizzi		164 Harbor Dr.	Barrington	IL	60010
Kelly	Pizzo		440 K Airport Rd.	Elgin	IL	60123
Brian	Placko		3106 Fairmont Ave.	Aurora	IL	60503
Ruben	Platas		1095 Berkshire Ln	Barrington	IL	60010
Paul & Kim	Platenik		1250 Yorkshire	Barrington	IL	60010
Bill	Plautz		21978 Old Farm Rd.	Deer Park	IL	60010
Patricia	Plautz		21978 Old Farm	Deer Park	IL	60010
Jackie	Pletsch		7257 W. Hickory Creek Dr.	Frankfort	IL	60423
Steven E.	Ploder		450 Westwood Drive	Barrington	IL	60010
Jared	Ploger		2776 La Jolla Ct.	Aurora	IL	60503
Andrew	Plummer		242 Tall Trees Ln	Palatine	IL	60067
Joanna	Plummer		19815 Edinburgh Lane	Frankfort	IL	60423
Rich	Plummer		230 Pfaff Dr	Frankfort	IL	60423
Rita	Plummer		230 Pfaff Drive	Frankfort	IL	60423
Linda	Pochron		118 Barrington Commons Ct.	Barrington	IL	60010
Charles	Pocius		20802 N Connor	Barrington	IL	60010
Kathleen	Pocius		20802 N Cumnor	Barrington	IL	60010
Brian	Podiuska		998 Marlborough Rd	Barrington	IL	60010
Lorraine & Charles	Poe		2434 Alamance Dr.	West Chicago	IL	60185
Larry	Poglilsch		911 Lakewood Dr	Barrington	IL	60010
Scott	Pointon		1298 Theodore Street	Crest Hill	IL	60403
Jennifer	Poiry		26381 N. Willow Ave	Mundelein	IL	60060
Katrina	Poitrowski		22068 Rosemary Rd.	Frankfort	IL	60423
Kevin	Pokorny		226 N Hager Ave	Barrington	IL	60010
David	Pollock		113 Rose Terrace	Barrington	IL	60010
Gary	Polvere		155 Old Mill Rd	Barrington	IL	60010
Michele	Polvere		155 Old Mill Rd	Barrington	IL	60010
Raymond	Pora		931 Shetland Dr.	Frankfort	IL	60423
Kristine	Porter		134 Rushmore Dr	Bartlett	IL	60103
Stacy	Posey		313 Qual Dr	Hobart	IN	46342
Glenn	Poshard	Southern IL University	1400 Douglas Dr.	Carbondale	IL	62901
Brian	Poss		331 Millstream Ln	Oswego	IL	60543
Rebecca L.	Poston		2279 Federal Drive	Aurora	IL	60503
Donna	Posuch		899 Lakeridge Ct.	Aurora	IL	60502
Steve J.	Potaczek		101 McGregor Road	Lockport	IL	60551
Gigi	Poteracki		23885 Lancaster Ct	Deer Park	IL	60010
Erik	Potter	Post-Tribune	1433 E 83rd St	Merrillville	IN	46410
Jody	Poulter		1188 Thorndale Ln	Lake Zurich	IL	60047
Karen	Powal		21947 Green Forest Rd	Deer Park	IL	60010
Tom	Powal		21947 Green Forest Rd	Deer Park	IL	60010
Bill	Powell		230 Crooked Lane	North Barrington	IL	60010
Bill & Jenny	Powell		230 Crooked Lane	North Barrington	IL	60010
James	Powell		2055 Westridge Blvd.	Bartlett	IL	60103
Jenny	Powell		230 Crooked Lane	North Barrington	IL	60010
Jim	Powell		2055 Westridge Blvd	Bartlett	IL	60103
Cathy	Powers	Wheeling/ Prospect Heights Area Chamber	395 E. Dundee Rd.	Wheeling	IL	60090
Jim	Powers		1103 Longmeadow Dr	Glenview	IL	60025
Jan	Poynton		980 Old Mill Grove Rd.	Lake Zurich	IL	60047
Thomas	Poynton		980 Old Mill Grove Rd.	Lake Zurich	IL	60047
Kristen	Prahl		428 W Main St	Barrington	IL	60010
Maureen	Pratscher		21881 Rainbow Rd.	Deer Park	IL	60010
Roy	Pratt	City of Gary Common Council	6624 Birch Place	Gary	IN	46403
Jen	Pray		235 Westridge Blvd	Bartlett	IL	60103
John	Prentice		165 Forest View Dr	Elgin	IL	60120
Therese	Prentice		165 Forest View Dr	Elgin	IL	60120
Tom	Prentiss		82 Old Mill	Barrington	IL	60010
Brian	Prescott		16459 Winding Creek	Plainfield	IL	60586
Dan	Prevost	Parsons	2443 Crowne Point Dr	Cincinnati	OH	45241
William	Price		754 Lakeview	Vernon Hills	IL	60061
Ann	Pride		920 Lakewood Dr	Barrington	IL	60010
Jim	Pride		920 Lakewood Dr	Barrington	IL	60010
Bruce	Priebe		415 E Lincoln Ave	Libertyville	IL	60048
Warren	Priemann		24222 W Rose Ave	Lake Zurich	IL	60047
Roger W.	Prietz		21910 Emily Lane	Frankfort	IL	60423
Dawn	Primack		860 Churchill Ct.	Barrington	IL	60010
Larry	Prince	Stepan Co	22W Fronsnor Rd	Northfield	IL	60193
Daniel	Pritchett	The Village of Franklin Park	9500 W. Belmont Ave.	Franklin Park	IL	60131
Karen	Pritchett		9802 Schiller	Franklin Park	IL	60131

Complete DEIS Mailing List Distribution

Joyce	Probus		16734 S. Gaylord Road	Lockport	IL	60441
Bohdan	Proczko	La Grange Park	447 N. Catherine Ave.	La Grange Park	IL	60526
Robert & Suzanne	Proulx		523 Braemar Lane	Barrington	IL	60010
Len	Pryweller		6001 Miller	Gary	IN	46403
Deborah	Pryzwara		620 Prestwick Dr.	Frankfort	IL	60423
Anna	Puccio		1198 Red Clover Dr.	Naperville	IL	60564
Julie	Puccio		1835 Nicholson Dr	Hoffman Estates	IL	60192
Mark	Puccio		1835 Nicholson Dr	Hoffman Estates	IL	60192
Elizabeth & Jason	Pugh		1332 Pennsbury Ln	Aurora	IL	60502
John	Puhr		1480 Pheasant Trail Ct	Hoffman Estates	IL	60192
Lynn	Puhr		1480 Pheasant Trail Ct	Hoffman Estates	IL	60192
Marni	Puhre	Daily Herald	1804 N Division St	Morris	IL	60450
Christina	Puleo		880 Long Meadow Ct	Lake Barrington	IL	60010
Mark	Pullinger		20347 Meadow Ln	Deer Park	IL	60010
Paricia M.	Pulsifer		630 Indian Way	Barrington	IL	60010
Narendra	Purania		1761 Lanyon Dr	Bartlett	IL	60103
Roxanne	Purucker		865 St. Andrews Way	Frankfort	IL	60423
Theresa M	Pytel		614 Applegate Lane	Lake Zurich	IL	60047
Michael	Quayliano		1618 Castaway Ct	Barrington	IL	60010
Aaron	Quick		200 W College Ave Ste 301	Normal	IL	61761
Michael R	Quig		470 W Hillside Ave	Barrington	IL	60010
Catherine	Quigg		838 Harriet Lane	Barrington	IL	60010
Paul	Quigg		838 Harriet Ln	Barrington	IL	60010
Steve	Quigley	Will County Governmental League	50 E. Jefferston Street	Joliet	IL	60432
Annilgo	Quinlan		420 Laverne	Barrington	IL	60010
Larry	Quinlan		420 Laverne	Barrington	IL	60010
Rich	Quinn		105 Pfaff Drive	Frankfort	IL	60423
Sonia	Quinn		105 Pfaff Drive	Frankfort	IL	60423
Tracy M	Quinn		10 Porter School Rd	Barrington	IL	60010
Nancy	Quintana		420 Waverly Road	Barrington	IL	60010
Jason	Raasch		27520 Savannah Trl	Lake Barrington	IL	60010
David	Raclaw		130 Waterview Ct.	Lake Barrington	IL	60010
Bret	Radel		664 Bent Ridge Ln	Barrington	IL	60010
Andy	Radetski	Village of Palatine	148 W Illinois	Palatine	IL	60067
R.S.	Radin		590 Crooked Ln	North Barrington	IL	60010
Russell	Radkiewicz		726 Lincoln Ave	West Chicago	IL	60185
Kirsten	Radler Waack		306 Waverly Rd	Barrington	IL	60010
Frank	Radogna		724 N Lake Shore Dr	Tower Lakes	IL	60010
Jeff & Sondra	Raider		214 Maple Road	Barrington	IL	60010
Mandi	Raison		11719 Glen Circle	Plainfield	IL	60585
Elaine	Ramesh		5 Little Bend Rd	Barrington	IL	60010
Sue	Randall		21001 N Wildrose Dr	Deer Park	IL	60010
David	Randolph		68 Round Barn Rd.	Barrington Hills	IL	60010
Jackie C	Randolph	BLET	3121 Talia St	Portage	IN	46368
Meredith	Randolph		68 Round Barn Rd	Barrington	IL	60010
Mary	Randolph-Dale		912 Hampstead Ct.	Barrington	IL	60010
John	Rangel		3900 W 212 Place	Matteson	IL	60443
Kelly	Ransom		126 W Main	Barrington	IL	60010
Ken	Ransom		28607 W Chamberlin	Lake Barrington	IL	60010
Rose	Rapka		145 Pfaff Drive	Frankfort	IL	60423
William	Rapka		145 Pfaff Drive	Frankfort	IL	60423
Edward	Rappaport		880 St. Andrews Way	Frankfort	IL	60423
Evelyn	Rappaport		880 St. Andrews Way	Frankfort	IL	60423
Elizabeth	Raserman		84 Old Mill Court	Barrington	IL	60010
Arsalan	Rashid		215 Lillian Pl	Bartlett	IL	60103
Robert F.	Ratini		24545 Tufton St.	Plainfield	IL	60585
Richard	Ratzel		1215 Hancock Drive	New Lenox	IL	60451
Nancy	Rausch		81 Brinker Rd	Barrington Hills	IL	60010
Gerald	Rawling		2006 W Farwell Ave	Chicago	IL	60645
Linda	Ray		786 Concord Ln	Barrington	IL	60010
James	Raymer		1846 Cranshire Ln	Naperville	IL	60565
Timothy	Raynor		350 Westwood Dr	Barrington	IL	60010
	Raynor		350 Westwood Dr	Barrington	IL	60010
Geoffrey	Reedy		432 Park Barrington	Barrington	IL	60010
Lynda	Reedy		120 Hidden Oaks Dr	Barrington	IL	60010
Richard	Reedy		120 Hidden Oaks Dr	Barrington	IL	60010
Doug	Rees		133 Whitney Dr	Barrington	IL	60010
Sally	Rees		133 Whitney Dr	Barrington	IL	60010
Ed and Linda	Reible		3130 Fox Hill Rd	Aurora	IL	60504
Bernard	Reich		61 Hills & Dales Rd	Barrington Hills	IL	60010
Diane	Reich		61 Hills & Dales Rd	Barrington Hills	IL	60010
Allyn	Reichert		705 Colony Lane	Frankfort	IL	60423
Dena	Reichert		705 Colony Lane	Frankfort	IL	60423
Rob	Reindl		2005 Colchester Ave.	Hoffman Estates	IL	60192
Beth	Reiner-Adler		1216 Lake Shore Dr	North Barrington	IL	60010
Linda	Reinhard		1213 Meadow Way	Barrington	IL	60010
Patricia	Reinhardt		485 Old Mill Rd	Barrington	IL	60010
Harold E	Reinhart		165 N Signal Hill	North Barrington	IL	60010
Mary	Reinhart		165 N Signal Hill	North Barrington	IL	60010
Joseph	Reitemeier	Fond du Lac Area of Commerce	207 N. Main Street	Fond du Lac	WI	54935
Steve	Reitsch		22088 Old Farm Rd.	Deer Park	IL	60010
Barbara	Retzer		36 Lakeview Dr	Lake Barrington	IL	60010
Sara & Dave	Rendall		1253 Arboreside Dr.	Aurora	IL	60502
Robert	Rentz		5722 Caribou Lane	Hoffman Estates	IL	60192
Patty	Renz		40 Lake Zurich Dr	Lake Zurich	IL	60047
Margaret	Resnick		1401 N Midlothian	Mundelein	IL	60060
Paul	Resnick		210 Raymond Ave	Barrington	IL	60010
Frandolf	Reyes		1797 Buzzich Dr	Bartlett	IL	60103
Leslie	Reynolds		26 Overbrook Road	South Barrington	IL	60010
Jim	Rezzek		24919 N Pawnee Rd	Lake Barrington	IL	60010
Rehman	Rhan		235 Lillian Pl	Bartlett	IL	60103
Mark	Rhodes		31 W 761 Orchard Lane	Wayne	IL	60184
Jerry L	Rials		22012 Sunset Dr	Richton Park	IL	60471
Gina	Rice		1708 Castle Ct.	Elgin	IL	60120
Perry	Rich	Athletic Co	500 N Hough St Ste 175	Barrington	IL	60010
Salter	Rich		1210 Lake Shore Dr N	Barrington	IL	60010
John	Richard		72 Lake Zurich Dr.	Lake Zurich	IL	60047
Kevin C.	Richardson	Village of Lake Barrington	23860 Old Barrington Road	Lake Barrington	IL	60010
Peter G.	Richardson		195 Forest View Dr	Elgin	IL	60120
Allison	Rider		1450 Bridgeport Ln	Aurora	IL	60504
Sam	Rider		621 Dundee Ave	Barrington	IL	60010
Bilfried	Rieger		238 Gillick	Park Ridge	IL	60068
Robert	Riehle		21234 N 19th St	Barrington	IL	60010
Kurt	Riesselmann	Fermilab	PO Box 500	Batavia	IL	60510
	Riffner		1834 Walden Office Square	Schaumburg	IL	60173
Debra J.	Rigkoff		142 Old Dunde	Barrington	IL	60010
Margaret	Rinando		3303 Heritage Lake Drive	Lockport	IL	60441
Diane M	Rinn		124 Joan Dr	Barrington	IL	60010
Pam	Rion	DuPage Co	421 N County Farm Rd	Wheaton	IL	60187
Victoria	Rios		9 W Sauk Trail	Frankfort	IL	60423
Georges	Rioux	Consulate of Canada	20 E Cedar	Chicago	IL	60611
Amy	Ritchie		265 Weatherstone Rd.	Barrington	IL	60010
Holly C	Rivera		200 E Hillside Rd	Barrington	IL	60010
Hashim	Rizvi		21016 N Crestview Dr	Barrington	IL	60010
Phyllis	Roa		1104 Davison St.	Joliet	IL	60433
Kim	Roach		1086 O'Malley Ct	Lake Zurich	IL	60047
Nadine	Roach		1415 Mallard Lane	Hoffman Estates	IL	60192
Susan	Roark		1681 Trafalgar Ln	Aurora	IL	60504
Joann	Robbins		250 Surrey Ln	Barrington	IL	60010
Elyse Ray	Roberts		88 Brinker Rd	Barrington Hills	IL	60010
Glen	Roberts		991 Commonwealth Ct	Barrington	IL	60010
Heather	Roberts		1305 Mallard Ln	Hoffman Estates	IL	60192
Inez	Roberts		543 N. Hough St.	Barrington	IL	60010
Josh	Roberts		1305 Mallard Ln	Hoffman Estates	IL	60192
Maureen	Roberts		991 Commonwealth Ct	Barrington	IL	60010
Timothy	Roberts		239 W Lake St	Barrington	IL	60010
George	Robinson		5 South 040 Pebblewood Lane	Naperville	IL	60563
Tim	Rockford		27700 W Flynn Creek Dr	Barrington	IL	60010
Emil C.	Rode	School District 20	616 W. Main Street	Barrington	IL	60010
Christian B	Roder		21925 Rainbow Rd	Deer Park	IL	60010
Priscilla	Roder		21925 Rainbow Rd	Deer Park	IL	60010
Daniel	Rodriguez		243 Lillian Pl	Bartlett	IL	60103
Joe	Rodriguez		5528 Northcote Ave	East Chicago	IN	46312
Joel	Rodriguez	City of Gary	401 Broadway	Gary	IN	46402
Karen	Rodriguez		146 Westridge Blvd	Bartlett	IL	60103
Olga L.	Rodriguez		243 Lillian Pl	Bartlett	IL	60103
Susan	Rodriguez		227 Maple Road	Barrington	IL	60010
Ulises	Rodriguez		146 Westridge Blvd	Bartlett	IL	60103
Jim	Roemer		4302 Hillside Ave	Barrington	IL	60010
Karen	Roemer		4302 Hillside Ave	Barrington	IL	60010
Caroline	Rogers	City of Gary	401 Broadway	Gary	IN	46402
JoAnn	Rogers		734 S Forest Dr	Barrington	IL	60010
Patrick	Rogers	Township of Lyons	6404 Joliet Rd.	Countryside	IL	60525
Terence R	Rogers		734 S Forest Dr	Barrington	IL	60010
Christine	Roggeveen		990 Bosworthfield Rd.	Barrington	IL	60010
J	Roggeveen		990 Bosworthfield Rd	Barrington	IL	60010
Robert	Roggeveen		990 Bosworthfield Rd	Barrington	IL	60010
Wynn Ann	Roggeveen		111 W County Line Rd	Barrington Hills	IL	60010
John D	Rogner	United States DOI - Fish and Wildlife Serv	1250 South Grove Avenue	Barrington	IL	60010

Complete DEIS Mailing List Distribution

Scott	Rohler		401 Broadway	Gary	IN	46402
Joanne	Roig		145 Kainer Avenue	Barrington	IL	60010
Terry	Rolecek		135 Redwood Ln	Barrington	IL	60010
Carol	Rolfs		631 Leon Dr	Tower Lakes	IL	60010
Ardis	Roman		532 Prairie Ave	Barrington	IL	60010
Karen	Rome		107 8th Ave.	Bartlett	IL	60103
Rob & Dianne	Romei		477 Carolian Dr.	Lake Zurich	IL	60047
Henry	Ron		1755 Ariana Dr	Bartlett	IL	60103
Tommy	Ronald		179 Silbury Dr	Bartlett	IL	60103
Johanna	Rooney		1584 Bedlington Dr	Inverness	IL	60010
Jamie	Root		1263 Yorkshire	Barrington	IL	60010
Michael	Root		324 Center Rd	Frankfort	IL	60423
Sharon	Root		324 Center	Frankfort	IL	60423
Gerald	Roper	Chicagoland Chamber of Commerce	200 E. Randolph St.	Chicago	IL	60601
Jose A.	Rosas		211 Lillian Pl	Bartlett	IL	60103
Ida	Rose		22060 Camermill Drive	Frankfort	IL	60423
Jennifer	Rose		5 Covered Bridge Rd	South Barrington	IL	60010
Priscilla	Rose	Cuba Township	28000 W Cuba Ln	Barrington	IL	60010
Raymond	Rose		221 North Lake St.	Mundelein	Il	60060
Nathan	Roseberry	Village of Hoffman Estates	1900 Hassell Rd	Hoffman Estates	IL	60169
John	Rosene		208-A Braeburn Road	Barrington Hills	IL	60010
Karen	Rosene		208 A Braeburn	Barrington	IL	60010
Nancy	Rosenfeld		439 Park Barrington Dr	Barrington	IL	60010
Norman	Rosenfeld		439 Park Barrington Dr	Barrington	IL	60010
Victoria	Rosenfeld		1401 Middlebury Dr.	Aurora	IL	60504
John	Rosengren		26345 Glenbarr Lane	Barrington	IL	60010
Theresa	Rosengren		26345 Glenbarr Ln	Barrington	IL	60010
Harold	Ross	Brotherhood of Locomotive Engineers and	1370 Ontario St., Mezzanine	Cleveland	OH	44113
Sandra	Ross		6018 Claremont Ave.	Chicago	IL	60659
Tara	Ross		3428 Breitsieser Ln	Naperville	IL	60564
Robin	Ross-Henning		1510 Lakeshore Drive	Barrington	IL	60010
Joseph	Rossi		3507 Islay Ln.	Crete	IL	60417
Marcia	Rossi		110 Otis Rd	Barrington	IL	60010
Mark	Rossi		110 Otis Rd	Barrington	IL	60010
Mary	Roszak		204 Pfaff Drive	Frankfort	IL	60423
John	Roszkowski	Pioneer Press	1140 Lake Street	Oak Park	IL	60301
Nancy	Rot		890 Rainbow Rd	North Barrington	IL	60010
James	Roth		1300 Mallard Ln	Hoffman Estates	IL	60192
Karen	Roth		1300 Mallard Ln	Hoffman Estates	IL	60192
Lisa	Rothman		28460 Kelsey Ct	Barrington	IL	60010
Tony	Rotolante		283 Kimberly Rd	Barrington	IL	60010
Donald F	Rouseman		270 Kimberly Rd	Barrington	IL	60010
Kristin	Routhecaux		507 South Street	Barrington	IL	60010
Tim	Routhecaux		507 South Street	Barrington	IL	60010
Becky	Rowe		1512 Waverly Dr.	Champaign	IL	61821
Carol	Rowe		22 Elm Place	Lake Zurich	IL	60047
Chris	Rowe		217 S Glendale Ave	Barrington	IL	60010
Chuck	Rowe		22 Elm Place	Lake Zurich	IL	60017
Kevin	Rowe		200 Ela St	Barrington	IL	60010
Mary	Rowe		200 Elm St	Barrington	IL	60010
Chuck	Rowill		524 Braemar Ln	Barrington	IL	60010
Susan	Rowland		232 Abbott Pl	Tower Lakes	IL	60010
Maureen	Rubenstein		234 Raymond Ave	Barrington	IL	60010
Ryan	Rubenstein		234 Raymond Ave	Barrington	IL	60010
Donna	Rubino		443 Park Barrington Dr	Barrington	IL	60010
Frank	Rubino		443 Park Barrington Dr	Barrington	IL	60010
Susan	Rudolph		241 Field Crest Drive	Bartlett	IL	60103
Bernice	Rue		1060 Wood View Court	Aurora	IL	60504
Pat	Ruer		540 Westwood Dr	Barrington	IL	60010
Wendy	Ruhde		3640 Arlington Ct.	Aurora	IL	60504
Carol A	Ruhter		533 Summit	Barrington	IL	60010
Don	Ruhter		533 Summit St.	Barrington	Il	60010
Jerry	Ruiz		420 W Belmont	Chicago	IL	60657
Kristin	Ruiz		10612 Burnham Court	Naperville	IL	60564
Michelle	Ruiz		120 Bright Oaks Circle	Cary	IL	60013
Kimberly	Rumrey		669 Claredon Ln.	Aurora	IL	60504
Marylynn J	Rushing		107 Brinker Rd	Barrington	IL	60010
Ed	Russell		708 Otoole Dr	Minooka	IL	60447
Karina	Russell		440 Westwood Dr	Barrington	IL	60010
Steve	Russell		2436 Millington Court	Aurora	IL	60504
Mike	Ruzich		10673 Shilling Rd	Frankfort	IL	60423
Karen	Ryan	CN Railroad	1625 Depot St.	Stevens Point	WI	54481
Nancy	Ryan		25301 W Cuba Rd.	Barrington	IL	60010
J Stanley	Ryberg		560 Hillside Ct	Barrington	IL	60010
Lynda	Ryberg		560 Hillside Ct	Barrington	IL	60010
David	Ryckman		157 L Helm Rd.	Barrington Hills	IL	60010
Joan	Ryckman		157 L Helm Rd	Barrington Hills	IL	60010
Hildegard	Rykoff		730 Skyline Dr	Barrington	IL	60010
Doreen	Sa		1450 Saddle Ridge Place	Bartlett	IL	60103
Brian	Saarnio		2733 Palm Springs Ln	Aurora	IL	60502
Basil	Sabbak		409 North Ave	Barrington	IL	60010
Katrinia E	Sabbak		409 North Ave	Barrington	IL	60010
Arlene & Larry	Sabitino		1187 Donegal Ln	Barrington	IL	60010
Al	Sabo		865 Oak Hill Rd	Lake Barrington	IL	60010
Mike	Sabo	City of Chicago Heights	1601 Chicago Rd	Chicago Heights	IL	60411
Patti	Sacco		4539 Corktree Rd.	Naperville	IL	60564
Kathleen	Sachtschale		928 Shoreline Rd	Lake Barrington	IL	60010
Richard A	Sachtschale		928 Shoreline Rd	Lake Barrington	IL	60010
Paul	Sadauskas		12746 Terrace Boulevard	Plainfield	IL	60585
Marvin	Sadler		1611 W. Albion Ave.	Chicago	IL	60626
Andrew	Saelren		432 Thomas Dr	Barrington	IL	60010
Cynthia	Said		3208 Tussell St.	Naperville	IL	60564
Elizabeth	Said		3448 Charlemaine Dr.	Aurora	IL	60504
Douglas	Sakaguchi	State of Utah	1115 North Main St.	Springville	UT	84663
Kazi	Salem		1 Olympic Dr.	South Barrington	IL	60010
Gram	Salen		3756 Celeste Ln	Naperville	IL	60564
John	Saletta		46 Wood Oaks Dr	South Barrington	IL	60010
Amy	Salin		114 Raymond Ave	Barrington	IL	60010
Mike	Salins		2720 Fort Sumter Ct	Aurora	IL	60503
	Salit		3 Braemar Court	Barrington	IL	60008
Kay & Ron	Saljards		26386 N Rt. 83	Mundelein	IL	60060
Anne	Salter		1210 Lake Shore Dr N	Barrington	IL	60010
Judy	Samaras		608 Beacon Dr	Lake Barrington	IL	60010
Steve	Samaras		608 Beacon Dr	Lake Barrington	IL	60010
Kulwinder	Samethy		1793 Lanyon Dr	Bartlett	IL	60103
George	Sampaleanu		31 N Liberty Dr	Barrington	IL	60010
Robert	Sampson		1367 Cranbrook Circle	Aurora	IL	60502
Myrtle	Samuelson		23463 N Meadow Ln	Barrington	IL	60010
L	Sand		PO Box 64037	Gary	IN	46401
Sarah	Sander		111 Beverly Rd	Barrington	IL	60010
Marie	Sandschafer		11016N 1775th	Effingham	IL	62401
Scott	Sandschafer		4308 Pagoda Court	Naperville	IL	60564
Eileen	Sanfilippo		547 Summit	Barrington	IL	60010
James	Sanford		725 Mark Ave.	Des Plaines	IL	60016
	Sanja		1762 Lanyon Dr	Bartlett	IL	60103
Gerry	Sansone		234 Eastern Ave	Barrington	IL	60010
Raymond	Santeler		909 Oakland Dr	Barrington	IL	60010
Jennifer	Santini		159 Prescott Dr	Bartlett	IL	60103
Maria	Sarkisian		23640 N Lookout Pt Rd	Lake Barrington	IL	60010
Maria	Sarli-Dehlin		130 Bennington Dr	Bartlett	IL	60103
T.E.	Sashko		1000 N Midlothian Rd.	Mundelein	IL	60060
Bruce J.	Sauer	Village of North Barrington	111 Old Barrington Road	North Barrington	IL	60010
Steve	Sauerberg		1414 S Highland Ave D-127	Lombard	IL	60148
Joseph	Savage		31 Pine Ave.	Lake Zurich	IL	60047
Ralph & Angel	Savaglio		370 Vaughn Circle	Aurora	IL	60502
Timothy	Savoie		3940 Highknob Cr.	Naperville	IL	60564
Douglas	Saylor		206 Coolidge Ave	Barrington	IL	60010
Peggy	Saylor		3445 Ohara Terrace	Naperville	IL	60564
Judy	Scalzitti		1153 Berkshire Ln	Barrington	IL	60010
Larry	Scalzitti		1153 Berkshire Ln	Barrington	IL	60010
Cathy & Casey	Scanlon		1899 Burton Dr.	Bartlett	IL	60103
Eamon	Scannell		542 North Ave	Barrington	IL	60010
Susan	Schabeck		207 W Station	Barrington	IL	60010
Jack	Schaefer		820 S Country Dr	Barrington	IL	60010
Richard	Schaefers		1300 Hunters Rdg. W.	Hoffman Estates	IL	60192
Bernadette	Scharf		3120 Deering Bay Dr.	Naperville	IL	60564
Carl	Schatsick		207 W Station St	Barrington	IL	60010
Susan	Schatsick		207 W Station St	Barrington	IL	60010
Marcie	Schatz	City of Naperville	400 South Eagle St.	Naperville	IL	60566
Leanne	Schau		150 Westridge Blvd	Bartlett	IL	60103
Tom	Schau		150 Westridge Blvd	Bartlett	IL	60103
M	Schauer		21204 N Lake Zurich Rd	Barrington	IL	60010
Mark	Schauer		PO Box 30036	Lansing	MI	48909
Donnaruth	Schaul		4 Woodcreek Rd	Barrington	IL	60010
Bill	Schaupp		119 Buoy Ct	Lake Barrington	IL	60010
Yoshiko	Schaupp		119 Buoy Ct	Lake Barrington	IL	60010
Robert E.	Schayer		225 Jamie Ln	Lake Zurich	IL	60047
John	Schehl		214 North Ave	Barrington	IL	60010
Amy	Scheleski		4040 Juneberry Road	Naperville	IL	60564

Complete DEIS Mailing List Distribution

Mary	Schell		465 W Hillside Ave	Barrington	IL	60010
Hank	Schepers		710 Bent Ridge Ln	Barrington	IL	60010
George	Scheuppert		97 Otis Rd	Barrington	IL	60010
Helen	Schiewe		225 Elm Rd.	Barrington	IL	60010
Kathryn	Schiewe		1011 North Rd	Fox River Grove	IL	60010
Sandra	Schild		43 Brinker Rd	Barrington Hills	IL	60010
Wayne	Schild		43 Brinker Rd	Barrington Hills	IL	60010
Pam	Schilling		1100 N. Wood Dale Road	Wood Dale	IL	60191
James C.	Schilt		1162 Donegal Ln	Barrington	IL	60010
Denise	Schirmann		219 Schuldt Dr.	Lake Zurich	IL	60047
Stephen	Schlickman	Regional Transportation Authority	175 W Jackson Blvd.	Chicago	IL	60604
Robert J	Schlossmann	PCVCC	1815 Hilltop Rd	Elgin	IL	60120
Ulie P.	Schlueter		20650 Swansway	Deer Park	IL	60010
Rebecca	Schmakel		11716 Presley Circle	Plainfield	IL	60585
Carol	Schmidt		719 N. Lake Shore Dr.	Tower Lakes	IL	60010
Claudia	Schmidt		3127 Wild Meadow Ln	Aurora	IL	60504
Hans	Schmidt		3127 Wild Meadow Ln	Aurora	IL	60504
Michael	Schmidt	News-Sun	2383 N Delany Rd	Waukegan	IL	60087
Thomas	Schmidt		401 S Coler	Urbana	IL	61801
Cecilia	Schneider		PO Box 336	Barrington	IL	60010
Christine	Schneider		211 Ariana Dr	Bartlett	IL	60103
Kurt M.	Schneider		211 Ariana Dr	Bartlett	IL	60103
Lynne	Schneider		PO Box 7124	Buffalo Grove	IL	60089
Raymond	Schneider		225 S. Gilbert Ave	La Grange	IL	60525
Paul	Schnepf		20858 Meadow Ct	Deer Park	IL	60010
Carl M.	Scholtz		2213 Asbury Ave	Evanston	IL	60201
Mike	Scholefield	CSEDC	15801 Jon Rd	Oak Forest	IL	60452
Pricilla	Scholobohm		211 W Hillside Ave	Barrington	IL	60010
Ed	Schotz		3476 Charlemaine Dr.	Aurora	IL	60504
Kimberly	Schotz		3476 Charlemaine Dr.	Aurora	IL	60504
Shirley	Schrade		106 Nina Lane	Bartlett	IL	60103
Kenneth	Schramer		24883 Middlefork Rd	Barrington	IL	60010
Dianne	Schreiber		16358 Crescent Lake	Crest Hill	IL	60403
John	Schreiber		16358 Crescent Lake	Crest Hill	IL	60403
Eric	Schroeder		41 Entry Dr.	Hawthorn Woods	IL	60047
Bruce	Schubert		1095 Squire Ct.	Aurora	IL	60505
Miryana	Schubert		One Lyn Lane	Barrington	IL	60010
Nick	Schuberts		200 Carridge	Barrington	IL	60010
	Schuchman		17841 Moonglow Road	Centralia	IL	62801
Sue	Schudel		1050 E Middle St.	South Elgin	IL	60177
Kay	Schueppert		97 Otis Rd	Barrington	IL	60010
Michael J.	Schuetz		455 Westwood Dr.	Barrington	IL	60010
Rochelle	Schulanal	Barrington Area Soccer Association	110 S Hager	Barrington	IL	60010
Karen	Schuld		1180 Patriot Dr.	New Lenox	IL	60451
Dave	Schultz	City of Warrenville	30W291 Ridgewood Ct	Warrenville	IL	60555
James	Schultz		548 Haddon	Vernon Hills	IL	60061
Joan	Schultz		627 Braemar Ln	Barrington	IL	60010
Martha	Schultz		1162 Donegal Ln	Barrington	IL	60010
Steve	Schultz		627 Braemar Ln	Barrington	IL	60010
Paula	Schumacher	Village of Bartlett	228 S Main St	Bartlett	IL	60103
Noel	Schumann		22650 Linden Dr	Lake Barrington	IL	60010
Nancy	Schumm-Burgess	Barrinton Hills Conservation Trust	17 Oakdene Road East	Barrington Hills	IL	60010
Denise	Schussler		11736 Glenn Circle	Plainfield	IL	60585
Lorianne	Schuris		213 Hillside Drive	Island Lake	IL	60042
Cory & Kevin	Schuyler		21975 Thyme Lane	Frankfort	IL	60423
Neil	Schwab		27068 W Driftwood Ct	Barrington	IL	60010
Barbara	Schwartz		8127 Parkview Lane	Frankfort	IL	60423
Genny	Schwartz		23890 Lancaster Ct	Deer Park	IL	60010
Jeff	Schwartz		23890 Lancaster Ct	Deer Park	IL	60010
Jeff	Schwartz		2663 Havens Dr.	West Chicago	IL	60185
Meg	Schwartz		4204 Chaparral Drive	Naperville	IL	60564
Sheila	Schwartz		201 S Hough St	Barrington	IL	60010
John A.	Schweizer		330 Eastern Ave.	Barrington	IL	60010
David	Schwent		932 Northgate Dr.	Dyer	IN	46311
Robert M.	Schwerd		2637 45th Street	Highland	IN	46322
Joseph P.	Schwieterman		243 S. Wabash Ave.	Chicago	IL	60422
Mike	Schwindel		220 Greenwood Road	Elgin	IL	60120
Esther	Sciaccotta		230 Wyngate Dr	Barrington	IL	60010
Dominic	Sciafani		180 Old Sutton Rd.	Barrington Hills	IL	60010
Joseph	Sciafani		180 Old Sutton Rd.	Barrington Hills	IL	60010
Joseph	Sciafani		440 K Airport Rd.	Elgin	IL	60123
Megan	Sciafani		180 Old Sutton Rd.	Barrington Hills	IL	60010
Renee	Sciafani		180 Old Sutton Rd.	Barrington Hills	IL	60010
Carolyn	Scimera - Flos		2620 Popisn View Bend	Elgin	IL	60120
Celeste	Scimo		4 N 741 Honey Hill Circle	Wayne	IL	60184
Edward R	Scoby		225 Linden Rd	Barrington	IL	60010
Emily	Scoby		225 Linden Rd	Barrington	IL	60010
Betsy	Scott		311 North Ave	Barrington	IL	60010
Bob	Scott		7 Harvest Clen Ct.	Hawthorn Woods	Il	60047
Connie	Scott		7 Harvest Clen Ct.	Hawthorn Woods	IL	60047
Jen	Scott		670 Stillwater Lane	Barrington	IL	60010
Ronier	Scott	Gary Common Council	401 Broadway	Gary	IN	45402
Edward A	Scott III		116 Coolidge Ave	Barrington	IL	60010
Jack	Scully		185 Forest View Dr.	Elgin	IL	60120
Sherry	See		5 S 504 Gordon Terrace	Naperville	IL	60563
Blake	Seeds		1240 Burr Oak Ln	Barrington	IL	60010
Luis	Segovia		1786 Lanyon Dr	Bartlett	IL	60103
Bob	Sehauer		21204 N Lake Zurich Rd	Barrington	IL	60010
Vladimir	Seizovic		731 N Exmoor	Barrington	IL	60010
Susan	Selk		2642 Sagamore Circle	Aurora	IL	60503
Willie	Sellers		707 Fouth Ave	Joliet	IL	60433
Mark and Claudia	Sells		5 Park Place Circle	Hawthorn Woods	IL	60047
Jennifer	Selman		626 Sycamore	Barrington	IL	60010
Karen	Selman		116 Brinkler Rd	Barrington	IL	60010
Barbara	Selvik		1460 Lake Shore Dr S	Barrington	IL	60010
Donald R	Semla		116 Stuntz ST	Barrington	IL	60010
Faith	Semla		116 Storiz St	Barrington	IL	60010
Doug	Semma		225 Center Road	Frankfort	IL	60423
Fred	Senne		168 Hibiscus Circle	Matteson	IL	60443
Pat	Senne		168 Hibiscus Circle	Matteson	IL	60443
Denise	Sepos		1213 Yorkshire Ln	Barrington	IL	60010
Derek T.	Serbe		678 Stillwater Lane	Barrington	IL	60010
Maria	Serremetis		1782 Dyer Dr	Bartlett	IL	60103
Laurie	Serikaku		678 Asbury Dr.	Aurora	IL	60502
Sal	Serio	Property Owner	144 Hibiscus	Matteson	IL	60443
Cherie	Serna		3904 Callander Court	Naperville	IL	60564
RogerA.	Serpe	Indiana Harbor Belt Railroad Company	55 W. Monroe Street, Suite 1600	Chicago	IL	60603
Ronald	Serpico	Village of Melrose Park	1000 N 25th Ave.	Melrose Park	IL	60160
Lisa	Servos		2417 Wentworth Ln	Aurora	IL	60502
Michael & Ann	Severson		1410 Mallard Ln	Hoffman Estates	IL	60192
Susan M	Severtson	City of Gary	401 Broadway	Gary	IN	46402
James	Sexton	Village of Evergreen Park	9418 South Kedzie Ave.	Evergreen Park	IL	60805
Joe	Sgarbossa		25457 W Cuba Rd	Barrington	IL	60010
Michael & Christine	Shackelford		501 Aberdeen Rd.	Frankfort	IL	60423
Mickey	Shackelford		19350 S. Harlem Ave.	Frankfort	IL	60423
Carol M	Shadrick		429 Drury Ln	Barrington	IL	60010
Dana A	Shadrick		429 Drury Ln	Barrington	IL	60010
Brinda	Shah		2264 Hulsboro Ln	Naperville	IL	60564
Jyoti	Shah		1736 Arian Dr	Bartlett	IL	60103
Tizendra	Shah		1769 Lanyon Dr	Bartlett	IL	60103
Steven	Shandley		43 Forest Lane	South Barrington	IL	60010
Bob	Shannon		318 West Lake St	Barrington	IL	60010
Catherine	Shannon		26960 N Pierre Dr.	Mundelein	IL	60060
Jenny	Shannon		318 West Lake St	Barrington	IL	60010
Lisa	Shannon		24530 Tufton Street	Plainfield	IL	60585
James P.	Shapard	City of Joliet	150 West Jefferson Street	Joliet	IL	60432
Abra	Shapiro		105 Brinker Rd	Barrington Hills	IL	60010
Alfred	Shapiro		105 Brinker Rd	Barrington	IL	60010
	Sharad		1865 Nicholson Dr.	Hoffman Estates	IL	60192
Suresh	Sharma		3024 Crystal Rcok Rd.	Naperville	IL	60564
Vijay	Sharma		1131 Randville Dr	Palatine	IL	60074
Kazi	Sharmin	Salem&Elyas Manzur Salem	1 Olympic Dr	Barrington	IL	60010
Francis	Sharp		1916 E McCord	Centralia	IL	62801
Sabrina	Shastany		868 March St.	Lake Zurich	IL	60047
Timothy	Shastany		713 Prospect Ave	Barrington	IL	60010
John	Shattuck		417 Elm Rd	Barrington	IL	60010
Kim	Shattuck		417 Elm Rd	Barrington	IL	60010
Eibert	Shaw	Shaw Communications	1374 Berion St	Crete	IL	60417
Alice	Shea		669 Bent Ridge Ln	Barrington	IL	60010
Alice and George	Shea and Lanphear		669 Bent Ridge Lane	Barrington	IL	60010
Patrick J	Sheehan		230 Fox Hunt Trail	Barrington	IL	60010
Timothy R.	Sheehy	Metropolitan Milwuake Association of Com	756 N. Milwaukee Street	Milwaukee	WI	53202
Beth	Sheffer		720 Oxbow Lane	Barrington	IL	60010
Scott	Sheffer		720 Oxbow Lane	Barrington	IL	60010
Al	Sheffler		21954 Green Forest Rd	Deer Park	IL	60010
Fran	Sheffler		21954 Green Forest Rd	Deer Park	IL	60010
Doyle	Shepherd		555 Oak Knoll Rd	Barrington Hills	IL	60010
Florine	Shepherd		555 Oak Knoll Rd	Barrington Hills	IL	60010
Nancy	Shepherdson		24444 Middlefork	Deer Park	IL	60010

Complete DEIS Mailing List Distribution

Lee	Sheridan		140 Surrey Lane	Barrington	IL	60010
Sally	Sheridan		140 Surrey Lane	Barrington	IL	60010
Rex	Sherrard		7332 Woodmar Avenue	Hammond	IN	46323
Kelly & Joshua	Sherwood		927 Sundew Ct.	Aurora	IL	60504
Warren	Shew		200 Applebee St	Barrington	IL	60010
Kevin	Sheys	Attorneys for the Village of Barrington, IL	1601 K. St NW	Washington	DC	20006
Kliff	Shinn		538 S Main St	Barrington	IL	60010
Jim	Shipman		7N280 Ridgecine Rd.	St. Charles	IL	60175
Talat	Shirazi		1753 Dyer Dr	Bartlett	IL	60103
Mark	Shircel		25515 Warwick Rd	Tower Lakes	IL	60010
Jill	Shirlick		128 Church Street	Frankfort	IL	60423
David J.	Shmitt		2561 Whiteway Court	Aurora	IL	60504
Heather	Sholeen		437 Washington	Barrington	IL	60010
Todd	Sholeen		437 Washington St	Barrington	IL	60010
Peter	Shudz	CSX Corporation	1331 Pennsylvania Ave. NW	Washington	DC	20004
Peter	Shudz	CSX Corporation	500 Water St.	Jacksonville, FL	DC	32202
Alana	Shuma		3432 Charlemaine Dr.	Aurora	IL	60504
Evelyn	Siapno		1747 Dyer Dr	Bartlett	IL	60103
Susan	Sibley		346 Eastern Ave	Barrington	IL	60010
Aisha	Siddli		135 Stanton Dr	Bartlett	IL	60103
Joe	Sieger		736 Oak Rd	Barrington	IL	60010
Judy	Sieger		997 Georgetowne Ln	Barrington	IL	60010
Maureen	Sieger		736 Oak Rd	Barrington	IL	60010
Nancy	Siegmund		2214 meadown Ln	Centralia	IL	62801
John	Siewers, Jr		990 Williamsburg Pk.	Barrington	IL	60010
Mark	Sigwalt		719 Prospect Ave.	Barrington	IL	60010
Tana and John	Sikova		840 Fairfax Court	Barrington	IL	60010
Larry	Siler		440 S LaSalle St.	Chicago	IL	60607
Elaine	Silets		125 Arrowhead Ln	Barrington	IL	60010
Lisa	Silk		544 Saratoga Drive	Aurora	IL	60502
David	Silverman	Village of Channahon	822 Infantry Drive	Channahon	IL	60435
Peter	Silvestri	Village of Elmwood Park	11 Conti parkway	Elmwood Park	IL	60707
Ronald	Simanis		4 Pfaff Drive	Frankfort	IL	60423
Imilda	Simek		215 W Hillside Avenue	Barrington	IL	60010
Susan	Simkins	Parsons	10 S Riverside Plz 4th Fl	Chicago	IL	60606
Don	Simon		999 Bosworthfield Rd	Barrington	IL	60010
Laura	Simon		999 Bosworthfield Rd	Barrington	IL	60010
Vaughn N	Simon		19 Shoreline Rd	Barrington	IL	60010
Barb	Simonds		601 S Grove Ave	Barrington	IL	60010
Sandra	Simonis		1304 Edington	Mundelein	IL	60060
John	Sims		20383 Park Hill Dr	Barrington	IL	60010
Nancy	Sims		20383 Park Hill Dr	Barrington	IL	60010
Olena	Singer		3540 Gatewood Ln.	Aurora	IL	60504
Rochelle	Singer		14 Hart Hills Rd	Barrington	IL	60010
Ted	Singer		14 Hart Hills Rd	Barrington	IL	60010
Amrit	Singh		41 Olympic Dr.	South Barrington	IL	60010
Dale	Sink		220 Pacific Street	Frankfort	IL	60423
Nancy	Sink		220 Pacific Street	Frankfort	IL	60423
Claire	Sinnema		5678 Caribou Lane	Huffman Estates	IL	60192
Faye	Sinnott		317 Roslyn Rd	Barrington	IL	60010
Lynn	Sirocki		11238 Lavender Lane	Frankfort	IL	60423
Gurmeot	Siyh		1772 Ruzich Dr	Bartlett	IL	60103
Robert	Skadonea	Frankfort School District 157-C	10482 Nebraska St	Frankfort	IL	60423
Timmi	Skaggs		534 Chesterfield Ln	Barrington	IL	60010
Patrick	Skarr	Naperville Area Chamer of Commerce	55 S Main St	Naperville	IL	60540
Ken	Skiba		25475 Timber Ct	Barrington	IL	60010
Doug	Skor		248 W. Lincoln Ave	Barrington	IL	60010
Ken	Skord		143 Rosehall Dr.	Lake Zurich	IL	60047
Dan	Skoubis		118 Rue Jardin	Deer Park	IL	60010
Georgia	Skoubis		118 Rue Jardin	Deer Park	IL	60010
Pamela	Skoubis		510 Shorely Dr #102	Barrington	IL	60010
Eric	Sladek		21403 Brittany Dr.	Frankfort	IL	60423
Larry	Slate		1688 Cumberland Rd.	Aurora	IL	60504
Russ	Slinkaro		63 N Chicago St	Joliet	IL	60432
Barb	Sloan	Cambridge Systematics	115 S Lasalle St	Chicago	IL	60603
Jim	Smalley		629 Dogleg Lane	Bartlett	IL	60103
Richard	Smeaton	Matteson Community Development	4900 Village Commons	Matteson	IL	60443
Marlene and Bob	Smetana		21922 Inglenook	Deer Park	Il	60010
Ashley	Smith		69 Round Barn Rd	Barrington Hills	IL	60010
Christine	Smith		314 W Lincoln Ave	Barrington	IL	60010
David J	Smith	Frankfort Township	20018 S Graceland Ln	Frankfort	IL	60423
Donald	Smith		308 E Grand Lake Blvd	West Chicago	IL	60185
Gayl	Smith		1905 Stanford	Naperville	IL	60565
Gray	Smith		314 W Lincoln Ave	Barrington	IL	60010
Greg	Smith		2921 Reseve Ct.	Aurora	IL	60502
Kerry	Smith		582 MacBan Way	Inverness	IL	60010
Nancy	Smith		308 E Grand Lake Blvd	West Chicago	IL	60185
Patricia A	Smith		24941 N Jensen	Cary	IL	60013
Paul	Smith		1167 Omalley Drive	Lake Zurich	IL	60047
Paul Samuel	Smith	U.S. Department of Transportation	1200 New Jersey Ave, SE	Washington	DC	20590
Roger	Smith		69 Round Barn Rd	Barrington Hills	IL	60010
Ron	Smith		153 Hillcrest Dr	Barrington	IL	60010
Scott	Smith	SEC Group Inc	4500 Prime Parkway	McHenry	IL	60050
Tim	Smith		611 S Prairie Ave	Barrington	IL	60010
Vernon	Smith		299 Rivers Drive	Lake Bluff	IL	60044
Vernon G.	Smith		Third Floor State House	Indianapolis	IN	46204
Cherie	Smith Zurek	422 N Hough St, Barrington-property owner	414E Thomas St	Arlington Heights	IL	60004
Vincent	Smith, Senior		850 Ewing Ave	Joliet	IL	60432
Maureen	Smolinske		22007 Emily Lane	Frankfort	IL	60423
Daniel	Smuskiewicz		296 Colony Lane	New Lenox	IL	60451
Noreen	Smyth		1225 Cedar Ln	Northbrook	IL	60062
JoAnn	Snell		550 E Main St	Barrington	IL	60010
David	Snodgrass		5211 Galloway Dr	Huffman Estates	IL	60192
Nathan	Snodgrass		179 Tamarack Ln	Barrington Hills	IL	60010
Clare	Snyder		345 Covington Dr	Barrington	IL	60010
Dave	Snyder		414 Otis Rd	Barrington	IL	60010
Jamie	Snyder	City of Carbondale	200 S Illinois Ave	Carbondale	IL	62901
Leonard	Snyder	Assistant City Attorney for Carbondale, IL	200 S. Illinois Ave.	Carbondale	IL	62902
Sue Rav	Snyder		414 Otis Rd	Barrington	IL	60010
Lily	So		1920 Butler Dr	Bartlett	IL	60103
Barb	Soares		3724 Grassmere Rd.	Naperville	IL	60564
Paul	Sobol		547 Prairie Lane	Lake Zurich	IL	60047
Bob	Sobolewski		403 North Ave	Barrington	IL	60010
Peggy	Sobolewski		403 North Ave	Barrington	IL	60010
John	Sobotik	Wisconsin DOT	4802 Sheboygan Ave.	Madison	WI	53707
Charles	Sobus	Village of McCook	5000 Glencoe Ave.	McCook	IL	60525
Rodger	Soeldner		555 Elm Rd	Barrington	IL	60010
Gabe	Solymoss		207 E Lakeshore Dr	Tower Lakes	IL	60010
Mary	Solymoss		207 E Lakeshore Dr	Tower Lakes	IL	60010
Tiffiny	Sommers - Wolf		220 Kainer Avenue	Barrington	IL	60010
Stephanie	Song		2425 Barnhard St.	West Chicago	IL	60185
Renea	Sorensen		506 Elm Rd	Barrington	IL	60010
Alix	Soske		61 Spring Creek Dr	Barrington	IL	60010
Robert G	Soule		20224 N Exmoor	Barrington	IL	60010
Wendy	Sowdels		163 N Wynstone Dr	North Barrington	IL	60010
Wendy K.	Sowsers		163 North Wynstone Dr	North Barrington	IL	60010
Virginia & Bill	Soyars		2535 Ridge Rd	Aurora	IL	60504
Jim	Spade		1757 Lanyon Rd	Bartlett	IL	60103
Tracy	Spade		1757 Lanyon Dr	Bartlett	IL	60103
Ron	Spain		224 Ariana Dr	Bartlett	IL	60103
Peter & Diane	Sparagio		555 Braemar Lane	Barrington	IL	60010
Robert	Sparr		982 Commonwealth Ct	Barrington	IL	60010
Diana	Spatsulas		591 Peachtree Ln	Lake Zurich	IL	60047
Brett	Spearing		591 Timber Ln	Frankfort	IL	60423
Sarah	Spearing		591 Timber Ln	Frankfort	IL	60423
Ty	Spearing		651 Pheasant Trail	Frankfort	IL	60423
Margaret	Spegel		236 B George St.	Barrington	IL	60010
Stephen	Sperli		3207 sunset Ct.	Lockport	IL	60441
Richard P	Spicuzza		320 W Russell St	Barrington	IL	60010
Michelle	Spinell		8 Porter School Rd	Barrington	IL	60010
Mary	Spinner		3 Bow Ln	Barrington Hills	IL	60010
Harlan	Spiroff	Village of Wayne	P.O. Box 532	Wayne	IL	60184
Harlan	Spiroff	Village of Wayne	105 S York St.	Elmhurst	IL	60126
Mark & Stacy	Spizzirri		11584 Tea Tree Lane	Frankfort	IL	60423
Jennifer	Spleen		1277 Stonehaven Cr.	Aurora	IL	60504
Douglas	Splitt		149 Park Ridge Ct.	Aurora	IL	60504
JP	Spoerer		985 Corinth Road	Moncure	NC	27559
Jack	Spohnholtz		21115 N Prestwick Dr	Barrington	IL	60010
Erik	Sprenne		3118 Wirth Rd	Highland	IN	46322
Carolyn	Springer		2 Middlebury Rd	Barrington	IL	60010
Ed	Springer		23 Old Barrington Rd	Barrington	IL	60010
Meryl	Squires-Cannon		2 Goose Lake Drive	Barrington Hills	IL	60010
Jol	Srewers		990 Williamsburg Pk	Barrington	IL	60010
John	Sryde		345 Covington Dr	Barrington	IL	60010
Diane	Stacy		5460 W Pauling Rd	Monee	IL	60449
Wayne	Stallard		155 Hilltop Ave	Barrington	IL	60010
Mary	Stallone		25660 N Oak Ct	Barrington	IL	60010
Tom	Stamborski		245 Hidden Pond Ln	North Barrington	IL	60010
Martha	Stamper		4989 Trillian Trail	Long Grove	IL	60047

Complete DEIS Mailing List Distribution

Donald	Stanczyk	Bedford Park-Clearing Industrial Associatio	6535 S. Central	Bedford Park	IL	60638
Karl	Stanley		1560 Hearthstone Ct	Dyer	IN	46311
Lucinda	Stanley		1560 Hearthstone Court	Dyer	IN	46311
Bill	Stanton	Toll Brothers	196 Penny Rd	South Barrington	IL	60010
Charles	Staples		1985 Ridgemorie Dr	Bartlett	IL	60103
Mary	Staples		1985 Ridgemore	Bartlett	IL	60103
Jim	Stark		720 E Illinois	Wheaton	IL	60187
Sandra	Starnes		16 N 118 Healy Rd	Barrington Hills	IL	60010
Thomas	Starnicky		3116 W Fargo Ave.	Chicago	IL	60645
Allen	Staron		522 Wilson Ave	Glen Ellyn	IL	60137
Chris	Staron		1616 E Golf Rd	Des Plaines	IL	60016
Mary	Staros		11 Revere Drive	South Barrington	IL	60010
Fred J	Stasewich		255 Sharon Dr	Barrington	IL	60010
Nancy M	Stasewich		255 Sharon Dr	Barrington	IL	60010
Michael G	Stathakis		23830 N. Pointe Court	Lake Barrington	IL	60010
K. James	Stedt		123 Well St.	Park Forest	IL	60466
Adrian	Steel	Mayer Brown, LLP	1909 K Street, N.W.	Washington	DC	20006
Susan	Steeves		1919 Tamahawk Ln	Naperville	IL	60564
Alex	Stefanik		590 Dunhill Drive	Lake Zurich	IL	60047
Steven & Susan	Stefanovich		21919 Parkway Lane	Frankfort	IL	60423
Henriette	Stegemeier		604 Hessel Blvd	Champaign	IL	61820
Carrie	Stegrik		118 Dundee Ave	Barrington	IL	60010
Arne	Stegvik		118 Dundee Ave	Barrington	IL	60010
Virginia	Steiger		670 Red Bridge Rd.	Lake Zurich	IL	60047
Marc	Steinman		566 Aberdeen Rd.	Frankfort	IL	60423
Suzanne	Stefiga		749 S County Dr Glen Acres	Barrington	IL	60010
Korey	Stellmach		997 Shoreline Dr.	Aurora	IL	60504
Thomas L	Stennis III	Amtrak	1001 Lovola Ave	New Orleans	LA	70113
Bob	Stephen		27547 W Henry Lane	Lake Barrington	IL	60010
Chris	Stephen		121 Ruzich Dr	Bartlett	IL	60103
Diane	Stephens		3400 Garlands Lane	Barrington	IL	60010
Lois	Stephens		454 Saratoga Drive	Aurora	IL	60502
Norval	Stephens		3400 Garlands Ln	Barrington	IL	60010
Bruce & Deborah	Sterling		18 Park Place Circle	Hawthorn Woods	IL	60047
Sophia	Sterling	Mass Mutual Financial Group	11350 McCormick Rd.	Hunt Valley	MD	21031
Dawn	Sternman		566 Aberdeen Rd	Frankfort	IL	60623
Marc	Sternman		566 Aberdeen Rd	Frankfort	IL	60623
Richard	Sterrett		21389 N Crestview Dr	Barrington	IL	60010
Judy	Stetson		1351 Oak Ridge Rd	Barrington	IL	60010
W Bradley	Stetson	Chairman/CEO Barrington Bank & Trust	1351 Oak Ridge Rd	Barrington	IL	60010
W. Bradley	Stetson	Barrington Bank and Trust Co.	201 S. Hough Street	Barrington	IL	60010
Barbara	Stevens		22396 Autumn Dr	Frankfort	IL	60423
Craig	Stevens		510 Pueblo Trail	Wheeling	IL	60090
Darlene	Stevens		1616 Robert Lane	Naperville	IL	60564
Laura	Stevens		995 Georgetowne Ln	Barrington	IL	60010
Mike	Stevens		22396 Autumn Dr	Frankfort	IL	60423
John	Stewart		5195 Morningview Dr	Hoffman Estates	IL	60192
Sandy	Stewart		5195 Morningview Dr	Hoffman Estates	IL	60192
Jon	Stickney		440 North Ave	Barrington	IL	60010
Patricia M	Stickney		440 North Ave	Barrington	IL	60010
Courtney	Stillman		10482 W. Nebraska St	Frankfort	IL	60423
Regan	Stockstell	Village of Richton Park	4455 Sauk Trail	Richton Park	IL	60471
Ann	Stockton		1009 Mandalay Ct.	Naperville	IL	60563
Klaus	Stoehr		2 N Bruce Circle	Hawthorn Woods	IL	60047
Frank	Stola		3012 Goldenglow Ct.	Naperville	IL	60564
Greg	Stonehocker		2680 Providence Ave.	Aurora	IL	60503
Kimberly	Stotlar		3103 Wild Meadow lane	Aurora	IL	60504
Carol	Strader		PO Box 174	Plainfield	IL	60544
Steve	Strains		6100 Southport Rd	Portage	IN	46368
Edward	Strangway	Glendale Heights Chamber of Commerce	P.O. Box 5054	Glendale Heights	IL	60139
Orlando	Stratman		845 Phsasant Ridge Dr.	Lake Zurich	IL	60047
Steve	Strawn		265 Bellingham Dr	Barrington	IL	60010
Alex	Streed		446 E Valencia Ave	Barrington	IL	60010
Christine	Streed		446 E Valencia Ave	Barrington	IL	60010
Susan	Streeter		350 S Valley Rd.	Barrington	IL	60010
Mark	Stricker	Village of Matteson	4900 Village Commons	Matteson	IL	60443
Marge	Stringfellow		21923 Old Barrington Rd	Barrington	IL	60010
William	Stringfellow		21923 Old Barrington Rd	Barrington	IL	60010
Richard	Strom		22315 Ridgeway	Richton Park	IL	60471
Jennifer	Struck		27887 E Savannah Tr	Lake Barrington	IL	60010
Paul	Struck		27887 E Savannah Tr	Lake Barrington	IL	60010
Yolanda	Struzel		900 March St.	Lake Zurich	IL	60047
Craig	Stryble		621 S Brove Ave	Barrington	IL	60010
Joseph	Strzelczyk	The Village of Summit IL	7321 W 59th St.	Summit	IL	60501
Diana	Stubenrauch		400 S Grove Ave	Barrington	IL	60010
Michael	Stubenrauch		400 S Grove Ave	Barrington	IL	60010
Jill	Stubenvoll		24347 Tanager Ct	Deer Park	IL	60010
M. W.	Stubna		139 Harbor Drive	Lake Barrington	IL	60010
Brian	Stucka		224 Kainer Ave.	Barrington	IL	60010
David	Stuebner		4900 Linscott Ave	Downers Grove	IL	60315
Becky	Stumpe		2603 West 22nd St.	Oak Brook	IL	60521
Allen	Sturdy	CN Railroad	9132 N. 5 Road	Gladstone	MI	49837
Jason	Stutzck		199 Silbury Dr	Bartlett	IL	60103
Denny	Suckow		729 Small Ct.	Naperville	IL	60563
Don	Sues		21824 Morning Dove Lane	Frankfort	IL	60423
Larry	Suffredin	Cook County	118 N. Clark St.	Chicago	IL	60602
	Sulikowski		41 N. Liberty	South Barrington	IL	60010
Ed	Sullivan	Trustee Village of Mundelein	1590 Verde Ln	Mundelein	IL	60060
Janet	Sullivan	EMS Coordinator	450 W Rt 22	Barrington	IL	60010
Jeff	Sullivan		2200 Wilson Creek	Aurora	IL	60503
Joseph E	Sullivan		160 Kings Row	Barrington	IL	60010
Karin	Sullivan		4028 June Berry Road	Naperville	IL	60564
Kathleen	Sullivan-Swanson		282 Pine Tree Row	Lake Zurich	IL	60047
Dawn	Summers		3412 Breitwieser Ln	Naperville	IL	60564
Laurie	Summers	Will County Residents for Responsible Inte	561 West Arlington Ln	Crete	IL	60417
Alan	Summerville	ICF International	9300 Lee Highway	Fairfax	VA	22031
Laurie	Sunclie		1157 Berkshire Ln	Barrington	IL	60010
Carey	Sunderlage		1715 Nicholson Dr	Hoffman Estates	IL	60192
Kevin	Sunderlage		432 Washington St	Barrington	IL	60010
Warren	Sunderlage		209 James St	Barrington	IL	60010
Ingrid	Suppes	Suppes Group LLC	230 Oak Knoll Rd	Barrington Hills	IL	60010
Penny	Suppes		6 Oakdene Rd	Barrington	IL	60010
Rolf	Suppes		230 Oak Knoll Rd	Barrington Hills	IL	60010
Vijay & Parul	Surti		5277 Galloway Drive	Hoffman Estates	IL	60192
Gerald	Sus		22090 Coriander Ln	Frankfort	IL	60423
Terrance	Susek		1405 Fernwood Terrace	New Lenox	IL	60451
Kesti	Susinskas		7325 Janes Ave	Woodridge	IL	60517
Janet	Susskind		1933 Sundrop Ct.	Bartlett	IL	60103
Marty	Suter		24352 N Bonnie Ln	Lake Zurich	IL	60047
Elsie	Sutter	Village of Elmwood Park	11 Conti Parkway	Elmwood Park	IL	60707
Vearn	Sutton		1007 32nd Ave.	Bellwood	IL	60104
Luby	Suzanne	Coldwell Bank	303 E. Main St. #101	Barrington	IL	60010
Joseph C	Svetanoff		130 N Main St	Crown Point	IN	46307
Adelle	Swanson	Riverdale Chamber of Commerce	108 W 144th St.	Riverdale	IL	60827
David	Swanson		243 King Arthur Ct.	Elgin	IL	60120
Joseph	Swanson		6 Maybury Ln	Barrington Hills	IL	60010
Meg	Swartz		4204 Chaparral Dr	Naperville	IL	60564
Paul D.	Sweeden		8440 Tabler Rd	Morris	IL	60450
Patrick	Sweeney		1013 Andrea Dr	New Lenox	IL	60451
James	Swidergal		1200 Hillcrest Ln	Woodridge	IL	60517
Karen	Swidergal		97 Carriage Rd	North Barrington	IL	60010
Fazloun	Sxin		1707 Arian Dr	Bartlett	IL	60103
John	Symowicz		29W226 Lee Rd	West Chicago	IL	60185
Christopher	Szymanski	US House of Representatives	2228 Rayburn Building	Washington	DC	20515
Ronald F	Szymanski		3 Rose Boulevard	South Barrington	IL	60010
David	Tabak		391 N Valley Ct	Barrington	IL	60010
Tamara	Tabel		880 Georgetowne	Barrington	IL	60010
Tamara & Todd	Tabel		880 Georgetowne Lane	Barrington	IL	60010
Aimee	Tadsen		110 Kainer Ave	Barrington	IL	60010
Brent	Tadsen		110 Kainer Ave	Barrington	IL	60010
Carol	Taft		1527 Monareh Cir.	Naperville	IL	60564
Denis	Taillon		483 Brookside Road	North Barrington	IL	60010
Ashesh	Tailor		425 Blue Heron Cir	Bartlett	IL	60103
Grace	Takata		221 Early St.	Park Forest	IL	60466
Gayner	Talashek		252 Drury Ln	Barrington	IL	60010
Michael	Talbett	Lake County Board Dist 19	1245 Stratford Crt	Lake Zurich	IL	60047
Joseph	Tamburino	Village of Hillside	425 Hillside Ave.	Hillside	IL	60162
Hong	Tang		966 March St.	Lake Zurich	IL	60047
David	Tanking		223 W Main St	Barrington	IL	60010
David T.	Tanking		5 Tioga Trail	Lake Barrington	IL	60010
Ajay	Tantuwaya		1758 Dyer Dr	Bartlett	IL	60103
Donna	Tarvid		516 Durham Dr	Frankfort	IL	60423
Russell	Tarvid		516 Durham Dr	Frankfort	IL	60423
Robert J	Tarwid		432 N Cook St	Barrington	IL	60010
Phillip	Tassin		16800 South Center Street	Harvey	IL	60426
Keith	Tate	Chatham Avalon Park Community Council	8441 S. Cottage Grove	Chicago	IL	60619
Robert H	Tate		3 Candlewood Lane	Barrington	IL	60010
Linda	Tatum		22665 Linden Dr	Barrington	IL	60010
Roger	Tatum		22665 Linden Dr	Lake Barrington	IL	60010

Complete DEIS Mailing List Distribution

Romio	Tayello		1742 Arian Dr	Bartlett	IL	60103
Deb	Taylor		1023 Oakland Dr	Barrington	IL	60010
Larry	Taylor	City of Altamont	202 North Second Street	Altamont	IL	62411
Steve	Taylor		233 Norwich Dr	Bartlett	IL	60103
Tim	Taylor		1023 Oakland Dr.	Barrington	IL	60010
Virginia	Taylor		2002 Highbury Lane	Aurora	IL	60502
Carol	Teel		230 Birchwood Dr.	Barrington	IL	60010
Betty & Wayne	Tegeder		410 Hillside Ave	Barrington	IL	60010
Richard	Telan		5 Braemar Court	Barrington	IL	60010
Dave	Terlep		415 Cowles Ave	Joliet	IL	60435
Rhone	Terrell	Cook	5036 Meadow Lake Dr	Richton Park	IL	60471
Dipti	Thakur		230 Lillian Pl	Bartlett	IL	60103
Patsy	Thalheiner		521 Lake Shore Dr No	Barrington	IL	60010
	Thamel		1750 Lanyon Dr	Bartlett	IL	60103
Jody	Thelin	School Bus Driver	3310 Alethea Dr	Algonquin	IL	60102
James P	Thenniseh		563 Shorely Dr #202	Barrington	IL	60010
Andrea	Theocres		178 Pheasant Run Trail	North Barrington	IL	60010
Harry	Theodore	Barrington Chamber of Commerce	993 Georgetown Ln	Barrington	IL	60010
Janice J.	Theodore		993 George Towne Lane	Barrington	IL	60010
Mimi & Taso	Theodoru		4420 White Ash Ln	Naperville	IL	60564
Diane	Therrien		596 Chesterfield Ln	Barrington	IL	60010
Walter James	Therrien		21935 Emily Lane	Frankfort	IL	60423
Jeff and Jody	Thieman		821 Stuart Cir.	Frankfort	IL	60423
Bernard J	Thomas	Retired Logistic Mgr	215 Amherst Dr	Bartlett	IL	60103
Curtis & Denise	Thomas		22020 Sunset Drive	Richton Park	IL	60471
Doreen	Thomas		61 Windish	Barrington Hills	IL	60010
L	Thomas		61 Windrush Ln	Barrington Hills	IL	60010
Lindy	Thomas		111 North Ave #104	Barrington	IL	60010
Timothy C.	Thomas		11713 Glen Circle	Plainfield	IL	60585
Stephen J	Thome		128 Briar Pl	Barrington	IL	60010
Ted	Thome		218 Victoria Street	Barrington	IL	60010
Andrew	Thompson	Red River Valley & Western Railroad Com	P.O. Box 508	Wahpeton	ND	58074
Annette	Thompson		1640 Leyland Ln	Aurora	IL	60504
Bill	Thompson		7936 Big Buck Trail	Frankfort	IL	60423
Craig	Thompson	Transporation Development Association of	131 Wilson St	Madison	WI	53703
Diana	Thompson		4535 Corktree Rd	Naperville	IL	60564
H B	Thompson		415 Raleigh Pl	Tower Lakes	IL	60010
James R.	Thompson		1700 K Street, N.W.	Washington	DC	20006
Martin D	Thompson		539 Aberdeen Rd	Frankfort	IL	60423
Nancy	Thompson		800 Outerlaken Dr.	Lake Zurich	IL	60047
Ronald & Shirley	Thompson		606 S. Cook Street	Barrington	IL	60010
H. Hoyt	Thompson, Jr.		26336 N. Oak Avenue	Mundelein	IL	60060
Ron	Thoresen		886 Bristol Dr	Barrington	IL	60010
Lisa	Thorn		1810 Nicholson Dr.	Hoffman Estates	IL	60192
Mary Ann	Thornton	Village of South Holland	16226 Wausau Ave	South Holland	IL	60473
Renahe	Thornton		359 Bateman Circle S.	Barrington Hills	IL	60010
Steven	Thornton		359 Bateman Circle S	Barrington	IL	60010
Charlie	Threlkeld		PO Box 249	Mandeville	LA	70470
Caren	Thrun		21168 N 19th St.	Barrington	IL	60010
Charles B	Thyfault		164 Hillcrest Dr	Barrington	Il	60010
Chuck	Thyfault		320 W Main St	Barrington	IL	60010
Gail	Tibensky		31W665 Nancy Lane	Wayne	IL	60184
Leona	Tichenor		640 Lexington	Chicago Heights	IL	60411
Harry	Tichnor		976 Williamsburg Park	Barrington	IL	60010
Pat	Tichnor		976 Williamsburg Park	Barrington	IL	60010
Pamela	Tichy		77 S Wynstone Dr	North Barrington	IL	60010
Robert	Tichy		77 S Wynstone Dr	North Barrington	IL	60010
Richard	Tidwell		547 W. Jackson Blvd.	Chicago	IL	60661
Ann Marie	Tigges		32 W 140 Glos St.	Wayne	IL	60184
Fred	Tijan		1222 Douglas St	Joliet	IL	60435
Joan & Howard	Tillman		575 Christopher Dr	North Barrington	IL	60010
Johnson	Timbrevid		5427 Silk Hawk Drive	Naperville	IL	60564
Craig	Timonen		206 Pebble Creek Dr.	Lake Zurich	IL	60047
Ken	Tindall		606 Westridge Drive	Aurora	IL	60504
Tom	Tingleff		123 Muirfield Circle	Wheaton	IL	60187
Julie	Tisdale		24414 Campion Dr.	Plainfield	IL	60585
Gale	Tivensky		31W665 Nancy Lane	Wayne	IL	60184
Carol	Toda		97 Waterview Ct	Barrington	IL	60010
Elizabeth	Todd-Middleditch		100 Oxford Rd	Tower Lakes	IL	60010
Judy	Toele		541 South St	Barrington	IL	60010
Adam	Tokarski		11453 Misty Falls Ln	Frankfort	IL	60423
Stacy	Tokarz		1998 Ridgemore Dr	Bartlett	IL	60103
Judy	Tolle		541 South St.	Barrington	IL	60010
Jeff	Tollt		541 South St	Barrington	IL	60010
Darla	Tolva		1959 Ridgemore Dr	Bartlett	IL	60103
John	Tomasoski		1610 Plainfield Road	Crest Hill	IL	60403
Kim	Tomczyk		1785 Nicholson Dr.	Hoffman Estates	IL	60192
Rebecca	Tonigan	Cuba Townshiop Assessor	28000 W Cuba Ln	Barrington	IL	60010
Lynn	Topping		117 Brinker Rd.	Barrington	IL	60010
James N	Torri		2914 Indian Springs Ct	Joliet	IL	60435
Ross	Tortorice		3341 Gustav St.	Franklin Park	IL	60131
Dorothy & Jerry	Toth		1499 Farrington Ln	Aurora	IL	60504
Marlene	Tourville		615 Dundee Ave	Barrington	IL	60010
Mary C.	Townsager		915 Division Street	Barrington	IL	60010
Scott	Toy		8022 RFD, Connor Drive	Long Grove	IL	60047
Jeffry	Trad		510 Prairie Ave	Barrington	IL	60010
Terry	Traeder		112 Forestview Lane	Aurora	IL	60502
Arel	Trajano		1744 Lanyon Dr	Bartlett	IL	60103
Tori	Trauscht	Indian Creek Watershed Project	19561 University Dr.	Mundelein	IL	60060
Hugo	Traveseras		99 East Dundee Rd, Apt. 3N	Wheeling	IL	60090
Merrill	Travis		3949 Spaulding Orchard	Springfield	IL	62711
James & Catherine	Trawinski		231 Thornhill Cout	Lake Barrington	IL	60010
Jackie	Traynere		555 Monroe	Bolingbrook	IL	60440
Jamie	Trebac		21980 Mayfield Ln	Deer Park	IL	60010
Christine	Trelgrove		284 Pebble Creek Dr	Barrington	IL	60010
Laird	Trelgrove		284 Pebble Creek Dr	Barrington	IL	60010
Jodi	Trendler		1421 Talbot Dr.	Naperville	IL	60565
Guy	Tridgell	Southtown Stn	6901 W 159 St	Tinley Park	IL	60477
Paula	Trigg	Lake County Emergency Management	600 W Winchester	Libertyville	IL	60048
Lisa	Trimberger		580 Chateaux Bourne Dr	Barrington	IL	60010
Rosemary	Trivelli		31W230 Woodland Tr. So.	Wayne	IL	60184
maureen	Trom		5213 Elliot Dr.	Hoffman Estates	IL	60192
Leonard & Geri	Tropp		817 Highland Rd.	Frankfort	IL	60423
Pat	Trunda		18 Jefferson Ln	Cary	IL	60010
Luigi	Tucci		3211 Johnsbury Ct.	Aurora	IL	60504
Jim	Tuchscherer		12 7th St., NW	Oelwein	IA	50662
Broderick	Tuff		1856 Kensington	Westchester	IL	60154
Bill	Tupper	metra	547 W. Jackson Blvd.	Chicago	IL	60661
Barbara	Turner		411 Washington St.	Barrington	IL	60010
Darius	Turner		20 Pfaff Drive	Frankfort	IL	60423
Glen	Turner		542 helen Dr.	Bartlett	Il	60103
Sandra	Turnipseed		2704 San Luis Ct.	Naperville	IL	60565
Mike	Tursi		1083 Cormar Dr.	Lake Zurich	IL	60047
Gaetano and Antonia	Turso		1960 Ridgemore Drive	Bartlett	IL	60103
Terry	Tuttle		855 March St.	Lake Zurich	IL	60047
John	Tyler		306 Eastern Ave	Barrington	IL	60010
Judy	Tyler		306 Eastern Ave	Barrington	IL	60010
Michael	Uhran		1261 Burr Oak Ln	Barrington	IL	60010
Angela	Uhric		986 Commonwealth Court	Barrington	IL	60010
Lee & Jack	Uhrig		24519 Ganton	Naperville	IL	60564
Ed	Uhrik		986 Commonwealth Ct	Barrington	IL	60010
John	Ulbrich		30W308 Briar Lane	Naperville	IL	60563
Katie	Umphred		624 Prairie Avenue	Barrington	IL	60010
William	Umphred		624 Prairie Avenue	Barrington	IL	60010
James C.	Underwood		27210 College Rd	Centralia	IL	62801
Conrad J.	Urban		567 Aberdeen Road	Frankfort	IL	60423
Glenn	Urban		8059 RFD 8059 RFD	Long Grove	IL	60047
Vicki	Urban		567 Aberdeen Rd	Frankfort	IL	60423
Vera	Utterback		92 10th Avenue	Bartlett	IL	60103
Dan	Valenti		1789 Dyer Dr	Bartlett	IL	60103
Janet	Vallett		14149 S Western Ave.	Blue Island	IL	60406
April	Van		120 Ruzich Dr	Bartlett	IL	60103
Tanya	Van Cleave		106 N Lakeshore Dr	Tower Lakes	IL	60010
Susannah	Van Dam		525 Grove Ave	Barrington	IL	60010
Charles F.	Van Fossan		5 Bow Lane	Barrington Hills	IL	60010
Suzanne	Van Huis	CN Railroad	2 Harrison St.	North Fond du Lac	WI	54935
Mike	Van Poucke	Macom Corporation	3380 LaCrosse Lane	Naperville	IL	60564
Gayle	Van Sessen		6100 Southport Rd.	Portage	IN	46368
G J	Van Setten		3636 217th St	Matteson	IL	60443
Bruce	Van Wagoner		66 Round Barn Rd	Barrington Hills	IL	60010
Peggy	Van Wagoner		66 Round Barn Rd	Barrington Hills	IL	60010
Clarence	Van Wolde		1379 Charlevoix Way	Schererville	IN	46375
Nancy	VanBrookhaven		1317 Carlisle Dr	Barrington	IL	60010
Dawn	Vance		2492 Whitehall Ct.	Aurora	IL	60504
Heidi	Vance	Forest Park Chamber of Commerce	7344 W Madison St.	Forest Park	IL	60130
William	Vandemerkt		1521 Aberdeen	Naperville	IL	60564
Michael	Vanderheyden		24363 Hunters Ln	Deer Park	IL	60010
Susan	Vanderheyden		24363 Hunters Ln	Deer Park	IL	60010
Mark	VanderVelde		317 Hancock Dr.	New Lenox	IL	60451

Complete DEIS Mailing List Distribution

Roxanne	VanderVelde		317 Hancock Dr.	New Lenox	IL	60451
Bruno	Vanoudenhove		543 N Hough St #302	Barrington	IL	60010
Aaron	Vargo		603 Breamar	Barrington	IL	60010
Kristie	Vargo		603 Breamar	Barrington	IL	60010
Barbara	Varner		90 Fir Street	Park Forest	IL	60466
Vicki	Varzino		1526 Abbotsford Dr.	Naperville	IL	60563
Bonnie	Vaughan		1301 Oak Hill Rd	Barrington	IL	60010
James and Angela	Vaughan		892 Ayrshire Court	Frankfort	IL	60423
Iona	Vaughn		3502 Indian head Ln	Joliet	IL	60435
Audrey	Veath		328 W Station St	Barrington	IL	60010
Jesus	Vega		21178 N 18 St	Barrington	IL	60010
Jesus	Vega		646 E Hillside Ave	Barrington	IL	60010
Andrew	Velasquez	Director, Illinois Emergency Management	2200 South Dirksen Parkwaw	Springfield	IL	62703
Ron & Holly	Vellesuer		216 Dundee Ave.	Barrington	IL	60010
Stephen	Venditti		217 Wicker Dr	Deer Park	IL	60010
Craig	Venvertloh		2553 Millington Ln	Aurora	IL	60504
Peter J	Venzauei		605 South St	Barrington	IL	60010
Cynthia	Verbinski		1521 Lake Shore Dr South	Barrington	IL	60010
Brian	Vercruysse	Illinois Commerce Commission	527 E Capital Ave	Springfield	IL	62701
Robert	Verrando		1268 Bianbridge Dr.	Naperville	IL	60563
Curtis	Verschoor		231 Wyngate Dr	Barrington	IL	60010
M. K.	Verschoor		231 Wyngate Dr	Barrington	IL	60010
Carol	Vesely		3091 Fairfield Ln	Aurora	IL	60504
Elizabeth	Vesta		11653 Rushmore Dr.	Plainfield	IL	60585
Sean	Vhana		1767 Ariana Dr	Bartlett	IL	60103
George	Vickers		746 Clarendon Ln	Aurora	IL	60504
Debbrah	Villers		721 Concord Ln	Barrington	IL	60010
Deborah	Villers	Barrington TownshipSchool District 20	310 E. James Street	Barrington	IL	60010
Norma	Vilutis		934 Shetland Dr.	Frankfort	IL	60423
S	Vimawala		52 W Downer Pl	Aurora	IL	60506
Sean	Viohl		100 E Station St	Barrington	IL	60010
David	Visk		7801 West Ogden Ave.	Lyons	IL	60534
Bob	Vitas		70 East Main St	Lake Zurich	IL	60010
Gary	VLK		5212 Prairie Sage Ln	Naperville	IL	60564
Robert	VLK		210 E. Liberty Street	Barrington	IL	60010
Margit	Vogel		380 Oak Hill Rd.	Lake Barrington	IL	60010
Sharon	Vogel		509 Highview	Fox River Grove	IL	60010
Henry	Vogt		158 Hillcrest Dr	Barrington	IL	60010
Steve	Vogt		310 Indianwood Blvd	Park Forest	IL	60466
Terri	Voitik		2651 Prairie View Lane South	Aurora	IL	60502
Dale	Volker	Western New York Delegation	Room 427 Capitol Bldg.	Albany	NY	12247
Allison	Volkmann		941 Shoreline Rd	Lake Barrington	IL	60010
Robert W	Volkmann		941 Shoreline Rd	Lake Barrington	IL	60010
Jean	Vonderhaar		27317 W Lakeview Dr S	Lake Barrington	IL	60084
Tracey	Vonnahme		2327 Spike Horn Ave.	Naperville	IL	60564
Armeline	Voss		395 Marigold Circle	Matteson	IL	60443
James	Votanek		20547 Meadow Ln	Deer Park	IL	60010
Terri	Votanek		20547 Meadow Ln	Deer Park	IL	60010
Eva	Vovlgaris		28 Lakeside Dr	Barrington	IL	60010
Laura	Vroom		8122 W Sauk Trail	Frankfort	IL	60423
Julie	Vuckovich	Senators office	130 S Main St. Suite 110	South Bend	IN	46601
Lisa	Vydra		2263 Shiloh Drive	Aurora	IL	60503
Kirsten & Christopher	Waack		306 Waverly Road	Barrington	IL	60010
Debi	Wachowicz		211 Greenwood	Elgin	IL	60120
Frank	Wachowicz		211 Greenwood Road	Elgin	IL	60120
Charles	Wacks		3376 Old McHenry Rd.	Long Grove	IL	60047
Alice	Wahlen		663 New Bridge Ct	Barrington	IL	60010
Bruce R	Wahlen		663 New Bridge Ct	Barrington	IL	60010
Stephanie	Wahlund		4 Braemar Court	Barrington	IL	60010
Mari	Walbridge		2547 Crestview Drive	Aurora	IL	60502
Mike	Walczak		1616 E Golf Rd	Des Plaines	IL	60016
Stan	Walk		508 State Street	Osage	IA	50461
Darrell	Walker		129 Ruzich Dr	Bartlett	IL	60103
Jean	Walker	Burnside Neighborhood Association	9112 South Greenwood Ave.	Chicago	IL	60619
Marla	Walker		887 Glenharr Lane	Frankfort	IL	60423
Patti	Wall		311 S Glendale	Barrington	IL	60010
Joseph E	Wallace		125 Houston Way	North Barrington	IL	60010
Nancy	Wallace		125 Haverton Way	North Barrington	IL	60010
Nancy	Wallace		1442 Turks Cap	Grayslake	IL	60030
Mary	Wallenfang	CN Railroad	503 12th Ave.	Green Bay	WI	54303
Marty	Walsh		102 Otis	Barrington Hills	IL	60010
Tom	Walter		587 Brookside Rd	North Barrington	IL	60010
Adam	Wambach		21 Otis Rd	Barrington Hills	IL	60010
Helen	Wambach		21 Otis Rd	Barrington Hills	IL	60010
David	Wang		3459 O'Hara Terr	Naperville	IL	60564
Yuan	Wang		1771 Dyer Dr	Bartlett	IL	60103
Kelly	Ward		320 Whitney Dr	Barrington	IL	60010
Lynn	Ward		1209 Edington Ln	Mundelein	IL	60060
Phil	Ward		4555 Sasafras Ln	Naperville	IL	60564
Brandy	Wargo		3234 Whitney Rd.	Aurora	IL	60502
Nina	Warner		401 second St	Stewardson	IL	62463
Robert	Warren		215 Dundee Rd	Barrington Hills	IL	60010
John	Warwood		25108 White Ash Ct.	Plainfield	IL	60585
Britta L	Wasem		120 Joan Dr	Barrington	IL	60010
Jane	Washburn		10 Windsor Ct	South Barrington	IL	60010
Theodore E	Washburn		10 Windsor Ct	Barrington	IL	60010
Robin	Waterman		577 Shorely Dr	Barrington	IL	60010
Jeff	Watkins		27470 W Cuba Rd	Barrington	IL	60010
Lori	Watkins		27470 W Cuba Rd	Barrington	IL	60010
Maureen	Watkins		1991 Westridge	Bartlett	IL	60103
Beverly	Watts		384 Old Sutton	Barrington Hills	IL	60010
Virgil	Watts		384 Old Sutton	Barrington Hills	IL	60010
Ann	Wayne		1116 Berkshire Lane	Barrington	IL	60010
Debra & Eric	Weathers		562 Chesterfield Ln	Barrington	IL	60010
Celina	Weatherway	US Senator Richard Lugar	175 W Lincoln Way Ste G-1	Valparaiso	IN	46383
William and Carol	Weaver		960 Hilcrest Blvd	Hoffman Estates	IL	60169
Robert D.	Webb		29755 N. Plum Pl.	Barrington	IL	60010
Wm	Webb		18340 Western Ave	Homewood	IL	60430
Arlette	Weber		50 Hawthorne Ln	Barrington	IL	60010
Frances	Weber		1171 Barkston Lane	Aurora	IL	60502
James C.	Weber		1171 Barkston Lane	Aurora	IL	60502
Richard W	Weber		529 Chestnut Ln	Peotone	IL	60468
Tom	Weber		50 Hawthorne Ln	Barrington	IL	60010
Beth	Webster		402 Raleigh Place	Tower Lakes	IL	60010
David	Webster		402 Raleigh Pl	Tower Lakes	IL	60010
Graham	Webster		47 Carolyn Court	Lake Zurich	IL	60047
Jerry	Weeks		5000 Capri Ln	Richton Park	IL	60471
Kathy	Weidner		26883 W Lakeridge Dr	Barrington	IL	60010
Tom	Weigel		2730 Gifford Pl	New Lenox	IL	60451
Pam	Weinert		465 E Lakeshore	Barrington	IL	60010
Laura E.	Weis	Champaign County Chamber of Commerce	1817 S. Neil St.	Champaign	IL	61820
Julian	Weiss		155 Stanton Dr	Bartlett	IL	60103
Tom	Welch		485 Park Barrington Dr	Barrington	IL	60010
Jay	Welsh		628 S Cook St	Barrington	IL	60010
Jenny	Welsh		628 S Cook St	Barrington	IL	60010
Dan	Wennerholm	Village of Bloomingdale	950 Aster Ln	West Chicago	IL	60185
Audrey	Wennink	Cambridge Systematics	115 S Lasalle	Chicago	IL	60603
Toni	Wentz		7054 Oxford St.	Bridgeview	IL	60455
E	Werger		2605 Stubblefield Ct	Aurora	IL	60502
Karen	Wernette		511 N Country Ridge Ct.	Lake Zurich	IL	60047
Myron	Wernette		7489 Sleepy Hollow Dr.	Hudsonville	MI	49426
Ronda & Dale	Wery		1251 Yorkshire	Barrington	IL	60010
Charles	Wescott		21024 N Crestview Dr	Barrington	IL	60010
Sidney	Weseman	Regional Transportation Authority	175 W. Jackson Blvd., Suite 1550	Chicago	IL	60604
Gabriel C	Wessendorf		1541 Tara Belle Pkwy	Naperville	IL	60564
Laurene	Wessman		872 St Andrews Way	Frankfort	IL	60423
Michael	Wessman		872 St Andrews Way	Frankfort	IL	60423
Dan	West		527 Aberdeen	Frankfort	IL	60423
David	West		20938 N Exmoor Ave	Barrington	IL	60010
Gina	West		527 Aberdeen	Frankfort	Il	60423
Susan & Mike	West		59 Senaca Ave. West	Hawthorn Woods	IL	60047
Charles A	Westcott		21024 N Crestview Dr	Barrington	IL	60010
Lorraine S	Westcott		21024 N Crestview Dr	Barrington	IL	60010
Frank	Westmoreland		131 Primrose Lane	Bartlett	IL	60103
Sue	Westphall		869 Cardiff Rd.	Naperville	IL	60565
MaryE.	Wetzel	Mattoon Chamber of Commerce	500 Broadway Ave	Mattoon	IL	61938
David	Wheatley		25318 Barsumian Dr	Tower Lakes	IL	60010
Max	Wheatley		25318 Barsumian Dr.	Tower Lakes	IL	60010
Sheee	Wheeler		20866 Laurel Dr	Barrington	IL	60010
Pat	Whelan		830 Bakewell Lane	Naperville	IL	60565
Donald	White		4 Pfaff Drive	Frankfort	IL	60423
Kimberly	White		4 Pfaff Drive	Frankfort	IL	60423
Kristin	White		4 Pfaff Drive	Frankfort	IL	60423
Susan	White		4 Pfaff Drive	Frankfort	IL	60423
Carol	Whitesell		20815 N Pheasant Trail	Barrington	IL	60010
Richard	Whitesell		20815 N Pheasant Trail	Barrington	IL	60010
Walt	Whitla		5949 Eton Drive	Hoffman Estates	IL	60192
Doug	Whitley	IL Chamber of Commerce	215 E. Adams St.	Springfield	IL	62701
Douglas	Whitley	Illinois Chamber of Commerce	311 S. Wacker Dr.	Chicago	IL	60606

Complete DEIS Mailing List Distribution

Chuck	Whitmer		105 Old Oak Dr	Barrington	IL	60010
John	Whitmer		234 N Oak	Bartlett	IL	60103
John A	Whitmer	Bartlett Fire Protection Dist	129 N Hickory Ave	Bartlett	IL	60103
Laurie	Whitmer		105 Old Oak Dr	Barrington	IL	60010
Luin	Whitta		5949 Eaton Dr	Hoffman Estates	IL	60010
Walt	Whitta		5949 Eaton Dr	Hoffman Estates	IL	60010
Harold	Wiaduck	Village of Riverside	27 Riverside Rd.	Riverside	IL	60546
Terri	Wiborg		4231 Chaparral Drive	Naperville	IL	60564
Gail	Wickstrom		724 Cutter Ln	Lake Barrington	IL	60010
Bruce	Wieczorkiewicz		2508 George St.	Franklin Park	IL	60131
Kathy	Wiercinski		2614 Poplar View Bend	Elgin	IL	60120
John	Wierzbicki		832 Harriet Ln	Barrington	IL	60010
Amy	Wierzlnicki		832 Hanet Ln	Barrington	IL	60010
Tom	Wiese		883 St. Andrews Way	Frankfort	IL	60423
Jerry	Wilcox		3140 Beset Place	Aurora	IL	60523
Vera	Wilcox		1930 S. 16th Ave.	Broadview	IL	60155
Laure & Jeff	Wilholt		574 Braemar Lane	Barrington	IL	60010
Nick	Wilkens	Matteson Fire Chief	3445 W 211 St	Matteson	IL	60443
Dwayne	Wilkerson		1610 Plainfield Rd	Crest Hill	IL	60403
Nick	Wilkins		21153 Main Street	Matteson	IL	60443
D.	Will		3094 Fairfield Lane	Aurora	IL	60504
Scott	Willcok		32 Squire Rd.	Hawthorn Woods	IL	60047
David	Willey	City of Greenville	404 S 3rd St.	Greenville	IL	62246
Darnell	Williams		1035 Lioncrest Dr	Richton Park	IL	60471
Dwight	Williams		923 N Center St	Joliet	IL	60435
Elaine	Williams		79 Woodberry Road	Deer Park	IL	60010
Jack	Williams		23271 W Miller Rd.	Lake Zurich	IL	60047
James	Williams		23271 W Miller Rd.	Lake Zurich	IL	60047
Jennifer	Williams		1035 Lioncrest Dr	Richton Park	IL	60471
Kathleen	Williams		23271 W Miller Rd.	Lake Zurich	IL	60047
Lynda	Williams		1050 Stockbridge Ct.	Elgin	IL	60194
Mary	Williams		399 Shoreline Rd	Lake Barrington	IL	60010
Mary	Williams		23271 W Miller Rd.	Lake Zurich	IL	60047
Benjamin	Willingham		4115 Peak Circle	Naperville	Il	60564
Joe	Willis		445 E Main St	Barrington	IL	60010
Alice E	Wilson		22053 Neptune Ln	Richton Park	IL	60471
Diane	Wilson		919 S Dundee Ave	Barrington	IL	60010
James	Wilson		1119 Thackery Ln	Naperville	IL	60564
John	Wilson		151 Stanton Dr	Bartlett	IL	60103
Ronald	Wilson		6137 Birmingham St.	Chicago Ridge	IL	60415
Silas N	Wilson		154 Old Dundee Rd	Barrington	IL	60010
Keith	Winfrey		3106 Glenwood Ave	Joliet	IL	60453
Paul	Winiecki		8067 Vail Ct.	Long Grove	IL	60047
Don	Wink		465 Red Barn Ln	Barrington	IL	60010
Larry	Winkelman		21540 Inglenook Ln	Deer Park	IL	60010
Pat	Winkelman		21540 Inglenook	Deer Park	IL	60010
Pat	Winkelman		23570 Cuba Road	Deer Park	IL	60010
Clete	Winkelmann	United Methodist Childrens Home	2023 Richview Rd.	Mount Vernon	IL	62864
Greg	Winner		300 Park Blvd	Itasca	IL	60143
George	Winnie		590 Applegate Ln	Lake Zurich	IL	60047
Jane	Winters		8800 North 2250th Street	Dieterich	IL	62424
Helen	Wiseman		32 W 050 Cedar Ln	Wayne	IL	60184
Donald	Wisniewski	Bartlett Fire Protection District	Station 1 - Headquarters	Bartlett	IL	60103
John	Withrow		426 N Cook St	Barrington	IL	60010
Ed	Wittekind		26W152 Klein Creek Dr	Winfield	IL	60190
Bruce	Wittman		4510 Willowhead Dr	Plainfield	IL	60586
Margaret	Wittman		28 Squire Rd.	Hawthorn Woods	IL	60047
Paul	Wittman		28 Squire Rd.	Hawthorn Woods	IL	60047
Eugene	Wivoet		17011 Kenwood Ave.	South Holland	IL	60473
Judith	Witzig		420 Westwood Dr	Barrington	IL	60010
Kelly	Wlas		110 W Hillside Ave	Barrington	IL	60010
Laurie	Wlhoit		574 Braemar Ln	Barrington	IL	60010
JoAnne	Wodrich		1141 Brunswick Lane	Aurora	IL	60504
Carol	Wohlrab		732 Burgess Hill Rd.	Naperville	IL	60565
John	Wojciechowski		1783 Dyer Dr.	Bartlett	IL	60103
Jenny	Wojcik	Rondout SD#72	28593 N Bradley Rd	Lake Forest	IL	60045
Leonard	Wojtowicz		11706 Presley Cir.	Plainfield	IL	60585
Richard	Wolchuk		886 George Towne Ln	Barrington	IL	60010
Sarah	Wolchuk		886 George Towne Ln	Barrington	IL	60010
Heather	Wolf		2644 Imperial Valley	Aurora	IL	60503
Susan	Wolfgarth		235 Bellingham	Barrington	IL	60010
Alison	Wolfgram		295 Otis Road	Barrington	IL	60010
Daniel R	Wolfgram		295 Otis Road	Barrington	IL	60010
Joan	Wolfgram		295 Otis Road	Barrington	IL	60010
Don	Wolford		731 Lill St	Barrington	IL	60010
Lois	Wollney		560 Shorely Dr Apt 201	Barrington	IL	60010
Ruth	Wollney		506 Park	Barrington	IL	60010
Michael	Wolly	IBEW, IAM, ATDA, NCFO	1025 Connecticut Ave. NW	Washington	DC	20036
Bethany	Woloshyn		1133 Berkshire Ln	Barrington	IL	60010
Lisa	Wolschlag		161 Port Royal Circle	Aurora	IL	60504
Beth	Wong		2582 Chasewood Ct.	Aurora	IL	60502
Jackie and Jerry	Wood		22870 Dublin	Barrington	IL	60010
Katherine	Woodrow		109 Howe Terr	Barrington	IL	60010
Kelly	Wootton		5460 Mallard Lane	Hoffman Estates	IL	60192
Greg	Worley		4043 June Berry Drive	Naperville	IL	60564
Keith L.	Wozniak	USCOE Dept. of the Army Chicago Distric	111 N. Canal St.	Chicago	IL	60606
Deborah	Wray		234 N Oak	Bartlett	IL	60103
John	Wright		143 N Hagrr	Barrington	IL	60010
Randy & Paula	Wroble		279 Hancock Dr.	New Lenox	IL	60451
Richard	Wronski	Chicago Tribune	1717 N. Penny lane Suite 200	Schaumburg	IL	60173
Marianne	Wrovel		22093 Coriander Lane	Frankfort	IL	60423
Yuqing	Wu		1108 Berkshire Ln	Barrington	IL	60010
Marion	Wulff		477 Eton Dr	Barrington	IL	60010
Margarite	Wypychowski		400 W Erie	Chicago	IL	60610
Yugandhar	Yadavalli		3435 Wilkes Dr.	Naperville	IL	60564
Diane	Yambor		8133 Danneil Circle	Long Grove	IL	60047
John	Yaney		440 W Main St.	Barrington	IL	60010
Robert	Yeagly		860 S Country Dr	Barrington	IL	60010
Maria	Yorton		245 West Lincoln Ave	Barrington	IL	60010
Leila	Youner		78 Otis Rd	Barrington	IL	60010
Andy	Young		38355 Shagbark Ln	Wadsworth	IL	60083
Michael	Young	Centralia Township	148 S. Poplar St.	Centralia	IL	62801
Jeni	Younger		225 E Liberty St	Barrington	IL	60010
Catherine	Zabot		1778 Ariana Dr	Bartlett	IL	60103
Richard E.	Zacaroli		550 West Northwest Hwy	Barrington	IL	60010
Mihaly	Zachar		157M Helm Rd	Barrington Hills	IL	60010
Mike	Zachar		157 M Helm Rd	Barrington	IL	60010
J. M.	Zacher		39W345 Central Dr.	Elgin	IL	60124
Romuald	Zajac		455 Tall Grass Cir	Lake Zurich	IL	60047
Colleen	Zambole		310 Covington Dr.	Barrington	IL	60010
Patricia	Zannelli		21996 Thyme Lane	Frankfort	IL	60423
Mary	Zappa		607 Chesterfield Lane	Lake Zurich	IL	60010
Jim	Zaremba		21086 Columbus Dr	Barrington	IL	60010
Wendy	Zaremba		21086 Columbus Dr	Barrington	IL	60010
James J	Zarno		394 White Oak Lane	Barrington	IL	60010
Donna	Zastro		21191 Lakeview Ln	Frankfort	IL	60423
Earl	Zastro		21191 Lakeview Ln	Frankfort	IL	60423
Marge	Zatt		520 Park Barrington Way	Barrington	IL	60010
James F.	Zay	DuPage County Board	421 N. County Farm Rd.	Wheaton	IL	60187
Jim	Zay	DuPage County	1205 Brookstone	Carol Stream	IL	60188
Carole	Zei		415 Roslyn Rd.	Barrington	IL	60010
Diane	Zelcs		509 Elm Rd	Barrington	IL	60010
George	Zelcs		509 Elm Rd	Barrington	IL	60010
George A.	Zelcs		205 N. Michigan Plaza	Chicago	IL	60601
Cynthia	Zelenik		5 N 176 Percheron Ln	Wayne	IL	60184
Robert	Zelenik		5N176 Percheron Lane	Wayne	IL	60184
Richard	Zell		2239 W. Roscoe St.	Chicago	IL	60618
Michael	Zenn		322 Washington St	Barrington	IL	60010
Marjorie	Zerth		421 E 16th Street	Lockport	IL	60441
Kevin	Ziegler		207 Center Road	Frankfort	IL	60423
Jerry	Zielinski		1949 Sundrop Ct	Bartlett	IL	60103
Susan	Ziemek		7 Braemar Court	Barrington	IL	60010
Janice	Zimmer		201 Wyngate Dr.	Barrington	IL	60010
Mary	Zimmer		150 Bateman	Barrington	IL	60010
Robert J.	Zimmer		201 Wyngate Dr.	Barrington	IL	60010
Dan	Zimmerman		572 Chesterfield Lane	Barrington	IL	60010
Nancy	Zimmerman		805 Livingston	Inverness	IL	60010
Betty	Zimmermann		589 Aberdeen Rd.	Frankfort	IL	60423
Dianne M.	Zinkel		11547 Tea Tree Lane	Frankfort	IL	60423
Kamilla	Zminiski		126 Jason Ct.	Aurora	IL	60502
Connie	Zoller		3132 King Bird Lane	Naperville	IL	60564
Lia	Zorn		1662 Merle Dr.	Aurora	IL	60503
Sphia	Zoubek		251 Lillian Pl	Bartlett	IL	60103
Roger	Zrech		1769 Lanyon Dr	Bartlett	IL	60103
Bob	Zronar		267 Center Road	Frankfort	IL	60423
Kristin	Zronar		267 Center Road	Frankfort	IL	60423
Jean	Zuccarello		2060 Colchester Ave.	Hoffman Estates	IL	60192
Deborah	Zucco		33 Brinker Rd	Barrington	IL	60010
John	Zucco		33 Brinker Rd	Barrington Hills	IL	60010

Complete DEIS Mailing List Distribution

Scott	Zuercher		1134 Berkshire Ln	Barrington	IL	60010
Bruce	Zumstein	Bonds, Zumstein, & Konzelman	60 N Chicago St.	Joliet	IL	60432
Robert	Zuponeck		2741 Asbury Dr.	Aurora	IL	60504
Andrea	Zwieg		222 Elm Rd	Barrington	IL	60010
Hugh	Zwieg		222 Elm Rd	Barrington	IL	60010
Pamela A	Zwieg		222 Elm Rd	Barrington	IL	60010
		Barrington Chamber of Commerce	325 N Hough St	Barrington	IL	60010
		Barrington Hills Lake Association	Barrington Hills Village	Barrington	IL	60010
		Harkins Cunningham	1700 K St. NW	Washington	D.C.	20006
		Indiana Prairie Parents' councel	780 Shoreline Dr.	Aurora	IL	60504
			1225 Yorkshire	Barrington	IL	60010
			1017 Prestwick Dr.	Frankfort	IL	60423
			1096 Berkshire Ln	Barrington	IL	60010
			1100 Berkshire Ln	Barrington	IL	60010
			1107 Berkshire Ln	Barrington	IL	60010
			1115 Berkshire Ln	Barrington	IL	60010
			1119 Berkshire Ln	Barrington	IL	60010
			1150 Berkshire Ln	Barrington	IL	60010
			1151 Donegal Ln	Barrington	IL	60010
			1163 Donegal Ln	Barrington	IL	60010
			1174 Berkshire Ln	Barrington	IL	60010
			1200 New Jersey Ave., SE	Washington	DC	20590
			1233 Yorkshire	Barrington	IL	60010
			1237 Yorkshire	Barrington	IL	60010
			1243 Yorkshire	Barrington	IL	60010
			1290 Berkshire Ln	Barrington	IL	60010
			1760 Ariana Dr	Bartlett	IL	60103
			1905 Bridlewood Dr	Hoffman Estates	IL	60192
			2540 Ridge Road	Aurora	IL	60504
			29 E Nebraska Street	Frankfort	IL	60423
			3832 Sunburst Ln	Naperville	IL	60564
			421 East 16th St.	Lockport	IL	60441
			45 N. Deerpath	Deer Park	IL	60010
			510 Aberdeen Rd.	Frankfort	IL	60423
			548 Chesterfield Ln	Barrington	IL	60010
			578 Chesterfield Lane	Barrington	IL	60010
			586 Braemar	Barrington	IL	60010
			602 Braemar Lane	Barrington	IL	60010
			700 E Evergreen	Effingham	IL	62401
			912 March St.	Lake Zurich	IL	60047
Robert	Abboud	Village of Barrington Hills	112 Algonquin Road	Barrington Hills	IL	60010-5199
Dave	Ahlin		908 Hampstead Ct	Barrington	IL	60010
Edward	Acevedo	Illinois General Assembly	2021 W. 35th St.	Chicago	IL	60609
Walter	Adamic	Will County Board, District 9	809 Douglas St.	Joliet	IL	60435
Gary D.	Adams	Village Of Oswego	113 Main Street	Oswego	IL	60543
Richard	Adler		1814 Heather Way Lane	New Lenox	IL	60451
Janet L.	Agnoletti	Barrington Area Council of Governments	118 W. Applebee Street	Barrington	IL	60010
Deborah	Allen	Kane County Board, District 17	400 East Chicago Street	Elgin	IL	60120
Thomas R.	Allen	Chicago City Council	5817 W. Irving Park Rd.	Chicago	IL	60634
Pamela	Althoff	Illinois Senate	1 N. Virginia St.	Crystal Lake	IL	60014
Jackie	Anders	Northwestern Indiana Regional Planning C	6100 Southport Road	Portage	IN	46368
Jim	Anderson	Lake County Forest Preserve District	2000 North Milwaukee Ave	Libertyville	IL	60048
Richard	Anderson	Chicago SoSuburban Mass Transit District	296 Tulip Circle	Matteson	IL	60443
Thomas R.	Anderson	Save The Dunes Council	444 Barker Road	Michigan City	IN	46360
Frantiska	Anirudhan		1248 Teasel Ln	Aurora	IL	60504
Tony	Arredia	Northwest Municipal Conference	1420 Miner St.	Chicago	IL	60016
Luis	Arroyo	Illinois General Assembly	4150 W. Armitage Ave.	Chicago	IL	60639
Kathleen	Ashton		31 W 770 Percheron Ln	Wayne	IL	60184
Thomas	Ashton		31W770 Percheron Lane	Wayne	IL	60184
Carrie	Austin	Chicago City Council	507 W. 111th St.	Chicago	IL	60628
Joseph M.	Babich	Will County Board, District 9	1230 Buell Ave.	Joliet	IL	60435
Stan	Bachleda		126 Wagon Wheel Ln.	Barrington Hills	IL	60010
Brad	Bailey		579 Braemar Ln	Barrington	IL	60010
Robert W.	Baker	The Village Of Trout Valley	P. O. Box 621	Cary	IL	60013
James	Balcer	Chicago City Council	3659 S. Halsted St.	Chicago	IL	60609
Tim	Baldermann	Village of New Lenox	1 Veterans Parkway	New Lenox	IL	60451
William J.P.	Banks	Chicago City Council	6839 W. Belmont Ave.	Chicago	IL	60634
John A.	Barrett	Citizen Potawatomi Nation	1601 S. Gordon Cooper Drive	Shawnee	OK	74801
Barton	Barrow		2603 Poplar View Bend	Elgin	IL	60120
Suzanne	Bassi	Illinois General Assembly	331 W. Northwest Highway	Palatine	IL	60067
James	Bateman		28367 W Heritage Oak	Barrington	IL	60010
Laurie	Bateman		28367 W Heritage Oak	Barrington	IL	60010
Jack	Bauer	METRA	547 W. Jackson Boulevard	Chicago	IL	60661
Anthony	Beale	Chicago City Council	34 East 112th Place	Chicago	IL	60628
Perrin	Beatty	Canadian Chamber Of Commerce	360 Rue Albert St Suite 420Ru	Ottawa	ON	K1 7X7
Mark	Beaubien, Jr.	Illinois General Assembly	124-A E. Liberty St.	Wauconda	IL	60084
Mary Ellen	Becheel	Jefferson County Development Corporation	200 Potomac Blvd.	Mount Vernon	IL	62864
Charles	Becker		25202 N. Edward Ln	Tower Lakes	IL	60010
Kurt	Begalka	The Northwest Herald	7717 S. Route 31	Crystal Lake	IL	60014
Patricia	Bellock	Illinois General Assembly	1 South Cass Ave.	Westmont	IL	60559
Thomas	Benjamin		20366 Lea Rd	Deer Park	IL	60010
David	Bennett	Metropolitan Mayors Caucus	177 North State Street	Chicago	IL	60601
Gerald	Bennett	Southwest Conference of Mayors	10335 S. Roberts Rd.	Palos Hills	IL	60465
Barbara	Benson		P O Box 1218	Barrington	IL	60011
Rosemary	Berquist		655 Bent Ridge Ln	Barrington	IL	60010
Maria Antonia	Berrios	Illinois General Assembly	2058 N. Western	Chicago	IL	60647
Henry	Berry	City of Rockdale	79 Moen Ave.	Rockdale	IL	60436
Bob	Biggins	Illinois General Assembly	114 W. Vallette	Elmhurst	IL	60126
Terri	Blackmore	Washtenaw Area Transportation Study	705 North Zeeb Road, 2Nd Floor	Ann Arbor	MI	48103-1560
Randall	Blankenhorn	Chicago Mteropolitan Agency for Planning	233 South Wacker Dr.	Chicago	IL	60606
Martha	Bogard		21919 Green Forest Rd	Deer Park	IL	60010
Toni L	Bogard		21919 Green Forest Rd	Deer Park	IL	60010
Michael	Bond	Illinois Senate	1156 E. Washington St.	Grayslake	IL	60030
Sharon	Bracke		205 Sherwood Rd	Elgin	IL	60120
Richard	Bradley	Illinois General Assembly	3520 N. Pulaski Road	Chicago	IL	60641
Russell	Bradley	Kickapoo Tribe of Kansas	PO BOX 271	Horton	KS	66439
Dyllis	Braithwaite		540 Hough St	Barrington	IL	60010
Linda D.	Brewer		114 Harrison St.	Barrington	IL	60010
Marvin W	Bridges Jr		1425 Shire Circle	Inverness	IL	60067
Bill	Brimm	Village of Buffalo Grove	50 Raupp Blvd.	Buffalo Grove	IL	60089
Kevin	Brinegar	Indiana Chamber Of Commerce	P. O. Box 44926	Indianapolis	IN	46244-0926
Jason	Briscoe	Village of Minooka	121 East McEvilly Road	Minooka	IL	60447
Howard	Brookins, Jr.	Chicago City Council	9612 S. Halsted	Chicago	IL	60628
James	Brosnahan	Illinois General Assembly	5311 W. 95th St.	Oak Lawn	IL	60453
Charlie	Brown	IN General Assembly	200 W. Washington Street	Indianapolis	IN	46204
Nancy	Brown		20926 Swansway	Deer Park	IL	60010
Patricia & Franklin	Brown		16010 Waterfront Cir.	Plainfield	IL	60544
Elsie	Brown-Franklin	Lake County Council, District 2	2293 N. Main Street	Crown Point	IN	46307
Kevin	Brubaker	ELPC	35 E Wacker Dr	Chicago	IL	60601
David	Brummel	City of Warrenville	28W 701 Stafford Pl.	Warrenville	IL	60555
Martin	Buehler, P.E.	Lake County	600 W. Winchester Road	Libertyville	IL	60048
Daniel	Burke	Illinois General Assembly	2650 W. 51st St.	Chicago	IL	60632
Ed	Burke	Chicago City Council	2650 W. 51st St.	Chicago	IL	60632
Walter	Burnett, Jr.	Chicago City Council	1463 W. Chicago Ave.	Chicago	IL	60622
Carol	Calabresa	Lake County Board, District 15	821 Arthur Avenue	Libertyville	IL	60048
George A.	Cardenas	Chicago City Council	2458 W. 38th St.	Chicago	IL	60632
Steve	Cardue	Kickapoo Tribe of Kansas	1107 Goldfinch Road	Horton	KS	66439
Isaac S.	Carothers	Chicago City Council	5253 W. Madison St.	Chicago	IL	60644
Steve	Carter	City of Champaign	102 N. Neil Street	Champaign	IL	61820
John A.	Casper		120 Jackson Street	Oshkosh	WI	54901
Linda	ChapaLaVia	Illinois General Assembly	8 E. Galena Blvd.	Aurora	IL	60506
Nick	Chumevic	City of Crest Hill	1610 Plainfield Road	Crest Hill	IL	60403
Roger	Claar	Village of Bolingbrook	375 West Briarcliff Rd.	Bolingbrook	IL	60440
Rudy	Clay	City of Gary	401 Broadway	Gary	IN	46402
Judith	Clinton		901 E 3rd St.	Centralia	IL	62801
Willie	Cochran	Chicago City Council	6357 S. Cottage Grove	Chicago	IL	60637
Sally D.	Coffelt	Clerk of the Circuit Court , Lake County	18 N. County St.	Waukegan	IL	60085
Franco	Coladipietro	Illinois General Assembly	126 W. Lake St.	Bloomingdale	IL	60108
Brad	Cole	City of Carbondale	200 South Illinois Avenue	Carbondale	IL	62901
Brad	Cole	City of Carbondale	PO Box 2047	Carbondale	IL	62902
Sandy	Cole	Illinois General Assembly	137 S. Center	Grayslake	IL	60030
Annazette	Collins	Illinois General Assembly	259 N. Pulaski Road	Chicago	IL	60624
Jacqueline Y.	Collins	Illinois Senate	1155 W. 79th St.	Chicago	IL	60620
Rey	Colon	Chicago City Council	2710 N. Sawyer Ave.	Chicago	IL	60647
Marlow	Colvin	Illinois General Assembly	8539 S. Cottage Grove	Chicago	IL	60619
Michael G.	Connelly	DuPage County Board, District 5	421 N. County Farm Road	Wheaton	IL	60187
Joseph	Cook	Will County Governmental League	24555 S. Navajo Dr.	Channahon	IL	60410
Susan	Corrao		43 Sandalwood Ln	Barrington Hills	IL	60010
Kathryn	Cotter		21510 Old Farm Road	Deer Park	IL	60010
Elizabeth	Coulson	Illinois General Assembly	3801 West Lake Ave.	Glenview	IL	60026
Cori	Crawford	Forest Preserve District of Will County	17540 W. Laraway Rd.	Joliet	IL	60433
Fred	Crespo	Illinois General Assembly	1014 E. Schaumburg Road	Streamwood	IL	60107
Bob	Crisci	Former Railroader, 47 years	22314 Jeanette Ct	Frankfort	IL	60423
Dan	Cronin	Illinois Senate	313 S. Main St.	Lombard	IL	60148
Tom	Cross	Illinois General Assembly	530 W. Lockport St.	Plainfield	IL	60544
M. Maggie	Crotty	Illinois Senate	15028 S. Cicero	Oak Forest	IL	60452
John	Cullerton	Illinois Senate	1051 W. Belmont	Chicago	IL	60657
John Peter	Curielli		212 West Main Street	Barrington	IL	60010
Barbara Flynn	Currie	Illinois General Assembly	1303 E. 53rd St.	Chicago	IL	60615

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Richard M.	Daley	City of Chicago	121 N. La Salle	Chicago	IL	60602
Vi	Daley	Chicago City Council	735 W. Wrightwood	Chicago	IL	60614
John	D'Amico	Illinois General Assembly	4404 W. Lawrence Ave.	Chicago	IL	60630
Mitchell	Daniels	State of Indiana	State House	Indianapolis	IN	46204
Monique	Davis	Illinois General Assembly	1234 W. 95th St.	Chicago	IL	60643
William	Davis	Illinois General Assembly	1912 W. 174th St.	East Hazel Crest	IL	60429
Al	Dawrant		32 W 200 83rd St	Naperville	IL	60564
Eugene R.	Dawson	Barrington Township, Cook County	602 S. Hough Street	Barrington	IL	60010
Don A	De Graff	Village Of South Holland	16226 Wausau Avenue	South Holland	IL	60473
Jesus	de la Isla	Lake County Board, District 18	387 Cooper Ave.	Elgin	IL	60120
Debbie	DeFrancesco Halv	Illinois Senate	241 W. Joe Orr Road	Chicago Heights	IL	60411
Tom	DeGiulio	Town of Munster	1005 Ridge Road	Munster	IN	46321
Frank	Deglomine		45 Petunia Circle	Matteson	IL	60443
James	DeLeo	Illinois Senate	6839 W. Belmont	Chicago	IL	60634
William	Delgado	Illinois Senate	4150 W. Armitage	Chicago	IL	60639
Anthony	DeLuca	City of Chicago Heights	1601 Chicago Rd.	Chicago Heights	IL	60411
Fred	Dewald	Village of Romeoville	13 Montrose Dr.	Romeoville	IL	60446-1329
Kirk	Dillard	Illinois Senate	One S. Cass Ave.	Westmont	IL	60559
Nicholas J	Dimichael	Thompson Hine LLP	1920 N Street, N.W. Suite 800	Washington	DC	20036
Sharon Denise	Dixon	Chicago City Council	1630 S. Central Park Ave.	Chicago	IL	60623
Kama	Dobbs	DuPage Mayors & Managers Conference	1220 Oak Brook Road	Oak Brook	IL	60523
Chester "Chet"	Dobis	IN General Assembly	200 W. Washington Street	Indianapolis	IN	46204
Stanley	Dobosz	Town of Griffith	111 N. Broad St.	Griffith	IN	46319
Katherine	Dodds		6155 East US Route 6	Morris	IL	60450
Brian G.	Doherty	Chicago City Council	6650 N. Northwest Highway	Chicago	IL	60631
Pat	Dowell	Chicago City Council	5046 S. State St.	Chicago	IL	60609
Wendy S	Dressel		3532 Breitwieser Ln	Naperville	IL	60564
Yolonda	Duncan	CSSMTD	19809 Lakewood Ave	Lynwood	IL	60411
Kenneth	Dunkin	Illinois General Assembly	1520 N. Wells	Chicago	IL	60610
Joe	Dunn	Illinois General Assembly	552 S. Washington	Naperville	IL	60540
Jim	Durkin	Illinois General Assembly	6404 W. Joliet Rd.	Countryside	IL	60525
Jim	East		2712 Shetland Lane	Aurora	IL	60502
Steve	Egan		131 W Russell St	Barrington	IL	60010
Richard	Ehrle		430 Park Barrington Dr	Barrington	IL	60010
John	Eichelberger	Plainfield Fire Protection District	15025 S. Desplaines Street	Plainfield	IL	60544
Sergio	Esparza		183 Silbury Dr	Bartlett	IL	60103
Sara	Feigenholtz	Illinois General Assembly	1051 W. Belmont Ave.	Chicago	IL	60657
Rita	Finley		21900 Green Forest Road	Deer Park	IL	60010
Robert	Fioretti	Chicago City Council	429 S. Dearborn St.	Chicago	IL	60605
Manuel	Flores	Chicago City Council	2058 N. Western Ave.	Chicago	IL	60647
Roberto	Flores	Asamblea Apostolica (Apostolic Assembly	201 Manhattan Rd.	Joliet	IL	60433-2721
Mary	Flowers	Illinois General Assembly	2525 W. 79th St.	Chicago	IL	60652
LaShawn K.	Ford	Illinois General Assembly	5104 W. Chicago	Chicago	IL	60651
Mike	Fortner	Illinois General Assembly	135 Fremont St.	West Chicago	IL	60185
Regan	Foster	Northwest News Group	7717 S. Route 31	Crystal Lake	IL	60014
Toni	Foulkes	Chicago City Council	3045 W. 63rd St.	Chicago	IL	60629
Gerald	Francis		2533 Heritage Lake Drive	Lakeport	IL	60441
Michael	Franke	Amtrak	525 West Van Buren St. 2nd floor	Chicago	IL	60607
Jack	Franks	Illinois General Assembly	1193 South Eastwood Dr.	Woodstock	IL	60098
Dexter S.	Free		385 Westwood Dr.	Barrington	IL	60010
William	Fried	20th Century RR Club	4543 N Hamilton Ave	Chicago	IL	60625
John	Fritchey	Illinois General Assembly	2539 N. Southport Ave	Chicago	IL	60614
Paul	Froehlich	Illinois General Assembly	15 W. Weathersfield Way	Schaumburg	IL	60193
Ed	Ganst		6000 Garlands Ln, Suite 120	Barrington	IL	60010
Jaime	Garcia	Centro de Informacion (Information Center	28 N Grove Ave	Elgin	IL	60120
Juan Carlos	Garcia	Church of the Nazarene – Elgin	12N101 Berner Road	Elgin	IL	60120
William	Gardiner	Minnesota Department Of Transportation (	395 John Ireland Blvd.	St. Paul	MN	551555-1899
Susan	Garrett	Illinois Senate	425 Sheridan Road	Highwood	IL	60040
Susan	Garrett	Illinois Senate	129 Capitol Building	Springfield	IL	62706
Bruce and Maria	Gatlin		11470 Tea Tree Ln	Frankfort	IL	60423
Scott	Gifford	Village of Deer Park	23680 W. Cuba Rd.	Deer Park	IL	60010
Richard R	Gill	South East Chicago Commission	1700 E 56th St	Chicago	IL	60637
Kenneth	Gillette		21950 Princeton Circle	Frankfort	IL	60423
James A.	Glass, PhD	Indiana Department of Natural Resources	402 West Washington St.	Indianapolis	IN	46204
Janice	Gohl		PO Box 3193	Barrington	IL	60011
Esther	Golar	Illinois General Assembly	4926 S. Ashland	Chicago	IL	60609
W.A.	Goodwin		519 Aberdeen Rd.	Frankfort	IL	60423
Bruce	Gould		16841 W Laraway Rd	Joliet	IL	60433
Deborah L.	Graham	Illinois General Assembly	6101 1/2 W. North Ave.	Oak Park	IL	60302
Rupert	Graham, Jr.	Cook County Dept. of Highways	69 W. Washington St.	Chicago	IL	60602
Rupert W.	Graham, Jr., P.E.	Cook County Department of Highways	69 W. Washington Street	Chicago	IL	60602
Jennifer	Granholm	State of Michigan	111 S Capitol Ave.	Lansing	MI	48909
Michael	Gresk	City of Wheaton	303 W. Wesley Street	Wheaton	IL	60189
D. J.	Gribbin	Us Department Of Transportation	1200 New Jersey Avenue, S.E.	Washington	DC	20590
Stew	Gully		38 Ridge Rd	Barrington Hills	IL	60010
Dan	Gura	Chicago Land Appraisal Service, INC	PO Box 848	Lake Zurich	IL	60047
Paul	Guthrie	Canadian Pacific Railway	Suite 500 Gulf Canada Square 401 -9th Avenue SW	Calgary	AB	T2P 4Z4
Aune E.	Haaker	Illinois Historic Preservation Agency	1 Old State Capitol Plaza	Springfield	IL	62701
Gerald	Haan		2023 Hearth Circle	Lansing	MI	60438-2551
Leslie	Hairston	Chicago City Council	1900 E 71st St.	Chicago	IL	60649
Ronald	Hamelberg		115 Kaines Ave	Barrington	IL	60010
Claire	Hamilton		150 Cold Spring Rd	Barrington	IL	60010
Julie	Hamos	Illinois General Assembly	820 Davis St.	Evanston	IL	60201
Gerald R.	Hanas	Northern Indiana Commuter Transportation	33 East U.S. Highway 12	Chesterton	IN	46304
James	Hansen	Village of South Elgin	10 N. Water St.	South Elgin	IL	60177
Nils	Hansen		25919 S Princess Ln	Crete	IL	60417
Jeffrey	Harger	Village of Libertyville	118 W. Cook St.	Libertyville	IL	60048
Don	Harmon	Illinois Senate	6933 W. North Avenue	Oak Park	IL	60302
Earl	Harris	IN General Assembly	200 W. Washington Street	Indianapolis	IN	46204
Greg	Harris	Illinois General Assembly	1967 W. Montrose	Chicago	IL	60613
John	Harris	Governor Rod Blagojevich	100 W. Randolph Street	Chicago	IL	60601
Michelle	Harris	Chicago City Council	8539 S. Cottage Grove Ave.	Chicago	IL	60619
Vicky	Hase	Village of Glen Ellyn	535 Duane Street	Glen Ellyn	IL	60137
Erika	Hassenstein		459 E Oakwood Dr	Barrington	IL	60010
Brent	Hassert	Illinois General Assembly	1408 Joliet Road	Romeoville	IL	60446
Paul	Hayles	Town of Dyer	One Town Square	Dyer	IN	46311
Tom	Healey		3427 Vollmer Rd	Flossmoor	IL	60422
James D.	Healy	DuPage County Board, District 5	1205 Heatherton Drive	Naperville	IL	60563
Tom	Helms		25223 Sunset Ln	Lake Villa	IL	60046
Rickey	Hendon	Illinois Senate	2928 W. Madison	Chicago	IL	60612
Larry W.	Henry		143 Walnut Street	Frankfort	IL	60423
Michelle	Hemson	Westridge	202 Cummings Dr	Bartlett	IL	60103
Mayor Dr Willie	Herenton	City Of Memphis	125 North Main St Ste 700	Memphis	TN	38103
Elizabeth	Hernandez	Illinois General Assembly	2137 S. Lombard	Cicero	IL	60804
Clara	Hoevel	SoSub Mass Transit	14310 S Michigan	Riverdale	IL	60827
Jim	Holland	Village of Frankfort	432 W. Nebraska St	Frankfort	IL	60423
Linda	Holmes	Illinois Senate	13300 S. Rt. 59	Plainfield	IL	60544
John	Hoscheit	Kane County Forest Preserve District 12	1001 East Main Street, Suite G	St. Charles	IL	60174
George	Hough		1434 Essex Drive	Hoffman Estates	IL	60192
Constance	Howard	Illinois General Assembly	8729 S. State St.	Chicago	IL	60619
B. & M.	Hull		140 Forestview Dr.	Elgin	IL	60120
Keith	Hunt	Village of Hawthorn Woods	2 Lagoon Dr.	Hawthorn Woods	IL	60047
Mattie	Hunter	Illinois Senate	2929 S. Wabash	Chicago	IL	60616
Richard M.	Hyde	City of Waukegan	4220 Midlane Ave.	Wadsworth	IL	60083
Sandi	Jackson	Chicago City Council	7129 S. Yates Blvd.	Chicago	IL	60649
Elga L.	Jeffries	Illinois General Assembly	435 E. 35th St.	Chicago	IL	60653
Thor	Johdahl		1125 Virginia Avenue	Libertyville	IL	60048
Anthony	Johnson		1929 S Homan	Chicago	IL	60623
Emil	Jones	Illinois Senate	507 W. 111th St.	Chicago	IL	60628
Kevin	Joyce	Illinois General Assembly	6965 W. 111th St.	Worth	IL	60482
William	Kalvalage		328 Waldman Drive	Park Forest	IL	60443
	Kaper		1259 Yorkshire	Barrington	IL	60010
Kevin	Keating		2330 Brookwood Ct.	Aurora	IL	60502
Dean	Kellum		3143 Portland Ct	Aurora	IL	60504
Joseph V.	Kelly	Shell Chemicals	P. O. Box 2463	Houston	TX	77252
Michael	Kelly		250 S Route 59	Bartlett	IL	60103
Kenneth	Kessler	Village of Mundelein	440 E. Hawley St.	Mundelein	IL	60060
Grant	Kleinhenz	City of Centrailia	222 S. Poplar	Centralia	IL	62801
Claudia	Kliment		112 South Hills	Barrington	IL	60010
Mary B.	Kocian		5620 Aberdeen Road	Frankfort	IL	60423
Ken	Koehler	Chariman of the McHenry County Board	2200 N. Seminary Ave.	Woodstock	IL	60098
Eugene	Korzenko		14912 S. Mission Ct	Oak Forest	IL	60452
John	Kos, P.E.	DuPage County	421 North County Farm Road	Wheaton	IL	60187
Renee	Kosel	Illinois General Assembly	19201 S. LaGrange	Mokena	IL	60448
Erik	Kotewa	Champaign County Economic Development	1817 S. Neil Street	Champaign	IL	61820
Dan	Kotowski	Illinois Senate	1100 W. Northwest Hwy.	Mount Prospect	IL	60056
Carolyn	Krause	Illinois General Assembly	200 E. Evergreen	Mount Prospect	IL	60056
Rodney W	Kreunen	WI Commissioner of Rr	P O BOX 8968	Madison	WI	53708-8968
Joe	Kudra	City of Chicago Heights	1601 Chicago Rd	Chicago Heights	IL	60411
Linda A.	Kurzawa	DuPage County Board, District 6	P.O. Box 94	Winfield	IL	60190
Michael	Kwasman	City of West Chicago	City Hall, 475 Main St	West Chicago	IL	60185
Phil	Lajoy	Michigan House of Representatives	State Capitol	Lansing	MI	48913
Lona	Lane	Chicago City Council	8146 S. Kedzie	Chicago	IL	60652
Lou	Lang	Illinois General Assembly	4528 W. Oakton St.	Skokie	IL	60076
Jack	Lanigan		3111 W 167th St.	Hazel Crest	IL	60429
Sheldon	Latz, P.E., P.L.S.	Will County	16841 W. Laraway	Joliet	IL	60433

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Chris	Lauzen	Illinois Senate	52 W. Downers Place	Aurora	IL	60506
Mike	Lennon		661 New Bridge Ct	Barrington	IL	60010
Christine	Letchinger	Village of Lake Bluff	40 E. Center Ave.	Lake Bluff	IL	60044
Patrick J.	Levar	Chicago City Council	5205 N. Milwaukee	Chicago	IL	60630
Kimberly	Lightford	Illinois Senate	1127 S. Mannheim Road	Westchester	IL	60154
Patricia Reid	Lindner	Illinois General Assembly	32 Main St.	Sugar Grove	IL	60554
Terry	Link	Illinois Senate	906 Muir Ave.	Lake Bluff	IL	60044
Terry	Link	Illinois Senate	122 State Capitol Building	Springfield	IL	62706
John A.	Lobaito	Village Of Mundelein	440 East Hawley Street	Mundelein	IL	60060
Russ	Loebe		1 Vetrans Parkway	New Lenox	IL	60451
Charles, III	Lukmann	Harris Welsh & Lukmann	107 Broadway	Chesterton	IN	46304
Freddrenna	Lyle	Chicago City Council	406 East 75th St.	Chicago	IL	60619
Sandra	Lynn		23741 N Overhill	Lake Zurich	IL	60047
Joseph	Lyons	Illinois General Assembly	5205 N. Milwaukee	Chicago	IL	60630
Barry	MacLean	Village of Mettawa	1000 Allanson Road	Mundelein	IL	60060
Michael	Madigan	Illinois General Assembly	6500 South Pulaski Road	Chicago	IL	60629
George F.	Mahoney III		822 Infantry Drive	Joliet	IL	60435
Kim	Majerus		19900 Gov Dr #301	Olympia Fields	IL	60461
Marcus	Malczewski	Lake County	1100 East Monitor Street	Crown Point	IN	46307
Edward D.	Maloney	Illinois Senate	10444 S. Western Ave.	Chicago	IL	60643
Iris Y.	Martinez	Illinois Senate	3024 N. Pulaski Road	Chicago	IL	60641
Sidney	Mathias	Illinois General Assembly	4256 N. Arlington Heights Road	Arlington Heights	IL	60004
Barbara	Mausser		459 E Lakeshore Dr	Barrington	IL	60010
Elizabeth	May		147 Raymond Avenue	Barrington	IL	60010
Karen	May	Illinois General Assembly	427 Sheridan Road	Highwood	IL	60040
Michael	McAuliffe	Illinois General Assembly	6650 N. Northwest Hwy	Chicago	IL	60631
Kevin	McCarthy	Illinois General Assembly	8951 W. 151st. St.	Orland Park	IL	60462
Terry	McCreery	Midwest Generation	440 S Lasalle St	Chicago	IL	60607
Thomas M.	McDermott, Jr.	City of Hammond	5925 Calumet Ave.	Hammond	IN	46320
Jack	McGuire	Illinois General Assembly	121 Springfield Ave.	Joliet	IL	60435
William	McLeod	Village of Hoffman Estates	1900 Hassell Rd.	Hoffman Estates	IL	60169
Sean	Meehan		182 Covington Dr	Barrington	IL	60010
James T.	Meeks	Illinois Senate	2050 E. 159th St.	Calumet City	IL	60409
Catherine	Melchart	Village of Bartlett	228 S. Main St.	Bartlett	IL	60103
Richard F.	Mell	Chicago City Council	3649 N. Kedzie Ave.	Chicago	IL	60618
Kenneth	Meshiguad	Hannahville Indian Community Council	N14911 Hannahville B1 Road	Wilson	MI	49896
James	Meyer	Illinois General Assembly	1112 S. Washington St.	Naperville	IL	60540
John M	Mezera	City Of Joliet	150 West Jefferson Street	Joliet	IL	60432
Fred	Millar		915 S Buchanan St.	Arlington	VA	22204
Candice	Miller	U.S. House of Representatives	48653 Van Dyke Avenue	Shelby Township	MI	48317
Candice	Miller	U.S. House of Representatives	House of Representatives	Washington, DC	MI	20515
David E.	Miller	Illinois General Assembly	1350 E. Sibley Blvd	Dolton	IL	60419
Michael & Margaret	Miller		554 Braemar Ln	Barrington	IL	60010
Mike	Miller		554 Braemar Ln	Barrington	IL	60010
John	Millner	Illinois Senate	2580 Foxfield Road	St. Charles	IL	60174
Richard	Misiorowski		549 Aberdeen Rd	Frankfort	IL	60423
R.T.	Mitchell	New Revelations Baptist Church	3140 W 21st Ave	Gary	IN	46404
Emma	Mitts	Chicago City Council	5344 W. North Ave.	Chicago	IL	60639
Robert S.	Molaro	Illinois General Assembly	6245 S. Archer	Chicago	IL	60638
Martin J	Monahan		18743 Juhlin Dr	Homewood	IL	60430
Louise	Monehan		1001 Andrea Drive	New Lenox	IL	60451
Anna	Montana	Village Of Schiller Park	9526 West Irving Park Road	Schiller Park	IL	60176-1984
John	Moore	Memphis Regional Chamber	22 N Front St.	Memphis	TN	38103
Joseph A.	Moore	Chicago City Council	7356 N. Greenview Ave.	Chicago	IL	60626
Jean C	Mooring	The Illinois Prairie Path	295 Abbotsford Ct	Glen Ellyn	IL	60137
Ted	Mueller	Lake County Municipal League	100 N. Hainesville Rd.	Hainesville	IL	60030
Rosemary	Mulligan	Illinois General Assembly	932 Lee Street	Des Plaines	IL	60016
William A	Mullins	Baker & Miller Pllc	2401 Pennsylvania Ave, NW-Suite 300	Washington	DC	20037
Antonio	Munoz	Illinois Senate	2021 W. 35th St.	Chicago	IL	60609
Ricardo	Munoz	Chicago City Council	2500 S. St Louis	Chicago	IL	60623
Richard J.	Munsch	United States Steel Corporation	600 Grant Street, Room 1500	Pittsburgh	PA	15219-2800
Ruth	Munson	Illinois General Assembly	1146 Dundee Ave.	Elgin	IL	60120
Joan Patricia	Murphy	Cook County Board, District 6	118 N. Clark St	Chicago	IL	60602
Justin	Murphy	Four City Consortium	6939 Kennedy Ave.	Hammond	IN	46323
Tim	Murphy	City of Lockport	222 East Ninth St.	Lockport	IL	60441
Gerald	Naggatz		422 E Russell St	Barrington	IL	60010
Elaine	Nekritz	Illinois General Assembly	24 S. Des Plaines River Road	Des Plaines	IL	60016
Rosemary	Nero		2 Royal Way	Barrington	IL	60010
Dick	Newhard	Forest Preserve District of Cook County	536 North Harlem Avenue	River Forest	IL	60305
Pamela O.	Newton	Lake County Board, District 18	276 E. Saddle Back Rd.	Vernon Hills	IL	60061
Michael	Noland	Illinois Senate	100 E. Chicago St.	Elgin	IL	60120
Billy	Ocasio	Chicago City Council	3236 W. Division	Chicago	IL	60651
Patrick J.	O'Connor	Chicago City Council	5850 N. Lincoln Ave.	Chicago	IL	60659
Diana	O'Kelly	Lake County Board, District 10	26313 Countryside Lake Dr.	Mundelein	IL	60060
John	Oldenburg	Forest Preserve District of DuPage County	P.O. Box 5000	Wheaton	IL	60187
Sam	Oliver		480 Eton Dr	Barrington	IL	60010
Frank	Olivo	Chicago City Council	6500 S. Pulaski Rd.	Chicago	IL	60629
Robert	Olson		1531 Eunice Ave	Joliet	IL	60433
Joann	Osmond	Illinois General Assembly	976 Hillside Ave.	Antioch	IL	60002
John	Ostenburg	Village of Park Forest	350 Victory Dr.	Park Forest	IL	60466
Harry	Osterman	Illinois General Assembly	5535 N. Broadway	Chicago	IL	60640
Roger & Carol	Owens		200 North Valley Road	Barrington	IL	60010
George	Pabey	City of East Chicago	4527 Indianapolis Blvd.	East Chicago	IN	46312
Edward W.	Paesel	South Suburban Mayors & Managers Asso	1904 West 174th Street	East Hazel Crest	IL	60429
Sue	Pajakowski		226 W Coolidge Ave	Barrington	IL	60010
Suzy	Palmer		61 Otis Rd	Barrington	IL	60010
Joyce	Palmquist	Barrington Area Council on Aging	6000 Garlands Lane	Barrington	IL	60010
Carole	Pankau	Illinois Senate	One Tiffany Pointe, Suite G	Bloomingdale	IL	60108
Milton	Patterson	Illinois General Assembly	2834 W. 63rd St.	Chicago	IL	60629
Roger	Peckham	Village of Sauk Village	Village Hall, 21701 Torrence Ave.	Sauk Village	IL	60411
Donald	Peloquin	City of Blue Island	13051 S. Greenwood Avenue	Blue Island	IL	60406
Frank J	Perhats		607 Old Barn Rd	Barrington	IL	60010
P. James	Perille		485 White Oak Ln	Lake Barrington	IL	60010
William	Peterson	Illinois Senate	3050 N. Main	Buffalo Grove	IL	60089
Eileen	Phipps	Village of Wayne	5 N430 Railroad St PO Box 532	Wayne	IL	60184
Ingrid	Pickert		742 S Grove Ave	Barrington	IL	60010
Denise	Pieroni	Village of Barrington	228 S. Main St.	Barrington	IL	60010-4399
Sandra	Pihos	Illinois General Assembly	799 Roosevelt Road	Glen Ellyn	IL	60137
R.J.	Pirlot	Wisconsin Manufacturers & Commerce	P. O. Box 352	Madison	WI	53701-0352
June B	Pizzi		164 Harbor Dr	Barrington	IL	60010
Joseph J.	Plaistow	L.E. Peabody & Associates, Inc.	1500 Duke Street, Suite 200	Alexandria	VA	22314
Edwin	Plaza	McHenry County Council of Governments	600 Harvest Gate	Lake in the Hills	IL	60156
Daniel	Podgorski	South Suburban Mayors and Managers	18200 Chicago Ave.	Lansing	IL	60438
John	Pope	Chicago City Council	3522 E. 106th St.	Chicago	IL	60617
A. George	Pradel	City of Naperville	400 S. Eagle St.	Naperville	IL	60540
A. George	Pradel	City of Naperville	PO Box 3020	Naperville	IL	60540
Toni	Preckwinkle	Chicago City Council	4659 S. Cottage Grove Ave.	Chicago	IL	60653
Charles and Maureen	Prettyman		119 Deepswood Rd	Barrington	IL	60010
Jerome	Prince	Lake County Council, District 3	2293 N. Main Street	Crown Point	IN	46307
Christine	Radogno	Illinois Senate	410 Main St.	Lemont	IL	60439
Harry	Ramey Jr.	Illinois General Assembly	1883 N. Nelnor Blvd. (Rte. 59)	West Chicago	IL	60185
Kwame	Raoul	Illinois Senate	1013 E. 53rd St.	Chicago	IL	60615
Dennis M.	Reboletti	Illinois General Assembly	50 E. Oak St.	Addison	IL	60101
Ariel E.	Reboyras	Chicago City Council	3348 N. Milwaukee Ave.	Chicago	IL	60641
Leanne	Redden	Regional Transportation Authority	175 W Jackson Blvd. #1550	Chicago	IL	60604
Brendan	Reilly	Chicago City Council	311 W. Superior	Chicago	IL	60610
Rich	Reinbold	Village of Richton Park	4455 W. Sauk Tr.	Richton Park	IL	60471
Thomas	Reiser		Box 5203	Chicago	IL	60680
Tricia	Riehle		325 N Hough St	Barrington	IL	60010
Joseph	Riha		6 Saville Row	Barrington Hills	IL	60010
Al	Riley	Illinois General Assembly	600 Holiday Plz Dr.	Matteson	IL	60443
Pamela H.	Rion	DuPage County Board, District 6	282 Thrasher Street	Bloomingdale	IL	60108
Mark	Rissing		205 Burton Dr	Bartlett	IL	60103
Robert	Rita	Illinois General Assembly	13543 Cicero Ave.	Crestwood	IL	60445
Robert	Rita	Illinois General Assembly	1418 W. 137th St.	Crestwood, IL	IL	60445
Leon	Rockingham, Jr.	City of North Chicago	1850 Lewis Ave.	North Chicago	IL	60064
Maria	Rodriguez	Village of Long Grove	3110 Old McHenry Rd.	Long Grove	IL	60047
Earline	Rogers	IN Senate	3636 W. 15th Street	Indianapolis	IN	46404
Laurence	Rohter	Illinois Institute of Technology	311 Addison Rd	Riverside	IL	60546
Randy	Romanski	Department Of Agriculture, Trade And Con	P. O. Box 8911	Madison	WI	53708-8911
Carol	Ronen	Illinois Senate	5533 N. Broadway	Chicago	IL	60640
Michael L	Rosenthal	Covington & Burling	1201 Pennsylvania Avenue, N.W.	Washington	DC	20004-2401
David	Ross	Duluth Are Chamber Of Commerce	5 West First Street, Suite 101	Duluth	MN	55802
Thomas J.	Ross	PACE	550 W. Algonquin Road	Arlington Hts.	IL	60005
Richard J.	Roth, Sr.		1781 Tudor Lane #310	Northbrook	IL	60062
Paul	Rudnicki		115 Harrison St Apt 2	Barrington	IL	60010
Virginia	Rugai	Chicago City Council	10400 South Western Ave.	Chicago	IL	60643
Barbara & Joseph	Rush		560 s Division Street	Barrington	IL	60010
Duncan & Gail	Russell		2825 Parkwood Lane	Aurora	IL	60502
Robert W.	Russell		550 Red Barn Ln.	Barrington	IL	60010
Robert	Ryan		25301 W Cuba Rd.	Barrington	IL	60010
Kathleen A.	Ryg	Illinois General Assembly	50 Lakeview Parkway	Vernon Hills	IL	60061
Don	Saccomonto		4N511 Anthony Ct	Wayne	IL	60184
Tony	Salazar	Kickapoo Tribe of Oklahoma	PO BOX 70	McCloud	OK	74851
Timothy J.	Sanders	Northwest Indiana Regional Development	9800 Connecticut Drive	Crown Point	IN	46307
Martin A.	Sandoval	Illinois Senate	4843 West Cermak Road	Cicero	IL	60804
Mark	Sauer		409 N Valley Rd	Barrington	IL	60010
Nicholas A	Sauer		23 Hidden Brook Dr	North Barrington	IL	60010

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James	Savaiano		22000 Chamomile Dr	Frankfort	IL	60423
Angelo	Saviano	Illinois General Assembly	8153 W. Grand Ave.	River Grove	IL	60171
Angelo	Saviano	Illinois General Assembly	314 State House	Springfield, IL	IL	62706
Joy	Schaad	Chicago Metropolitan Agency for Planning	233 South Wacker Drive	Chicago	IL	60606
Joseph E.	Schacter	Environmental Law & Policy Center	35 East Wacker Drive	Chicago	IL	60601
Bill	Schauer		PO Box 357	Wayne	IL	60184
Ward J	Schell		465 W Hillside Ave	Barrington	IL	60010
Jeffrey	Schielke	City of Batavia	100 North Island Avenue	Batavia	IL	60510
Robert J.	Schillerstrom	Chairman of the Dupage County Board	421 N. County Farm Rd.	Wheaton	IL	60187
Tom	Schmitt	Schereville Town Council	10 E Joliet St	Schreerville	IN	46375
Timothy	Schmitz	Illinois General Assembly	127 Hamilton St.	Geneva	IL	60134
Edward	Schock	City of Elgin	150 Dexter Ct.	Elgin	IL	60120
Jeffrey M.	Schoenberg	Illinois Senate	820 Davis St.	Evanston	IL	60201
Robert W.	Schroeder	DuPage County Board, District 5	1147 Tennyson Lane	Naperville	IL	60540
Eugene C.	Schulter	Chicago City Council	4237 N. Lincoln Ave.	Chicago	IL	60618
Arthur	Schultz	City of Joliet	150 W. Jefferson St.	Joliet	IL	60432-4148
George	Scully Jr.	Illinois General Assembly	722 W. Exchange, Suite 4	Crete	IL	60417
Andy	Seagren		432 Thomas Dr	Barrington	IL	60010
Deborah	Seyller	Clerk of the Circuit Court , Kane County	P.O. Box 112	Geneva	IL	60134
Jeffrey	Sherwin	West Central Municipal Conference	55 E. North Ave.	Northlake	IL	60171
Helen	Shiller	Chicago City Council	4544 N. Broadway	Chicago	IL	60640
Philip	Shopodock	Forest County Potawatomi Community of W	PO BOX 340	Crandon	WI	54520
Mark H	Sidman	Weiner Brodsky Sidman & Kider P C	1300 19Th Street NW 5th Floor	Washington	DC	20036-1609
Ira	Silverstein	Illinois Senate	2951 W. Devon	Chicago	IL	60659
Greg	Simms	IN General Assembly	200 W. Washington Street	Indianapolis	IN	46204
Deborah	Sims	Cook County Board, District 5	118 N. Clark St	Chicago	IL	60602
Ed	Smith	Chicago City Council	259 N. Pulaski	Chicago	IL	60624
Mary Ann	Smith	Chicago City Council	5533 N. Broadway Ave.	Chicago	IL	60640
Ronn	Smith		3196 Davey Ct.	Aurora	IL	60503
Vernon	Smith	IN General Assembly	200 W. Washington Street	Indianapolis	IN	46204
Samuel	Smith, Jr	IN Senate	P.O. Box 32118	East Chicago	IN	46312
Gayle	Smolinski	Metropolitan Mayors Caucus	31 S. Prospect Street	Roselle	IL	60172
Christian	Snelgrove		284 Pebble Creek Drive	Barrington	IL	60010
Joseph	Snyder		414 Otis Rd	Barrington	IL	60010
Daniel	Solis	Chicago City Council	2439 S. Oakley Blvd	Chicago	IL	60608
Cynthia	Soto	Illinois General Assembly	2615 W. Division	Chicago	IL	60622
Rod	Sowdels		163 N Wynstone Dr	North Barrington	IL	60010
Joseph	Stahura	City of Whiting	1443 119th St.	Whiting	IN	46394
Trayce	Stanhoff	Prarie Band of Potawatomi Nation	16281 Q Road	Mayetta	KS	66509
Bradley	Stephens	Village of Rosemont	9501 West Devon Ave.	Rosemont	IL	60018
Dan	Stevenson	IN General Assembly	200 W. Washington Street	Indianapolis	IN	46204
Frank	Stewart	Will County Board, District 8	204 Seigmund St.	Joliet	IL	60433
Bernard L.	Stone	Chicago City Council	6199 N. Lincoln Ave.	Chicago	IL	60659
Todd H.	Stroger	President of the Cook County Board	118 N. Clark St	Chicago	IL	60602
Phil	Strutzel		900 March St.	Lake Zurich	IL	60047
Bart	Stupak	U.S. House of Representatives	2352 Rayburn House Office Building	Washington	DC	20515
Bart	Stupak	U.S. House of Representatives	US House of Representatives	Washington, DC	DC	20515
Ray	Suarez	Chicago City Council	4502 W. Fullerton Ave.	Chicago	IL	60639
Ed	Sullivan Jr.	Illinois General Assembly	506 E. Hawley St.	Mundelein	IL	60060
Laurie	Sweeney		616 Applegate Ln	Lake Zurich	IL	60047
Mike	Sweeney		616 Applegate Ln	Lake Zurich	IL	60047
Karen	Tallian	IN Senate	6195 Central Ave.	Portage	IN	46368
George J	Thiel	Griffith Fire Department	130 N Lafayette St	Griffith	IN	46319
Latasha	Thomas	Chicago City Council	7811 S. Racine Ave.	Chicago	IL	60620
Joann	Thompson	Chicago City Council	5335 South Western Blvd.	Chicago	IL	60609
Anthony	Tinaglia		970 March St.	Lake Zurich	IL	60047
John	Tolomei	Village of Lake Zurich	70 E. Main St.	Lake Zurich	IL	60047
Henry	Travis	Will County Board, District 8	2129 Luther Ave.	Lockport	IL	60441
Jackie	Tredup	Lake County Board, District 22	2211 County Knoll Road	Elgin	IL	60123
Lionel	Trepanier		11601 South Artesian Ave	Chicago	IL	60655
James R	Trizna	City of Joliet Public Works	921 E Washington St	Joliet	IL	60433
Donne	Trotter	Illinois Senate	8704 S. Constance	Chicago	IL	60617
Michael	Tryon	Illinois General Assembly	1 N. Virginia St.	Crystal Lake	IL	60014
Thomas M.	Tunney	Chicago City Council	1057 W. Belmont Ave.	Chicago	IL	60657
Arthur	Turner	Illinois General Assembly	3849 W. Ogden Ave.	Chicago	IL	60623
Tom	Tyndorf		36 Castleton Court	North Barrington	IL	60010
Alice	Umbach		812 Shoreline Rd	Barrington	IL	60010
Anthony	Umek		708 N Raynor Ave	Joliet	IL	60435
Shellie	VanDenburgh	IN General Assembly	200 W. Washington Street	Indianapolis	IN	46204
Arthur	Velasquez	LULAC (Aurora Council #5218)	212 Briar Lane	Aurora	IL	60542
Louis	Viverito	Illinois Senate	6215 W. 79th St.	Burbank	IL	60459
Robert	Volkmann	Town of Schererville	10 E. Joliet St	Schererville	IN	46375
Joseph	VonMeier	Village Attorney for Barrington Hills	112 Algonquin Road	Barrington Hills	IL	60010
John	Vuono	Vuono & Gray, LLC	310 Grant St.	Pittsburgh	PA	15219
Scott	Waguespack	Chicago City Council	2657 N. Clybourn	Chicago	IL	60614
Russell	Wajda	Village of Hillside	425 Hillside Ave.	Hillside	Il	60162
Tim	Walberg	U.S. House of Representatives	325 Cannon House Office Building	Washington	DC	20515
James	Waldorf	Village of Plainfield	24401 W. Lockport St.	Plainfield	IL	60544
Larry M.	Walsh	County Executive, Will County	302 N. Chicago St.	Joliet	IL	60432
Eddie	Washington	Illinois General Assembly	141A Genesee St.	Waukegan	IL	60085
Tom	Weisner	City of Aurora	44 E. Downer Pl.	Aurora	IL	60507
Joseph	Werner	Village of Mokena	11004 Carpenter Street	Mokena	IL	60448
Thomas And Patricia	Wichlinski		1033 N. Broad Street	Griffith	IN	46319
Arthur J.	Wilhelmi	Illinois Senate	2200 Weber Road	Crest Hill	IL	60403
Eugene	Williams	Village of Lynwood	21460 Lincoln Highway	Lynwood	IL	60411
Brenda L.	Wiltgen		22420 Parkview Ln	Frankfort	IL	60423
Paul	Wisner		445 E Washington	Lombard	IL	60148
W. James	Wochner	Kansas City Southern Railway Company	P.O. Box 219335	Kansas City	MO	64121-9335
Stan	Wojtasiak	Naperville Township Road District	31 W 331 North Aurora Road	Naperville	IL	60653
Don	Wolfe	Lake County Board, District 15	25 South Aldine Street	Elgin	IL	60123
Margie	Woods	Will County Board, District 8	1219 Rowell Ave.	Joliet	IL	60433
Karen A.	Yarbrough	Illinois General Assembly	2305 W. Roosevelt Road	Broadview	IL	60155
Maureen	Yates		729 Indian Way	Barrington	IL	60010
Michael	Zalewski	Chicago City Council	6247 S. Archer Ave.	Chicago	IL	60638
Louis	Zanon		21900 Rainbow Rd	Barrington	IL	60010
James	Zay, Jr.	DuPage County Board, District 6	1205 Brookstone Dr.	Carol Stream	IL	60188
Gary	Zientara	President-Rolling Knolls Homeowner Asso	1805 Hilltop Road	Elgin	IL	60120
Kirk	Zoellner	Village of Mokena	11004 Carpenter St	Mokena	IL	60448
		Elgin Hispanic Network	P.O. Box 1554	Elgin	IL	60121
		Village of Indian Creek	P.O. BOX 5944	Vernon Hills	IL	60061
		Surface Transportation Board	395 E Street, SW	Washington	DC	20423
Ron	Abrant	U.S. Army Corps of Engineers	111 N. Canal	Chicago	IL	60606
Pam	Anderson	New Lenox Public Library	120 Veterans Pkwy.	New Lenox	IL	60451
Dave	Archer	Cook Park Library	413 N. Milwaukee Ave.	Libertyville	IL	60048
John	Bacone	Indiana Department of Natural Resources	402 W. Washington Street	Indianapolis	IN	46204
Sandra	Barnhair	Carbondale Public Library	405 W. Main St.	Carbondale	IL	62901
Joan	Batley	North Chicago Public Library	2100 Argonne Dr.	North Chicago	IL	60064
Evan	Bayh	United States Senate	1650 Market Tower	Indianapolis	IN	46204
Evan	Bayh	United States Senate	131 Russell Senate Office Building	Washington, DC	IN	20510
Melissa	Bean	U.S. House of Representatives	1430 M. Meacham	Schaumburg	IL	60173
Judy	Biggert	U.S. House of Representatives	6262 S. Route 83	Willowbrook	IL	60527
Judy	Biggert	U.S. House of Representatives	1317 Longworth House Office Building	Washington, DC	IL	20515
Sarah	Blomquist	West Chicago Public Library	118 W. Washington St.	West Chicago	IL	60185
Eric	Blomstedt	Three Rivers Library Minooka	109 N. Wabena Ave.	Minooka	IL	60447
LISA	BONNETT	ILLINOIS ENVIRONMENTAL PROTEC	1021 NORTH GRAND AVENUE EAST	SPRINGFIELD	IL	62794
Dawn	Bussy	Glen Ellyn Public Library	400 Duane St.	Glen Ellyn	IL	60137
Erica	Christianson	Ela Area Public Library District	275 Mohawk Trail	Lake Zurich	IL	60047
Shawn	Citron	U.S. Department of Interior	Chicago Ecological Services Field Office	Barrington	IL	60010
Maggie	Cole	Illinois Department of Natural Resources	2050 W. Stearns Road	Bartlett	IL	60103
Jerry	Costello	U.S. House of Representatives	155 Lincoln Place Ct	Belleville	IL	62221
Jerry	Costello	U.S. House of Representatives	1316 Niedringhaus Avenue	Granite City	IL	62040
Danny K.	Davis	U.S. House of Representatives	3333 W. Arthington St.	Chicago	IL	60624
Danny K.	Davis	U.S. House of Representatives	US House of Representatives	Washington, DC	IL	20515
Scott	Davis	Fremont Public Library	1170 N. Midlothian Rd.	Mundelein	IL	60064
Jim	Deiters	Blue Island Public Library	2433 York St.	Blue Island	IL	60406
Richard	Durbin	United States Senate	230 S. Dearborn	Chicago	IL	60604
Richard	Durbin	United States Senate	United States Senate	Washington, DC	IL	20510
Thomas W.	Easterly	Indiana Department of Environmental Man	100 N. Senate Avenue	Indianapolis	IN	46204
Rahm	Emanuel	U.S. House of Representatives	3742 W. Irving Park Rd	Chicago	IL	60618
Bill	Foster	U.S. House of Representatives	27 North River Street	Batavia	IL	60510
Bill	Foster	U.S. House of Representatives	320 Cann House Office Building	Washington, DC	IL	20515
Luis	Gutierrez	U.S. House of Representatives	3455 W. North Ave	Chicago	IL	60647
Phil	Hare	U.S. House of Representatives	1535 47th Ave	Moline	IL	61265
Jesse L.	Jackson	U.S. House of Representatives	17926 S. Halsted	Homewood	IL	60430
Jesse L.	Jackson	U.S. House of Representatives	2419 Rayburn House Office Building	Washington, DC	IL	20515
Joyce	Jackson	Centralia Regional Library	515 E. Broadway	Centralia	IL	62801
Phyllis	Jacobek	Mokena Community Library	11327 W. 195th St.	Mokena	IL	60448
Timothy	Johnson	U.S. House of Representatives	202 N. Prospect Rd	Bloomington	IL	61704
Timothy	Johnson	U.S. House of Representatives	1229 Longworth House Office Bilding	Washington, DC	IL	20515
Mark	Kirk	U.S. House of Representatives	707 Skokie Blvd.	Northbrook	IL	60062
Nancy	Kupec	Park Forest Public Library	400 Lakewood Blvd.	Park Forest	IL	60466
Ray	LaHood	U.S. House of Representatives	100 N.E. Monroe St	Peoria	IL	61602
Dan	Lipinski	U.S. House of Representatives	6245 S. Archer Ave	Chicago	IL	60638
Richard G.	Lugar	United States Senate	306 Hart Senate Office Building	Washington	DC	20510
Karen	Macki	Gail Borden Public Library	270 N. Grove Ave.	Elgin	IL	60120
Donald	Manzullo	U.S. House of Representatives	415 S. Mulford Rd	Rockford	IL	61108
Donald	Manzullo	U.S. House of Representatives	228 Rayburn House Office Building	Washington, DC	IL	20515
Frowein	Marsha	Joliet Public Library	150 N. Ottawa	Joliet	IL	60432
Elizabeth	McCloskey	U.S. Department of Interior	Northern Indiana Ecological Services Sub-Office	Chesterton	IN	46304

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Mike	Molnar	Indiana Department of Natural Resources	402 West Washington St.	Indianapolis	IN	46204
John	Morton	HDR	8404 Indian Hills Drive	Omaha	NE	68114
Pat	Nevins	Richton Park Public Library	4045 Sauk Trail	Richton Park	IL	60471
Barack	Obama	United States Senate	230 S. Dearborn St.	Chicago	IL	60604
Kathy	Parr	Plainfield Public Library	15025 S. Illinois St	Plainfield	IL	60544
Kristina	Phoerner	Champaign Public Library	200 W. Green St.	Champaign	IL	61820
Scott	Pinton	Crest Hill Public Library	1298 Theodore St.	Crest Hill	IL	60403
Scott	Pointon	Lockport Public Library	121 E. 8th St.	Lockport	IL	60441
Dan	Powers	Illinois Commerce Commission	527 East Capitol Avenue	Springfield	IL	62701
Scott	Pruitt	U.S. Department of Interior	Bloomington Field Office	Bloomington	IN	47403
Chris	Retseck	Lake County Public Library -- Munster Bra	8701 Calumet Ave.	Munster	IN	46321
Mike	Riley	Indiana Department of Transportation	100 N. Senate Avenue	Indianapolis	IN	46204
Peter J.	Roskam	U.S. House of Representatives	150 S. Bloomingdale Rd.	Bloomingdale	IL	60108
Peter J.	Roskam	U.S. House of Representatives	318 Cannon House Office Building	Washington, DC	IL	20515
Bobby	Rush	U.S. House of Representatives	700 -706 E 79th St	Chicago	IL	60619
Janice	Schakowsky	U.S. House of Representatives	5533 N Broadway St	Chicago	IL	60640
Dianne	Schuerman	Illinois Environmental Protection Agency	1021 North Grand Avenue East	Springfield	IL	62794
Douglas P.	Scott	Illinois Environmental Protection Agency	1021 North Grand Avenue East	Springfield	IL	62794
John	Shimkus	U.S. House of Representatives	3130 Chatham Rd	Springfield	IL	62704
John	Shimkus	U.S. House of Representatives	US House of Representatives	Washington, DC	IL	20515
Robin	Smith	Buffalo Grove Public Library	355 Schoenbeck Rd.	Wheeling	IL	60090
Debra	Stombreg	Aurora Public Library	233 S. Constitution Dr.	Aurora	IL	60506
Kristen	Swahlstedt	Illinois Department of Transportation	201 W. Center Court	Schaumburg	IL	60196
Catherine	Thompson	Lake Bluff Public Library	123 E. Scranton Ave.	Lake Bluff	IL	60044
Peter J.	Visclosky	U.S. House of Representatives	701 East 83rd Avenue	Merrirville	IN	46410
Peter J.	Visclosky	U.S. House of Representatives	US Hose of Representatives	Washington, DC	IN	20515
	Wargo	McConathy Public Library	21737 Jeffery Ave.	Sauk Village	IL	60411
George	Weber	Illinois Department of Transportation	300 W. Adams	Chicago	IL	60606
Jerry	Weller	U.S. House of Representatives	2701 Black Rd.	Joliet	IL	60435
Norm	West	United States Environmental Protection Ag	77 West Jackson Blvd.	Chicago	IL	60604
Ken	Westlake	United States Environmental Protection Ag	77 West Jackson Blvd.	Chicago	IL	60604
Mark	Wollschlager	HDR	701 Xenia Avenue South	Minneapolis	MN	55416
Edelia	Zamora	East Chicago Public Library	1008 W. Chicago Ave.	East Chicago	IN	46312
Carolyn		Wheaton Public Library	225 N. Cross St.	Wheaton	IL	60187
Information Desk		Schaumburg District Public Library	1550 Hassell Rd.	Hoffman Estates	IL	60169
Kathy		Matteson Public Library	801 School Ave.	Matteson	IL	60443
Mark		Lake County Public Library	940 N. Broad St.	Griffith	IN	46319
		Barrington Area Library	505 N. Northwest Hwy.	Barrington	IL	60010
		Bartlett Public Library	800 S. Bartlett Rd.	Bartlett	IL	60103
		Boolingbrook Library	300 W. Briarcliff Rd.	Bolingbrook	IL	60440
		Chicago Heights Public Library	25 W. 15th St.	Chicago Heights	IL	60411
		Chicago Public Library	400 S. State St.	Chicago	IL	60605
		Dyer Schererville Library	1001 W. Lincoln Hwy.	Schererville	IN	46410
		Evergreen Interim Library	290 Evergreen Dr.	Vernon Hills	IL	60061
		Fountaindale Public Library	201 W. Normantown Rd.	Romeoville	IL	60446
		Frankfort Public Library	Pfeiffer Rd. at Rt. 30	Frankfort	IL	60423
		Gary Public Library	220 W. 5th Ave.	Gary	IN	46406
		Hammond Public Library	1212 172nd St	Hammond	IN	46320
		Hammond Public Library	564 E. State St.	Hammond	IN	46320
		Hammond Public Library - Howard Branch	7047 Grand Ave	Hammond	IN	46320
		South Cook Intermediate Service Center 4	253 W. Joe Orr Rd.	Chicago Heights	IL	60411
		St. Charles Public Library	One South 6th Ave.	St. Charles	IL	60174
		Warrenville Public Library	28 W. 751 Stafford Pl.	Warrenville	IL	60555
		Waukegan Public Library	128 N. County St.	Waukegan	IL	60085
		Whiting Public Library	1735 Oliver St.	Whiting	IN	46394
		Will County Law Library	14 W. Jefferson St.	Joliet (Rockdale)	IL	60432
Julie	Rothenflun	Naperville Public Library	200 W. Jefferson Ave.	Naperville	IL	60540
Marcus	Ahmed		4925 Meadow Lake Dr	Richton Park	IL	60471
Gloria	Almed		4925 Meadow Lake Dr	Frankfort	IL	60471
Burt	Andrews		30W 216 May	West Chicago	IL	60185
Mary	Bennett		1229 Yorkshire Lane	Barrington	IL	60010
Brenda	Beuten		208 Wander Way	Lake in the Hills	IL	60156
Mary	Brown	Gary Comm Council	401 Broadway, Suite 209	Gary	IN	46402
Callis	Callis		1418 S Barrington Rd.	Barrington	IL	60010
Betty	DiMonte		30W116 Argyle Lane	Naperville	IL	60563
Beverly	Halvorsen		523 Woodview Rd.	Lake Barrington	IL	60010
Jane	Hansen		610 Oxbow Lane	Barrington	IL	60010
Sarah	Hobian		430 June Terrace	Barrington	IL	60010
Jane	Johnson		612 Braemar Lane	Barrington	IL	60010
Tara	Kelleher	Barrington Chamber	410 Westwood Dr	Barrington	IL	60010
Patrick	Kelsey	Consultant to FPDDC	116 West Main St Suite 201	St. Charles	IL	60174
Jeffery	Kershner		2032 Cobblebrook Lane	Naperville	IL	60565
Sheila	Kesler		330 Whitney Dr	Barrington	IL	60010
Patti	Killinger		16841 W Laraway Rd	Joliet	IL	60433
Robert	Kosin		112 Algonquin Rd.	Barrington Hills	IL	60010
Cart	Larsen		357 Beverly Road	Barrington	IL	60010
Sheila K.	Littauer		510 D Woodview Road	Lake Barrington	IL	60010
Leslie	McGuckin		25122 N. Dante Dr	Hawthorn Woods	IL	60047
Marian	Mikosz		25338 W Lake Shore Dr	Barrington	IL	60010
Theresa	Mikosz		25338 W Lake Shore Dr	Barrington	IL	60010
Mary	Miller		2512 Freeland Ct.	Naperville	IL	60564
Elena	Nagel		1421 E Main St	Barrington	IL	60010
Annette Ryks	Nikolich		32 Rivers Bend Court	Barrington	IL	60010
Joan	Precilio		1285 Berkshire Ln	Barrington	IL	60010
Deborah	Quig		470 West Hillside Avenue	Barrington	IL	60010
Steve	Raseman		84 Old Mill Court	Barrington	IL	60010
Gil	Reich		1000 Garlands Ln	Barrington	IL	60010
Judith	Rich		287 Deer Trail Ct	Lake Barrington	IL	60010
Catherine	Robinson		107 East Lane	Lake Barrington	IL	60010
Amanda	Schoe		841 Highland Rd.	Frankfort	IL	60423
Gerald	Schweighart	City of Champaign	102 N Neil St.	Champaign	IL	61820
Tracy	Seagren		432 Thomas Dr	Barrington	IL	60010
Sandra	Sibert		1507 Monarch Cr	Naperville	IL	60564
Harry	Solomon		96 Balckhawk Rd	Highland Park	IL	60035
Donald	Wheeler		20866 Lawrel Dr	Barrington	IL	60010
Dean	Willaredt	Mattoon Chamber of Commerce	800 N Rt. 45	Mattoon	IL	61938
Bruce	Winfield		67 Flint Dr	Lake Barrington	IL	60010
Michael & Julia	Zgoda		25080 N Pawnee	Lake Barrington	IL	60010
Joan	Zitro		3447 Redwing Drive	Naperville	IL	60564
Eleanor D	Acheson	National Railroad Passsenger Corporaton	60 Massachusetts Avenue, Ne	Washington	DC	20002
Donal J	Adams		730 Cooper Ct	Aurora	IL	6004
Jean	Adolf		1216 Bainbridge Dr	Naperville	IL	60563
Natalie	Aglipay		711 N Broad St	Griffith	IN	46319
Mark G.	Ahearn	Indiana Department Of Transportation	100 North Senate Avenue, Room N758	Indianapolis	IN	46204-2216
Christopher	Alix	Prairie City Computing	P.O. Box 2068	Champaign	IL	61825-2068
Aimee Johansen	Alnet		448 S Gore Ave	Webster Groves	MO	63119
Bonnie	Altenburg		812 S. Grove	Barrington	IL	60010
Rohit C	Amin		76 Breckenridge Drive	Aurora	IL	60504
Jennipher Lynn	Androvic		3803 Littlestone Court	Naperville	IL	60545
Denise Marie	Archambault		5290 Morningview Drive	Hoffman Estatews	IL	60192
Tammi J	Arostegui		2500 Wydown Lane	Aurora	IL	60502
Jerry G.	Arthur	Supply Chain Management Consultant	833 Shoreline Road	Lake Barington	IL	60010
Nader And Melissa	Atieh		11558 Anise Drive	Frankfort	IL	60423
Mayor Rebecca	Ault		222 S Poplar Street	Centralia	IL	62801
Valerie	Baartz		27135 W Lake Shore Dr	Tower Lakes	IL	600010
Aleyce	Baca		25412 Marilyn Lane	Hawthorn Woods	IL	60047
Genine E. And Brian E.	Bailey		3015 Fairmont Ave	Aurora	IL	60503
D	Baldwin		974 March St	Lake Zurich	IL	60047
Rand	Baldwin		787 Handley Court	Lake Zurich	IL	60047
Jose H	Banda		11512 Tea Tree Lane	Franfort	IL	60423
Catherine H	Barbercheck		P..O. Box 1127	Champaign	IL	61824-1127
Colleen	Barger		580 Chester Ct E	Aurora	IL	60504
Steve And Tara	Barker		8021 Rfd	Long Grove	IL	60047
Nicole Chrisann	Baron		2975 Cast Ct	Aurora	IL	60503
Lance	Baskin		P.O. Box 877298	Wasilla	AK	99687
Judith	Bassoul		6 Hubbell Court	Barrington	IL	60010-5137
Tom	Bathje		3193 Bennett Place	Aurora	IL	60502
Cheryl Tinkman	Baum		820 Warwick Lane	Lake Zurich	IL	60047-2797
William J.	Baumer		618 Applegate Lane	Lake Zurich	IL	60047
Mary	Bavier		434 E Valencia Ave	Barringonton	IL	60010
David	Becker		752 Chaucer Way	Buffalo Grove	IL	60089
Jason	Bednar		346 Mrgan Valley Drive	Oswego	IL	60543-8044
Kerry K	Behr		1073 Meadowridge Drive	Aurora	IL	60504
Helen	Benner		1203 Wesley Avenue, Apt. 109	Savoy	IL	61874
Amy	Benson		3112 Kewanee Lane	Naperville	IL	60564
Jerry	Berenz	Rpd Bridge	2800 Melby Street	Eau Claire	WI	54700
Martin	Berg		915 Pleasant Street	Oak Park	IL	60302
Jeffrey	Bernacchi		21125 N Prestwick Dr.	Barrington	IL	60010
Holly	Bertoia		13 S Chestnut Ct	Hawthorn Woods	IL	60047
Gerry	Bianco		1825 Hilltop Road	Elgin	IL	60120
Greg	Blum		739 Indian Way	Barrington	IL	60010
Cheryl Lynn	Bogdan		2617 Heritage Lake Dr.	Lockport	IL	60441
Carol A	Boguslaw		3127 Village Green Dr	Aurora	IL	60504
Bill	Bolstedt		26881 Taylor Road	Barrington	IL	60010
Amy	Boldt		3804 Cadella Circle	Naperville	IL	60564
Jay	Bondeson		1165 Tracie Drive	Lake Zurich	IL	60047
Jonathan Paul	Book		5600 Hillcrst Lane #1C	Lisle	IL	60532
Kirsten Elizabeth	Book		754 Prescott Ct	Naperville	IL	60563
Paul Waldemar And Sus	Book		1407 Frenchman's Bend Dr	Naperville	IL	60564

Complete DEIS Mailing List Distribution

Peter	Broonstra	Illiana Christian High School	2261 Inidiana Avenue	Lansing	MI	60438-2106
Thomas C	Boos		5114 White Eagle Dr	Naperville	IL	63564
Brandon	Bowersox	City Council	506 W Florida Avenue	Urbana	IL	61801
Penny	Boyle		1003 Book Ct	Naperville	IL	60540
Jason	Brasher		3106 Crystal Rodk Rd	Naperville	IL	60564
Shelley S	Bredeck		3170 Johnsbury In	Auroa	IN	60504
James W	Brennan	Empire Wholesale Lumber Company	P O BOX 1248	Bath	OH	44210
Robert And Amy	Brenner		1175 Berkleu Road	Lake Zurich	IL	60047
Janet	Brill		1616 Westminster	Naperville	IL	60563
Tom	Brown	South Central Illinois Regional Planning &	120 Delmar Ave, Suite A	Salem	IL	62881-2000
Devra Jo	Budzik		3 Mulberry Drive	Hawthorn Woods	IL	60047
Kathleen	Bukowski		1380 Mallard Lane	Hoffman Estates	IL	60192
Jeffrey S.	Burritt	Zwerdling, Paul, Kahn & Wolly P.C.	1025 Connecticut Avenue, N.W. Suite 712	Washington	DC	20036
Diana E	Burt		2515 Stonebrege Dr	Aurora	IL	60502
Elizabeth	Bush		606 Dunhill Drive	Lake Zurich	IL	60047
Kim	Butkus		195 Red Bridge	Lake Zurich	IL	60047
Thomas G.	Byrne	City Of Chicago	30 North Lasalle Stret, Suite 500	Chicago	IL	60602-2570
James F	Capraro		2601 West 63 Red Street	Chicago	IL	60629
Joyce Marilyn	Carlson		1400 Lake Shore Dr S	Barrington	IL	60010-3532
Rick	Carlson		358 Cornwall	South Elgin	IL	60177
James S	Casper		415 Meadow Lakes Blvd	Aurora	IL	60504
Mary Anne	Castro		2780 Molitor Rd	Aurora	IL	60502
Zachery Clark	Caulkins		31 W 673 Percheron Ln	Wayne	IL	60184
Lisa	Cavanaugh		21989 Coriander Lane	Frankort	IL	60423
Ed	Chaney	Chaney & Karch Insurance Group, Inc.	P. O. Drawer F	Centralia	IL	62801
Jackie	Chin		1564 Merle Dr	Aurora	IL	60502-9628
Michele Ann	Ciarlette		2507 Lakeridge Drive	Lockport	IL	60441
Cynthia	Cohen		2443 Fawn Lake Circle	Naperville	IL	60564
Cathy	Collins		1183 Redfield Road	Naperville	IL	60563
William J	Collins		104 Ave 29 Dawn	Naperville	IL	60564
John	Cook		113 Brinker Rd	Barrington Hills	IL	60010
Jennifer	Corbel		25008 Edison Lane	Plainfield	IL	60585
Thomas	Corner		115 Fern Rd	Lake Zurich	IL	60047-1811
Marie	Couch		2435 Cove Ct	Aurora	IL	60504
Sandra Lynn	Coyner		2584 Haristone Dr	Aurora	IL	60502
Karen J	Crawford		325 Stone Avenue	Lake Zurich	IL	60047
Kenneth	Cress		5296 Elliott Drive	Hoffman Estates	IL	60192
Kim Ann	Croke		1072 O'malley	Lake Zurich	IL	60047
Jackie	Crowe		2583 Kendridge Ln	Auora	IL	60502-9046
Louis	Curl	South Central Illinois Regional Planning &	120 Delmar Avenue, Suite A	Salem	IL	62881-2000
Charles	Czachor		3193 Whitney Road	Aurora	IL	60502
Britton D	Dagon		4863 Meadowlake Court	Richton Park	IL	60471
Ursula	Daley		5 Oliverws Way	Hawhorn Woods	IL	60047
Cathy	Danial		597 Turtle Pond Ct	Lake Zurich	IL	60047-2833
Deborah	Daniel		1390 N. Elm Street	Palatine	IL	60067-2823
Amelia	Dantzer		2340 Inverness Ct	Auora	IL	60504
Roberta T.	Darcy		3349 Legacy Dr.	Lockport	IL	60441
Adrien T	Davis		5035 Harbor Lane	Richton Park	IL	60471
Mary	De Angelo		1125 Berkley Road	Lake Zurich	IL	60047
John	Delgado		575 Casey Ct	Auora	IL	60502
Brian	Demuynck		1510 West Park Ave	Champaign	IL	61821
Miller	Dennis H	Iowa Inerstate Railroad	5900 67th Streeet Sw	Cedar Rapids	IA	52404
Manisha B	Desai		450 Asbury Dr	Aurora	IL	60502
Sandra	Di Monte		32W119 Molitor Road	Aurora	IL	60502-960
Ann	Dick		125 Fern Road	Lake Zurich	IL	60047
Valarie	Diederich		4221 Legend Court	Naperville	IL	60564
Linda	Dileo		637 Westridge Drive	Aurora	IL	60504
Michael V	Ditella		646 Vista Dr	Oswego	IL	60543
Todd	Dobbs	Chaney & Karch Insurance Group, Inc.	P. O. Drawer F	Centralia	IL	62801
Tina	Dodson		761 Inverness Drive	Aurora	IL	60504
Karen	Donaldson		568 Chesterfield Ln	Barrington	IL	60010
Chris	Doubek		473 Oak Knoll Rd.	Barrington Hills	IL	60010
Darren	Dragisic		3110 Ar Schultz Drive	Plainfiled	IL	60586
Rowena	Dragisic		3110 Art Schultz Drive	Plainfield	IL	60586
Christopher James	Dubois		7 Mesa Drive	South Barrington	IL	60010
Lori	Duggan		1588 Harris Drive	Aurora	IL	60502
Joe	Dunne		2627 Sweetbroom Rd	Naperville	IL	60564
Jonan	Eastridge		63 Brinder Road	Barrington	IL	60010
Cathy	Edwards		1023 Peters Ct	Lake /Zurich	IL	60047
David J.	Eggermann	Basf Corporation	100 Campus Drive	Florham Park	NJ	7932
Cheryl	Eisenhuth		230 Knox Park Rd	Lake Zurich	IL	60047
Jim	Ejupi		1061 Markkus Ct	Lake /Zurich	IL	60047
Kathy A	Ernst		24657 Woodstock Dr	Plainfield	IL	60585
Michele	Evans		29 Glacier Circle	South Barringtono	IL	60010
James	Ewer		3408 Charlemaine Drive	Aurora	IL	60504
Lance Carl	Fatley		3849 217Th Street	Matteson	IL	60443
Joseph D.	Fedro		26261 Elmwood	Mundelein	IL	60060
Theresa	Feeney		929 W. Bailey Rd.	Naperville	IL	60565
Bear L.P.	Ferguson		1215 Redfield Road	Naperville	IL	60563
Hon Leonard E	Ferguson		101 South Broadway	Salem	IL	62881
Sean	Finn	Canadian National Railway Company	P.O. BOX 8100	Montreal	PQ	H3B 2M9
Jeff & Kelly	Fimett		4320 Clearwater Lane	Naperville	IL	60564
Jane S	Fish		370 S Valley Road	Barrington	IL	60010
Barbara J	Fisher		105 Elm St	Cambria	MN	56073
Andrew P.	Flach	Champaign County Chamber Of Commerce	1817 S. Neil Street, Suite 201	Champaign	IL	61820
Arsenia Labordo	Fleres		348 Bingham Circle	Mundelein	IL	60060
Tom	Fleres		348 Bingham Circle	Mundelein	IL	60060
Kathryn Kusske	Floyd	Mayer, Brown Rowe & Maw	1909 K Street, Nw	Washington	DC	20006
Annie M	Flynn		1511 Foxhill Road	Naperville	IL	60563
Michael J	Folk		1901 S First Street Suite C-2	Chcampaign	IL	61820-7406
Linda	Forell		5109 N. Ravenswood Avenue	Chicago	IL	60640
Cheryl Marie	Formento		4512 Pipeestone Ct	Naperville	IL	60564
Thomas	Frankel		3207 Wild Meadow Lane	Aurora	IL	60504
Mark Andrew	Fraser		755 Stillwater Court	Lake Zurich	IL	60047
Jennifer	Frazer		1239 Redfield Road	Naperville	IL	60563
Alison	Frederick		615 Kendridge Ct	Aurora	IL	60502
Roger J	Fredericks	Peoples National Bank	400 East Broadway	Centralia	IL	62801
Michael	Frerichs		45 E. University Avenue, Suite 206	Champaign	IL	61820
Nicole P	Fuller		4878 Bayview Dr	Richton Park	IL	60471
Cheatan	Gavankar		1432 Braymore Circle	Naperville	IL	60564
D. Bruce	Geary	Geary Warehousing And Development	140 S. Locust, 3Rd Floor	Centralia	IL	62801
Rosemary	Geisler		28 Brinker Road	Barrington Hills	IL	60010-4008
Jennifer M.	Gelinas		1015 Peters Court	Lake Zurich	IL	60047-1451
Donna	Geuder		2450 Heritage Lake Drive	Lockport	IL	60441-3981
Kelly A.	Gibson		365 Covington Dr.	Barrington	IL	60010-6614
Chad	Gilliland		3206 Wild Meadow Lane	Aurora	IL	60504
Michelle	Gilliland		3206 Wild Meadow Lane	Aurora	IL	60504
Alan	Gilmore	City Of Mattoon	208 North 19Th	Mattoon	IL	61938
Andrew	Giza		2070 Providence Dr	Bartlett	IL	60103
Joseph S.	Goldrick	Amg Resources Corporation	905 W. Hilgrove Avenue, Suite #3	Lagrange	IL	60525
Russell	Goodiel	Chase Engironmenal Group Inc.	P.O. Drawer AB	Centralia	IL	62801
Lee Ann	Goodson		14621 Thomas Jefleson Drive	Plainfield	IL	60544
Mary	Gorecki		737 Clovetree Ct	Naperville	IL	60540
Karyn	Grannan		3838 Looking Post Ct	Naperville	IL	60564
Michael	Gravel		3127 Treesdale Ct	Naperville	IL	60564
Jason	Greenstein		1529 N Mohawk	Chicago	IL	60610
Susan D.	Greer-Day		3312 Lakeridge Drive	Lockport	IL	60441
Marilyn J	Grens		80 Rolliing Knolls Avenue	Elgin	IL	60120
Blake	Griffin	D B G Enterprises, Inc.	P. O. Box Drawer R	Centralia	IL	62801
Justin	Grygiel		9714 S Route 59	Naperville	IL	60564
James M	Guinivan	Harkins Cunningham	1700 K Street, N.W., Suite 400	Washington	DC	20006-3817
Stacey	Gzurko		168 Dallas Drive	Bartlett	IL	60103
John V	Hagan		290 Knox Park	Lake Zurich	IL	60047
Nancy	Hale		2516 Waterville Dr	Champagin	IL	61822
Debbie	Halverson		241 W. Joe Orr Road	Chicago Heights	IL	60411
Robert	Handley		31 W. 655 Percheron Lane	Wayne	IL	60184
Steven, MD	Harnack		10636 Burnham Ct	Naperville	IL	60564
Rosanna	Harpest		2695 Warden Court	Aurora	IL	60504
Cary A.	Hatfield		2027 Zion Hill Road	Centralia	IL	62801
Steve	Hawke		15780 Manchester Ln.	Warrenville	IL	60555
Michele	Hawrysz		3713 Charlemaine Drive	Aurora	IL	60504
Christopher M.	Haywood		3145 Winchester Court East	Aurora	IL	60504-5990
Jeff	Hazen		9325 Nesbitt Road	Bloomington	MN	55437-1916
Jody L	Hefner		3239 Lapp Lane	Naperville	IL	60564
J Michael	Hemmer	Union Pacific Railroad Company	1400 Douglas Street, Stop 1580	Omaha	NE	68179
Paul A	Hemmersbaugh	Sidley Austin Llp	1501 K Street Nw	Washington	DC	20005
Susan Z	Hendricks		2778 Kendridge Lane	Aurora	IL	60502
James W	Hensley		1607 Abby Drive	Na;Perville	IL	60563
Charlene Joy	Herman		25008 Wright Lane	Plainview	IL	60585
Lynn Ann	Herman		3416 Tall Grass Dr	Naperville	IL	60564
Phil	Hess		305 Warwick Road	Tower Lakes	IL	60010
Bj	Hibnick		61 Park View Lane	Hawthorn Woods	IL	60047
Tim	Hickey		535 Samantha Court	Aurora	IL	60502
Randy	Hilgers		130 Kaiser Avenue	Barrington	IL	60010
Michael	Hind		2987 Norwalk	Aurora	IL	60502
Nick	Hindman		1170 Pheasant Ridge Drive	Lake Zurich	IL	60047
David A	Hirsh	Harkins Cunningham	1700 K Street, Nw, Suite 400	Washington	DC	20006-3817
Dee Ann	Hoffman	Centrec Counseling Group, Llc	3 College Park Court	Savoy	IL	61874
Kerry	Hollar		2255 Sable Oaks Dr	Naperville	IL	60564

Complete DEIS Mailing List Distribution

Susan M	Horsfield	Us Bank	201 North Elm Street	Centralia	IL	62801
Suzanne	Hosticka		3182 Wild Meadow Lane	Aurora	IL	60504
Scott	House		30 Ascot Lane	Aurora	IL	60504
Elizabeth	Howell		11572 Tea Tree Lane	Frankfort	IL	60423
Tena	Hoyt	Geary & Frashier, P.C.	P. O. Drawer D	Centralia	IL	62801
Melinda Porter	Huber		3186 Davey Court	Aurora	IL	60503
Paul	Huebener		3944 Littlestone Circle	Naperville	IL	60564
Joe	Hus		1622 Colfax Ct	Naperville	IL	60563
Kenneth R.	Hutchinson		2619 Lakeridge Dr	Lockport	IL	60441
Kenneth M	Imoa		4548 Corktree Rd	Naperville	IL	60564
Jeffrey	Ingrum	Champaign County Chamber Of Commerce	1817 S. Neil St., Ste 201	Champaign	IL	61820-1791
Tom	Irons		3142 Wild Meadow Lane	Aurora	IL	60504
Mark A.	Jackson		238 Abbott Place	Barrington	IL	60010-1050
Prasad D	Jasthi		3271 Hopewell Dr	Aurora	IL	60502
Craig F	Johnson		2453 Waterside Drive	Aurora	IL	60502-1389
Jay C.	Johnson	Mayer Brown Llp	1909 K Street, N.W.	Washington	DC	20006
Robert Nicholas	Johnson		418 Valley View Rd	Lake Barrington	IL	60010
Lisa	Jones		1183 Rodgers Ln	Lake Zurich	IL	60047
John	Joyce		3 Chestnut Court	Park Forest	IL	60466
Carlos	Jurado		2423 Haider Ave	Naperville	IL	60564
Lorri	Jurczyk		24395 Tanager Court	Deer Park	IL	60010
Michael	Kachigian		901 Surryse Road	Lake Zurich	IL	60047
Roland And Sharon	Kaeser		93 Hills And Dales Rd	Barrington	IL	60010
Theodore K	Kalick	Canadian National Railway Company	601 Pennsylvania Ave., Nw,, Ste. 500 North Bldg.	Washington	DC	20004
Arlo	Kallemeyn		924 E 162Nd Street	South Holland	IL	60473
Anna	Kamenova		2150 Yale Circle	Hoffman Estates	IL	60192
Ernest	Kaminski		728 Leesley Road	Riverside	IL	60546-1718
S	Kandukuri		2267 Arcadia Court	Aurora	IL	60503
Kristina	Kantar	City Of Hammond	5925 Calumet Avenue	Hammond	IN	46320
Jeanmarie	Kapp		224 Sharon Drive	Barrington	IL	60010-3411
Elizabeth and Arthur	Keating		2330 Brookswood Ct	Aurora	IL	60502-6973
Steven And Donna	Keca		3162 Thunderbird Ct. East	Aurora	IL	60503
Sandra Kynn	Keefe		731 Thornapple Drive	Naperville	IL	60540
Catherine	Kelley		4348 Dairymans Circle	Naperville	IL	60564
Dan	Kelly		412 1/2 Pulaski St.	Lincoln	IL	62656
Mohammed	Khan		5 Glacier Circle	South Barington	IL	60010
Kathlern	Kiefer		1025 Foresview Ct	Naperville	IL	60563
Stephen	Kiefer		1025 Foresview Ct	Naperville	IL	60563
Michael	Kilcullen		P. O. Box 7371	Champaign	IL	61826
Gary A.	King	Dupage County	P. O. Box 1028	Wheaton	IL	60189
Steven	Kirk		2728 Whitehall Lane	Naperville	IL	60564
Joseph	Kirshenbaum		1290 Berkley Road	Lake Zurich	IL	60047
Wilma	Kirshenbaum		1290 Berkley Road	Lake Zurich	IL	60047
Laurie W	Knoll		862 Balton Court	Naperville	IL	60563
Jay P.	Koch	Ecodigital	P. O. Box 589	Mt. Vernon	IL	62864
Nicholas C	Kockler		9223 Dirkshire Dr	Wookstock	IL	60098-7600
Robert L	Koentz	City Of Trenton	14 West Broadway	Trenton	IL	62293
Anil And Lakshmi	Koripelly		50 Wood Oaks Drive	South Barrington	IL	60016
Joseph N	Kotas		880 Pat Court	Aurora	IL	60504
Karen	Koukal		240 Hidden Creek Road	Lake Zurich	IL	60047
John	Kozlowski		2000 Odgen Ave	Aurora	IL	60504
Sandy	Kroll		P. O. Box 224	Creede	CO	81130
Mark	Krueger		372 Beverly Road	Barrington	IL	60010
Deborah M.	Krygowski		2933 Barybrook Drive	Naperville	IL	60504-9339
K. Peter	Kuchinke		1609 Sandpipe Ct	Champaign	IL	61821-6464
Roxanne Marie	Kuhlmann		3944 Nicholas Ct	Aurora	IL	60504
Sanoj	Kumar		1301 Ivy Ln #101	Naperville	IL	60563
Bill & Ketra	Kumiej		4164 Callery Rd	Naperville	IL	60564
Carmen	Kutrombis		909 Hamgstead Ct	Barrington	IL	60010
Duane	Leslie		988 Asbury Dr	Aurora	IL	60502
Michael	Lev		1130 Knollwood Dr	Buffalo Grove	IL	60089
Brad A	Levy		8052 Rfd	Long Grove	IL	60047
C. Frederick	Leydig		3404 Garlands Lane	Barrington	IL	60010
Brant Edward	Lieske		20210 Lea Rd	Deer Park	IL	60010
Yonghao	Lin		12 Glacier Cir.	South Barrington	IL	60010
Larry L	Lincoln		234 South Glendale Avenue	Barrington	IL	60010-4937
Kathy A.	Loch		1215 Berkley Road	Lake Zurich	IL	60047
Margaret	Loomis	Centralia Area Historical Museum	P. O. Box 1343	Centralia	IL	62801-9120
Stacy	Lores		21271 Linden Lane	Kildeer	IL	60047
Michaela	Loughran		11155 Airvil Ct	Naperville	IL	60565
Lamin	Lu		2731 Mapleside Lane	Aurora	IL	60502
Vicki Ann	Lucaccioni		3335 Farmgate Drive	Naperville	IL	60564
Dan Paul	Ludwigsen		1220 Berkley Road	Lake Zurich	IL	60047
Dennis	Lyskawa		3013 Fairmont Ave	Aurora	IL	60503
Todd Allen	Maddelein		3097 Coastal Drive	Aurora	IL	60503
Jacob John	Madden		24710 George Washington Dr.	Plainfield	IL	60544
Michael Robert	Madey		21967 Emily Lane	Frankfort	IL	60423
Jennifer And Scott	Maertini		1405 Eagle Vista Dr	New Lenox	IL	60451
Martin S.	Magida		2935 Roslyn Lane	Buffalo Grove	IL	60089
Ric	Manalo		8081 Srfd	Long Grove	IL	60047
Ashley	Mancum		117 Hickory Street	Centralia	IL	62801
Lori A	Mangano		1024 Cormar Drive	Lake Zurich	IL	60047
Julie	Mariniak		4740 Sassatias	Naperville	IL	600564
Angela	Maroney		1052 Bainbridge Dr	Naperville	IL	60563
Dianne	Marsella		54 N Forestview Ln	Aurora	IL	60502
Diane M	Martin		3174 Wild Meadow Lane	Aurora	IL	60504
Jim Peter	Masini		849 W Wolfram St	Chicago	IL	60657-5107
Vincent	Massey		3431 Ohara Terace	Naperville	IL	60564
Mary Kay	Matasek		25133 N Abbey Glenn	Hawthorn Woods	IL	60047
William	Matevich		882 St. Andrews Way	Frankfort	IL	60423
Ranchel	Mather		26217 Acorn Lane	Mundelein	IL	60060-4001
Susan	Mccurley		99 Beaubien Ct	Lake Zurich	IL	60047
Michael	Mcdermott		1118 W. Fulton Market, Unit 206	Chicago	IL	60607
John Joseph	Mclaughlin		229 Whitney Dr	Barrington	IL	600010-6001
Michael	Mclaughlin		25 E. Washington, Suite 1600	Chicago	IL	60602
Mark	Mcmaster		5411 Dogwood Ct	Naperville	IL	60564
Kim	Mcmina	Monken Buick Pontiac Gmc	515 North Popular Street	Centralia	IL	62801
Melissa L	Medeiros		119 W York Avenue	West Chicago	IL	60185
Susana A.	Mendoza	State Representative - 1St District	200-15 Stratton Building	Springfield	IL	62706
Lisa A	Milner		1201 Rogers Court	Lake Zurich	IL	60047
Lisa M	Mizerk		2266 Arcadia Court	Aurora	IL	60503
Brian Wayne	Molis		38 Wood Oaks Drive	South Barrington	IL	60010
Leslie K.	Moll	Arcelormittal Usa	3300 Dickey Road	East Chicago	IN	46312
R Latane	Montague	Hogan & Hartson L L P	555 Thirteenth Street Nw	Washington	DC	20004
Bob	Moon		200 Appletree St	Barrington	IL	60010
Matt	Morano		48 Forestview Lane	Aurora	IL	60502
Linda J	Morgan	Covington & Burling	1201 Pennsylvania Ave., N.W.	Washington	DC	20004
Jennifer	Morrissey		3163 Davey Ct	Aurora	IL	60503
Joseph	Moss		779 Handley Ct	Lake Zurich	IL	60047
Dave L	Moy		1133 Flanders Court	Aurora	IL	60502-1398
Sharon L	Munoz		420 Thistle	Lake Zurich	IL	60047
Matt	Murphy	Illinois Senate	17 E Northwest Hwy Suite 4	Palatine	IL	60067
Steven	Murphy		806 Meadowridge Dr	Aurora	IL	60504
Daniel	Myers		7061 Amber Springs Dr., Sw	Byron Center	MI	49315-9742
Nicholas And Adrianne	Myers		1120 Cedar Creek Drive	Lake Zurich	IL	60047
Laura	Nagy		2752 Shetland Ln	Aurnar	IL	60502
Mark	Nagy		21969 Coriander Lane	Frankfort	IL	60423
Katherine	Nahorski		381 Breckenridge Dr	Aurora	IL	60504
Rose-Michele	Nardi	Weiner Brodsky Sidman Kider Pc	1300 19Th Street, N.W., Fifth Floor	Washington	DC	20036
Cindy	Nealon			Naperville	IL	60540
Karen And Steve	Neil		4715 Sassafras	Naperville	IL	60564
Linda	Nelson		301 Persimmion Court	Aurora	IL	60504
Michelle	Nemcher		4175 Bedford Lane	Aurora	IL	60504
Duat	Ngo		4731 Sassafras Ln	Naperville	IL	60564
Marsha	Nichols		1207 Broadmoor Drive	Champaign	IL	61821
Brett	Okeson		2221 Tremont Ave	Aurora	IL	60502
Jane	O'neill		530 Lake Shore Drive North	Barrington	IL	60010
Susan Alice	O'neill		808 Golf Lane	Lake Barrington	IL	60010-3867
Heather	Osharow		6091 Russell Drive	Hoffman Estates	IL	60192
Lynn A	Ostendorf		106 W Main	Wesley	IA	50483
Cynthia Lee	Padley		21975 Mayfield Lane	Deer Park	IL	60010-9735
Crisologo	Panaligan		1195 Mallard Lane	Hoffman Estates	IL	60192
Mike And Kim	Pape		216 Ridgewood Ct	Lake Zurich	IL	60047
Manisha Rajan	Pasawala		1755 Nicholson Dr	Hoffman Estates	IL	60291
Kristopher	Pasterick		2525 Danhaven Ct	Aurora	IL	60502
Chirag	Patel		747 Handley Ct	Lake Zurich	IL	60047
Matthew	Pava		2001 S Mattis Avenue, Unit F	Champaign	IL	61821
Gretchen	Pawlowski		3816 Horizon Ct	Naperville	IL	60564
David	Perryman		21725 W Division	Lockport	IL	60441
Thomas Kurt	Petersen		1131 Gulf Keys Rd	Elgin	IL	60120
Peter A	Pfohl	Slover & Loftus	1224 Seventeenth Street, N.W.	Washington	DC	20036-3003
Lori	Phillips		5217 Elliott Drive	Hoffman Estates	IL	60192
Jennifer	Piotrowski		229 Port Royal Cir	Aurora	IL	60504
Margaret	Piranian		300 Beau Drive 36	Des Plains	IL	60016-2455
Anton Joseph	Pozzos		530 Shorely Drive	Barrington	IL	60010-3306
Kathy F	Powers		1883 Sedgewood Ave	Aurora	IL	60503
Truman A.	Price		#20 Nelms Avenue	Centralia	IL	62801
Mayor Laurel	Prussing		400 S. Vine Street	Urbana	IL	61801
Jeff Alan	Pryhuber		1009 Peters Court	Lake Zurich	IL	60047

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Traci	Pryhuber		1009 Peters Court	Lake Zurich	IL	60047
Daniel	Pyhala		11S573 Webster Lane	Naperville	IL	60564
James Gerald	Quaid		3812 Sunburst Lane	Naperville	IL	60564
Carolyn M	Radosta		5 Trent Rd	Hawthorn Woods	IL	60047
Brenda Kaye	Ranchino		1785 Kelley Drive	Hoffman Estates	IL	60192
Barbara	Rasner		1885 Lackey Lane	Centralia	IL	62801
Antonette	Raza		2328 Middlebury Drive	Aurora	IL	60504
Curtis	Reed		2228 Gloucester Lane	Naperville1	IL	60564
Joseph Allen	Reeder		241 Millingtonlane	Aurora	IL	60504
David C.	Reeves	Kansas City Southern	P. O. Box 219335	Kansas City	MO	64121-9335
Mary F	Reid-Vizintos		4S727 Karns Rd	Naperville	IL	60563
M. Michael	Reilly		3536 Scottsdale Circle	Naperville	IL	60564-4628
Ken	Reiner		1625 Merle Dr	Aurora	IL	60502-9631
Barbara	Reinhart		551 Heather Lane	Frankfort	IL	60423-9718
Lilla Valetia	Rennie		338 Kingsway Dr	Aurora	IL	60506
Stephen C.	Reyes		1239 Birchdale Lane	Aurora	IL	60504
Micahel	Rhoades		2541 Doncaster Drive	Aurora	IL	60504
Kathleen	Richards		46 Golfview Road	Lake Zurich	IL	60047
Jared I	Roberts	National Railroad Passenger Corporation	60 Massachusetts Avenue, Ne	Washington	DC	20002
Carol	Robertson		11534 Century Circle	Plainfield	IL	60585
Andrew	Rockwood		560 Summit St	Barrington	IL	60010
Susan	Rodgers	Karchmer Pipe And Supply	P.O. Box 581	Centralia	IL	62801
Vicki L	Rodgers		P.O. Box 581	Centralia	IL	62801
David	Rogan		675 Hillcrest Blvd	Hoffman Estates	IL	60169
Edwin	Rogers		107 N Elm St Apt 209	Champaign	IL	61820
Michael	Roth		200 Moorehead Dr	Bartlett	IL	60103
Allan	Rowe		2612 Kendridge Lane	Aurora	IL	60502
Quinton L	Runyon		319 E Second St	Centralia	IL	62801
Ann N	Russell		1231 Boswell Lane	Naperville	IL	60554
Virginia Z.	Sabbak		409 North Avenue	Barrington	IL	60010
Frank	Saler		3756 Celeste Ln	Naperville	IL	60565
Valerie L.	Salmons	Village Of Bartlett	228 S. Main Sreet	Bartlett	IL	60103
Anne E. And Richard J.	Salter		1210 Lake Shore Drive North	Barrington	IL	60010
Carrie C.	Salzman		8006 Rfd Insignia Court	Long Grove	IL	60047
Alison G.	Saunders		3807 Royal Dornach Court	Naperville	IL	60564
Robert C	Sayre		1135 Berkley Road	Lake Zurich	IL	60047
John Michael	Schaller		347-D Hickory Lane	Lake Barrington	IL	60010
John M.	Scheib	Norfolk Southern Corporation	Three Commercial Place	Norfolk	VA	23510-9241
Tammy	Scheneki		2877 Bar Harbour Rd	Aurora	IL	60504
Laura M	Schiro		1634 Hinterlong Lane	Naperville	IL	60563
Karen	Schmitt	Straith's Jewelers	126 South Locust Street	Centraili	IL	62801
Justine	Schneider		1660 Brookview Court	Aurora	IL	60502
Paul	Schneider		1660 Brookview Ct	Aurora	IL	60502
Brent	Schnell		2541 Whiteway Ct	Aurora	IL	60504
Laurie Rennie	Schnell		2541 Whiteway Ct	Aurora	IL	60504
Mary E	Schroeder		620 Waterford Drive	Lake Zurich	IL	60046
Norman J.	Schuchman	Njs & Group, Llc	1741 Moonglow Road	Centralia	IL	62801
Matthew J.	Schuck		5480 Mallard Lane	Hoffman Estates	IL	60192
Diane	Schultz		1175 Redfield Rd	Naperville	IL	60563
Laurie J	Schwab		1035 Chelsea Ln	Aurora	IL	60504-8929
Michael S	Schwendau		222 Greenwood Road	Elgin	IL	60120-9511
Pamela	Scott		660 Kendridge Court	Auora	IL	60502
Stephen	Scott		1250 S Indiana Avenue, Apt. 909	Chicago	IL	60605
Milton R.	Sees	Illinois Department Of Transportation	2300 South Dirksen Parkway	Springfield	IL	62764
Pamela Kerner	Self		One Anne Court	Hawthorn Woods	IL	60047
Rick D	Selk		2642 Sagamore Circle	Aurora, IL 60503		
Julia	Sha		5281 Elliott Dr	Hoffman Estates	IL	IL
Michael	Sharo		586 Dunhill Drive	Lake Zurich	IL	60047-2445
Dianna	Sharps		1519 Olivia Ln	Hanover Park	IL	60133-2218
Sharon And Tom	Sharratt		E 7880 County Road P	Westby	WI	54667-8182
James Edward	Shaw		2562 Whiteway Court	Aurora	IL	60504
Carol	Shea		1304 Valayna Drive	Aurora	IL	60504
Erin	Shechtman		1 Mesa Drive	South Barrington	IL	60010
Janie C. L	Sheng	Kirpatrick & Lockhart Llp Nicholson Grah	1601 K Street, N.W.	Washington	DC	20006
Joshua	Sherwood		927 Sundew Ct.	Aurora	IL	60504
Karen	Shinners		5325 N Newcastle	Chicago	IL	60656
Sharon Marie	Sickal		450 Signal Hill Rd	Nrth Barington	IL	60010
Lisa	Sikes		3519 Fairmont Avenue	Naperville	IL	60564
Brian	Simmons		2609 Lakeridge Dr.	Lockport	IL	60441
Delores	Simon		3343 Legacy Dr.	Lockport	IL	60441
Elizabeth	Siwicki		801 Manchester Street	Naperville	IL	60563
Stephanie S	Skopek		2 Marbury Lane	Barington	IL	60010
Robert S	Skowron		24200 Shagbark Drive	Lake Zurich	IL	60047
Robert M.	Skwarek		2033 Providence Drivev	Bartlett	IL	60103
Howard E.	Sloan		301 Oregion Street	Frankfort	IL	60423
Michael Paul And Amy	Slott		8096 Rfd Breckenridge Dr.	Long Grove	IL	60047
Donald H	Smith	Sidley Austin Llp	1501 K Street, N.W.	Washington	DC	20005
Kathy	Smith	Caldwell Bankers	117 North Hickory St	Centralia	IL	62801
Roger L.	Smith		631 S. Cook St.	Barrington	IL	60010
Sandra R	Smith		21398 Sumac Ct	Deer Park	IL	60010
Carol	Snell		5 Surrey Court	Barrington	IL	60010
Jim & Tina	Sobb		683 Bent Ridge Lane	Barrington	IL	60010
Leland G	Sorenson		20 Oakhill Court	Pekin	IL	61554
Marikaye	Spiwak		1155 Cedar Creek Drive	Lake Zurich	IL	60047
William R.	Sprehe		15 Clearlake Drive	Centralia	IL	62801
Patricia Ann	Stallter		174 Aspen Ln	Aurora	IL	60504
Rebecca	Steindel		20148 Wallingford Lane	Deer Park	IL	60010
Dawn	Steinman		566 Aberdeen Road	Frankfort	IL	60423
Ron S.	Stephani		11 Eastingsway	S. Barrington	IL	60010
Lance	Stephens		2761 Cavalcade Ct	Aurora	IL	60503
Mona L.	Stevens		2404 Arden Drive	Champaign	IL	61821
Dorothy	Stevenson		12 Bryan Lane	Salem	IL	62881
Paul	Stewart		578 Bovidae Circle	Naperville	IL	60565-6184
Jim	Stoffregen		1515 Abbotsford Drive	Naperville	IL	60563-2089
Sara	Stolberg		431 Cedar Court South	Buffalo Grove	IL	60089
Jean M.	Stone		2727 Gleneagles Ct	Naperville	IL	60565
Virginia L.	Strong		901 E. 3Rd. Street	Centralia	IL	62801
Craig A.	Struble		621 S. Grove Avenue	Barrington	IL	60010
Thad A	Stutler		2150 Hart St	Dyer	IN	46311
B M	Sullivan		863 Balton Court	Naperville	IL	60563
Karen	Supel		2700 Asbury Drive	Aurora	IL	60504
Suzannah Lyn	Susser		1412 Greenlake Dr	Aurora	IL	60502
Andrew J.	Sutherland		1505 White Eagle Drive	Naperville	IL	60564-9759
Jeffrey A	Swanson	New Lenox Fire Protection District	261 E Maple	New Lenox	IL	60451
John A	Swanson	Northwest Indiana Regional Planning Comm	6100 Southhort Road	Portage	IN	46368
Laura	Swanson		2366 Legacy Drive	Aurora	IL	60502
Marti	Swanson		5615 N. Ridgeway Rd.	Ringwood	IL	60072-9634
Melissa Jane	Szczesny		2232 Stoughton Drive	Aurora	IL	60502
Paul E.	Tait	Southeast Michigan Concil Of Governmens	535 Griswold Street	Detroit	MI	48226-3602
James	Tarpo		PO BOX 190	Griffith	IN	46319-0190
Sherry L.	Tatar		2551 Stonehenge Dr	Aurora	IL	60502
Bill K.	Taylor		3212 Thunderbird Court East	Aurora	IL	60503-5584
Katherine M.	Taylor		3500 Grass Lake Drive	Joliet	IL	60435
Jennifer Ann	Tenny		2335 Foxboro Lane	Naperville	IL	60564
Peggy	Thodos		34 Brinker Rd.	Barrington	IL	60010
Eric And Jennifer	Thomas		5415 Dogwood Court	Naperville	IL	60564
Jeffrey Alan	Thompson		2250 Carrington Lane	Aurora	IL	60504
Debra J	Tracy		3035 Timber Hill Ct	Aurora	IL	50604
Kim	Tracy		602 S Whispering Hills	Naperville	IL	60540
Lynn L	Tsiapas		1128 Straford Lane	Lake Zurich	IL	60047
Hillary Louise	Ungerer		1015 S. 3Rd. Street	St. Charles	IL	60174
Sunita	Upadhyayula		24707 Apollo Drive	Plainfield	IL	60585
Cynthia	Updyke	Town of Cicero	4937 West 25th St.	Cicero	IL	60804
Craig M.	Van Der Voort		9 Oak Lake Drive	Barrington Hills	IL	60010
Pierre	Van Wyk		3152 Thunderbird Court East	Aurora	IL	60503-5583
Sharon	Vankammen		3137 Village Green Drive	Aurora	IL	60504
Tammy S	Vaughn	Allstate	329 W Broadway	Centralia	IL	62801
Ron And Holly	Velleuer		216 Dundee Avenue	Barrington	IL	60010
John Allan	Vergere		1025 Chelsea Lane	Aurora	IL	60504-8929
Maria Elena V	Villanueva		2027 Wicklow Road	Naperville	IL	60564
Sunitha	Vissapragada		2558 Crestview Drive	Aurora	IL	60502
Donald & Juanita	Walder		1233 Andrea Dr	New Lenox	IL	60451
Peggy	Walding		1241 Berkshire Lane	Barrington	IL	60010
Dan And Darlene	Waldron		2227 Sable Oaks Drive	Naperville	IL	60564
Fred W	Walker	South Cenral Illinois Regional Planning &	120 Delmar Avenue/Suite A	Salem	IL	62881-2000
Mary J.	Walker		608 S. Willis Ave	Champaign	IL	61821
Martin	Wallace		705 Stacie Court	Naperville	IL	60563
Claire Vogt	Wally		303 Elm Road	Barrington	IL	60010-5132
Lynnea S	Walsh		1610 Nicholson Drive	Hoffman Estates	IL	60192
Diane A	Wamberg		7 Fox Hunt Road	Barrington Hills	IL	60010
Yudong	Wang		8078 Rfd	Long Grove	IL	60047
Martin	Wayne		1116 Berkshire Lane	Barrington	IL	60010
Daniel E.	Weber		536 N. Harlem Avenue	River Forest	IL	60305
Richard E	Weicher	Burlington Northern And Santa Fe Railway	2500 Lou Menk Drive, Third Floor	Fort Worth	TX	76131-0039
Richard	Weinstein		105 Old Dundee Road	Barrington Hilss	IL	60010
Susan	Wells		4112 Falkner Drive	Naperville	IL	60564-7135
Maura Richardson	Welsh		2446 Larchmont Lane	Aurora	IL	di60504
Michelle	Wendell		756 Foxmoor Lane	Lake Zurich	IL	60047
Mary	Wenzel		25030 Blue Iris Ct. S.	Plainfield	IL	60585

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Donna	Werle		138 Jason Ct	Aurora	IL	60502
William John	Wesender		123 Nauvoo Street	Park Forest	IL	60466
Karen C.	Wever		4 Brookhaven Circle	South Barrington	IL	60010
Michael J.	Whims	Michigan Association Of Railroad Passenge	P. O. Box 52148	Livonia	MI	48152-0148
Paul	Whisler		2013 Farmington Lakes Drive, Apt #9	Oswego	IL	60543
Rich	White		5 N 175 Powls Road	Wayne	IL	60184
Douglas L.	Whitley	Transportation For Illinois Coalition	312 S. Fourth Street, Suite 200	Springfield	IL	62701
Suzanne	Whittenburg	Coldwell Bankers	117 N Hickory Street	Centralia	IL	62801
Beth	Wickham		878 Saint Andrews Way	Frankfort	IL	60423
Bill	Wiet		44 E. Downer Place	Aurora	IL	60507-2067
Norman	Wilken		22020 Rosemary Sandalwood Estates	Frankfort	IL	60423
Scott K.	Willock		32 Squire Road	Hawthorn Wood	IL	60047
Robert A.	Wimbish	Baker & Miller Pllc	2401 Pennsylvania Avenue, N.W., Suite 300	Washington	DC	20037
Michael B	Winkler		912 Executive Lane	Carterville	IL	62918
Trisha	Wischey		585 Peachtree	Lake Zurich	IL	60047
Jeffrey	Witt		21918 W Talia Ln.	Deer Park	IL	60010
Debroah Ann	Wittig		1529 Meadowland Dr	Naperville	IL	60540
Karen	Wojciechowski		1783 Dyer Drive	Bartlett	IL	60103
James Daniel	Wolfinger		1976 Seaview Dr	Aurora	IL	60503
Jeff	Wolschlag		161 Port Royal Circl	Aurora	IL	60504
Michael D	Wong		306 S State St	Champaign	IL	61820
Jennifer	Wozniak		295 West Otto Drive	Lenox	IL	60451
Deborah L.	Wray		4540 Clearwater Lane	Naperville	IL	60564
Lawrence E	Wzorek	Union Pacific Railroad	1400 Douglas Street	Omaha	NE	68179
Kelly	Yager		70 Round Barn Rd	Barrington Hills	IL	60010
Ken	Yanko		3522 Stone Creek Ct	Joliet	IL	60435
Carol J	Yearian		1251 Townes Circle	Aurora	IL	60502
Susan M	Zeisel		1428 Talbot Drive	Naperville	IL	60565
Dr. Steven J.	Zelman	Southern Illinois Consultants For Kidney D	P. O. Box 1704	Mt. Vernon	IL	62864-0034
Gerald J	Ziemkiewicz		12130 80Th Pl	Dyer	IN	46311
Kamilla	Zimiński		126 Jason Ct.	Aurora	IL	60502
Leeann	Zouras		217 Roslyn Road	Barington	IL	60010
		Clearwater Custom Homes	40 W 715 Quiet Trail	Elgin	IL	60123

Metropolitan Mayor's Caucus Meeting Summary

Metropolitan Mayor's Caucus Meeting
June 25, 2008
9:00 a.m.
Meeting Summary

- Start time: 9:07 a.m. End time: 10:48 a.m.
- Meeting began with introductions by Executive Director of MMC followed by attendees
- In attendance were 27 Mayors/Village Presidents/Members of the Caucus
- Representing the STB: Vicki Rutson, Evelyn Kitay and Matt Wallen
- Representing HDR: John Morton, Marty Joyce and Rich Christopher
- Representing MWW: Tina-Marie Adams and Heather Tarczan
- C.O.R.A map on display
- Handouts for guests included: C.O.R.A map, fact sheet, Final Statement of Scope, Slides from January open house
- Ongoing reference to the Web site was mentioned
- V. Rutson began with overview that included: The origin of the STB and the environmental review process, about NEPA, CN's reasons for wanting to purchase the EJ&E and next steps
- All questions were answered by STB and/or HDR

Questions/Comments Made During the Meeting:

1. Mitigation
    a. Clarification on the kinds of mitigation
    b. Can the STB require it?
    c. Would it be permanent or temporary?
    d. Can quiet zones be part of the required mitigation?
2. Who determines the costs of mitigation?
    a. Does the Board look at the costs of the RR purchase when determining amount of mitigation?
    b. Can upgrades to tracks be required?
3. Does Board weigh pros and cons of transaction equally?
4. Who are the members of the board?
5. Concern for jobs in the area
6. Clarification on what is considered environmental
7. Can traffic be controlled on the existing lines?
8. Can CN lease the EJ& E tracks without approval from the Board?
9. Is the Board looking at the CN Prince Rupert Port and movement of traffic?
10. Concerns about CN's five-year traffic projection being too short
    a. AAR has released study with projections into 2035
    b. Concern that CN would increase trains in subsequent years

11. Concern about the STAR and Southshore Lines and track sharing
12. Does the Board review effects of gas prices as well as passenger rail pollution?
13. Costs of grade separations and who funds them?
    a. Is CN accurate in stating that there is no precedent for RR's to have to fund grade separations?
14. What are the Board's limitations?
15. What is the best way to communicate the stress of diesel trains holding in our community for 20+ hours?
16. How long with the comment period for the DEIS be?
17. Is quality of life factored into the Board's consideration?
18. Will CN's safety record be examined?
    a. What about their safety record in Canada?

Final Attendance List

NAME	Title	City	Affiliation
David Bennett	Executive Director		MMC
Anthony Bruno		Bellwood	WCMC; Planning Coordinator
Lenny Cannata			
Pat Carey		Chicago	
Karen Darch	Village President	Barrington	NWMC
Pat Deal	Asst. to Mayor	Chicago	
Don DeGraff	Mayor	South Holland	SSMMA
Kama Dobbs		DMMC	DMMC; Transportation Proj. Mgr.
Jerry Ducay	Village Administrator	Frankfort	WCGL
Jim Haller		Joliet	WCGL
Pat Higgins		Western Springs	WCMC
Pat Horcher	Acting Village President	Wheeling	NWMC
Neil James			WCMC
Larry Keller	Village Board President	West Dundee	MetroWest
Michael Kwasman	Mayor	West Chicago	DMMC
Mike Klemens			WCGL
William McLeod		Hoffman Estates	NWMC
Catherine Melchert	Village President	Bartlett	NWMC
Donald Peloquin	Mayor	Blue Island	SWCM; co-chair
Kathleen Rush	Village Manager	Riverside	WCMC
Karyn Robles	Transportation Team Lead	Naperville	DMMC
Chris Stone			NWMC
Regan Stockstell	Community Dev. Dir.	Richton Park	SSMMA
John Tolomei	Village President	Lake Zurich	LCML
Bill Wiet		Aurora	MetroWest
Jack Wiaduck		Riverside	WCMC
Tammy Wierciak			WCMC; Director of Transportation & Planning

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Request Letter for Agency Comments on the Draft EIS

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Section of Environmental Analysis

July 25, 2008

Re: Proposed Canadian National Railway Company Acquisition of the Elgin, Joliet and Eastern Railway Company, STB Finance Docket No. 35087

Dear Reader:

The Surface Transportation Board (STB) has completed its Draft Environmental Impact Statement (Draft EIS) for the proposed Canadian National Railway Company's acquisition of the Elgin, Joliet and Eastern Railway Company. The Draft EIS is available for public review and comment.

In order to present the findings of this Draft EIS and to allow ample opportunity for public comment, eight public meetings are planned throughout the project area as shown in the table below:

Public Meeting Dates and Locations

Date	Location	Address
Monday, August 25	Matteson, Illinois Holiday Inn Hotel & Conference Center	500 Holiday Plaza Drive Matteson, IL 60443
Tuesday, August 26	Mundelein, Illinois Crowne Plaza Chicago North Shore	510 E. Route 83 Mundelein, IL 60060
Wednesday, August 27	Barrington, Illinois Barrington High School	616 W. Main Street Barrington, IL 60010
Thursday, August 28	Bartlett, Illinois Bartlett High School	701 Schick Road Bartlett, IL 60103
Monday, September 8	Chicago, Illinois Loyola University of Chicago	25 E. Pearson Chicago, IL 60611
Tuesday, September 9	Aurora, Illinois West Aurora High School	1201 W.. New York St. Aurora, IL 60506
Wednesday, September 10	Gary, Indiana Indiana University Northwest	3400 Broadway Gary, IN 46408
Thursday, September 11	Joliet, Illinois Holiday Inn Hotel & Conference Center	411 S. Larkin Avenue Joliet, IL 60436

The same information will be presented at each meeting and will follow the schedule outlined below:

Open House – 4:00 PM – 6:00 PM	SEA staff will be available to answer questions and help members of the public review project maps and other findings of the Draft EIS and analysis.
Public Meeting – 6:00 PM – 9:00 PM	SEA staff will make a short presentation to the public and will then be available to receive formal comments on the Draft EIS. This portion of the meeting will be held for the purpose of receiving comment. It is not a question-and-answer session. Speaker registration will be determined on a first come first serve basis by calling the hotline to pre-register in advance (1-800-347-0689) or at the sign-in tables the day of the public meeting. Each speaker will be allocated up to 3 minutes to present their comment.

In addition to formal comments presented at the public meetings, comments may be submitted through the following methods:

- **Written Comments**: Comment forms will be provided at the public meetings and will be accepted on site or by mail; written letters will also be accepted at the public meetings. Additionally, comment forms or written letters can be sent to:

  Phillis Johnson-Ball
  Surface Transportation Board
  395 E Street, SW
  Washington, DC 20423
  Ref. STB Finance Docket No. 35087

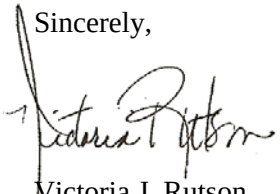
- **Recorded Comments**: Court reporters will be available at the public meetings for those who wish to dictate their comments in a more informal setting. Comments may also be recorded at any time during the comment period on the project hotline: 1-800-347-0689.

- **Electronic Comments**: Submit electronic comments by visiting the STB's website, www.stb.dot.gov, under the heading "E_FILING". Please refer to STB Finance Docket No. 35087

All comments received will carry equal weight in helping to finalize the EIS and guide the Board in their decision making on this matter. The comment period on the Draft EIS will end on September 30, 2008.

For further information on the proceedings, please visit the project web site at www.stbfinancedocket35087.com or call the toll-free information line at 1-800-347-0689. You may also visit the Board's website (www.stb.dot.gov) and look for Key Cases under Environmental Matters.

Sincerely,



Victoria J. Rutson
Chief
Section of Environmental Analysis

Enclosure

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Agenda for USEPA Coordination Meeting

CN EJ&E Acquisition EIS
USEPA Coordination Meeting on Draft EIS: September 8, 2008; 11 AM
EPA Region V Office (77 W. Jackson Blvd, Chicago)
Draft Meeting Agenda

I. Introductions/Purpose of Meeting

II. Update of EIS Study/Changes Since Last Meeting

III. DEIS Public Outreach and Stakeholder Involvement

IV. Discussion of EPA's General Comments
- A. DEIS Format/Content per Final Scope
- B. Level of Analysis and Conclusions
- C. Support Materials in Appendices

V. Discussion of Impact Analysis Results in the DEIS
- A. Rail Operations
  - Rail capacity analysis/maximum train traffic
- B. Rail Safety
  - Rail crossings/accident risk analysis
- C. Transportation
  - Rail/highway crossings and traffic delays
  - Emergency response delays
- D. Hazardous Materials Transport
  - Spill occurrence assessment
  - Spill response in sensitive areas
- E. Air Quality
  - Air emissions analysis- conformity
  - Air toxics
  - Hot spot analysis
  - Climate change
- F. Water Quality
  - Storm water management during construction
  - Storm water management during operations
- G. Noise Analysis
- H. Energy
  - Analysis and conclusions
  - Fuel use results
- I. Cumulative Effects
- J. Environmental Justice
- K. Invasive Species

VI. Discussion of Mitigation Measures

VII. Other Discussion Items/Questions and Answers

Agency Stakeholder Meetings Notification

Contents:

Northern Indiana Agencies/Governments
Illinois Natural Resources and Water Resources Stakeholders
Illinois Transportation Safety Agencies
Indiana State Agencies
Illinois Local Governments

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Section of Environmental Analysis

August 5, 2008

Letter of Invitation to Northern Indiana Agencies and Governments Stakeholders

Re: STB Finance Docket No. 35087, Canadian National Railway Company Proposed Acquisition of the Elgin, Joliet and Eastern Railway Company; **Notice of Stakeholder Meeting**

Dear -----

I am writing to invite to the next Northern Indiana Agencies/Governments Stakeholders' meeting on:

Wednesday, September 3, 2008
2 p.m. - 4 p.m.
Purdue University, Calumet
The Calumet Conference Center
2300 173rd Street
Hammond, IN

This meeting follows the initial meeting of the Northern Indiana Agencies/Governments Stakeholder Group held on April 30 at the Country Inn Suites in Portage, IN. We received valuable information at that meeting about your issues of concern. These issues were all considered for analysis in the Draft EIS, which is currently available for public review and comment. Comments on the Draft EIS are due on September 30, 2008.

We are now ready to hold the second round of Stakeholder Meetings. The purpose of this round of meetings is to receive your feedback on the Draft EIS, continue to identify stakeholder concerns, and discuss any possible resolution of concerns raised by the stakeholders. In short, the intent of these meetings is to develop a greater understanding about your views on the Draft EIS for use in the Board's decision making.

Other stakeholder meetings that will be held this same week include:

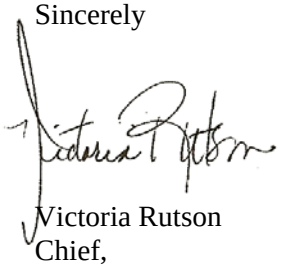
- Illinois Natural Resources/Water Resources Agencies on Tuesday from 9:00 a.m. – 12:00 p.m. at HDR's Bryn Mawr office
- Illinois Transportation/Safety Agencies on Tuesday from 1:00 p.m. – 3:00 p.m. at HDR's Bryn Mawr office
- Illinois Local Governments on Wednesday from 9:00 a.m. to 12:00 p.m. at HDR's Bryn Mawr office
- Indiana State Agencies on Thursday from 10:00 a.m. until noon at Courtyard by Marriott Capitol at 320 N. Senate Avenue in Indianapolis, IN

We hope that you will be able to attend this stakeholder meeting. If you can attend, please contact Rich Christopher of HDR at (773) 867-7238 and provide the name of the participant from your agency if your organization or agency plans to attend the Northern Indiana Agencies/Governments Stakeholder

meeting on September 3. I have enclosed a proposed meeting agenda as well as a chronology for the project as background information for the meeting.

We look forward to your on-going participation in this EIS process and hope to see you at the stakeholder meeting.

Sincerely



Victoria Rutson
Chief,
Section of Environmental Analysis

Enclosures

Chronology

• October 30, 2007: CN filed an application with the Board for acquisition of the EJ&E.

• December 21, 2007: the Board issued a Notice of Intent (NOI) to prepare an EIS for this proceeding and a Draft Scope of the EIS.

• January 8-22, 2008: the Board held seven public scoping open house meetings in northeastern Illinois and northwestern Indiana

• January 23 and 24, 2008: the Board held two agency scoping meetings in northeastern Illinois and in Indianapolis, Indiana

• January 28, 2008: the comment period for scoping comments was extended January 31, 2008 to February 15, 2008

• April 29-May 1, 2008: initial stakeholder meetings

• August 1, 2008: Federal Register Notice of Availability of the Draft EIS for public review

For additional information, see www.stbfinancedocket35087.com

CN EJ&E Acquisition EIS
Northern Indiana Agencies/Governments
September 3, 2008; 2 P.M.
Purdue University, Calumet
The Calumet Conference Center
2300 173rd Street, Hammond, IN

Stakeholder Meeting Agenda

- Introductions

- Discussion of Proposed Transaction
  - General description
  - Changes since first stakeholder meeting

- Discussion of Information in the Draft EIS
  - Discuss information that is in the Draft EIS
  - Discuss information that is not in the Draft EIS
  - Discuss mitigation recommendations

- Questions and Answers

- Adjourn

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Section of Environmental Analysis

August 5, 2008

Letter of Invitation to Illinois Natural Resources and Water Resources Stakeholders

Re: Notice of Agency Stakeholder Meetings for the Proposed Canadian National Railway Company Acquisition of the Elgin, Joliet and Eastern Railway Company, STB Finance Docket No. 35087

Dear -----

I am writing to you regarding the development of the Surface Transportation Board's (Board) environmental review process for the Canadian National Railway Company's (CN) proposed acquisition of the Elgin, Joliet and Eastern Railway Company (EJ&E). You are invited to the next Illinois Natural Resources/Water Resources Agencies Stakeholders' meeting on:

Tuesday, September 2, 2008
9 a.m. -12 p.m.
HDR, Suite 900
8550 W. Bryn Mawr Avenue
Chicago, IL, 60631
(773) 380-7900

The initial meeting of the Illinois Natural Resources/Water Resources Stakeholder group was held on April 29 at HDR's office on W. Bryn Mawr Ave. We received valuable information about your issues of concern. These issues were all considered for analysis in the Draft EIS which is currently available for public review.

The Board is now ready to hold the second of these meetings to answer any questions you may have about information in the Draft EIS or information not included in the Draft EIS. The intent of these meetings is to develop a greater understanding about your views on the Draft EIS for use in the Board's decision making.

Other stakeholder meetings that will be held this same week include:

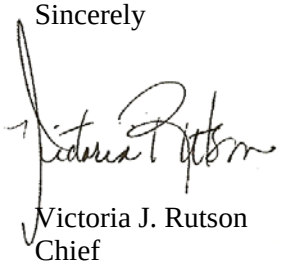
- Illinois Transportation/Safety Agencies on Tuesday from 1:00 p.m.– 3:00 p.m.at HDR's Bryn Mawr office
- Illinois Local Governments on Wednesday from 9:00 am to 12:00 p.m. at HDR's Bryn Mawr office
- Northern Indiana Agencies/Governments on Wednesday from 2:00 p.m. to 4:00 p.m. at Purdue University Calumet, The Calumet Conference Center, 2300 173rd Street in Hammond, IN
- Indiana State Agencies on Thursday from 10:00 a.m. until noon at Courtyard by Marriott Capitol at 320 N. Senate Avenue in Indianapolis, IN

We encourage your participation in, and support of the stakeholder meetings. Please contact Rich Christopher of HDR at (773) 867-7238 to provide the name of the participant from your agency if your organization or agency plans to attend the Illinois Natural Resources/Water Resources Stakeholder

meeting on September 2. Enclosed is the meeting agenda. We have also attached a chronology for the project as background information for the meeting.

We look forward to your on-going participation in the EIS process for the proposed transaction.

Sincerely



Victoria J. Rutson
Chief
Section of Environmental Analysis

Chronology

• October 30, 2007: CN filed an application with the Board for acquisition of the EJ&E.

• December 21, 2007: the Board issued a Notice of Intent (NOI) to prepare an EIS for this proceeding and a Draft Scope of the EIS.

• January 8-22, 2008: the Board held seven public scoping open house meetings in northeastern Illinois and northwestern Indiana

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• January 28, 2008: the comment period for scoping comments was extended from January 31, 2008 to February 15, 2008

• April 29-May 1, 2008: initial stakeholder meetings

• August 1, 2008: Federal Register Notice of Availability of the Draft EIS for public review

For additional information, see www.stbfinancedocket35087.com

CN EJ&E Acquisition EIS
Illinois Natural Resources/Water Resources Agencies
September 2, 2008; 9 A.M.
HDR Office: 8550 W. Bryn Mawr Avenue
(773) 380-7900

Stakeholder Meeting Agenda

- Introductions

- Discussion of Proposed Transaction
  - General description
  - Changes since first stakeholder meeting

- Discussion of Information in the Draft EIS
  - Discuss information that is in the Draft EIS
  - Discuss information that is not in the Draft EIS
  - Discuss mitigation recommendations

- Questions and Answers

- Adjourn

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Section of Environmental Analysis

August 5, 2008

Salutation Name
Organization
Department
Address 1
Address 2
City, State Zip

Re: STB Finance Docket No. 35087, Canadian National Railway Company Proposed Acquisition of the Elgin, Joliet and Eastern Railway Company; Notice of Stakeholder Meeting

Dear Salutation Last Name,

I am writing to invite you to the next Illinois Transportation/Safety Agencies Stakeholders' meeting on:

Tuesday, September 2, 2008
1 p.m. - 3 p.m.
HDR, Suite 900
8550 W. Bryn Mawr Avenue
Chicago, IL, 60631
(773) 380-7900

This meeting follows the initial meeting of the Illinois Transportation/Safety Agencies Stakeholder Group held on April 29 at the same location (HDR's office on W. Bryn Mawr Ave). We received valuable information at that meeting about your issues of concern. These issues were all considered for analysis in the Draft EIS, which is currently available for public review and comment. Comments on the Draft EIS are due on September 30, 2008.

We are now ready to hold the second round of Stakeholder Meetings. The purpose of this round of meetings is to receive your feedback on the Draft EIS, continue to identify stakeholder concerns, and discuss any possible resolution of concerns raised by the stakeholders. In short, the intent of these meetings is to develop a greater understanding about your views on the Draft EIS for use in the Board's decision making.

Other stakeholder meetings that will be held this same week include:

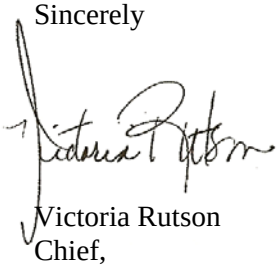
• Illinois Natural Resources/Water Resources Agencies on Tuesday from 9:00 a.m. – 12:00 p.m. at HDR's Bryn Mawr office
• Illinois Local Governments on Wednesday from 9:00 a.m. to 12:00 p.m. at HDR's Bryn Mawr office
• Northern Indiana Agencies/Governments on Wednesday from 2:00 p.m. to 4:00 p.m. at Purdue University Calumet, The Calumet Conference Center, 2300 173rd Street in Hammond, IN

• Indiana State Agencies on Thursday from 10:00 a.m. until noon at Courtyard by Marriott Capitol at 320 N. Senate Avenue in Indianapolis, IN

We hope you are able to attend this stakeholder meeting. If you can attend, please contact Rich Christopher of HDR at (773) 867-7238 and provide the name of the participant from your agency if your organization or agency plans to attend the Illinois Transportation/Safety Agencies Stakeholder meeting on September 2. I have enclosed a proposed meeting agenda as well as a chronology for the project as background information for the meeting.

We look forward to your on-going participation in this EIS process and hope to see you at the stakeholder meeting.

Sincerely



Victoria Rutson
Chief,
Section of Environmental Analysis

Enclosures

Chronology

• October 30, 2007: CN filed an application with the Board for acquisition of the EJ&E.

• December 21, 2007: the Board issued a Notice of Intent (NOI) to prepare an EIS for this proceeding and a Draft Scope of the EIS.

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• January 28, 2008: the comment period for scoping comments was extended from January 31, 2008 to February 15, 2008

• April 29-May 1, 2008: initial stakeholder meetings

• August 1, 2008: Federal Register Notice of Availability of the Draft EIS for public review

For additional information, see www.stbfinancedocket35087.com

CN EJ&E Acquisition EIS
Illinois Transportation/Safety Agencies
September 2, 2008; 1 P.M.
HDR Office: 8550 W. Bryn Mawr Avenue
(773) 380-7900

Stakeholder Meeting Agenda

- Introductions

- Discussion of Proposed Transaction
  - General description
  - Changes since first stakeholder meeting

- Discussion of Information in the Draft EIS
  - Discuss information that is in the Draft EIS
  - Discuss information that is not in the Draft EIS
  - Discuss mitigation recommendations

- Questions and Answers

- Adjourn

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Section of Environmental Analysis

August 5, 2008

Letter of Invitation to Indiana State Agencies Stakeholders

Re: STB Finance Docket No. 35087, Canadian National Railway Company Proposed Acquisition of the Elgin, Joliet and Eastern Railway Company; **Notice of Stakeholder Meeting**

Dear -----

I am writing to invite you to the next Indiana State Agencies Stakeholders' meeting on:

Thursday, September 4, 2008
10 a.m. - 12 p.m.
Courtyard by Marriott Capitol
320 N Senate Avenue
Indianapolis, IN

This meeting follows the initial meeting of the Indiana State Agencies Stakeholder Group held on May 1 in Indianapolis. We received valuable information at that meeting about your issues of concern. These issues were all considered for analysis in the Draft EIS, which is currently available for public review and comment. Comments on the Draft EIS are due on September 30, 2008.

We are now ready to hold the second round of Stakeholder Meetings. The purpose of this round of meetings is to receive your feedback on the Draft EIS, continue to identify stakeholder concerns, and discuss any possible resolution of concerns raised by the stakeholders. In short, the intent of these meetings is to develop a greater understanding about your views on the Draft EIS for use in the Board's decision making.

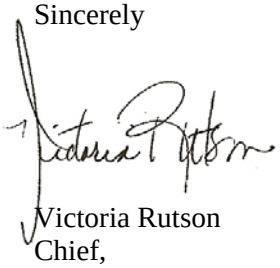
Other stakeholder meetings that will be held this same week include:

• Illinois Natural Resources/Water Resources on Tuesday from 9:00 a.m. – 12:00 p.m. at HDR's Bryn Mawr office
• Illinois Transportation/Safety Agencies on Tuesday from 1:00 p.m. – 3:00 p.m. at HDR's Bryn Mawr office
• Illinois Local Governments on Wednesday from 9:00 a.m. to 12:00 p.m. at HDR's Bryn Mawr office
• Northern Indiana Agencies/Governments on Wednesday from 2:00 p.m. to 4:00 p.m. at Purdue University Calumet, The Calumet Conference Center, 2300 173rd Street in Hammond, IN

We hope that you will be able to attend this stakeholder meeting. If you can attend, please contact Rich Christopher of HDR at (773) 867-7238 and provide the name of the participant from your agency if your organization or agency plans to attend the Indiana State Agencies Stakeholder meeting on September 4. I have enclosed a proposed meeting agenda as well as a chronology for the project as background information for the meeting.

We look forward to your on-going participation in this EIS process and hope to see you at the stakeholder meeting.

Sincerely



Victoria Rutson
Chief,
Section of Environmental Analysis

Enclosures

Chronology

• October 30, 2007: CN filed an application with the Board for acquisition of the EJ&E.

• December 21, 2007: the Board issued a Notice of Intent (NOI) to prepare an EIS for this proceeding and a Draft Scope of the EIS.

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• January 23 and 24, 2008: the Board held two agency scoping meetings in northeastern Illinois and in Indianapolis, Indiana

• January 28, 2008: the comment period for scoping comments was extended from January 31, 2008 to February 15, 2008

• April 29-May 1, 2008: initial stakeholder meetings

• August 1, 2008: Federal Register Notice of Availability of the Draft EIS for public review

For additional information, see www.stbfinancedocket35087.com

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Section of Environmental Analysis

CN EJ&E Acquisition EIS
Indiana State Agencies
September 4, 2008; 10 A.M.
Courtyard by Marriott Capitol
320 No Senate Ave, Indianapolis, IN

Stakeholder Meeting Agenda

- Introductions

- Discussion of Proposed Transaction
  - General description
  - Changes since first stakeholder meeting

- Discussion of Information in the Draft EIS
  - Discuss information that is in the Draft EIS
  - Discuss information that is not in the Draft EIS
  - Discuss mitigation recommendations

- Questions and Answers

- Adjourn

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Section of Environmental Analysis

August 5, 2008

Letter of Invitation to Illinois Local Governments Stakeholders

Re: STB Finance Docket No. 35087, Canadian National Railway Company Proposed Acquisition of the Elgin, Joliet and Eastern Railway Company; **Notice of Stakeholder Meeting**

Dear -----

I am writing to invite you to the next Illinois Local Governments Stakeholders' meeting on:

Wednesday, September 3, 2008
9 a.m. - 12 p.m.
HDR, Suite 900
8550 W. Bryn Mawr Avenue
Chicago, IL, 60631
(773) 380-7900

This meeting follows the initial meeting of the Illinois Local Governments Stakeholder group held on April 30 at the same location (HDR's office on W. Bryn Mawr Ave). We received valuable information at that meeting about your issues of concern. These issues were all considered for analysis in the Draft EIS, which is currently available for public review and comment. Comments on the Draft EIS are due on September 30, 2008.

We are now ready to hold the second round of Stakeholder Meetings. The purpose of this round of meetings is to receive your feedback on the Draft EIS, continue to identify stakeholder concerns, and discuss any possible resolution of concerns raised by the stakeholders. In short, the intent of these meetings is to develop a greater understanding about your views on the Draft EIS for use in the Board's decision making.

Other stakeholder meetings that will be held this same week include:

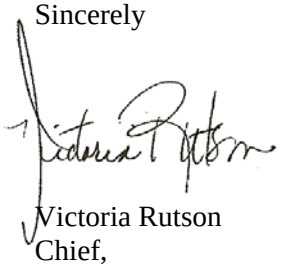
- Illinois Natural Resources/Water Resources on Tuesday from 9:00 a.m. – 12:00 p.m. at HDR's Bryn Mawr office
- Illinois Transportation/Safety Agencies on Tuesday from 1:00 p.m. – 3:00 p.m. at HDR's Bryn Mawr office
- Northern Indiana Agencies/Governments on Wednesday from 2:00 p.m. to 4:00 p.m. at Purdue University Calumet, The Calumet Conference Center, 2300 173rd Street in Hammond, IN
- Indiana State Agencies on Thursday from 10:00 a.m. until noon at Courtyard by Marriott Capitol at 320 N. Senate Avenue in Indianapolis, IN

We hope that you will be able to attend this stakeholder meeting. If you can attend, please contact Rich Christopher of HDR at (773) 867-7238 and provide the name of the participant from your agency if your organization or agency plans to attend the Illinois Local Governments Stakeholder meeting on

September 3. I have enclosed a proposed meeting agenda as well as a chronology for the project as background information for the meeting.

We look forward to your on-going participation in this EIS process and hope to see you at the stakeholder meeting.

Sincerely



Victoria Rutson
Chief,
Section of Environmental Analysis

Enclosures

Chronology

• October 30, 2007: CN filed an application with the Board for acquisition of the EJ&E.

• December 21, 2007: the Board issued a Notice of Intent (NOI) to prepare an EIS for this proceeding and a Draft Scope of the EIS.

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• January 28, 2008: the comment period for scoping comments was extended from January 31, 2008 to February 15, 2008

• April 29-May 1, 2008: initial stakeholder meetings

• August 1, 2008: Federal Register Notice of Availability of the Draft EIS for public review

For additional information, see www.stbfinancedocket35087.com

CN EJ&E Acquisition EIS
Illinois Local Governments
September 3, 2008; 9 A.M.
HDR Office: 8550 W. Bryn Mawr Avenue
(773) 380-7900

Stakeholder Meeting Agenda

- Introductions

- Discussion of Proposed Transaction
  - General description
  - Changes since first stakeholder meeting

- Discussion of Information in the Draft EIS
  - Discuss information that is in the Draft EIS
  - Discuss information that is not in the Draft EIS
  - Discuss mitigation recommendations

- Questions and Answers

- Adjourn

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Distribution Lists for Agency Stakeholder Meeting Letters

Illinois Natural Resources & Water Resources

Salutation	Last Name	First Name, M.I.	Organization Name	Address 1	City	State	Zip Code
Mr.	Abrant	Ron	U.S. Army Corps of Engineers	111 N. Canal	Chicago	IL	60606
Mr.	West	Norm	United States Environmental Protection Agency	77 West Jackson Blvd.	Chicago	IL	60604
Mr.	Riesselmann	Kurt	Fermi National Accelerator Laboratory	Mail Station: 206 (WH 1)	Batavia	IL	60510
Ms.	Arnold	Sally C.	Fermi National Accelerator Laboratory	Mail Station: 119 (WH 7E)	Batavia	IL	60510
Ms.	Cole	Maggie	Illinois Department of Natural Resources	2050 W. Stearns Road	Bartlett	IL	60103
Mr.	Oldenburg	John	Forest Preserve District of DuPage County	P.O. Box 5000	Wheaton	IL	60187
Mr.	Anderson	Jim	Lake County Forest Preserve District	2000 North Milwaukee Ave	Libertyville	IL	60048
	Crawford	Cori	Forest Preserve District of Cook County	17540 W. Laraway Road	Joliet	IL	60433
Mr.	Scott	Douglas P.	Illinois Environmental Protection Agency	1021 North Grand Avenue East	Springfield	IL	62794
Mr.	Citron	Shawn	U.S. Fish & Wildlife Service	Office	Barrington	IL	60010
Mr.	Van Der Ploeg	Wayne	FPD Cook County	536 N. Harlem	River Forest	IL	60305

Illinois Transportation & Safety

Salutation	Last Name	First Name, M.I.	Organization Name	Department	Address 1	City	State	Code
Mr.	Weber	George	Illinois Department of Transportation	Division of Public and Intermodal Transportation, Bureau of Railroads	300 W. Adams	Chicago	IL	60606
Mr.	Clary	Joseph P.	Illinois Department of Transportation	Division of Public and Intermodal Transportation, Bureau of Railroads	300 W. Adams	Chicago	IL	60606
Ms.	Swahlstedt	Kristen	Illinois Department of Transportation	District 1 Bureau of Traffic	201 W. Center Court	Schaumburg	IL	60196
Mr.	Travia	Steve	Illinois Department of Transportation	District 1 Bureau of Traffic	201 W. Center Court	Schaumburg	IL	60196
Mr.	Powers	Dan	Illinois Commerce Commission		527 East Capitol Avenue	Springfield	IL	62701
Mr.	Duesing	Colin	Will County	Land Use Department	58 East Clinton Street	Joliet	IL	60432
Ms.	Schaad	Joy	Chicago Metropolitan Agency for Planning		233 South Wacker Drive	Chicago	IL	60606
Mr.	Blankenhorn	Randy	Chicago Metropolitan Agency for Planning		233 South Wacker Drive	Chicago	IL	60606
Ms.	Redden	Leanne P.	Regional Transportation Authority		175 W. Jackson Blvd.	Chicago	IL	60604
Mr.	Kos, P.E.	John	DuPage County	Division of Transportation	421 North County Farm Road	Wheaton	IL	60187
Mr.	Avery	Mark	DuPage County	Division of Transportation	421 North County Farm Road	Wheaton	IL	60187
Mr.	Buehler, P.E.	Martin	Lake County	Division of Transportation	600 W. Winchester Road	Libertyville	IL	60048
Mr.	Christensen	Bruce	Lake County	Division of Transportation	600 W. Winchester Road	Libertyville	IL	60048
Mr.	Latz, P.E., P.L.S.	Sheldon	Will County	Department of Highways	16841 W. Laraway	Joliet	IL	60433
Ms.	Killinger	Patty	Will County	Department of Highways	16841 W. Laraway	Joliet	IL	60433
Mr.	Graham, Jr., P.E.	Rupert W.	Cook County Department of Highways		69 W. Washington Street	Chicago	IL	60602
Mr.	Bauer	Jack	Office of the Deput Executive Director	METRA	547 W. Jackson Boulevard	Chicago	IL	60661
Mr.	Nolan	Mike		METRA	547 W. Jackson Boulevard	Chicago	IL	60661
Mr.	Franke, P.E.	Michael W.	State & Commuter Partnerships, Central	National Railroad Passenger Corporation	525 W. Van Buren Street	Chicago	IL	60607
Mr.	Hoffman	Dick	State & Commuter Partnerships, Central	National Railroad Passenger Corporation	525 W. Van Buren Street	Chicago	IL	60607
Mr.	Schacter	Joseph E.	Environmental Law & Policy Center		35 East Wacker Drive	Chicago	IL	60601
Mr.	Ross	Thomas J.	PACE		550 W. Algonquin Road	Arlington Hts.	IL	60005
Mr.	Kos, P.E.	John	DuPage County	Division of Transportation	421 North County Farm Road	Wheaton	IL	60187
Mr.	Avery	Mark	DuPage County	Division of Transportation	421 North County Farm Road	Wheaton	IL	60187
Mr.	Buehler, P.E.	Martin	Lake County	Division of Transportation	600 W. Winchester Road	Libertyville	IL	60048
Mr.	Christensen	Bruce	Lake County	Division of Transportation	600 W. Winchester Road	Libertyville	IL	60048
Mr.	Latz, P.E., P.L.S.	Sheldon	Will County	Department of Highways	16841 W. Laraway	Joliet	IL	60433
Ms.	Killinger	Patty	Will County	Department of Highways	16841 W. Laraway	Joliet	IL	60433
Mr.	Graham, Jr., P.E.	Rupert W.	Cook County Department of Highways		69 W. Washington Street	Chicago	IL	60602
Mr.	Bauer	Jack	Office of the Deput Executive Director	METRA	547 W. Jackson Boulevard	Chicago	IL	60661
Mr.	Nolan	Mike		METRA	547 W. Jackson Boulevard	Chicago	IL	60661
Mr.	Franke, P.E.	Michael W.	State & Commuter Partnerships, Central	National Railroad Passenger Corporation	525 W. Van Buren Street	Chicago	IL	60607
Mr.	Hoffman	Dick	State & Commuter Partnerships, Central	National Railroad Passenger Corporation	525 W. Van Buren Street	Chicago	IL	60607
Mr.	Schacter	Joseph E.	Environmental Law & Policy Center		35 East Wacker Drive	Chicago	IL	60601
Mr.	Ross	Thomas J.	PACE		550 W. Algonquin Road	Arlington Hts.	IL	60005

Illinois Local Governments

Salutation	Last Name	First Name, M.I.	Organization Name	Address 1	City	State	Code
Ms.	Agnoletti	Janet L.	Barrington Area Council of Governments	118 W. Applebee Street	Barrington	IL	60010
Mr.	Quigley	Steven	Will County Governmental League	50 East Jefferson Street	Joliet	IL	60432
Mr.	O'Hara	Hugh	Will County Governmental League	50 East Jefferson Street	Joliet	IL	60432
	Dobbs	Kama	DuPage Mayors & Managers Conference	1220 Oak Brook Road	Oak Brook	IL	60523
Mr.	Paesel	Ed	South Suburban Mayors & Managers Association	1904 West 174th Street	East Hazel Crest	IL	60429
Mr.	Greenwood	Reggie	South Suburban Mayors & Managers Association	1904 West 174th Street	East Hazel Crest	IL	60429
Mr.	Fowler	Mark L.	Northwest Municipal Conference	1616 East Golf Road	Des Plaines	IL	60016
Mr.	James	Neil	West Central Municipal Conference	2000 Fifth Avenue	River Grove	IL	60171
Mr.	Bennett	Dave	Metropolitan Mayors Caucus	177 N. State	Chicago	IL	60601

Indiana Government Agencies

Salutation	Last Name	First Name, M.I.	Organization Name	Address 1	City	State	Zip Code
Mr.	Curry	Chris	Gary/Chicago International Airport	6001 West Industrial Highway	Gary	IN	46406
Mr.	Hanas	Gerald R.	Northern Indiana Commuter Transportation District	33 East U.S. Highway 12	Chesterton	IN	46304
Mr.	Parsons	John	Northern Indiana Commuter Transportation District	33 East U.S. Highway 12	Chesterton	IN	46304
Mr.	Anderson	Thomas R.	Save The Dunes Council	444 Barker Road	Michigan City	IN	46360
Mr.	Malczewski	Marcus	Lake County	1100 East Monitor Street	Crown Point	IN	46307
	McCloskey	Elizabeth	U.S. Department of Interior	Services Sub-Office	Chesterton	IN	46304
Mr.	Gardner	Dan	NIRPC	6100 Southport Road	Portage	IN	46368
Mr.	Siar	Charles	Izaak Walton	2173 Pennsylvania Street	Portage	IN	46368
	Tousant	Geraldine	City of Gary	401 Broadway	Gary	IN	46402
Mr.	Miles	Christopher	City of Gary	401 Broadway	Gary	IN	46402
	Shakoor	Y.	City of Gary	P.O. Box 545	Gary	IN	46402
Ms.	Severtson	Susan	City of Gary	401 Broadway	Gary	IN	46402
Mr.	Dobosz	Stan	Town of Griffith	111 Broad Street	Griffith	IN	46319
Mr.	Bach	John	Town of Highland	3333 Ridge Road	Highland	IN	46322
Mr.	Volkmann	Bob	Town of Schereville	10 East Joliet Street	Schereville	IN	46375
Mr.	Malinowski	Ed	Town of Schereville	10 East Joliet Street	Schereville	IN	46375
Mr.	Rybicki	Robert	Town of Dyer	1 Town Hall	Dyer	IN	46311
Mr.	Cox	Edward	United Transportation Union #740	315 Arbordale Drive	Valparaiso	IN	46383
Mr.	Brown	Tim	Town of Merrillville	7620 Broadway	Merrillville	IN	46410
Mr.	Shafer	Dave	Town of Munster	1005 Ride Road	Munster	IN	46321
Mr.	Lopez	Mark	The Office of Congressman Peter Visclosky	701 E. 83rd Avenue	Merrillville	IN	46410
Mr.	Allen	Roosevelt	Lake County Commissioner	2293 N. Main Street	Crown Point	IN	46307
Mr.	Cile	Delvert	Lake County Manager	2293 N. Main Street	Crown Point	IN	46307

Non-Agency Invites

Last Name	First Name, M.I.	Organization Name	Address 1	City	State	Zip Code
Bach	John	Town of Highland	3333 Ridge Road	Highland	IN	46322
Benman	K.	The Times	45 W. 45th Avenue	Gary	IN	46408
Brown	Tim	Town of Merrillville	7620 Broadway	Merrillville	IN	46410
Cox	Edward	United Transportation Union #740	315 Arbordale Drive	Valparaiso	IN	46383
Dobosz	Stan	Town of Griffith	111 Broad Street	Griffith	IN	46319
Gardner	Dan	NIRPC	6100 Southport Road	Portage	IN	46368
Lopez	Mark	The Office of Congressman Peter Visclosky	701 E. 83rd Avenue	Merrillville	IN	46410
Visclosky	Peter	The Office of Congressman Peter Visclosky	701 E. 83rd Avenue	Merrillville	IN	46410
Maliweiski	Ed	Town of Schereville	10 East Joliet Street	Schereville	IN	46375
Meyers	Christopher	City of Gary	401 Broadway	Merrillville	IN	46307
Potter	Erik	Post Tribune	1433 East 83rd Avenue	Merrillville	IN	46307
Rybicki	Robert	Town of Dyer	1 Town Hall	Dyer	IN	46311
Severtson	Susan	City of Gary	401 Broadway	Gary	IN	46402
Shafer	Dave	Town of Munster	1005 Ride Road	Munster	IN	46321
Shakoor	Y.	City of Gary	P.O. Box 545	Gary	IN	46402
Siar	Charles	Izaak Walton	2173 Pennsylvania Street	Portage	IN	46368
Tousant	Geraldine	City of Gary	401 Broadway	Gary	IN	46402
Volkmann	Bob	Town of Schereville	10 East Joliet Street	Schereville	IN	46375

Illinois Transportation Safety

Salutation	Last Name	First Name, M.I.	Organization Name	Department	Address 1	City	State	Zip Code
Mr.	Kos, P.E.	John	DuPage County	Division of Transportation	421 North County Farm Road	Wheaton	IL	60187
Mr.	Avery	Mark	DuPage County	Division of Transportation	421 North County Farm Road	Wheaton	IL	60187
Mr.	Buehler, P.E.	Martin	Lake County	Division of Transportation	600 W. Winchester Road	Libertyville	IL	60048
Mr.	Christensen	Bruce	Lake County	Division of Transportation	600 W. Winchester Road	Libertyville	IL	60048
Mr.	Latz, P.E., P.L.S.	Sheldon	Will County	Department of Highways	16841 W. Laraway	Joliet	IL	60433
Ms.	Killinger	Patty	Will County	Department of Highways	16841 W. Laraway	Joliet	IL	60433
Mr.	Graham, Jr., P.E.	Rupert W.	Cook County Department of Highways		69 W. Washington Street	Chicago	IL	60602
Mr.	Bauer	Jack	Office of the Deput Executive Director	METRA	547 W. Jackson Boulevard	Chicago	IL	60661
Mr.	Nolan	Mike		METRA	547 W. Jackson Boulevard	Chicago	IL	60661
Mr.	Franke, P.E.	Michael W.	State & Commuter Partnerships, Central	National Railroad Passenger Corporation	525 W. Van Buren Street	Chicago	IL	60607
Mr.	Hoffman	Dick	State & Commuter Partnerships, Central	National Railroad Passenger Corporation	525 W. Van Buren Street	Chicago	IL	60607
Mr.	Schacter	Joseph E.	Environmental Law & Policy Center		35 East Wacker Drive	Chicago	IL	60601
Mr.	Ross	Thomas J.	PACE		550 W. Algonquin Road	Arlington Hts.	IL	60005

Indiana State Agencies

Salutation	Last Name	First Name, M.I.	Organization Name	Address 1	City	State	Zip Code
Mr.	Riley	Mike	Indiana Department of Transportation	100 N. Senate Avenue	Indianapolis	IN	46204
Mr.	Molnar	Mike	Indiana Department of Natural Resources	402 West Washington St.	Indianapolis	IN	46204
Mr.	Easterly	Thomas W.	Indiana Department of Environmental Management	100 N. Senate Avenue	Indianapolis	IN	46204
Mr.	Barcone	John	Division of Nature Preserves	402 W. Washington Street	Indianapolis	IN	46204
	Keefe	Vanetta	Indiana Department of Transportation	100 N. Senate Avenue	Indianapolis	IN	46204
Mr.	Ahearn	Mark	Indiana Department of Transportation	100 N. Senate Avenue	Indianapolis	IN	46204
Mr.	Veits	Gil	Indiana Department of Transportation	100 N. Senate Avenue	Indianapolis	IN	46204
Ms.	Valentine	Anne		Statehouse	Indianapolis	IN	46204
Ms.	Clune	Patricia	Indiana Department of Natural Resources	402 W. Washington Street	Indianapolis	IN	46204

Appendix B3

Public Outreach Materials

Contents:

Public Comment Form
Public Meeting Location Correction Postcard
Draft EIS Availability and Public Comment Period Letter
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SEA's Information Hotline Script (09/12/08 – 09/30/08)
SEA's Information Hotline Script (10/01/08)
Newspaper Ads
Media Contact List
Public Meeting Guide
Project Website Content (09/09/08 – 09/23/08)
Project Website Content (09/24/08 – 10/12/08)
Project Website Content (10/13/08)

Comment Form

Draft Environmental Impact Statement for the Proposed Canadian National Railway Company Acquisition of the Elgin, Joliet and Eastern Railway Company

STB Finance Docket No. 35087

Date: _____

Comments must be submitted by September 30, 2008.

YOUR INPUT IS IMPORTANT!

Name:																																	
Address:																																	
City:																						**State:**			**Zip:**							

Please check the public meeting you attended:

- ☐ Matteson
- ☐ Mundelein
- ☐ Barrington
- ☐ Bartlett
- ☐ Chicago
- ☐ Aurora
- ☐ Gary
- ☐ Joliet

Please fold, fasten, and mail. No envelope necessary.

_____

_____

_____

Place
Stamp
Here

Phillis Johnson-Ball
Surface Transportation Board
395 E Street, SW
Washington, DC 20423
Ref: STB Finance Docket No. 35087

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Public Meeting Location Correction Postcard

On July 25, 2008, the Surface Transportation Board served the Draft EIS for the proposed Canadian National Railway Company Acquisition of the Elgin, Joliet and Eastern Railway. In the Executive Summary of the Draft EIS, in Table ES-3, the dates for the public meetings in Aurora, Illinois and Gary, Indiana were inadvertently switched. The correct dates are listed below. We apologize for any inconvenience this may have caused.

CN | EJ&E

Environmental Impact Statement

August 2008

STB Finance Docket No. 35087

As part of the EIS process, the Board's Section of Environmental Analysis (SEA) will hold eight public meetings to present the findings of the Draft EIS and to allow an opportunity for public comment on the document.

1 Monday, August 25, 2008
Holiday Inn
500 Holiday Plaza Dr.
Matteson, IL 60443

2 Tuesday, August 26, 2008
Crowne Plaza Hotel
510 E. Route 83
Mundelein, IL 60060

3 Wednesday, August 27, 2008
Barrington High School
616 W Main St.
Barrington, IL 60010

4 Thursday, August 28, 2008
Bartlett High School
701 W Schick Rd.
Bartlett, IL 60103

5 Monday, September 8, 2008
Loyola University of Chicago
Rubloff Auditorium
25 E. Pearson St.
Chicago, IL 60611

6 Tuesday, September 9, 2008
West Aurora High School
1201 W. New York St.
Aurora, IL 60506

7 Wednesday, September 10, 2008
Indiana University Northwest
Auditorium
3400 Broadway
Gary, IN 46408

8 Thursday, September 11, 2008
Holiday Inn
411 S Larkin Ave.
Joliet, IL 60436



The same information will be presented at each meeting and will follow the schedule outlined below:

Open House – 4:00 PM – 6:00 PM

Board staff and HDR, Inc. will be available to answer questions and help members of the public review project maps and other findings of the Draft EIS analysis.

Public Meeting – 6:00 PM – 9:00 PM

Board staff and HDR, Inc will make a short presentation to the public and will then be available to receive formal comments on the Draft EIS. This portion of the meeting will be held for the purpose of receiving comments. It is not intended to be a question-and-answer session.

Speaker registration will be determined on a first come, first served basis by calling the hotline to pre-register in advance (1-800-347-0689) or by registering at the sign-in tables the day of the public meeting. Each speaker will be allocated up to 3 minutes to present his or her comments.

Surface Transportation Board
CN | EJ&E Environmental Impact Statement
c/o Phillis Johnson-Ball
395 E Street, SW
Washington, DC 20423

<FIRST NAME><LAST NAME>
<ADDRESS 1>
<ADDRESS 2>
<CITY>, <STATE> <ZIP CODE>

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Draft EIS Availability and Public Comment Period Letter

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Section of Environmental Analysis

July 25, 2008

Re: Proposed Canadian National Railway Company Acquisition of the Elgin, Joliet and Eastern Railway Company, STB Finance Docket No. 35087

Dear Reader:

The Surface Transportation Board (STB) has completed its Draft Environmental Impact Statement (Draft EIS) for the proposed Canadian National Railway Company's acquisition of the Elgin, Joliet and Eastern Railway Company. The Draft EIS is available for public review and comment.

In order to present the findings of this Draft EIS and to allow ample opportunity for public comment, eight public meetings are planned throughout the project area as shown in the table below:

Public Meeting Dates and Locations

Date	Location	Address
Monday, August 25	Matteson, Illinois Holiday Inn Hotel & Conference Center	500 Holiday Plaza Drive Matteson, IL 60443
Tuesday, August 26	Mundelein, Illinois Crowne Plaza Chicago North Shore	510 E. Route 83 Mundelein, IL 60060
Wednesday, August 27	Barrington, Illinois Barrington High School	616 W. Main Street Barrington, IL 60010
Thursday, August 28	Bartlett, Illinois Bartlett High School	701 Schick Road Bartlett, IL 60103
Monday, September 8	Chicago, Illinois Loyola University of Chicago	25 E. Pearson Chicago, IL 60611
Tuesday, September 9	Aurora, Illinois West Aurora High School	1201 W.. New York St. Aurora, IL 60506
Wednesday, September 10	Gary, Indiana Indiana University Northwest	3400 Broadway Gary, IN 46408
Thursday, September 11	Joliet, Illinois Holiday Inn Hotel & Conference Center	411 S. Larkin Avenue Joliet, IL 60436

The same information will be presented at each meeting and will follow the schedule outlined below:

Open House – 4:00 PM – 6:00 PM	SEA staff will be available to answer questions and help members of the public review project maps and other findings of the Draft EIS and analysis.
Public Meeting – 6:00 PM – 9:00 PM	SEA staff will make a short presentation to the public and will then be available to receive formal comments on the Draft EIS. This portion of the meeting will be held for the purpose of receiving comment. It is not a question-and-answer session. Speaker registration will be determined on a first come first serve basis by calling the hotline to pre-register in advance (1-800-347-0689) or at the sign-in tables the day of the public meeting. Each speaker will be allocated up to 3 minutes to present their comment.

In addition to formal comments presented at the public meetings, comments may be submitted through the following methods:

- **Written Comments**: Comment forms will be provided at the public meetings and will be accepted on site or by mail; written letters will also be accepted at the public meetings. Additionally, comment forms or written letters can be sent to:

  Phillis Johnson-Ball
  Surface Transportation Board
  395 E Street, SW
  Washington, DC 20423
  Ref. STB Finance Docket No. 35087

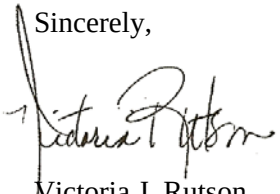
- **Recorded Comments**: Court reporters will be available at the public meetings for those who wish to dictate their comments in a more informal setting. Comments may also be recorded at any time during the comment period on the project hotline: 1-800-347-0689.

- **Electronic Comments**: Submit electronic comments by visiting the STB's website, www.stb.dot.gov, under the heading "E_FILING". Please refer to STB Finance Docket No. 35087

All comments received will carry equal weight in helping to finalize the EIS and guide the Board in their decision making on this matter. The comment period on the Draft EIS will end on September 30, 2008.

For further information on the proceedings, please visit the project web site at www.stbfinancedocket35087.com or call the toll-free information line at 1-800-347-0689. You may also visit the Board's website (www.stb.dot.gov) and look for Key Cases under Environmental Matters.

Sincerely,



Victoria J. Rutson
Chief
Section of Environmental Analysis

Enclosure

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Open House/Public Meeting Flyer

CN | EJ&E
Environmental Impact Statement

OPEN HOUSE/ PUBLIC MEETINGS

On July 25, 2008, the Surface Transportation Board (Board) served the Draft Environmental Impact Statement (Draft EIS) for the proposed Canadian National Railway Company's acquisition of the Elgin, Joliet & Eastern Railway. As part of the EIS process, the Board's Section of Environmental Analysis (SEA) will hold eight public meetings to present the findings of the Draft EIS and to allow an opportunity for public comment on the document.

SEA will hold the public meetings on the following dates and at the following locations:

The same information will be presented at each meeting and will follow the schedule outlined below:

OPEN HOUSE
4:00 PM – 6:00 PM

SEA and its consultant, HDR, Inc. will be available to answer questions and help members of the public review project maps and other findings of the Draft EIS analysis.

PUBLIC MEETING
6:00 PM – 9:00 PM

SEA will make a short presentation to the public and will then be available to receive formal comments on the Draft EIS. This portion of the meeting will be held for the purpose of receiving comments. It is not intended to be a question-and-answer session.

Speaker registration will be determined on a first come first serve basis by calling the hotline to pre-register in advance (1-800-347-0689) or by registering at the sign-in tables the day of the public meeting. Phone registration will end at 6 PM the day prior to the meeting. Each speaker will be allocated up to 3 minutes to present his or her comments.

1
Monday, August 25, 2008
Holiday Inn
500 Holiday Plaza Dr.
Matteson, IL 60443

2
Tuesday, August 26, 2008
Crowne Plaza Hotel
510 E. Route 83
Mundelein, IL 60060

3
Wednesday, August 27, 2008
Barrington High School Gym
616 W. Main St.
Barrington, IL 60010

4
Thursday, August 28, 2008
Bartlett High School Auditorium
701 W. Schick Rd.
Bartlett, IL 60103

5
Monday, September 8, 2008
Loyola University of Chicago
Rubloff Auditorium
25 E. Pearson St.
Chicago, IL 60611

6
Tuesday, September 9, 2008
West Aurora High School Auditorium
1201 W. New York St.
Aurora, IL 60506

7
Wednesday, September 10, 2008
Indiana University Northwest
Savannah Center
3400 Broadway
Gary, IN 46408

8
Thursday, September 11, 2008
Holiday Inn
411 S. Larkin Ave.
Joliet, IL 60436



Please send written comments to: Phillis Johnson-Ball, Surface Transportation Board, 395 E Street, SW, Washington, DC 20423; Attention: Environmental Filing, STB Finance Docket No. 35087. Submit electronic comments by visiting the Board's website, www.stb.dot.gov, under the heading E-Filing. Please refer to STB Finance Docket No. 35087. Court reporters will be available at the meeting for those who wish to dictate their comments instead of presenting them publicly. Comments may also be recorded at any time during the comment period on the project hotline: 1-800-347-0689.

All comments received will carry equal weight in helping to finalize the EIS and guide the Board in its decision making on this matter. ***The comment period on the Draft EIS will end on September 30, 2008.***

For further information on this proceeding, please visit the project website at www.stbfinancedocket35087, or call the toll-free information line at 1-800-347-0689. You may also visit the Board's website (www.stb.dot.gov) and look for Key Cases under Environmental Matters.

STB Finance Docket No. 35087
August 2008

The meeting facilities comply with the Americans with Disabilities Act. Persons who need additional special accommodations should call 1-800-347-0689 48 hours prior to the public meeting.

Elected Officials and Media Registration Sheets from Public Meetings

ected Officials Registration

aft Environmental Impact Statement for the oposed Canadian National Railway Company quisition of the Elgin, Joliet and Eastern ilway Company

TB Finance Docket No. 35087

Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800, Sears Tower
Chicago, IL 60606

voice 312-386-8748
fax 312-386-8749
email jbright@cmap.illinois.gov

www.cmap.illinois.gov

Janet Bright
Outreach Associate

8/25

	Representing
Mayor (P)	Crete
Staff Member	Morena
Marilyn (COS)	Halverson
State Rep Kosel	
Bob Kennedy	Trustee, Frankfort
Robert McGrew	Park Forest
Tom Mick	Park Forest
Todd Morgan ASST COS.	Frankfort
Chuck Nelson	City of Aurora

MATTESON

Village of Matteson
4900 Village Commons
Matteson, IL 60443

Lafayette Linear, CPA
Village Administrator

8/25

Admin. Office (708) 283-4916
llinear@vil.matteson.il.us

(708) 283-4911
Fax (708) 283-4729
Cell (708) 417-2162

Meeting Location:

- ☒ Matteson
- ☐ Chicago
- ☐ Mundelein
- ☐ Aurora
- ☐ Barrington
- ☐ Gary
- ☐ Bartlett
- ☐ Joliet

Elected Officials Registration

Draft Environmental Impact Statement for the Proposed Canadian National Railway Company Acquisition of the Elgin, Joliet and Eastern Railway Company

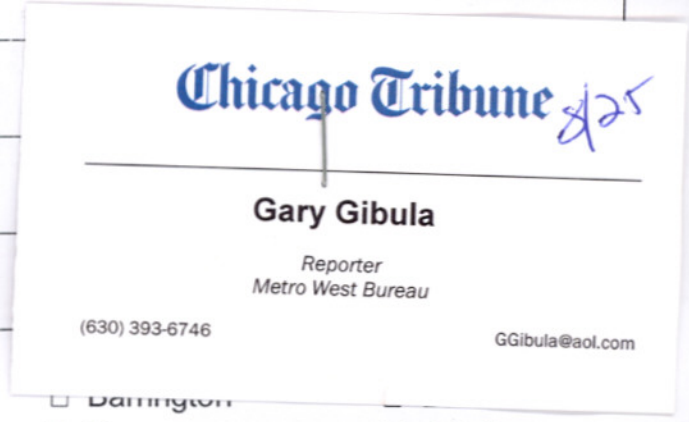
STB Finance Docket No. 35087

CN | EJ&E

Environmental Impact Statement

Name	Representing
photog + rptr	Daily Southtown
Phillippe Leblanc + fotog Havard Gould	CBC News (Toronto)
Gary Gibula ~~Exec~~ (Metro West Bureau)	Chi. Tribune
Gary - rptr; fotog	
Paul - fotog	NBC-5 Chi (WMAQ)
Mark - fotog	ABC-7 Chi. (WLS)
rptr / fotog	WGN-9 Chi. (Tribune dep.)
Gary Kopycinski + fotog	enewspf.com (Park Forest)
rptr + fotog	CLTV
Nancy Pender + fotog (Leo)	Fox News (WFLD-32)





Meeting Location:

- ☑ Matteson
- ☐ Chicago
- ☐ Mundelein
- ☐ Aurora
- ☐ Gary
- ☐ Joliet

CN | EJ&E
Environmental Impact Statement

Media Registration

Draft Environmental Impact Statement for the Proposed Canadian National Railway Company Acquisition of the Elgin, Joliet and Eastern Railway Company

STB Finance Docket No. 35087

Name	Representing
Cathy Meltzer	State Rep. Lisa Dugan
Mayor Jim Holland	Frankfort
asst. admin. Kirk ~~Z~~ Zoellner?	Mokena
Rick Bryant dist. admin.	U.S. Rep. Jesse Jackson, Jr.
Jorge Perez	Calumet Industrial eco devo grp
Doug Whitley	IL C of C
Marta Perales	State Rep. Al Riley
Gary Kopycinski	Park Forest Village trustee
Regan Stockstell	Village of Richton Park

Meeting Location:

- ☑ Matteson
- ☐ Mundelein
- ☐ Barrington
- ☐ Bartlett
- ☐ Chicago
- ☐ Aurora
- ☐ Gary
- ☐ Joliet

Media Registration

Draft Environmental Impact Statement for the Proposed Canadian National Railway Company Acquisition of the Elgin, Joliet and Eastern Railway Company

STB Finance Docket No. 35087

CN | EJ&E

Environmental Impact Statement

8/25

Name	Representing
PHOTOGRAPHER (BRETT	Daily Southtown
PHOTO & REPORTER	Tribune
BILL T.	Daily Southtown
	NBC
	CBS
Nancy Pendras	FOX
	ABC
	WGN
	enews
	CLTV

Meeting Location:

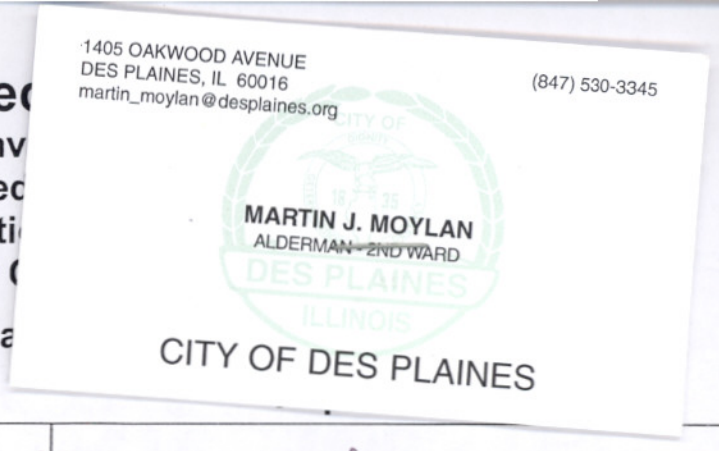
- ☒ Matteson
- ☐ Chicago
- ☐ Mundelein
- ☐ Aurora
- ☐ Barrington
- ☐ Gary
- ☐ Bartlett
- ☐ Joliet



JONATHAN LIPMAN
COMMUNICATIONS DIRECTOR

1622 E. ALGONQUIN RD
SUITE L
SCHAUMBURG, IL 60173
(312) 623-9300

MELISSA L. BEAN
MEMBER OF CONGRESS
EIGHTH DISTRICT OF ILLINOIS
JONATHAN.LIPMAN@MAIL.HOUSE.GOV



1405 OAKWOOD AVENUE
DES PLAINES, IL 60016
martin_moylan@desplaines.org
(847) 530-3345

MARTIN J. MOYLAN
ALDERMAN - 2ND WARD

CITY OF DES PLAINES

Steve Riess	Trustee; Village of Hawthorn Woods
Tony Arredia	Mayor Des Plaines
Marty Moylan	Alderman 2nd Wd. City of Des Plaines
Joanne Weick	Trustee; Village of Hawthorn Woods
Jim Johnson	Trustee, Lake Zurich
Jeff Steingart	Fire Chief Countryside Fire Protection Dist.
Tim Sashko	Fire Chief Village of Mundelein
Neil Morgan	Trustee, Hawthorn Woods.
Melissa Bean	8th District, U.S. Congress
Elaine Nekritz	57th District, State Rep
Terri Voss	Trustee Village of Mundelein
Kathy Ryg	State Rep Dist 59
John Tolomei	President Village of Lake Zurich
Keith Hunt	Mayor - Hawthorn Woods
Greg Geracko	Trustee - Hawthorn Woods

Meeting Location:

- ☐ Matteson
- ☒ Mundelein
- ☐ Barrington
- ☐ Bartlett
- ☐ Chicago
- ☐ Aurora
- ☐ Gary
- ☐ Joliet

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Name	Representing
Matt Van Hattem	Trains Magazine
rptr	Daily Southtown

Meeting Location:

- ☐ Matteson
- ☒ Mundelein
- ☐ Barrington
- ☐ Bartlett
- ☐ Chicago
- ☐ Aurora
- ☐ Gary
- ☐ Joliet

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Name	Representing
Dave Shields	For Pioneer Press
Tony Solano	Pioneer Press
SANDRA IMBROGNO	WGN TV
Ashole Selvam	Daily Herald
SCOTT HARBECK	LZ Bear Facts
DEREN ABRAM	FILM PHARM – VILLAGE of BARRINGTON
SEAN STEMPLE	"
Bob Milkovich	Milkovich Photography
Joe Lenard	Daily Herald
Nicci DiNuzzo	Tribune
J. McLAIN	WGN-TV
Robert Chemnick	Tribune
[illegible]	Radio
Kevin Craver	NW Herald
Morris Jones	WBBM-TV

Meeting Location:

- ☐ Matteson
- ☐ Chicago
- ☐ Mundelein
- ☐ Aurora
- ☒ Barrington
- ☐ Gary
- ☐ Bartlett
- ☐ Joliet

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Environmental Impact Statement

Elected Officials Registration

Draft Environmental Impact Statement for the Proposed Canadian National Railway Company Acquisition of the Elgin, Joliet and Eastern Railway Company

STB Finance Docket No. 35087

	Name	Representing
✓	Scott Giffond	President Deer Park
✓	Keith Hunt	President Hawthorn Woods
X	Bob Kellermann	Trustee Deer Park
X	Tom Bolger	Trustee Tower Lakes
X	Gregg Goslin	Commissioner, Cook County Bd
X	Steve McAvay	Trustee Village of Lake Zurich
X	Ronald Szymanski	Barrington Township Trustee
X	Steve Mountsier	Lake County Board #17
X	Dan Duffy	State Senate Candidate
X	Michael Talbett	Lake County Board, Vice-Chair
✓	Robert Abboud	Mayor/Village of Barrington Hills
	[illegible]	
X	Walter Smithe	Trustee Barrington Hills
X	Don Minner	Vice President, Barrington Library Board
X	James Lundmark	Commissioner - Barr. Park District

Meeting Location:

- ☐ Matteson
- ☐ Chicago
- ☐ Mundelein
- ☐ Aurora
- ☒ Barrington
- ☐ Gary
- ☐ Bartlett
- ☐ Joliet

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	Name	Representing
X	CHRISTINE H. GARRY,	PRESIDENT BARRINGTON PARK DISTRICT
X	PAUL D. HUNT	TRUSTEE VILLAGE of BARRINGTON
X	JIM DALUGA	TRUSTEE VILLAGE OF ~~BARRINGTON~~
X	LINDA HOUDE	COMMISSIONER BARRINGTON PARK DISTRICT
X	ANDREW BURKE	TRUSTEE - VILLAGE OF LAKE BARRINGTON
X	STEVE CALLAHAN	TRUSTEE VILLAGE OF LAKE ZURICH
X	Carolyn Welch Clifford	Trustee, Barrington Public Library District
X	Denise Rouse	Trustee, Barrington Public Library Dist.
X	Rich Garling	Trustee Village of ISLAND LAKE
✓	STEVE KNOOP	Trustee VILLAGE OF BARRINGTON HILLS
X	JEFF CHURCH	TRUSTEE - CUSD. 220
X	Jeff Berman	Trustee Village of Buffalo Grove

Meeting Location:

- ☐ Matteson
- ☐ Chicago
- ☐ Mundelein
- ☐ Aurora
- ☐ Barrington
- ☐ Gary
- ☐ Bartlett
- ☐ Joliet

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	Name	Representing
X	Kathleen Latner	Vill Pres Tower Lakes
X	Penny Kazmier	Barrington Comm. Unit School Dist 220
X	Bruce Sauer	Vill. Pres - N. Barrington
✓	Mark Beaubien	ST Rep Dist 52
✓	David Nelson	Cuba Township Supervisor
✓	Jim Roberts	Trustee Village of Barrington
✓	Karen Darch	Village President Village of Barrington
✓	Neil Morgan	Trustee, Hawthorn Woods
✓	Melissa Bean	Congresswoman
X	Jon Stickney	Commissioner - Barrington Park District
X	Mike Ryan	Barrington Township Trustee
✓	Beth Rasemann	Village of Barrington Trustee
✓	Brian Battle	CUSD 220 Board of Education
✓	Stephen Miller	Village of Barrington Trustee
X	Gene Dawson	Barrington Township

Meeting Location:

- ☐ Matteson
- ☐ Chicago
- ☐ Mundelein
- ☐ Aurora
- ☒ Barrington
- ☐ Gary
- ☐ Bartlett
- ☐ Joliet

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Media Registration

Draft Environmental Impact Statement for the Proposed Canadian National Railway Company Acquisition of the Elgin, Joliet and Eastern Railway Company

STB Finance Docket No. 35087

(2)

Name	Representing
Julia Chacon	WFLD - FOX
G Hall	CLTV
L Fielding	WBBM-AM
M. E. Gillis	Univision
Nicolas Carey	Reuters
	CBS

Meeting Location:

- ☐ Matteson
- ☐ Chicago
- ☐ Mundelein
- ☐ Aurora
- ☑ Barrington
- ☐ Gary
- ☐ Bartlett
- ☐ Joliet

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Draft Environmental Impact Statement for the Proposed Canadian National Railway Company Acquisition of the Elgin, Joliet and Eastern Railway Company

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	Name	Representing
X	JOHN TOLOMEI	MAYOR LAKE ZURICH
X	FRANK MUNAO	Village of South Barrington
X	Gregg Goslin	Cook County Commissioner
X	MARILYN PARRO	VILLAGE CLERK TOWN LAKE

Meeting Location:

- ☐ Matteson
- ☐ Chicago
- ☐ Mundelein
- ☐ Aurora
- ☒ Barrington
- ☐ Gary
- ☐ Bartlett
- ☐ Joliet

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STB Finance Docket No. 35087

Name	Representing
ALBERT R. PINO	VILLAGE OF N. BARRINGTON

Meeting Location:

- ☐ Matteson
- ☐ Chicago
- ☐ Mundelein
- ☐ Aurora
- ☑ Barrington
- ☐ Gary
- ☐ Bartlett
- ☐ Joliet

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Draft Environmental Impact Statement for the Proposed Canadian National Railway Company Acquisition of the Elgin, Joliet and Eastern Railway Company

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(1)

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Environmental Impact Statement

Name	Representing
Mayor Mike Knasman	City of West Chicago
Mike Fortner	State Representative #95
Kitty Wenger	Cong. Peter Roskam
John Whitmer	Bartlett Fire Protection Dist.
Vicki Lenahan for Senator John Millner	28th Senate District
Alderman Ruben Pineda	City of West Chicago
Alderman James Beifuss	City of West Chicago
Don Earley Treas.	City of West Chicago
Jim McCarthy	Trustee Bartlett Fire Prot Dist.
Candice Grace	Trustee Riverside I/
Randy Ramey	State Representative 55th Dist.
Alderman Nanette Connelly	City of West Chicago
Tim Schneider	Cook County Commissioner
Eileen Phipps	Village of Wayne
Jim Zay	DuPage County Board

Meeting Location:

- ☐ Matteson
- ☐ Mundelein
- ☐ Barrington
- ☒ Bartlett
- ☐ Chicago
- ☐ Aurora
- ☐ Gary
- ☐ Joliet

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Draft Environmental Impact Statement for the Proposed Canadian National Railway Company Acquisition of the Elgin, Joliet and Eastern Railway Company

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Name	Representing
Michael Smart	The Courier News / Sun Times News Group
STEVE BATTENBERG	SUBURBAN LIFE NEWSPAPERS
CHARLOTTE HOWARD	THE ECONOMIST
David Gialanella	Courier News
Pat Barcas	Bartlett Press
Ashok Selvan	Daily Herald
PHOTOGRAPHER	Daily Herald

Meeting Location:

- ☐ Matteson
- ☐ Chicago
- ☐ Mundelein
- ☐ Aurora
- ☐ Barrington
- ☐ Gary
- ☒ Bartlett
- ☐ Joliet

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Draft Environmental Impact Statement for the Proposed Canadian National Railway Company Acquisition of the Elgin, Joliet and Eastern Railway Company

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(2)

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Environmental Impact Statement

Name	Representing
Clare Barry	City of Warrenville
Nick Dzierzanowski	City of West Chicago
Matt Fuesting	City of West Chicago

Meeting Location:

- ☐ Matteson
- ☐ Chicago
- ☐ Mundelein
- ☐ Aurora
- ☐ Barrington
- ☐ Gary
- ☒ Bartlett
- ☐ Joliet

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Name	Representing
Illinois State Rep Ken Dunkin	State of IL.

Meeting Location:

- ☐ Matteson
- ☒ Chicago
- ☐ Mundelein
- ☐ Aurora
- ☐ Barrington
- ☐ Gary
- ☐ Bartlett
- ☐ Joliet

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Name	Representing
PHIL VERSOUFL	CHGO. TRIBUNE

Meeting Location:

- ☐ Matteson
- ☒ Chicago
- ☐ Mundelein
- ☐ Aurora
- ☐ Barrington
- ☐ Gary
- ☐ Bartlett
- ☐ Joliet

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Draft Environmental Impact Statement for the Proposed Canadian National Railway Company Acquisition of the Elgin, Joliet and Eastern Railway Company

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Environmental Impact Statement

Name	Representing
Gerry Cassioppi	Candidate DuPage County Board 5th District
Bill Burg	A43
Neil Nanne	Congresswoman Judy Biggert (IL-13)
Darlene Senger, Councilman	City of Naperville
Amy Roth	Mayor of Aurora (PIO)
LeRoy Keith	COA 9TH WARD
Lee Ann Hodson	Will County Board Rep Tom Cross
Jim Healy	DuPage County Board Dist. 5

Meeting Location:

- ☐ Matteson
- ☐ Mundelein
- ☐ Barrington
- ☐ Bartlett
- ☐ Chicago
- ☑ Aurora
- ☐ Gary
- ☐ Joliet

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Name	Representing
Bill Wyatt	Kane County
~~Fred Morelli~~	~~Aurora~~
~~Michelle Weil~~	
TOM WEISNER, MAYOR	City of AURORA
GREG THOMAS	CITY OF AURORA - POLICE
Michael M. Helstadt	Century Trace Homeowners Association
DICK FURSTENAU	COUNCILMAN CITY OF NAPERVILLE
Kam Miller	" "
Richard ~~Wilkard~~ Morre	Five Chief, Naperville

Meeting Location:

- ☐ Matteson
- ☐ Mundelein
- ☐ Barrington
- ☐ Bartlett
- ☐ Chicago
- ☐ ~~Aurora~~
- ☐ Gary
- ☐ Joliet

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Name	Representing
Jay Neander	
DAN CAMPANI	BEACON NEWS
Donnell Collins	Beacon News - Photog
Stephanie Pencek	Positively Naperville
Julie Salles	Beacon News

Meeting Location:

- ☐ Matteson
- ☐ Chicago
- ☐ Mundelein
- ☆ Aurora
- ☐ Barrington
- ☐ Gary
- ☐ Bartlett
- ☐ Joliet

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Draft Environmental Impact Statement for the Proposed Canadian National Railway Company Acquisition of the Elgin, Joliet and Eastern Railway Company

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Name	Representing
STEPHANIE KIFOWIT, ALDERMAN 3rd W.	CITY OF AURORA
KENN MILLER, COUNCILMAN	CITY OF NAPERVILLE
RICHARD MIKER	CITY OF NAPERVILLE FIRE
Mike Anastasio	N. Country in Wayne Homeowners Assoc.

Meeting Location:

- ☐ Matteson
- ☐ Mundelein
- ☐ Barrington
- ☐ Bartlett
- ☐ Chicago
- ☒ Aurora
- ☐ Gary
- ☐ Joliet

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Name	Representing
Rick Mervine	City of Aurora, 8th Ward Alderman

Meeting Location:

- ☐ Matteson
- ☐ Chicago
- ☐ Mundelein
- ☒ Aurora
- ☐ Barrington
- ☐ Gary
- ☐ Bartlett
- ☐ Joliet

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Draft Environmental Impact Statement for the Proposed Canadian National Railway Company Acquisition of the Elgin, Joliet and Eastern Railway Company

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Name	Representing
Steve Kramer	Dyer Town Council
George VanTil	Lake County Surveyor
Ron Szafarczyk	Town of Griffith
Stan Dobosz	" "
Anne Valentine	Governor Mitch Daniels

Meeting Location:

- ☐ Matteson
- ☐ Mundelein
- ☐ Barrington
- ☐ Bartlett
- ☐ Chicago
- ☐ Aurora
- ☒ Gary
- ☐ Joliet

Media Registration

Draft Environmental Impact Statement for the Proposed Canadian National Railway Company Acquisition of the Elgin, Joliet and Eastern Railway Company

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Environmental Impact Statement

Name	Representing
Jeff Nicholls	Post-Trib and Photo
Christin Lazens	Post-Trib
Keith Berman	Times & PHOTOG
Erik Potter	Post-Tribune
Alex Vanes	Lakeshore News
Michael Puente	Chicago Public Radio

Meeting Location:

- ☐ Matteson
- ☐ Mundelein
- ☐ Barrington
- ☐ Bartlett
- ☐ Chicago
- ☐ Aurora
- ☒ Gary
- ☐ Joliet

CN | EJ&E
Environmental Impact Statement

Elected Officials Registration

Draft Environmental Impact Statement for the Proposed Canadian National Railway Company Acquisition of the Elgin, Joliet and Eastern Railway Company

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Name	Representing
James Wehrli	Plainfield Village President
LeeAnn Hoodson	Rep Tom Cross WC Board
Terry Mylin	City of Naperville
Lt Pabst	Will County
Jeff Dement	Village of Plainfield
Margie Almanza	Rep. Jerry Weller
Donald Bennett	Plainfield Police Dept
Kirk Zoellner	Village of Mokena
Marcella DeMauro	Forest Preserve District of Will Co.
Pam Helsel Hoffman	CRETE RURAL PARK BD.
Roberta Burmeister	Renee Kosel IL State Rep-81st Dist.
Jim Holland	Village of Frankfort
Nancy Dye	Village of New Lenox
Jim Moustis	County Bd Chairman
Bill Lamb	Village of Plainfield

Meeting Location:

- ☐ Matteson
- ☐ Chicago
- ☐ Mundelein
- ☐ Aurora
- ☐ Barrington
- ☐ Gary
- ☐ Bartlett
- ☒ Joliet

CN | EJ&E

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Draft Environmental Impact Statement for the Proposed Canadian National Railway Company Acquisition of the Elgin, Joliet and Eastern Railway Company

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Name	Representing
John R. Harper	Dist. 202 Schools
Andrew Plummer	RTA
Rick Ryfa	Town of Griffith, IN
Neil Narine	Office of Congresswoman Judy Biggert
Judy DeVriendt	CANDIDATE Will County States Attorney

Meeting Location:

- ☐ Matteson
- ☐ Chicago
- ☐ Mundelein
- ☐ Aurora
- ☐ Barrington
- ☐ Gary
- ☐ Bartlett
- ☒ Joliet

Media Registration

Draft Environmental Impact Statement for the Proposed Canadian National Railway Company Acquisition of the Elgin, Joliet and Eastern Railway Company

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CN | EJ&E

Environmental Impact Statement

Name	Representing
Catherine Wilken	Joliet Community Television
Bob Okon	Joliet Herald News

Meeting Location:

- ☐ Matteson
- ☐ Chicago
- ☐ Mundelein
- ☐ Aurora
- ☐ Barrington
- ☐ Gary
- ☐ Bartlett
- ☑ ~~Joliet~~

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SEA's Information Hotline Script (07/25/08 – 09/11/08)

Script for CN 1-800 Toll Free Comment Line (posted 07/25/08 through 09/11/08)

Begin Script

Recording 1 begins:
"Hello,
Welcome to the Surface Transportation Board's Section of Environmental Analysis toll-free information hot line for the environmental review currently underway for the proposed Canadian National Railway acquisition of the Elgin, Joliet and Eastern Railway. {*English Recording only:* Oprima numero uno para escuchar en Espanol.

The Notice of Availability for the Draft Environmental Impact Statement for the proposed acquisition was served and published in the Federal Register on July 25, 2008. The Notice also lists the locations, dates, and times for public meetings to be held in the project area in August. The Draft Environmental Impact Statement and schedule of public meetings are available on the Environmental Impact Study project website www.stbfinancedocket35087.com or at public libraries in the study area.

Press 2 for a listing of dates, times, and locations of the public meetings for the Draft Environmental Impact Statement. *[Announcement for English & Spanish]*
Press 3 to hear about opportunities for public comment on the Draft Environmental Impact Statement at the public meetings.
Press 4 to make arrangements for special needs that you may require for the public meetings, such as hearing impaired assistance, language interpretation, sign language, wheelchair access or site impairment.
Press 5 to record a comment on the Draft Environmental Impact Statement or request to receive project information by mail.
Press the star key to hear this recording again. "

Recording 1 ends

"Recording 2 begins
All meetings are scheduled from 4:00 PM to 9:00 PM with an open house beginning at 4:00 and a public meeting beginning at 6:00.

Public meeting dates and locations are as follows:

Monday, August 25th, Matteson, IL
Holiday Inn Hotel and Conference Center
500 Holiday Plaza Drive
Matteson, IL 60443

Tuesday, August 26th, Mundelein, IL
Crowne Plaza Chicago North Shore
510 East Route 83
Mundelein, IL 60060

Wednesday, August 27th, Barrington, IL
Barrington High School
616 West Main Street
Barrington, IL 60010

Thursday, August 28th, Bartlett, IL
Bartlett High School
701 West Schick Road
Bartlett, IL 60103

Monday, September 8th, Chicago, IL
Loyola University of Chicago
25 East Pearson
Chicago, IL 60611

Tuesday September 9th, Aurora, IL
West Aurora High School
1201 W. New York St.
Aurora, IL 60506

Wednesday, September 10th, Gary, IN
Indiana University Northwest
3400 Broadway
Gary, IN 46408

Thursday, September 11th, Joliet, IL
Holiday Inn Hotel and Conference Center
411 South Larkin Avenue
Joliet, IL 60436

Recording 2 ends"

Recording 3 begins

Those wishing to make comments at a public meeting may register by phone or in person at the public meeting. Opportunities for comment at meetings will be on a first come first serve basis. Phone registration for each meeting will end at 6PM the day prior to the meeting. Speakers will be given up to 3 minutes to comment.

Comments can also be dictated to a court reporter at a meeting, recorded on this hotline, submitted in writing or on the project website. All written comments should reference STB Finance Docket Number 35087. Comment can be mailed to:

Phillis Johnson-Ball
Surface Transportation Board
395 E Street SW

Washington, DC 20423

Or submitted on line at www.stb.dot.gov.

All comments whether made in person, recorded or in writing have equal weight in the Board's decision making process.

To register to speak at a public meeting, select the meeting you plan to attend.

Press 1 to register to speak at the Matteson meeting on August 25th. *Mbox E6931 & S6921*
Press 2 to register to speak at the Mundelein meeting on August 26th. *Mbox E6952 & S6922*
Press 3 to register to speak at the Barrington meeting on August 27th. *Mbox E6953 & S6923*
Press 4 to register to speak at the Bartlett meeting on August 28th. *Mbox E6934 & S6924*
Press 5 to register to speak at the Chicago meeting on September 8th. *Mbox E6935 & S6925*
Press 6 to register to speak at the Aurora meeting on September 9th. *Mbox E6936 & S6926*
Press 7 to register to speak at the Gary meeting on September 11th. *Mbox E6937 & S6927*
Press 8 to register to speak at the Joliet meeting on September 12th. *Mbox E6938 & S6928*
Recording 3 ends

Recording 4 begins only record once
[Greeting for each mailbox]: Clearly state and spell your name, address, city, state and zip code.
Recording 4 ends

Recording 5 begins only record once
[Greeting for mailbox]:
Clearly state the services required and the date and time of the public meeting where it will be needed. *Recording 5 ends*
Mbox E6930 & S6920

Recording 6 begins only record once
[Greeting for mailbox]:
Begin your comment by stating and spelling your name, address, city, state and zip code.
Recording 6 ends
Mbox E6939 & S6929

SEA's Information Hotline Script (09/12/08 – 09/30/08)

Script for CN 1-800 Toll Free Comment Line (posted 09/12/08 through 09/30/08)

Begin Script

Recording 1 begins:
Hello,
Welcome to the Surface Transportation Board's Section of Environmental Analysis toll-free information hot line for the environmental review currently underway for the proposed Canadian National Railway acquisition of the Elgin, Joliet and Eastern Railway. {*English Recording only:* Oprima numero uno para escuchar en Espanol.

The Notice of Availability for the Draft Environmental Impact Statement for the proposed acquisition was served and published in the Federal Register on July 25, 2008. The Draft Environmental Impact Statement is available on the Environmental Impact Study project website www.stbfinancedocket35087.com or at public libraries in the study area. The comment period on the Draft Environmental Impact Statement closes September 30, 2008.

Comments can be recorded on this hotline, submitted in writing, or submitted on the Board's website.

Press 2 to record a comment on the Draft Environmental Impact Statement.

All written comments should reference STB Finance Docket Number 35087. Comment can be mailed to:

Phillis Johnson-Ball
Surface Transportation Board
395 E Street SW
Washington, DC 20423

Or submitted on line at www.stb.dot.gov.

All comments whether made in person, recorded on this hotline, or submitted in writing have equal weight in the Board's decision making process.

To review, delete, or append your recorded comment, press pound when finished recording

Press the star key to hear this recording again.

Recording 1 ends

Recording 2 begins:
Begin your comment by stating and spelling your name, address, city, state and zip code.
Recording 2 ends

SEA's Information Hotline Script (10/01/08)

Script for CN 1-800 Toll Free Comment Line (posted 10/01/08)

Begin Script

Recording 1 begins:
Hello,
Welcome to the Surface Transportation Board's Section of Environmental Analysis toll-free information hot line for the environmental review currently underway for the proposed Canadian National Railway acquisition of the Elgin, Joliet and Eastern Railway. {*English Recording only:*
Oprima numero uno para escuchar en Espanol.

The Draft Environmental Impact Statement for the proposed acquisition was distributed on July 25, 2008. The Draft Environmental Impact Statement is available on the Environmental Impact Study project website www.stbfinancedocket35087.com or at public libraries in the study area. The comment period on the Draft Environmental Impact Statement closed September 30, 2008.

The Board appreciates all comments that were received from the public during the Draft EIS comment period. The Board has received comments both opposing and supporting the proposed transaction. The Board will give careful consideration to all comments received on the Draft EIS in developing the Final EIS. When completed, the FEIS will be available to the parties on the environmental distribution list.

Press 2 if you wish to be added to the environmental distribution list to be kept informed of project activities, or are currently on the environmental distribution list and wish to update or delete your information.

Thank you for your interest in this project.

Press the star key to hear this recording again.

Recording 1 ends

Recording 2 begins:
Please clearly state ***and spell*** your name, address, city, state and zip code.
Recording 2 ends
Mbox EXXXX & SXXXX

Newspaper Ads

SURFACE TRANSPORTATION BOARD
OPEN HOUSE/PUBLIC MEETINGS

On July 25, 2008, the Surface Transportation Board (Board) served the Draft Environmental Impact Statement (Draft EIS) for the proposed Canadian National Railway Company's acquisition of the Elgin, Joliet & Eastern Railway. As part of the EIS process, the Board's Section of Environmental Analysis (SEA) will hold eight public meetings to present the findings of the Draft EIS and to allow an opportunity for public comment on the document.

SEA will hold the public meetings on the following dates and at the following locations:

1 Monday, August 25, 2008
Holiday Inn
500 Holiday Plaza Dr.
Matteson, IL 60443

2 Tuesday, August 26, 2008
Crowne Plaza Hotel
510 E. Route 83
Mundelein, IL 60060

3 Wednesday, August 27, 2008
Barrington High School Gym
616 W. Main St.
Barrington, IL 60010

4 Thursday, August 28, 2008
Bartlett High School Auditorium
701 W. Schick Rd.
Bartlett, IL 60103

5 Monday, September 8, 2008
Loyola University of Chicago
Rubloff Auditorium
25 E. Pearson St.
Chicago, IL 60611

6 Tuesday, September 9, 2008
West Aurora High School Auditorium
1201 W. New York St.
Aurora, IL 60506

7 Wednesday, September 10, 2008
Indiana University Northwest
Savannah Center
3400 Broadway
Gary, IN 46408

8 Thursday, September 11, 2008
Holiday Inn
411 S. Larkin Ave.
Joliet, IL 60436

The meeting facilities comply with the Americans with Disabilities Act. Persons who need additional special accommodations should call 1-800-347-0689 48 hours prior to the public meeting.

The same information will be presented at each meeting and will follow the schedule outlined below:

Open House – 4:00 PM – 6:00 PM

SEA and its consultant, HDR, Inc. will be available to answer questions and help members of the public review project maps and other findings of the Draft EIS analysis.

Public Meeting – 6:00 PM – 9:00 PM

SEA will make a short presentation to the public and will then be available to receive formal comments on the Draft EIS. This portion of the meeting will be held for the purpose of receiving comments. It is not intended to be a question-and-answer session.



Speaker registration will be determined on a first come first serve basis by calling the hotline to pre-register in advance (1-800-347-0689) or by registering at the sign-in tables the day of the public meeting. Phone registration will end at 6 PM the day prior to the meeting. Each speaker will be allocated up to 3 minutes to present his or her comments.

Please send written comments to: Phillis Johnson-Ball, Surface Transportation Board, 395 E Street, SW, Washington, DC 20423; Attention: Environmental Filing, STB Finance Docket No. 35087. Submit electronic comments by visiting the Board's website, www.stb.dot.gov, under the heading E-Filing. Please refer to STB Finance Docket No. 35087. Court reporters will be available at the meeting for those who wish to dictate their comments instead of presenting them publicly. Comments may also be recorded at any time during the comment period on the project hotline: 1-800-347-0689.

All comments received will carry equal weight in helping to finalize the EIS and guide the Board in its decision making on this matter. ***The comment period on the Draft EIS will end on September 30, 2008.***

For further information on this proceeding, please visit the project website at www.stbfinancedocket35087.com, or call the toll-free information line at 1-800-347-0689. You may also visit the Board's website (www.stb.dot.gov) and look for Key Cases under Environmental Matters.

STB Finance Docket No. 35087

ILLINOIS TOLLWAY
ADVERTISEMENT FOR
SEALED BIDS

You are invited to submit a sealed bid for the Illinois Tollway's requirements as shown below.
The Bid Opening will be at 10:30 a.m., local time.

CONTRACT #/DESCRIPTION
08-0089
Towing Services Due Date:
Wednesday,
September 3, 2008
08-0080
Pick-up Disposal of Scrap Rubber Tire Pieces Due Date:
Wednesday,
September 3, 2008

Bid documents may be obtained at the Illinois Tollway's website, www.illinoistollway.com.
Should you need more information, please contact Diane Titone x 2664.

Bids must be delivered to the Illinois Tollway, 2700 Ogden, Downers Grove, Illinois 60515, marked for the attention of the Purchasing Department with the contract number on it. Bids will be accepted no later than the above bid opening time, at which time and place bids will be opened and read aloud. Bids not submitted on the Illinois Tollway Bid documents will be considered non-responsive.

Awards will be made in conformance with the Illinois Tollway's purchasing practices and procedures. The Illinois Tollway reserves the right to reject any and all bids and to waive technicalities.

ILLINOIS TOLLWAY
ADVERTISEMENT FOR
SEALED BIDS

You are invited to submit a sealed bid for the Illinois Tollway's requirements as shown below.
The Bid Opening will be at Tuesday, September 2, 2008 10:30 a.m., local time.

CONTRACT #/DESCRIPTION
08-0055R
Safe Repair

Bid documents may be obtained at the Illinois Tollway's website, www.illinoistollway.com.
Should you need more information, please contact Diane Titone x 2664.

Bids must be delivered to the Illinois Tollway, 2700 Ogden, Downers Grove, Illinois 60515, marked for the attention of the Purchasing Department with the contract number on it. Bids will be accepted no later than the above bid opening time, at which time and place bids will be opened and read aloud. Bids not submitted on the Illinois Tollway Bid documents will be considered non-responsive.

Awards will be made in conformance with the Illinois Tollway's purchasing practices and procedures. The Illinois Tollway reserves the right to reject any and all bids and to waive technicalities.

Sell It in Classifieds
312-321-2345

IN THE CIRCUIT COURT OF
COOK COUNTY ILLINOIS
JUVENILE JUSTICE AND CHILD
PROTECTION DEPARTMENT
JUVENILE JUSTICE DIVISION
NO. 2008JD03160
IN THE INTEREST OF
LARRENZO FULTON
A MINOR
NOTICE OF PUBLICATION

Notice is given you, LILIANNE MCCOY (MOTHER) LARRY FULTON (FATHER), respondents, and TO ALL WHOM IT MAY CONCERN, that on July 2, 2008 a petition was filed under the Juvenile Court Act by RICHARD A. DEVINE, STATE'S ATTORNEY OF COOK COUNTY through his Assistant State's Attorney in this court and that in the courtroom of the HONORABLE JUDGE MARIANNE JACKSON in the Cook County Juvenile Court Building located at 1100 South Hamilton, Chicago, Illinois, ON August 28, 2008 AT 9:00 AM IN CALENDAR 61, COURTROOM 3, or as soon thereafter as this case may be heard, an adjudicatory hearing will be held upon the petition to have the minor declared to be a ward of the court and for other relief under the Act. The court has authority in this case to take from you the custody and guardianship of the minor.
Unless you appear at the hearing and show cause to the contrary, an order or judgment by default may be entered against you for the relief asked in the petition.

DOROTHY BROWN,
CLERK OF THE COURT
August 5, 2008

ASSISTANT STATE'S
ATTORNEY: K. KAIN,
N. SUMNER
ATTORNEY FOR: THE PEOPLE
OF THE STATE OF ILLINOIS
ADDRESS: 1100 SOUTH
HAMILTON
CITY/STATE: CHICAGO,
ILLINOIS 60612
TELEPHONE NUMBER:
(312) 433-7000
ATTORNEY NO: 33182
CLERK OF THE CIRCUIT
COURT, COOK COUNTY OF
ILLINOIS

IN THE CIRCUIT COURT OF
COOK COUNTY ILLINOIS
JUVENILE JUSTICE AND CHILD
PROTECTION DEPARTMENT
JUVENILE JUSTICE DIVISION
NO. 2008JD02791
IN THE INTEREST OF
RASHAD M. SNYDER
A MINOR
NOTICE OF PUBLICATION

Notice is given you, RUTH SNYDER (MOTHER) UNKNOWN (FATHER) RASHAD m. SNYDER (MINOR RESPONDENT) respondents, and TO ALL WHOM IT MAY CONCERN, on June 9, 2008 a petition was filed under the Juvenile Court Act by RICHARD A. DEVINE, STATE'S ATTORNEY OF COOK COUNTY through his Assistant State's Attorney in this court and that in the courtroom of the HONORABLE JUDGE COLLEEN SHEEHAN in the Cook County Juvenile Court Building located at 1100 South Hamilton, Chicago, Illinois, ON August 26, 2008 AT 9:00 AM IN CALENDAR 56, COURTROOM 10, or as soon thereafter as this case may be heard, an adjudicatory hearing will be held upon the petition to have the minor declared to be a ward of the court and for other relief under the Act. The court has authority in this case to take from you the custody and guardianship of the minor.
Unless you appear at the hearing and show cause to the contrary, an order or judgment by default may be entered against you for the relief asked in the petition.

DOROTHY BROWN,
CLERK OF THE COURT
August 5, 2008

ASSISTANT STATE'S
ATTORNEY: S. SPECTOR,
N. KANTAS, R. PARK
ATTORNEY FOR: THE PEOPLE
OF THE STATE OF ILLINOIS
ADDRESS: 1100 SOUTH
HAMILTON
CITY/STATE: CHICAGO,
ILLINOIS 60612
TELEPHONE NUMBER:
(312) 433-7000
ATTORNEY NO: 33182
CLERK OF THE CIRCUIT
COURT, COOK COUNTY OF
ILLINOIS

PUBLIC NOTICE

Public Notice is hereby given by the Community Development Commission of the City of Chicago (the "City") pursuant to section 5/11-74.4-4 of the Illinois Tax Increment Allocation Redevelopment Act, as amended (65ILCS 5/11-74.4-1 et seq.) (the "Act"), that the City's Department of Housing ("DOH") intends to negotiate a redevelopment agreement with Gateway to Lawndale LLC (the "Developer") pursuant to which the City intends to convey to the Developer the City-owned parcels identified below (the "Disposition Parcels"), which Disposition Parcels are located in the Midwest TIF Redevelopment Project Area (the "Area"), for the Developer's construction of affordable, for-sale single-family residences on such Disposition parcels in accordance with the New Homes for Chicago program. The Disposition Parcels shall be conveyed for $1.00 each. The Disposition Parcels are located within the Area established pursuant to the Act, and the Project is in compliance with the Midwest TIF Redevelopment Plan. The Area is generally bounded as follows:

On the north by 53rd Street, on the south by Marquette Road, on the east by Racine Avenue, and on the west by Leavitt Street.

THE CITY HEREBY INVITES ALTERNATIVE PROPOSALS FOR THE REDEVELOPMENT OF THE DISPOSITION PARCELS FOR CONSIDERATION BY THE CITY.

The documents listed below related to the Area, the Project and the Disposition Parcels are available for public inspection on or before August 11, 2008 at the offices of DOH, which are located on 2ND Floor, 33 N. LaSalle, Chicago, Illinois between the hours of 9:00 a.m. and 4:00 p.m.,
Monday through Friday:

(i) "63rd/Ashland Tax Increment Financing Redevelopment Project and Plan," which constitutes the City's redevelopment plan for the Area;
(ii) a term sheet showing all proposed material terms of the Redevelopment Agreement as of the date hereof;
(iii) the terms of all bids and proposals received, if any, by the City related to the Project and the redevelopment agreements; and
(iv) the terms and conditions of the New Homes for Chicago Program.

Please contact Mark Roschen at (312) 742-0854 to review these materials and for information regarding the form required, if any, for proposals submitted to the City. Proposals shall include the general plan for the redevelopment of the Disposition Parcels, the names of the party or parties making the proposal, the price offered, evidence of financial qualifications and capacity to complete said redevelopment, and the timetable for implementation. The City reserves the right to reject any and all proposals. Proposals will be received by the City at DOH's offices, which are located on 2ND Floor, 33 North LaSalle St., Chicago, Illinois, 60602, until September 10, 2008 at 2:00 p.m., at which time all alternative proposals will be opened and reviewed.

The Disposition Parcels are located at the following addresses:

ADDRESS	PINS
5948 S. Hermitage	20-18-404-042
6035 S. Hermitage	20-18-413-014
6039 S. Hermitage	20-18-413-016
6042 S. Hermitage	20-18-412-036
6150 S. Hermitage	20-18-420-044
6154 S. Hermitage	20-18-420-046
6219 S. Hermitage	20-18-429-007
6225 S. Hermitage	20-18-429-009
6234 S. Hermitage	20-18-428-027
6321 S. Hermitage	20-19-205-011
6332 S. Hermitage	20-19-204-031
6418 S. Hermitage	20-19-212-026
6420 S. Hermitage	20-19-212-027
6452 S. Hermitage	20-19-212-037
5945 S. Honore	20-18-403-023
6008 S. Honore	20-18-410-027
6022 S. Honore	20-18-410-033

NOTICE OF OPEN HOUSE/PUBLIC MEETINGS
Surface Transportation Board
Section of Environmental Analysis

On July 25, 2008, the Surface Transportation Board (Board) served the Draft Environmental Impact Statement (Draft EIS) for the proposed Canadian National Railway Company's acquisition of the Elgin, Joliet & Eastern Railway. As part of the EIS process, the Board's Section of Environmental Analysis (SEA) will hold eight public meetings to present the findings of the Draft EIS and to allow an opportunity for public comment on the document.

All open houses are 4–6 PM with public meetings from 6–9 PM. SEA will hold the public meetings on the following dates and at the following locations:

- Monday, August 25, 2008, Matteson, IL - Holiday Inn, 500 Holiday Plaza Dr.
- Tuesday, August 26, 2008, Mundelein, IL - Crowne Plaza Hotel, 510 E. Route 83
- Wednesday, August 27, 2008, Barrington, IL - Barrington High School Gym, 616 W. Main St.
- Thursday, August 28, 2008, Bartlett, IL - Bartlett High School Auditorium, 701 W. Schick Rd.
- Monday, September 8, 2008, Chicago, IL - Loyola University of Chicago, Rubloff Auditorium, 25 E. Pearson St.
- Tuesday, September 9, 2008, Aurora, IL - West Aurora High School Auditorium, 1201 W. New York St.
- Wednesday, September 10, 2008, Gary, IN - Indiana University Northwest, Savannah Center, 3400 Broadway
- Thursday, September 11, 2008, Joliet, IL - Holiday Inn. 411 S. Larkin Ave.

The meeting facilities comply with the Americans with Disabilities Act. Persons who need additional special accommodations should call 1-800-347-0689 48 hours prior to the public meeting.

The same information will be presented at each meeting and will follow the schedule outlined below:

Open House – 4:00 PM – 6:00 PM

SEA and its consultant, HDR, Inc. will be available to answer questions and help members of the public review project maps and other findings of the Draft EIS analysis.

Public Meeting – 6:00 PM – 9:00 PM

SEA will make a short presentation to the public and will then be available to receive formal comments on the Draft EIS. This portion of the meeting will be held for the purpose of receiving comments. It is not intended to be a question-and-answer session. Speaker registration will be determined on a first come first serve basis by calling the hotline to pre-register in advance (1-800-347-0689) or by registering at the sign-in tables the day of the public meeting. Phone registration will end at 6 PM the day prior to the meeting. Each speaker will be allocated up to 3 minutes to present his or her comments.

Please send written comments to: Phillis Johnson-Ball, Surface Transportation Board, 395 E Street, SW, Washington, DC 20423; Attention: Environmental Filing, STB Finance Docket No. 35087. Submit electronic comments by visiting the Board's website, www.stb.dot.gov, under the heading E-Filing. Please refer to STB Finance Docket No. 35087. Court reporters will be available at the meeting for those who wish to dictate their comments instead of presenting them publicly. Comments may also be recorded at any time during the comment period on the project hotline: 1-800-347-0689.

All comments received will carry equal weight in helping to finalize the EIS and guide the Board in its decision making on this matter. ***The comment period on the Draft EIS will end on September 30, 2008.***
For further information on this proceeding, please visit the project website at www.stbfinancedocket35087, or call the toll-free information line at 1-800-347-0689. You may also visit the Board's website (www.stb.dot.gov) and look for Key Cases under Environmental Matters.

LEGAL ADVERTISEMENT MONDAY, AUGUST 11, 200
CITY OF CHICAGO
DEPARTMENT OF PROCUREMENT SERVICES

Sealed Bids/Proposals, will be received by the City of Chicago, on date and time, (Chicago Time), stated for those specific B Proposals listed below, in Room 301, City Hall, 121 North LaS Street. Chicago, Illinois at which time and place, Bids/Proposals be opened and publicly read aloud for the following:

NOTICE OF BID/PROPOSAL CANCELLATION/POSTPONEMENT FOR:
DESCRIPTION: RECORD STORAGE AND MANAGEMENT SERVICES
Addendum #2 is available in the Bid and Bond Room, Room 301, City Hall
SPECIFICATION NO: 44215 RFQ NUMBER: 2868
ORIGINAL AD DATE: Friday, August 1, 2008
ORIGINAL BID/PROPOSAL OPENING DATE: Friday, August 15, 2008
TIME: 11:00 A.M.
NEW BID/PROPOSAL OPENING DATE:
TIME: 11:00 A.M.
CONTACT: Larry L. Washington Phone: 312/744-8981
e-mail: lwashington@cityofchicag

TARGET MARKET PROGRAM
Bidding Restricted to City of Chicago Certified
Minority Business Enterprise(s) (MBE) and
Women Business Enterprise(s) (WBE) Firms
With Appropriate Specialty Area Designation

DESCRIPTION: Luminaires W/Integral Ballast 250/400 Watt High Pressure Sodium L
SPECIFICATION NO.: 64561 RFQ NUMBER: 2895
BID/PROPOSAL OPENING DATE: Thursday, September 4, 2008
TIME: 11:00 a.m.
CONTACT: Vicky Santiago Phone: (312) 744-9760
e-mail: victoria.santiago@cityofchicag

DESCRIPTION: Board-Up Services
SPECIFICATION NO.: 67857 RFQ: 3006
BID/PROPOSAL OPENING DATE: Friday, August 29, 2008
TIME: 11:00 A.M.
CONTACT: Sonji Ward Phone: 312/744-5098
e-mail: sonji.ward@cityofchicago.org

NOTICE OF POSTPONEMENT AND RESPONSES TO WRITTEN QUESTIONS FOR:
DESCRIPTION: Request for Qualifications (RFQ) –
IT and Related Services for Various Scope Categories
Addendum # 1 is available from the Bid and Bond Room, City Hall, 121 N. LaSalle Street, Chicago, IL, Roon
SPECIFICATION NO.: 66759
ORIGINAL AD DATE: Friday, July 18, 2008
ORIGINAL BID/PROPOSAL OPENING DATE: Monday, September 8, 2008
TIME: 4:00 PM
NEW BID/PROPOSAL OPENING DATE: Monday, September 15, 2008
TIME: 4:00 PM
CONTACT: Charlita Fain Phone: (312) 744-2025
E-mail: charlita.fain@cityofchicago.org

NOTICE OF POSTPONEMENT AND RESPONSES TO WRITTEN QUESTIONS FOR:
DESCRIPTION: Request for Qualifications (RFQ) –
IT and Related Services for Various Scope Categories
Addendum # 1 is available from the Bid and Bond Room, City Hall, 121 N. LaSalle Street, Chicago, IL, Roon
SPECIFICATION NO.: 66760
ORIGINAL AD DATE: Friday, July 18, 2008
ORIGINAL BID/PROPOSAL OPENING DATE: Monday, September 8, 2008
TIME: 4:00 PM
NEW BID/PROPOSAL OPENING DATE: Monday, September 15, 2008
TIME: 4:00 PM
CONTACT: Charlita Fain Phone: (312) 744-2025
E-mail: charlita.fain@cityofchicago.org

Bids/Proposals requiring a Bids/Proposals deposit, must be accompanied b bid bond, provided by a surety company authorized to do business in the S of Illinois, or the equivalent in the form of a cashier's check, or money o in the amount stated, drawn on a responsible bank, or financial institu doing business in the United States, and made payable to the City of Chic Cash, non-certified checks or comptroller certificates, are not acceptable form Bids/Proposals deposits.

Any Bids/Proposals submitted, which are not properly signed, or accompanied b acceptable form of deposit, will be considered non-responsive, and the bid wi disqualified from consideration. Any late Bids/Proposals received after annou date and time, for the opening of Bids/Proposals, will not be accepted.

Bids/Proposals must be submitted on documents provided by the City of Chic which are available in the Department of Procurement Services, Bid and Bond R Room 301, City Hall, Chicago, Illinois 312-744-9773.

Where applicable, copies of specifications, plans, and drawings may be obta by placing a deposit in the amount specified above, for each set of docum The City will only accept certified checks, cashier's checks, or money orders. The deposit will be refunded upon the return of said documents, in good condition, withi (10) calendar days after the bid opening date. Failure to return said documents withi period stated above, will result in the Bidders/Proposers forfeiting the plan deposit.

The above Bids/Proposals estimated range, is intended to represent the size o project, or anticipated usage.

The Chief Procurement Officer, reserves the right to reject any or all Bids/Propos deemed in the best interest of the City of Chicago.

RICHARD M. DALEY
MAYOR

MONTEL M. GAYLES
CHIEF PROCUREMENT OFFICER

A COMPLETE LIST OF BID OPENINGS CAN BE
FOUND ON THE INTERNET
<http://www.cityofchicago.org/purchasing/>

Sell It in Classifieds
312-321-2345

ILLINOIS TOLLWAY
ADVERTISEMENT FOR
SEALED BIDS

You are invited to submit a sealed bid for the Illinois Tollway's requirements as shown below.
The Bid Opening will be at 10:30 a.m., local time.

CONTRACT #/DESCRIPTION
08-0089
Towing Services Due Date:
Wednesday,
September 3, 2008
08-0080
Pick-up Disposal of Scrap
Rubber Tire Pieces Due Date:
Wednesday,
September 3, 2008

Bid documents may be obtained at the Illinois Tollway's website, www.illinoistollway.com. Should you need more information, please contact Diane Titone x 2664.

Bids must be delivered to the Illinois Tollway, 2700 Ogden, Downers Grove, Illinois 60515, marked for the attention of the Purchasing Department with the contract number on it. Bids will be accepted no later than the above bid opening time, at which time and place bids will be opened and read aloud. Bids not submitted on the Illinois Tollway Bid documents will be considered non-responsive.

Awards will be made in conformance with the Illinois Tollway's purchasing practices and procedures. The Illinois Tollway reserves the right to reject any and all bids and to waive technicalities.

ILLINOIS TOLLWAY
ADVERTISEMENT FOR
SEALED BIDS

You are invited to submit a sealed bid for the Illinois Tollway's requirements as shown below.
The Bid Opening will be at 10:30 a.m., local time.

CONTRACT #/DESCRIPTION
08-0055R
Safe Repair

Bid documents may be obtained at the Illinois Tollway's website, www.illinoistollway.com. Should you need more information, please contact Diane Titone x 2664.

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Awards will be made in conformance with the Illinois Tollway's purchasing practices and procedures. The Illinois Tollway reserves the right to reject any and all bids and to waive technicalities.

Sell It in Classifieds
312-321-2345

IN THE CIRCUIT COURT OF
COOK COUNTY ILLINOIS
JUVENILE JUSTICE AND CHILD
PROTECTION DEPARTMENT
JUVENILE JUSTICE DIVISION
NO. 2008JD03160
IN THE INTEREST OF
LARRENZO FULTON
A MINOR
NOTICE OF PUBLICATION
Notice is given you, LILIANNE MCCOY (MOTHER) LARRY FULTON (FATHER), respondents, and TO ALL WHOM IT MAY CONCERN, that on July 2, 2008 a petition was filed under the Juvenile Court Act by RICHARD A. DEVINE, STATE'S ATTORNEY OF COOK COUNTY through his Assistant State's Attorney in this court and that in the courtroom of the HONORABLE JUDGE MARIANNE JACKSON in the Cook County Juvenile Court Building located at 1100 South Hamilton, Chicago, Illinois, ON August 28, 2008 AT 9:00 AM IN CALENDAR 61, COURTROOM 3, or as soon thereafter as this case may be heard, an adjudicatory hearing will be held upon the petition to have the minor declared to be a ward of the court and for other relief under the Act. The court has authority in this case to take from you the custody and guardianship of the minor. Unless you appear at the hearing and show cause to the contrary, an order or judgment by default may be entered against you for the relief asked in the petition.
DOROTHY BROWN,
CLERK OF THE COURT
August 5, 2008

ASSISTANT STATE'S
ATTORNEY: K. KAIN,
N. SUMNER
ATTORNEY FOR: THE PEOPLE
OF THE STATE OF ILLINOIS
ADDRESS: 1100 SOUTH
HAMILTON
CITY/STATE: CHICAGO,
ILLINOIS 60612
TELEPHONE NUMBER:
(312) 433-7000
ATTORNEY NO: 33182
CLERK OF THE CIRCUIT
COURT, COOK COUNTY OF
ILLINOIS

IN THE CIRCUIT COURT OF
COOK COUNTY ILLINOIS
JUVENILE JUSTICE AND CHILD
PROTECTION DEPARTMENT
JUVENILE JUSTICE DIVISION
NO. 2008JD02791
IN THE INTEREST OF
RASHAD M. SNYDER
A MINOR
NOTICE OF PUBLICATION
Notice is given you, RUTH SNYDER (MOTHER) UNKNOWN (FATHER) RASHAD m. SNYDER (MINOR RESPONDENT) respondents, and TO ALL WHOM IT MAY CONCERN, on June 9, 2008 a petition was filed under the Juvenile Court Act by RICHARD A. DEVINE, STATE'S ATTORNEY OF COOK COUNTY through his Assistant State's Attorney in this court and that in the courtroom of the HONORABLE JUDGE COLLEEN SHEEHAN in the Cook County Juvenile Court Building located at 1100 South Hamilton, Chicago, Illinois, ON August 26, 2008 AT 9:00 AM IN CALENDAR 56, COURTROOM 10, or as soon thereafter as this case may be heard, an adjudicatory hearing will be held upon the petition to have the minor declared to be a ward of the court and for other relief under the Act. The court has authority in this case to take from you the custody and guardianship of the minor. Unless you appear at the hearing and show cause to the contrary, an order or judgment by default may be entered against you for the relief asked in the petition.
DOROTHY BROWN,
CLERK OF THE COURT
August 5, 2008

ASSISTANT STATE'S
ATTORNEY: S. SPECTOR,
N. KANTAS, R. PARK
ATTORNEY FOR: THE PEOPLE
OF THE STATE OF ILLINOIS
ADDRESS: 1100 SOUTH
HAMILTON
CITY/STATE: CHICAGO,
ILLINOIS 60612
TELEPHONE NUMBER:
(312) 433-7000
ATTORNEY NO: 33182
CLERK OF THE CIRCUIT
COURT, COOK COUNTY OF
ILLINOIS

PUBLIC NOTICE

Public Notice is hereby given by the Community Development Commission of the City of Chicago (the "City") pursuant to section 5/11-74.4-4 of the Illinois Tax Increment Allocation Redevelopment Act, as amended (65ILCS 5/11-74.4-1 et seq.) (the "Act"), that the City's Department of Housing ("DOH") intends to negotiate a redevelopment agreement with Gateway to Lawndale LLC (the "Developer") pursuant to which the City intends to convey to the Developer the City-owned parcels identified below (the "Disposition Parcels"), which Disposition Parcels are located in the Midwest TIF Redevelopment Project Area (the "Area"), for the Developer's construction of affordable, for-sale single-family residences on such Disposition parcels in accordance with the New Homes for Chicago program. The Disposition Parcels shall be conveyed for $1.00 each. The Disposition Parcels are located within the Area established pursuant to the Act, and the Project is in compliance with the Midwest TIF Redevelopment Plan. The Area is generally bounded as follows:

On the north by 53rd Street, on the south by Marquette Road, on the east by Racine Avenue, and on the west by Leavitt Street.

THE CITY HEREBY INVITES ALTERNATIVE PROPOSALS FOR THE REDEVELOPMENT OF THE DISPOSITION PARCELS FOR CONSIDERATION BY THE CITY.

The documents listed below related to the Area, the Project and the Disposition Parcels are available for public inspection on or before August 11, 2008 at the offices of DOH, which are located on 2ND Floor, 33 N. LaSalle, Chicago, Illinois between the hours of 9:00 a.m. and 4:00 p.m., Monday through Friday:

(i) "63rd/Ashland Tax Increment Financing Redevelopment Project and Plan," which constitutes the City's redevelopment plan for the Area;
(ii) a term sheet showing all proposed material terms of the Redevelopment Agreement as of the date hereof;
(iii) the terms of all bids and proposals received, if any, by the City related to the Project and the redevelopment agreements; and
(iv) the terms and conditions of the New Homes for Chicago Program.

Please contact Mark Roschen at (312) 742-0854 to review these materials and for information regarding the form required, if any, for proposals submitted to the City. Proposals shall include the general plan for the redevelopment of the Disposition Parcels, the names of the party or parties making the proposal, the price offered, evidence of financial qualifications and capacity to complete said redevelopment, and the timetable for implementation. The City reserves the right to reject any and all proposals. Proposals will be received by the City at DOH's offices, which are located on 2ND Floor, 33 North LaSalle St., Chicago, Illinois, 60602, until September 10, 2008 at 2:00 p.m., at which time all alternative proposals will be opened and reviewed.

The Disposition Parcels are located at the following addresses:

ADDRESS	PINS
5948 S. Hermitage	20-18-404-042
6035 S. Hermitage	20-18-413-014
6039 S. Hermitage	20-18-413-016
6042 S. Hermitage	20-18-412-036
6150 S. Hermitage	20-18-420-044
6154 S. Hermitage	20-18-420-046
6219 S. Hermitage	20-18-429-007
6225 S. Hermitage	20-18-429-009
6234 S. Hermitage	20-18-428-027
6321 S. Hermitage	20-19-205-011
6332 S. Hermitage	20-19-204-031
6418 S. Hermitage	20-19-212-026
6420 S. Hermitage	20-19-212-027
6452 S. Hermitage	20-19-212-037
5945 S. Honore	20-18-403-023
6008 S. Honore	20-18-410-027
6022 S. Honore	20-18-410-033

NOTICE OF OPEN HOUSE/PUBLIC MEETINGS
Surface Transportation Board
Section of Environmental Analysis

On July 25, 2008, the Surface Transportation Board (Board) served the Draft Environmental Impact Statement (Draft EIS) for the proposed Canadian National Railway Company's acquisition of the Elgin, Joliet & Eastern Railway. As part of the EIS process, the Board's Section of Environmental Analysis (SEA) will hold eight public meetings to present the findings of the Draft EIS and to allow an opportunity for public comment on the document.

All open houses are 4–6 PM with public meetings from 6–9 PM. SEA will hold the public meetings on the following dates and at the following locations:

- Monday, August 25, 2008, Matteson, IL - Holiday Inn, 500 Holiday Plaza Dr.
- Tuesday, August 26, 2008, Mundelein, IL - Crowne Plaza Hotel, 510 E. Route 83
- Wednesday, August 27, 2008, Barrington, IL - Barrington High School Gym, 616 W. Main St.
- Thursday, August 28, 2008, Bartlett, IL - Bartlett High School Auditorium, 701 W. Schick Rd.
- Monday, September 8, 2008, Chicago, IL - Loyola University of Chicago, Rubloff Auditorium, 25 E. Pearson St.
- Tuesday, September 9, 2008, Aurora, IL - West Aurora High School Auditorium, 1201 W. New York St.
- Wednesday, September 10, 2008, Gary, IN - Indiana University Northwest, Savannah Center, 3400 Broadway
- Thursday, September 11, 2008, Joliet, IL - Holiday Inn. 411 S. Larkin Ave.

The meeting facilities comply with the Americans with Disabilities Act. Persons who need additional special accommodations should call 1-800-347-0689 48 hours prior to the public meeting.

The same information will be presented at each meeting and will follow the schedule outlined below:

Open House – 4:00 PM – 6:00 PM

SEA and its consultant, HDR, Inc. will be available to answer questions and help members of the public review project maps and other findings of the Draft EIS analysis.

Public Meeting – 6:00 PM – 9:00 PM

SEA will make a short presentation to the public and will then be available to receive formal comments on the Draft EIS. This portion of the meeting will be held for the purpose of receiving comments. It is not intended to be a question-and-answer session. Speaker registration will be determined on a first come first serve basis by calling the hotline to pre-register in advance (1-800-347-0689) or by registering at the sign-in tables the day of the public meeting. Phone registration will end at 6 PM the day prior to the meeting. Each speaker will be allocated up to 3 minutes to present his or her comments.

Please send written comments to: Phillis Johnson-Ball, Surface Transportation Board, 395 E Street, SW, Washington, DC 20423; Attention: Environmental Filing, STB Finance Docket No. 35087. Submit electronic comments by visiting the Board's website, www.stb.dot.gov, under the heading E-Filing. Please refer to STB Finance Docket No. 35087. Court reporters will be available at the meeting for those who wish to dictate their comments instead of presenting them publicly. Comments may also be recorded at any time during the comment period on the project hotline: 1-800-347-0689.

All comments received will carry equal weight in helping to finalize the EIS and guide the Board in its decision making on this matter. ***The comment period on the Draft EIS will end on September 30, 2008.***

For further information on this proceeding, please visit the project website at www.stbfinancedocket35087, or call the toll-free information line at 1-800-347-0689. You may also visit the Board's website (www.stb.dot.gov) and look for Key Cases under Environmental Matters.

LEGAL ADVERTISEMENT MONDAY, AUGUST 11, 200
CITY OF CHICAGO
DEPARTMENT OF PROCUREMENT SERVICES

Sealed Bids/Proposals, will be received by the City of Chicago, on date and time, (Chicago Time), stated for those specific B Proposals listed below, in Room 301, City Hall, 121 North LaS Street. Chicago, Illinois at which time and place, Bids/Proposals be opened and publicly read aloud for the following:

NOTICE OF BID/PROPOSAL CANCELLATION/POSTPONEMENT FOR:
DESCRIPTION: RECORD STORAGE AND MANAGEMENT SERVICES

Addendum #2 is available in the Bid and Bond Room, Room 301, City Hall
SPECIFICATION NO: 44215 RFQ NUMBER: 2868
ORIGINAL AD DATE: Friday, August 1, 2008
ORIGINAL BID/PROPOSAL OPENING DATE: Friday, August 15, 2008
TIME: 11:00 A.M.
NEW BID/PROPOSAL OPENING DATE:
TIME: 11:00 A.M.
CONTACT: Larry L. Washington Phone: 312/744-8981
e-mail: lwashington@cityofchicag

TARGET MARKET PROGRAM
Bidding Restricted to City of Chicago Certified
Minority Business Enterprise(s) (MBE) and
Women Business Enterprise(s) (WBE) Firms
With Appropriate Specialty Area Designation

DESCRIPTION: Luminaires W/Integral Ballast 250/400 Watt High Pressure Sodium L
SPECIFICATION NO.: 64561 RFQ NUMBER: 2895
BID/PROPOSAL OPENING DATE: Thursday, September 4, 2008
TIME: 11:00 a.m.
CONTACT: Vicky Santiago Phone: (312) 744-9760
e-mail: victoria.santiago@cityofchicag

DESCRIPTION: Board-Up Services
SPECIFICATION NO.: 67857 RFQ: 3006
BID/PROPOSAL OPENING DATE: Friday, August 29, 2008
TIME: 11:00 A.M.
CONTACT: Sonji Ward Phone: 312/744-5098
e-mail: sonji.ward@cityofchicago.org

NOTICE OF POSTPONEMENT AND RESPONSES TO WRITTEN QUESTIONS FOR:
DESCRIPTION: Request for Qualifications (RFQ) –
IT and Related Services for Various Scope Categories

Addendum # 1 is available from the Bid and Bond Room, City Hall, 121 N. LaSalle Street, Chicago, IL, Roor
SPECIFICATION NO.: 66759
ORIGINAL AD DATE: Friday, July 18, 2008
ORIGINAL BID/PROPOSAL OPENING DATE: Monday, September 8, 2008
TIME: 4:00 PM
NEW BID/PROPOSAL OPENING DATE: Monday, September 15, 2008
TIME: 4:00 PM
CONTACT: Charlita Fain Phone: (312) 744-2025
E-mail: charlita.fain@cityofchicago.org

NOTICE OF POSTPONEMENT AND RESPONSES TO WRITTEN QUESTIONS FOR:
DESCRIPTION: Request for Qualifications (RFQ) –
IT and Related Services for Various Scope Categories

Addendum # 1 is available from the Bid and Bond Room, City Hall, 121 N. LaSalle Street, Chicago, IL, Roor
SPECIFICATION NO.: 66760
ORIGINAL AD DATE: Friday, July 18, 2008
ORIGINAL BID/PROPOSAL OPENING DATE: Monday, September 8, 2008
TIME: 4:00 PM
NEW BID/PROPOSAL OPENING DATE: Monday, September 15, 2008
TIME: 4:00 PM
CONTACT: Charlita Fain Phone: (312) 744-2025
E-mail: charlita.fain@cityofchicago.org

Bids/Proposals requiring a Bids/Proposals deposit, must be accompanied b bid bond, provided by a surety company authorized to do business in the S of Illinois, or the equivalent in the form of a cashier's check, or money o in the amount stated, drawn on a responsible bank, or financial instit doing business in the United States, and made payable to the City of Chic Cash, non-certified checks or comptroller certificates, are not acceptable form Bids/Proposals deposits.

Any Bids/Proposals submitted, which are not properly signed, or accompanied b acceptable form of deposit, will be considered non-responsive, and the bid wi disqualified from consideration. Any late Bids/Proposals received after annou date and time, for the opening of Bids/Proposals, will not be accepted.

Bids/Proposals must be submitted on documents provided by the City of Chic which are available in the Department of Procurement Services, Bid and Bond R Room 301, City Hall, Chicago, Illinois 312-744-9773.

Where applicable, copies of specifications, plans, and drawings may be obt by placing a deposit in the amount specified above, for each set of docum The City will only accept certified checks, cashier's checks, or money orders. The deposit will be refunded upon the return of said documents, in good condition, withi (10) calendar days after the bid opening date. Failure to return said documents withi period stated above, will result in the Bidders/Proposers forfeiting the plan deposit.

The above Bids/Proposals estimated range, is intended to represent the size o project, or anticipated usage.

The Chief Procurement Officer, reserves the right to reject any or all Bids/Propos deemed in the best interest of the City of Chicago.

RICHARD M. DALEY
MAYOR

MONTEL M. GAYLES
CHIEF PROCUREMENT OFFICER

A COMPLETE LIST OF BID OPENINGS CAN BE
FOUND ON THE INTERNET
<http://www.cityofchicago.org/purchasing/>

Sell It in Classifieds
312-321-2345

FISHING & HUNTING

Hunter's; Ducks/Geese/Deer/ 12 ac.Woodford Cty.W/3BR home$238,000 309-696-5071

Business Equiptment & Supplies 40

MISC. BUSINESS EQUIP.

Look at me!

Display 20 Foot wide, 10ft high, over $15,000 new $995 309-208-1486

Notices

Announcements 43

Public Notices 44

Announcements 43

LOST & FOUND

DOG LOST - 14 yr old male Schnauzer, "LT", last seen in Wadsworth area on Tuesday 8/5/08. Salt/Pepper in color, 14 lbs., was wearing a black collar. If found, please call 847-917-1914 or 262-496-2963. Large Reward!

Parakeet Found - 8/3/08, 7100 N. Tripp, Lincolnwood. 773-419-2887

Passport & I94 Card/SS Card Lost Chicago Ridge area. Mohammad Aldaoud Call w/info 708-663-0956.

WANT TO ADOPT

ABOUT LOVE ADOPTION
We're ready to help you in anyway we can! Young, energetic couple with active lives, playful personalities, open hearts and a dream of adoption. We're best friends and have loving grandparents nearby eager to welcome their first grandchild!
KATIE AND ADAM
800-514-4979
katieandadamadopt@gmail.com

A BABY IS A BLESSING: ADOPTION
We have open arms, unlimited love and lots of time for your precious baby. We value faith, education and our large family. Your child will always know the warmth of your love. Talk with
Janice and Tom
888-670-0958

★Adopt★ Caring young teachers, FT mom, secure home, playful nuturing family, unconditional LOVE awaits. Expenses paid. Tim & Michelle 1-800-784-8203

★Adopt★ Adoring, athletic, close-knit extended family, lots of LOVE, strong values and laughter await precious baby. Expenses paid. ★★ Lisa 1-800-524-0212 ★★

Complaint, and you may lose your right to object to anything that is or may be incorrect in the Complaint. A judgment may be enforced as provided by law.

A judgment awarding money may become a lien against any real estate you own now or in the future, and may also be enforced by garnishment or seizure of property.

DATED: July 30, 2008.
P. O. Address:
Bass & Moglowsky, S.C.
Suite 206
7020 N. Port Washington Road
Milwaukee, WI 53217

BASS MOGLOWSKY, S.C.
Attorneys for Plaintiff
Steven W. Moglowsky
Telephone: (414) 228-6700
WI State Bar No. 1017104

NOTICE OF ABANDONMENT

On July 25, 2008, the United States District Court for the Northern District of Illinois, in a case entitled United States v. Narkibla Harvey, No. 05 CR 195, ordered abandonment to the United States of the following property pursuant to 41 C.F.R. § 128-48.1:

(a) one Colt .38 caliber handgun, bearing serial number 273968.

The Attorney General of the United States intends to dispose of the property. In accordance with 18 U.S.C. § 853(n)(1), any persons or entities alleging an interest in such properties must file a petition with the Court and the United States Attorney's Office, 219 South Dearborn Street, Chicago, Illinois 60604, within thirty (30) days of either the publication of this notice or receipt thereof by mail, whichever is earlier. The petition must be signed by the petitioner under penalty of perjury and must set forth:

(1) the nature and extent of the petitioner's right, title or interest in such property;

(2) the time and circumstances of the petitioner's acquisition of the right, title or interest in the property;

(3) any additional facts supporting the petitioner's claim; and

(4) the relief sought.

A hearing on the petitions may be held by the Court, notice of which shall be given to all petitioners. If you fail to file a petition to assert your right, title or interest in the above-described property, within thirty (30) days of this notice, your right, title and interest in this property shall be defaulted and forfeited to the United States. The United States then shall have clear title to the property herein described and may warrant good title to any subsequent purchaser or transferee.

Please check www.forfeiture.gov for a listing of all judicial forfeiture notices as newspaper publication of judicial forfeiture notices will be discontinued in the near future.

KIM R. WIDUP
United States Marshal
Northern District of Illinois
Room 2444
219 South Dearborn Street
Chicago, Illinois 60604

(4) the relief sought.

A hearing on the petitions may be held by the Court, notice of which shall be given to all petitioners.

Please check www.forfeiture.gov for a listing of all judicial forfeiture notices as newspaper publication of judicial forfeiture notices will be discontinued in the near future.

KIM R. WIDUP
United States Marshal
Northern District of Illinois
Room 2444
219 South Dearborn Street
Chicago, Illinois 60604

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notices as newspaper publication of judicial forfeiture notices will be discontinued in the near future.

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NOTICE OF OPEN HOUSE/PUBLIC MEETINGS

Surface Transportation Board
Section of Environmental Analysis

On July 25, 2008, the Surface Transportation Board (Board) served the Draft Environmental Impact Statement (Draft EIS) for the proposed Canadian National Railway Company's acquisition of the Elgin, Joliet & Eastern Railway. As part of the EIS process, the Board's Section of Environment Analysis (SEA) will hold eight public meetings to present the findings of the Draft EIS and to allow an opportunity for public comment of the document.

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- Tuesday, September 9, 2008, Aurora, IL – West Aurora High School Auditorium, 1201 W. New York St.
- Wednesday, September 10, 2008, Gary, IN – Indiana University Northwest, Savannah Center, 3400 Broadway
- Thursday, September 11, 2008, Joliet, IL – Holiday Inn, 411 Larkin Ave.

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American Enterprise Bank. The balance of any successful bid must be received by the Secured Party in good funds within five (5) days of the conclusion of the Sale. If the successful bidder fails to pay the balance of its successful bid within the time allotted, the initial deposit will be forfeited and the Secured Party may, at its option, sell the assets to the next highest bidder without prejudice or waiver to any rights to and remedies against the defaulting bidder. American Enterprise Bank reserves its right to adjourn the Sale to a further date and/or modify the Sale terms and conditions in its sole discretion without any further notice. Further, American Enterprise Bank reserves its right, in its sole discretion, to determine the qualifications of any bidder, including the ability of any prospective bidder to close the transaction upon the terms and conditions set forth herein. American Enterprise Bank expressly reserves the right to make a credit bid for any of the Sales Assets, based upon its security interest in such Sale Assets, at any time up to the conclusion of the auction. American Enterprise Bank's security interest shall attach to the proceeds of sale.
THE ASSETS SOLD OR TO BE SOLD ARE BEING SOLD IN AND ON AN "AS-IS, WHERE-IS" BASIS AND WITH NO EXPRESS OR IMPLIED WARRANTIES, REPRESENTATIONS, STATEMENT OF CONDITION OF ANY KIND, INCLUDING, BUT NOT LIMITED TO, WARRANTIES OF TITLE, POSSESSION, QUIET ENJOYMENT, MERCHANTABILITY, FITNESS FOR A PARTICULAR PURPOSE OR THE LIKE, AND ARE TO BE IN ACCORDANCE WITH THE TERMS AND PROVISIONS OF THIS NOTICE. For further information concerning the Sale Assets, or to arrange for an inspection of these assets, please contact attorney for Secured Party, Howard Marks, Esq., Berger, Newmark & Fenchel P.C., 303 W. Madison St., 23rd Floor, Chicago, IL, Ph.: (312) 782-5050; Fax: (312) 782-6491.

For more listings, visit: chicagotribune.com/homes

Process Bids)
INVITATION FOR BIDS
SEALED BIDS will be received by Pace's Purchasing Department, 550 West Algonquin Road, Arlington Heights, Illinois 60005 until 2:00 PM on the day(s) indicated below at which time and place all such bids will be opened and read aloud for the purpose of purchasing the following materials or service:
DESCRIPTION
IFB No. 400292
Purchase of Two (2) New Skid Steer Loaders with Bucket, Snow Blower and Snow Blade Attachment
OPENING DATE
September 8, 2008
This procurement/project may be funded in major part by the U. S. Department of Transportation, Federal Transit Administration ('FTA') and the Illinois Department of Transportation ('IDOT') and/or the Regional Transportation Authority('RTA'), pursuant to financial assistance agreements with said agencies.
All bids must be only in the form prescribed by Pace, and must be made in accordance with this Invitation for Bids, and other Contract Documents, all of which are on file and available for examination at the office of Pace at the above address and are made a part of this notice as though fully set forth herein. Copies of these documents can be obtained by downloading them from Pace's website. They may also be obtained upon written request to the Pace Purchasing Department, 550 W. Algonquin Road, Arlington Heights, IL 60005, or by calling 847-228-3573.
Pace reserves the right to reject any and all bids or to award in accordance with the award procedure as set forth in the Invitation for Bid and the conditions in the bid documents.
Pace, in accordance with Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42U.S. C. 2000d-4 and Title 49, Code of Federal Regulations, Subtitle A, Part 21 (non-discrimination in Federally assisted Programs of the Department of Transporta-

NOTICE OF CLASS ACTION SETTLEMENT

A class action settlement has been reached in Curtis, et al. v. Vienna Beef Ltd., a lawsuit pending in the Circuit Court of Cook County, Illinois (Case No. 07 CH 27980). In that lawsuit, the Plaintiffs allege that Defendant Vienna Beef Ltd. engaged in misleading advertising and marketing of its "natural casing" products. These products (referred to below as the "Natural Casing Products") consist of all Vienna Beef Ltd. products that have either pork/hog or sheep casings, including the following: Vienna Beef Natural Casing Jumbo Franks, Vienna Beef Natural Casing Polish Sausage, Vienna Beef Natural Casing Knockwurst, Vienna Beef Frankwurst, and Vienna Beef Natural Casing Franks. The court in the lawsuit has granted preliminary approval of the settlement and directed that this notice be published prior to considering whether to grant final approval to the settlement.

While the Defendant denies any wrongdoing, it has agreed to modify its advertising and marketing of its Natural Casing Products and to make financial benefits available to the following persons (the "Settlement Class"): All consumers residing in the United States (including the District of Columbia, territories and possessions) who have consumed and/or purchased any Vienna Beef Natural Casing Products and a) did not know that the casing on the Natural Casing Product consisted of pork/hog or sheep intestine and b) would not have consumed and/or purchased the National Casing Product if they had known the product's casing consisted of pork/hog or sheep intestine.

All members of the Settlement Class should visit www.caclawyers.com/viennasettlement.html, which contains complete information about the lawsuit and the settlement, including how Settlement Class members can submit a claim to receive money under the settlement, how to be excluded from the settlement, how to object to final approval of the settlement, and the date and location of the final approval hearing. If you don't have access to the internet or otherwise have questions about the settlement, you may write to or call Plaintiffs' attorney, Lance A. Raphael, 180 W. Washington St., Ste. 700, Chicago, IL 60602 (312) 782-5808.

Legal Services

LEGAL SERVICES

FathersRightsDenied.com Looking for Pro Bono legal assistance **PLEASE HELP** support@fathersrights

LEGAL SERVICES

Senior needs lawyer for DuPage County foreclosure. Expenses paid. 630-435-1203 PO Box 1243 Elmhurst 60126

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Media Contact List

Print Media Contact List			
Publication	**First Name**	**Last Name**	**Title**
Lake County Journals	Kurt	Begalka	
Buffalo Grove Countryside	Greg	Canfield	Managing Editor
Buffalo Grove Countryside	Marc	Alberts	Managing Editor
Buffalo Grove Journal & Topics	Todd	Wessell	Editor
Daily Herald-Lake County	Sara	Faiwell	Reporter
Daily Herald-Lake County	Lee	Filas	Reporter
Daily Herald-Lake County	Jason	King	Reporter
Daily Herald-Lake County	Steve	Lundy	Reporter
Daily Herald-Lake County	Gretchen	Marquardt	Reporter
Daily Herald-Lake County	Marianne	Moss	County News Reporter
Daily Herald-Lake County	Scott	Ray	Reporter
Daily Herald-Lake County	Abby	Scalf	Reporter
Daily Herald-Lake County	Amie	Shak	Reporter
Grayslake Review	Michael	Bivona	Managing Editor
Daily Herald-Lake County	Russell	Lissau	County News Reporter
Lake County News-Sun	Jim	Newton	Reporter
La Luz	Ryan	Pagelow	News Reporter
Lake County News-Sun	Charles	Selle	News Editor
Waukegan News Sun			
Antioch Review			
Pioneer Press-Lake Shore	David	Sweet	Group Editor
Pioneer Press-North Shore	Joanna	Broder	Community News Reporter
Pioneer Press-Northwest/Arlington	John	Korinek	Editor
Daily Herald - Cook County	Joseph	Ryan	Metro Reporter
Pioneer Press-Northwest/Arlington	Mike	Martinez	Editor
Barrington Courier Review	Tony	Solano	Reporter/Writer
The Southtown Star	Stephanie	Gehring	Suburban News Staff Writer
The Southtown Star	Jim	Hook	Suburban News Staff Writer
The Southtown Star	William	Lee	Local News Staff Writer
The Southtown Star	Guy	Tridgell	Transportation Staff Writer
Lake Forester	David	Sweet	Editor
The Frankfort Station	Lauren	Traut	Editor
Pioneer Press-West	Patrick	Butler	Staff Writer
Palos Heights Regional News	Patrick	Murray	Editor
Riverside/Brookfield Landmark	Bob	Uphues	Editor
Examiner Publications, Inc.	Randall	Petrik	Publisher
The Sun-Glen Ellyn	Jerry	Alger	Publisher
Naperville Sun	Susan	Carlman	Reporter
Naperville Sun	Kathy	Cichon	News Reporter
Naperville Sun	Katie	Foutz	Reporter
Lemont Reporter-Met	John	Koys	News Editor
Nelson's Today	Jerry	Nelson	Editor
The Sun-Wheaton	Jerry	Alger	Publisher
The Wheaton-Leader	Judy	Harvey	Executive Editor
Daily Herald-McHenry	Lenore	Adkins	Reporter
Daily Herald-McHenry	Elisabeth	Carrel	County News Reporter
Daily Herald-McHenry	Jeff	Gaunt	Reporter
Daily Herald-McHenry	Chris	Hankins	County News Reporter
Daily Herald-McHenry	Gene	Haschak	Reporter
Daily Herald-McHenry	Brian	Hill	County News Reporter
Daily Herald-McHenry	Adam	Kovac	Reporter
Daily Herald-McHenry	George	LeClaire	Reporter
Daily Herald-McHenry	Barbara	Millburger	Reporter
Weekly Journals	Doug	Oleson	Reporter
The Aurora Beacon News	Steve	Lord	Staff Writer
Sun Publications-Aurora	Jim	Lynch	Publisher
Sun Publications-Aurora	Kim	Williams	Regional Editor

Publication	First Name	Last Name	Title
Kane County Chronicle			
Sun Publications-Plainfield	Dan	Cassidy	Regional Editor
Plainfield Enterprise Newspapers	Madhu	Mayer	Writer
South Suburban Family Time	Pat	Wiley	Editor
New Lenox Patriot	Laura	Michaels	Editor
Northwest Herald	Jocelyn	Allison	Regional Reporter
Northwest Herald	Brandon	Couter	Community News Reporter
Bolingbrook Sun	Toni	Greathouse	Columnist
The Northwest Indiana Times	Crista	Zivanovic	Features Editor
Inside Indiana Business			
Lake Michigan Shore	Pat	Colander	Associate Publisher & Editor
The Times	Melinda	Moore	Community News Coordinator
The Times	Jennifer	Pallay	Community News Coordinator
The Times	Phil	Wieland	County News Reporter
The Times	Brian	Williams	County News Reporter
Midwest Beat Magazine	Diane	Demeter	Writer
Midwest Beat Magazine	Alana	Grelyak	Columnist
Midwest Beat Magazine	Shelly	Harris	Staff Writer & Columnist
Chesteron Tribune	Alexandra	Newman	Community News Editor
Post-Tribune	Joe	Puchek	Lake County Neighbors Editor
The Gary Crusader	Dorothy	Leavell	Publisher & Managing Editor
Chicago Tribune	Lisa	Black	North Shore Reporter
Chicago Tribune	Courtney	Flynn	Metro Reporter
Chicago Tribune	Deborah	Horan	Suburban News Reporter
Chicago Tribune	Susan	Kuczka	Reporter
Chicago Tribune	Jo	Napolitano	South Suburban Reporter
Chicago Tribune	Joe	Sjostrom	News Reporter
Chicago Tribune	Jon	Hilkevitch	Transportation Columnist
Chicago Tribune	Mary Jane	Grandinetti	Automotive Editor
Chicago Tribune	Rick	Popely	Transportation & Automotive Reporter
Chicago Sun-Times	Dave	Roeder	Reporter
Chicago Sun-Times	Dan	Rozek	Suburban News Reporter
Chicago Sun-Times	Chris	Fusco	State Governments Reporter
Chicago Sun-Times	Steve	Patterson	Reporter
Chicago Sun-Times	Monifa	Thomas	Transportation Reporter
Chicago Free Press	Kerrie	Kennedy	Features Writer
Herald Newspapers, Inc.	Gabriel	Piemonte	Editor
Herald Newspapers, Inc.	Nykeya	Woods	Reporter
Crain's Chicago Business	Bob	Tita	Reporter
Chicago Defender	Kathy	Chaney	News Reporter
RedEye	Kyra	Kyles	News Reporter
Carbondale Times	Jason	Thomas	Publisher
Centralia Sentinel	Mark	Hodapp	County News Editor
Centralia Sentinel	Bryan	Hunt	Editor
Centralia Sentinel	David	Porter	Managing Editor
Salem Times-Commonor	Bob	Haney	News Staff Writer
Salem Times-Commonor	Dennis	Rosenberger	Publisher & Editor
County Star	Tim	Evans	General Manager
County Star	Christine	Walsh	Editor
The News-Gazette	Kate	Clements	State News Editor
The News-Gazette	Pam	Dempsey	Regional Reporter
The News-Gazette	Don	Dodson	Assistant City Editor
The News-Gazette	Mike	Howie	City Editor
The News-Gazette	Joel	Leizer	Assistant News Editor
El Informador	Marcos	Calderon	Managing Editor
The Hub Weekly	Lisa	Meid	Editor
Daily Illini	Eric	Heisig	

Publication	First Name	Last Name	Title
The Times	Sue	Brown	Regional Reporter
The Times	Dan	Hinkel	News Reporter
The Times	Adele	Mackanos	Community News Reporter
Viva Los Tiempos	Maria	Moncada	News Staff Writer
Viva Los Tiempos	Ruth	De La Garza	News Staff Writer
Viva Los Tiempos	Rob	Earnshaw	News Staff Writer
Viva Los Tiempos	Lisette	Guillen	Managing Editor
Oswego Ledger-Sentinel			
Suburban Life Publications	Dan	Petrella	Staff Reporter
Business Ledger	Jeremy	Stoltz	Staff Writer
Pantagraph	Michael	Tarm	Associated Press Writer
The Daily Journal	Lee	Provost	
The Southern Illinoisan	Blackwell	Thomas	
Daily Herald - Cook County	Chad	Brooks	Community News Reporter
Daily Herald - Cook County	Nadia	Malik	Community News Reporter
Daily Herald - Cook County	Jack	Komperda	Community News Reporter
Daily Herald - Cook County	Ashok	Selvam	News Reporter
Daily Herald - DuPage County	Jacob	Griffin	Reporter
Daily Herald - DuPage County	Melissa	Jenco	County News Reporter
Daily Herald - DuPage County	Justin	Kmitch	Reporter
Daily Herald - DuPage County	Marni	Pyke	County News Reporter
Daily Herald - Lake County	Madhu	Krishnamurthy	Reporter
Daily Herald - Lake County	Russell	Lissau	County News Reporter
Daily Herald - Lake County	Mick	Zawislak	Reporter
Daily Herald - McHenry	Lenore	Adkins	Reporter
The Herald-News	Janet	Lundquist	Regional Reporter
Chicago Tribune	Dennis	Byrne	Editorial Page Contributing Columnist
Chicago Tribune	Jon	Hilkevitch	Transportation Reporter
Chicago Tribune	Jo	Napolitano	News Reporter
Chicago Tribune	Joe	Sjostrom	Suburban News Reporter
Daily Herald - DuPage County	Marni	Pyke	County News Reporter
Des Plaines Valley News	Jeff	Borgardt	Managing Editor
Chicago Tribune	Tina	Shah	Metro Reporter
Naperville Sun	Kathy	Cichon	News Reporter
Third Coast Press	Micah	Maidenberg	Co-Editor
The Courier-News	Dave	Gathman	Special Sections Editor
The Southtown Star	Guy	Tridgell	Transportation Staff Writer
Sun Publications-Aurora	Paige	Winfield	Community News Reporter
The Aurora Beacon News	Steve	Lord	Local Governments Staff Writer
Crain's Chicago Business	Bob	Tita	Reporter
ChicagoBusiness.com	Lorene	Yue	Online Reporter
22nd Century Media	Lauren	Traut	Editor
National Post	Scott	Deveau	Reporter
The Herald-News	Cindy	Cain	Business Reporter
The Herald-News	Bob	Okon	Regional Reporter
GlobeSt.com	Gina	Kenny	Chicago Correspondent
The Herald-News	Christina	Chapman	Grundy County Reporter
Lake County News-Sun	Kendrick	Marshall	City Reporter
Lake County News-Sun	Dan	Moran	Reporter
Kendall County Record Inc.	John	Etheredge	Editor
Morris Daily Herald	Patrick	Graziano	Managing Editor
National Post	Scott	Deveau	Reporter
The Aurora Beacon News	Rowena	Vergara	Retail Reporter
Naperville Sun	Mike	Mitchell	News Reporter
The News-Gazette	Mike	Monson	Reporter
Associated Press	Michael	Tarm	News Reporter
The Times	Keith	Benman	Reporter
The Herald-News	Stewart	Warren	Reporter

Publication	First Name	Last Name	Title
Post-Tribune	Erik	Potter	County News Reporter
The Herald-News	Janet	Lundquist	Regional Reporter
Traffic World	Tom	Gallagher	Web Site Editor
The Times	Keith	Benman	Reporter
The Times	Dan	Hinkel	News Reporter
The Times	Vanessa	Renderman	County News Reporter
Daily Herald	Kim	Pohl	Editorial
Daily Herald	Josh	Stockinger	Editorial
Barrington Courier Review	Tony	Salono	
Barrington Courier Review	Stephanie	Kohl	
Chicago Tribune	Richard	Wronski	General Assignment Reporter/Writer
DesPlaines Journal	Pat	Krochmal	
Fox Valley Villages Sun	Dan	Campana	
Frankfort Station	Joseph	Hillenmeyer	Assistant Editor
Herald News	Cindy	Wojdyla Cain	
Herald News	Andre	Salles	
Herald News	Louise	Brass	
Lincoln Way Sun	Karen	Hanson	
Medill Reports	Liam	Martin	
Medill Reports	Haley	Westbrook	
Mundelein Review	John	Roszkowski	
Northwest Herald	Regan	Foster	

TV Media Contact List		
Media Name	**Contact**	**Fax**
CLTV	assignment desk	630-368-4468
FOX	assignment desk	
WGN	assignment desk	773-528-6050
ABC	assignment desk	312-899-8019
CBS	assignment desk	309-788-3642
NBC	assignment desk	312-527-5925
WGN	Greg Caputo	773-528-6050
	Rick Strasser	773-528-6050
ABC	Tom Robinson	312-750-7070
	Arlene Erves	312-899-8019

EJ Community Media Contact List			
Media Name	**Contact First Name**	**Contact Last Name**	**Title**
Reflejos	Marilia	Gutierrez	Editor
El Conquistador	Beatriz	Mendoza	Editor
Lawndale Bilingual News	Ivette	Sandoval	Editor
EXTRA	Jessica	DelCurto	Managing Editor
HOY! Newspaper	Alejandro	Escalona	Editor
La Raza Newspaper	Jorge	Mederos	Editor-in-Chief
African-American Times	Pauline	Owusu	Editor
Chicago Communicator, Newspaper, Inc	Larry	Hayes	Business/Politcal Reporter
Chicago Crusader	Dorothy	Gonder	Managing Editor
Chicago Defender	Chinta	Chaney	Reporter
Citizen Newspapers	Corey	Hall	Editor
The Gary Crusader	Dorothy	Laveall	Edi

Community Calendars	
Publication	**Phone**
Lake County Journals	
Buffalo Grove Countryside	847-797-5128
Buffalo Grove Journal & Topics	847-299-5511
Daily Herald-Lake County	847-680-5504
Grayslake Review	847-599-6948
Lake County News-Sun	847-249-7253
La Luz	847-599-2191
Waukegan News Sun	847-336-7200
Antioch Review	847-696-3133
Pioneer Press-Lake Shore	847-599-6944
Pioneer Press-North Shore	847-486-7360
Pioneer Press-Northwest/Arlington Heights	847-797-5128
Barrington Courier Review	847-458-5305
The Southtown Star	708-633-5971
Lake Forester	847-599-6944
The Frankfort Station	708-326-9170
Pioneer Press-West	708-524-4420
Palos Heights Regional News	708-448-4000
Riverside/Brookfield Landmark	708-442-6739
Examiner Publications, Inc.	630-830-4145
The Sun-Glen Ellyn	630-416-5171
Naperville Sun	630-416-5260
Lemont Reporter-Met	
Nelson's Today	630-682-5958
The Sun-Wheaton	630-416-5171
The Wheaton-Leader	630-469-0100
Daily Herald-McHenry	847-608-2725
Weekly Journals	847-586-5500
The Aurora Beacon News	630-844-5926
Sun Publications-Aurora	630-416-5169
Kane County Chronicle	630-232-9222
Sun Publications-Plainfield	815-439-7535
Plainfield Enterprise Newspapers	815-436-2431
South Suburban Family Time	815-463-4774
New Lenox Patriot	708-326-9170
Northwest Herald	815-459-4122
Bolingbrook Sun	630-226-0706
The Northwest Indiana Times	219-933-3247

Inside Indiana Business	317-275-2010
Lake Michigan Shore	219-933-3225
The Times	219-933-3396
Midwest Beat Magazine	219-934-9133
Chesterton Tribune	219-926-1131
Post-Tribune	219-648-3099
The Gary Crusader	219-885-4357
Chicago Tribune	847-918-2810
Chicago Sun-Times	312-321-2843
Chicago Free Press	773-868-0005
Herald Newspapers, Inc.	773-643-8533
Crain's Chicago Business	312-649-5479
Chicago Defender	312-225-2400
RedEye	312-222-2419
Carbondale Times	618-457-4084
Centralia Sentinel	618-532-5601
Salem Times-Commonor	618-548-3330
County Star	217-892-9613
The News-Gazette	217-782-2486
El Informador	217-351-3671
The Hub Weekly	217-356-4821
Daily Illini	217-337-8300
Viva Los Tiempos	219-933-3200
Oswego Ledger-Sentinel	630-554-8565
Suburban Life Publications	630-368-1100
Business Ledger	630-428.8788
Pantagraph	312-781-0500
The Daily Journal	815-937-3364
The Southern Illinoisan	618-351-5823
Des Plaines Valley News	708-594-9340
Naperville Sun	630-416-5114
Third Coast Press	773-525-6730
The Courier-News	847-888-7756
The Aurora Beacon News	630-978-8880
22nd Century Media	708-326-9170
Lake County News-Sun	847-249-7217
Kendall County Record Inc.	630-553-7034
Morris Daily Herald	815-942-3221
DesPlaines Journal	
Fox Valley Villages Sun	
Lincoln Way Sun	
Mundelein Review	
Reflejos	847-806-1111
El Conquistador	630-232-9255
Lawndale Bilingual News	708-656-6400
EXTRA	773-252-3534
HOY! Newspaper	312-527-8900
La Raza Newspaper	773-273-2014
African-American Times	773-568-2274
Chicago Communicator, Newspaper, Inc	773-488-9024
Chicago Crusader	773-752-2500
Citizen Newspapers	773-783-1251
Joliet Herald News	815-729-6124
News Sun in Waukegan	847-336-7218
Beacon News	
Courier	

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Public Meeting Guide



Canadian National Railway Company and Grand Trunk Corporation Control – EJ&E West Company

STB Finance Docket No. 35087

Public Meeting Guide

for the Draft Environmental Impact Statement for the proposed Canadian National Railway Company Acquisition of the Elgin, Joliet & Eastern Railway Company

Tonight's Schedule

4 - 6 PM **Open House**
No formal presentation, informal discussions only

6 - 9 PM **Public Meeting**
Short presentation followed by oral comments

Application Overview

Proposed Action

On October 30, 2007, Canadian National (CN) filed an application with the Surface Transportation Board (Board) seeking approval to acquire the Elgin, Joliet and Eastern Railway Company (EJ&E). With the Proposed Action, the following changes are anticipated:

- Six new rail-to-rail connections between existing lines
- Addition of 19 miles of siding extension and double tracking
- Increase in use of the Kirk Yard and East Joliet Yard
- Increase in rail traffic by approximately 15 to 24 trains per day on the EJ&E rail line between Libertyville, IL, and Gary, IN
- Decrease in rail traffic on the CN rail line inside the EJ&E arc
- Elimination of CN rail traffic from the St. Charles Air Line near McCormick Place

Purpose and Need

According to CN, the three primary purposes of the Proposed Action are:

1. Improve operations in and beyond Chicago area by providing a continuous rail route around the City that links the five CN rail lines radiating out from Chicago
2. Consolidate all railcar classification work in CN-owned yards to reduce the use of the Belt Railway Company of Chicago Clearing Yards
3. Provide access to customers located on EJ&E, including steel, chemical, petrochemical, and utility industries

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Mailing List Registration . . . . . ***inside back cover***

Key Words and Abbreviations

The following are key words or abbreviations noted in this Public Meeting Guide booklet.

Applicants:	Canadian National Railway Company and Grand Trunk Corporation (CN)
Proposed Action:	Applicants' proposed acquisition of control of Elgin, Joliet and Eastern West Company (EJ&E), use of the EJ&E rail line to connect all five CN's rail lines in Chicago, and diversion of some trains from operating inside the EJ&E arc to the EJ&E rail line
Board:	Surface Transportation Board (STB)
SEA:	Section of Environmental Analysis (an office within the Board responsible for conducting the environmental review)

Public Meeting Dates and Locations

SEA will hold 8 open house/public meetings to present the findings in the Draft Environmental Impact Statement (Draft EIS) and will invite interested parties to make oral comments. The dates, times, and locations of the public meetings are as follows:

1 **Monday, Aug. 25, 2008**
Holiday Inn
500 Holiday Plaza Dr.
Matteson, IL 60443

2 **Tuesday, Aug. 26, 2008**
Crowne Plaza Hotel
510 E. Route 83
Mundelein, IL 60060

3 **Wednesday, Aug. 27, 2008**
Barrington High School Gym
616 W. Main St.
Barrington, IL 60010

4 **Thursday, Aug. 28, 2008**
Bartlett High School Auditorium
701 W. Schick Rd.
Bartlett, IL 60103

5 **Monday, Sept. 8, 2008**
Loyola University of Chicago
Rubloff Auditorium
25 E. Pearson St.
Chicago, IL 60611

6 **Tuesday, Sept. 9, 2008**
West Aurora High School
Auditorium
1201 W. New York St.
Aurora, IL 60506

7 **Wednesday, Sept. 10, 2008**
Indiana University Northwest
Savannah Center
3400 Broadway
Gary, IN 46408

8 **Thursday, Sept. 11, 2008**
Holiday Inn
411 S. Larkin Ave.
Joliet, IL 60436



Public Meeting Format and Ground Rules

All meetings will consist of an open house followed by a public meeting. The same information will be presented at each public meeting and will follow the schedule outlined below.

OPEN HOUSE 4:00 PM – 6:00 PM

Staff from the Board and HDR, Inc. will be available to answer questions and help members of the public review project maps and other findings of the Draft EIS and analysis.

PUBLIC MEETING 6:00 PM – 9:00 PM

Staff from the Board and HDR, Inc. will make a short presentation to the public and will then be available to receive formal comments on the Draft EIS. This portion of the meeting will be held for the purpose of receiving comment. It is not a question-and-answer session.

Beginning on July 25, 2008, speaker registration will be determined on a first come, first served basis by calling the hotline to pre-register in advance (1-800-347-0689) or at the sign-in tables the day of the public meeting. Each speaker will be allocated up to 3 minutes to present her or his comments.

Mutual respect, courtesy, and patience are the meeting's guiding principles. In order to maintain an atmosphere where everyone feels comfortable and welcome, we ask that you follow the ground rules listed below:

- Displays, signs, or banners are not allowed in the meeting room or registration area.
- Please do not interrupt a speaker while he or she is speaking.
- Please remain quiet while in the audience so the court reporter can accurately hear and record comments.
- When speaking, please refrain from addressing the audience or asking for audience participation.
- Please turn off cell phones and pagers or set them to vibrate.

Public Meeting Guidelines

Procedures for speaker registration and participation are listed below. The moderator has the authority to deviate from these procedures, if needed.

1. All speakers are required to register either by calling the hotline in advance of this meeting (1-800-347-0689) or by signing up at the Speaker Registration table at this meeting.
2. A list of registered speakers will be given to the moderator and court reporter at the start of the public meeting. Speakers will be called forward based on the order in which they signed up. Federally elected officials will be moved to the top of the speakers list.
3. In order to accommodate as many speakers as possible, individuals who have spoken at another public meeting for this proceeding will be placed at the end of the speaker list.
4. Each speaker will be allotted a maximum of 3 minutes to present his or her comments. A timekeeper will alert speakers at the 2 minute mark, the 2-1/2 minute mark, and at 3 minutes.
5. Speakers are encouraged to summarize written comments rather than read them in full.
6. To allow equal opportunity for all, and to accommodate the number of people who may wish to speak, yielding time to another person will not be allowed.
7. Demonstrations will not be allowed in either the open house or the public meeting.
8. Transcripts of the public meetings will be available on the Board's website (*http://www.stb.dot.gov*) approximately two weeks after the public meetings.

In addition to speaking at the public meetings, detailed written or spoken comments on the Draft EIS may be submitted by other methods as described on page 16 of this guide. All comments received will have equal weight in the process and will receive the same level of attention. The deadline for comments on the Draft EIS is **September 30, 2008**.

Frequently Asked Questions

Found within the Executive Summary is a list of frequently asked questions about the STB, its decision-making process and authority, and the proposed acquisition. These frequently asked questions are reprinted here.

What is the Surface Transportation Board (STB or Board)?

The STB was created by the ICC Termination Act of 1995 as a successor to the Interstate Commerce Commission, and is responsible for the economic regulation of freight railroads under the Interstate Commerce Act, pursuant to 49 U.S.C. 701-727 and 10101-16106. Among its various duties, the STB reviews railroad proposals to construct and operate new rail lines, abandon unneeded rail lines, or acquire and operate other lines or other railroads.

The Board itself is a bipartisan body with 3 members who are appointed by the President and confirmed by the Senate for staggered 5-year terms. Currently (as of July 2008), Charles D. Nottingham is the Chairman of the STB, Francis P. Mulvey is the Vice Chairman, and W. Douglas Buttrey is the third member.

Within the STB, the Section of Environmental Analysis (SEA) is responsible for directing the environmental review process for matters that come before the Board, conducting independent analysis of all environmental data, and making environmental recommendations to the Board.

Overall, the STB has a staff of approximately 140 people, consisting of attorneys, economists, transportation industry analysts, engineers, auditors, environmental specialists, and support staff. Although the STB is organizationally within DOT, it operates as an independent regulatory agency.

What is the STB's process for authorizing railroad consolidations and acquisitions of control?

When 2 or more rail carriers seek to consolidate—whether through merger or common control—they must obtain prior STB approval under 49 U.S.C. 11323-25 and 49 CFR Part 1180. In the case of the proposed acquisition of the Elgin, Joliet and Eastern Railway Company (EJ&E) (a Class II railroad) by the Canadian National Railway Company and

Grand Trunk Corporation (CN) (a Class I railroad), the STB must approve the acquisition unless it finds (1) as a result of the transaction, there is likely to be substantial lessening of competition, creation of a monopoly, or restraint of trade in freight surface transportation in any region of the United States, and (2) the anti-competitive effects of the transaction outweigh the public interest in meeting significant transportation needs (49 U.S.C. 11324(d)).

After an application for STB approval is filed, the STB sets a procedural schedule that gives interested parties time to submit information on any transportation issues and for the applicant to reply. The STB also prepares environmental analyses and documentation to meet its obligations under environmental laws. The STB then considers the entire record (including all comments received on environmental or transportation issues), in deciding whether to authorize the acquisition application as proposed, deny the proposal, or approve the proposal with conditions imposed to mitigate likely competitive adverse effects or potential safety or environmental concerns.

There are statutory time limits for the STB's processing of merger/control applications. Because the Board determined that the CN-EJ&E acquisition is a minor transaction, the STB's decision normally would be due within six months of the filing of the application (49 U.S.C. 11325(d)). However, the STB must also comply with the National Environmental Policy Act (NEPA), 42 U.S.C. 4321 *et seq*., in its decisionmaking and must complete the necessary environmental review process before making a final decision. Therefore, a final decision here will be issued as soon as possible after completion of the environmental review process.

What does NEPA require?

NEPA requires Federal agencies to examine the potential environmental impacts of their proposed actions, to inform the public concerning those impacts, and to consider the impacts in their decisionmaking. The purpose of NEPA is to focus the attention of the agency and the public on the likely environmental consequences of a proposed action in order to minimize or avoid potential adverse environmental impacts. However, NEPA does not mandate a particular result. Once the adverse environmental impacts have

been adequately identified and evaluated, the agency can conclude that other benefits outweigh the environmental costs.

The STB's environmental review process must comply with the requirements of the President's Council on Environmental Quality NEPA regulations (40 CFR Parts 1500–1508) and with its own NEPA-implementing regulations (49 CFR Part 1105). In the case of the proposed CN-EJ&E acquisition, the STB determined that these regulations require the preparation of a full Environmental Impact Statement (EIS)—the environmental documentation prepared in cases that have potentially significant environmental impacts.

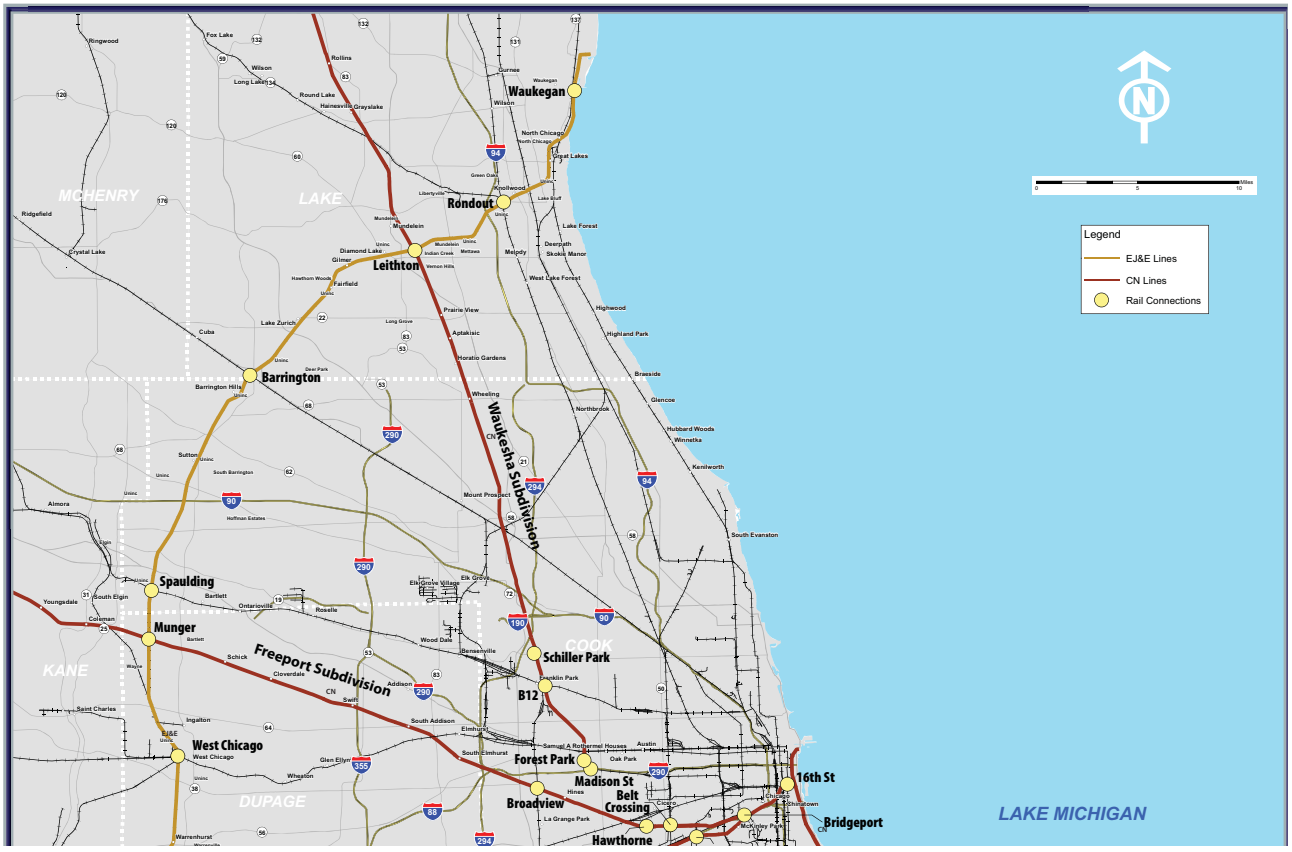
What is the role of SEA in the NEPA process?

Under NEPA, the STB must consider the potential environmental impacts of its action before deciding whether to approve an application. SEA is the office within the STB that gathers and analyzes the environmental record in a case, prepares the NEPA documentation, and provides technical advice and recommendations to the Board on environmental matters. SEA has trained legal and environmental specialists, headed by the Chief of the Section of Environmental Analysis, Victoria Rutson.

SEA often uses "third-party contracting" to help prepare environmental documentation. Third-party contracting is a voluntary arrangement in which the applicant pays for a contractor to assist SEA by developing the environmental analyses necessary for compliance with NEPA and related environmental laws, under SEA's direction, control, and supervision. The Board's environmental rules at 49 CFR 1105.10(d) as well as the CEQ regulations at 40 Code of Federal Regulations [CFR] 1500–1508, specifically permit the use of third-party contractors approved by SEA.

The third-party contracting process provides an effective means to prepare an independent, comprehensive environmental analysis that meets the requirements of NEPA and related environmental laws. The contractors function as an extension of SEA's staff. They work under SEA's direction to collect and verify environmental information from the railroads, consulting agencies, other interested parties, and the general public; conduct unbiased environmental analysis; develop appropriate environmental criteria and

Location Map





methodologies for analyzing particular environmental issue areas; and prepare environmental documentation and mitigation options. SEA makes its own evaluation of the environmental issues and is responsible for the scope and content of the NEPA document.

What is the STB's NEPA process in a railroad acquisition case?

If an EIS is prepared, SEA first issues a notice of intent to prepare an EIS and determines the scope of work for the EIS, after providing opportunities for public participation and consultation with appropriate Federal, state, and local agencies and other government entities. SEA then prepares a Draft EIS that analyzes in detail the potential environmental impacts of the proposed acquisition, considers reasonable and feasible alternatives to the applicant's proposal, and makes recommendations for environmental mitigation. By regulation, the public has at least 45 days to comment on a Draft EIS.

SEA then issues a Final EIS that responds to the public comments, presents the results of any further environmental analysis, and incorporates final environmental mitigation recommendations. The Board then considers both the environmental record (the Draft and Final EISs and all comments received) and the record on the transportation issues to decide whether to authorize the acquisition as proposed, deny the proposal, or approve it with conditions, including environmental conditions (see 49 CFR 1105.10(a) and (f)).

What is the public's role in the NEPA process?

There are ample opportunities for public input during the NEPA process, particularly during scoping (to determine what issues should be addressed in an EIS) and in commenting on a Draft EIS. The public can submit written comments directly to the agency and/or participate in hearings or public meetings. In preparing the Final EIS, the Federal agency must take into consideration, and respond to, the comments received from the public and other parties.

For the EIS on the proposed CN-EJ&E acquisition, SEA held 14 scoping open house meetings in 7 locations in January 2008. In addition to the public scoping meetings, SEA held agency scoping meetings with Federal, state, and local agencies in Illinois and Indiana. At the Illinois

agency scoping meeting, a number of agencies asked for a greater role in development of the Draft EIS. In response, SEA established 5 stakeholder focus area groups which reviewed the methodologies and data sources used in the analysis for the Draft EIS, offered comments and suggestions, and provided additional data.

Throughout the EIS process SEA has consulted extensively with appropriate agencies, including the United States EPA and the US Fish and Wildlife Service.

In addition, SEA identified 29 communities with minority or low-income populations potentially affected by the proposed acquisition. SEA then conducted targeted and specific outreach efforts to engage these communities in the environmental review process, including direct calls to elected officials regarding the environmental review process, public scoping meetings, and meetings with local representatives.

The Board is publishing the Draft EIS and is making it available for public review and comment. SEA is also scheduling open houses/ public meetings at 8 locations in the Chicago area to give people an opportunity to learn about the Proposed Action and to present their views. SEA will continue to consult with Federal, state, and local agencies, tribes, affected communities, and all interested parties to gather and disseminate information about the proposed acquisition.

How would the CN-EJ&E acquisition affect me and my community?

If the Board were to approve the CN-EJ&E acquisition, CN would redirect its trains from its 5 rail lines in Chicago to the EJ&E rail line, thereby increasing the volume of freight rail traffic along the EJ&E rail line, with a corresponding decrease in the volume of freight rail traffic along the CN rail lines. The increase in rail traffic along the EJ&E rail line would or could result in increases in:

Delays at highway/rail at-grade crossings, including delays of school buses and emergency vehicles

- Levels of noise and vibration
- Risk of train accidents
- Air pollutant emissions
- Energy use

Although the risk is still very low, people along the EJ&E rail line would also have an increased risk of exposure to hazardous materials should an accident occur resulting in a release of such materials. Property values could decrease somewhat for residences adjacent to the EJ&E rail line. No impacts to land use and biological, water, and cultural resources or changes to population, housing, and public services are expected. Some of the potential environmental impacts could be reduced or eliminated with mitigation.

The decrease in freight rail traffic along the 5 CN rail lines would result in corresponding benefits (decreases in existing adverse impacts) to the communities along those rail lines. In addition, the proposed redirection of freight rail traffic along the EJ&E line is expected to reduce freight rail delays and rail traffic congestion within the Chicago rail system.

Would the STB impose mitigation to reduce the adverse impacts if the CN-EJ&E acquisition were approved?

As it has in other cases, the Board is very likely to impose mitigation if it were to approve the CN-EJ&E acquisition. Based on the information available to date, consultations with appropriate agencies, and extensive environmental analysis, SEA has developed recommended preliminary environmental mitigation measures to address the identified adverse environmental impacts. These measures include requiring CN to take actions to reduce emergency vehicle delays, levels of noise and vibration, and the risk of accidents, including accidents involving hazardous materials. In addition, CN has submitted 76 voluntary mitigation measures.

As an alternative to the mitigation that the Board might unilaterally impose upon applicants, SEA encourages applicants to negotiate mutually acceptable agreements with affected communities to address potential environmental impacts. Negotiated agreements can be with neighborhoods, communities, cities, counties, regional coalitions, states, or other entities. If negotiated agreements are submitted to the Board, the Board's practice is to include a condition in any final decision approval of the proposed transaction requiring applicants to comply with the terms of the negotiated agreement.

What is the Board's authority to impose mitigation?

As a government agency, the Board can only impose conditions that are consistent with its statutory authority. Any conditions the Board imposes must relate directly to the transaction before it, must be reasonable, and must be supported by the record before the Board. The Board typically does not require mitigation for existing environmental conditions, such as the effects of current railroad operations, or for land development in the vicinity of the railroads.

Will the STB consider safety issues?

Yes. Although ensuring freight rail safety is the primary responsibility of the Federal Railroad Administration, the STB also takes safety concerns into consideration in its decisionmaking. This includes vehicle safety, passenger rail safety, freight rail safety, pedestrian safety, bicycle safety, emergency vehicle response and hazardous material transportation. Safety concerns are usually raised and addressed in the STB's environmental review process.

In the future, could CN run more trains over the EJ&E rail line?

Because of physical and operational constraints on the EJ&E rail line, SEA concluded that, under the CN proposed operating plan, the EJ&E rail line would be operated at or very near to capacity. In other words, it is unlikely that the number of trains using the EJ&E rail line would be higher than that estimated by CN in the proposed operating plan. SEA conducted numerous independent rail capacity and constraint analyses before reaching this conclusion.

Has the Board ever denied a request for approval of a railroad acquisition?

Yes. The Board and its predecessor agency, the Interstate Commerce Commission, have denied some rail merger and acquisition proposals. Each case is unique, however, and the Board makes a decision in each case before it based on the full record of the transportation merits and the potential environmental impacts. Only after considering the full record does the Board make a decision to grant, to deny, or to grant with mitigating conditions.

If the Board denies the acquisition application, can CN use the EJ&E line anyway?

Yes. CN currently has trackage rights to the EJ&E rail line, giving it the right to use the EJ&E line, and could shift an increased number of trains onto the EJ&E rail line. CN would not need Board approval to exercise its existing trackage rights on the EJ&E

Where can I get more information on the pending CN-EJ&E acquisition case or other proposals currently before the STB?

Please visit the STB's website at *http://www.stb.dot.gov*. The STB maintains an electronic public docket and information system designed to permit prompt and easy public access to all filings and comments submitted to the STB and decisions issued by the agency. Information about the pending CN-EJ&E acquisition case can be found by referencing STB Finance Docket No. 35087, *Canadian National Railway Company and Grand Trunk Corporation Control-EJ&E West Company.*

SEA also maintains a project specific website at
http://www.stbfinancedocket35087.com.

Reviewing the Draft EIS

The Draft EIS can be reviewed online at *http://www.stbfinancedocket35087.com.* Hard copies of the document are available at the following locations:

Illinois
Aurora Public Library
Barrington Area Library
Bartlett Public Library
Blue Island Public Library
Fountaindale Public Library in Bolingbrook
Indian Trails Public Library
Carbondale Public Library
Centralia Public Library
Champaign Public Library
Harold Washington Library Center
Chicago Heights Public Library
Crest Hill Public Library
Joliet Public Library
Ela Area Public Library
Gail Borden Public Library
Frankfort Public Library
Glen Ellyn Public Library
Cook Park Public Library
Hoffman Estates Branch Library
Vernon Hills Village Hall
Lake Bluff Public Library
Lockport Public Library
South Cook ISC 4 Library
Matteson Public Library
Three Rivers Public Library-Minooka Branch
Mokena Public Library
Fremont Public Library
95th Street Library
Naper Boulevard Library
Nichols Library
New Lenox Public Library
North Chicago Public Library
Park Forest Public Library
Plainfield Public Library
Richton Park Public Library
Will County Law Library
Fountaindale Public Library in Romeoville
McConathy Public Library
Warrenville Public Library
Waukegan Public Library
St. Charles Public Library
West Chicago Public Library
Wheaton Public Library

Indiana
Robert A. Pastrick Branch Library
Gary Public Library
Lake County Public Library-Griffith Branch
Hammond Public Library
E.B. Hayward Branch Hammond Public Library
Howard Branch Hammond Public Library
Munster Branch Lake County Public Library
Dyer-Schererville Branch, Lake County Public Library
Whiting Public Library

The Draft EIS is also available for review on the Board's website at *http://www.stb.dot.gov*, under E-Library, Decisions & Notices, 07/25/08, FD 35087.

How Can I Submit Comments on the Draft EIS?

SEA encourages all interested parties to submit written comments on any aspect of the Draft EIS. SEA will consider all comments in preparing the Final EIS, which will include responses to all substantive comments, SEA's final conclusions on potential impacts, and SEA's final recommendations.

It is helpful to SEA to hear comment on the following:

1. A particular alternative, impact assessment, and/or draft mitigation.
2. Any incomplete or erroneous information.
3. How the proposed action would affect you.

Comments on the Draft EIS may be submitted by mail, by e-file, or by telephone. All correspondence should refer to STB Finance Docket No. 35087. The deadline for comments on the Draft EIS is **September 30, 2008**.

When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.

Written comments should be mailed to:

Phillis Johnson-Ball
STB Finance Docket No. 35087
Surface Transportation Board
395 E Street, S.W.
Washington, DC 20423-0001

Environmental comments can also be filed electronically on the Board's website, *http://www.stb.dot.gov*, by clicking on the "E-FILING" link. Comments are accepted at the toll-free project information line at 1-800-347-0689. A Spanish language option is available.

PERFORATION PERFORATION

Mailing List Registration

SEA maintains an environmental distribution list composed of individuals that have expressed an interest in the Proposed Action. If you would like to be included on the distribution list and receive future mailings, please complete this form and drop it in the "Mailing List Registration" box at tonight's meeting. Please note that if you are already receiving mailings, then you are on the distribution list and returning this card is unnecessary.

Please use one character per box.

First:																							
Last:																							
Address:																							
Address 2:																							
City:																							
State:			**Zip:**																				

CN | EJ&E
Environmental Impact Statement

Summer 2008

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Project Website Content as of 09/09/08 (www.stbfinancedocket35087.com)

CN | EJ&E

Environmental Impact Statement

Environmental Impact Statement for the Proposed Canadian National Railway Company Acquisition of the Elgin, Joliet and Eastern Railway Company

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The Draft EIS has been released! See the Draft EIS tab on the left to review the document and the Contact Information tab for information on how to submit comments. Comments must be submitted by September 30, 2008.

Speaker Registration Confirmation

Speakers at Previous Meetings

Welcome!

Welcome to the website for information regarding the Surface Transportation Board's environmental review of the proposed Canadian National Railway Company acquisition of the Elgin, Joliet and Eastern Railway Company.

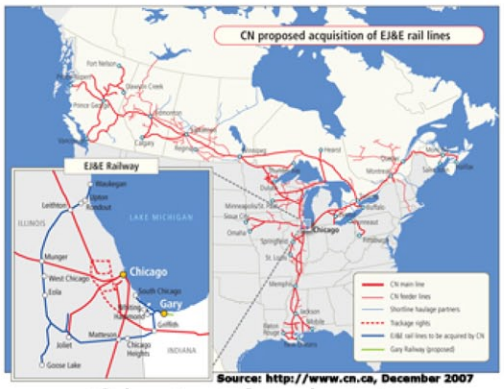
Use the navigation buttons to the left to view information about the environmental study currently underway.

Project Overview

On October 30, 2007, Canadian National Railway Company (CN) (along with its U.S. subsidiary, Grand Trunk Corporation), filed an application with the Surface Transportation Board (Board) seeking to acquire EJ&E West Company, a wholly owned noncarrier subsidiary of Elgin, Joliet and Eastern Railway Company (EJ&E).

CN is one of Canada's two major railroads. It extends from Halifax, Nova Scotia, to Vancouver and Prince Rupert, British Columbia. EJ&E is a Class II railroad that currently operates over

200 miles of track in northeastern Illinois and northwestern Indiana, consisting primarily of an arc around Chicago, Illinois. This arc extends from Waukegan, Illinois, southward to Joliet, Illinois, then eastward to Gary, Indiana, and then northwest to South Chicago, Illinois, along Lake Michigan, as shown in the inset image. EJ&E provides rail service to approximately 100 customers, including steel mills, coal utilities, plastics and chemical producers, steel processors, distribution centers, and scrap processors.



Click on image for a closer view.

CN's proposed acquisition of EJ&E would shift rail traffic currently moving over CN's rail lines inside the EJ&E arc in Chicago to EJ&E rail lines, which traverse the suburbs generally to the west and south of Chicago. Rail traffic on CN lines inside the EJ&E arc would generally decrease. The decreases in rail traffic would be offset by increases in the number of trains operating on the EJ&E rail line outside of Chicago (approximately 15 to 27 more trains would operate on various segments of the EJ&E rail lines).

CN plans to construct six new rail-to-rail connections between existing rail lines and the newly acquired EJ&E line at the following locations:

1. Munger, Illinois
2. Joliet, Illinois
3. Matteson, Illinois
4. Griffith, Indiana
5. Ivanhoe, Indiana
6. Kirk Yard (Gary), Indiana

In addition to the six new rail-to-rail connections, CN plans to construct 19 miles of new sidings and double tracking at the following Illinois locations:

1. Leithton (near Libertyville)
2. Between East Siding/Eola and Walker
3. Between East Joliet and Frankfort

Applicants state three primary purposes for pursuing the Control Transaction. First, they believe the Control Transaction would improve their operations in and beyond the Chicago area by providing CN with a continuous rail route around Chicago, under applicants' ownership, that would connect the five CN lines that presently radiate from Chicago. Second, acquiring EJ&E's rail assets would make available to applicants EJ&E's Kirk Yard--an automated classification facility in Gary--as well as smaller facilities in Joliet and Whiting, IN, thus enabling applicants to consolidate car classification work at Kirk and East Joliet Yards and to reduce use of the Belt Railway Company of Chicago's (BRC) Clearing Yard. Lastly, applicants state that their system would benefit from the fact that EJ&E provides an important supply line for North American steel, chemical, and petrochemical industries, as well as for Chicago area utilities and others, which would allow applicants to develop closer and more extensive relationships

with companies in and serving those industries.

To thoroughly assess the potential environmental impacts that may result from the proposed acquisition, the Board through its Section of Environmental Analysis (SEA), will prepare an Environmental Impact Statement (EIS). Learn more about the EIS process on the Environmental Review Process page.

The following abbreviations are used throughout this website:

- **Board** - Surface Transportation Board
- **CN** - Canadian National Railway Company and Grand Trunk Corporation
- **EIS** - Environmental Impact Statement
- **EJ&E** - Elgin, Joliet and Eastern Railway Company
- **SEA** - Section of Environmental Analysis (an office within the Board)

Last updated 9/2/08.





CN | EJ&E

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Environmental Review Process

The National Environmental Policy Act (NEPA) process is intended to assist the Board and the public in identifying and assessing the potential environmental consequences of a proposed action before a decision on that proposed action is made. SEA is responsible for ensuring that the Board complies with NEPA and related environmental statues.

Steps of the Environmental Review Process are as follows:

- Notice of Intent
- Draft Scope of Study
- Public Scoping Meetings
- Final Scope of Study
- Draft EIS
- Public Comment
- Final EIS
- Decision

Notice of Intent

The Notice of Intent (NOI) is a document prepared by the Board that states the intent to prepare an EIS. It is mailed to all parties on the environmental distribution list and is posted on the Board's website. The NOI provides information about the next steps of the environmental review process, including the draft Scope of Study, and public scoping meetings. The NOI was published on December 21, 2007, and is available on the News & Information page.

Draft Scope of Study

A draft Scope of Study was developed for the EIS and published in the Federal Register on December 21, 2007. Public comments on the draft Scope of Study were accepted until February 15, 2008. The draft Scope of Study incorporated the environmental issues and concerns with regard to aspect's of the environmental review process. The draft Scope of Study is available on the News & Information page.

Public Scoping Meetings

Scoping is an open process to determine the range of issues that should be examined and assessed in the EIS. The scoping process included a number of public open house scoping meetings held in the affected area in mid-to late January 2008. At the meetings, members of the public had the opportunity to discuss their interests and concerns with SEA staff. Click here for information regarding the Scoping Period meetings and comment period.

Final Scope of Study

A final Scope of Study for the EIS was prepared based on the comments received on the draft Scope of Study. The final Scope of Study was published in the Federal Register on Friday, April 25 and is available on the News and Information page.

Draft EIS

SEA prepare a Draft EIS for the project. The Draft EIS addressed required environmental subjects as well as those environmental issues and concerns identified during the scoping process. The Draft EIS was served on July 25, 2008, and is available on the Draft EIS page. It contains SEA's preliminary recommendations for environmental mitigation measures.

Public Comment

The public, agencies, elected officials, and communities have the opportunity to actively participate and comment on the environmental review process. The Board invites these stakeholders to review the Draft EIS, attend public meetings, and submit comments. Comments on the Draft EIS must be **postmarked by September 30, 2008**, and can be submitted as described on the Contact Information page. The Public Involvement page provides information about the public meetings.

Final EIS

SEA will then prepare a Final EIS that will address the comments on the Draft EIS from the public and agencies.

Decision

The Board will review the Final EIS and then issue a decision on the proposed project. In reaching its decision in this case, the Board will take into account the Draft EIS, the Final EIS, public comments, and the environmental analysis and recommendations, including any environmental mitigation proposed by SEA.

The following abbreviations are used throughout this website:

- **Board** - Surface Transportation Board
- **CN** - Canadian National Railway Company and Grand Trunk Corporation
- **EIS** - Environmental Impact Statement
- **EJ&E** - Elgin, Joliet and Eastern Railway Company
- **SEA** - Section of Environmental Analysis (an office within the Board)

Last updated 7/25/08.



Environmental Impact Statement for the Proposed Canadian National Railway Company Acquisition of the Elgin, Joliet and Eastern Railway Company

If you need Adobe Reader, click here to download for free.

If the file size is 5MB or above, please download to your computer. To download the file (PDF or ZIP), right mouse click on the link and choose Save Target As..., then save the file to your computer.

- Dear Reader Letter (PDF 48KB)
- Fact Sheet (PDF 30KB)
- Cover Sheet (PDF 312KB)
- Guide to DEIS (PDF 44KB)
- Executive Summary (ZIP 6MB)
- Frequently Asked Questions (PDF 77KB)
- Table of Contents (PDF 80KB)
- Acronyms (PDF 55KB)
- Glossary (PDF 77KB)
- Chapter 1 - Purpose and Need of the Proposed Action (PDF 4MB)
- Chapter 2 - Proposed Action and Alternatives (ZIP 42MB)
- Chapter 3 - Affected Environment (ZIP 98MB)
- Chapter 4 - Environmental Consequences (ZIP 75MB)
- Chapter 5 - Indirect and Cumulative Effects (PDF 148KB)
- Chapter 6 - Mitigation (PDF 160KB)
- Chapter 7 - Short-Term Use vs Long-Term Productivity of the Environment (PDF 61KB)

Draft Environmental Impact Statement

STB ID No: 39185
Service Date: July 25, 2008
Comment Due Date: September 30, 2008

for the Proposed Canadian National Railway Company Acquisition of the Elgin, Joliet & Eastern Railway Company

Finance Docket No. 35087

Prepared by:
Surface Transportation Board
Section of Environmental Analysis
395 E Street SW
Washington, DC 20423

Information Contacts:

Victoria J. Rutson
Chief, Section of Environmental Analysis
800-347-0689

Phillis Johnson-Ball
Deputy Chief, Section of Environmental Analysis
Project Manager
800-347-0689

Chapter 8 -	Irreversible and Irretrievable Commitments of Resources (PDF 46KB)
Chapter 9 -	Outreach and Coordination (PDF 262KB)
List of Preparers (PDF 82KB)	
References (PDF 193KB)	
Index (PDF 79KB)	
List of Appendices (PDF 26KB)	
Appendix A -	Public Outreach and Agency Coordination Materials (ZIP 18MB)
Appendix B -	Rail Operations Analysis (PDF 4MB)
Appendix C -	Rail Safety Analysis (PDF 483KB)
Appendix D -	Safety Integration Plan (ZIP 11MB)
Appendix E -	Transportation Systems Analysis (ZIP 68MB)
Appendix F -	Hazardous Waste Sites (ZIP 6MB)
Appendix G -	Land Use Analysis (PDF 40KB)
Appendix H -	Socioeconomic Analysis (PDF 175KB)
Appendix I -	Environmental Justice Impacts Analysis (PDF 107KB)
Appendix J -	Energy Analysis (PDF 65KB)
Appendix K -	Air Quality and Climate Analysis (PDF 236KB)
Appendix L -	Noise and Vibration Analysis (ZIP 30MB)
Appendix M -	Biological Resources Analysis (PDF 84KB)
Appendix N -	Water Resources Analysis (PDF 107KB)
Appendix O -	Cultural Resources Survey (ZIP 30MB)
Appendix P -	Decision Documents (PDF 321KB)
Appendix Q -	Information Requests and Canadian National Responses (ZIP 18MB)
Appendix R -	Applicant's Voluntary Mitigation (PDF 174KB)

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Section of Environmental Analysis

July 25, 2008

Re: STB Finance Docket No. 35087, Canadian National Railway Company and Grand Trunk Corporation – Control – EJ&E West Company; Issuance of Draft Environmental Impact Statement

Dear Reader:

The Section of Environmental Analysis (SEA) is pleased to provide you with your copy of the Draft Environmental Impact Statement (EIS) on the proposed acquisition of the Elgin, Joliet & Eastern Railroad by Canadian National Railway and Grand Trunk Corporation (Applicants). This Draft EIS analyzes the environmental impacts that might occur if the Applicants were to acquire and operate trains over the EJ&E Railroad, an approximately 200-mile long railroad that forms an arc from the northwest to the southeast suburbs of Chicago, approximately 40 miles outside the city. The potential environmental impacts to both the human and the natural environments that could result from the proposed acquisition are compared to the environmental impacts of continuing rail operations on the EJ&E rail line and the five CN rail lines that feed into Chicago.

The Draft EIS also sets forth SEA's preliminary recommended mitigation, Applicants' voluntary mitigation measures, and encourages mutually acceptable negotiated agreements to mitigate adverse environmental impacts should the Board approve this acquisition. The Draft EIS reflects the active participation – more than 5000 comments submitted to date – of members of the public in the Chicagoland area and beyond.

SEA invites public comment on all aspects of the Draft EIS and is providing a 60-day public comment period, which begins upon the U.S. Environmental Protection Agency's issuance of a notice of availability in the Federal Register on August 1, 2008. Comments on the Draft EIS must be postmarked by September 30, 2008. Instructions on how to submit comments, and a list of the location, dates, and times of the open house/public meetings to be held in the Chicagoland area, are attached to this letter in a separate Fact Sheet. After your review of the Draft EIS, we appreciate your comments on ways to improve our analyses, make corrections and supplement what you feel needs further work. The more specific your comments are, the better we will be able to respond to them.

After the close of the public comment period on the Draft EIS, SEA will prepare a Final EIS in response to comments on the Draft EIS. The Board will then issue a final decision, based on the entire environmental record, including the record on the transportation merits, the Draft EIS, the Final EIS, and all public and agency comments received. The Board then will decide whether to approve the proposed acquisition, deny it, or approve it with mitigating conditions, including environmental conditions.

The Draft EIS is also available for viewing and downloading via the Board's Web site at http://www.stb.dot.gov, under "E-Library," then under "Decisions & Notices," beneath the date "7/25/08."

For further information on the proceeding, please visit the project web site at www.stbfinancedocket35087.com or call the toll-free information line at 1-800-347-0689. You may also visit the Board's website (www.stb.dot.gov) and look for Key Cases under Environmental Matters.

SEA has distributed the Draft EIS widely for public review and comment. Approximately 5,000 copies of the Draft EIS on compact discs have been distributed to all parties on SEA's environmental distribution list, which includes interested Federally recognized tribes, key governmental agencies, elected officials, and persons expressing an interest in receiving a copy of the Draft EIS or participating in the environmental review process for this proceeding. SEA has also distributed the Draft EIS to all parties of record (official participants), as well as making additional print copies of the Draft EIS available for review in 49 libraries throughout the Study Area.

SEA appreciates the efforts of all interested parties who have participated in this environmental review to date. We look forward to receiving your comments.

Sincerely,

Victoria J. Rutson
Chief
Section of Environmental Analysis

Last updated 7/25/08.



Environmental Impact Statement for the Proposed Canadian National Railway Company Acquisition of the Elgin, Joliet and Eastern Railway Company

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YOUR INPUT IS IMPORTANT!

Comments provided by the public helps the Board complete the Final EIS.

What is the purpose of this website?

This website is intended to provide necessary information to the public and to encourage all interested parties to participate in the EIS process. This website also provides guidance on how to submit comments (see the Contact Information page).

When can I get involved?

SEA appreciates and desires the public to be actively involved in the environmental review process. In January, SEA hosted a series of public meetings and received public comments during the Scoping Period. With the release of the Draft EIS, SEA is once again soliciting public comment and hosting public meetings. Information about the Draft EIS public involvement is presented here. Click here for information regarding the Scoping Period meetings and comment period.

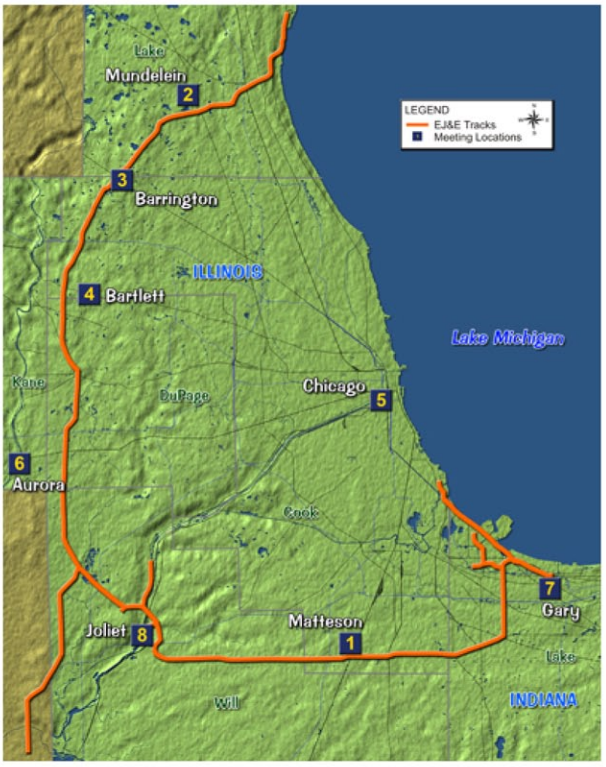
When will the public meetings be held?

Beginning on August 25, 2008, SEA will host **eight public meetings** throughout the Chicagoland area to present the findings of the Draft EIS and receive public comments. Each public meeting will offer an informal open house segment from 4:00 to 6:00 PM, followed by a formal public meeting from 6:00 to 9:00 PM. At the beginning of each formal public meeting segment, SEA will give a brief overview of its findings in the Draft EIS and will invite interested parties to make oral comments and/or submit written comments. SEA will have a transcriber present to record the oral comments in either English or Spanish. The dates and locations of the public meetings are shown below:

Ref No.	Date	Location

Click on a number for a detailed map.

1	Monday August 25, 2008	Holiday Inn Hotel 500 Holiday Plaza Drive Matteson, IL 60443
2	Tuesday August 26, 2008	Crowne Plaza Chicago North Shore 510 E Route 83 Mundelein, IL 60060
3	Wednesday August 27, 2008	Barrington High School 616 W Main Street Barrington, IL 60010
4	Thursday August 28, 2008	Bartlett High School 701 Schick Road Bartlett, IL 60103
5	Monday September 8, 2008	Loyola University Rubloff Auditorium 25 E Pearson Chicago, IL 60611
6	Tuesday September 9, 2008	West Aurora High School 1201 W New York Street Aurora, IL 60506
7	Wednesday September 10, 2008	Indiana University Northwest Auditorium 3400 Broadway Gary, IN 46408
8	Thursday September 11, 2008	Holiday Inn Hotel 411 S Larkin Avenue Joliet, IL 60436



Public Meeting Format and Ground Rules

All meetings will consist of an open house followed by a public meeting. The same information will be presented at each public meeting and will follow the schedule outlined below.

Open House 4:00 PM - 6:00 PM

Staff from the Board and HDR, Inc. will be available to answer questions and help members of the public review project maps and other findings of the Draft EIS and analysis.

Public Meeting 6:00 PM - 9:00 PM

Staff from the Board and HDR, Inc. will make a short presentation to the public and will then be available to receive formal comments on the Draft EIS. This portion of the meeting will be held for the purpose of receiving comment. It is not a question-and-answer session.

Beginning on July 25, 2008, speaker registration will be determined on a first come, first served basis by calling the hotline to pre-register in advance (1-800-347-0689) or at the sign-in tables the day of the public meeting. Each speaker will be allocated up to 3 minutes to present her or his comments. Phone registration for each meeting will end at 6PM the day prior to the meeting. A list of registered speakers can be found here. The list does not indicate speaker order, only that speaker registration was received. This list is updated daily.

Mutual respect, courtesy, and patience are the meeting's guiding principles. In order to maintain an atmosphere where everyone feels comfortable and welcome, we ask that you follow the ground rules listed below:

- Displays, signs, or banners are not allowed in the meeting room or registration area.
- Please do not interrupt a speaker while he or she is speaking.
- Please remain quiet while in the audience so the court reporter can accurately hear and record comments.
- When speaking, please refrain from addressing the audience or asking for audience participation.
- Please turn off cell phones and pagers or set them to vibrate.

Public Meeting Guidelines

Procedures for speaker registration and participation are listed below. The moderator has the authority to deviate from these procedures, if needed.

1. All speakers are required to register either by calling the hotline in advance of the meeting **(1-800-347-0689)** or by signing up at the Speaker Registration table at the meeting.
2. A list of registered speakers will be given to the moderator and court reporter at the start of the public meeting. Speakers will be called forward based on the order in which they signed up. Federally elected officials will be moved to the top of the speakers list.
3. In order to accommodate as many speakers as possible, individuals who have spoken at another public meeting for this proceeding will be placed at the end of the speaker list.
4. Each speaker will be allotted a maximum of 3 minutes to present his or her comments. A timekeeper will alert speakers at the 2 minute mark, the 2-1/2 minute mark, and at 3 minutes.
5. Speakers are encouraged to summarize written comments rather than read them in full.
6. To allow equal opportunity for all, and to accommodate the number of people who may wish to speak, yielding time to another person will not be allowed.
7. Demonstrations will not be allowed in either the open house or the public meeting.
8. Transcripts of the public meetings will be available on the Board's website (*http://www.stb.dot.gov*) approximately two weeks after the public meetings.

In addition to speaking at the public meetings, detailed written or spoken comments on the Draft EIS may be submitted by other methods as described on the Contact Information page. All comments received will have equal weight in the process and will receive the same level of attention. The deadline for comments on the Draft EIS is **September 30, 2008**.

The following abbreviations are used throughout this website:

- **CN** - Canadian National Railway Company and Grand Trunk Corporation
- **EJ&E** - Elgin, Joliet and Eastern Railway Company
- **Board** - Surface Transportation Board
- **SEA** - Section of Environmental Analysis (an office within the Board)
- **EIS** - Environmental Impact Statement

Last updated 8/27/08.



Environmental Impact Statement for the Proposed Canadian National Railway Company Acquisition of the Elgin, Joliet and Eastern Railway Company

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Scoping Period Meetings and Comment Summary

When were the scoping meetings held?

Scoping meetings were held January 8, 9, 10, 15, 16, 17, and 22, 2008, in Mundelein, Barrington, Joliet, Matteson, Gary, West Chicago, and Chicago respectively. All scoping meetings were held in an open house format, with the same information presented during each meeting.

In keeping with the open house format of the scoping meetings, there were no formal presentations made by agency representatives. Rather, SEA staff was available to answer questions and receive comments individually. Interested persons asked questions about the proposed acquisition and the Board's environmental review process, and discussed the potential environmental effects of the proposed acquisition with project team members.

Information on this study was presented on a series of boards (30" x 40"). These boards are available for viewing (click on links below) and include:

- Welcome
- What is the Purpose of This Open House Scoping Meeting?
- Who is Hosting This Meeting?
- What is the Proposed Acquisition?/What is the Purpose of the Acquisition?
- Project Location Map
- What Changes are Anticipated from the Acquisition?
- Communities Along Affected Rail Line Segments
- Anticipated Changes to Rail Traffic Volumes
- What Process Will SEA Follow?
- What Issues did the Draft Scope of Study Identify?
- How Do I Submit Comments?

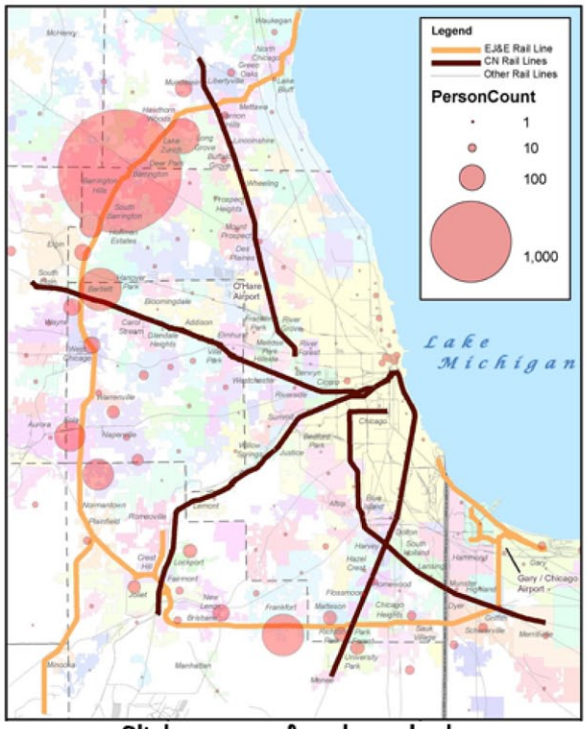
A series of flip charts were used to illustrate proposed track improvements at six locations along the EJ&E rail line. These charts are available for viewing (click on links below) and include:

- Project Track Improvements - Proposed Rail Connection on EJ&E Locations

- Project Track Improvements - Munger, IL
- Project Track Improvements - Joliet, IL
- Project Track Improvements - Matteson, IL
- Project Track Improvements - Griffith, IN
- Project Track Improvements - Ivanhoe, IN
- Project Track Improvements - Kirk Yard, IN

What comments were received during the Scoping Period?

3,683 comments on the Draft Scope of Study were submitted from members of the public, government officials, businesses, and other interested stakeholders. The map below shows the distribution of comments received within the Chicago metro area. Additionally, comment summary reports for some of the larger distributions of comments are provided.



Click on map for closer look.

To see a summary of the types of comments received by individual cities, please click on the

city name.

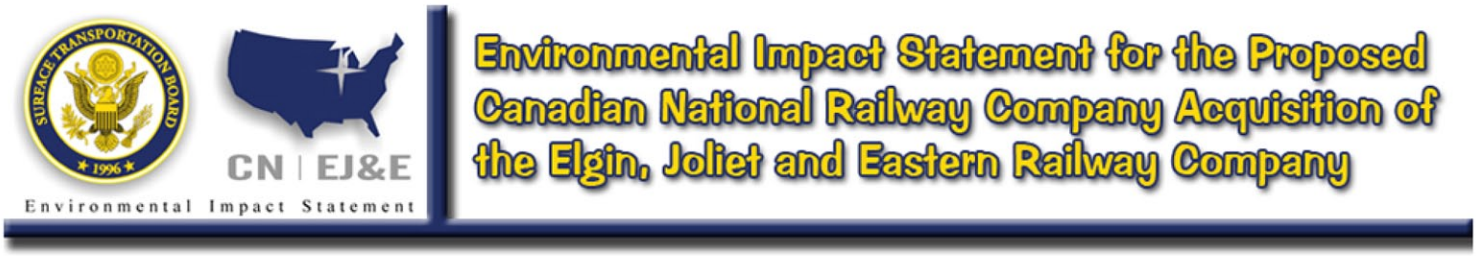

Lake
Mundelein
Tower Lakes
Hawthorn Woods
Lake Barrington
Vernon Hills
North Barrington
Lake Zurich
Long Grove
Deer Park
Barrington Hills
Barrington
South Barrington
Elgin
Hoffman Estates
Park Ridge
Bartlett
ILLINOIS
Wayne
Lake Michigan
West Chicago
Kane
DuPage
Chicago
Naperville
Aurora
Cook
Plainfield
LEGEND
EJ&E Rail Line
CN Rail Line
Comments Outside of Area
Centralia, IL
Effingham, IL
Springfield, IL
Washington, DC



The comments were carefully considered in preparation of the Final Scope of Study and the Draft EIS. There will be another opportunity for public comment after the DEIS is released.

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Last updated 7/25/08.



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Information Request

SEA has made several information requests from the applicants in regard to the proposed Canadian National Railway Company acquisition of the Elgin, Joliet and Eastern Railway Company. This information will assist SEA in conducting the environmental review of the proposed acquisition required by the National Environmental Policy Act. As the review proceeds, further information requests may be necessary to ensure the study is conducted thoroughly. These information requests and the responses from the applicants are available below.

To download the file (PDF or ZIP), right mouse click on the link and choose Save Target As..., then save the file to your computer.

Information Request Number 1	
December 18, 2007	SEA Information Request (PDF 166KB)
Information Request Number 1 Responses	
January 28, 2008	Applicant Response Letter (PDF 678KB) Exhibits (ZIP 5,662KB)
February 12, 2008	Applicant Response Letter (PDF 70KB) Exhibits (PDF 9KB)
February 15, 2008	Applicant Response Letter (PDF 397KB) Exhibits (ZIP 1,159KB)
February 26, 2008	Applicant Response Letter (PDF 90KB)
February 29, 2008	Applicant Response Letter (PDF 185KB) Exhibits (ZIP 33KB)
March 12, 2008	Applicant Response Letter (PDF 371KB) Exhibits (ZIP 321KB)
Information Request Number 2	
March 7, 2008	SEA Information Request Letter (PDF 87KB)
Information Request Number 2 Responses	
March 21, 2008	Applicant Response Letter (PDF 144KB)

	Applicant Response Letter (PDF 184KB)
March 26, 2008	Applicant Response Letter (PDF 748KB) Exhibits (ZIP 311KB)
April 1, 2008	Applicant Response Letter (PDF 532KB) Exhibits (ZIP 211KB)
April 11, 2008	Applicant Response Letter (PDF 197KB)
April 28, 2008	Applicant Response Letter (PDF 97KB) Exhibits (ZIP 62KB)
May 21, 2008	Applicant Response Letter (PDF 127KB) Exhibits (ZIP 20KB)
July 2, 2008	Applicant Response Letter (PDF 73KB)
August 21, 2008	Applicant Response Letter (PDF 56KB) Exhibits (PDF 1,284KB)
Information Request Number 3	
March 25, 2008	SEA Information Request Letter (PDF 54KB)
Information Request Number 3 Responses	
April 21, 2008	Applicant Response Letter (PDF 5795KB) Exhibits (ZIP 38KB)
May 15, 2008	Applicant Response Letter (PDF 295KB) Exhibits (ZIP 445KB)
Information Request Number 4	
April 14, 2008	SEA Information Request Letter (PDF 76KB)
Information Request Number 4 Responses	
May 1, 2008	Applicant Response Letter (PDF 419KB)
May 23, 2008	Applicant Response Letter (PDF 122KB) Exhibits (ZIP 5KB)
Information Request Number 5	
June 2, 2008	SEA Information Request Letter (PDF 198KB) SEA Information Request Exhibit (PDF 1,527KB)
Information Request Number 5 Responses	
June 18, 2008	Applicant Response Letter (PDF 362KB)
June 23, 2008	Applicant Response Letter (PDF 126KB)

Additional Information

In addition to formal information requests, other project information requests from SEA are available below.

April 8, 2008

Request from SEA for the applicants to review figures for use in the environmental review process.

- Request Letter (PDF 48KB)
- Request Exhibits (ZIP 38KB)
- Response Letter (PDF 12KB)

April 18, 2008

Request letter from SEA for the applicants to review the draft description of the purpose of and the need for the proposed action.

- Request Letter (PDF 1,113KB)
- Response Letter (PDF 50KB)

June 26, 2008

Applicants' Voluntary Mitigation Proposal

- Proposal (PDF 141KB)

July 9, 2008

Gary/Chicago International Airport Information

- Information Letter (PDF 81KB)

August 5, 2008

Adjusted CN data for five Crossings

- Adjusted Data Letter (PDF 121KB)
- Exhibits (ZIP 230KB)

The following abbreviations are used throughout this website:

- **Board** - Surface Transportation Board
- **CN** - Canadian National Railway Company and Grand Trunk Corporation
- **EIS** - Environmental Impact Statement
- **EJ&E** - Elgin, Joliet and Eastern Railway Company
- **SEA** - Section of Environmental Analysis (an office within the Board)



Environmental Impact Statement for the Proposed Canadian National Railway Company Acquisition of the Elgin, Joliet and Eastern Railway Company

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The Board and SEA

For more information on the Board and SEA, please click here (PDF 31KB).

Find information requested of the applicants from the Board on the Information Request Page.

Announcements and News Releases

July 25, 2008 - The Board released the Draft EIS. This document is available on the Draft EIS page. The comment period for the Draft EIS will close September 30, 2008. To help inform stakeholders of the contents of the Draft EIS, eight public meetings will be held during the comment period. See the Public Involvement page for information regarding public meetings and the Contact Information page for information regarding submitting comments on the Draft EIS.

April 25, 2008 - The Board released the Final Scope of Study. This document was published in the Federal Register and incorporates comments received on the Draft Scope of Study. The Board issued a clarification to the Final Scope of Study on Monday, April 28, 2008. View the addendum to the Final Scope of Study here (PDF 35KB) and the new version of the Final Scope of Study here (PDF 88KB).

April 23, 2008 - The Board released Decision No. 9 (PDF 72KB) regarding the six proposed connections. Illustrations of the proposed track improvements are available on the Scoping Period Meetings and Comment Summary page.

February 15, 2008 - The deadline for comments on the draft Scope of Study has closed. The next opportunity for public review and comment will occur after the release of the Draft EIS.

January 27, 2008 - The Board extended the comment period of the draft Scope of Study for the EIS to February 15, 2008. See the postcard that announced the extension.

December 12, 2007 - This press release (PDF 18KB) from the Board is regarding public

involvement and the review process for the project. This document contains information about what procedures will be followed for reviewing the impacts of the proposed acquisition and how public input will play a role in that process.

Project Information



On January 8, 9, 10, 15, 16, 17, and 22, 2008, public open house meetings were conducted in Mundelein, Barrington, Joliet, Matteson, Gary, West Chicago, and Chicago (see map to the left for meeting locations). Over 2,000 interested citizens attended the meetings. A project fact sheet (PDF 31KB) prepared for the public scoping meetings provided a quick overview of the proposed acquisition and explained how to submit comments.

On December 21, 2007, the Board issued a Notice of Intent (NOI) (PDF 52KB) to prepare an EIS and a draft Scope of Study for the project, which gives general project information and information about the first set of public meetings as well as outlines the process that will be followed in the environmental review. The NOI also includes information about the environmental aspects that will be considered in the EIS. The public meetings will present general information about the project and allow the public to submit comments on the study that will be incorporated in the final Scope of Study for the project. You can submit comments on the draft Scope of Study by using the Contact Information page.

On November 27, 2007, the Board issued Decision No. 2: Notice of Acceptance of Primary Application and Related Filings; Issuance of Procedural Schedule (PDF 129KB), in which

the Board accepts CN's application for acquisition and adopts a procedural schedule for consideration of the application.

The above documents are in PDF format. If you need Adobe Reader, click here to download for free.

The following abbreviations are used throughout this website:

- **Board** - Surface Transportation Board
- **CN** - Canadian National Railway Company and Grand Trunk Corporation
- **EIS** - Environmental Impact Statement
- **EJ&E** - Elgin, Joliet and Eastern Railway Company
- **SEA** - Section of Environmental Analysis (an office within the Board)

Last updated 7/25/08.



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Frequently Asked Questions

On October 30, 2007, Canadian National Railway Company and Grand Trunk Corporation (CN) filed an application with the Surface Transportation Board seeking the Board's approval to acquire control of EJ&E West Company and to use the EJ&E main rail line to connect all 5 of CN's rail lines in the Chicago, Illinois Metropolitan Area. The EJ&E main line, located in northeastern Illinois and northwestern Indiana, extends in an arc around Chicago, Illinois. The following addresses frequently asked questions about the STB, its decision-making process and authority, and the proposed acquisition.

- What is the Surface Transportation Board (STB or Board)?
- What is the STB's process for authorizing railroad consolidations and acquisitions of control?
- What does NEPA require?
- What is the role of SEA in the NEPA process?
- What is the STB's NEPA process in a railroad acquisition case?
- What is the public's role in the NEPA process?
- How would the CN-EJ&E acquisition affect me and my community?
- Would the STB impose mitigation to reduce the adverse impacts if the CN-EJ&E acquisition were approved?
- What is the Board's authority to impose mitigation?
- Will the STB consider safety issues?
- In the future, could CN run more trains over the EJ&E rail line?
- Has the Board ever denied a request for approval of a railroad acquisition?
- If the Board denies the acquisition application, can CN use the EJ&E line anyway?
- Where can I get more information on the pending CN-EJ&E acquisition case or other proposals currently before the STB?
- How can I submit comments on the Draft EIS?

What is the Surface Transportation Board (STB or Board)?
The STB was created by the ICC Termination Act of 1995 as a successor to the Interstate Commerce Commission, and is responsible for the economic regulation of freight railroads under the Interstate Commerce Act, pursuant to 49 U.S.C. 701-727 and 10101-16106. Among its various duties, the STB reviews railroad proposals to construct and operate new rail lines, abandon unneeded rail lines, or acquire and operate other lines or other railroads.

The Board itself is a bipartisan body with 3 members who are appointed by the President and confirmed by the Senate for staggered 5-year terms. Currently (as of July 2008), Charles D. Nottingham is the Chairman of the STB, Francis P. Mulvey is the Vice Chairman, and W. Douglas Buttrey is the third member.

Within the STB, the Section of Environmental Analysis (SEA) is responsible for directing the environmental review process for matters that come before the Board, conducting independent analysis of all environmental data, and making environmental recommendations to the Board.

Overall, the STB has a staff of approximately 140 people, consisting of attorneys, economists, transportation industry analysts, engineers, auditors, environmental specialists, and support staff. Although the STB is organizationally within DOT, it operates as an independent regulatory agency. (Back to top)

What is the STB's process for authorizing railroad consolidations and acquisitions of control?

When 2 or more rail carriers seek to consolidate – whether through merger or common control – they must obtain prior STB approval under 49 U.S.C. 11323-25 and 49 CFR Part 1180. In the case of the proposed acquisition of the Elgin, Joliet and Eastern Railway Company (EJ&E) (a Class II railroad) by the Canadian National Railway Company and Grand Trunk Corporation (CN) (a Class I railroad), the STB must approve the acquisition unless it finds (1) as a result of the transaction, there is likely to be substantial lessening of competition, creation of a monopoly, or restraint of trade in freight surface transportation in any region of the United States, and (2) the anti-competitive effects of the transaction outweigh the public interest in meeting significant transportation needs (49 U.S.C. 11324(d)).

After an application for STB approval is filed, the STB sets a procedural schedule that gives interested parties time to submit information on any transportation issues and for the applicant to reply. The STB also prepares environmental analyses and documentation to meet its obligations under environmental laws. The STB then considers the entire record (including all comments received on environmental or transportation issues), in deciding whether to authorize the acquisition application as proposed, deny the proposal, or approve the proposal with conditions imposed to mitigate likely competitive adverse effects or potential safety or environmental concerns.

There are statutory time limits for the STB's processing of merger/control applications. Because the Board determined that the CN-EJ&E acquisition is a minor transaction, the STB's decision normally would be due within six months of the filing of the application (49 U.S.C. 11325(d)). However, the STB must also comply with the National Environmental Policy Act (NEPA), 42 U.S.C. 4321 *et seq*., in its decisionmaking and must complete the necessary environmental review process before making a final decision. Therefore, a final decision here will be issued as soon as possible after completion of the environmental review process. (Back to top)

What does NEPA require?
NEPA requires Federal agencies to examine the potential environmental impacts of their proposed actions, to inform the public concerning those impacts, and to consider the impacts in their decisionmaking. The purpose of NEPA is to focus the attention of the agency and the public on the likely environmental consequences of a proposed action in order to minimize or avoid potential adverse environmental impacts. However, NEPA does not mandate a particular result. Once the adverse environmental impacts have been adequately identified and evaluated, the agency can conclude that other benefits outweigh the environmental costs.

The STB's environmental review process must comply with the requirements of the President's Council on Environmental Quality NEPA regulations (40 CFR Parts 1500-1508) and with its own NEPA-implementing regulations (49 CFR Part 1105). In the case of the proposed CN-EJ&E acquisition, the STB determined that these regulations require the preparation of a full Environmental Impact Statement (EIS) -- the environmental documentation prepared in cases that have potentially significant environmental impacts. (Back to top)

What is the role of SEA in the NEPA process?
Under NEPA, the STB must consider the potential environmental impacts of its action before deciding whether to approve an application. SEA is the office within the STB that gathers and analyzes the environmental record in a case, prepares the NEPA documentation, and provides technical advice and recommendations to the Board on environmental matters. SEA has trained legal and environmental specialists, headed by the Chief of the Section of Environmental Analysis, Victoria Rutson.

SEA often uses "third-party contracting" to help prepare environmental documentation. Third-party contracting is a voluntary arrangement in which the applicant pays for a contractor to assist SEA by developing the environmental analyses necessary for compliance with NEPA and related environmental laws, under SEA's direction, control, and supervision. The Board's environmental rules at 49 CFR 1105.10(d) as well as the CEQ regulations at 40 Code of Federal Regulations [CFR] 1500 – 1508, specifically permit the use of third-party contractors approved by SEA.

The third-party contracting process provides an effective means to prepare an independent, comprehensive environmental analysis that meets the requirements of NEPA and related environmental laws. The contractors function as an extension of SEA's staff. They work under SEA's direction to collect and verify environmental information from the railroads, consulting agencies, other interested parties, and the general public; conduct unbiased environmental analysis; develop appropriate environmental criteria and methodologies for analyzing particular environmental issue areas; and prepare environmental documentation and mitigation options. SEA makes its own evaluation of the environmental issues and is responsible for the scope and content of the NEPA document. (Back to top)

What is the STB's NEPA process in a railroad acquisition case?
If an EIS is prepared, SEA first issues a notice of intent to prepare an EIS and determines the scope of work for the EIS, after providing opportunities for public participation and consultation with appropriate Federal, state, and local agencies and other government entities. SEA

then prepares a Draft EIS that analyzes in detail the potential environmental impacts of the proposed acquisition, considers reasonable and feasible alternatives to the applicant's proposal, and makes recommendations for environmental mitigation. By regulation, the public has at least 45 days to comment on a Draft EIS.

SEA then issues a Final EIS that responds to the public comments, presents the results of any further environmental analysis, and incorporates final environmental mitigation recommendations. The Board then considers both the environmental record (the Draft and Final EISs and all comments received) and the record on the transportation issues to decide whether to authorize the acquisition as proposed, deny the proposal, or approve it with conditions, including environmental conditions (see 49 CFR 1105.10(a) and (f)). (Back to top)

What is the public's role in the NEPA process?
There are ample opportunities for public input during the NEPA process, particularly during scoping (to determine what issues should be addressed in an EIS) and in commenting on a Draft EIS. The public can submit written comments directly to the agency and/or participate in hearings or public meetings. In preparing the Final EIS, the Federal agency must take into consideration, and respond to, the comments received from the public and other parties.

For the EIS on the proposed CN-EJ&E acquisition, SEA held 14 scoping open house meetings in 7 locations in January 2008. In addition to the public scoping meetings, SEA held agency scoping meetings with Federal, state, and local agencies in Illinois and Indiana. At the Illinois agency scoping meeting, a number of agencies asked for a greater role in development of the Draft EIS. In response, SEA established 5 stakeholder focus area groups which reviewed the methodologies and data sources used in the analysis for the Draft EIS, offered comments and suggestions, and provided additional data.

Throughout the EIS process SEA has consulted extensively with appropriate agencies, including the United States EPA and the US Fish and Wildlife Service.

In addition, SEA identified 28 communities with minority or low-income populations potentially affected by the proposed acquisition. SEA then conducted targeted and specific outreach efforts to engage these communities in the environmental review process, including direct calls to elected officials regarding the environmental review process, public scoping meetings, and meetings with local representatives.

The Board is publishing the Draft EIS and is making it available for public review and comment. SEA is also scheduling open houses/public meetings at 8 locations in the Chicago area to give people an opportunity to learn about the Proposed Action and to present their views. SEA will continue to consult with Federal, state, and local agencies, tribes, affected communities, and all interested parties to gather and disseminate information about the proposed acquisition. (Back to top)

How would the CN-EJ&E acquisition affect me and my community?
If the Board were to approve the CN-EJ&E acquisition, CN would redirect its trains from its 5 rail lines in Chicago to the EJ&E rail line, thereby increasing the volume of freight rail traffic

along the EJ&E rail line, with a corresponding decrease in the volume of freight rail traffic along the CN rail lines. The increase in rail traffic along the EJ&E rail line would or could result in increases in:

- Delays at highway/rail at-grade crossings, including delays of school buses and emergency vehicles
- Levels of noise and vibration
- Risk of train accidents
- Air pollutant emissions
- Energy use

Although the risk is still very low, people along the EJ&E rail line would also have an increased risk of exposure to hazardous materials should an accident occur resulting in a release of such materials. Property values could decrease somewhat for residences adjacent to the EJ&E rail line. No impacts to land use and biological, water, and cultural resources or changes to population, housing, and public services are expected. Some of the potential environmental impacts could be reduced or eliminated with mitigation.

The decrease in freight rail traffic along the 5 CN rail lines would result in corresponding benefits (decreases in existing adverse impacts) to the communities along those rail lines. In addition, the proposed redirection of freight rail traffic along the EJ&E line is expected to reduce freight rail delays and rail traffic congestion within the Chicago rail system. (Back to top)

Would the STB impose mitigation to reduce the adverse impacts if the CN-EJ&E acquisition were approved?
As it has in other cases, the Board is very likely to impose mitigation if it were to approve the CN-EJ&E acquisition. Based on the information available to date, consultations with appropriate agencies, and extensive environmental analysis, SEA has developed recommended preliminary environmental mitigation measures to address the identified adverse environmental impacts. These measures include requiring CN to take actions to reduce emergency vehicle delays, levels of noise and vibration, and the risk of accidents, including accidents involving hazardous materials. In addition, CN has submitted 76 voluntary mitigation measures.

As an alternative to the mitigation that the Board might unilaterally impose upon applicants, SEA encourages applicants to negotiate mutually acceptable agreements with affected communities to address potential environmental impacts. Negotiated agreements can be with neighborhoods, communities, cities, counties, regional coalitions, states, or other entities. If negotiated agreements are submitted to the Board, the Board's practice is to include a condition in any final decision approval of the proposed transaction requiring applicants to comply with the terms of the negotiated agreement. (Back to top)

What is the Board's authority to impose mitigation?
As a government agency, the Board can only impose conditions that are consistent with its statutory authority. Any conditions the Board imposes must relate directly to the transaction before it, must be reasonable, and must be supported by the record before the Board. The Board typically does not require mitigation for existing environmental conditions, such as the

effects of current railroad operations, or for land development in the vicinity of the railroads. (Back to top)

Will the STB consider safety issues?
Yes. Although ensuring freight rail safety is the primary responsibility of the Federal Railroad Administration, the STB also takes safety concerns into consideration in its decisionmaking. This includes vehicle safety, passenger rail safety, freight rail safety, pedestrian safety, bicycle safety, emergency vehicle response and hazardous material transportation. Safety concerns are usually raised and addressed in the STB's environmental review process. (Back to top)

In the future, could CN run more trains over the EJ&E rail line?
Because of physical and operational constraints on the EJ&E rail line, SEA concluded that, under the CN proposed operating plan, the EJ&E rail line would be operated at or very near to capacity. In other words, it is unlikely that the number of trains using the EJ&E rail line would be higher than that estimated by CN in the proposed operating plan. SEA conducted numerous independent rail capacity and constraint analyses before reaching this conclusion. (Back to top)

Has the Board ever denied a request for approval of a railroad acquisition?
Yes. The Board and its predecessor agency, the Interstate Commerce Commission, have denied some rail merger and acquisition proposals. Each case is unique, however, and the Board makes a decision in each case before it based on the full record of the transportation merits and the potential environmental impacts. Only after considering the full record does the Board make a decision to grant, to deny, or to grant with mitigating conditions. (Back to top)

If the Board denies the acquisition application, can CN use the EJ&E line anyway?
Yes. CN currently has trackage rights to the EJ&E rail line, giving it the right to use the EJ&E line, and could shift an increased number of trains onto the EJ&E rail line. CN would not need Board approval to exercise its existing trackage rights on the EJ&E. (Back to top)

Where can I get more information on the pending CN-EJ&E acquisition case or other proposals currently before the STB?
Please visit the STB's website at http://www.stb.dot.gov. The STB maintains an electronic public docket and information system designed to permit prompt and easy public access to all filings and comments submitted to the STB and decisions issued by the agency. Information about the pending CN-EJ&E acquisition case can be found by referencing STB Finance Docket No. 35087, *Canadian National Railway Company and Grand Trunk Corporation Control-EJ&E West Company*.

SEA also maintains a project specific website at http://www.stbfinancedocket35087.com. (Back to top)

How can I submit comments on the Draft EIS?
SEA encourages all interested parties to submit written comments on any aspect of the Draft EIS. SEA will consider all comments in preparing the Final EIS, which will include responses to

all substantive comments, SEA's final conclusions on potential impacts, and SEA's final recommendations.

Comments on the Draft EIS may be submitted by mail, by e-file, or by telephone. All correspondence should refer to STB Finance Docket No. 35087. The deadline for comments on the Draft EIS is **September 30, 2008**.

When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.

Written comments should be mailed to:

Phillis Johnson-Ball
STB Finance Docket No. 35087
Surface Transportation Board
395 E Street, S.W.
Washington, DC 20423-0001

Environmental comments can also be filed electronically on the Board's web site, http://www.stb.dot.gov, by clicking on the "E-FILING" link. Comments are accepted at the toll-free project information line at 1-800-347-0689. A Spanish language option is available.

SEA will also hold 8 open house/public meetings to present the conclusions in the Draft EIS and invite interested parties to make oral comments. The dates, times, and locations of these public meetings are shown on the Public Involvement page. (Back to top)

The following abbreviations are used throughout this website:

- **Board** - Surface Transportation Board
- **CN** - Canadian National Railway Company and Grand Trunk Corporation
- **EIS** - Environmental Impact Statement
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Last updated 8/5/08.





CN | EJ&E

Environmental Impact Statement

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Surface Transportation Board - www.stb.dot.gov

Canadian National Railway Company- www.cn.ca

Elgin, Joliet and Eastern Railway Company - www.tstarinc.com/eje/



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Comments on the Draft EIS can be submitted in several ways:

- Written Comments
- Recorded Comments
- Electronic Comments

Written Comments: Comment forms will be provided at the public meetings and will be accepted on site or by mail. Additionally, comment forms or written letters may be **postmarked by September 30, 2008**, to:

Phillis Johnson-Ball
Surface Transportation Board
395 E Street, SW
Washington, DC 20423
Ref: STB Finance Docket No. 35087

Recorded Comments: Court reporters will be available at the public meetings for those who wish to dictate their comments in a more informal setting. Comments may also be recorded at any time during the comment period on the project hotline: **1-800-347-0689**.

Electronic Comments: Comments may be filed electronically on the Board's website, www.stb.dot.gov, by clicking on the **E-FILING** link. Please refer to STB Finance Docket No. 35087.

All comments received - written, E-filed, or oral - will carry equal weight in helping to finalize the EIS and guide the Board in its decision making on this matter.

Please refer to STB Finance Docket No. 35087 in all correspondence addressed to the Board. The comment period for the Draft EIS is July 25, 2008 to September 30, 2008.

Submitting a comment will also add your name to the SEA mailing list for notice of the distribution of the Final EIS. This mailing list will also be used to distribute any other important information regarding the project. You can be added to the mailing list without submitting a comment by using the same contact information listed above. In addition, your name can

be added to the distribution list by signing in at any public meeting.

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- **SEA** - Section of Environmental Analysis (an office within the Board)

Last updated 7/25/08.

Project Website Content as of 09/24/08 (www.stbfinancedocket35087.com)

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The Draft EIS has been released! See the Draft EIS tab on the left to review the document and the Contact Information tab for information on how to submit comments. Comments must be submitted by September 30, 2008.

Speakers at Previous Meetings

Welcome!

Welcome to the website for information regarding the Surface Transportation Board's environmental review of the proposed Canadian National Railway Company acquisition of the Elgin, Joliet and Eastern Railway Company.

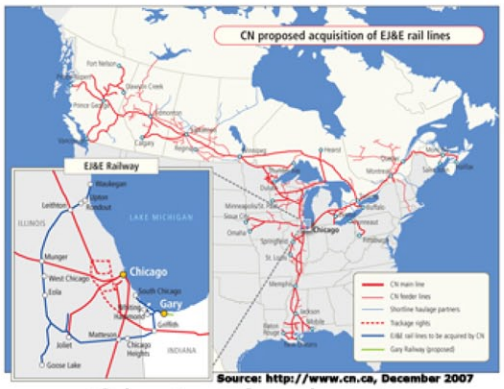
Use the navigation buttons to the left to view information about the environmental study currently underway.

Project Overview

On October 30, 2007, Canadian National Railway Company (CN) (along with its U.S. subsidiary, Grand Trunk Corporation), filed an application with the Surface Transportation Board (Board) seeking to acquire EJ&E West Company, a wholly owned noncarrier subsidiary of Elgin, Joliet and Eastern Railway Company (EJ&E).

CN is one of Canada's two major railroads. It extends from Halifax, Nova Scotia, to Vancouver and Prince Rupert, British Columbia. EJ&E is a Class II railroad that currently operates over

200 miles of track in northeastern Illinois and northwestern Indiana, consisting primarily of an arc around Chicago, Illinois. This arc extends from Waukegan, Illinois, southward to Joliet, Illinois, then eastward to Gary, Indiana, and then northwest to South Chicago, Illinois, along Lake Michigan, as shown in the inset image. EJ&E provides rail service to approximately 100 customers, including steel mills, coal utilities, plastics and chemical producers, steel processors, distribution centers, and scrap processors.



Click on image for a closer view.

CN's proposed acquisition of EJ&E would shift rail traffic currently moving over CN's rail lines inside the EJ&E arc in Chicago to EJ&E rail lines, which traverse the suburbs generally to the west and south of Chicago. Rail traffic on CN lines inside the EJ&E arc would generally decrease. The decreases in rail traffic would be offset by increases in the number of trains operating on the EJ&E rail line outside of Chicago (approximately 15 to 27 more trains would operate on various segments of the EJ&E rail lines).

CN plans to construct six new rail-to-rail connections between existing rail lines and the newly acquired EJ&E line at the following locations:

1. Munger, Illinois
2. Joliet, Illinois
3. Matteson, Illinois
4. Griffith, Indiana
5. Ivanhoe, Indiana
6. Kirk Yard (Gary), Indiana

In addition to the six new rail-to-rail connections, CN plans to construct 19 miles of new sidings and double tracking at the following Illinois locations:

1. Leithton (near Libertyville)
2. Between East Siding/Eola and Walker
3. Between East Joliet and Frankfort

Applicants state three primary purposes for pursuing the Control Transaction. First, they believe the Control Transaction would improve their operations in and beyond the Chicago area by providing CN with a continuous rail route around Chicago, under applicants' ownership, that would connect the five CN lines that presently radiate from Chicago. Second, acquiring EJ&E's rail assets would make available to applicants EJ&E's Kirk Yard--an automated classification facility in Gary--as well as smaller facilities in Joliet and Whiting, IN, thus enabling applicants to consolidate car classification work at Kirk and East Joliet Yards and to reduce use of the Belt Railway Company of Chicago's (BRC) Clearing Yard. Lastly, applicants state that their system would benefit from the fact that EJ&E provides an important supply line for North American steel, chemical, and petrochemical industries, as well as for Chicago area utilities and others, which would allow applicants to develop closer and more extensive relationships

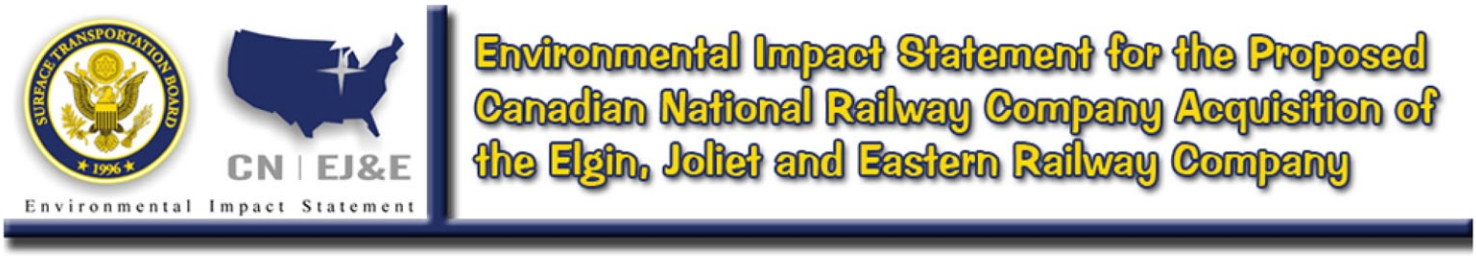
with companies in and serving those industries.

To thoroughly assess the potential environmental impacts that may result from the proposed acquisition, the Board through its Section of Environmental Analysis (SEA), will prepare an Environmental Impact Statement (EIS). Learn more about the EIS process on the Environmental Review Process page.

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Last updated 9/12/08.



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Environmental Review Process

The National Environmental Policy Act (NEPA) process is intended to assist the Board and the public in identifying and assessing the potential environmental consequences of a proposed action before a decision on that proposed action is made. SEA is responsible for ensuring that the Board complies with NEPA and related environmental statues.

Steps of the Environmental Review Process are as follows:

- Notice of Intent
- Draft Scope of Study
- Public Scoping Meetings
- Final Scope of Study
- Draft EIS
- Public Comment
- Final EIS
- Decision

Notice of Intent

The Notice of Intent (NOI) is a document prepared by the Board that states the intent to prepare an EIS. It is mailed to all parties on the environmental distribution list and is posted on the Board's website. The NOI provides information about the next steps of the environmental review process, including the draft Scope of Study, and public scoping meetings. The NOI was published on December 21, 2007, and is available on the News & Information page.

Draft Scope of Study

A draft Scope of Study was developed for the EIS and published in the Federal Register on December 21, 2007. Public comments on the draft Scope of Study were accepted until February 15, 2008. The draft Scope of Study incorporated the environmental issues and concerns with regard to aspect's of the environmental review process. The draft Scope of Study is available on the News & Information page.

Public Scoping Meetings

Scoping is an open process to determine the range of issues that should be examined and assessed in the EIS. The scoping process included a number of public open house scoping meetings held in the affected area in mid-to late January 2008. At the meetings, members of the public had the opportunity to discuss their interests and concerns with SEA staff. Click here for information regarding the Scoping Period meetings and comment period.

Final Scope of Study

A final Scope of Study for the EIS was prepared based on the comments received on the draft Scope of Study. The final Scope of Study was published in the Federal Register on Friday, April 25 and is available on the News and Information page.

Draft EIS

SEA prepared a Draft EIS for the project. The Draft EIS addressed required environmental subjects as well as those environmental issues and concerns identified during the scoping process. The Draft EIS was served on July 25, 2008, and is available on the Draft EIS page. It contains SEA's preliminary recommendations for environmental mitigation measures.

Public Comment

The public, agencies, elected officials, and communities have the opportunity to actively participate and comment on the environmental review process. The Board invites these stakeholders to review the Draft EIS, attend public meetings, and submit comments. Comments on the Draft EIS must be **postmarked by September 30, 2008**, and can be submitted as described on the Contact Information page.

Final EIS

SEA will then prepare a Final EIS that will address the comments on the Draft EIS from the public and agencies.

Decision

The Board will review the Final EIS and then issue a decision on the proposed project. In reaching its decision in this case, the Board will take into account the Draft EIS, the Final EIS, public comments, and the environmental analysis and recommendations, including any environmental mitigation proposed by SEA.

The following abbreviations are used throughout this website:

- **Board** - Surface Transportation Board
- **CN** - Canadian National Railway Company and Grand Trunk Corporation
- **EIS** - Environmental Impact Statement
- **EJ&E** - Elgin, Joliet and Eastern Railway Company
- **SEA** - Section of Environmental Analysis (an office within the Board)

Last updated 9/12/08.

CN | EJ&E
Environmental Impact Statement

Environmental Impact Statement for the Proposed Canadian National Railway Company Acquisition of the Elgin, Joliet and Eastern Railway Company

If you need Adobe Reader, click here to download for free.

If the file size is 5MB or above, please download to your computer. To download the file (PDF or ZIP), right mouse click on the link and choose Save Target As..., then save the file to your computer.

- Dear Reader Letter (PDF 48KB)
- Fact Sheet (PDF 30KB)
- Cover Sheet (PDF 312KB)
- Guide to DEIS (PDF 44KB)
- Executive Summary (ZIP 6MB)
- Frequently Asked Questions (PDF 77KB)
- Table of Contents (PDF 80KB)
- Acronyms (PDF 55KB)
- Glossary (PDF 77KB)
- Chapter 1 - Purpose and Need of the Proposed Action (PDF 4MB)
- Chapter 2 - Proposed Action and Alternatives (ZIP 42MB)
- Chapter 3 - Affected Environment (ZIP 98MB)
- Chapter 4 - Environmental Consequences (ZIP 75MB)
- Chapter 5 - Indirect and Cumulative Effects (PDF 148KB)
- Chapter 6 - Mitigation (PDF 160KB)
- Chapter 7 - Short-Term Use vs Long-Term Productivity of the Environment (PDF 61KB)

Draft Environmental Impact Statement

STB ID No: 39185
Service Date: July 25, 2008
Comment Due Date: September 30, 2008

for the Proposed Canadian National Railway Company Acquisition of the Elgin, Joliet & Eastern Railway Company

Finance Docket No. 35087

Prepared by:
Surface Transportation Board
Section of Environmental Analysis
395 E Street SW
Washington, DC 20423

Information Contacts:

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800-347-0689

Phillis Johnson-Ball
Deputy Chief, Section of Environmental Analysis
Project Manager
800-347-0689

Chapter 8 -	Irreversible and Irretrievable Commitments of Resources (PDF 46KB)
Chapter 9 -	Outreach and Coordination (PDF 262KB)
List of Preparers (PDF 82KB)	
References (PDF 193KB)	
Index (PDF 79KB)	
List of Appendices (PDF 26KB)	
Appendix A -	Public Outreach and Agency Coordination Materials (ZIP 18MB)
Appendix B -	Rail Operations Analysis (PDF 4MB)
Appendix C -	Rail Safety Analysis (PDF 483KB)
Appendix D -	Safety Integration Plan (ZIP 11MB)
Appendix E -	Transportation Systems Analysis (ZIP 68MB)
Appendix F -	Hazardous Waste Sites (ZIP 6MB)
Appendix G -	Land Use Analysis (PDF 40KB)
Appendix H -	Socioeconomic Analysis (PDF 175KB)
Appendix I -	Environmental Justice Impacts Analysis (PDF 107KB)
Appendix J -	Energy Analysis (PDF 65KB)
Appendix K -	Air Quality and Climate Analysis (PDF 236KB)
Appendix L -	Noise and Vibration Analysis (ZIP 30MB)
Appendix M -	Biological Resources Analysis (PDF 84KB)
Appendix N -	Water Resources Analysis (PDF 107KB)
Appendix O -	Cultural Resources Survey (ZIP 30MB)
Appendix P -	Decision Documents (PDF 321KB)
Appendix Q -	Information Requests and Canadian National Responses (ZIP 18MB)
Appendix R -	Applicant's Voluntary Mitigation (PDF 174KB)

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Section of Environmental Analysis

July 25, 2008

Re: STB Finance Docket No. 35087, Canadian National Railway Company and Grand Trunk Corporation – Control – EJ&E West Company; Issuance of Draft Environmental Impact Statement

Dear Reader:

The Section of Environmental Analysis (SEA) is pleased to provide you with your copy of the Draft Environmental Impact Statement (EIS) on the proposed acquisition of the Elgin, Joliet & Eastern Railroad by Canadian National Railway and Grand Trunk Corporation (Applicants). This Draft EIS analyzes the environmental impacts that might occur if the Applicants were to acquire and operate trains over the EJ&E Railroad, an approximately 200-mile long railroad that forms an arc from the northwest to the southeast suburbs of Chicago, approximately 40 miles outside the city. The potential environmental impacts to both the human and the natural environments that could result from the proposed acquisition are compared to the environmental impacts of continuing rail operations on the EJ&E rail line and the five CN rail lines that feed into Chicago.

The Draft EIS also sets forth SEA's preliminary recommended mitigation, Applicants' voluntary mitigation measures, and encourages mutually acceptable negotiated agreements to mitigate adverse environmental impacts should the Board approve this acquisition. The Draft EIS reflects the active participation – more than 5000 comments submitted to date – of members of the public in the Chicagoland area and beyond.

SEA invites public comment on all aspects of the Draft EIS and is providing a 60-day public comment period, which begins upon the U.S. Environmental Protection Agency's issuance of a notice of availability in the Federal Register on August 1, 2008. Comments on the Draft EIS must be postmarked by September 30, 2008. Instructions on how to submit comments, and a list of the location, dates, and times of the open house/public meetings to be held in the Chicagoland area, are attached to this letter in a separate Fact Sheet. After your review of the Draft EIS, we appreciate your comments on ways to improve our analyses, make corrections and supplement what you feel needs further work. The more specific your comments are, the better we will be able to respond to them.

After the close of the public comment period on the Draft EIS, SEA will prepare a Final EIS in response to comments on the Draft EIS. The Board will then issue a final decision, based on the entire environmental record, including the record on the transportation merits, the Draft EIS, the Final EIS, and all public and agency comments received. The Board then will decide whether to approve the proposed acquisition, deny it, or approve it with mitigating conditions, including environmental conditions.

The Draft EIS is also available for viewing and downloading via the Board's Web site at http://www.stb.dot.gov, under "E-Library," then under "Decisions & Notices," beneath the date "7/25/08."

For further information on the proceeding, please visit the project web site at www.stbfinancedocket35087.com or call the toll-free information line at 1-800-347-0689. You may also visit the Board's website (www.stb.dot.gov) and look for Key Cases under Environmental Matters.

SEA has distributed the Draft EIS widely for public review and comment. Approximately 5,000 copies of the Draft EIS on compact discs have been distributed to all parties on SEA's environmental distribution list, which includes interested Federally recognized tribes, key governmental agencies, elected officials, and persons expressing an interest in receiving a copy of the Draft EIS or participating in the environmental review process for this proceeding. SEA has also distributed the Draft EIS to all parties of record (official participants), as well as making additional print copies of the Draft EIS available for review in 49 libraries throughout the Study Area.

SEA appreciates the efforts of all interested parties who have participated in this environmental review to date. We look forward to receiving your comments.

Sincerely,

Victoria J. Rutson
Chief
Section of Environmental Analysis

Last updated 7/25/08.





CN | EJ&E

Environmental Impact Statement

Environmental Impact Statement for the Proposed Canadian National Railway Company Acquisition of the Elgin, Joliet and Eastern Railway Company

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Public Involvement

YOUR INPUT IS IMPORTANT!

Comments provided by the public helps the Board complete the Final EIS. Comments are due September 30, 2008, see the Contact Information page for ways to submit comments on the Draft EIS.

What is the purpose of this website?

This website is intended to provide necessary information to the public and to encourage all interested parties to participate in the EIS process. This website also provides guidance on how to submit comments (see the Contact Information page).

When can I get involved?

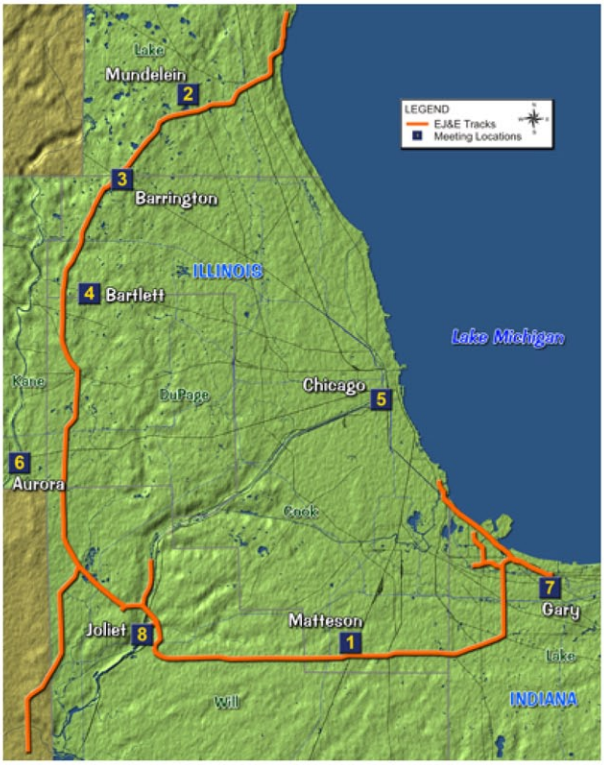
SEA appreciates and desires the public to be actively involved in the environmental review process. SEA has conducted public meetings at two different points in the environmental review process. In January, SEA hosted a series of public meetings and received public comments during the Scoping Period. Click here for information regarding the scoping period meetings and comment period. With the release of the Draft EIS, SEA once again soliciting public comment and hosted public meetings. Information available during the Draft EIS public meetings is presented here.

When were the Draft EIS public meetings held?

Beginning on August 25, 2008, SEA hosted **eight public meetings** throughout the Chicagoland area to present the findings of the Draft EIS and receive public comments. Each public meeting consisted of an informal open house segment from 4:00 to 6:00 PM, followed by a formal public meeting from 6:00 to 9:00 PM. At the beginning of each formal public meeting segment, SEA gave a brief overview of its findings in the Draft EIS and then invited interested parties to make oral comments and/or submit written comments. SEA had a transcriber present to record the oral comments in either English or Spanish. The dates and locations of the public meetings are shown below:

Ref No.	Date	Location
1	Monday August 25, 2008	Holiday Inn Hotel 500 Holiday Plaza Drive Matteson, IL 60443
2	Tuesday August 26, 2008	Crowne Plaza Chicago North Shore 510 E Route 83 Mundelein, IL 60060
3	Wednesday August 27, 2008	Barrington High School 616 W Main Street Barrington, IL 60010
4	Thursday August 28, 2008	Bartlett High School 701 Schick Road Bartlett, IL 60103
5	Monday September 8, 2008	Loyola University Rubloff Auditorium 25 E Pearson Chicago, IL 60611
6	Tuesday September 9, 2008	West Aurora High School 1201 W New York Street Aurora, IL 60506
7	Wednesday September 10, 2008	Indiana University Northwest Auditorium 3400 Broadway Gary, IN 46408
8	Thursday September 11, 2008	Holiday Inn Hotel 411 S Larkin Avenue Joliet, IL 60436

Click on a number for a detailed map.



Those that attended the public meeting were given a public meeting guide with important project information.

Information on this study was presented on a series of boards (30" x 40"). These boards are available for viewing (click on links below) and include:

- Board 1 - Welcome
- Board 2 - Purpose of this Meeting
- Board 3 - Purpose of the Acquisition
- Board 4 - Project Location Map
- Board 5 - Anticipated Changes
- Board 6 - Rail Traffic Volume Changes

- Board 7 - How Do I Submit Comments
- Board 8 - Key Transportation Findings (1)
- Board 9 - Key Transportation Findings (2)
- Board 10 - Key Transportation Findings Map
- Board 11 - Key Emergency Service Findings
- Board 12 - Public Meeting Ground Rules
- Board 13 - Public Meeting Guidelines

The presentation that SEA gave is available here (ZIP 5MB).

Use the links below to view transcripts from any of the public meetings:

- Matteson, IL (PDF 82KB)
- Mundelein, IL (PDF 104KB)
- Barrington, IL (PDF 178KB)
- Bartlett, IL (PDF 105KB)
- Chicago, IL (PDF 70KB)
- Aurora, IL (PDF 131KB)
- Gary, IN (PDF 62KB)
- Joliet, IL (PDF 105KB)

The following abbreviations are used throughout this website:

- **CN** - Canadian National Railway Company and Grand Trunk Corporation
- **EJ&E** - Elgin, Joliet and Eastern Railway Company
- **Board** - Surface Transportation Board
- **SEA** - Section of Environmental Analysis (an office within the Board)
- **EIS** - Environmental Impact Statement

Last updated 9/22/08.



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Information Request

SEA has made several information requests from the applicants in regard to the proposed Canadian National Railway Company acquisition of the Elgin, Joliet and Eastern Railway Company. This information will assist SEA in conducting the environmental review of the proposed acquisition required by the National Environmental Policy Act. As the review proceeds, further information requests may be necessary to ensure the study is conducted thoroughly. These information requests and the responses from the applicants are available below.

To download the file (PDF or ZIP), right mouse click on the link and choose Save Target As..., then save the file to your computer.

Information Request Number 1	
December 18, 2007	SEA Information Request (PDF 166KB)
Information Request Number 1 Responses	
January 28, 2008	Applicant Response Letter (PDF 678KB) Exhibits (ZIP 5,662KB)
February 12, 2008	Applicant Response Letter (PDF 70KB) Exhibits (PDF 9KB)
February 15, 2008	Applicant Response Letter (PDF 397KB) Exhibits (ZIP 1,159KB)
February 26, 2008	Applicant Response Letter (PDF 90KB)
February 29, 2008	Applicant Response Letter (PDF 185KB) Exhibits (ZIP 33KB)
March 12, 2008	Applicant Response Letter (PDF 371KB) Exhibits (ZIP 321KB)
May 2, 2008	Applicant Response Letter (PDF 93KB)
Information Request Number 2	
March 7, 2008	SEA Information Request Letter (PDF 87KB)
Information Request Number 2 Responses	

March 21, 2008	Applicant Response Letter (PDF 144KB) Applicant Response Letter (PDF 184KB)
March 26, 2008	Applicant Response Letter (PDF 748KB) Exhibits (ZIP 311KB)
April 1, 2008	Applicant Response Letter (PDF 532KB) Exhibits (ZIP 211KB)
April 11, 2008	Applicant Response Letter (PDF 197KB)
April 28, 2008	Applicant Response Letter (PDF 97KB) Exhibits (ZIP 62KB)
May 21, 2008	Applicant Response Letter (PDF 127KB) Exhibits (ZIP 20KB)
July 2, 2008	Applicant Response Letter (PDF 73KB)
August 21, 2008	Applicant Response Letter (PDF 56KB) Exhibits (PDF 1,284KB)
September 17, 2008	Applicant Response Letter (PDF 153KB) Exhibits (PDF 3,876KB)
Information Request Number 3	
March 25, 2008	SEA Information Request Letter (PDF 54KB)
Information Request Number 3 Responses	
April 21, 2008	Applicant Response Letter (PDF 5795KB) Exhibits (ZIP 38KB)
May 15, 2008	Applicant Response Letter (PDF 295KB) Exhibits (ZIP 445KB)
Information Request Number 4	
April 14, 2008	SEA Information Request Letter (PDF 76KB)
Information Request Number 4 Responses	
May 1, 2008	Applicant Response Letter (PDF 419KB)
May 23, 2008	Applicant Response Letter (PDF 122KB) Exhibits (ZIP 5KB)
Information Request Number 5	
June 2, 2008	SEA Information Request Letter (PDF 198KB) SEA Information Request Exhibit (PDF 1,527KB)
Information Request Number 5 Responses	
June 18, 2008	Applicant Response Letter (PDF 362KB)
June 23, 2008	Applicant Response Letter (PDF 126KB)

Additional Information

In addition to formal information requests, other project information requests from SEA are

available below.

April 8, 2008

Request from SEA for the applicants to review figures for use in the environmental review process.

- Request Letter (PDF 48KB)
- Request Exhibits (ZIP 38KB)
- Response Letter (PDF 12KB)

April 18, 2008

Request letter from SEA for the applicants to review the draft description of the purpose of and the need for the proposed action.

- Request Letter (PDF 1,113KB)
- Response Letter (PDF 50KB)

June 26, 2008

Applicants' Voluntary Mitigation Proposal

- Proposal (PDF 141KB)

July 9, 2008

Gary/Chicago International Airport Information

- Information Letter (PDF 81KB)

August 5, 2008

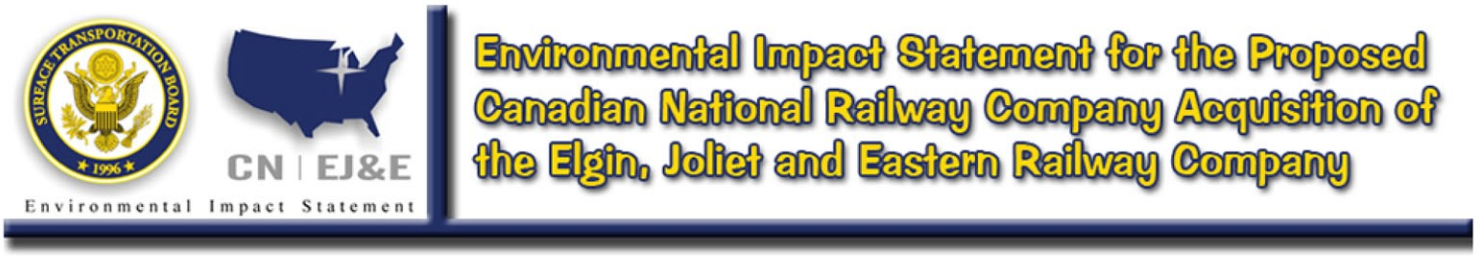
Adjusted CN data for five Crossings

- Adjusted Data Letter (PDF 121KB)
- Exhibits (ZIP 230KB)

The following abbreviations are used throughout this website:

- **Board** - Surface Transportation Board
- **CN** - Canadian National Railway Company and Grand Trunk Corporation
- **EIS** - Environmental Impact Statement
- **EJ&E** - Elgin, Joliet and Eastern Railway Company
- **SEA** - Section of Environmental Analysis (an office within the Board)

Last updated 9/22/08.



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The Board and SEA

For more information on the Board and SEA, please click here (PDF 31KB).

Find information requested of the applicants from the Board on the Information Request Page.

Announcements and News Releases

July 25, 2008 - The Board released the Draft EIS. This document is available on the Draft EIS page. The comment period for the Draft EIS will close September 30, 2008. To help inform stakeholders of the contents of the Draft EIS, eight public meetings were held during the comment period. See the Public Involvement page for information regarding public meetings and the Contact Information page for information regarding submitting comments on the Draft EIS.

April 25, 2008 - The Board released the Final Scope of Study. This document was published in the Federal Register and incorporates comments received on the Draft Scope of Study. The Board issued a clarification to the Final Scope of Study on Monday, April 28, 2008. View the addendum to the Final Scope of Study here (PDF 35KB) and the new version of the Final Scope of Study here (PDF 88KB).

April 23, 2008 - The Board released Decision No. 9 (PDF 72KB) regarding the six proposed connections. Illustrations of the proposed track improvements are available on the Scoping Period Meetings and Comment Summary page.

February 15, 2008 - The deadline for comments on the draft Scope of Study has closed. The next opportunity for public review and comment will occur after the release of the Draft EIS.

January 27, 2008 - The Board extended the comment period of the draft Scope of Study for the EIS to February 15, 2008. See the postcard that announced the extension.

December 12, 2007 - This press release (PDF 18KB) from the Board is regarding public

involvement and the review process for the project. This document contains information about what procedures will be followed for reviewing the impacts of the proposed acquisition and how public input will play a role in that process.

Project Information



On January 8, 9, 10, 15, 16, 17, and 22, 2008, public open house meetings were conducted in Mundelein, Barrington, Joliet, Matteson, Gary, West Chicago, and Chicago (see map to the left for meeting locations). Over 2,000 interested citizens attended the meetings. A project fact sheet (PDF 31KB) prepared for the public scoping meetings provided a quick overview of the proposed acquisition and explained how to submit comments.

On December 21, 2007, the Board issued a Notice of Intent (NOI) (PDF 52KB) to prepare an EIS and a draft Scope of Study for the project, which gives general project information and information about the first set of public meetings as well as outlines the process that will be followed in the environmental review. The NOI also includes information about the environmental aspects that will be considered in the EIS. The public meetings will present general information about the project and allow the public to submit comments on the study that will be incorporated in the final Scope of Study for the project. You can submit comments on the draft Scope of Study by using the Contact Information page.

On November 27, 2007, the Board issued Decision No. 2: Notice of Acceptance of Primary Application and Related Filings; Issuance of Procedural Schedule (PDF 129KB), in which

the Board accepts CN's application for acquisition and adopts a procedural schedule for consideration of the application.

The above documents are in PDF format. If you need Adobe Reader, click here to download for free.

The following abbreviations are used throughout this website:

- **Board** - Surface Transportation Board
- **CN** - Canadian National Railway Company and Grand Trunk Corporation
- **EIS** - Environmental Impact Statement
- **EJ&E** - Elgin, Joliet and Eastern Railway Company
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Last updated 9/12/08.



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Scoping Period Meetings and Comment Summary

When were the scoping meetings held?

Scoping meetings were held January 8, 9, 10, 15, 16, 17, and 22, 2008, in Mundelein, Barrington, Joliet, Matteson, Gary, West Chicago, and Chicago respectively. All scoping meetings were held in an open house format, with the same information presented during each meeting.

In keeping with the open house format of the scoping meetings, there were no formal presentations made by agency representatives. Rather, SEA staff was available to answer questions and receive comments individually. Interested persons asked questions about the proposed acquisition and the Board's environmental review process, and discussed the potential environmental effects of the proposed acquisition with project team members.

Information on this study was presented on a series of boards (30" x 40"). These boards are available for viewing (click on links below) and include:

- Welcome
- What is the Purpose of This Open House Scoping Meeting?
- Who is Hosting This Meeting?
- What is the Proposed Acquisition?/What is the Purpose of the Acquisition?
- Project Location Map
- What Changes are Anticipated from the Acquisition?
- Communities Along Affected Rail Line Segments
- Anticipated Changes to Rail Traffic Volumes
- What Process Will SEA Follow?
- What Issues did the Draft Scope of Study Identify?
- How Do I Submit Comments?

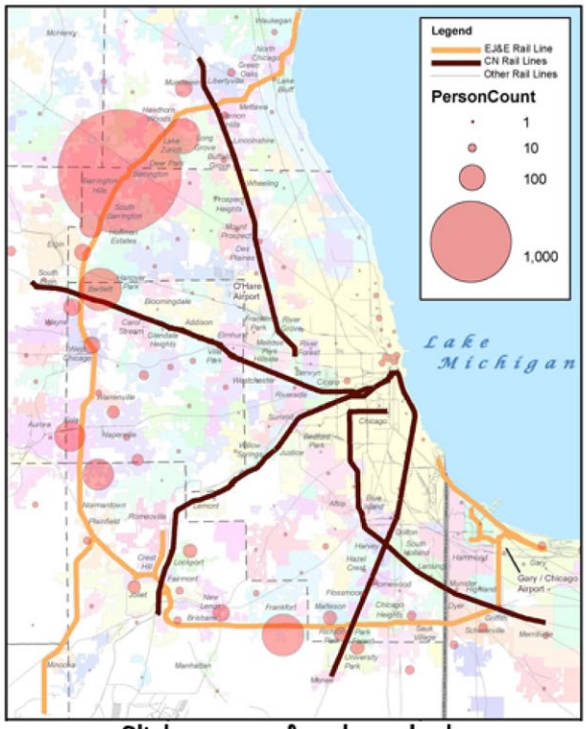
A series of flip charts were used to illustrate proposed track improvements at six locations along the EJ&E rail line. These charts are available for viewing (click on links below) and include:

- Project Track Improvements - Proposed Rail Connection on EJ&E Locations

- Project Track Improvements - Munger, IL
- Project Track Improvements - Joliet, IL
- Project Track Improvements - Matteson, IL
- Project Track Improvements - Griffith, IN
- Project Track Improvements - Ivanhoe, IN
- Project Track Improvements - Kirk Yard, IN

What comments were received during the Scoping Period?

3,683 comments on the Draft Scope of Study were submitted from members of the public, government officials, businesses, and other interested stakeholders. The map below shows the distribution of comments received within the Chicago metro area. Additionally, comment summary reports for some of the larger distributions of comments are provided.



Click on map for closer look.

To see a summary of the types of comments received by individual cities, please click on the

city name.


Lake
Mundelein
Tower Lakes
Hawthorn Woods
Lake Barrington
Vernon Hills
North Barrington
Lake Zurich
Long Grove
Deer Park
Barrington Hills
Barrington
South Barrington
Elgin
Hoffman Estates
Park Ridge
Bartlett
ILLINOIS
Wayne
Lake Michigan
West Chicago
Kane
DuPage
Chicago
Naperville
Aurora
Cook
Plainfield
LEGEND
EJ&E Rail Line
CN Rail Line
Comments Outside of Area
Centralia, IL
Effingham, IL
Springfield, IL
Washington, DC



The comments were carefully considered in preparation of the Final Scope of Study and the Draft EIS. There will be another opportunity for public comment after the DEIS is released.

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Last updated 7/25/08.



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Frequently Asked Questions

On October 30, 2007, Canadian National Railway Company and Grand Trunk Corporation (CN) filed an application with the Surface Transportation Board seeking the Board's approval to acquire control of EJ&E West Company and to use the EJ&E main rail line to connect all 5 of CN's rail lines in the Chicago, Illinois Metropolitan Area. The EJ&E main line, located in northeastern Illinois and northwestern Indiana, extends in an arc around Chicago, Illinois. The following addresses frequently asked questions about the STB, its decision-making process and authority, and the proposed acquisition.

- What is the Surface Transportation Board (STB or Board)?
- What is the STB's process for authorizing railroad consolidations and acquisitions of control?
- What does NEPA require?
- What is the role of SEA in the NEPA process?
- What is the STB's NEPA process in a railroad acquisition case?
- What is the public's role in the NEPA process?
- How would the CN-EJ&E acquisition affect me and my community?
- Would the STB impose mitigation to reduce the adverse impacts if the CN-EJ&E acquisition were approved?
- What is the Board's authority to impose mitigation?
- Will the STB consider safety issues?
- In the future, could CN run more trains over the EJ&E rail line?
- Has the Board ever denied a request for approval of a railroad acquisition?
- If the Board denies the acquisition application, can CN use the EJ&E line anyway?
- Where can I get more information on the pending CN-EJ&E acquisition case or other proposals currently before the STB?
- How can I submit comments on the Draft EIS?

What is the Surface Transportation Board (STB or Board)?
The STB was created by the ICC Termination Act of 1995 as a successor to the Interstate Commerce Commission, and is responsible for the economic regulation of freight railroads under the Interstate Commerce Act, pursuant to 49 U.S.C. 701-727 and 10101-16106. Among its various duties, the STB reviews railroad proposals to construct and operate new rail lines, abandon unneeded rail lines, or acquire and operate other lines or other railroads.

The Board itself is a bipartisan body with 3 members who are appointed by the President and confirmed by the Senate for staggered 5-year terms. Currently (as of July 2008), Charles D. Nottingham is the Chairman of the STB, Francis P. Mulvey is the Vice Chairman, and W. Douglas Buttrey is the third member.

Within the STB, the Section of Environmental Analysis (SEA) is responsible for directing the environmental review process for matters that come before the Board, conducting independent analysis of all environmental data, and making environmental recommendations to the Board.

Overall, the STB has a staff of approximately 140 people, consisting of attorneys, economists, transportation industry analysts, engineers, auditors, environmental specialists, and support staff. Although the STB is organizationally within DOT, it operates as an independent regulatory agency. (Back to top)

What is the STB's process for authorizing railroad consolidations and acquisitions of control?

When 2 or more rail carriers seek to consolidate – whether through merger or common control – they must obtain prior STB approval under 49 U.S.C. 11323-25 and 49 CFR Part 1180. In the case of the proposed acquisition of the Elgin, Joliet and Eastern Railway Company (EJ&E) (a Class II railroad) by the Canadian National Railway Company and Grand Trunk Corporation (CN) (a Class I railroad), the STB must approve the acquisition unless it finds (1) as a result of the transaction, there is likely to be substantial lessening of competition, creation of a monopoly, or restraint of trade in freight surface transportation in any region of the United States, and (2) the anti-competitive effects of the transaction outweigh the public interest in meeting significant transportation needs (49 U.S.C. 11324(d)).

After an application for STB approval is filed, the STB sets a procedural schedule that gives interested parties time to submit information on any transportation issues and for the applicant to reply. The STB also prepares environmental analyses and documentation to meet its obligations under environmental laws. The STB then considers the entire record (including all comments received on environmental or transportation issues), in deciding whether to authorize the acquisition application as proposed, deny the proposal, or approve the proposal with conditions imposed to mitigate likely competitive adverse effects or potential safety or environmental concerns.

There are statutory time limits for the STB's processing of merger/control applications. Because the Board determined that the CN-EJ&E acquisition is a minor transaction, the STB's decision normally would be due within six months of the filing of the application (49 U.S.C. 11325(d)). However, the STB must also comply with the National Environmental Policy Act (NEPA), 42 U.S.C. 4321 *et seq*., in its decisionmaking and must complete the necessary environmental review process before making a final decision. Therefore, a final decision here will be issued as soon as possible after completion of the environmental review process. (Back to top)

What does NEPA require?
NEPA requires Federal agencies to examine the potential environmental impacts of their proposed actions, to inform the public concerning those impacts, and to consider the impacts in their decisionmaking. The purpose of NEPA is to focus the attention of the agency and the public on the likely environmental consequences of a proposed action in order to minimize or avoid potential adverse environmental impacts. However, NEPA does not mandate a particular result. Once the adverse environmental impacts have been adequately identified and evaluated, the agency can conclude that other benefits outweigh the environmental costs.

The STB's environmental review process must comply with the requirements of the President's Council on Environmental Quality NEPA regulations (40 CFR Parts 1500-1508) and with its own NEPA-implementing regulations (49 CFR Part 1105). In the case of the proposed CN-EJ&E acquisition, the STB determined that these regulations require the preparation of a full Environmental Impact Statement (EIS) -- the environmental documentation prepared in cases that have potentially significant environmental impacts. (Back to top)

What is the role of SEA in the NEPA process?
Under NEPA, the STB must consider the potential environmental impacts of its action before deciding whether to approve an application. SEA is the office within the STB that gathers and analyzes the environmental record in a case, prepares the NEPA documentation, and provides technical advice and recommendations to the Board on environmental matters. SEA has trained legal and environmental specialists, headed by the Chief of the Section of Environmental Analysis, Victoria Rutson.

SEA often uses "third-party contracting" to help prepare environmental documentation. Third-party contracting is a voluntary arrangement in which the applicant pays for a contractor to assist SEA by developing the environmental analyses necessary for compliance with NEPA and related environmental laws, under SEA's direction, control, and supervision. The Board's environmental rules at 49 CFR 1105.10(d) as well as the CEQ regulations at 40 Code of Federal Regulations [CFR] 1500 – 1508, specifically permit the use of third-party contractors approved by SEA.

The third-party contracting process provides an effective means to prepare an independent, comprehensive environmental analysis that meets the requirements of NEPA and related environmental laws. The contractors function as an extension of SEA's staff. They work under SEA's direction to collect and verify environmental information from the railroads, consulting agencies, other interested parties, and the general public; conduct unbiased environmental analysis; develop appropriate environmental criteria and methodologies for analyzing particular environmental issue areas; and prepare environmental documentation and mitigation options. SEA makes its own evaluation of the environmental issues and is responsible for the scope and content of the NEPA document. (Back to top)

What is the STB's NEPA process in a railroad acquisition case?
If an EIS is prepared, SEA first issues a notice of intent to prepare an EIS and determines the scope of work for the EIS, after providing opportunities for public participation and consultation with appropriate Federal, state, and local agencies and other government entities. SEA

then prepares a Draft EIS that analyzes in detail the potential environmental impacts of the proposed acquisition, considers reasonable and feasible alternatives to the applicant's proposal, and makes recommendations for environmental mitigation. By regulation, the public has at least 45 days to comment on a Draft EIS.

SEA then issues a Final EIS that responds to the public comments, presents the results of any further environmental analysis, and incorporates final environmental mitigation recommendations. The Board then considers both the environmental record (the Draft and Final EISs and all comments received) and the record on the transportation issues to decide whether to authorize the acquisition as proposed, deny the proposal, or approve it with conditions, including environmental conditions (see 49 CFR 1105.10(a) and (f)). (Back to top)

What is the public's role in the NEPA process?
There are ample opportunities for public input during the NEPA process, particularly during scoping (to determine what issues should be addressed in an EIS) and in commenting on a Draft EIS. The public can submit written comments directly to the agency and/or participate in hearings or public meetings. In preparing the Final EIS, the Federal agency must take into consideration, and respond to, the comments received from the public and other parties.

For the EIS on the proposed CN-EJ&E acquisition, SEA held 14 scoping open house meetings in 7 locations in January 2008. In addition to the public scoping meetings, SEA held agency scoping meetings with Federal, state, and local agencies in Illinois and Indiana. At the Illinois agency scoping meeting, a number of agencies asked for a greater role in development of the Draft EIS. In response, SEA established 5 stakeholder focus area groups which reviewed the methodologies and data sources used in the analysis for the Draft EIS, offered comments and suggestions, and provided additional data.

Throughout the EIS process SEA has consulted extensively with appropriate agencies, including the United States EPA and the US Fish and Wildlife Service.

In addition, SEA identified 28 communities with minority or low-income populations potentially affected by the proposed acquisition. SEA then conducted targeted and specific outreach efforts to engage these communities in the environmental review process, including direct calls to elected officials regarding the environmental review process, public scoping meetings, and meetings with local representatives.

The Board is publishing the Draft EIS and is making it available for public review and comment. SEA is also scheduling open houses/public meetings at 8 locations in the Chicago area to give people an opportunity to learn about the Proposed Action and to present their views. SEA will continue to consult with Federal, state, and local agencies, tribes, affected communities, and all interested parties to gather and disseminate information about the proposed acquisition. (Back to top)

How would the CN-EJ&E acquisition affect me and my community?
If the Board were to approve the CN-EJ&E acquisition, CN would redirect its trains from its 5 rail lines in Chicago to the EJ&E rail line, thereby increasing the volume of freight rail traffic

along the EJ&E rail line, with a corresponding decrease in the volume of freight rail traffic along the CN rail lines. The increase in rail traffic along the EJ&E rail line would or could result in increases in:

- Delays at highway/rail at-grade crossings, including delays of school buses and emergency vehicles
- Levels of noise and vibration
- Risk of train accidents
- Air pollutant emissions
- Energy use

Although the risk is still very low, people along the EJ&E rail line would also have an increased risk of exposure to hazardous materials should an accident occur resulting in a release of such materials. Property values could decrease somewhat for residences adjacent to the EJ&E rail line. No impacts to land use and biological, water, and cultural resources or changes to population, housing, and public services are expected. Some of the potential environmental impacts could be reduced or eliminated with mitigation.

The decrease in freight rail traffic along the 5 CN rail lines would result in corresponding benefits (decreases in existing adverse impacts) to the communities along those rail lines. In addition, the proposed redirection of freight rail traffic along the EJ&E line is expected to reduce freight rail delays and rail traffic congestion within the Chicago rail system. (Back to top)

Would the STB impose mitigation to reduce the adverse impacts if the CN-EJ&E acquisition were approved?
As it has in other cases, the Board is very likely to impose mitigation if it were to approve the CN-EJ&E acquisition. Based on the information available to date, consultations with appropriate agencies, and extensive environmental analysis, SEA has developed recommended preliminary environmental mitigation measures to address the identified adverse environmental impacts. These measures include requiring CN to take actions to reduce emergency vehicle delays, levels of noise and vibration, and the risk of accidents, including accidents involving hazardous materials. In addition, CN has submitted 76 voluntary mitigation measures.

As an alternative to the mitigation that the Board might unilaterally impose upon applicants, SEA encourages applicants to negotiate mutually acceptable agreements with affected communities to address potential environmental impacts. Negotiated agreements can be with neighborhoods, communities, cities, counties, regional coalitions, states, or other entities. If negotiated agreements are submitted to the Board, the Board's practice is to include a condition in any final decision approval of the proposed transaction requiring applicants to comply with the terms of the negotiated agreement. (Back to top)

What is the Board's authority to impose mitigation?
As a government agency, the Board can only impose conditions that are consistent with its statutory authority. Any conditions the Board imposes must relate directly to the transaction before it, must be reasonable, and must be supported by the record before the Board. The Board typically does not require mitigation for existing environmental conditions, such as the

effects of current railroad operations, or for land development in the vicinity of the railroads. (Back to top)

Will the STB consider safety issues?
Yes. Although ensuring freight rail safety is the primary responsibility of the Federal Railroad Administration, the STB also takes safety concerns into consideration in its decisionmaking. This includes vehicle safety, passenger rail safety, freight rail safety, pedestrian safety, bicycle safety, emergency vehicle response and hazardous material transportation. Safety concerns are usually raised and addressed in the STB's environmental review process. (Back to top)

In the future, could CN run more trains over the EJ&E rail line?
Because of physical and operational constraints on the EJ&E rail line, SEA concluded that, under the CN proposed operating plan, the EJ&E rail line would be operated at or very near to capacity. In other words, it is unlikely that the number of trains using the EJ&E rail line would be higher than that estimated by CN in the proposed operating plan. SEA conducted numerous independent rail capacity and constraint analyses before reaching this conclusion. (Back to top)

Has the Board ever denied a request for approval of a railroad acquisition?
Yes. The Board and its predecessor agency, the Interstate Commerce Commission, have denied some rail merger and acquisition proposals. Each case is unique, however, and the Board makes a decision in each case before it based on the full record of the transportation merits and the potential environmental impacts. Only after considering the full record does the Board make a decision to grant, to deny, or to grant with mitigating conditions. (Back to top)

If the Board denies the acquisition application, can CN use the EJ&E line anyway?
Yes. CN currently has trackage rights to the EJ&E rail line, giving it the right to use the EJ&E line, and could shift an increased number of trains onto the EJ&E rail line. CN would not need Board approval to exercise its existing trackage rights on the EJ&E. (Back to top)

Where can I get more information on the pending CN-EJ&E acquisition case or other proposals currently before the STB?
Please visit the STB's website at http://www.stb.dot.gov. The STB maintains an electronic public docket and information system designed to permit prompt and easy public access to all filings and comments submitted to the STB and decisions issued by the agency. Information about the pending CN-EJ&E acquisition case can be found by referencing STB Finance Docket No. 35087, *Canadian National Railway Company and Grand Trunk Corporation Control-EJ&E West Company*.

SEA also maintains a project specific website at http://www.stbfinancedocket35087.com. (Back to top)

How can I submit comments on the Draft EIS?
SEA encourages all interested parties to submit written comments on any aspect of the Draft EIS. SEA will consider all comments in preparing the Final EIS, which will include responses to

all substantive comments, SEA's final conclusions on potential impacts, and SEA's final recommendations.

Comments on the Draft EIS may be submitted by mail, by e-file, or by telephone. All correspondence should refer to STB Finance Docket No. 35087. The deadline for comments on the Draft EIS is **September 30, 2008**.

When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.

Written comments should be mailed to:

Phillis Johnson-Ball
STB Finance Docket No. 35087
Surface Transportation Board
395 E Street, S.W.
Washington, DC 20423-0001

Environmental comments can also be filed electronically on the Board's web site, http://www.stb.dot.gov, by clicking on the "E-FILING" link. Comments are accepted at the toll-free project information line at 1-800-347-0689. A Spanish language option is available.

SEA will also hold 8 open house/public meetings to present the conclusions in the Draft EIS and invite interested parties to make oral comments. The dates, times, and locations of these public meetings are shown on the Public Involvement page. (Back to top)

The following abbreviations are used throughout this website:

- **Board** - Surface Transportation Board
- **CN** - Canadian National Railway Company and Grand Trunk Corporation
- **EIS** - Environmental Impact Statement
- **EJ&E** - Elgin, Joliet and Eastern Railway Company
- **SEA** - Section of Environmental Analysis (an office within the Board)

Last updated 8/5/08.





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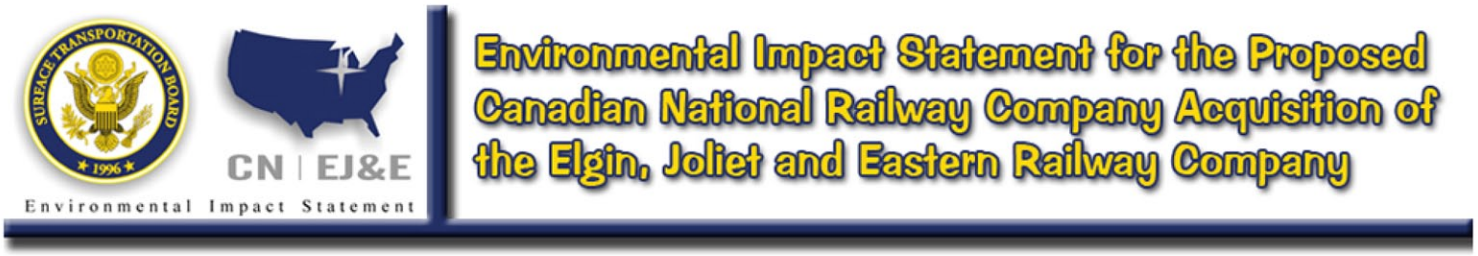
Contact Information

Related Links

Surface Transportation Board - www.stb.dot.gov

Canadian National Railway Company- www.cn.ca

Elgin, Joliet and Eastern Railway Company - www.tstarinc.com/eje/



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Comments on the Draft EIS can be submitted in several ways:

- Written Comments
- Recorded Comments
- Electronic Comments

Written Comments: Written letters must be **postmarked by September 30, 2008**, to:

Phillis Johnson-Ball
Surface Transportation Board
395 E Street, SW
Washington, DC 20423
Ref: STB Finance Docket No. 35087

Recorded Comments: Comments may be recorded at any time during the comment period on the project hotline: **1-800-347-0689**.

Electronic Comments: Comments may be filed electronically on the Board's website, www.stb.dot.gov, by clicking on the **E-FILING** link. Please refer to STB Finance Docket No. 35087.

All comments received - written, E-filed, or oral - will carry equal weight in helping to finalize the EIS and guide the Board in its decision making on this matter.

Please refer to STB Finance Docket No. 35087 in all correspondence addressed to the Board. The comment period for the Draft EIS is July 25, 2008 to September 30, 2008.

Submitting a comment will also add your name to the SEA mailing list for notice of the distribution of the Final EIS. This mailing list will also be used to distribute any other important information regarding the project. You can be added to the mailing list without submitting a comment by using the same contact information listed above.

The following abbreviations are used throughout this website:

- **Board** - Surface Transportation Board
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- **EIS** - Environmental Impact Statement
- **EJ&E** - Elgin, Joliet and Eastern Railway Company
- **SEA** - Section of Environmental Analysis (an office within the Board)

Last updated 9/12/08.

Project Website Content10/13/08 (www.stbfinancedocket35087.com)

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The comment period on the Draft EIS closed September 30, 2008. The Board is currently reviewing and incorporating all comments submitted within the comment period in the Final EIS.

Speakers at Previous Meetings

Welcome!

Welcome to the website for information regarding the Surface Transportation Board's environmental review of the proposed Canadian National Railway Company acquisition of the Elgin, Joliet and Eastern Railway Company.

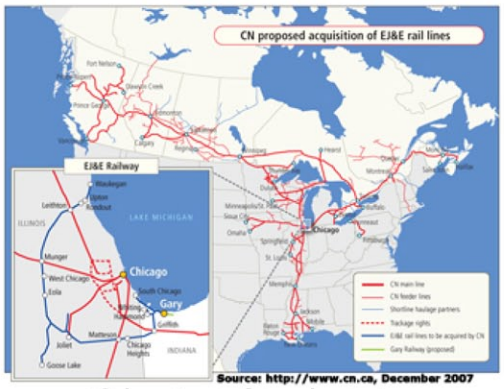
Use the navigation buttons to the left to view information about the environmental study currently underway.

Project Overview

On October 30, 2007, Canadian National Railway Company (CN) (along with its U.S. subsidiary, Grand Trunk Corporation), filed an application with the Surface Transportation Board (Board) seeking to acquire EJ&E West Company, a wholly owned noncarrier subsidiary of Elgin, Joliet and Eastern Railway Company (EJ&E).

CN is one of Canada's two major railroads. It extends from Halifax, Nova Scotia, to Vancouver and Prince Rupert, British Columbia. EJ&E is a Class II railroad that currently operates over

200 miles of track in northeastern Illinois and northwestern Indiana, consisting primarily of an arc around Chicago, Illinois. This arc extends from Waukegan, Illinois, southward to Joliet, Illinois, then eastward to Gary, Indiana, and then northwest to South Chicago, Illinois, along Lake Michigan, as shown in the inset image. EJ&E provides rail service to approximately 100 customers, including steel mills, coal utilities, plastics and chemical producers, steel processors, distribution centers, and scrap processors.



Click on image for a closer view.

CN's proposed acquisition of EJ&E would shift rail traffic currently moving over CN's rail lines inside the EJ&E arc in Chicago to EJ&E rail lines, which traverse the suburbs generally to the west and south of Chicago. Rail traffic on CN lines inside the EJ&E arc would generally decrease. The decreases in rail traffic would be offset by increases in the number of trains operating on the EJ&E rail line outside of Chicago (approximately 15 to 27 more trains would operate on various segments of the EJ&E rail lines).

CN plans to construct six new rail-to-rail connections between existing rail lines and the newly acquired EJ&E line at the following locations:

1. Munger, Illinois
2. Joliet, Illinois
3. Matteson, Illinois
4. Griffith, Indiana
5. Ivanhoe, Indiana
6. Kirk Yard (Gary), Indiana

In addition to the six new rail-to-rail connections, CN plans to construct 19 miles of new sidings and double tracking at the following Illinois locations:

1. Leithton (near Libertyville)
2. Between East Siding/Eola and Walker
3. Between East Joliet and Frankfort

Applicants state three primary purposes for pursuing the Control Transaction. First, they believe the Control Transaction would improve their operations in and beyond the Chicago area by providing CN with a continuous rail route around Chicago, under applicants' ownership, that would connect the five CN lines that presently radiate from Chicago. Second, acquiring EJ&E's rail assets would make available to applicants EJ&E's Kirk Yard--an automated classification facility in Gary--as well as smaller facilities in Joliet and Whiting, IN, thus enabling applicants to consolidate car classification work at Kirk and East Joliet Yards and to reduce use of the Belt Railway Company of Chicago's (BRC) Clearing Yard. Lastly, applicants state that their system would benefit from the fact that EJ&E provides an important supply line for North American steel, chemical, and petrochemical industries, as well as for Chicago area utilities and others, which would allow applicants to develop closer and more extensive relationships

with companies in and serving those industries.

To thoroughly assess the potential environmental impacts that may result from the proposed acquisition, the Board through its Section of Environmental Analysis (SEA), will prepare an Environmental Impact Statement (EIS). Learn more about the EIS process on the Environmental Review Process page.

The following abbreviations are used throughout this website:

- **Board** - Surface Transportation Board
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- **EIS** - Environmental Impact Statement
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Last updated 10/1/08.



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Environmental Review Process

The National Environmental Policy Act (NEPA) process is intended to assist the Board and the public in identifying and assessing the potential environmental consequences of a proposed action before a decision on that proposed action is made. SEA is responsible for ensuring that the Board complies with NEPA and related environmental statues.

Steps of the Environmental Review Process are as follows:

- Notice of Intent
- Draft Scope of Study
- Public Scoping Meetings
- Final Scope of Study
- Draft EIS
- Public Comment
- Final EIS
- Decision

Notice of Intent

The Notice of Intent (NOI) is a document prepared by the Board that states the intent to prepare an EIS. It is mailed to all parties on the environmental distribution list and is posted on the Board's website. The NOI provides information about the next steps of the environmental review process, including the draft Scope of Study, and public scoping meetings. The NOI was published on December 21, 2007, and is available on the News & Information page.

Draft Scope of Study

A draft Scope of Study was developed for the EIS and published in the Federal Register on December 21, 2007. Public comments on the draft Scope of Study were accepted until February 15, 2008. The draft Scope of Study incorporated the environmental issues and concerns with regard to aspect's of the environmental review process. The draft Scope of Study is available on the News & Information page.

Public Scoping Meetings

Scoping is an open process to determine the range of issues that should be examined and assessed in the EIS. The scoping process included a number of public open house scoping meetings held in the affected area in mid-to late January 2008. At the meetings, members of the public had the opportunity to discuss their interests and concerns with SEA staff. Click here for information regarding the Scoping Period meetings and comment period.

Final Scope of Study

A final Scope of Study for the EIS was prepared based on the comments received on the draft Scope of Study. The final Scope of Study was published in the Federal Register on Friday, April 25 and is available on the News and Information page.

Draft EIS

SEA prepared a Draft EIS for the project. The Draft EIS addressed required environmental subjects as well as those environmental issues and concerns identified during the scoping process. The Draft EIS was served on July 25, 2008, and is available on the Draft EIS page. It contains SEA's preliminary recommendations for environmental mitigation measures.

Public Comment

The public, agencies, elected officials, and communities have the opportunity to actively participate and comment on the environmental review process. The Board invited these stakeholders to review the Draft EIS, attend public meetings, and submit comments. The comment period on the Draft EIS was open July 25th through September 30, 2008. Comments were accepted in several ways:

- Written Comments - Comment forms submitted at the public meeting or written letters to the board.
- Electronic Comments - E-filings on the Board's website.
- Recorded Comments - Voicemail messages on the project hotline, oral comments with a court reporter at a public meeting, or providing a 3-minute oral comment during the public meeting.

Final EIS

SEA is currently preparing the Final EIS that will address the comments on the Draft EIS from the public and agencies.

Decision

The Board will review the Final EIS and then issue a decision on the proposed project. In reaching its decision in this case, the Board will take into account the Draft EIS, the Final EIS, public comments, and the environmental analysis and recommendations, including any environmental mitigation proposed by SEA.

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- **EIS** - Environmental Impact Statement
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Last updated 10/1/08.

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Environmental Impact Statement for the Proposed Canadian National Railway Company Acquisition of the Elgin, Joliet and Eastern Railway Company

If you need Adobe Reader, click here to download for free.

If the file size is 5MB or above, please download to your computer. To download the file (PDF or ZIP), right mouse click on the link and choose Save Target As..., then save the file to your computer.

- Dear Reader Letter (PDF 48KB)
- Fact Sheet (PDF 30KB)
- Cover Sheet (PDF 312KB)
- Guide to DEIS (PDF 44KB)
- Executive Summary (ZIP 6MB)
- Frequently Asked Questions (PDF 77KB)
- Table of Contents (PDF 80KB)
- Acronyms (PDF 55KB)
- Glossary (PDF 77KB)
- Chapter 1 - Purpose and Need of the Proposed Action (PDF 4MB)
- Chapter 2 - Proposed Action and Alternatives (ZIP 42MB)
- Chapter 3 - Affected Environment (ZIP 98MB)
- Chapter 4 - Environmental Consequences (ZIP 75MB)
- Chapter 5 - Indirect and Cumulative Effects (PDF 148KB)
- Chapter 6 - Mitigation (PDF 160KB)
- Chapter 7 - Short-Term Use vs Long-Term Productivity of the Environment (PDF 61KB)

Draft Environmental Impact Statement

STB ID No: 39185
Service Date: July 25, 2008
Comment Due Date: September 30, 2008

for the Proposed Canadian National Railway Company Acquisition of the Elgin, Joliet & Eastern Railway Company

Finance Docket No. 35087

Prepared by:
Surface Transportation Board
Section of Environmental Analysis
395 E Street SW
Washington, DC 20423

Information Contacts:

Victoria J. Rutson
Chief, Section of Environmental Analysis
800-347-0689

Phillis Johnson-Ball
Deputy Chief, Section of Environmental Analysis
Project Manager
800-347-0689

Chapter 8 -	Irreversible and Irretrievable Commitments of Resources (PDF 46KB)
Chapter 9 -	Outreach and Coordination (PDF 262KB)
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References (PDF 193KB)	
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List of Appendices (PDF 26KB)	
Appendix A -	Public Outreach and Agency Coordination Materials (ZIP 18MB)
Appendix B -	Rail Operations Analysis (PDF 4MB)
Appendix C -	Rail Safety Analysis (PDF 483KB)
Appendix D -	Safety Integration Plan (ZIP 11MB)
Appendix E -	Transportation Systems Analysis (ZIP 68MB)
Appendix F -	Hazardous Waste Sites (ZIP 6MB)
Appendix G -	Land Use Analysis (PDF 40KB)
Appendix H -	Socioeconomic Analysis (PDF 175KB)
Appendix I -	Environmental Justice Impacts Analysis (PDF 107KB)
Appendix J -	Energy Analysis (PDF 65KB)
Appendix K -	Air Quality and Climate Analysis (PDF 236KB)
Appendix L -	Noise and Vibration Analysis (ZIP 30MB)
Appendix M -	Biological Resources Analysis (PDF 84KB)
Appendix N -	Water Resources Analysis (PDF 107KB)
Appendix O -	Cultural Resources Survey (ZIP 30MB)
Appendix P -	Decision Documents (PDF 321KB)
Appendix Q -	Information Requests and Canadian National Responses (ZIP 18MB)
Appendix R -	Applicant's Voluntary Mitigation (PDF 174KB)

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Section of Environmental Analysis

July 25, 2008

Re: STB Finance Docket No. 35087, Canadian National Railway Company and Grand Trunk Corporation – Control – EJ&E West Company; Issuance of Draft Environmental Impact Statement

Dear Reader:

The Section of Environmental Analysis (SEA) is pleased to provide you with your copy of the Draft Environmental Impact Statement (EIS) on the proposed acquisition of the Elgin, Joliet & Eastern Railroad by Canadian National Railway and Grand Trunk Corporation (Applicants). This Draft EIS analyzes the environmental impacts that might occur if the Applicants were to acquire and operate trains over the EJ&E Railroad, an approximately 200-mile long railroad that forms an arc from the northwest to the southeast suburbs of Chicago, approximately 40 miles outside the city. The potential environmental impacts to both the human and the natural environments that could result from the proposed acquisition are compared to the environmental impacts of continuing rail operations on the EJ&E rail line and the five CN rail lines that feed into Chicago.

The Draft EIS also sets forth SEA's preliminary recommended mitigation, Applicants' voluntary mitigation measures, and encourages mutually acceptable negotiated agreements to mitigate adverse environmental impacts should the Board approve this acquisition. The Draft EIS reflects the active participation – more than 5000 comments submitted to date – of members of the public in the Chicagoland area and beyond.

SEA invites public comment on all aspects of the Draft EIS and is providing a 60-day public comment period, which begins upon the U.S. Environmental Protection Agency's issuance of a notice of availability in the Federal Register on August 1, 2008. Comments on the Draft EIS must be postmarked by September 30, 2008. Instructions on how to submit comments, and a list of the location, dates, and times of the open house/public meetings to be held in the Chicagoland area, are attached to this letter in a separate Fact Sheet. After your review of the Draft EIS, we appreciate your comments on ways to improve our analyses, make corrections and supplement what you feel needs further work. The more specific your comments are, the better we will be able to respond to them.

After the close of the public comment period on the Draft EIS, SEA will prepare a Final EIS in response to comments on the Draft EIS. The Board will then issue a final decision, based on the entire environmental record, including the record on the transportation merits, the Draft EIS, the Final EIS, and all public and agency comments received. The Board then will decide whether to approve the proposed acquisition, deny it, or approve it with mitigating conditions, including environmental conditions.

The Draft EIS is also available for viewing and downloading via the Board's Web site at http://www.stb.dot.gov, under "E-Library," then under "Decisions & Notices," beneath the date "7/25/08."

For further information on the proceeding, please visit the project web site at www.stbfinancedocket35087.com or call the toll-free information line at 1-800-347-0689. You may also visit the Board's website (www.stb.dot.gov) and look for Key Cases under Environmental Matters.

SEA has distributed the Draft EIS widely for public review and comment. Approximately 5,000 copies of the Draft EIS on compact discs have been distributed to all parties on SEA's environmental distribution list, which includes interested Federally recognized tribes, key governmental agencies, elected officials, and persons expressing an interest in receiving a copy of the Draft EIS or participating in the environmental review process for this proceeding. SEA has also distributed the Draft EIS to all parties of record (official participants), as well as making additional print copies of the Draft EIS available for review in 49 libraries throughout the Study Area.

SEA appreciates the efforts of all interested parties who have participated in this environmental review to date. We look forward to receiving your comments.

Sincerely,

Victoria J. Rutson
Chief
Section of Environmental Analysis

Last updated 7/25/08.

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Public Involvement

What is the purpose of this website?

This website is intended to provide necessary information to the public and to encourage all interested parties to participate in the EIS process. This website also provides guidance on how to submit comments (see the Contact Information page).

When can I get involved?

SEA appreciates and desires the public to be actively involved in the environmental review process. SEA has conducted public meetings at two different points in the environmental review process. In January, SEA hosted a series of public meetings and received public comments during the Scoping Period. Click here for information regarding the scoping period meetings and comment period. With the release of the Draft EIS, SEA once again soliciting public comment and hosted public meetings. Information available during the Draft EIS public meetings is presented here.

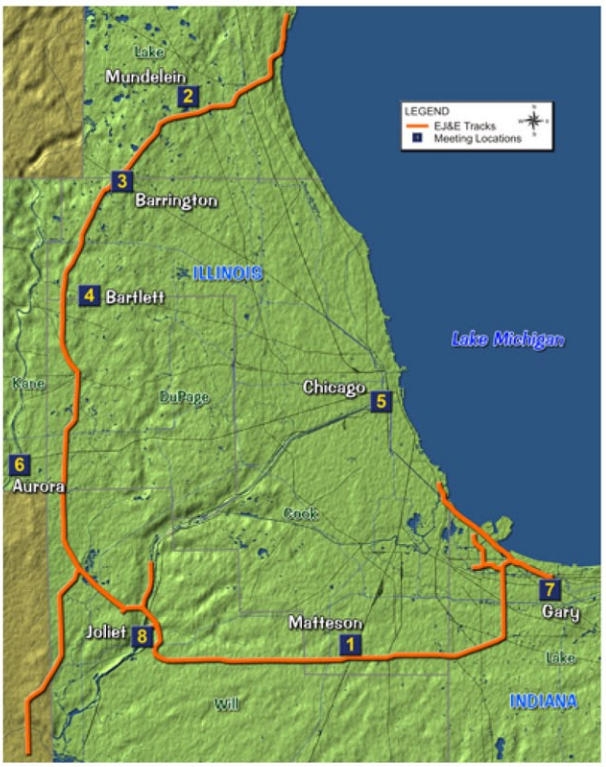
When were the Draft EIS public meetings held?

Beginning on August 25, 2008, SEA hosted **eight public meetings** throughout the Chicagoland area to present the findings of the Draft EIS and receive public comments. Each public meeting consisted of an informal open house segment from 4:00 to 6:00 PM, followed by a formal public meeting from 6:00 to 9:00 PM. At the beginning of each formal public meeting segment, SEA gave a brief overview of its findings in the Draft EIS and then invited interested parties to make oral comments and/or submit written comments. SEA had a transcriber present to record the oral comments in either English or Spanish. The dates and locations of the public meetings are shown below:

Ref No.	Date	Location
1	Monday August 25, 2008	Holiday Inn Hotel 500 Holiday Plaza Drive Matteson, IL 60443

Click on a number for a detailed map.

2	Tuesday August 26, 2008	Crowne Plaza Chicago North Shore 510 E Route 83 Mundelein, IL 60060
3	Wednesday August 27, 2008	Barrington High School 616 W Main Street Barrington, IL 60010
4	Thursday August 28, 2008	Bartlett High School 701 Schick Road Bartlett, IL 60103
5	Monday September 8, 2008	Loyola University Rubloff Auditorium 25 E Pearson Chicago, IL 60611
6	Tuesday September 9, 2008	West Aurora High School 1201 W New York Street Aurora, IL 60506
7	Wednesday September 10, 2008	Indiana University Northwest Auditorium 3400 Broadway Gary, IN 46408
8	Thursday September 11, 2008	Holiday Inn Hotel 411 S Larkin Avenue Joliet, IL 60436



Those that attended the public meeting were given a public meeting guide with important project information.

Information on this study was presented on a series of boards (30" x 40"). These boards are available for viewing (click on links below) and include:

- Board 1 - Welcome
- Board 2 - Purpose of this Meeting
- Board 3 - Purpose of the Acquisition
- Board 4 - Project Location Map
- Board 5 - Anticipated Changes
- Board 6 - Rail Traffic Volume Changes
- Board 7 - How Do I Submit Comments
- Board 8 - Key Transportation Findings (1)

- Board 9 - Key Transportation Findings (2)
- Board 10 - Key Transportation Findings Map
- Board 11 - Key Emergency Service Findings
- Board 12 - Public Meeting Ground Rules
- Board 13 - Public Meeting Guidelines

The presentation that SEA gave is available here (ZIP 5MB).

Use the links below to view transcripts from any of the public meetings:

- Matteson, IL (PDF 82KB)
- Mundelein, IL (PDF 104KB)
- Barrington, IL (PDF 178KB)
- Bartlett, IL (PDF 105KB)
- Chicago, IL (PDF 70KB)
- Aurora, IL (PDF 131KB)
- Gary, IN (PDF 62KB)
- Joliet, IL (PDF 105KB)

The following abbreviations are used throughout this website:

- **CN** - Canadian National Railway Company and Grand Trunk Corporation
- **EJ&E** - Elgin, Joliet and Eastern Railway Company
- **Board** - Surface Transportation Board
- **SEA** - Section of Environmental Analysis (an office within the Board)
- **EIS** - Environmental Impact Statement

Last updated 10/1/08.



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Scoping Period Meetings and Comment Summary

When were the scoping meetings held?

Scoping meetings were held January 8, 9, 10, 15, 16, 17, and 22, 2008, in Mundelein, Barrington, Joliet, Matteson, Gary, West Chicago, and Chicago respectively. All scoping meetings were held in an open house format, with the same information presented during each meeting.

In keeping with the open house format of the scoping meetings, there were no formal presentations made by agency representatives. Rather, SEA staff was available to answer questions and receive comments individually. Interested persons asked questions about the proposed acquisition and the Board's environmental review process, and discussed the potential environmental effects of the proposed acquisition with project team members.

Information on this study was presented on a series of boards (30" x 40"). These boards are available for viewing (click on links below) and include:

- Welcome
- What is the Purpose of This Open House Scoping Meeting?
- Who is Hosting This Meeting?
- What is the Proposed Acquisition?/What is the Purpose of the Acquisition?
- Project Location Map
- What Changes are Anticipated from the Acquisition?
- Communities Along Affected Rail Line Segments
- Anticipated Changes to Rail Traffic Volumes
- What Process Will SEA Follow?
- What Issues did the Draft Scope of Study Identify?
- How Do I Submit Comments?

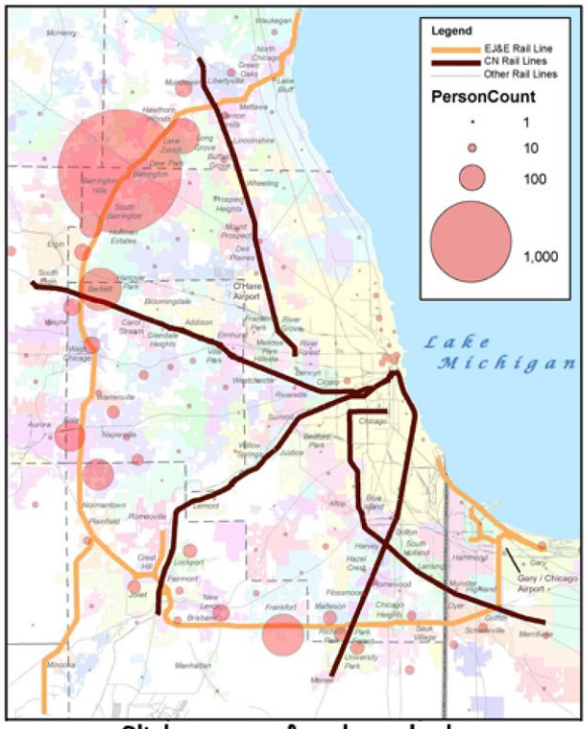
A series of flip charts were used to illustrate proposed track improvements at six locations along the EJ&E rail line. These charts are available for viewing (click on links below) and include:

- Project Track Improvements - Proposed Rail Connection on EJ&E Locations

- Project Track Improvements - Munger, IL
- Project Track Improvements - Joliet, IL
- Project Track Improvements - Matteson, IL
- Project Track Improvements - Griffith, IN
- Project Track Improvements - Ivanhoe, IN
- Project Track Improvements - Kirk Yard, IN

What comments were received during the Scoping Period?

3,683 comments on the Draft Scope of Study were submitted from members of the public, government officials, businesses, and other interested stakeholders. The map below shows the distribution of comments received within the Chicago metro area. Additionally, comment summary reports for some of the larger distributions of comments are provided.



Click on map for closer look.

To see a summary of the types of comments received by individual cities, please click on the

city name.


Lake
Mundelein
Tower Lakes
Hawthorn Woods
Lake Barrington
Vernon Hills
North Barrington
Lake Zurich
Long Grove
Deer Park
Barrington Hills
Barrington
South Barrington
Elgin
Hoffman Estates
Park Ridge
Bartlett
ILLINOIS
Wayne
Lake Michigan
West Chicago
Kane
DuPage
Chicago
Naperville
Aurora
Cook
Plainfield
LEGEND
EJ&E Rail Line
CN Rail Line
Comments Outside of Area
Centralia, IL
Effingham, IL
Springfield, IL
Washington, DC



The comments were carefully considered in preparation of the Final Scope of Study and the Draft EIS. There will be another opportunity for public comment after the DEIS is released.

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Last updated 7/25/08.



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Information Request

SEA has made several information requests from the applicants in regard to the proposed Canadian National Railway Company acquisition of the Elgin, Joliet and Eastern Railway Company. This information will assist SEA in conducting the environmental review of the proposed acquisition required by the National Environmental Policy Act. As the review proceeds, further information requests may be necessary to ensure the study is conducted thoroughly. These information requests and the responses from the applicants are available below.

To download the file (PDF or ZIP), right mouse click on the link and choose Save Target As..., then save the file to your computer.

Information Request Number 1	
December 18, 2007	SEA Information Request (PDF 166KB)
Information Request Number 1 Responses	
January 28, 2008	Applicant Response Letter (PDF 678KB) Exhibits (ZIP 5,662KB)
February 12, 2008	Applicant Response Letter (PDF 70KB) Exhibits (PDF 9KB)
February 15, 2008	Applicant Response Letter (PDF 397KB) Exhibits (ZIP 1,159KB)
February 26, 2008	Applicant Response Letter (PDF 90KB)
February 29, 2008	Applicant Response Letter (PDF 185KB) Exhibits (ZIP 33KB)
March 12, 2008	Applicant Response Letter (PDF 371KB) Exhibits (ZIP 321KB)
May 2, 2008	Applicant Response Letter (PDF 93KB)
Information Request Number 2	
March 7, 2008	SEA Information Request Letter (PDF 87KB)
Information Request Number 2 Responses	

March 21, 2008	Applicant Response Letter (PDF 144KB) Applicant Response Letter (PDF 184KB)
March 26, 2008	Applicant Response Letter (PDF 748KB) Exhibits (ZIP 311KB)
April 1, 2008	Applicant Response Letter (PDF 532KB) Exhibits (ZIP 211KB)
April 11, 2008	Applicant Response Letter (PDF 197KB)
April 28, 2008	Applicant Response Letter (PDF 97KB) Exhibits (ZIP 62KB)
May 21, 2008	Applicant Response Letter (PDF 127KB) Exhibits (ZIP 20KB)
July 2, 2008	Applicant Response Letter (PDF 73KB)
August 21, 2008	Applicant Response Letter (PDF 56KB) Exhibits (PDF 1,284KB)
September 17, 2008	Applicant Response Letter (PDF 153KB) Exhibits (PDF 3,876KB)
Information Request Number 3	
March 25, 2008	SEA Information Request Letter (PDF 54KB)
Information Request Number 3 Responses	
April 21, 2008	Applicant Response Letter (PDF 5795KB) Exhibits (ZIP 38KB)
May 15, 2008	Applicant Response Letter (PDF 295KB) Exhibits (ZIP 445KB)
Information Request Number 4	
April 14, 2008	SEA Information Request Letter (PDF 76KB)
Information Request Number 4 Responses	
May 1, 2008	Applicant Response Letter (PDF 419KB)
May 23, 2008	Applicant Response Letter (PDF 122KB) Exhibits (ZIP 5KB)
Information Request Number 5	
June 2, 2008	SEA Information Request Letter (PDF 198KB) SEA Information Request Exhibit (PDF 1,527KB)
Information Request Number 5 Responses	
June 18, 2008	Applicant Response Letter (PDF 362KB)
June 23, 2008	Applicant Response Letter (PDF 126KB)
Information Request Number 6	
September 30, 2008	SEA Information Request Letter (PDF 52KB)

Additional Information

In addition to formal information requests, other project information requests from SEA are available below.

April 8, 2008

Request from SEA for the applicants to review figures for use in the environmental review process.

- Request Letter (PDF 48KB)
- Request Exhibits (ZIP 38KB)
- Response Letter (PDF 12KB)

April 18, 2008

Request letter from SEA for the applicants to review the draft description of the purpose of and the need for the proposed action.

- Request Letter (PDF 1,113KB)
- Response Letter (PDF 50KB)

June 26, 2008

Applicants' Voluntary Mitigation Proposal

- Proposal (PDF 141KB)

July 9, 2008

Gary/Chicago International Airport Information

- Information Letter (PDF 81KB)

August 5, 2008

Adjusted Applicant's data for five Crossings

- Adjusted Data Letter (PDF 121KB)
- Exhibits (ZIP 230KB)

September 26, 2008

Adjusted Applicant's Data

- Adjusted Data Letter (PDF 169KB)
- Exhibits (ZIP 336KB)

The following abbreviations are used throughout this website:

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- **EIS** - Environmental Impact Statement
- **EJ&E** - Elgin, Joliet and Eastern Railway Company
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The Board and SEA

For more information on the Board and SEA, please click here (PDF 31KB).

Find information requested of the applicants from the Board on the Information Request Page.

Announcements and News Releases

July 25, 2008 - The Board released the Draft EIS. This document is available on the Draft EIS page. The comment period for the Draft EIS closed September 30, 2008. To help inform stakeholders of the contents of the Draft EIS, eight public meetings were held during the comment period. See the Public Involvement page for information regarding public meetings.

April 25, 2008 - The Board released the Final Scope of Study. This document was published in the Federal Register and incorporates comments received on the Draft Scope of Study. The Board issued a clarification to the Final Scope of Study on Monday, April 28, 2008. View the addendum to the Final Scope of Study here (PDF 35KB) and the new version of the Final Scope of Study here (PDF 88KB).

April 23, 2008 - The Board released Decision No. 9 (PDF 72KB) regarding the six proposed connections. Illustrations of the proposed track improvements are available on the Scoping Period Meetings and Comment Summary page.

February 15, 2008 - The deadline for comments on the draft Scope of Study has closed. The next opportunity for public review and comment will occur after the release of the Draft EIS.

January 27, 2008 - The Board extended the comment period of the draft Scope of Study for the EIS to February 15, 2008. See the postcard that announced the extension.

December 12, 2007 - This press release (PDF 18KB) from the Board is regarding public involvement and the review process for the project. This document contains information about

what procedures will be followed for reviewing the impacts of the proposed acquisition and how public input will play a role in that process.

Project Information



On January 8, 9, 10, 15, 16, 17, and 22, 2008, public open house meetings were conducted in Mundelein, Barrington, Joliet, Matteson, Gary, West Chicago, and Chicago (see map to the left for meeting locations). Over 2,000 interested citizens attended the meetings. A project fact sheet (PDF 31KB) prepared for the public scoping meetings provided a quick overview of the proposed acquisition and explained how to submit comments.

On December 21, 2007, the Board issued a Notice of Intent (NOI) (PDF 52KB) to prepare an EIS and a draft Scope of Study for the project, which gives general project information and information about the first set of public meetings as well as outlines the process that will be followed in the environmental review. The NOI also includes information about the environmental aspects that will be considered in the EIS. The public meetings will present general information about the project and allow the public to submit comments on the study that will be incorporated in the final Scope of Study for the project. You can submit comments on the draft Scope of Study by using the Contact Information page.

On November 27, 2007, the Board issued Decision No. 2: Notice of Acceptance of Primary Application and Related Filings; Issuance of Procedural Schedule (PDF 129KB), in which the Board accepts CN's application for acquisition and adopts a procedural schedule for

consideration of the application.

The above documents are in PDF format. If you need Adobe Reader, click here to download for free.

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- **EIS** - Environmental Impact Statement
- **EJ&E** - Elgin, Joliet and Eastern Railway Company
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Frequently Asked Questions

On October 30, 2007, Canadian National Railway Company and Grand Trunk Corporation (CN) filed an application with the Surface Transportation Board seeking the Board's approval to acquire control of EJ&E West Company and to use the EJ&E main rail line to connect all 5 of CN's rail lines in the Chicago, Illinois Metropolitan Area. The EJ&E main line, located in northeastern Illinois and northwestern Indiana, extends in an arc around Chicago, Illinois. The following addresses frequently asked questions about the STB, its decision-making process and authority, and the proposed acquisition.

- What is the Surface Transportation Board (STB or Board)?
- What is the STB's process for authorizing railroad consolidations and acquisitions of control?
- What does NEPA require?
- What is the role of SEA in the NEPA process?
- What is the STB's NEPA process in a railroad acquisition case?
- What is the public's role in the NEPA process?
- How would the CN-EJ&E acquisition affect me and my community?
- Would the STB impose mitigation to reduce the adverse impacts if the CN-EJ&E acquisition were approved?
- What is the Board's authority to impose mitigation?
- Will the STB consider safety issues?
- In the future, could CN run more trains over the EJ&E rail line?
- Has the Board ever denied a request for approval of a railroad acquisition?
- If the Board denies the acquisition application, can CN use the EJ&E line anyway?
- Where can I get more information on the pending CN-EJ&E acquisition case or other proposals currently before the STB?
- How can I submit comments on the Draft EIS?

What is the Surface Transportation Board (STB or Board)?
The STB was created by the ICC Termination Act of 1995 as a successor to the Interstate Commerce Commission, and is responsible for the economic regulation of freight railroads under the Interstate Commerce Act, pursuant to 49 U.S.C. 701-727 and 10101-16106. Among its various duties, the STB reviews railroad proposals to construct and operate new rail lines, abandon unneeded rail lines, or acquire and operate other lines or other railroads.

The Board itself is a bipartisan body with 3 members who are appointed by the President and confirmed by the Senate for staggered 5-year terms. Currently (as of July 2008), Charles D. Nottingham is the Chairman of the STB, Francis P. Mulvey is the Vice Chairman, and W. Douglas Buttrey is the third member.

Within the STB, the Section of Environmental Analysis (SEA) is responsible for directing the environmental review process for matters that come before the Board, conducting independent analysis of all environmental data, and making environmental recommendations to the Board.

Overall, the STB has a staff of approximately 140 people, consisting of attorneys, economists, transportation industry analysts, engineers, auditors, environmental specialists, and support staff. Although the STB is organizationally within DOT, it operates as an independent regulatory agency. (Back to top)

What is the STB's process for authorizing railroad consolidations and acquisitions of control?

When 2 or more rail carriers seek to consolidate – whether through merger or common control – they must obtain prior STB approval under 49 U.S.C. 11323-25 and 49 CFR Part 1180. In the case of the proposed acquisition of the Elgin, Joliet and Eastern Railway Company (EJ&E) (a Class II railroad) by the Canadian National Railway Company and Grand Trunk Corporation (CN) (a Class I railroad), the STB must approve the acquisition unless it finds (1) as a result of the transaction, there is likely to be substantial lessening of competition, creation of a monopoly, or restraint of trade in freight surface transportation in any region of the United States, and (2) the anti-competitive effects of the transaction outweigh the public interest in meeting significant transportation needs (49 U.S.C. 11324(d)).

After an application for STB approval is filed, the STB sets a procedural schedule that gives interested parties time to submit information on any transportation issues and for the applicant to reply. The STB also prepares environmental analyses and documentation to meet its obligations under environmental laws. The STB then considers the entire record (including all comments received on environmental or transportation issues), in deciding whether to authorize the acquisition application as proposed, deny the proposal, or approve the proposal with conditions imposed to mitigate likely competitive adverse effects or potential safety or environmental concerns.

There are statutory time limits for the STB's processing of merger/control applications. Because the Board determined that the CN-EJ&E acquisition is a minor transaction, the STB's decision normally would be due within six months of the filing of the application (49 U.S.C. 11325(d)). However, the STB must also comply with the National Environmental Policy Act (NEPA), 42 U.S.C. 4321 *et seq*., in its decisionmaking and must complete the necessary environmental review process before making a final decision. Therefore, a final decision here will be issued as soon as possible after completion of the environmental review process. (Back to top)

What does NEPA require?
NEPA requires Federal agencies to examine the potential environmental impacts of their proposed actions, to inform the public concerning those impacts, and to consider the impacts in their decisionmaking. The purpose of NEPA is to focus the attention of the agency and the public on the likely environmental consequences of a proposed action in order to minimize or avoid potential adverse environmental impacts. However, NEPA does not mandate a particular result. Once the adverse environmental impacts have been adequately identified and evaluated, the agency can conclude that other benefits outweigh the environmental costs.

The STB's environmental review process must comply with the requirements of the President's Council on Environmental Quality NEPA regulations (40 CFR Parts 1500-1508) and with its own NEPA-implementing regulations (49 CFR Part 1105). In the case of the proposed CN-EJ&E acquisition, the STB determined that these regulations require the preparation of a full Environmental Impact Statement (EIS) -- the environmental documentation prepared in cases that have potentially significant environmental impacts. (Back to top)

What is the role of SEA in the NEPA process?
Under NEPA, the STB must consider the potential environmental impacts of its action before deciding whether to approve an application. SEA is the office within the STB that gathers and analyzes the environmental record in a case, prepares the NEPA documentation, and provides technical advice and recommendations to the Board on environmental matters. SEA has trained legal and environmental specialists, headed by the Chief of the Section of Environmental Analysis, Victoria Rutson.

SEA often uses "third-party contracting" to help prepare environmental documentation. Third-party contracting is a voluntary arrangement in which the applicant pays for a contractor to assist SEA by developing the environmental analyses necessary for compliance with NEPA and related environmental laws, under SEA's direction, control, and supervision. The Board's environmental rules at 49 CFR 1105.10(d) as well as the CEQ regulations at 40 Code of Federal Regulations [CFR] 1500 – 1508, specifically permit the use of third-party contractors approved by SEA.

The third-party contracting process provides an effective means to prepare an independent, comprehensive environmental analysis that meets the requirements of NEPA and related environmental laws. The contractors function as an extension of SEA's staff. They work under SEA's direction to collect and verify environmental information from the railroads, consulting agencies, other interested parties, and the general public; conduct unbiased environmental analysis; develop appropriate environmental criteria and methodologies for analyzing particular environmental issue areas; and prepare environmental documentation and mitigation options. SEA makes its own evaluation of the environmental issues and is responsible for the scope and content of the NEPA document. (Back to top)

What is the STB's NEPA process in a railroad acquisition case?
If an EIS is prepared, SEA first issues a notice of intent to prepare an EIS and determines the scope of work for the EIS, after providing opportunities for public participation and consultation with appropriate Federal, state, and local agencies and other government entities. SEA

then prepares a Draft EIS that analyzes in detail the potential environmental impacts of the proposed acquisition, considers reasonable and feasible alternatives to the applicant's proposal, and makes recommendations for environmental mitigation. By regulation, the public has at least 45 days to comment on a Draft EIS.

SEA then issues a Final EIS that responds to the public comments, presents the results of any further environmental analysis, and incorporates final environmental mitigation recommendations. The Board then considers both the environmental record (the Draft and Final EISs and all comments received) and the record on the transportation issues to decide whether to authorize the acquisition as proposed, deny the proposal, or approve it with conditions, including environmental conditions (see 49 CFR 1105.10(a) and (f)). (Back to top)

What is the public's role in the NEPA process?
There are ample opportunities for public input during the NEPA process, particularly during scoping (to determine what issues should be addressed in an EIS) and in commenting on a Draft EIS. The public can submit written comments directly to the agency and/or participate in hearings or public meetings. In preparing the Final EIS, the Federal agency must take into consideration, and respond to, the comments received from the public and other parties.

For the EIS on the proposed CN-EJ&E acquisition, SEA held 14 scoping open house meetings in 7 locations in January 2008. In addition to the public scoping meetings, SEA held agency scoping meetings with Federal, state, and local agencies in Illinois and Indiana. At the Illinois agency scoping meeting, a number of agencies asked for a greater role in development of the Draft EIS. In response, SEA established 5 stakeholder focus area groups which reviewed the methodologies and data sources used in the analysis for the Draft EIS, offered comments and suggestions, and provided additional data.

Throughout the EIS process SEA has consulted extensively with appropriate agencies, including the United States EPA and the US Fish and Wildlife Service.

In addition, SEA identified 28 communities with minority or low-income populations potentially affected by the proposed acquisition. SEA then conducted targeted and specific outreach efforts to engage these communities in the environmental review process, including direct calls to elected officials regarding the environmental review process, public scoping meetings, and meetings with local representatives.

The Board is publishing the Draft EIS and is making it available for public review and comment. SEA is also scheduling open houses/public meetings at 8 locations in the Chicago area to give people an opportunity to learn about the Proposed Action and to present their views. SEA will continue to consult with Federal, state, and local agencies, tribes, affected communities, and all interested parties to gather and disseminate information about the proposed acquisition. (Back to top)

How would the CN-EJ&E acquisition affect me and my community?
If the Board were to approve the CN-EJ&E acquisition, CN would redirect its trains from its 5 rail lines in Chicago to the EJ&E rail line, thereby increasing the volume of freight rail traffic

along the EJ&E rail line, with a corresponding decrease in the volume of freight rail traffic along the CN rail lines. The increase in rail traffic along the EJ&E rail line would or could result in increases in:

- Delays at highway/rail at-grade crossings, including delays of school buses and emergency vehicles
- Levels of noise and vibration
- Risk of train accidents
- Air pollutant emissions
- Energy use

Although the risk is still very low, people along the EJ&E rail line would also have an increased risk of exposure to hazardous materials should an accident occur resulting in a release of such materials. Property values could decrease somewhat for residences adjacent to the EJ&E rail line. No impacts to land use and biological, water, and cultural resources or changes to population, housing, and public services are expected. Some of the potential environmental impacts could be reduced or eliminated with mitigation.

The decrease in freight rail traffic along the 5 CN rail lines would result in corresponding benefits (decreases in existing adverse impacts) to the communities along those rail lines. In addition, the proposed redirection of freight rail traffic along the EJ&E line is expected to reduce freight rail delays and rail traffic congestion within the Chicago rail system. (Back to top)

Would the STB impose mitigation to reduce the adverse impacts if the CN-EJ&E acquisition were approved?
As it has in other cases, the Board is very likely to impose mitigation if it were to approve the CN-EJ&E acquisition. Based on the information available to date, consultations with appropriate agencies, and extensive environmental analysis, SEA has developed recommended preliminary environmental mitigation measures to address the identified adverse environmental impacts. These measures include requiring CN to take actions to reduce emergency vehicle delays, levels of noise and vibration, and the risk of accidents, including accidents involving hazardous materials. In addition, CN has submitted 76 voluntary mitigation measures.

As an alternative to the mitigation that the Board might unilaterally impose upon applicants, SEA encourages applicants to negotiate mutually acceptable agreements with affected communities to address potential environmental impacts. Negotiated agreements can be with neighborhoods, communities, cities, counties, regional coalitions, states, or other entities. If negotiated agreements are submitted to the Board, the Board's practice is to include a condition in any final decision approval of the proposed transaction requiring applicants to comply with the terms of the negotiated agreement. (Back to top)

What is the Board's authority to impose mitigation?
As a government agency, the Board can only impose conditions that are consistent with its statutory authority. Any conditions the Board imposes must relate directly to the transaction before it, must be reasonable, and must be supported by the record before the Board. The Board typically does not require mitigation for existing environmental conditions, such as the

effects of current railroad operations, or for land development in the vicinity of the railroads. (Back to top)

Will the STB consider safety issues?
Yes. Although ensuring freight rail safety is the primary responsibility of the Federal Railroad Administration, the STB also takes safety concerns into consideration in its decisionmaking. This includes vehicle safety, passenger rail safety, freight rail safety, pedestrian safety, bicycle safety, emergency vehicle response and hazardous material transportation. Safety concerns are usually raised and addressed in the STB's environmental review process. (Back to top)

In the future, could CN run more trains over the EJ&E rail line?
Because of physical and operational constraints on the EJ&E rail line, SEA concluded that, under the CN proposed operating plan, the EJ&E rail line would be operated at or very near to capacity. In other words, it is unlikely that the number of trains using the EJ&E rail line would be higher than that estimated by CN in the proposed operating plan. SEA conducted numerous independent rail capacity and constraint analyses before reaching this conclusion. (Back to top)

Has the Board ever denied a request for approval of a railroad acquisition?
Yes. The Board and its predecessor agency, the Interstate Commerce Commission, have denied some rail merger and acquisition proposals. Each case is unique, however, and the Board makes a decision in each case before it based on the full record of the transportation merits and the potential environmental impacts. Only after considering the full record does the Board make a decision to grant, to deny, or to grant with mitigating conditions. (Back to top)

If the Board denies the acquisition application, can CN use the EJ&E line anyway?
Yes. CN currently has trackage rights to the EJ&E rail line, giving it the right to use the EJ&E line, and could shift an increased number of trains onto the EJ&E rail line. CN would not need Board approval to exercise its existing trackage rights on the EJ&E. (Back to top)

Where can I get more information on the pending CN-EJ&E acquisition case or other proposals currently before the STB?
Please visit the STB's website at http://www.stb.dot.gov. The STB maintains an electronic public docket and information system designed to permit prompt and easy public access to all filings and comments submitted to the STB and decisions issued by the agency. Information about the pending CN-EJ&E acquisition case can be found by referencing STB Finance Docket No. 35087, *Canadian National Railway Company and Grand Trunk Corporation Control-EJ&E West Company*.

SEA also maintains a project specific website at http://www.stbfinancedocket35087.com. (Back to top)

How can I submit comments on the Draft EIS?
The comment period on the Draft EIS closed September 30, 2008. The Board appreciates all comments submitted on the Draft EIS and will incorporate these comments into the Final

EIS. (Back to top)

The following abbreviations are used throughout this website:

- **Board** - Surface Transportation Board
- **CN** - Canadian National Railway Company and Grand Trunk Corporation
- **EIS** - Environmental Impact Statement
- **EJ&E** - Elgin, Joliet and Eastern Railway Company
- **SEA** - Section of Environmental Analysis (an office within the Board)

Last updated 10/1/08.





CN | EJ&E

Environmental Impact Statement

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Surface Transportation Board - www.stb.dot.gov

Canadian National Railway Company- www.cn.ca

Elgin, Joliet and Eastern Railway Company - www.tstarinc.com/eje/





CN | EJ&E

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The comment period on the Draft EIS closed September 30, 2008. The Board appreciates all comments submitted on the Draft EIS and will incorporate these comments into the Final EIS.

If you would like to be added to the environmental distribution list, please call the toll free project hotline (**1-800-347-0689**) to leave your contact information. The Final EIS will be distributed to those on the environmental distribution list.

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Last updated 10/1/08.

Appendix B4

Alternate Language Materials

Contents:

Public Comment Forms
SEA's Information Hotline Script (07/25/08 – 09/11/08)
SEA's Information Hotline Script (09/12/08 – 09/30/08)
SEA's Information Hotline Script (10/01/08)
Newspaper Ads
Public Meeting Guide

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Public Comment Forms



环境影响报告书

意见表

关于加拿大国家铁路公司拟收购埃尔金（Elgin）、角利特（Joliet）和东部铁路公司的环境影响报告书草案

STB 金融摘要第 35087 号

日期：_____

所有意见必须在 2008 年 9 月 30 日之前提交完毕。

姓名：																									
地址：																									
城市：															州：			邮编：							

您填入的信息很重要！

请选择您参加过的公开会议：

□马特森市（Matteson） □曼德林市 （Mundelein） □巴灵敦市（Barrington） □巴利特市 （Bartlett）

□芝加哥市（Chicago） □奥罗拉市 （Aurora） □加里市（Gary） □巴利特市 （Bartlett）

请折叠、扎紧、然后邮寄。无需信封。

_____

_____

_____

邮票粘

Phillis Johnson-Ball
Surface Transportation Board
395 E Street, SW
Washington, DC 20423
Ref: STB Finance Docket No. 35087

Formularz

Projekt Oświadczenia na Wpływ Środowiska dla Proponowanej Kanadyjskiej Krajowej Spółki Kolejowej nabytej przez Elgin, Joliet i Wschodnią Spółkę Kolejową

STB Deklaracja Finansowa Nr 35087

Data: _____

Uwagi muszą zostać przesłane do 30 września, 2008 roku.

TWÓJ WKŁAD MA ZNACZENIE!

Imię i nazwisko:																																						
Adres:																																						
Miasto:																							**Stan:**				**Kod pocztowy:**										

Proszę zaznacz na którym zebraniu byłeś obecny:

- ☐ Matteson
- ☐ Mundelein
- ☐ Barrington
- ☐ Bartlett
- ☐ Chicago
- ☐ Aurora
- ☐ Gary
- ☐ Joliet

Proszę zagiąć, zakleić, i wysłać. Koperta nie jest potrzebna.

Proszę nakleić znaczek pocztowy

Phillis Johnson-Ball
Surface Transportation Board
395 E Street, SW
Washington, DC 20423
Ref: STB Finance Docket No. 35087

Форма для комментариев

Проект заявления о влиянии на окружающую среду в связи с намеченным приобретением Канадской Национальной Железнодорожной компанией компании Elgin, Joliet and Eastern Railway Company

STB Finance Docket No. 35087

Дата:_____

Комментарии принимаются до 30 сентября 2008 года.

ВАШЕ МНЕНИЕ ОЧЕНЬ ВАЖНО!

Имя:																											
Адрес:																											
Город:																**Штат:**			**Индекс:**							

Пожалуйста, отметьте, какое собрание Вы посетили:

- ☐ Matteson
- ☐ Mundelein
- ☐ Barrington
- ☐ Bartlett
- ☐ Chicago
- ☐ Aurora
- ☐ Gary
- ☐ Joliet

Пожалуйста, согните, скрепите и отправьте по почте. Конверт необязателен.

_____

_____

_____

Место
Для
марки

Phillis Johnson-Ball
Surface Transportation Board
395 E Street, SW
Washington, DC 20423
Ref: STB Finance Docket No. 35087

Formulario de comentarios

Proyecto de Declaración de Impacto Ambiental para el Proyecto de la Empresa Canadiense Nacional de Ferrocarriles La Acquisition de Elgin, Joliet and Eastern Railway Company

STB Finance Docket N° 35087

Fecha:_____

Los comentarios deben presentarse hasta el 30 de septiembre del 2008.

Tu entrada es importante!

Nombre:																												
Dirección:																												
Ciudad:																	**Estado:**			**CP:**								

Elige por favor la reunión pública que usted assistió:

- ☐ Matteson
- ☐ Mundelein
- ☐ Barrington
- ☐ Bartlett
- ☐ Chicago
- ☐ Aurora
- ☐ Gary
- ☐ Joliet

Enviarlo por favor por correo. No dotación necesaria.

_____

_____

_____

Lugar
Sello
Aqui

Phillis Johnson-Ball
Surface Transportation Board
395 E Street, SW
Washington, DC 20423
Ref: STB Finance Docket No. 35087

SEA's Information Hotline Script (07/25/08 – 09/11/08)

Spanish Script for CN 1-800 Toll Free Comment Line

Begin Script

Recording 1 begins:
Hola,
Bienvenido a la línea de teléfono gratuito de información de la Sección de Análisis Medioambiental de la Junta de Transporte de Superficie para la revisión medioambiental que esta siendo llevada a cabo al momento sobre la adquisición propuesta por el ferrocarril Canadian National del ferrocarril Elgin, Joliet and Eastern. {~~*English Recording only:* Oprima numero uno para escuchar en Espanol.~~

El Aviso de Disponibilidad para el borrador de la declaración de las consecuencias para el medioambiental para la adquisición propuesta fue servido y publicado en el Registro Federal el 25 de julio. El Aviso también lista las ubicaciónes, fechas, y tiempos para las juntas públicas que serán llevadas acabo en la área de proyecto en agosto. El borrador de la declaración de las consecuencias para el medioambiente y el horario de las juntas públicas están disponibles en el sitio de Web del proyecto www.stbfinancedocket35087.com o en el área de estudio en las bibliotecas públicas.

Oprima el número 2 para una lista de fechas, tiempos, y ubicaciónes de las juntas públicas para borrador de la declaración de las consecuencias para el medioambiente.
[Announcement for English & Spanish]
Oprima el número 3 para escuchar sobre oportunidades para comentario público sobre el borrador de la declaración de las consecuencias para el medioambiente en las juntas públicas.
Oprima el numero 4 para ser arreglos de necesidades especiales que usted podría requerir para las juntas públicas, tal como asistencia para descapacitados de oído, interpretación de lenguajes, lenguaje por señas, acceso de silla de ruedas, o descapacidad de vista.
Oprima el numero 5 para grabar comentario sobre el borrador de la declaración de las consecuencias para el medioambiental o para pedir información sobre el proyecto por el correo.
Oprima el botón con el asterisco para escuchar este mensaje nuevamente.
Recording 1 ends

Recording 2 begins
Todas las juntas están programadas de las 4:00 PM a las 9:00 PM con una exhibición comenzando a las 4:00 y una junta pública comenzando a las 6:00.

Fechas y ubicaciones de las juntas públicas son las siguientes:

lunes, 25 de agosto, Matteson, IL
Holiday Inn Hotel and Conference Center
500 Holiday Plaza Drive
Matteson, IL 60443

martes, 26 de agosto, Mundelein, IL
Crowne Plaza Chicago North Shore
510 East Route 83
Mundelein, IL 60060

miércoles, 27 de agosto, Barrington, IL
Barrington High School
616 West Main Street
Barrington, IL 60010

jueves, 28 de agosto, Bartlett, IL
Bartlett High School
701 West Schick Road
Bartlett, IL 60103

lunes, 8 de septiembre, Chicago, IL
Loyola University of Chicago
25 East Pearson
Chicago, IL 60611

martes, 9 de septiembre, Aurora, IL
West Aurora High School
1201 W. New York St.
Aurora, IL 60506

miércoles, 10 de septiembre, Gary, IN
Indiana University Northwest
3400 Broadway
Gary, IN 46408

jueves, 11 de septiembre, Joliet, IL
Holiday Inn Hotel and Conference Center
411 South Larkin Avenue
Joliet, IL 60436
Recording 2 ends

Recording 3 begins
Aquellos que desean hacer comentarios en las juntas públicas pueden registrarse por teléfono o en persona en las juntas públicas. Oportunidades para comentar en las juntas seran por orden de llegada. Registración sobre el teléfono para cada junta terminará a las 6 PM el día anterior de la junta. Hablantes tendran hasta 3 minutos para comentar.

Comentario tambien puede ser dictado a un reportero judicial en la junta, grabado en esta línea de teléfono de información, sometido por escrito o en el sitio de web del proyecto. Todo comentario escrito debe referir al STB Finance Docket Number 35087. Comentario puede ser enviado por correo a:

Phillis Johnson-Ball
Surface Transportation Board
395 E Street SW
Washington, DC 20423

O sometido en el sitio de Web www.stbfinancedocket35087.com

Todo comentario ya sea en persona, grabado o por escrito tendran el mismo impacto en el proceso de adopción de decisiones de la Junta.

Para registrase para hablar en la junta pública, seleccione la junta que planea atender.

Oprima el número 1 para registrarse para hablar en la junta de Matteson el 25 de agosto. *Mbox E6931 & S6921*
Oprima el número 2 para registrarse para hablar en la junta de Mundelein el 26 de agosto. *Mbox E6952 & S6922*
Oprima el número 3 para registrarse para hablar en la junta de Barrington el 27 de agosto. *Mbox E6953 & S6923*
Oprima el número 4 para registrarse para hablar en la junta de Bartlett el 28 de agosto. *Mbox E6954 & S6924*
Oprima el número 5 para registrarse para hablar en la junta de Chicago el 8 de septiembre. *Mbox E6955 & S6925*
Oprima el número 6 para registrarse para hablar en la junta de Aurora el 9 de septiembre. *Mbox E6956 & S6926*
Oprima el número 7 para registrarse para hablar en la junta de Gary el 10 de septiembre. *Mbox E6957 & S6927*
Oprima el número 8 para registrarse para hablar en la junta de Joliet el 11 de septiembre. *Mbox E6958 & S6928*

Recording 3 ends

Recording 4 begins only record once
[Greeting for each mailbox]: Diga claramente y deletree su nombre, dirección, ciudad, estado, y código postal.
Recording 4 ends

Recording 5 begins only record once
[Greeting for mailbox]:
Diga claramente los servicios requeridos y la fecha y tiempo de la junta pública donde van a ser necesitados.
Recording 5 ends
Mbox E6930 & S6920

Recording 6 begins only record once
[Greeting for mailbox]:
Comience su comentario diciendo y deletreando su nombre, dirección, ciudad, estado y código postal.
Recording 6 ends
Mbox E6939 & S6929

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SEA's Information Hotline Script (09/12/08 – 09/30/08)

Spanish Script for CN 1-800 Toll Free Comment Line

Begin Script

Recording 1 begins:
Hola,
Bienvenido a la línea de teléfono gratuito de información de la Sección de Análisis Medioambiental de la Junta de Transporte de Superficie para la revisión medioambiental que está siendo llevada a cabo al momento sobre la adquisición propuesta por el ferrocarril Canadian National del ferrocarril Elgin, Joliet and Eastern. {*English Recording only:* Oprima numero uno para escuchar en Espanol.

El Aviso de Disponibilidad para el Borrador de la Declaración de las Consecuencias para el Medioambiente para la adquisición propuesta fue servido y publicado en el Registro Federal el 25 de julio del 2008. El Borrador de la Declaración de las Consecuencias para el Medioambiente está disponible en el sitio de Web del proyecto www.stbfinancedocket35087.com o en el área de estudio en las bibliotecas públicas. El periodo de comentario sobre el Borrador de la Declaración de las Consecuencias para el Medioambiente se cierra el 30 de septiembre del 2008.

Comentario puede ser grabado en esta línea de teléfono de información, sometido por escrito o en el sitio de web de la Junta.

Oprima el número 2 para grabar comentario sobre el Borrador de la Declaración de las Consecuencias para el Medioambiente.

Todo comentario escrito debe referir al STB Finance Docket Number 35087. Comentario puede ser enviado por correo a:

Phillis Johnson-Ball
Surface Transportation Board
395 E Street SW
Washington, DC 20423

O sometido en el sitio de Web www.stbfinancedocket35087.com

Todos comentarios ya sean en persona, grabado o por escrito tendrán el mismo impacto en el proceso de adopción de decisiones de la Junta.

Para repasar, borrar o añadir a su comentario grabado, oprima el botón número cuando acabe de grabar.

Oprima el botón asterisco para escuchar este mensaje nuevamente.
Recording 1 ends

Recording 2 begins:
Comience su comentario diciendo y deletreando su nombre, dirección, ciudad, estado y código postal.
Recording 2 ends

SEA's Information Hotline Script (10/01/08)

Spanish Script for CN 1-800 Toll Free Comment Line

Begin Script

Recording 1 begins:
Hola,
Bienvenido a la línea de teléfono gratuito de información de la Sección de Análisis Medioambiental de la Junta de Transporte de Superficie para la revisión medioambiental que está siendo llevada a cabo al momento sobre la adquisición propuesta por el ferrocarril Canadian National del ferrocarril Elgin, Joliet and Eastern. {*English Recording only:* Oprima numero uno para escuchar en Espanol.

El Aviso de Disponibilidad para el Borrador de la Declaración de las Consecuencias para el Medioambiente para la adquisición propuesta fue servido y publicado en el Registro Federal el 25 de julio del 2008. El Borrador de la Declaración de las Consecuencias para el Medioambiente está disponible en el sitio de Web del proyecto www.stbfinancedocket35087.com o en el área de estudio en las bibliotecas públicas. El periodo de comentario sobre el Borrador de la Declaración de las Consecuencias para el Medioambiente se cierra el 30 de septiembre del 2008.

La Junta aprecia todos los comentarios que fueron recibidos del público durante el periodo de comentario sobre el Borrador de la Declaración de las Consecuencias para el Medioambiente. La Junta ha recibido comentario tanto contra como en apoyo de la transacción propuesta. La Junta dará consideración cuidadosa a todos los comentarios recibidos sobre el Borrador de la Declaración de las Consecuencias para el Medioambiente durante el desarrollo de la Declaración de las Consecuencias para el Medioambiente Final. Ya finalizado, la Declaración de las Consecuencias para el Medioambiente Final estará disponible a todas las personas de interés en la lista de distribución medioambiental.

Oprima el número 2 si desea ser añadido a la lista de distribución medioambiental para ser informado de actividades del proyecto, o si actualmente está en la lista de distribución medioambiental y desea poner al corriente o borrar su información.

Gracias por su interés en este proyecto.

Oprima el botón asterisco para escuchar este mensaje nuevamente.
Recording 1 ends

Recording 2 begins:
Por favor diga claramente y deletree su nombre, dirección, cuidad, estado, y código postal.
Recording 2 ends

Newspaper Ad

JUNTA DE TRANSPORTE DE SUPERFICIE
EXHIBICIÓN PÚBLICA/JUNTAS PÚBLICAS

En el 25 de julio, 2008, la Junta de Transporte de Superficie (Junta) distribuyo el Borrador de la Declaración de las Consecuencias para el Medioambiente (Borrador de la EIS) para la adquisición propuesta por el ferrocarril Canadian National del ferrocarril Elgin, Joliet and Eastern. Como parte del proceso del EIS, la Sección de Análisis Medioambiental (SEA) de la Junta tendrá ocho juntas públicas para presentar sus conclusiones del Borrador de la EIS y para dar la oportunidad para comentario público sobre el documento.

SEA tendrá las juntas públicas en las siguientes fechas y en las siguientes ubicaciones:

1 lunes, 25 de agosto, 2008
Holiday Inn
500 Holiday Plaza Dr.
Matteson, IL 60443

2 martes, 26 de agosto, 2008
Crowne Plaza Hotel
510 E. Route 83
Mundelein, IL 60060

3 miércoles, 27 de agosto, 2008
Barrington High School Gym
616 W. Main St.
Barrington, IL 60010

4 jueves, 28 de agosto, 2008
Bartlett High School Auditorium
701 W. Schick Rd.
Bartlett, IL 60103

5 lunes, 8 de septiembre, 2008
Loyola University of Chicago
Rubloff Auditorium
25 E. Pearson St.
Chicago, IL 60611

6 martes, 9 de septiembre, 2008
West Aurora High School Auditorium
1201 W. New York St.
Aurora, IL 60506

7 miércoles, 10 de septiembre, 2008
Indiana University Northwest
Savannah Center
3400 Broadway
Gary, IN 46408

8 jueves, 11 de septiembre, 2008
Holiday Inn
411 S. Larkin Ave.
Joliet, IL 60436

Las instalaciones de las juntas estan en concordancia con el Acto de Americanos con Desabilidades. Personas que necesitan ajustes especiales adicionales deben llamar al 800-347-0689, 48 horas antes de la junta pública

La misma información será presentada en cada junta y seguirá el horario delineado abajo:

Exhibición Pública– 4:00 PM – 6:00 PM

SEA y su consultante, HDR, Inc. estarán disponible para contestar preguntas y ayudar a los miembros del público revisar los mapas del proyecto y otras conclusiones del análisis del Borrador de la EIS.

Junta Pública – 6:00 PM – 9:00 PM

SEA hará una presentación corta al público y luego estará disponible para recibir comentario formal sobre el Borrado de la EIS. Esta porción de la junta se llevará a cabo para el propósito de recibir comentario. Esto no está intentado para ser una sesión de preguntas y respuestas.



Registración de hablantes será determinado por orden de llegada llamando a la línea de teléfono de información para preregistrarse en avance o por registrarse en las mesas de entrada el día de la junta pública. Registración por teléfono se acabará a las 6 PM el día antes de la junta. Cada hablante tendrá hasta 3 minutos para presentar su comentario.

Por favor de mandar todo comentario por escrito a: Phillis Johnson-Ball, Surface Transportation Board, 395 E Street, SW, Washington, DC 20423; Attention: Environmental Filing, STB Finance Docket No. 35087. Someter comentario electrónico visitando al sitio de Web de la Junta, www.stb.dot.gov, bajo el encabezamiento E-Filing. Por favor de referir al STB Finance Docket No. 35087. Reporteros judiciales estarán disponibles en la junta para aquellos que desean dictar su comentario en vez de presentarlos públicamente. Comentario también puede ser grabado cualquier tiempo durante el periodo de comentario en la línea de teléfono de información: 1-800-347-0689.

Todo comentario recibido tendrá el mismo impacto en ayudar a finalizar el EIS y guiar la Junta en su proceso de tomar decisiones en este asunto. ***El periodo de comentario sobre el Borrador del EIS se acabará el 30 de septiembre, 2008.***

Para más información sobre este procedimiento, por favor visite el sitio de Web del proyecto en www.stbfinancedocket35087.com, o llame a la línea de teléfono gratuito de información al 1-800-347-0689. También puede visitar al sitio de Web de la Junta (www.stb.dot.gov) y busque a Key Cases bajo Environmental Matters.

STB Finance Docket No. 35087

Public Meeting Guide

Environmental Impact Statement

Canadian National Railway Company and Grand Trunk Corporation Control – EJ&E West Company

STB Finance Docket No. 35087

Guía de la Junta Pública

para el Borrador de la Declaración de las Consecuencias para el Medioambiente en relación a la adquisición propuesta por Canadian National Railway de Elgin, Joliet & Eastern Railway Company

Horario de Esta Noche

4 - 6 PM **Exhibición Abierta**
No habrá presentación formal, sólo discusiones informales

6 - 9 PM **Junta Pública**
Corta presentación seguida por comentarios orales

Visión General de la Solicitud

Acción Propuesta

El 30 de Octubre del 2007, Canadian National (CN) presentó una solicitud ante la Junta de Transporte de Superficie (Junta) buscando su aprobación para la adquisición de Elgin, Joliet & Eastern Railway Company (EJ&E). Con la Acción Propuesta se anticipan los siguientes cambios:

- •Seis conexiones nuevas riel-a-riel entre líneas existentes.
- Adición de 19 millas de extensión de apartadero y doble vías
- Aumento del uso de Kirk Yard y East Joliet Yard
- Aumento del tráfico ferroviario por aproximadamente 15 a 24 trenes por día en la línea ferroviaria de EJ&E entre Libertyville, IL, y Gary, IN
- Disminución del tráfico ferroviario en la línea ferroviaria de CN dentro del arco de EJ&E
- Eliminación del tráfico ferroviario en la línea ferroviaria de CN desde St. Charles Air Line cerca de McCormick Place

Propósito y Necesidad

Según CN, los tres propósitos principales de la Acción Propuesta son:

1. Mejorar las operación dentro y fuera del área de Chicago proveyendo una ruta ferroviaria continua alrededor de la Ciudad que enlace a las cinco líneas ferroviarias de CN radiando de Chicago
2. Consolidar todo trabajo de clasificación de vagones en los astilleros pertenecientes a CN para reducir el uso de los servicios de Belt Railway Company de Chicago Clearing Yards
3. Proveer acceso a los clientes localizados en EJ&E, incluyendo las industrias de acero, químicos, petroquímicos y servicios

Tabla de Contenidos

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Formato y Reglas Básicas de las Juntas Públicas ***3***
Directrices de las Juntas Públicas ***4***
Preguntas Frecuentes ***5***
Mapa de Ubicación **8**
Revisión del Borrador de la EIS ***15***
¿Cómo Puedo Someter Comentarios Sobre el Borrador de la EIS? ***16***
Registración Para la Lista de Correo. . . . ***interior de la contratapa***

Palabras Claves y Abreviaciones

Las siguientes son palabras claves o abreviaciones usadas en esta Guía de la Junta Pública.

Solicitantes:	Canadian National Railway Company y Grand Trunk Corporation (CN)
Acción Propuesta:	La adquisición propuesta por los Solicitantes para controlar Elgin, Joliet & Eastern West Company (EJ&E), usar la línea de ferroviaria de EJ&E para conectar las cinco líneas ferroviarias de CN en Chicago y la desviación de algunos trenes de operar dentro del arco de EJ&E a la línea ferroviaria de EJ&E
Junta:	Junta de Transporte de Superficie (STB)
SEA:	Sección de Análisis Medioambiental (una oficina dentro de la Junta responsable de conducir la revisión medioambiental)

Fechas y Ubicaciones de las Juntas Públicas:

SEA ofrecerá 8 exhibiciones abiertas/juntas públicas para presentar los resultados del Borrador de la Declaración de las Consecuencias Medioambiental (Borrador de la EIS) e invitará a las partes interesadas hacer comentarios orales. Las fechas, horas, y ubicaciones de las juntas públicas son las siguientes:

1 **Lunes, 25 de agosto del 2008**
Holiday Inn
500 Holiday Plaza Dr.
Matteson, IL 60443

2 **Martes, 26 de agosto del 2008**
Crowne Plaza Hotel
510 E. Route 83
Mundelein, IL 60060

3 **Miércoles, 27 de agosto del 2008**
Barrington High School Gym
616 W. Main St.
Barrington, IL 60010

4 **Jueves, 28 de agosto del 2008**
Bartlett High School Auditorium
701 W. Schick Rd.
Bartlett, IL 60103

5 **Lunes, 8 de septiembre del 2008**
Loyola University of Chicago
Rubloff Auditorium
25 E. Pearson St.
Chicago, IL 60611

6 **Martes, 9 de septiembre del 2008**
West Aurora High School
Auditorium
1201 W. New York St.
Aurora, IL 60506

7 **Miércoles, 10 de septiembre del 2008**
Indiana University Northwest
Savannah Center
3400 Broadway
Gary, IN 46408

8 **Jueves, 11 de septiembre del 2008**
Holiday Inn
411 S. Larkin Ave.
Joliet, IL 60436



Formato y Reglas Básicas de las Juntas Públicas

Todas las juntas consistirán de una exhibición abierta seguida por una junta pública. La misma información se presentará en cada junta pública y se regirá al horario indicado abajo.

EXHIBICIÓN ABIERTA 4:00 PM – 6:00 PM

Empleados de la Junta y de HDR, Inc., estarán disponibles para contestar preguntas y para ayudar a los miembros del público a revisar los mapas del proyecto y otros resultados del Borrador de la EIS y el análisis.

JUNTA PÚBLICA 6:00 PM – 9:00 PM

Empleados de la Junta y de HDR, Inc., harán una presentación corta al público y luego estarán disponibles para recibir los comentarios formales sobre el Borrador de la EIS. Esta parte de la reunión se llevara a cabo con el propósito de recibir comentarios. No es una sesión de preguntas y respuestas.

A partir del 25 de julio del 2008, la registración de hablantes se determinará por orden de inscripción al llamar a la línea telefónica de información para registrarse de antemano (1-800-347-0689) o al registrarse en las mesas de inscripción el día de la junta pública. A cada hablante se le permitirá hasta 3 minutos para presentar sus comentarios

El respeto mutuo, la cortesía y la paciencia son los principios fundamentales de la junta. Para mantener una ambiente en donde todos se sientan cómodos y bienvenidos, le rogamos que siga las siguientes reglas básicas:

- No se permite el uso de letreros, carteles o dispositivos visuales en el salón de la junta.
- Favor de no interrumpir a los hablantes mientras estén hablando.
- Favor de mantenerse callado mientras esté en la audiencia para que el reportero judicial pueda escuchar y registrar los comentarios correctamente.
- Cuando esté hablando, favor de no dirigirse a la audiencia ni buscar la participación de la audiencia.
- Favor de apagar celulares y beepers o prográmelos para que vibren..

Directrices de las Juntas Públicas

Los procedimientos para la inscripción y participación de los hablantes están listados a continuación. El moderador tiene la autoridad de apartarse de estos procedimientos si es necesario.

1. Todos los hablantes están requeridos a registrarse llamando de antemano a la línea de información de esta junta (1-800-347-0689) o registrándose en la Mesa de Inscripción para Hablantes de esta junta.
2. Una lista con los hablantes registrados será entregada al moderador y al reportero judicial al inicio de la junta pública. Hablantes serán llamados basados en la orden en que fueron registrados. Los oficiales Federalmente electos serán puestos al principio de la lista de hablantes.
3. Para poder acomodar el mayor número de hablantes posibles, individuos que ya hayan hablado en otra junta pública para este procedimiento serán puestos al final de la lista de hablantes.
4. A cada hablante se le brindará un máximo de 3 minutos para presentar sus comentarios. Un controlador del tiempo alertará al hablante a los 2 minutos, a los 2 minutos y medio y al cumplirse los 3 minutos.
5. Se les recomienda a los hablantes resumir los comentarios escritos en vez de leerlos en su totalidad.
6. Para permitir iguales oportunidades a todos, y para acomodar al número de personas que quieran hablar, no se permitirá el ceder el tiempo a otra persona.
7. No se permitirá la presencia de manifestantes ni en la exhibición abierta y en la junta pública.
8. Réplicas de las juntas públicas estarán disponibles en el sitio de Web de Junta (*http://www.stb.dot.gov*) aproximadamente dos semanas después de las juntas públicas.

En adición al hablar en las juntas públicas, comentarios detallados escritos u orales sobre el Borrador de la EIS pueden ser sometidos por otros métodos que están descritos en la página 16 de esta guía. Todos los comentarios recibidos tendrán el mismo peso en el proceso y recibirán el mismo nivel de atención. La fecha límite para los comentarios sobre el Borrador de la EIS es el **30 de septiembre del 2008.**

PREGUNTAS QUE SE HACEN CON FRECUENCIA

El 30 de octubre de 2007, la Canadian National Railway Company y la Grand Trunk Corporation (CN) presentaron una aplicación a la Junta de Transporte de Superficie con el propósito de recibir la aprobación de la Junta para adquirir control sobre la EJ&E West Company y de usar la vía principal de la EJ&E para conectar todos las 5 líneas férreas de CN en el Área Metropolitana de Chicago, Illinois. La línea principal de EJ&E, situada en Illinois del noreste e Indiana del noreste, extiende en un arco alrededor de Chicago, Illinois. A continuación se consideran las preguntas que se hacen con más frecuencia acerca de la STB, su proceso de toma de decisiones y autoridad, y de la adquisición propuesta.

¿Qué es la Junta de Transporte (STB o la Junta)?

El STB fue creado por el ICC Termination Act de 1995 como sucesor de la Interstate Commerce Commission, y es responsable por la regulación económica de las líneas férreas de carga bajo el Interstate Commerce Act, en conformidad con 49 U.S.C. 701-727 y 10101-16106. Entre sus varias responsabilidades, la STB revisa propuestas para las líneas férreas ya sea para construir u operar nuevas líneas férreas, abandona vías férreas que ya no se necesitan, o adquiere y opera otras líneas u otras vías férreas.

La Junta en sí es un cuerpo de dos partes con 3 miembros que son elegidos por El Presidente y confirmados por el Senado por 5 años de términos escalonados. Actualmente (a julio del 2008), Charles D. Nottinghan es el Presidente de la STB, Francis P. Mulvey es el Vice-Presidente y W. Douglas Buttrey es el tercer miembro.

Dentro de la STB, la Sección de Análisis Medioambiental (SEA) es responsable por la dirección del proceso de revisión medioambiental de los asuntos que son presentados a la Junta, conduce análisis independientes de todos los datos del medioambiente, y hace recomendaciones en cuanto al medioambiente a la Junta.

Sobre todo, la STB tiene un personal de aproximadamente 140 personas, que consiste de abogados, economistas, analistas de transporte industrial, ingenieros, auditores, especialistas del medioambiente, y personal asistente. Aunque la STB en su organización está dentro del DOT, funciona como una agencia reguladora independiente.

¿Cuál es el proceso que sigue la STB para la autorización de las consolidaciones y adquisiciones del control de una línea férrea?

Cuando 2 o más líneas férreas quieren consolidarse –ya sea a través de un fusión o por control común- antes tendrán que obtener la aprobación de la STB bajo la 49U.S.C. 11323-25 y 49 CFR Parte 1180. En el caso de la adquisición propuesta de la Elgin, Joliet y Eastern Railway Company (EJ&E) (una línea de ferrocarril Clase II) por la Canadian National Railway Company y Grand Trunk Corporation (CN) (una línea de ferrocarril Clase I), la STB debe aprobar la adquisición a menos que ésta encuentre que: (1) como resultado de la transacción, haya la probabilidad de una reducción de competencia, la creación de un monopolio, o la restricción del comercio en el transporte de carga de superficie en cualquier región de los Estados Unidos, y (2) los efectos anti-competitivos de la transacción sobrepasan los intereses del público en la satisfacción de la necesidad significativa de transporte (49 U.S.C. 11324(d)).

Después que se presenta una aplicación a la STB para ser aprobada, la STB establece un horario de procedimientos que da tiempo a las partes interesadas de someter información respecto a cualquier tipo de problemas de transporte y asimismo le da tiempo al solicitante para responder. La STB también prepara análisis del medioambiente y la documentación para cumplir con sus obligaciones bajo las leyes del medioambiente. Entonces la STB considera el registro completo (incluyendo todos los comentarios recibidos respecto a los problemas del medioambiente o de transporte), al decidir si autorizar la aplicación propuesta de adquisición, si niega la propuesta, o si aprueba la propuesta con condiciones impuestas para atenuar las preocupaciones de seguridad o medioambientales.

Existen obligaciones legales con respecto a límites de tiempo que controlan el proceso de fusión/control de las aplicaciones. Porque la Junta determinó que la adquisición de CN-EJ&E es una transacción de menor, la decisión del STB sería normalmente debida en el plazo de seis meses después de la presentación de la aplicación (49 U.S.C. 11325(d)).

Sin embargo, la STB también debe cumplir con el Acta de la Política Medioambiental Nacional (NEPA), 42 U.S.C. 4321 *et seq*., al hacer su decisión y debe completar el proceso de revisión medioambiental necesario antes de hacer una decisión final. Por lo tanto, una decisión final aquí será publicada cuanto antes después de completar el proceso de revisión medioambiental.

¿Qué requiere la NEPA?

La NEPA requiere que las agencias federales examinen el potencial de impacto al medioambiente en cuanto a las acciones propuestas, para informar al público de esos impactos, y de considerar ese impacto al tomar la decisión. El propósito de la NEPA es el de enfocar la atención de la agencia y del público de las posibles consecuencias de una acción propuesta para minimizar o evitar impactos potenciales adversos en contra el medioambiente. Sin embargo, la NEPA no autoriza un resultado en particular. Cuando el impacto al medioambiente ha sido adecuadamente identificado y evaluado, la agencia puede concluir que otros beneficios sobrepasan los costos medioambientales.

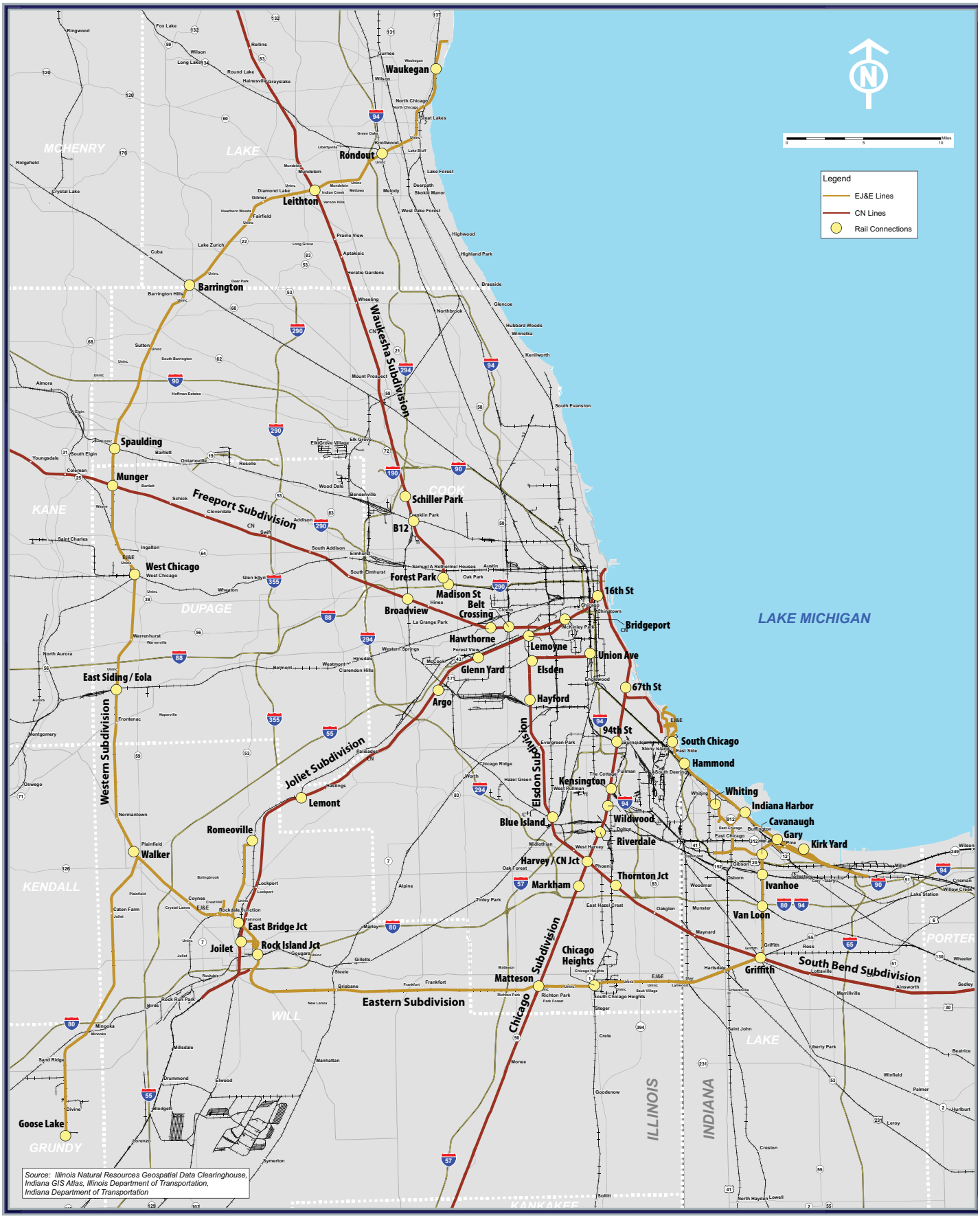
El proceso de revisión de la STB debe cumplir con los requisitos del Consejo de Calidad Medioambiental del Presidente, regulaciones de la NEPA (40 CFR Parte 1500-1508) y con su propia NEPA- implementando regulaciones (49 CFR Parte 1105). En el caso propuesto de la adquisición de la CN-EJ&E, la STB determinó que estas regulaciones requieren la preparación de una Declaración de Impacto Medioambiental (EIS) Final – la documentación respecto al medioambiente preparada en casos que tienen un potencial significativo de impacto medioambiental.

¿Cuál es el rol del SEA en el proceso de la NEPA?

Bajo NEPA, el STB debe considerar el potencial de impactos medioambiental de su acción antes de decidir si aprobar o no una aplicación. El SEA es la oficina dentro de la STB que recoge y analiza los records medioambientales en el caso, prepara la documentación NEPA, y provee asesoramiento técnico y recomendaciones a la Junta de asuntos medioambientales. SEA ha entrenado a especialistas legales y del medioambiente, liderados por la Líder de la Sección de Análisis Medioambiental, Victoria Rutson.

El SEA a menudo usa “contratos con terceras partes” para que ayuden a preparar la documentación medioambiental. Esta tercera parte contratada es un arreglo voluntario en el cual el solicitante paga a una contratista para que ayude al SEA mediante el desarrollo de un análisis medioambiental necesario para cumplir con la NEPA y las leyes medioambientales relacionadas, bajo la dirección, el control y la supervisión del SEA. Las leyes medioambientales de la Junta en 49 CFR 1105.10(d), así como las regulaciones CEQ en Code of Federal Regulations 40 [CFR] 1500 – 1508,

Location Map



especialmente permite el uso de contratistas como tercera parte aprobado por el SEA.

El proceso de contratación de esa tercera parte provee de un medio efectivo para preparar un análisis medioambiental independiente, comprensivo que cumple con los requisitos de la NEPA y de las leyes medioambientales relacionadas. Los contratistas funcionan como una extensión del personal de la SEA. Estos trabajan bajo la dirección del SEA para recoger y verificar la información medioambiental de las líneas férreas, las agencias consultoras, de otras partes interesadas y del público en general; conducen análisis medioambientales imparciales; desarrollan un criterio medioambiental apropiado y metodologías para el análisis de áreas con problemas medioambientales específicos; y preparan documentación medioambiental y opciones atenuantes.

El SEA hace su propia evaluación de los problemas medioambientales y es responsable de la asignación del alcance y el contenido del documento de la NEPA.

¿Qué es el proceso NEPA de STB en un caso de adquisición?

Si se prepara un EIS, el SEA primero emite una declaración de intención para preparar un EIS y determina el alcance de trabajo para el EIS, después de proveerle al público de la oportunidad de participación y consulta con la presencia de las agencias federales, estatales y locales apropiadas y otras entidades del gobierno. Entonces SEA prepara un Borrador de la EIS que analiza en detalle el potencial de impacto medioambiental de la adquisición propuesta, considera alternativas razonables y factibles a la propuesta del Solicitante, y hace recomendaciones para atenuantes medioambientales. Por ley el público tiene por lo menos 45 días para comentar respecto al Borrador de la EIS.

Entonces, el SEA emite una EIS final que responde a los comentarios del público, presenta el resultado de cualquier análisis medioambiental adicional, e incorpora recomendaciones atenuantes finales en cuanto al medioambiente. Luego la Junta considera tanto el record medioambiental (el Borrador y el EIS Final y todos los comentarios recibidos) y el record de los problemas de transporte para decidir si autorizar la adquisición tal como ha sido propuesta, si negar la proposición, o si aprobarla bajo ciertas condiciones, incluyendo condiciones medioambientales (véase 49 CFR1105.10(a) y (f)).

¿Cuál es el rol del público en el proceso NEPA?

Hay grandes oportunidades de participación del público durante el proceso NEPA, particularmente durante la determinación del alcance (para determinar que problemas deberían ser tratados en un EIS) y cuando se puede comentar respecto al Borrador de la EIS. El público puede someter comentarios escritos hechos directamente a la agencia y/o participar en audiencias o reuniones públicas. Cuando está preparando el EIS Final, la agencia federal debe tomar en consideración, y responder a, los comentarios recibidos del público y de otras partes.

Para EIS en la propuesta adquisición de CN-EJ&E, el SEA realizó 14 reuniones de casa abierta en 7 lugares en enero del 2008. Adicionalmente a estas reuniones, el SEA realizó estas reuniones de alcance con agencias federales y locales en Illinois e Indiana. En la reunión de alcance de la agencia de Illinois, un número de agencias pidió tener un papel más amplio en el desarrollo del Borrador de la EIS. En respuesta, el SEA estableció 5 grupos de enfoque interesados en la gestión de proyectos que revisaron la metodología y las fuentes de datos usados en el análisis para el Borrador de la EIS, ofrecieron comentarios, sugerencias y proveyeron datos adicionales.

A través del proceso EIS el SEA ha consultado extensivamente con las agencias apropiadas, incluyendo la EPA de los Estados Unidos y del U.S. Fish and Wildlife Service.

Adicionalmente, el SEA identificó 28 comunidades con la minoría o las poblaciones de ingreso bajo que tienen la potencia de ser afectadas por la adquisición propuesta. Entonces, el SEA conduce esfuerzos de alcance social específicos para integrar a las comunidades en el proceso de revisión medioambiental, incluyendo llamadas directas a oficiales electos respecto al proceso de revisión medioambiental, reuniones de asignación de alcance, y reuniones con representantes locales.

La Junta está publicando el Borrador de la EIS y haciéndolo disponible para la revisión y comentarios del público. El SEA también está planeando casas abiertas/reuniones públicas en 8 lugares en el área de Chicago para dar una oportunidad a la gente enterarse de la Acción Propuesta y para que presenten sus impresiones al respecto. El SEA continuará consultando con agencias federales, estatales y locales, tribus, comunidades afectadas, y a todas las partes interesadas para recolectar y diseminar información acerca de la adquisición propuesta.

¿Cómo me afectará la adquisición de la CN-EJ&E a mí y a mi comunidad?

Si fuese que la Junta debería aprobar la adquisición de la CN-EJ&E, la CN redirigirá sus trenes, de sus vías de 5 rieles en Chicago a la línea férrea EJ&E, incrementando de esa manera el volumen de tráfico de carga pesada a lo largo de la línea férrea EJ&E, con una disminución correspondiente en el volumen de tráfico de carga pesada a lo largo de las línea férrea CN. El incremento en el tráfico a lo largo de la línea férrea EJ&E puede o podría resultar en incrementos de:

- Demoras en los cruces a nivel de las vías del ferrocarril en la carretera, incluyendo las demoras de buses de escuela y vehículos de emergencia
- Niveles de ruido y vibración
- Riesgo de accidentes de tren
- Emisiones Contaminantes
- Uso de energía

Sin embargo que el riesgo es todavía muy bajo, la gente a lo largo de la línea férrea también tendrá un riesgo más grande de exposición a materiales peligrosos si ocurriese un accidente, resultando en una fuga de dichos materiales. El valor de la propiedad podría bajar de alguna manera para las residencias adyacentes a la línea férrea EJ&E. No se espera ningún tipo de impacto en el uso de tierras, ni impacto biológico, ni en el agua, ni en los recursos culturales, ni en cambios en la población, ni en la vivienda, y ni en el servicio público. Algunos de los impactos potenciales para el medioambiente podrían ser reducidos o eliminados con atenuantes.

La reducción en tráfico de carga pesada a lo largo de las 5 líneas férreas CN resultaría en beneficios correspondientes (disminuciones en impacto adverso ya existente) para las comunidades a lo largo de aquellas líneas férreas. Adicionalmente, se espera que la propuesta de redirección de tráfico de carga pesada a lo largo de la línea EJ&E reduzca las demoras en el tráfico de carga pesada y congestión de tráfico férreo en el sistema férreo de Chicago.

¿Impondría STB atenuantes para reducir impactos adversos si la adquisición CNEJ&E fuese aprobada?

Como ha ocurrido en otros casos, es muy probable que la Junta imponga atenuantes si esto aprobase la adquisición CN-EJ&E. Basada en la información disponible hoy en día, las consultas con las agencias apropiadas y un análisis medioambiental extenso, el SEA ha desarrollado

medidas preliminares atenuantes recomendadas para tratar el impacto identificado como adverso en contra del medioambiente. Estas medidas incluyen el requerir que la CN tome acción para reducir las demoras de los vehículos de emergencia, los niveles de ruido y vibración, y el riesgo de accidentes, incluyendo accidentes que implican materiales peligrosos. Adicionalmente, la CN ha sometido 76 medidas atenuantes voluntarias.

Como alternativa a la atenuante que la Junta posiblemente haya impuesto unilateralmente sobre los solicitantes, el SEA fomenta a que los solicitantes realicen acuerdos que sean mutuamente aceptables con las comunidades afectadas para tratar temas de impacto medioambiental. Los acuerdos negociados pueden ser con las vecindades, las comunidades, las ciudades, los condados, las coaliciones regionales, los estados, u otras entidades. Si los acuerdos negociados son sometidos a la Junta, lo que hace la Junta normalmente es incluir una condición en cualquier decisión final de aprobación de la transacción propuesta, demandando que los solicitantes cumplan con los términos de los acuerdos negociados.

¿Cuál es la autoridad de la Junta para imponer atenuantes?

Como agencia del gobierno, la Junta solamente puede imponer condiciones que están de acuerdo con su autoridad jurídica. Cualquier condición que impone la Junta debe estar directamente relacionada con la transacción presentada, debe ser razonable, y debe estar basada en la documentación presentada a la Junta. La Junta normalmente no requiere de atenuantes para condiciones medioambientales existentes, como son los efectos de operaciones férreas actuales, o el desarrollo de la tierra en la vecindad de las vías férreas.

¿Considerara la STB asuntos de seguridad?

Sí. Sin embargo que la seguridad de los trenes de carga es la responsabilidad principal de la Federal Railroad Administration, la STB también toma en consideración los asuntos de seguridad dentro del proceso de toma de decisiones. Esto incluye seguridad de vehículo, trenes de pasajeros, trenes de carga, peatones, bicicletas, vehículos de respuesta a emergencias y de transporte de materiales peligrosos. Las preocupaciones en cuanto a la seguridad son generalmente mencionadas y tratadas en el proceso de revisión medioambiental de la STB.

¿En el futuro, puede la CN enviar más trenes a la línea férrea EJ&E?

Debido a restricciones físicas y operacionales en la línea férrea EJ&E dándole la derecha de utilizar la línea de EJ&E, SEA concluyo que, bajo

del plan operacional propuesto, la línea férrea EJ&E será operada en su máxima capacidad o casi a máxima capacidad. En otras palabras, no es muy probable que el número de trenes que están usando la línea férrea EJ&E vaya a ser mayor a lo estimado por la CN en el plan operativo propuesto. El SEA condujo numerosos análisis respecto a la capacidad y las restricciones de las vías, antes de llegar a esta conclusión.

¿Ha negado La Junta la aprobación de una petición o adquisición alguna vez?

Sí. La Junta y sus agencias predecesoras, la Interstate Commerce Commission han negado algunas fusiones férreas y propuestas de adquisición. Sin embargo cada caso es único, y La Junta hace su decisión en cada caso basado en el record completo de los meritos del transporte y del impacto medioambiental. Solamente después de considerar todos los records es cuando La Junta hace la decisión de otorgar, negar, o de otorgar con atenuantes.

Si la Junta niega la aplicación de adquisición. ¿Puede de todas maneras la CN usar las líneas férreas de la EJ&E?

Sí. CN actualmente tiene derecho a vías férreas en la línea férrea EJ&E, dándole la derecha de utilizar la línea de EJ&E, y podría enviar un numero más grande de trenes hacia la línea férrea EJ&E. CN no necesitara la aprobación de la Junta para el uso del derecho a las vías existentes de la EJ&E.

¿En dónde puedo obtener más información del caso de adquisición pendiente CN-EJ&E o de la propuesta que actualmente se ha presentado a la STB?

Por favor visite el sitio de Web de la STB en: *http://www.stb.dot.gov*. La STB mantiene una bitácora electrónica pública y un sistema de información designado a permitir acceso al público de una manera rápida y fácil, acceso a todos los archivos y comentarios sometidos ante la STB y las decisiones emitidas por la agencia. La información acerca de la adquisición pendiente CN-EJ&E se encuentra mediante la referencia a la STB Finance Docket No. 35087, *Canadian National Railway Company y Grand Trunk Corporation Control-EJ&E West Company.*

El SEA también mantiene un sitio de Web que es específico de acuerdo al proyecto en el siguiente sitio de Web:

http://www.stbfinancedocket35087.com.

Revisión del Borrador de la EIS

El Borrador de la EIS puede ser revisado en la red en *http://www.stbfinancedocket35087.com*. Copias impresas del documento están disponibles en las siguientes ubicaciones:

Illinois
Aurora Public Library
Barrington Area Library
Bartlett Public Library
Blue Island Public Library
Fountaindale Public Library in Bolingbrook
Indian Trails Public Library
Carbondale Public Library
Centralia Public Library
Champaign Public Library
Harold Washington Library Center
Chicago Heights Public Library
Crest Hill Public Library
Joliet Public Library
Ela Area Public Library
Gail Borden Public Library
Frankfort Public Library
Glen Ellyn Public Library
Cook Park Public Library
Hoffman Estates Branch Library
Vernon Hills Village Hall
Lake Bluff Public Library
Lockport Public Library
South Cook ISC 4 Library
Matteson Public Library
Three Rivers Public Library-Minooka Branch
Mokena Public Library
Fremont Public Library
95th Street Library
Naper Boulevard Library
Nichols Library
New Lenox Public Library
North Chicago Public Library
Park Forest Public Library
Plainfield Public Library
Richton Park Public Library
Will County Law Library
Fountaindale Public Library in Romeoville
McConathy Public Library
Warrenville Public Library
Waukegan Public Library
St. Charles Public Library
West Chicago Public Library
Wheaton Public Library

Indiana
Robert A. Pastrick Branch Library
Gary Public Library
Lake County Public Library-Griffith Branch
Hammond Public Library
E.B. Hayward Branch Hammond Public Library
Howard Branch Hammond Public Library
Munster Branch Lake County Public Library
Dyer-Schererville Branch, Lake County Public Library
Whiting Public Library

El Borrador de la EIS también están disponible para revisión en el sitio de Web de la Junta en *http://www.stb.dot.gov*, bajo E-Library, Decisions & Notices, 07/25/08, FD 35087.

¿Cómo Puedo Someter Comentarios Sobre el Borrador de la EIS?

SEA anima a los partidos interesados a someter comentarios escritos sobre cualquier aspecto del Borrador de la EIS. SEA tomará en cuenta todos los comentarios al preparar la EIS Final que incluirá respuestas a todos los comentarios substanciales, las conclusiones finales de SEA sobre posibles impactos y las recomendaciones finales de SEA.

Es importante para SEA escuchar comentarios sobre los siguientes puntos:

1. Una alternativa, evaluación de impacto y/o borrador de mitigación particular.
2. Cualquier información incompleta o incorrecta.
3. Cómo la acción propuesta le afectará a usted.

Los comentarios sobre el Borrador de la EIS pueden ser enviados por correo, por archivo-electrónico o por teléfono. Toda la correspondencia deberá hacer referencia a STB Finance Docket No. 35087. La fecha límite para los comentarios sobre el Borrador de la EIS es el 30 de septiembre del 2008.

Al enviar sus comentarios, por favor sea lo más específico posible y substancie sus preocupaciones y recomendaciones.

Los comentarios escritos deben ser enviados por correo a:

Phillis Johnson-Ball
STB Finance Docket No. 35087
Surface Transportation Board
395 E Street, S.W.
Washington, DC 20423-0001

Comentarios sobre el medioambiente también pueden ser remitidos electrónicamente a través del sitio de Web de la Junta, http://www.stb.dot.gov, al hacer clic en el enlace “E-FILING”.

Se aceptan comentarios en la línea de teléfono gratuito de información del proyecto al 1-800-347-0689. Existe una opción disponible en español.

PERFORATION PERFORATION

Registración para la Lista de Correo

SEA mantiene una lista de distribución medioambiental compuesta por individuos que han expresado un interés en la Acción Propuesta. Si usted quisiera ser incluido en esta lista y recibir correos en el futuro, por favor completa el formulario adjunto y déjelo en el buzón "Registración para la Lista de Correo" en la junta de esta noche. Por favor note que si actualmente está recibiendo correos, entonces usted ya esta en la lista de distribución y regresar esta tarjeta no es necesario.

Favor usar un carácter por caja.

Primer:																							
Apellido:																							
Dirección:																							
Dirección 2:																							
Ciudad:																							
Estado:			**Código postal:**																				

CN | EJ&E
Environmental Impact Statement

Verano 2008

Appendix C

Applicants' Information

Attachments:

C1 Information Requests
C2 Applicants' Additional Information

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Attachment C1

Information Requests

Contents:

Applicants' Additional Response Letter to Information Request #2 (08/21/08)
Applicants' Additional Response Letter to Information Request #2 (09/17/08)
SEA Information Request #6 Letter to Applicants (09/30/08)
Applicants' Response Letter to Information Request #6 (10/21/08)
SEA Information Request #7 Letter to Applicants (10/23/08)
Applicants' Response Letter to Information Request #7 (10/31/08)

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August 21, 2008

BY HAND

Ms. Victoria J. Rutson, Chief
Section of Environmental Analysis
Surface Transportation Board
395 E Street, S.W.
Washington, D.C. 20423-0001

Re: ***Canadian National Railway Company and Grand Trunk Corporation – Control – EJ&E West Company*** **(STB Finance Docket No. 35087)**

Dear Ms. Rutson:

On behalf of Canadian National Railway Company and Grand Trunk Corporation (together with their rail carrier subsidiaries, "CN"), I am submitting the following supplement to my previous response to Item No. 7 of SEA's Data and Information Request #2:

7. Please provide any analysis or discussion of alternatives that may have been evaluated for any of the connections. If information does not exist, please discuss potential alternatives, specifically the connections at Munger and Matteson.

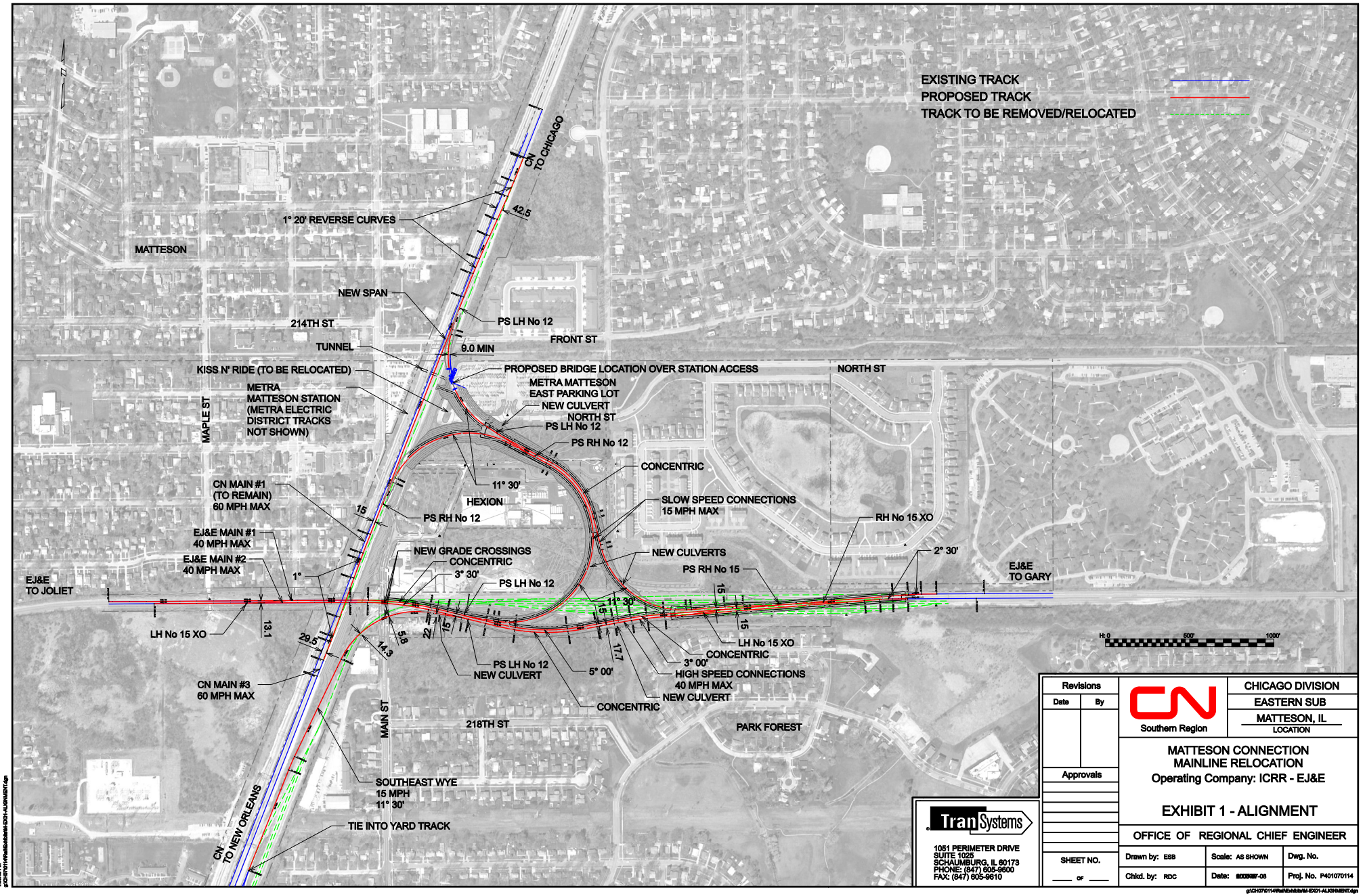
Since submission of its responses to Data and Information Request #2, CN has modified the design of the proposed connection between the CN and EJ&E rail lines at Matteson to permit trains operating on the EJ&E main line to move at speeds up to 40 miles per hour. The PDF file on the enclosed CD contains CN's current design for this connection, which would permit operations at that speed.

Very truly yours,

Paul A. Cunningham
Counsel for Canadian National Railway Company
and Grand Trunk Corporation

Enclosure

cc: Phillis Johnson-Ball
John H. Morton
Normand Pellerin



Revisions	
Date	By

Approvals

SHEET NO. ____ OF ____

TranSystems
1051 PERIMETER DRIVE
SUITE 1025
SCHAUMBURG, IL 60173
PHONE: (847) 605-9600
FAX: (847) 605-9610

CN Southern Region

CHICAGO DIVISION
EASTERN SUB
MATTESON, IL
LOCATION

MATTESON CONNECTION
MAINLINE RELOCATION
Operating Company: ICRR - EJ&E

EXHIBIT 1 - ALIGNMENT

OFFICE OF REGIONAL CHIEF ENGINEER

Drawn by: ESB	Scale: AS SHOWN	Dwg. No.
Chkd. by: RDC	Date: [illegible]-08	Proj. No. P401070114

g:\CH\070114\Rail\Exhibits\Ex1-EX01-ALIGNMENT.dgn

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September 17, 2008

BY HAND

Ms. Victoria J. Rutson, Chief
Section of Environmental Analysis
Surface Transportation Board
395 E Street, S.W.
Washington, D.C. 20423-0001

Re: ***Canadian National Railway Company and Grand Trunk Corporation – Control – EJ&E West Company*** **(STB Finance Docket No. 35087)**

Dear Ms. Rutson:

On behalf of Canadian National Railway Company and Grand Trunk Corporation (together with their rail carrier subsidiaries, "CN"), I am submitting the following further supplement to my previous response to Item No. 7 of SEA's Data and Information Request #2:

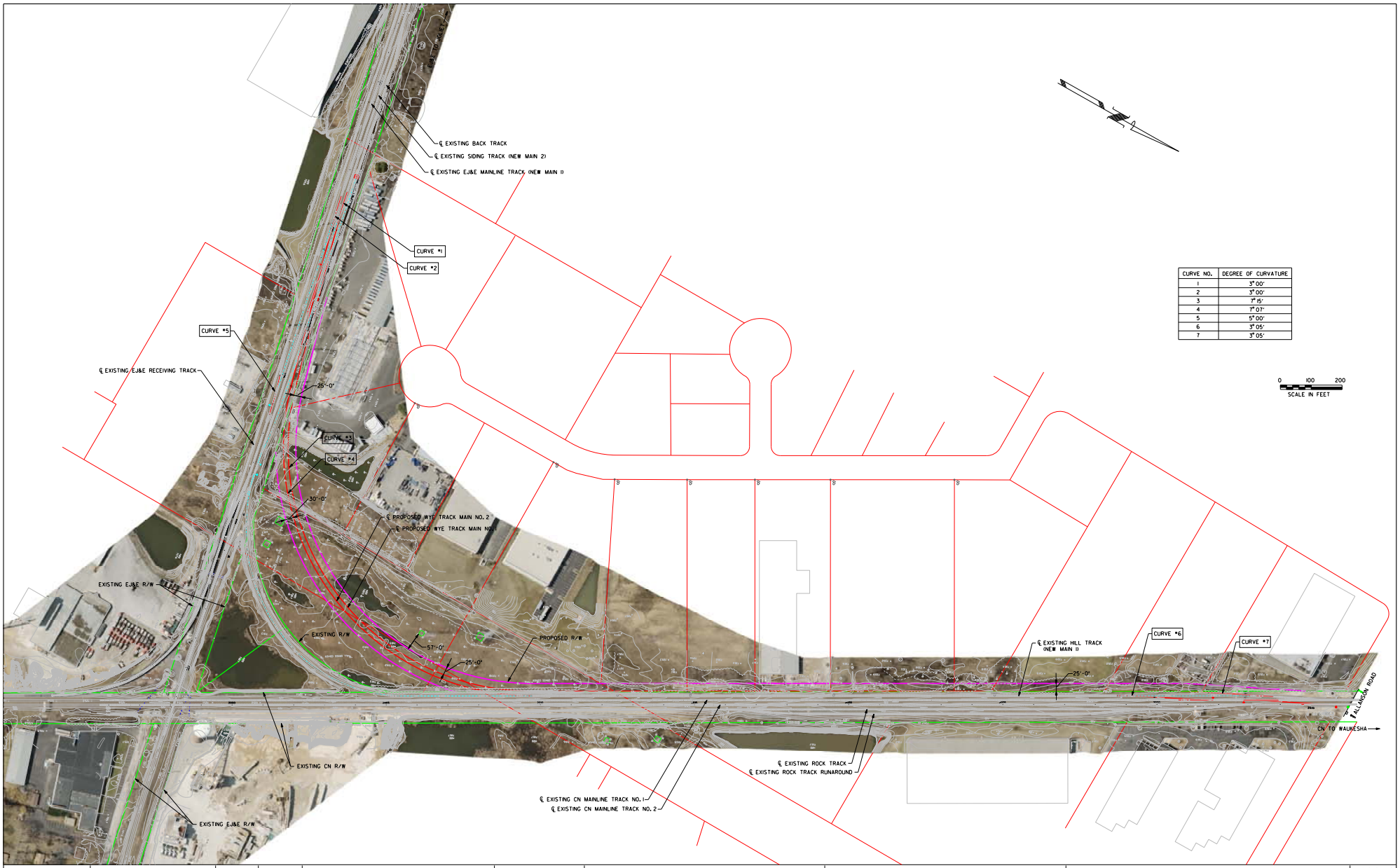
7. Please provide any analysis or discussion of alternatives that may have been evaluated for any of the connections. If information does not exist, please discuss potential alternatives, specifically the connections at Munger and Matteson.

Since submission of its responses to Data and Information Request #2, CN has modified the design of the improved connection that it proposes to build between the CN and EJ&E rail lines at Leithton. CN now intends to construct the connection according to the design found on the enclosed CD, which would require CN to obtain additional land and permits, but would permit trains operating between CN's Waukesha Subdivision north of the connection and the EJ&E main line west of the connection to move at speeds up to 30 miles per hour.

Very truly yours,

Paul A. Cunningham
Counsel for Canadian National Railway Company
and Grand Trunk Corporation

Enclosure
cc: Phillis Johnson-Ball
John H. Morton
Normand Pellerin



CURVE NO.	DEGREE OF CURVATURE
1	3° 00'
2	3° 00'
3	7° 15'
4	7° 07'
5	5° 00'
6	3° 05'
7	3° 05'

X:/PROJ5257/5257

DRAWN BY: DMS

CHECKED BY: MJK

REV. NO.	DATE	DESCRIPTION

SCALE: AS NOTED

DATE: 07-29-08

benesch

alfred benesch & company
Engineers • Surveyors • Planners
4633 Washington Road
Kenosha, Wisconsin 53140
(262) 652-8677

CN SOUTHERN REGION NORTH ZONE

LEITHTON WYE TRACK CONSTRUCTION

ALT 4 - 7° 15' CURVES

TOTAL SHEETS

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Section of Environmental Analysis

September 30, 2008

Normand Pellerin
Assistant Vice-President, Environment
935, rue de La Gauchetiere Street West
Floor 12
Montreal, Quebec H3B 2M9

Re: STB Finance Docket No. 35087, Canadian National Railway Company and Grand Trunk Corporation – Control – EJ&E West Company

Dear Mr. Pellerin:

Pursuant to 40 C.F.R. § 1506.5(a), the Section of Environmental Analysis requests additional information in connection with the on-going environmental review of the above-referenced proceeding. Attached are several extracts from comments received on the Draft EIS expressing concern about whether CN's train traffic projections have appropriately accounted for possible freight traffic from the future expansion (phase 2) of the Prince Rupert Container Terminal. Based on CN's April 21, 2008 response to SEA's information request number 3, SEA's understanding is that CN's operating plan accounts for the full development of Prince Rupert Container Terminal Phase 1. The operating plan does not include any other rail traffic from possible expansion of the Prince Rupert facility, because "(n)o other phase of that development has received necessary environmental approval or funding."

SEA requests that CN review the attached comments on the inclusion of rail traffic from future Prince Rupert expansion and expand on CN's rationale for either including or not including Prince Rupert expansion beyond phase 1 into the rail traffic projections.

Thank you for your continued assistance. Please provide a copy of your response as soon as possible and no later than October 8, 2008, to Phillis Johnson-Ball of my staff and to our independent third-party consultant, John Morton, at HDR, 8404 Indian Hills Drive, Omaha, Nebraska, 68114-4098.

Sincerely

Victoria J. Rutson
Chief
Section of Environmental Analysis

Cc: Phillis Johnson-Ball, STB
John Morton, HDR Engineering, Inc.

Information Request #6

Additional Information on CN's Projected Train Counts

Background

SEA's Information Request Number 3, dated March 25, 2008, and CN's response dated April 21, 2008, were part of SEA's effort to verify the reasonably foreseeable train traffic that should be used by SEA in the EIS. In addition the Draft EIS evaluated in detail CN's train traffic projection and concluded that the estimate of train traffic provided by CN in the operating plan provided a reasonable estimate of future train traffic should the Board approve the transaction. A number of commentors on the Draft EIS express concerned that the train traffic numbers used in the Draft EIS should include possible future train traffic from phase 2 of the Prince Rupert Container Terminal development.

Comments Received on the DEIS

SEA has received over 3300 comments thus far on the Draft Environmental Impact Statement (EIS). Several comments question CN's train traffic predictions. Here are some excerpts of from these comments:

> *The CN ships out of the western Canadian Port of Prince Rupert. According to that port's own website, an expansion project is scheduled to begin in 2009 and to be completed in 2013, a time period outside this draft Environmental impact statement, is to due to be completed. That expansion of Prince Rupert would quadruple the port's capacity and enable it to handle 96 billion pounds of cargo a year. There are also plans to expand the cargo freight or the container facility, increase its container capacity by 300 percent, up to 240 billion pounds a year. With the surging Asian trade and so-called "Best Port in North America," where do you think the increased amount of cargo is going to go? I'll tell you, right through the 9th ward and when track fills up, right through the city of Chicago. How can the members of the STB determine the long-term cumulative effect that this sale will have on the residents when they don't even have the basic data needed to make those determinations? It is not surprising that CN has refused to provide the SEA with the projected increase in freight traffic. Does anyone believe for one moment that they don't exactly know what the increased freight is going to be? You don't invest in a port expansion not knowing what will happen. What is surprising is that the SEA did not demand the data and went as far as to make excuses in the draft Environmental Impact study as to why it is difficult to predict that data. The draft EIS is flawed and must be redone using the projected freight data extending at least ten years past the year 2013.*
>
> *CN's unwillingness to provide freight traffic projections beyond three years (a cut off that precedes the Phase 2 expansion of the major new port served by CN - the Port of Prince Rupert in western Canada. CN needs to provide capacity data and*

operational projections to 2020, at the very least. If the American Association of Railroads can demand taxpayer investments in rail infrastructure to accommodate a projected growth in rail freight of 88% by 2035, it is inconceivable that the CN cannot quantify its own long-range business projections involving the EJ&E.

The CN seasonality of their customer's cargo and resulting peak seasonality impact along within the Chicago Mega Region. An example is 28 average trains per day past specific mile post along the "J" communities is quite different than the peak trains moving past that exact mile post. The data suggests that CN has understated the peak trains volumes by a factor of 3 to 4 times. Week 33 shows 95,474 tons vs Week 1 at 19,751 tons. The Port of Prince Rupert portion of these numbers is easily determined. http ://www.cn .ca/productsservices/e n index.shtml

Questions

In light of these and similar comments, I ask that you respond to the best of your ability to the following questions: Is Prince Rupert Container Terminal Phase 2 (or later phases) reasonably foreseeable and does the train traffic identified in CN's operating plan appropriately account for traffic from the Prince Rupert development?

HARKINS CUNNINGHAM LLP
Attorneys at Law

Paul A. Cunningham
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pac@harkinscunningham.com

October 21, 2008

BY E-MAIL AND 1ST CLASS MAIL

Ms. Victoria J. Rutson, Chief
Section of Environmental Analysis
Surface Transportation Board
395 E Street, S.W.
Washington, D.C. 20423-0001

Re: ***Canadian National Railway Company and Grand Trunk Corporation – Control – EJ&E West Company*** **(STB Finance Docket No. 35087)**

Dear Ms. Rutson:

I am writing, on behalf of Applicants Canadian National Railway Company and Grand Trunk Corporation (together, "Applicants"; together with their rail carrier subsidiaries, "CN"), to provide you and HDR Engineering, Inc. ("HDR"), in response to the inquiry you made in your letter of September 30, 2008, to Normand Pellerin of CN, regarding "possible freight traffic from the future expansion (phase 2) of the Prince Rupert Container Terminal."

As you are probably aware, CN provided information responsive to that inquiry on pages 36 through 40 of its Comments on the Draft Environmental Impact Statement, which were submitted to your office on September 30, 2008. For your convenience and that of SEA's third-party consultants, the relevant language from CN's Comments is set forth below:

> **A.3 The rail traffic volumes reported in CN's Operating Plan are a reasonable basis for SEA's analysis of the environmental impacts of the Transaction.**
>
> Some commenters, however, have argued that the traffic accounted for in the Operating Plan is too low to serve as a basis for SEA's environmental review because it fails to include traffic moving through the Port of Prince Rupert after completion of the proposed Phase 2 of the Port's Fairview Container Terminal. If that expansion were completed, it is argued, then the capacity of the Port would rise from 500,000 [twenty-foot]-equivalent units ("TEUs") to 2 million TEUs, causing a proportionate increase in Prince Rupert intermodal traffic on CN lines through Chicago, and the environmental analysis of the Transaction should therefore extend to impacts of this additional traffic.

But construction of Phase 2 is not reasonably foreseeable at present, and SEA was right to exclude it from its examination of impacts [of] the proposed Transaction.

Phase 1 of the Fairview Terminal began operations in October 2007. It currently handles 300,000 TEUs per year, which require five weekly trains in each direction. If the Terminal were to operate at the full capacity of Phase 1 (500,000 TEUs), it would require 10 trains a week (one train a day in each direction). CN assumed that Phase 1 would in fact eventually operate at capacity, and it factored the potentially resulting train traffic into its Operating Plan, which SEA relied on as the basis for its analysis of the impacts of the Transaction.

Although the Prince Rupert Port Authority has discussed expanding the Terminal beyond Phase 1, no decision to undertake that expansion has been made. The Port Authority does not have the funds necessary for the proposed expansion, and neither the federal nor provincial government [have] indicated that it would provide them. Thus, if the Terminal is to be expanded into Phase 2, that decision must be made by RREEF Infrastructure, the new owner of Maher Terminals, which operates the Terminal.[29] RREEF is facing substantial uncertainty – even apart from the current financial uncertainties in the U.S. and elsewhere – as to whether to invest in the expansion for several reasons, including the following:

1. Demand for trans-Pacific intermodal traffic is lower than previously expected. Growth in that traffic is now projected to grow at levels of 5 to 7% between 2010 and 2020, rather than between 10 and 20% as previously forecast.

2. West Coast ports at Vancouver, Tacoma, and Los Angeles, which compete with Prince Rupert, are expected to expand their capacity by up to 5.4 million TEUs between now and 2020, making demand for transportation through Prince Rupert even weaker. In addition, a new container facility has been proposed for construction in Mexico at Punta Colonet, with a capacity of 2 million TEUs per year. As these projects are completed, the demand for expansion at Prince Rupert could readily change.

3. Expansion beyond Phase I would require negotiations with the Canadian Department of Oceans and Fisheries for environmental permitting, because of possible negative impacts on fish and wildlife habitat. A satisfactory outcome of those negotiations is by no means assured.

---

[29] *See RREEF Infrastructure Completes Maher Terminals Acquisition*, Bus. Wire, July 5, 2007; RREEF, Infrastructure, Business Overview, https://www.rreef.com/cps/rde/xchg/infr_en/hs.xsl/692.html.

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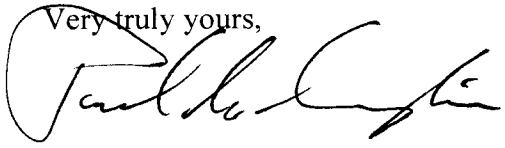
Telephone 202.973.7600
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4. The expansion would require deposit of fill on land and water to which First Nations (Canadian Native Americans) have asserted claims. Before construction could begin, those claims would need to be resolved, through a process of negotiating with five First Nations bands that have inconsistent positions regarding appropriate compensation. These negotiations are likely to be more complex than comparable negotiations with First Nations in connection with Phase 1 of the Terminal, which, unlike Phase 2, involved construction on the site of an existing terminal rather than . . . on undeveloped property.

For these reasons, CN believes that any statements by the Prince Rupert Port Authority regarding early commencement and completion of Phase 2, however optimistic, offer little basis for anyone to conclude that Phase 2 is reasonably foreseeable. In the end, it is not the Authority that will determine to spend the money needed for the expansion. RREEF, which would be making the investment, has not yet determined to do so.

If you have any further questions regarding traffic that CN expects to transport from Prince Rupert, please let me know, and I will provide you with whatever information I can.

Very truly yours,



Paul A. Cunningham

cc: Phillis Johnson-Ball
John H. Morton
Normand Pellerin

SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Section of Environmental Analysis

October 23, 2008

Normand Pellerin
Assistant Vice-President, Environment
935, rue de La Gauchetiere Street West
Floor 12
Montreal, Quebec H3B 2M9

Re: STB Finance Docket No. 35087, Canadian National Railway Company and Grand Trunk Corporation – Control – EJ&E West Company

Dear Mr. Pellerin:

Pursuant to 40 C.F.R. § 1506.5(a), I am sending our seventh request for information needed for the purposes of the Section of Environmental Analysis' environmental review in connection with the above-referenced proceeding. As we have discussed, there is information that we need to conduct the technical analysis and prepare the Draft Environmental Impact Statement. This information specifically relates to the proposed transaction and associated rail improvements.

Please clarify the pre-transaction and post- transaction train traffic on the CN Joliet subdivision. We need to know whether there is actually a change or not.

Thank you for your continued assistance. Please provide a copy of your response as soon as possible to Phillis Johnson-Ball of my staff and to our independent third-party consultant, John Morton, at HDR, 8404 Indian Hills Drive, Omaha, Nebraska, 68114-4098.

Sincerely

Victoria J. Rutson
Chief
Section of Environmental Analysis

Cc: Phillis Johnson-Ball, STB
John Morton, HDR Engineering, Inc.

HARKINS CUNNINGHAM LLP
Attorneys at Law

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October 31, 2008

BY HAND

Ms. Victoria J. Rutson, Chief
Section of Environmental Analysis
Surface Transportation Board
395 E Street, S.W.
Washington, D.C. 20423-0001

Re: ***Canadian National Railway Company and Grand Trunk Corporation – Control – EJ&E West Company*** **(STB Finance Docket No. 35087)**

Dear Ms. Rutson:

I am writing, on behalf of Applicants Canadian National Railway Company and Grand Trunk Corporation (together, "Applicants"; together with their rail carrier subsidiaries, "CN"), to provide you and HDR Engineering, Inc. ("HDR"), with the response to your seventh request for information in this proceeding, as made in your letter of October 23, 2008, to Normand Pellerin of CN.

> Please clarify the pre-transaction and post-transaction train traffic on the CN Joliet subdivision. We need to know whether there is actually a change or not.

CN's Joliet Subdivision includes CN segments 14 (between Bridgeport and Lemoyne), 15 (between Lemoyne and Glenn Yard), 16 (between Glenn Yard and Argo), 17 (between Argo and Lemont), and 18 (between Lemont and Joliet), as identified in the Operating Plan. At present, an average of 10 Amtrak trains per day (5 trains daily in each direction) and 4.3 Metra trains per day (3 trains Monday through Friday in each direction) are scheduled to operate over the Joliet Subdivision. In addition, BNSF has trackage rights on the Joliet Subdivision between Joliet and Glenn Yard (segments 16 and 17), and it operates two trains per day (one in each direction) over those segments. In addition, CN operates a number of unscheduled local trains out of Glenn Yard to serve industries on the Joliet Subdivision.

The train counts reported for these segments in Attachment A.1 to CN's Operating Plan, as filed with the Application and corrected by CN-14 (filed January 2, 2008), did

not include Amtrak or Metra passenger trains, or any CN local freight trains, because operations of those trains were not expected to change as a result of the Transaction.

Information about pre-Transaction freight traffic (reported in the "Base" column under "Freight – Trains/Day" in Attachment A.1) was based on actual traffic data from 2006, the last year for which complete data were available at the time the Operating Plan was prepared. Those data indicated that BNSF operated an average of 1.8 trains per day between Joliet and Glenn Yard (*i.e.*, on CN segments 16, 17, and 18), where they would be interchanged to or from CN. (Since 2006, BNSF traffic has increased sufficiently that the railroad now regularly operates two trains per day over segments 16, 17, and 18 (one train in each direction), as reported earlier.) Attachment A.1 indicates that, in addition to the 1.8 BNSF trains per day, an average of 4.0 CN trains per day operates over segment 16 between Argo (where they move to or from the IHB line) and Glenn Yard. (If the train counts in the "Base" column of Attachment A.1 were revised to reflect the change in BNSF's operations since 2006, it should show 6.0 trains per day on segment 16, and 2.0 trains per day on segments 17 and 18.)

CN expects that, after implementation of the proposed Transaction, the BNSF trains now operating between Joliet and Glen Yard would instead be interchanged with CN at Eola, and thus would not move on the Joliet Subdivision at all. CN also expects that the 4.0 trains now moving between Glenn Yard and Argo would not longer do so, because CN would route those trains over the EJ&EW line instead of via IHB. On the other hand, CN expects that it would operate two trains a day between East Joliet Yard (which would become available to CN as a result of the Transaction) and Glenn Yard. (These 2.0 trains per day are reported in the "Total" column for segments 16, 17, and 18 under "Freight – Trains/Day" in Attachment A.1. If the "Change" column under "Freight – Trains/Day" is revised to reflect the change in BNSF's operations, it would show a decrease of 4.0 trains per day on segment 16, and a net change of 0.0 trains per day on segments 17 and 18.)

North of Glenn Yard, Attachment A.1 indicates that an average of 2.1 trains per day currently operate over segments 15 (between Glenn Yard and Lemoyne) and 14 (between Lemoyne and Bridgeport). At Bridgeport, CN's Freeport Subdivision meets the Joliet Subdivision, and the train count on CN segment 9 (between Bridgeport and 16th Street) therefore includes, not only the 2.1 trains per day that operate between Glenn Yard and Bridgeport, but also 2.5 trains a day that move to or from the Freeport Subdivision, for a total of 4.6 trains per day. These numbers are reported in the "Base" column under "Freight – Trains/Day" on Attachment A.1. These numbers do not include local trains, which would not be affected by the Transaction.

Following implementation of the Transaction, CN expects that all the trains shown on Attachment A.1 as moving on segments 9, 14, and 15 would be rerouted to operate

over the EJ&EW line. The post-Transaction train counts for segments 9 and 14 are therefore shown as 0.0 trains per day in the "Total" column under "Freight - Trains/Day" on Attachment A.1. The "Total" column for segment 15, however, erroneously shows 2.0 trains per day. This number represents a BRC "puller," which operates once a day in each direction between Lemoyne (where it moves to and from the BRC line) and Glenn Yard. This train was omitted from the pre-Transaction train counts reported in the "Base" column, and should therefore have been omitted from the post-Transaction train counts in the "Total" column. If the post-Transaction train count for segment 15 is corrected to 0.0 trains per day, then the "Change" from pre-Transaction to post-Transaction train volumes would be a decrease of 4.6 trains per day on segment 9, and a decrease of 2.1 trains per day on segments 14 and 15.

To summarize, the train counts on the Joliet Subdivision, as shown in Attachment A.1 but revised to reflect the corrections explained above, are as follows:

Rail Line Segment Description				Freight - Trains/Day		
Road	Segment Number	From Station	To Station	Base (pre-Transaction)	Change	Total (post-Transaction)
CN	9	16thSt	Bridgeport	4.6	(4.6)	0.0
CN	14	Bridgeport	Lemoyne	2.1	(2.1)	0.0
CN	15	Lemoyne	Glenn Yard	2.1	(2.1)	0.0
CN	16	Glenn Yard	Argo	6.0	(4.0)	2.0
CN	17	Argo	Lemont	2.0	0.0	2.0
CN	18	Lemont	Joliet	2.0	0.0	2.0

As you can see from this table, the Transaction is expected to result in no net change in the number of trains moving on CN segments 17 and 18, and to result in a decrease in the number of trains moving on CN segments 9, 14, 15, and 16.

If you need any further explanation of CN's calculations of pre-Transaction and post-Transaction train numbers, please let me know, and I will provide you whatever additional information I can.

Very truly yours,

Paul A. Cunningham /jmg

Paul A. Cunningham

cc: Phillis Johnson-Ball
John H. Morton
Normand Pellerin

Attachment C2

Applicants Additional Information

Contents:

Applicants' Additional Information Letter (08/05/08)
Applicants' Additional Information Letter (09/26/08)
Applicants' Additional Voluntary Mitigation Letter (11/13/08)

HARKINS CUNNINGHAM LLP

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August 5, 2008

BY HAND

Ms. Victoria J. Rutson, Chief
Section of Environmental Analysis
Surface Transportation Board
395 E Street, S.W.
Washington, D.C. 20423-0001

Re: ***Canadian National Railway Company and Grand Trunk Corporation – Control – EJ&E West Company*** **(STB Finance Docket No. 35087)**

Dear Ms. Rutson:

In examining the information previously provided to you in response to your first Data and Information Request of December 18, 2007, we have determined that Exhibit A to my letter to you of March 12, 2008, incorrectly identifies the EJ&E rail segments crossed by seven highways. (The error occurred because the rail segments were defined by the milepost numbers, as indicated in the EJ&E timetable, of the endpoints for each segment, and the grade crossings were assigned to particular segments on the basis of which segment, as so defined, contained the mileposts for the individual crossings. It appears that, in some instances, the timetable milepost numbers do not correspond to the location of the rail crossings that are the actual endpoints for the rail segments.)

This error appears to have had minor effects on the grade-crossing delay information reported, in Exhibit C to my letter of March 12, 2008, for six of the seven crossings.[1] For three of the crossings (135th Street (Western Subdivision MP 11.43), Van Dyke Road (Western Subdivision MP 10.68), and 143rd Street (Western Subdivision MP 10.33), all of which are in Segment 10), the number of pre-Transaction and post-Transaction trains was affected, but there is no change in the number of additional trains following the Transaction (column FQ on the "EJE Crossings" tab on Exhibit C), and thus no change in the increase in

[1] For one of the crossings (Spaulding Road, at Western Subdivision MP 37.60), none of the data were affected, because the road lies north of the connection between EJ&E Segment 14 and CPRS Segment 2, so that the number of trains crossing Spaulding Road is the same as the number moving over Segment 14.

delay at the crossings. For the remaining three crossings (Main Street (Eastern Subdivision MP 21.61, in Segment 6), East End Avenue (Eastern Subdivision MP 25.19, in Segment 5), and Broad Street (Eastern Subdivision MP 36.33, in Segment 4)), using the train counts for the correct segments causes the increase in the number of trains to increase by 1.0, 1.1, and 0.9 trains per day, respectively. As a result of these adjustments, as well as other corrections described in previous correspondence with you,[2] there is a slightly lower increase in delay at grade crossings on the EJ&E rail segments than previously reported (1069 hours of delay per day rather than 1152 hours). These adjustments have no impact on the information previously reported regarding fuel consumption and emission of air pollutants by locomotives.

The enclosed CD contains a corrected version of Exhibit C. In addition to reflecting corrections to the location of grade crossings on EJ&E rail segments, the data on this CD reflect corrections, as noted in the correspondence cited above, to CN's assumptions regarding routing of trains before and after implementation of the Transaction.

Very truly yours,

Paul A. Cunningham
Counsel for Canadian National Railway Company
and Grand Trunk Corporation

Enclosure

cc: Phillis Johnson-Ball
John H. Morton
Normand Pellerin

[2] *See* letter from Paul A. Cunningham (counsel for Applicants) to Victoria J. Rutson (Chief, SEA) at 2 (Feb. 29, 2008) (responding to Item No. 8 of SEA Information Request of Dec. 18, 2007), *available at* http://www.stbfinancedocket35087.com/html/inforequest.html; letter from Paul A. Cunningham to Victoria J. Rutson at 2 & n.1 (May 23, 2008) (responding to Item No. 8 of SEA Information Request No. 4), *available at* http://www.stbfinancedocket35087.com/html/inforequest.html.

RAILROAD	RRDIV	RRSUBDIV	STREET	MILEPOST	TRAFICLN	HWYCLASS	AADT	CITYNAM	Roadway Type (Hwy, Art, Col, Loc)	Pre: Length of Train (ft)	Pre: Train Speed (mph)	Pre: Blocked Crossing Time for Train = D_C (minutes)	Pre: Vehicle Departure Rate = S_C	Pre: Average Daily Traffic (ADT)	Pre: Number of Road Lanes (NL)	Pre: Average Arrival Rate = S_Q	Pre: Average Crossing Delay per Stopped Vehicle = D_A (minutes)	Post: Length of Train (ft)	Post: Train Speed (mph)	Post: Blocked Crossing Time for Train = D_C (minutes)	Post: Vehicle Departure Rate = S_C	Post: Average Daily Traffic (ADT)	Post: Number of Road Lanes (NL)	Post: Average Arrival Rate = S_Q	Post: Average Crossing Delay per Stopped Vehicle = D_A (minutes)	Number of Trains Per Day: Pre	Number of Trains Per Day: Post	Number of Trains Per Day: Δ	Number of Vehicles Delayed per Day (T_D): Pre	Number of Vehicles Delayed per Day (T_D): Post	Number of Vehicles Delayed per Day (T_D): Δ	Average Delay per Vehicle (seconds): Pre	Average Delay per Vehicle (seconds): Post	Average Delay per Vehicle (seconds): Δ	Traffic Level of Service: Pre	Traffic Level of Service: Post	Vehicle Delay Per Day (Average Delay per Vehicle x ADT): Pre	Vehicle Delay Per Day (Average Delay per Vehicle x ADT): Post	Vehicle Delay Per Day (Average Delay per Vehicle x ADT): Δ	Delayed x Average Delay per Stopped Vehicle): Pre	Delayed x Average Delay per Stopped Vehicle): Post	Delayed x Average Delay per Stopped Vehicle): Δ
EJE	JOLIET	WESTERN SUB	DIAMOND LAKE RD	005913	2	17	6500	LIBERTYVILLE	900	2760	28	1.62	900	6500	2	135	0.95	6829	26	3.48	900	6500	2	135	2.05	5.3	18.3	13.0	39	288	249	0.3	5.4	5.1	A	B	2218	35422	33204	37	590	553
EJE	JOLIET	WESTERN SUB	IL 60&83	005902	2	14	23300	MUNDELEIN	1400	2760	29	1.58	1400	23300	2	485	1.21	6829	29	3.18	1400	23300	2	485	2.43	5.3	18.3	13.0	136	940	805	0.4	5.9	5.5	A	B	9850	137156	127306	164	2286	2122
EJE	JOLIET	WESTERN SUB	GILMER RD	005690	2	16	12700	HAWTHORN WOODS	1400	2760	33	1.45	1400	12700	2	265	0.89	6829	33	2.85	1400	12700	2	265	1.76	5.3	18.3	13.0	68	460	392	0.3	3.8	3.5	A	A	3637	48547	44909	61	809	748
EJE	JOLIET	WESTERN SUB	OLD MCHENRY RD	005545	4	16	21400	HAWTHORN WOODS	1400	2760	31	1.51	1400	21400	4	223	0.90	6829	32	2.93	1400	21400	4	223	1.74	5.3	18.3	13.0	119	795	676	0.3	3.9	3.6	A	A	6423	83027	76604	107	1384	1277
EJE	JOLIET	WESTERN SUB	OAKWOOD ROAD	005473	2	17	4900	LAKE ZURICH	900	2760	31	1.51	900	4900	2	102	0.85	6829	31	3.00	900	4900	2	102	1.69	5.3	18.3	13.0	27	187	160	0.3	3.9	3.6	A	A	1395	19006	17611	23	317	294
EJE	JOLIET	WESTERN SUB	MAIN ST	005344	2	19	13000	LAKE ZURICH	700	2760	31	1.51	700	13000	2	271	1.23	6829	31	3.00	700	13000	2	271	2.45	5.3	18.3	13.0	72	496	424	0.4	5.6	5.2	A	B	5351	72916	67565	89	1215	1126
EJE	JOLIET	WESTERN SUB	OLD RAND ROAD	005327	2	17	7700	LAKE ZURICH	900	2760	32	1.48	900	7700	2	160	0.90	6829	32	2.93	900	7700	2	160	1.78	5.3	18.3	13.0	42	286	244	0.3	4.0	3.7	A	A	2267	30565	28299	38	509	472
EJE	JOLIET	WESTERN SUB.	ELA RD	005233	3	16	14300	LAKE ZURICH	1400	2760	36	1.37	1400	14300	3	199	0.80	6829	37	2.60	1400	14300	3	199	1.51	5.3	18.3	13.0	72	472	400	0.2	3.0	2.8	A	A	3460	42860	39401	58	714	657
EJE	JOLIET	WESTERN SUB.	CUBA RD	005156	2	16	8300	BARRINGTON	1400	2760	38	1.33	1400	8300	2	173	0.76	6829	39	2.49	1400	8300	2	173	1.42	5.3	18.3	13.0	40	263	222	0.2	2.7	2.5	A	A	1837	22381	20544	31	373	342
EJE	JOLIET	WESTERN SUB	LAKE ZURICH RD	005040	2	19	2400	BARRINGTON	700	2760	40	1.28	700	2400	2	50	0.69	6829	41	2.39	700	2400	2	50	1.29	5.3	18.3	13.0	11	73	62	0.2	2.4	2.2	A	A	471	5642	5171	8	94	86
EJE	JOLIET	WESTERN SUB	NORTHWEST HWY	005010	4	14	25600	BARRINGTON	1400	2760	38	1.33	1400	25600	4	267	0.82	6829	39	2.49	1400	25600	4	267	1.54	5.3	18.3	13.0	125	810	685	0.2	2.9	2.7	A	A	6134	74739	68606	102	1246	1143
EJE	JOLIET	WESTERN SUB	HOUGH ST ILL59&63	004980	2	14	17900	BARRINGTON	1400	2760	37	1.35	1400	17900	2	373	0.92	6829	39	2.49	1400	17900	2	373	1.70	5.3	18.3	13.0	89	566	478	0.3	3.2	2.9	A	A	4893	57665	52772	82	961	880
EJE	JOLIET	WESTERN SUB	MAIN ST	004930	2	16	10900	BARRINGTON	1400	2760	37	1.35	1400	10900	2	227	0.80	6829	39	2.49	1400	10900	2	227	1.49	5.3	18.3	13.0	54	345	291	0.2	2.8	2.6	A	A	2609	30749	28140	43	512	469
EJE	JOLIET	WESTERN SUB	OTIS RD	004790	2	19	1400	BARRINGTON	700	2760	36	1.37	700	1400	2	29	0.72	6829	37	2.60	700	1400	2	29	1.36	5.3	18.3	13.0	7	46	39	0.2	2.7	2.5	A	A	303	3757	3454	5	63	58
EJE	JOLIET	WESTERN SUB	PENNY RD	004447	2	17	3700	BARRINGTON	900	2760	36	1.37	900	3700	2	77	0.75	6829	37	2.60	900	3700	2	77	1.42	5.3	18.3	13.0	19	122	103	0.2	2.8	2.6	A	A	840	10408	9568	14	173	159
EJE	JOLIET	WESTERN SUB	SUTTON ROAD	004400	2	19	1600	BARRINGTON	700	2760	36	1.37	700	1600	2	33	0.72	6829	37	2.60	700	1600	2	33	1.36	5.3	18.3	13.0	8	53	45	0.2	2.7	2.5	A	A	349	4321	3972	6	72	66
EJE	JOLIET	WESTERN SUB	SHOE FACTORY RD	004190	2	16	7700	HOFFMAN ESTATES	1400	2760	36	1.37	1400	7700	2	160	0.77	6829	37	2.60	1400	7700	2	160	1.47	5.3	18.3	13.0	39	254	215	0.2	2.9	2.7	A	A	1805	22367	20562	30	373	343
EJE	JOLIET	WESTERN SUB	SPAULDING RD	003760	2	19	1200	ELGIN	700	2760	42	1.25	700	1200	2	25	0.65	6829	43	2.30	700	1200	2	25	1.20	5.3	18.3	13.0	6	35	30	0.2	2.1	1.9	A	A	214	2520	2307	4	42	38
EJE	JOLIET	WESTERN SUB	WEST BARTLETT RD	003695	2	16	14400	ELGIN	1400	3042	42	1.32	1400	14400	2	300	0.84	6714	44	2.23	1400	14400	2	300	1.42	5.5	20.5	15.0	73	458	385	0.3	2.7	2.5	A	A	3676	39064	35388	61	651	590
EJE	JOLIET	WESTERN SUB	STEARNS RD	003588	4	14	9200	BARTLETT	1400	3042	41	1.34	1400	9200	4	96	0.72	6714	42	2.32	1400	9200	4	96	1.24	5.5	20.5	15.0	47	303	256	0.2	2.5	2.2	A	A	2041	22635	20594	34	377	343
EJE	JOLIET	WESTERN SUB	ARMY TRAIL RD	003390	2	16	5500	WAYNE	1400	2246	39	1.15	1400	5500	2	115	0.63	6843	41	2.40	1400	5500	2	115	1.31	4.4	21.4	17.0	19	196	176	0.1	2.8	2.7	A	A	732	15340	14608	12	256	243
EJE	JOLIET	WESTERN SUB	SMITH RD	003294	2	17	5300	WEST CHICAGO	900	2246	38	1.17	900	5300	2	110	0.67	6843	40	2.44	900	5300	2	110	1.39	4.4	21.4	17.0	19	193	174	0.1	3.0	2.9	A	A	760	16088	15328	13	268	255
EJE	JOLIET	WESTERN SUB	HAWTHORNE LA	003024	2	17	14900	WEST CHICAGO	900	2246	32	1.30	900	14900	2	310	0.99	6843	33	2.86	900	14900	2	310	2.18	4.4	21.4	17.0	59	632	573	0.2	5.6	5.3	A	B	3510	82736	79226	59	1379	1320
EJE	JOLIET	WESTERN SUB	AURORA ST	002887	2	19	159	WEST CHICAGO	700	3769	24	2.28	700	159	2	3	1.15	6494	26	3.34	700	159	2	3	1.68	10.7	29.6	18.9	3	11	8	1.2	6.9	5.7	A	B	186	1098	912	3	18	15
EJE	JOLIET	WESTERN SUB	CHURCH ST	002877	2	19	659	WEST CHICAGO	700	3769	23	2.36	700	659	2	14	1.20	6494	26	3.34	700	659	2	14	1.70	10.7	29.6	18.9	12	45	34	1.3	7.0	5.7	A	B	836	4619	3783	14	77	63
EJE	JOLIET	WESTERN SUB	ANN ST	002850	2	19	659	WEST CHICAGO	700	3769	23	2.36	700	659	2	14	1.20	6494	25	3.45	700	659	2	14	1.76	10.7	29.6	18.9	12	47	35	1.3	7.5	6.2	A	B	836	4939	4103	14	82	68
EJE	JOLIET	WESTERN SUB	WASHINGTON ST	002839	2	16	9000	WEST CHICAGO	1400	3769	23	2.36	1400	9000	2	188	1.36	6494	24	3.57	1400	9000	2	188	2.06	10.7	29.6	18.9	158	661	503	1.4	9.1	7.7	A	B	12926	81893	68967	215	1365	1149
EJE	JOLIET	WESTERN SUB	BATAVIA ROAD	002563	2	19	3056	WARRENVILLE	700	3769	38	1.63	700	3056	2	64	0.89	6494	41	2.30	700	3056	2	64	1.26	10.7	29.6	18.9	37	144	108	0.6	3.6	2.9	A	A	1984	10966	8982	33	183	150
EJE	JOLIET	WESTERN SUB	DIEHL RD	002280	2	17	14500	NAPERVILLE	900	3769	37	1.66	900	14500	2	302	1.25	6494	39	2.39	900	14500	2	302	1.80	10.7	29.6	18.9	179	713	534	0.9	5.3	4.4	A	B	13367	77022	63654	223	1284	1061
EJE	JOLIET	WESTERN SUB	LIBERTY STREET	002063	2	17	15400	AURORA	900	3881	28	2.08	900	15400	2	321	1.61	6203	31	2.77	900	15400	2	321	2.16	15.7	37.5	21.8	348	1112	764	2.2	9.3	7.2	A	B	33705	143850	110145	562	2397	1836
EJE	JOLIET	WESTERN SUB	OGDEN AVE U.S.34	001905	4	14	34100	AURORA	1400	3881	35	1.76	1400	34100	4	355	1.18	6203	40	2.26	1400	34100	4	355	1.52	15.7	37.5	21.8	654	2009	1355	1.4	5.4	4.0	A	B	46299	182688	136390	772	3045	2273
EJE	JOLIET	WESTERN SUB	MONTGOMERY RD	001818	2	19	19600	AURORA	700	3881	35	1.76	700	19600	2	408	2.11	6203	39	2.31	700	19600	2	408	2.77	15.7	37.5	21.8	376	1178	802	2.4	10.0	7.6	A	B	47663	195661	147997	794	3261	2467
EJE	JOLIET	WESTERN SUB	87TH ST	001770	2	17	1450	AURORA	900	3881	35	1.76	900	1450	2	30	0.91	6203	39	2.31	900	1450	2	30	1.19	15.7	37.5	21.8	28	87	59	1.0	4.3	3.3	A	A	1520	6241	4720	25	104	79
EJE	JOLIET	WESTERN SUB	HAFENRICHTER ROAD	001708	2	19	4700	PLAINFIELD	700	3881	34	1.80	700	4700	2	98	1.04	6203	39	2.31	700	4700	2	98	1.34	15.7	37.5	21.8	92	282	190	1.2	4.8	3.6	A	A	5772	22729	16956	96	379	283
EJE	JOLIET	WESTERN SUB	WOLF'S CROSSING	001620	2	16	9500	PLAINFIELD	1400	3881	34	1.80	1400	9500	2	198	1.05	6203	38	2.35	1400	9500	2	198	1.37	15.7	37.5	21.8	186	583	396	1.2	5.0	3.8	A	B	11688	47938	36250	195	799	604
EJE	JOLIET	WESTERN SUB	111TH ST	001463	2	16	8900	PLAINFIELD	1400	3881	33	1.84	1400	8900	2	185	1.06	6203	37	2.41	1400	8900	2	185	1.39	15.7	37.5	21.8	178	557	379	1.3	5.2	3.9	A	B	11316	46360	35044	189	773	584
EJE	JOLIET	WESTERN SUB	FURGUSON RD/119TH	001359	2	16	3950	PLAINFIELD	1400	3881	32	1.88	1400	3950	2	82	1.00	6203	37	2.41	1400	3950	2	82	1.28	15.7	37.5	21.8	81	247	167	1.2	4.8	3.6	A	A	4842	18965	14123	81	316	235
EJE	JOLIET	WESTERN SUB	127TH ST/CHAPINS	001256	2	19	4650	PLAINFIELD	700	3881	31	1.92	700	4650	2	97	1.12	6203	34	2.57	700	4650	2	97	1.49	15.7	37.5	21.8	97	312	214	1.4	6.0	4.6	A	B	6525	27918	21392	109	465	357
EJE	JOLIET	WESTERN SUB	135TH STREET	001143	2	16	8500	PLAINFIELD	1400	3881	32	1.88	1400	8500	2	177	1.08	6203	35	2.51	1400	8500	2	177	1.44	15.7	37.5	21.8	174	556	382	1.3	5.7	4.3	A	B	11228	48046	36818	187	801	614
EJE	JOLIET	WESTERN SUB	VAN DYKE ROAD	001068	2	17	5000	PLAINFIELD	900	3881	35	1.76	900	5000	2	104	1.00	6203	39	2.31	900	5000	2	104	1.30	15.7	37.5	21.8	96	300	204	1.1	4.7	3.6	A	A	5729	23519	17790	95	392	297
EJE	JOLIET	WESTERN SUB	143RD ST	001033	2	17	4300	PLAINFIELD	900	3881	36	1.73	900	4300	2	90	0.96	6203	40	2.26	900	4300	2	90	1.26	15.7	37.5	21.8	81	253	172	1.1	4.4	3.4	A	A	4648	19092	14444	77	318	241
EJE	JOLIET	WESTERN SUB	PLAN NAPVL RD	000962	2	16	3300	PLAINFIELD	1400	3398	37	1.54	1400	3300	2	69	0.81	5842	41	2.12	1400	3300	2	69	1.11	18.5	40.3	21.8	65	196	130	1.0	4.0	3.0	A	A	3187	13085	9898	53	218	165
EJE	JOLIET	WESTERN SUB	MAIN ST	000953	2	16	16500	PLAINFIELD	1400	3398	37	1.54	1400	16500	2	344	1.02	5842	41	2.12	1400	16500	2	344	1.40	18.5	40.3	21.8	327	979	651	1.2	5.0	3.8	A	A	20084	82460	62376	335	1374	1040
EJE	JOLIET	WESTERN SUB	CENTER STREET	000933	2	19	1150	PLAINFIELD	700	3398	37	1.54	700	1150	2	24	0.80	5842	41	2.12	700	1150	2	24	1.10	18.5	40.3	21.8	23	68	45	1.0	3.9	3.0	A	A	1094	4490	3396	18	75	57
EJE	JOLIET	WESTERN SUB	EASTERN AVENUE	000927	2	17	2800	PLAINFIELD	900	3398	37	1.54	900	2800	2	58	0.83	5842	41	2.12	900	2800	2	58	1.13	18.5	40.3	21.8	56	166	111	1.0	4.0	3.0	A	A	2750	11289	8540	46	188	142
EJE	JOLIET	WESTERN SUB	LOCKPORT RD	000900	2	16	8200	PLAINFIELD	1400	3398	37	1.54	1400	8200	2	171	0.88	5842	41	2.12	1400	8200	2	171	1.21	18.5	40.3	21.8	163	486	324	1.0	4.3	3.2	A	A	8577	35215	26638	143	587	444
EJE	JOLIET	WESTERN SUB	RENWICK RD	000760	2	14	9300	PLAINFIELD	1400	3398	37	1.54	1400	9300	2	194	0.90	5842	41	2.12	1400	9300	2	194	1.23	18.5	40.3	21.8	184	552	367	1.1	4.4	3.3	A	A	9912	40698	30786	165	678	513
EJE	JOLIET	WESTERN SUB	E FR RD NB / ESSINGTON	000687	2	19	3600	CREST HILL	700	3398	36	1.57	700	3600	2	75	0.88	5842	40	2.16	700	3600	2	75	1.21	18.5	40.3	21.8	73	218	145	1.1	4.4	3.3	A	A	3843	15789	11946	64	263	199
EJE	JOLIET	WESTERN SUB	DIVISION ST	000605	4	17	5500	CREST HILL	900	3398	34	1.64	900	5500	4	57	0.87	5842	37	2.29	900	5500	4	57	1.23	18.5	40.3	21.8	116	353	238	1.1	4.7	3.6	A	A	6057	25958	19900	101	433	332
EJE	JOLIET	WESTERN SUB	GAYLORD	000557	2	17	4100	CREST HILL	900	3398	31	1.75	900	4100	2	85	0.96	5842	34	2.45	900	4100	2	85	1.35	18.5	40.3	21.8	92	281	189	1.3	5.6	4.3	A	B	5320	22876	17556	89	381	293
EJE	JOLIET	WESTERN SUB	OAKLAND ST	000320	2	17	1200	CREST HILL	900	3398	28	1.88	900	1200	2	25	0.97	5842	30	2.71	900	1200	2	25	1.40	18.5	40.3	21.8	29	91	62	1.4	6.4	5.0	A	B	1680	7627	5947	28	127	99
EJE	JOLIET	WESTERN SUB	WOODRUFF	000082	2	16	7700	JOLIET	1400	2742	9	3.96	1400	7700	2	160	2.24	5552	10	6.81	1400	7700	2	160	3.85	18.5	40.3	21.8	392	1467	1075	6.8	44.0	37.1	B	E	52617	338521	285903	877	5642	4765
EJE	JOLIET	EASTERN SUB	WASHINGTON ST	000095	2	17	7300	JOLIET	900	3795	9	5.29	900	7300	2	152	3.18	6684	10	8.10	900	7300	2	152	4.87	6.4	26.3	19.9	172	1079	908	4.5	43.2	38.7	A	E	32797	315434	282637	547	5257	4711
EJE	JOLIET	EASTERN SUB	ROWELL ST	000180	2	17	2300	JOLIET	900	3795	21	2.55	900	2300	2	48	1.35	6684	17	4.97	900	2300	2	48	2.62	6.4	26.3	19.9	26	209	183	0.9	14.3	13.4	A	C	2112	32851	30739	35	548	512
EJE	JOLIET	EASTERN SUB	MILLS RD	000250	2	17	2200	JOLIET	900	3795	29	1.99	900	2200	2	46	1.05	6684	31	2.95	900	2200	2	46	1.55	6.4	26.3	19.9	19	119	99	0.6	5.0	4.5	A	B	1220	11054	9834	20	184	164
EJE	JOLIET	EASTERN SUB	ROWELL ST	000286	2	17	2300	JOLIET	900	3795	31	1.89	900	2300	2	48	1.00	6684	33	2.80	900	2300	2	48	1.48	6.4	26.3	19.9	19	118	98	0.5	4.5	4.0	A	A	1158	10448	9290	19	174	155
EJE	JOLIET	EASTERN SUB	W SPENCER RD	000315	2	19	850	JOLIET	700	3795	32	1.85	700	850	2	18	0.95	6684	34	2.73	700	850	2	18	1.40	6.4	26.3	19.9	7	42	35	0.5	4.2	3.7	A	A	397	3571	3175	7	60	53
EJE	JOLIET	EASTERN SUB	BRIGGS ST	000422	3	17	10000	JOLIET	900	3795	33	1.81	900	10000	3	139	1.07	6684	36	2.61	900	10000	3	139	1.54	6.4	26.3	19.9	80	477	396	0.5	4.4	3.9	A	A	5147	44131	38983	86	736	650
EJE	JOLIET	EASTERN SUB	CHERRY HILL RD	000500	2	19	800	JOLIET	700	3795	34	1.77	700	800	2	17	0.91	6684	36	2.61	700	800	2	17	1.34	6.4	26.3	19.9	6	38	32	0.4	3.8	3.4	A	A	342	3058	2717	6	51	45
EJE	JOLIET	EASTERN SUB	S GOUGAR ROAD	000600	2	16	5600	NEW LENOX	1400	3795	32	1.85	1400	5600	2	117	1.01	6684	35	2.67	1400	5600	2	117	1.46	6.4	26.3	19.9	46	273	227	0.5	4.3	3.8	A	A	2781	23865	21084	46	398	351
EJE	JOLIET	EASTERN SUB	NELSON	000700	2	17	5300	NEW LENOX	900	3795	34	1.77	900	5300	2	110	1.01	6684	37	2.55	900	5300	2	110	1.45	6.4	26.3	19.9	42	247	205	0.5	4.1	3.6	A	A	2519	21571	19052	42	360	318
EJE	JOLIET	EASTERN SUB	CEDAR RD	000800	2	16	6700	NEW LENOX	1400	3795	33	1.81	1400	6700	2	140	1.00	6684	36	2.61	1400	6700	2	140	1.45	6.4	26.3	19.9	54	319	266	0.5	4.1	3.7	A	A	3239	27774	24534	54	463	409
EJE	JOLIET	EASTERN SUB	S SPENCER ROAD	000924	2	17	1600	NEW LENOX	900	3795	35	1.73	900	1600	2	33	0.90	6684	36	2.61	900	1600	2	33	1.36	6.4	26.3	19.9	12	76	64	0.4	3.9	3.5	A	A	665	6201	5536	11	103	92
EJE	JOLIET	EASTERN SUB	SCHOOL HOUSE RD	001000	2	16	6300	NEW LENOX	1400	3795	35	1.73	1400	6300	2	131	0.96	6684	37	2.55	1400	6300	2	131	1.41	6.4	26.3	19.9	49	294	245	0.4	3.9	3.5	A	A	2781	24823	22042	46	414	367
EJE	JOLIET	EASTERN SUB	OWENS RD(116 ST)	001149	2	19	650	FRANKFORT	700	3795	34	1.77	700	650	2	14	0.90	6684	35	2.67	700	650	2	14	1.36	6.4	26.3	19.9	5	32	27	0.4	4.0	3.6	A	A	276	2589	2313	5	43	39
EJE	JOLIET	EASTERN SUB	WOLF RD	001196	2	17	7200	FRANKFORT	900	3795	33	1.81	900	7200	2	150	1.08	6684	34	2.73	900	7200	2	150	1.64	6.4	26.3	19.9	58	360	302	0.5	4.9	4.4	A	A	3761	35384	31624	63	590	527
EJE	JOLIET	EASTERN SUB	CENTER RD	001405	2	16	4200	FRANKFORT	1400	3795	32	1.85	1400	4200	2	88	0.99	6684	35	2.67	1400	4200	2	88	1.42	6.4	26.3	19.9	34	205	170	0.5	4.2	3.7	A	A	2039	17501	15462	34	292	258
EJE	JOLIET	EASTERN SUB	SAUK TRAIL	001483	2	17	2500	FRANKFORT	900	3795	33	1.81	900	2500	2	52	0.96	6684	36	2.61	900	2500	2	52	1.39	6.4	26.3	19.9	20	119	99	0.5	4.0	3.5	A	A	1155	9903	8748	19	165	146
EJE	JOLIET	EASTERN SUB	PFEIFFER RD/88 AV	001506	2	17	5600	FRANKFORT	900	3795	34	1.77	900	5600	2	117	1.02	6684	37	2.55	900	5600	2	117	1.47	6.4	26.3	19.9	44	261	217	0.5	4.1	3.6	A	A	2683	22974	20291	45	383	338
EJE	JOLIET	EASTERN SUB	HARLEM AV	001706	2	16	8400	FRANKFORT	1400	3795	39	1.61	1400	8400	2	175	0.92	6684	42	2.31	1400	8400	2	175	1.32	6.4	26.3	19.9	60	354	294	0.4	3.3	2.9	A	A	3300	28030	24730	55	467	412
EJE	JOLIET	EASTERN SUB	RIDGELAND AV	001807	2	17	3200	MATTESON	900	3795	39	1.61	900	3200	2	67	0.87	6684	42	2.31	900	3200	2	67	1.25	6.4	26.3	19.9	23	135	112	0.4	3.2	2.8	A	A	1188	10091	8903	20	168	148
EJE	JOLIET	EASTERN SUB	CENTRAL AV	001907	2	17	2100	MATTESON	900	3795	38	1.63	900	2100	2	44	0.86	6684	41	2.35	900	2100	2	44	1.24	6.4	26.3	19.9	15	90	75	0.4	3.2	2.8	A	A	787	6694	5907	13	112	98
EJE	JOLIET	EASTERN SUB	CICERO AV	002006	4	14	27700	MATTESON	1400	3795	38	1.63	1400	27700	4	289	1.03	6684	41	2.35	1400	27700	4	289	1.48	6.4	26.3	19.9	201	1190	989	0.4	3.8	3.4	A	A	12434	105805	93371	207	1763	1556
EJE	JOLIET	EASTERN SUB	MAIN	002161	2	17	4000	MATTESON	900	3615	38	1.58	900	4000	2	83	0.87	6256	41	2.23	900	4000	2	83	1.23	8.6	29.6	20.9	38	184	146	0.5	3.4	2.9	A	A	1974	13566	11592	33	226	193
EJE	JOLIET	EASTERN SUB	WESTERN AVE	002312	4	16	22600	PARK FOREST	1400	3615	36	1.64	1400	22600	4	235	0.99	6256	38	2.37	1400	22600	4	235	1.43	8.6	29.6	20.9	222	1101	880	0.6	4.2	3.6	A	A	13110	94170	81060	218	1569	1351
EJE	JOLIET	EASTERN SUB	EUCLID AVE	002463	2	19	209	CHICAGO HTS	700	3615	24	2.21	700	209	2	4	1.11	6256	25	3.34	700	209	2	4	1.68	8.6	29.6	20.9	3	14	12	0.9	6.9	6.1	A	B	184	1450	1266	3	24	21
EJE	JOLIET	EASTERN SUB	CHICAGO RD	002491	4	14	24300	CHICAGO HTS	1400	3615	22	2.37	1400	24300	4	253	1.44	6256	22	3.73	1400	24300	4	253	2.28	8.6	29.6	20.9	344	1864	1520	1.2	10.5	9.3	A	C	29783	254691	224908	496	4245	3748
EJE	JOLIET	EASTERN SUB	HALSTED/WEST END AVE	002504	2	19	10009	CHICAGO HTS	700	3615	20	2.55	700	10009	2	209	1.82	6256	20	4.05	700	10009	2	209	2.89	8.6	29.6	20.9	153	834	682	1.7	14.4	12.8	A	C	16660	144517	127857	278	2409	2131
EJE	JOLIET	EASTERN SUB	EAST END	002519	2	17	4650	CHICAGO HTS	900	3261	19	2.45	900	4650	2	97	1.37	6012	20	3.92	900	4650	2	97	2.19	10.2	32.2	21.9	81	407	326	1.4	11.5	10.1	A	C	6649	53603	46955	111	893	783
EJE	JOLIET	EASTERN SUB	WENTWORTH AV	002592	2	19	4009	CHICAGO HTS	700	3261	20	2.35	700	4009	2	84	1.34	6012	20	3.92	700	4009	2	84	2.22	10.2	32.2	21.9	67	351	284	1.3	11.7	10.3	A	C	5355	46827	41472	89	780	691
EJE	JOLIET	EASTERN SUB	STATE ST	002616	4	16	7000	CHICAGO HTS	1400	3261	25	1.98	1400	7000	4	73	1.05	6012	23	3.47	1400	7000	4	73	1.83	10.2	32.2	21.9	98	543	445	0.9	8.5	7.6	A	B	6166	59661	53495	103	994	892
EJE	JOLIET	EASTERN SUB	COTTAGE GROVE AV	002717	4	17	5100	CHICAGO HTS	900	3261	32	1.66	900	5100	4	53	0.88	6012	33	2.57	900	5100	4	53	1.37	10.2	32.2	21.9	60	293	233	0.6	4.7	4.1	A	A	3166	24019	20853	53	400	348
EJE	JOLIET	EASTERN SUB	TORRENCE AV	002918	2	17	8200	SAUK VILLAGE	900	3261	39	1.45	900	8200	2	171	0.89	6012	42	2.13	900	8200	2	171	1.31	10.2	32.2	21.9	84	390	306	0.6	3.7	3.2	A	A	4523	30706	26183	75	512	436
EJE	JOLIET	EASTERN SUB	LINCOLN HWY	003069	4	14	35900	LYNWOOD	1400	3261	31	1.70	1400	35900	4	374	1.16	6012	33	2.57	1400	35900	4	374	1.75	10.2	32.2	21.9	431	2063	1632	0.8	6.0	5.2	A	B	29919	217081	187162	499	3618	3119
EJE	JOLIET	EASTERN SUB	LAKE ST	003096	2	19	1334	DYER	700	3261	32	1.66	700	1334	2	28	0.86	6012	34	2.51	700	1334	2	28	1.31	10.2	32.2	21.9	16	75	59	0.6	4.4	3.8	A	A	812	5868	5056	14	98	84
EJE	JOLIET	EASTERN SUB	HART ST	003110	2	16	10700	DYER	1400	3261	33	1.62	1400	10700	2	223	0.97	6012	35	2.45	1400	10700	2	223	1.46	10.2	32.2	21.9	123	587	464	0.7	4.8	4.1	A	A	7123	51327	44203	119	855	737
EJE	JOLIET	EASTERN SUB	AIRPORT RD / 213TH ST	003366	2	17	250	SCHERERVILLE	900	3261	39	1.45	900	250	2	5	0.73	6012	40	2.21	900	250	2	5	1.11	10.2	32.2	21.9	3	12	10	0.4	3.3	2.8	A	A	112	822	710	2	14	12
EJE	JOLIET	EASTERN SUB	KENNEDY AVE	003436	2	16	11628	SCHERERVILLE	1400	3261	38	1.48	1400	11628	2	242	0.89	6012	39	2.25	1400	11628	2	242	1.36	10.2	32.2	21.9	122	585	464	0.6	4.1	3.6	A	A	6502	47827	41325	108	797	689
EJE	SYSTEM	EASTERN SUB	BROAD ST	003633	2	16	12901	GRIFFITH	1400	3261	24	2.04	1400	12901	2	269	1.26	6012	25	3.23	1400	12901	2	269	2.00	10.2	32.2	21.9	187	933	746	1.1	8.7	7.6	A	B	14175	111932	97756	236	1866	1629
EJE	JOLIET	EASTERN SUB	MAIN ST	003652	2	17	5893	GRIFFITH	900	2717	26	1.69	900	5893	2	123	0.98	5915	25	3.19	900	5893	2	123	1.85	7.6	26.6	19.0	52	347	295	0.5	6.5	6.0	A	B	3077	38449	35372	51	641	590
EJE	JOLIET	EASTERN SUB	LAKE ST	003677	2	19	250	GRIFFITH	700	2717	30	1.53	700	250	2	5	0.77	5915	28	2.90	700	250	2	5	1.46	7.6	26.6	19.0	2	13	11	0.4	4.7	4.3	A	A	93	1174	1081	2	20	18
EJE	JOLIET	EASTERN SUB	MILLER ST	003689	2	19	750	GRIFFITH	700	2717	32	1.46	700	750	2	16	0.75	5915	30	2.74	700	750	2	16	1.40	7.6	26.6	19.0	6	38	32	0.3	4.3	3.9	A	A	261	3193	2932	4	53	49
EJE	JOLIET	EASTERN SUB	ELM ST	003702	2	17	750	GRIFFITH	900	2717	33	1.44	900	750	2	16	0.73	5915	32	2.60	900	750	2	16	1.32	7.6	26.6	19.0	6	36	30	0.3	3.8	3.5	A	A	249	2860	2611	4	48	44
EJE	JOLIET	EASTERN SUB	45TH AVE	003752	4	16	3500	GRIFFITH	1400	2717	36	1.36	1400	3500	4	36	0.70	5915	35	2.42	1400	3500	4	36	1.24	7.6	26.6	19.0	25	156	131	0.3	3.3	3.0	A	A	1049	11667	10618	17	194	177
EJE	JOLIET	EASTERN SUB	40TH PLACE	003811	2	19	250	GRIFFITH	700	2717	36	1.36	700	250	2	5	0.68	5915	36	2.37	700	250	2	5	1.19	7.6	26.6	19.0	2	11	9	0.3	3.1	2.8	A	A	74	782	709	1	13	12
EJE	JOLIET	EASTERN SUB	25TH AVE	004003	2	17	750	GARY	900	3144	38	1.44	900	750	2	16	0.73	5777	38	2.23	900	750	2	16	1.13	9.7	27.7	18.0	7	32	25	0.4	2.9	2.5	A	A	320	2186	1866	5	36	31
EJE	JOLIET	EASTERN SUB	15TH AVE	004103	2	16	3500	GARY	1400	3144	38	1.44	1400	3500	2	73	0.76	5777	38	2.23	1400	3500	2	73	1.17	9.7	27.7	18.0	34	150	116	0.4	3.0	2.6	A	A	1548	10573	9025	26	176	150
EJE	JOLIET	EASTERN SUB	9TH AVE	004152	2	17	750	GARY	900	3144	39	1.42	900	750	2	16	0.72	5777	39	2.18	900	750	2	16	1.11	9.7	27.7	18.0	7	31	24	0.4	2.8	2.4	A	A	309	2100	1790	5	35	30
EJE	JOLIET	EASTERN SUB	5TH AVE	004197	4	14	17740	GARY	1400	3108	38	1.43	1400	17740	4	185	0.82	5758	39	2.18	1400	17740	4	185	1.25	9.8	27.8	18.0	173	746	573	0.5	3.2	2.7	A	A	8526	56137	47611	142	936	794

RAILROAD	RRDIV	RRSUBDIV	I_STREET	MILEPOST	TRAFICLN	HWYCLASS	AADT	CITYNAM	Roadway Type (Hwy, Art, Col, Loc)	Pre: Length of Train (ft)	Pre: Train Speed (mph)	Pre: Blocked Crossing Time for Train = D_C (minutes)	Pre: Vehicle Departure Rate = S_C	Pre: Average Daily Traffic (ADT)	Pre: Number of Road Lanes (NL)	Pre: Average Arrival Rate = S_Q	Pre: Average Crossing Delay per Stopped Vehicle = D_A (minutes)	Post: Length of Train (ft)	Post: Train Speed (mph)	Post: Blocked Crossing Time for Train = D_C (minutes)	Post: Vehicle Departure Rate = S_C	Post: Average Daily Traffic (ADT)	Post: Number of Road Lanes (NL)	Post: Average Arrival Rate = S_Q	Post: Average Crossing Delay per Stopped Vehicle = D_A (minutes)	Number of Trains Per Day: Pre	Number of Trains Per Day: Post	Number of Trains Per Day: Δ	Number of Vehicles Delayed per Day (T_D): Pre	Number of Vehicles Delayed per Day (T_D): Post	Number of Vehicles Delayed per Day (T_D): Δ	Average Delay per Vehicle (seconds): Pre	Average Delay per Vehicle (seconds): Post	Average Delay per Vehicle (seconds): Δ	Traffic Level of Service: Pre	Traffic Level of Service: Post	Vehicle Delay Per Day (Average Delay per Vehicle x ADT): Pre	Vehicle Delay Per Day (Average Delay per Vehicle x ADT): Post	Vehicle Delay Per Day (Average Delay per Vehicle x ADT): Δ	Vehicle Delay Per Day (Vehicles Delayed x Average Delay per Stopped Vehicle): Pre	Vehicle Delay Per Day (Vehicles Delayed x Average Delay per Stopped Vehicle): Post	Vehicle Delay Per Day (Vehicles Delayed x Average Delay per Stopped Vehicle): Δ
BRC		KENTON	ARCHER AV	000799	4	14	28700	CHICAGO	1400	6817	21	4.19	1400	28700	4	299	2.66	2380	21	1.79	1400	28700	4	299	1.14	10.1	4.0	-6.1	843	143	-701	4.7	0.3	-4.4	A	A	134734	9721	-125013	2246	162	-2084
BRC		KENTON	55TH ST	000843	4	14	26300	CHICAGO	1400	5321	20	3.52	1400	26300	4	274	2.19	0	0	0.00	1400	26300	4	274	0.00	5.6	0.0	-5.6	360	0	-360	1.8	0.0	-1.8	A	A	47356	0	-47356	789	0	-789
BRC		KENTON	59TH ST	000893	4	17	8100	CHICAGO	900	5321	20	3.52	900	8100	4	84	1.94	0	0	0.00	900	8100	4	84	0.00	5.6	0.0	-5.6	111	0	-111	1.6	0.0	-1.6	A	A	12944	0	-12944	216	0	-216
BRC		KENTON	63RD ST	000943	4	16	15600	CHICAGO	1400	5321	20	3.52	1400	15600	4	163	1.99	0	0	0.00	1400	15600	4	163	0.00	5.6	0.0	-5.6	214	0	-214	1.6	0.0	-1.6	A	A	25559	0	-25559	426	0	-426
BRC		KENTON	MARQUETTE RD	000994	4	17	14200	CHICAGO	900	5321	19	3.68	900	14200	4	148	2.20	0	0	0.00	900	14200	4	148	0.00	5.6	0.0	-5.6	203	0	-203	1.9	0.0	-1.9	A	A	26883	0	-26883	448	0	-448
NIRC	MWD	ELGIN SUB	NARRAGANSETT AV	000860	2	17	12500	CHICAGO	900	5514	25	3.01	900	12500	2	260	2.12	0	0	0.00	900	12500	2	260	0.00	3.6	0.0	-3.6	94	0	-94	1.0	0.0	-1.0	A	A	11923	0	-11923	199	0	-199
NIRC	MWD	ELGIN SUB	OAK PARK AV	000916	2	17	11500	CHICAGO	900	5514	25	3.01	900	11500	2	240	2.05	0	0	0.00	900	11500	2	240	0.00	3.6	0.0	-3.6	86	0	-86	0.9	0.0	-0.9	A	A	10623	0	-10623	177	0	-177
NIRC	MWD	ELGIN SUB	N SAYRE AV	000948	2	19	509	CHICAGO	700	5514	25	3.01	700	509	2	11	1.53	0	0	0.00	700	509	2	11	0.00	3.6	0.0	-3.6	4	0	-4	0.7	0.0	-0.7	A	A	350	0	-350	6	0	-6
NIRC	MWD	ELGIN SUB	N NORDICA AV	000958	2	19	559	CHICAGO	700	5514	25	3.01	700	559	2	12	1.53	0	0	0.00	700	559	2	12	0.00	3.6	0.0	-3.6	4	0	-4	0.7	0.0	-0.7	A	A	385	0	-385	6	0	-6
NIRC	MWD	ELGIN SUB	N NEVA AV	000969	2	19	559	CHICAGO	700	5514	25	3.01	700	559	2	12	1.53	0	0	0.00	700	559	2	12	0.00	3.6	0.0	-3.6	4	0	-4	0.7	0.0	-0.7	A	A	385	0	-385	6	0	-6
NIRC	MWD	ELGIN SUB	HARLEM AV	000979	4	14	20700	CHICAGO	1400	5514	25	3.01	1400	20700	4	216	1.78	0	0	0.00	1400	20700	4	216	0.00	3.6	0.0	-3.6	156	0	-156	0.8	0.0	-0.8	A	A	16586	0	-16586	276	0	-276
NIRC	MWD	ELGIN SUB	73RD AV	000995	4	19	4300	ELMWOOD PARK	700	5514	25	3.01	700	4300	4	45	1.61	0	0	0.00	700	4300	4	45	0.00	3.6	0.0	-3.6	32	0	-32	0.7	0.0	-0.7	A	A	3114	0	-3114	52	0	-52
NIRC	MWD	ELGIN SUB	75TH AV	001018	4	19	8700	ELMWOOD PARK	700	5514	25	3.01	700	8700	4	91	1.73	0	0	0.00	700	8700	4	91	0.00	3.6	0.0	-3.6	65	0	-65	0.8	0.0	-0.8	A	A	6774	0	-6774	113	0	-113
NIRC	MWD	ELGIN SUB	GRAND AVE	001045	4	14	20900	ELMWOOD PARK	1400	5514	25	3.01	1400	20900	4	218	1.78	0	0	0.00	1400	20900	4	218	0.00	3.6	0.0	-3.6	157	0	-157	0.8	0.0	-0.8	A	A	16776	0	-16776	280	0	-280
NIRC	MWD	ELGIN SUB	CUMBERLAND AV	001140	4	14	36100	RIVER GROVE	1400	5514	22	3.35	1400	36100	4	376	2.29	0	0	0.00	1400	36100	4	376	0.00	3.6	0.0	-3.6	302	0	-302	1.1	0.0	-1.1	A	A	41497	0	-41497	692	0	-692
NIRC	MWD	ELGIN SUB	DESPLAINES RIVER	001212	4	16	23100	RIVER GROVE	1400	5514	21	3.48	1400	23100	4	241	2.10	0	0	0.00	1400	23100	4	241	0.00	3.6	0.0	-3.6	201	0	-201	1.1	0.0	-1.1	A	A	25391	0	-25391	423	0	-423
NIRC	MWD	ELGIN SUB	ELM	001223	2	19	509	FRANKLIN PARK	700	5514	23	3.22	700	509	2	11	1.64	0	0	0.00	700	509	2	11	0.00	3.6	0.0	-3.6	4	0	-4	0.8	0.0	-0.8	A	A	403	0	-403	7	0	-7
GTW	MIDWEST	ELSDON	79TH ST	001230	4	16	25000	CHICAGO	1400	4365	8	6.70	1400	25000	4	260	4.12	0	0	0.00	1400	25000	4	260	0.00	3.4	0.0	-3.4	396	0	-396	3.9	0.0	-3.9	A	A	97667	0	-97667	1628	0	-1628
GTW	MIDWEST	ELSDON	COLUMBUS DR	001274	4	17	15100	CHICAGO	900	4365	8	6.70	900	15100	4	157	4.06	0	0	0.00	900	15100	4	157	0.00	3.4	0.0	-3.4	239	0	-239	3.9	0.0	-3.9	A	A	58187	0	-58187	970	0	-970
GTW	MIDWEST	ELSDON	W 83RD PL	001287	2	19	1009	CHICAGO	700	4365	8	6.70	700	1009	2	21	3.45	0	0	0.00	700	1009	2	21	0.00	3.4	0.0	-3.4	16	0	-16	3.3	0.0	-3.3	A	A	3308	0	-3308	55	0	-55
GTW	CHICAGO	SOUTH BEND	87TH ST	001331	6	14	19800	CHICAGO	1400	4365	8	6.70	1400	19800	6	138	3.72	0	0	0.00	1400	19800	6	138	0.00	3.4	0.0	-3.4	313	0	-313	3.5	0.0	-3.5	A	A	69821	0	-69821	1164	0	-1164
GTW	CHICAGO	SOUTH BEND	91ST ST	001386	2	17	3750	CHICAGO	900	4365	8	6.70	900	3750	2	78	3.67	0	0	0.00	900	3750	2	78	0.00	3.4	0.0	-3.4	59	0	-59	3.5	0.0	-3.5	A	A	13058	0	-13058	218	0	-218
GTW	CHICAGO	SOUTH BEND	KEDZIE AV	001433	4	16	24100	EVERGREEN PARK	1400	4365	8	6.70	1400	24100	4	251	4.08	0	0	0.00	1400	24100	4	251	0.00	3.4	0.0	-3.4	381	0	-381	3.9	0.0	-3.9	A	A	93382	0	-93382	1556	0	-1556
GTW	CHICAGO	SOUTH BEND	94TH ST	001433	4	19	2900	EVERGREEN PARK	700	4365	8	6.70	700	2900	4	30	3.50	0	0	0.00	700	2900	4	30	0.00	3.4	0.0	-3.4	46	0	-46	3.3	0.0	-3.3	A	A	9638	0	-9638	161	0	-161
GTW	CHICAGO	SOUTH BEND	95TH ST	001448	6	14	30000	EVERGREEN PARK	1400	4365	8	6.70	1400	30000	6	208	3.94	0	0	0.00	1400	30000	6	208	0.00	3.4	0.0	-3.4	475	0	-475	3.7	0.0	-3.7	A	A	112078	0	-112078	1868	0	-1868
GTW	CHICAGO	SOUTH BEND	99TH ST	001503	2	17	9700	EVERGREEN PARK	900	4365	8	6.70	900	9700	2	202	4.32	0	0	0.00	900	9700	2	202	0.00	3.4	0.0	-3.4	153	0	-153	4.1	0.0	-4.1	A	A	39777	0	-39777	663	0	-663
GTW	CHICAGO	SOUTH BEND	103RD ST	001553	4	16	19900	CHICAGO	1400	4365	8	6.70	1400	19900	4	207	3.93	0	0	0.00	1400	19900	4	207	0.00	3.4	0.0	-3.4	315	0	-315	3.7	0.0	-3.7	A	A	74280	0	-74280	1238	0	-1238
GTW	CHICAGO	SOUTH BEND	111TH ST	001654	4	16	16400	CHICAGO	1400	4365	8	6.70	1400	16400	4	171	3.82	0	0	0.00	1400	16400	4	171	0.00	3.4	0.0	-3.4	259	0	-259	3.6	0.0	-3.6	A	A	59400	0	-59400	990	0	-990
GTW	CHICAGO	SOUTH BEND	115TH ST	001704	4	17	13000	CHICAGO	900	4365	8	6.70	900	13000	4	135	3.94	0	0	0.00	900	13000	4	135	0.00	3.4	0.0	-3.4	206	0	-206	3.7	0.0	-3.7	A	A	48661	0	-48661	811	0	-811
GTW	CHICAGO	SOUTH BEND	119TH ST	001754	2	16	12000	BLUE ISLAND	1400	4365	8	6.70	1400	12000	2	250	4.08	0	0	0.00	1400	12000	2	250	0.00	3.4	0.0	-3.4	190	0	-190	3.9	0.0	-3.9	A	A	46455	0	-46455	774	0	-774
GTW	CHICAGO	SOUTH BEND	123RD ST	001805	2	17	5000	BLUE ISLAND	900	4365	8	6.70	900	5000	2	104	3.79	0	0	0.00	900	5000	2	104	0.00	3.4	0.0	-3.4	79	0	-79	3.6	0.0	-3.6	A	A	17981	0	-17981	300	0	-300
GTW	MIDWEST	ELSDON	127TH ST	001858	4	14	23100	BLUE ISLAND	1400	4365	8	6.70	1400	23100	4	241	4.05	0	0	0.00	1400	23100	4	241	0.00	3.4	0.0	-3.4	365	0	-365	3.8	0.0	-3.8	A	A	88703	0	-88703	1478	0	-1478
GTW	MIDWEST	ELSDON	UNION AV	001887	2	19	509	BLUE ISLAND	700	4365	8	6.70	700	509	2	11	3.40	0	0	0.00	700	509	2	11	0.00	3.4	0.0	-3.4	8	0	-8	3.2	0.0	-3.2	A	A	1644	0	-1644	27	0	-27
GTW	MIDWEST	ELSDON	BROADWAY	001949	4	16	4950	BLUE ISLAND	1400	4365	10	5.46	1400	4950	4	52	2.83	0	0	0.00	1400	4950	4	52	0.00	3.4	0.0	-3.4	64	0	-64	2.2	0.0	-2.2	A	A	10853	0	-10853	181	0	-181
GTW	MIDWEST	ELSDON	WESTERN AV	002083	4	14	8400	BLUE ISLAND	1400	7256	29	3.34	1400	8400	4	88	1.78	5711	35	2.35	1400	8400	4	88	1.26	14.9	1.0	-13.9	291	14	-277	3.7	0.1	-3.6	A	A	31088	1035	-30053	518	17	-501
GTW	MIDWEST	ELSDON	ROBEY AV	002158	2	19	109	DIXMOOR	700	7256	34	2.93	700	109	2	2	1.47	5711	41	2.08	700	109	2	2	1.04	14.9	1.0	-13.9	3	0	-3	2.7	0.1	-2.6	A	A	290	10	-281	5	0	-5
GTW	MIDWEST	ELSDON	LINCOLN AVE	002173	2	19	509	HARVEY	700	7256	34	2.93	700	509	2	11	1.49	5711	41	2.08	700	509	2	11	1.06	14.9	1.0	-13.9	15	1	-15	2.7	0.1	-2.6	A	A	1373	47	-1326	23	1	-22
GTW	MIDWEST	ELSDON	WOOD ST	002188	4	16	13200	HARVEY	1400	7256	35	2.86	1400	13200	4	138	1.58	5711	42	2.05	1400	13200	4	138	1.13	14.9	1.0	-13.9	390	19	-371	2.8	0.1	-2.7	A	A	37058	1276	-35783	618	21	-596
GTW	MIDWEST	ELSDON	SIBLEY BLVD	002200	4	14	28400	HARVEY	1400	7256	35	2.86	1400	28400	4	296	1.81	5711	42	2.05	1400	28400	4	296	1.30	14.9	1.0	-13.9	839	40	-799	3.2	0.1	-3.1	A	A	91165	3138	-88027	1519	52	-1467
GTW	MIDWEST	ELSDON	ASHLAND AVE	002220	2	19	8009	HARVEY	700	7256	35	2.86	700	8009	2	167	1.87	5711	42	2.05	700	8009	2	167	1.34	14.9	1.0	-13.9	237	11	-225	3.3	0.1	-3.2	A	A	26622	916	-25706	444	15	-428
GTW	MIDWEST	ELSDON	150TH ST	002264	4	17	809	HARVEY	900	7256	36	2.79	900	809	4	8	1.41	5711	43	2.01	900	809	4	8	1.01	14.9	1.0	-13.9	23	1	-22	2.4	0.1	-2.4	A	A	1974	69	-1905	33	1	-32
GTW	MIDWEST	ELSDON	CENTER AVE	002284	2	19	509	HARVEY	700	7256	36	2.79	700	509	2	11	1.42	5711	43	2.01	700	509	2	11	1.02	14.9	1.0	-13.9	15	1	-14	2.5	0.1	-2.4	A	A	1249	43	-1206	21	1	-20
GTW	MIDWEST	ELSDON	BROADWAY AVE	002295	4	19	509	HARVEY	700	7256	36	2.79	700	509	4	5	1.41	5711	43	2.01	700	509	4	5	1.01	14.9	1.0	-13.9	15	1	-14	2.4	0.1	-2.4	A	A	1240	43	-1197	21	1	-20
GTW	MIDWEST	ELSDON	PARK AV	002313	4	16	5900	HARVEY	1400	7256	36	2.79	1400	5900	4	61	1.46	5711	43	2.01	1400	5900	4	61	1.05	14.9	1.0	-13.9	170	8	-162	2.5	0.1	-2.4	A	A	14915	519	-14396	249	9	-240
GTW	MIDWEST	ELSDON	HALSTED ST	002352	4	16	18100	HARVEY	1400	5927	36	2.37	1400	18100	4	189	1.37	5711	42	2.05	1400	18100	4	189	1.18	19.5	1.0	-18.5	581	26	-555	2.6	0.1	-2.5	A	A	47766	1823	-45943	796	30	-766
GTW	MIDWEST	ELSDON	155TH ST	002357	2	19	259	PHOENIX	700	5927	36	2.37	700	259	2	5	1.19	5711	42	2.05	700	259	2	5	1.03	19.5	1.0	-18.5	8	0	-8	2.3	0.1	-2.2	A	A	596	23	-573	10	0	-10
GTW	MIDWEST	ELSDON	VINCENNES AVE	002387	2	17	4150	PHOENIX	900	5927	35	2.42	900	4150	2	86	1.34	5711	41	2.08	900	4150	2	86	1.15	19.5	1.0	-18.5	136	6	-130	2.6	0.1	-2.5	A	A	10962	415	-10547	183	7	-176
GTW	MIDWEST	ELSDON	159TH ST	002432	4	14	28500	SOUTH HOLLAND	1400	5927	35	2.42	1400	28500	4	297	1.54	5711	39	2.16	1400	28500	4	297	1.37	19.5	1.0	-18.5	936	43	-893	3.0	0.1	-2.9	A	A	86364	3529	-82835	1439	59	-1381
GTW	MIDWEST	ELSDON	SOUTH PARK	002553	4	16	9900	SOUTH HOLLAND	1400	6081	26	3.16	1400	9900	4	103	1.70	6489	27	3.23	1400	9900	4	103	1.74	22.1	2.9	-19.2	480	64	-415	5.0	0.7	-4.3	A	A	49066	6741	-42325	818	112	-705
GTW	MIDWEST	ELSDON	170TH ST	002585	4	17	11100	SOUTH HOLLAND	900	6081	15	5.11	900	11100	4	116	2.93	6489	15	5.42	900	11100	4	116	3.11	22.1	2.9	-19.2	870	121	-749	13.8	2.0	-11.7	C	A	152930	22571	-130360	2549	376	-2173
GTW	MIDWEST	ELSDON	VOLBRECHT RD	002749	2	19	1750	THORNTON	700	6081	38	2.32	700	1750	2	36	1.22	6489	45	2.14	700	1750	2	36	1.13	22.1	2.9	-19.2	62	8	-55	2.6	0.3	-2.3	A	A	4569	510	-4059	76	9	-68
GTW	MIDWEST	ELSDON	THORNTON-LANSING	002774	2	17	10000	THORNTON	900	6081	38	2.32	900	10000	2	208	1.51	6489	45	2.14	900	10000	2	208	1.39	22.1	2.9	-19.2	356	43	-313	3.2	0.4	-2.9	A	A	32204	3596	-28608	537	60	-477
GTW	MIDWEST	ELSDON	RIDGE RD	002841	2	17	7509	LANSING	900	6081	39	2.27	900	7509	2	156	1.37	6489	46	2.10	900	7509	2	156	1.27	22.1	2.9	-19.2	262	32	-230	2.9	0.3	-2.6	A	A	21598	2429	-19170	360	40	-319
GTW	MIDWEST	ELSDON	TORRENCE AV	002865	4	16	10500	LANSING	1400	6081	39	2.27	1400	10500	4	109	1.23	6489	47	2.07	1400	10500	4	109	1.12	22.1	2.9	-19.2	366	44	-322	2.6	0.3	-2.3	A	A	27066	2945	-24121	451	49	-402
GTW	MIDWEST	ELSDON	186TH ST	002942	2	17	6500	LANSING	900	6081	41	2.19	900	6500	2	135	1.29	6489	49	2.00	900	6500	2	135	1.18	22.1	2.9	-19.2	218	26	-192	2.6	0.3	-2.3	A	A	16825	1858	-14967	280	31	-249
GTW	MIDWEST	ELSDON	BURNHAM AV	002980	2	16	7300	LANSING	1400	6081	42	2.15	1400	7300	2	152	1.20	6489	49	2.00	1400	7300	2	152	1.12	22.1	2.9	-19.2	240	29	-211	2.4	0.3	-2.1	A	A	17354	1989	-15365	289	33	-256
GTW	MIDWEST	ELSDON	WENTWORTH	003039	2	17	10900	LANSING	900	6081	42	2.15	900	10900	2	227	1.43	6489	49	2.00	900	10900	2	227	1.34	22.1	2.9	-19.2	359	44	-315	2.8	0.3	-2.5	A	A	30891	3540	-27351	515	59	-456
GTW	MIDWEST	ELSDON	CALUMET AVE	003162	4	16	17336		1400	6081	40	2.23	1400	17336	4	181	1.28	6489	48	2.04	1400	17336	4	181	1.17	22.1	2.9	-19.2	593	71	-522	2.6	0.3	-2.3	A	A	45471	4986	-40485	758	83	-675
GTW	MIDWEST	ELSDON	WHITE OAK AVE	003265	2	17	6125		900	6081	38	2.32	900	6125	2	128	1.35	6489	45	2.14	900	6125	2	128	1.25	22.1	2.9	-19.2	218	26	-192	2.9	0.3	-2.6	A	A	17663	1972	-15691	294	33	-262
GTW	MIDWEST	ELSDON	KENNEDY AVE	003423	2	16	3000		1400	6081	18	4.34	1400	3000	2	63	2.27	6489	18	4.60	1400	3000	2	63	2.41	22.1	2.9	-19.2	200	28	-172	9.1	1.3	-7.7	B	A	27220	4009	-23212	454	67	-387
GTW	MIDWEST	ELSDON	MAIN ST	003555	2	16	8500	GRIFFITH	1400	6081	35	2.47	1400	8500	2	177	1.42	6489	38	2.44	1400	8500	2	177	1.40	22.1	2.9	-19.2	323	42	-281	3.2	0.4	-2.8	A	A	27430	3502	-23928	457	58	-399
GTW	MIDWEST	ELSDON	BROAD ST	003609	2	16	12901	GRIFFITH	1400	6081	36	2.42	1400	12901	2	269	1.50	6489	39	2.39	1400	12901	2	269	1.48	22.1	2.9	-19.2	479	62	-417	3.3	0.4	-2.9	A	A	43033	5513	-37520	717	92	-625
CC	EASTERN	CHICAGO	S LAWNDALE AV	000721	2	19	509	CHICAGO	700	5224	14	4.74	700	509	2	11	2.41	0	0	0.00	700	509	2	11	0.00	2.5	0.0	-2.5	4	0	-4	1.2	0.0	-1.2	A	A	605	0	-605	10	0	-10
CC	EASTERN	CHICAGO	PULASKI RD	000759	2	14	23400	CHICAGO	1400	5224	19	3.62	1400	23400	2	488	2.78	0	0	0.00	1400	23400	2	488	0.00	2.5	0.0	-2.5	147	0	-147	1.0	0.0	-1.0	A	A	24563	0	-24563	409	0	-409
CC	EASTERN	CHICAGO	RIVERSIDE DR	001170	2	17	4600	BERWYN	900	6690	25	3.54	900	4600	2	96	1.98	3061	25	1.89	900	4600	2	96	1.06	4.4	1.7	-2.7	50	10	-39	1.3	0.1	-1.1	A	A	5917	652	-5265	99	11	-88
CC	EASTERN	CHICAGO	HARLEM AV	001178	4	14	29000	BERWYN	1400	6690	25	3.54	1400	29000	4	302	2.26	3061	25	1.89	1400	29000	4	302	1.21	4.4	1.7	-2.7	314	65	-249	1.5	0.2	-1.3	A	A	42501	4685	-37816	708	78	-630
CC	EASTERN	CHICAGO	26TH ST	001195	4	17	13500	RIVERSIDE	900	6690	25	3.54	900	13500	4	141	2.10	3061	25	1.89	900	13500	4	141	1.12	4.4	1.7	-2.7	146	30	-116	1.4	0.2	-1.2	A	A	18389	2027	-16362	306	34	-273
CC	NORTHERN	FREEPORT	VETERANS DRIVE	001213	4	19	399	NORTH RIVERSIDE	700	6690	25	3.54	700	399	4	4	1.78	3061	25	1.89	700	399	4	4	0.95	4.4	1.7	-2.7	4	1	-3	1.2	0.1	-1.0	A	A	461	51	-410	8	1	-7
CC	EASTERN	CHICAGO	HAINSWORTH AV	001245	2	19	1000	RIVERSIDE	700	6690	25	3.54	700	1000	2	21	1.82	3061	25	1.89	700	1000	2	21	0.97	4.4	1.7	-2.7	11	2	-9	1.2	0.1	-1.1	A	A	1185	131	-1054	20	2	-18
CC	EASTERN	CHICAGO	DES PLAINES AV	001285	4	17	14900	RIVERSIDE	900	6690	25	3.54	900	14900	4	155	2.14	3061	25	1.89	900	14900	4	155	1.14	4.4	1.7	-2.7	161	33	-128	1.4	0.2	-1.2	A	A	20694	2281	-18412	345	38	-307
CC	EASTERN	CHICAGO	CERMAK RD	001325	5	16	34000	NORTH RIVERSIDE	1400	6690	25	3.54	1400	34000	5	283	2.22	3061	25	1.89	1400	34000	5	283	1.19	4.4	1.7	-2.7	368	76	-292	1.4	0.2	-1.3	A	A	48992	5401	-43591	817	90	-727
CC	EASTERN	CHICAGO	1ST AVE	001345	4	14	34900	NORTH RIVERSIDE	1400	6690	25	3.54	1400	34900	4	364	2.39	3061	25	1.89	1400	34900	4	364	1.28	4.4	1.7	-2.7	378	78	-300	1.6	0.2	-1.4	A	A	54180	5973	-48208	903	100	-803
CC	EASTERN	CHICAGO	17TH AV	001450	4	17	9500	BROADVIEW	900	6690	19	4.50	900	9500	4	99	2.53	3061	20	2.24	900	9500	4	99	1.26	4.4	1.7	-2.7	131	25	-106	2.1	0.2	-1.9	A	A	19823	1895	-17928	330	32	-299
CC	EASTERN	CHICAGO	OAK RIDGE AV	001660	2	19	109	HILLSIDE	700	6755	35	2.69	700	109	2	2	1.35	3061	38	1.42	700	109	2	2	0.71	3.0	1.7	-1.3	1	0	0	0.5	0.1	-0.4	A	A	50	8	-42	1	0	-1
CC	EASTERN	CHICAGO	HARRISON ST	001710	2	17	6309	HILLSIDE	900	6755	36	2.63	900	6309	2	131	1.54	3061	39	1.39	900	6309	2	131	0.81	3.0	1.7	-1.3	35	10	-24	0.5	0.1	-0.4	A	A	3199	507	-2692	53	8	-45
CC	EASTERN	CHICAGO	WOLF RD	001725	4	16	15700	HILLSIDE	1400	6755	35	2.69	1400	15700	4	164	1.52	3061	39	1.39	1400	15700	4	164	0.79	3.0	1.7	-1.3	88	26	-62	0.5	0.1	-0.4	A	A	8059	1220	-6839	134	20	-114
CC	CHICAGO	FREEPORT	YORK RD	001935	2	16	18000	ELMHURST	1400	6755	37	2.57	1400	18000	2	375	1.76	3061	40	1.37	1400	18000	2	375	0.94	3.0	1.7	-1.3	97	29	-67	0.6	0.1	-0.5	A	A	10186	1633	-8552	170	27	-143
CC	CHICAGO	FREEPORT	VALLETTE ST	001950	2	17	3150	ELMHURST	900	6755	38	2.52	900	3150	2	66	1.36	3061	40	1.37	900	3150	2	66	0.74	3.0	1.7	-1.3	17	5	-11	0.4	0.1	-0.4	A	A	1349	226	-1123	22	4	-19
CC	CHICAGO	FREEPORT	ARGYLE AVE	001980	2	19	509	ELMHURST	700	6755	39	2.47	700	509	2	11	1.25	3061	40	1.37	700	509	2	11	0.70	3.0	1.7	-1.3	3	1	-2	0.4	0.1	-0.3	A	A	197	34	-162	3	1	-3
CC	CHICAGO	FREEPORT	SPRING RD	001998	2	17	8100	ELMHURST	900	6755	40	2.42	900	8100	2	169	1.49	3061	40	1.37	900	8100	2	169	0.84	3.0	1.7	-1.3	41	13	-28	0.5	0.1	-0.4	A	A	3646	662	-2984	61	11	-50
CC	CHICAGO	FREEPORT	ST CHARLES	002020	3	16	18400	ELMHURST	1400	6755	40	2.42	1400	18400	3	256	1.48	3061	40	1.37	1400	18400	3	256	0.84	3.0	1.7	-1.3	93	30	-63	0.4	0.1	-0.4	A	A	8232	1495	-6737	137	25	-112
CC	CHICAGO	FREEPORT	WEST AVE	002060	2	17	8400	ELMHURST	900	6755	40	2.42	900	8400	2	175	1.50	3061	40	1.37	900	8400	2	175	0.85	3.0	1.7	-1.3	42	14	-29	0.5	0.1	-0.4	A	A	3814	693	-3121	64	12	-52
CC	CHICAGO	FREEPORT	VILLA AVENUE	002125	2	16	6600	VILLA PARK	1400	6755	40	2.42	1400	6600	2	138	1.34	3061	40	1.37	1400	6600	2	138	0.76	3.0	1.7	-1.3	33	11	-23	0.4	0.1	-0.3	A	A	2677	486	-2191	45	8	-37
CC	CHICAGO	FREEPORT	ADDISON RD	002230	7	16	13000	VILLA PARK	1400	6755	39	2.47	1400	13000	7	77	1.31	3061	39	1.39	1400	13000	7	77	0.74	3.0	1.7	-1.3	67	21	-45	0.4	0.1	-0.3	A	A	5240	944	-4295	87	16	-72
CC	CHICAGO	FREEPORT	NORTH AVE	002240	8	14	45000	VILLA PARK	1400	6755	39	2.47	1400	45000	8	234	1.48	3061	39	1.39	1400	45000	8	234	0.84	3.0	1.7	-1.3	231	74	-157	0.5	0.1	-0.4	A	A	20580	3709	-16871	343	62	-281
CC	CHICAGO	FREEPORT	WESTWOOD AVE	002285	2	19	209	ADDISON	700	6755	37	2.57	700	209	2	4	1.30	3061	39	1.39	700	209	2	4	0.70	3.0	1.7	-1.3	1	0	-1	0.4	0.1	-0.3	A	A	87	14	-73	1	0	-1
CC	CHICAGO	FREEPORT	GRACE AVE	002340	4	17	6800	ADDISON	900	6755	37	2.57	900	6800	4	71	1.40	3061	40	1.37	900	6800	4	71	0.74	3.0	1.7	-1.3	36	11	-25	0.4	0.1	-0.4	A	A	3058	490	-2568	51	8	-43
CC	CHICAGO	FREEPORT	SWIFT RD	002530	3	16	16500	ADDISON	1400	6755	42	2.33	1400	16500	3	229	1.39	3061	44	1.29	1400	16500	3	229	0.77	3.0	1.7	-1.3	80	25	-55	0.4	0.1	-0.3	A	A	6681	1164	-5517	111	19	-92
CC	CHICAGO	FREEPORT	SCHMALE RD	002848	4	16	22600	BLOOMINGDALE	1400	6755	38	2.52	1400	22600	4	235	1.51	3061	43	1.31	1400	22600	4	235	0.79	3.0	1.7	-1.3	119	35	-84	0.5	0.1	-0.4	A	A	10783	1649	-9135	180	27	-152
CC	CHICAGO	FREEPORT	GARY AVE	002955	4	16	27600	CLOVERDALE	1400	6755	43	2.29	1400	27600	4	288	1.44	3061	49	1.21	1400	27600	4	288	0.76	3.0	1.7	-1.3	131	39	-92	0.4	0.1	-0.3	A	A	11336	1801	-9535	189	30	-159
CC	CHICAGO	FREEPORT	ARMY TRAIL RD	002970	4	14	31100	CLOVERDALE	1400	6755	43	2.29	1400	31100	4	324	1.49	3061	49	1.21	1400	31100	4	324	0.79	3.0	1.7	-1.3	148	44	-104	0.4	0.1	-0.4	A	A	13206	2098	-11108	220	35	-185
CC	CHICAGO	FREEPORT	COUNTY FARM RD	003117	4	14	28800	HANOVER PARK	1400	6755	43	2.29	1400	28800	4	300	1.45	3061	48	1.22	1400	28800	4	300	0.78	3.0	1.7	-1.3	137	42	-95	0.4	0.1	-0.3	A	A	11963	1947	-10016	199	32	-167
CC	CHICAGO	FREEPORT	ILL. RTE 59	003415	4	14	44600	BARTLETT	1400	6755	41	2.37	1400	44600	4	465	1.78	3061	45	1.27	1400	44600	4	465	0.95	3.0	1.7	-1.3	220	67	-153	0.5	0.1	-0.4	A	A	23477	3831	-19646	391	64	-327
CC	CHICAGO	FREEPORT	MUNGER RD	003515	2	19	1500	BARTLETT	700	6755	45	2.21	700	1500	2	31	1.15	3061	50	1.20	700	1500	2	31	0.63	3.0	1.7	-1.3	7	2	-5	0.3	0.1	-0.3	A	A	477	79	-398	8	1	-7
IC	NORTHERN REG.	JOLIET	WENTWORTH AV	001754	2	14	17700	CHICAGO	1400	6103	40	2.23	1400	17700	2	369	1.52	5457	40	2.05	1400	17700	2	369	1.39	1.8	2.0	0.2	49	50	1	0.3	0.2	0.0	A	A	4496	4209	-288	75	70	-5
IC	NORTHERN REG.	JOLIET	ILLINOIS ST	002471	2	19	6000	LEMONT	700	6103	35	2.48	700	6000	2	125	1.51	5457	35	2.27	700	6000	2	125	1.38	1.8	2.0	0.2	19	19	0	0.3	0.3	0.0	A	A	1687	1571	-116	28	26	-2
IC	NORTHERN REG.	JOLIET	HOLMES ST	002495	2	19	259	LEMONT	700	6103	35	2.48	700	259	2	5	1.25	5457	35	2.27	700	259	2	5	1.14	1.8	2.0	0.2	1	1	0	0.2	0.2	0.0	A	A	60	56	-4	1	1	0
IC	NORTHERN REG.	JOLIET	STEPHEN ST	002510	2	19	2350	LEMONT	700	6103	33	2.60	700	2350	2	49	1.40	5457	33	2.38	700	2350	2	49	1.28	1.8	2.0	0.2	8	8	0	0.3	0.3	0.0	A	A	641	596	-45	11	10	-1
IC	NORTHERN REG.	JOLIET	LEMONT ST	002518	2	19	359	LEMONT	700	6103	32	2.67	700	359	2	7	1.35	5457	32	2.44	700	359	2	7	1.23	1.8	2.0	0.2	1	1	0	0.3	0.3	0.0	A	A	97	90	-7	2	1	0
IC	NORTHERN REG.	JOLIET	INDUSTRIAL AVENUE	002580	2	19	159	LEMONT	700	4659	35	2.01	700	159	2	3	1.01	6108	35	2.48	700	159	2	3	1.25	1.8	2.0	0.2	0	1	0	0.2	0.3	0.1	A	A	24	41	17	0	1	0
IC	NORTHERN REG.	JOLIET	ROMEOVILLE RD	002898	2	16	13800	ROMEOVILLE	1400	4659	38	1.89	1400	13800	2	288	1.19	6108	40	2.24	1400	13800	2	288	1.41	1.8	2.0	0.2	33	43	10	0.2	0.3	0.1	A	A	2334	3615	1281	39	60	21
IC	NORTHERN REG.	JOLIET	2ND ST	003206	2	19	29	LOCKPORT	700	4659	35	2.01	700	29	2	1	1.01	6108	35	2.48	700	29	2	1	1.24	1.8	2.0	0.2	0	0	0	0.2	0.3	0.1	A	A	4	7	3	0	0	0

IC	NORTHERN REG.	JOLIET	6TH ST	003236	2	19	109	LOCKPORT	700	4659	35	2.01	700	109	2	2	1.01	6108	35	2.48	700	109	2	2	1.25	1.8	2.0	0.2	0	0	0	0.2	0.3	0.1	A	A	17	28	11	0	0	0
IC	NORTHERN REG.	JOLIET	9TH ST	003259	2	14	22500	LOCKPORT	1400	4659	35	2.01	1400	22500	2	469	1.51	6108	35	2.48	1400	22500	2	469	1.87	1.8	2.0	0.2	57	78	21	0.2	0.4	0.2	A	A	5138	8690	3552	86	145	59
IC	NORTHERN REG.	JOLIET	10TH ST	003270	2	19	109	LOCKPORT	700	4659	35	2.01	700	109	2	2	1.01	6108	35	2.48	700	109	2	2	1.25	1.8	2.0	0.2	0	0	0	0.2	0.3	0.1	A	A	17	28	11	0	0	0
IC	NORTHERN REG.	JOLIET	11TH ST	003274	2	19	209	LOCKPORT	700	4659	35	2.01	700	209	2	4	1.01	6108	35	2.48	700	209	2	4	1.25	1.8	2.0	0.2	1	1	0	0.2	0.3	0.1	A	A	32	54	22	1	1	0
IC	NORTHERN REG.	JOLIET	13TH STREET	003289	2	19	109	LOCKPORT	700	4659	35	2.01	700	109	2	2	1.01	6108	35	2.48	700	109	2	2	1.25	1.8	2.0	0.2	0	0	0	0.2	0.3	0.1	A	A	17	28	11	0	0	0
IC	NORTHERN REG.	JOLIET	DIVISION/167TH ST	003311	2	17	4900	LOCKPORT	900	4659	35	2.01	900	4900	2	102	1.14	6108	35	2.48	900	4900	2	102	1.40	1.8	2.0	0.2	12	17	5	0.2	0.3	0.1	A	A	840	1420	580	14	24	10
WC	EASTERN	CHICAGO	FOREST AVE	001210	2	19	1009	RIVER FOREST	700	6104	30	2.81	700	1009	2	21	1.45	0	0	0.00	700	1009	2	21	0.00	3.5	2.0	-1.5	7	0	-7	0.6	0.0	-0.6	A	A	600	0	-600	10	0	-10
WC	EASTERN	CHICAGO	AUGUSTA ST	001219	2	19	509	RIVER FOREST	700	6104	30	2.81	700	509	2	11	1.43	0	0	0.00	700	509	2	11	0.00	3.5	2.0	-1.5	3	0	-3	0.6	0.0	-0.6	A	A	298	0	-298	5	0	-5
WC	EASTERN	CHICAGO	KEYSTONE AVE	001224	2	19	509	RIVER FOREST	700	6104	30	2.81	700	509	2	11	1.43	0	0	0.00	700	509	2	11	0.00	3.5	2.0	-1.5	3	0	-3	0.6	0.0	-0.6	A	A	298	0	-298	5	0	-5
WC	EASTERN	CHICAGO	THATCHER RD	001239	3	17	8400	RIVER FOREST	900	6104	30	2.81	900	8400	3	117	1.62	0	0	0.00	900	8400	3	117	0.00	3.5	2.0	-1.5	57	0	-57	0.7	0.0	-0.7	A	A	5565	0	-5565	93	0	-93
WC	EASTERN	CHICAGO	1ST AVE	001304	4	14	26300	MELROSE PARK	1400	6104	30	2.81	1400	26300	4	274	1.75	0	0	0.00	1400	26300	4	274	0.00	3.5	2.0	-1.5	180	0	-180	0.7	0.0	-0.7	A	A	18855	0	-18855	314	0	-314
WC	EASTERN	CHICAGO	5TH AVE	001341	4	17	10200	MELROSE PARK	900	6104	30	2.81	900	10200	4	106	1.59	0	0	0.00	900	10200	4	106	0.00	3.5	2.0	-1.5	70	0	-70	0.7	0.0	-0.7	A	A	6669	0	-6669	111	0	-111
WC	EASTERN	CHICAGO	GEORGE ST	001414	2	17	3900	RIVER GROVE	900	6104	28	2.98	900	3900	2	81	1.64	0	0	0.00	900	3900	2	81	0.00	3.5	2.0	-1.5	28	0	-28	0.7	0.0	-0.7	A	A	2771	0	-2771	46	0	-46
WC	EASTERN	CHICAGO	FULLERTON AVE	001458	2	17	4000	FRANKLIN PARK	900	6104	25	3.27	900	4000	2	83	1.80	0	0	0.00	900	4000	2	83	0.00	3.5	2.0	-1.5	32	0	-32	0.9	0.0	-0.9	A	A	3447	0	-3447	57	0	-57
WC	EASTERN	CHICAGO	CHESTNUT AVENUE	001522	2	19	2000	FRANKLIN PARK	700	6104	19	4.15	700	2000	2	42	2.21	0	0	0.00	700	2000	2	42	0.00	3.5	2.0	-1.5	20	0	-20	1.3	0.0	-1.3	A	A	2672	0	-2672	45	0	-45
WC	EASTERN	CHICAGO	BELMONT AVE	001560	4	16	9900	FRANKLIN PARK	1400	6388	19	4.32	1400	9900	4	103	2.33	2645	19	2.08	1400	9900	4	103	1.12	19.3	4.0	-15.3	573	57	-516	8.1	0.4	-7.7	B	A	80217	3860	-76356	1337	64	-1273
WC	EASTERN	CHICAGO	PRATT AVE	002028	2	19	1900	DES PLAINES	700	6468	23	3.70	700	1900	2	40	1.96	3129	28	1.77	700	1900	2	40	0.94	19.1	4.0	-15.1	93	9	-84	5.8	0.3	-5.5	B	A	10945	526	-10419	182	9	-174
WC	WISCONSIN	WAUKESHA	TOUHY AV	002079	5	14	23500	DES PLAINES	1400	6468	29	3.03	1400	23500	5	196	1.76	3129	34	1.55	1400	23500	5	196	0.90	19.1	4.0	-15.1	946	101	-845	4.3	0.2	-4.0	A	A	100108	5440	-94668	1668	91	-1578
WC	EASTERN	CHICAGO	FRONTAGE LANE	002121	2	19	2700	DES PLAINES	700	6468	29	3.03	700	2700	2	56	1.65	3129	34	1.55	700	2700	2	56	0.84	19.1	4.0	-15.1	109	12	-97	4.0	0.2	-3.8	A	A	10757	585	-10173	179	10	-170
WC	WISCONSIN	WAUKESHA	PROSPECT LN	002143	2	19	2250	DES PLAINES	700	6468	29	3.03	700	2250	2	47	1.63	3129	34	1.55	700	2250	2	47	0.83	19.1	4.0	-15.1	91	10	-81	3.9	0.2	-3.7	A	A	8836	480	-8356	147	8	-139
WC	WISCONSIN	WAUKESHA	OAKTON ST	002181	4	16	24400	DES PLAINES	1400	6468	29	3.03	1400	24400	4	254	1.85	3129	31	1.65	1400	24400	4	254	1.01	19.1	4.0	-15.1	982	112	-870	4.5	0.3	-4.2	A	A	109234	6739	-102495	1821	112	-1708
WC	EASTERN	CHICAGO	ALGONQUIN RD	002233	2	16	9300	DES PLAINES	1400	6468	31	2.87	1400	9300	2	194	1.67	3129	33	1.58	1400	9300	2	194	0.92	19.1	4.0	-15.1	354	41	-313	3.8	0.2	-3.6	A	A	35402	2238	-33163	590	37	-553
WC	EASTERN	CHICAGO	LEE ST NB	002255	2	14	8500	DES PLAINES	1400	6468	31	2.87	1400	8500	2	177	1.64	3129	33	1.58	1400	8500	2	177	0.90	19.1	4.0	-15.1	324	37	-286	3.8	0.2	-3.5	A	A	31915	2018	-29897	532	34	-498
WC	EASTERN	CHICAGO	GRACELAND AV	002267	2	14	19500	DES PLAINES	1400	6468	32	2.80	1400	19500	2	406	1.97	3129	33	1.58	1400	19500	2	406	1.11	19.1	4.0	-15.1	723	85	-638	4.4	0.3	-4.1	A	A	85511	5697	-79815	1425	95	-1330
WC	EASTERN	CHICAGO	THACKER ST	002284	2	16	11800	DES PLAINES	1400	6468	32	2.80	1400	11800	2	246	1.70	3129	33	1.58	1400	11800	2	246	0.96	19.1	4.0	-15.1	438	52	-386	3.8	0.3	-3.5	A	A	44553	2968	-41585	743	49	-693
WC	EASTERN	CHICAGO	PRAIRIE AV	002298	2	19	2100	DES PLAINES	700	6468	34	2.66	700	2100	2	44	1.42	3129	34	1.55	700	2100	2	44	0.82	19.1	4.0	-15.1	74	9	-65	3.0	0.2	-2.8	A	A	6315	446	-5869	105	7	-98
WC	EASTERN	CHICAGO	WOODLAWN AVENUE	002317	2	19	500	DES PLAINES	700	6468	33	2.73	700	500	2	10	1.38	3129	34	1.55	700	500	2	10	0.78	19.1	4.0	-15.1	18	2	-16	3.0	0.2	-2.8	A	A	1502	101	-1401	25	2	-23
WC	EASTERN	CHICAGO	SEEGERS RD	002386	2	19	1300	DES PLAINES	700	6468	28	3.13	700	1300	2	27	1.63	3129	30	1.69	700	1300	2	27	0.88	19.1	4.0	-15.1	54	6	-48	4.0	0.2	-3.8	A	A	5255	320	-4935	88	5	-82
WC	EASTERN	CHICAGO	GOLF RD	002394	4	14	28700	DES PLAINES	1400	6468	28	3.13	1400	28700	4	299	1.99	3129	29	1.73	1400	28700	4	299	1.10	19.1	4.0	-15.1	1190	138	-1052	4.9	0.3	-4.6	A	A	141807	9061	-132747	2363	151	-2212
WC	EASTERN	CHICAGO	RAND RD/US 12	002405	4	14	24500	DES PLAINES	1400	6468	27	3.22	1400	24500	4	255	1.97	3129	29	1.73	1400	24500	4	255	1.06	19.1	4.0	-15.1	1047	117	-930	5.1	0.3	-4.7	B	A	123786	7439	-116347	2063	124	-1939
WC	EASTERN	CHICAGO	CENTRAL RD	002478	2	16	18700	DES PLAINES	1400	6468	35	2.60	1400	18700	2	390	1.80	3129	37	1.46	1400	18700	2	390	1.01	19.1	4.0	-15.1	645	76	-569	3.7	0.2	-3.5	A	A	69696	4609	-65087	1162	77	-1085
WC	EASTERN	CHICAGO	KENSINGTON RD	002580	2	17	7800	DES PLAINES	900	6468	38	2.43	900	7800	2	163	1.49	3129	43	1.33	900	7800	2	163	0.81	19.1	4.0	-15.1	252	29	-223	2.9	0.2	-2.7	A	A	22443	1397	-21047	374	23	-351
WC	EASTERN	CHICAGO	EUCLID AV	002632	4	16	19100	DES PLAINES	1400	6468	39	2.38	1400	19100	4	199	1.39	3129	45	1.29	1400	19100	4	199	0.75	19.1	4.0	-15.1	604	68	-536	2.6	0.2	-2.5	A	A	50377	3088	-47289	840	51	-788
WC	EASTERN	CHICAGO	WOLF RD	002678	2	16	21100	WHEELING	1400	6468	40	2.34	1400	21100	2	440	1.70	3129	45	1.29	1400	21100	2	440	0.94	19.1	4.0	-15.1	654	76	-579	3.2	0.2	-3.0	A	A	66872	4266	-62606	1115	71	-1043
WC	CHICAGO	WAUKESHA	CAMP MCDONALD RD	002686	2	17	8700	PROSPECT HEIGHTS	900	6468	40	2.34	900	8700	2	181	1.46	3129	45	1.29	900	8700	2	181	0.81	19.1	4.0	-15.1	270	31	-239	2.7	0.2	-2.5	A	A	23685	1511	-22174	395	25	-370
WC	CHICAGO	WAUKESHA	WILLOW RD	002737	2	19	159	WHEELING	700	6468	39	2.38	700	159	2	3	1.20	3129	44	1.31	700	159	2	3	0.66	19.1	4.0	-15.1	5	1	-4	2.3	0.1	-2.1	A	A	361	23	-339	6	0	-6
WC	CHICAGO	WAUKESHA	HINTZ RD	002897	4	17	20900	PROSPECT HEIGHTS	900	6468	37	2.49	900	20900	4	218	1.64	3129	40	1.39	900	20900	4	218	0.92	19.1	4.0	-15.1	689	81	-609	3.2	0.2	-3.0	A	A	67824	4432	-63392	1130	74	-1057
WC	CHICAGO	WAUKESHA	DUNDEE RD	003006	4	14	32300	WHEELING	1400	6468	42	2.25	1400	32300	4	336	1.48	3129	43	1.33	1400	32300	4	336	0.87	19.1	4.0	-15.1	964	119	-845	2.7	0.2	-2.5	A	A	85651	6238	-79413	1428	104	-1324
WC	CHICAGO	WAUKESHA	DEERFIELD RD	003237	5	19	59	BUFFALO GROVE	700	6468	35	2.60	700	59	5	0	1.30	3129	38	1.44	700	59	5	0	0.72	19.1	4.0	-15.1	2	0	-2	2.7	0.2	-2.5	A	A	159	10	-149	3	0	-2
WC	CHICAGO	WAUKESHA	APTAKISIC RD	003321	4	16	21800	PRAIRIE VIEW	1400	6468	35	2.60	1400	21800	4	227	1.55	3129	38	1.44	1400	21800	4	227	0.86	19.1	4.0	-15.1	752	87	-665	3.2	0.2	-3.0	A	A	69993	4470	-65524	1167	74	-1092
WC	EASTERN	CHICAGO	HALF DAY RD	003418	2	14	19100	PRAIRIE VIEW	1400	6468	41	2.29	1400	19100	2	398	1.60	3129	44	1.31	1400	19100	2	398	0.91	19.1	4.0	-15.1	581	69	-511	2.9	0.2	-2.7	A	A	55813	3805	-52008	930	63	-867
WC	CHICAGO	WAUKESHA	BUFFALO GROVE RD	003482	3	16	12900	PRAIRIE VIEW	1400	6468	42	2.25	1400	12900	3	179	1.29	3129	45	1.29	1400	12900	3	179	0.74	19.1	4.0	-15.1	385	46	-339	2.3	0.2	-2.2	A	A	29800	2052	-27748	497	34	-462
WC	CHICAGO	WAUKESHA	DIAMOND LAKE RD	003605	3	16	17600	VERNON HILLS	1400	6468	46	2.10	1400	17600	3	244	1.27	3129	48	1.24	1400	17600	3	244	0.75	19.1	4.0	-15.1	490	61	-429	2.1	0.2	-2.0	A	A	37341	2736	-34605	622	46	-577
WC	CHICAGO	WAUKESHA	BUTTERFIELD RD	003737	4	16	14500	VERNON HILLS	1400	6468	39	2.38	1400	14500	4	151	1.34	3129	41	1.37	1400	14500	4	151	0.77	19.1	4.0	-15.1	459	55	-404	2.5	0.2	-2.4	A	A	36777	2532	-34245	613	42	-571
WC	CHICAGO	WAUKESHA	STH #60	003750	4	14	34800	VERNON HILLS	1400	6468	39	2.38	1400	34800	4	363	1.61	3129	42	1.35	1400	34800	4	363	0.91	19.1	4.0	-15.1	1101	130	-971	3.1	0.2	-2.8	A	A	106255	7096	-99159	1771	118	-1653
CSX	CT	ALTE	MADISON ST	003710	4	16	12800	FOREST PARK	1400	6493	30	2.96	1400	12800	4	133	1.64	0	0	0.00	1400	12800	4	133	0.00	3.3	2.0	-1.3	87	0	-87	0.7	0.0	-0.7	A	A	8519	0	-8519	142	0	-142
IHB	MAIN	IHB	SOHL ST	000503	4	17	8500	HAMMOND	900	6460	35	2.60	900	8500	4	89	1.44	5687	35	2.35	900	8500	4	89	1.30	1.6	1.9	0.2	25	26	2	0.2	0.2	0.0	A	A	2120	2055	-66	35	34	-1
IHB	MAIN	IHB	STATE LINE	000569	2	19	3000	HAMMOND	700	6460	30	2.95	700	3000	2	63	1.62	5687	30	2.65	700	3000	2	63	1.46	1.6	1.9	0.2	10	11	1	0.3	0.3	0.0	A	A	954	919	-35	16	15	-1
IHB	MAIN	IHB	COTTAGE GROVE AV	000977	2	17	2100	CHICAGO	900	6460	15	5.39	900	2100	2	44	2.83	5687	16	4.54	900	2100	2	44	2.39	1.6	1.9	0.2	13	13	0	1.0	0.9	-0.2	A	A	2141	1800	-341	36	30	-6
IHB	MAIN	IHB	LINCOLN AVE	001050	4	17	6000	DOLTON	900	6460	22	3.84	900	6000	4	63	2.06	5687	23	3.31	900	6000	4	63	1.78	1.6	1.9	0.2	26	26	1	0.5	0.5	-0.1	A	A	3164	2796	-368	53	47	-6
IHB	MAIN	IHB	BROADWAY	001511	4	16	4950	BLUE ISLAND	1400	8893	10	10.61	1400	4950	4	52	5.51	5711	10	6.99	1400	4950	4	52	3.63	9.6	1.0	-8.6	350	24	-326	23.4	1.1	-22.3	D	A	115614	5231	-110383	1927	87	-1840
IHB	MAIN	IHB	123RD ST	001728	2	17	7600	ALSIP	900	8893	28	4.11	900	7600	2	158	2.49	5711	31	2.59	900	7600	2	158	1.57	9.6	1.0	-8.6	208	14	-195	4.1	0.2	-3.9	A	A	31145	1292	-29853	519	22	-498
IHB	MAIN	IHB	KOSTNER AVE	001780	2	17	509	ALSIP	900	8893	32	3.66	900	509	2	11	1.85	5711	35	2.35	900	509	2	11	1.19	9.6	1.0	-8.6	12	1	-12	2.7	0.1	-2.6	A	A	1378	59	-1319	23	1	-22
IHB	MAIN	IHB	115TH ST	001873	4	17	10800	ALSIP	900	8893	36	3.31	900	10800	4	113	1.89	5711	40	2.12	900	10800	4	113	1.21	9.6	1.0	-8.6	238	16	-222	2.5	0.1	-2.4	A	A	26999	1158	-25841	450	19	-431
IHB	MAIN	IHB	CENTRAL AV	001989	4	17	18800	CHICAGO RIDGE	900	8893	35	3.39	900	18800	4	196	2.16	5711	40	2.12	900	18800	4	196	1.36	9.6	1.0	-8.6	425	28	-397	2.9	0.1	-2.8	A	A	55141	2255	-52886	919	38	-881
IHB	MAIN	IHB	RIDGELAND AV	002117	4	16	21000	CHICAGO RIDGE	1400	8893	17	6.44	1400	21000	4	219	3.82	5711	19	3.92	1400	21000	4	219	2.32	9.6	1.0	-8.6	902	57	-845	9.8	0.4	-9.5	B	A	206736	7950	-198786	3446	133	-3313
IHB	MAIN	IHB	71ST ST	002583	4	17	4309	BRIDGE VIEW	900	8893	13	8.27	900	4309	4	45	4.35	5711	14	5.14	900	4309	4	45	2.70	9.6	1.0	-8.6	238	15	-222	14.4	0.6	-13.8	C	A	62089	2492	-59597	1035	42	-993
IHB	MAIN	IHB	EAST/EBERLY	002997	4	17	10100	MCCOOK	900	7676	21	4.65	900	10100	4	105	2.63	5711	22	3.45	900	10100	4	105	1.95	10.2	1.0	-9.2	333	24	-309	5.2	0.3	-4.9	B	A	52634	2836	-49798	877	47	-830
IHB	MAIN	IHB	47TH ST	003001	4	16	12100	LA GRANGE	1400	7676	22	4.46	1400	12100	4	126	2.45	5711	22	3.45	1400	12100	4	126	1.90	10.2	1.0	-9.2	383	29	-354	4.7	0.3	-4.4	A	A	56330	3297	-53032	939	55	-884
IHB	MAIN	IHB	COSSITT AV	003033	2	17	3700	LA GRANGE	900	7676	24	4.13	900	3700	2	77	2.26	5711	25	3.10	900	3700	2	77	1.69	10.2	1.0	-9.2	108	8	-100	4.0	0.2	-3.8	A	A	14699	808	-13891	245	13	-232
IHB	MAIN	IHB	LINCOLN A	003046	2	19	209	LA GRANGE	700	7676	24	4.13	700	209	2	4	2.08	5711	25	3.10	700	209	2	4	1.56	10.2	1.0	-9.2	6	0	-6	3.7	0.2	-3.5	A	A	764	42	-722	13	1	-12
IHB	MAIN	IHB	SHAWNUT AV	003081	4	19	209	LA GRANGE	700	7676	25	3.99	700	209	4	2	2.00	5711	25	3.10	700	209	4	2	1.55	10.2	1.0	-9.2	6	0	-5	3.4	0.2	-3.2	A	A	709	42	-667	12	1	-11
IHB	MAIN	IHB	HARDING AV	003156	4	17	4950	LA GRANGE	900	7676	28	3.62	900	4950	4	52	1.92	5711	28	2.82	900	4950	4	52	1.49	10.2	1.0	-9.2	127	10	-117	2.9	0.2	-2.8	A	A	14584	869	-13715	243	14	-229
IHB	MAIN	IHB	31ST	003207	4	16	16600	LA GRANGE	1400	7676	28	3.62	1400	16600	4	173	2.06	5711	29	2.74	1400	16600	4	173	1.56	10.2	1.0	-9.2	425	32	-394	3.2	0.2	-3.0	A	A	52602	2958	-49644	877	49	-827
IHB	MAIN	IHB	CHESTNUT AVENUE	003905	2	19	2000	FRANKLIN PARK	700	7113	17	5.25	700	2000	2	42	2.79	2645	21	1.93	700	2000	2	42	1.03	12.1	2.0	-10.1	88	5	-83	7.4	0.2	-7.2	B	A	14802	330	-14471	247	6	-241
UP	CHICAGO	CHICAGO	MAIN (142ND)	001700	2	16	7400	DOLTON	1400	6460	20	4.17	1400	7400	2	154	2.34	5687	20	3.73	1400	7400	2	154	2.10	1.6	1.9	0.2	34	36	2	0.7	0.6	0.0	A	A	4821	4583	-238	80	76	-4
UP	CHICAGO	CHICAGO	144TH ST	001720	2	17	509	DOLTON	900	6460	20	4.17	900	509	2	11	2.11	5687	20	3.73	900	509	2	11	1.89	1.6	1.9	0.2	2	3	0	0.6	0.6	0.0	A	A	299	284	-15	5	5	0
BRC		55TH	NARRAGANSETT AV	000299	4	17	9600	CHICAGO	900	8712	22	5.00	900	9600	4	100	2.81	2380	23	1.68	900	9600	4	100	0.94	4.5	4.0	-0.5	150	45	-105	2.6	0.3	-2.4	A	A	25313	2528	-22785	422	42	-380
BRC		55TH	AUSTIN AVE	000248	4	17	7600	CHICAGO	900	8712	21	5.21	900	7600	4	79	2.86	2380	21	1.79	900	7600	4	79	0.98	4.5	4.0	-0.5	124	38	-86	2.8	0.3	-2.5	A	A	21240	2220	-19021	354	37	-317
BRC		55TH	55TH ST	000160	4	14	26300	CHICAGO	1400	8712	21	5.21	1400	26300	4	274	3.24	2380	23	1.68	1400	26300	4	274	1.04	4.5	4.0	-0.5	429	122	-306	3.2	0.3	-2.9	A	A	83347	7653	-75694	1389	128	-1262
BRC		55TH	CENTRAL AV	000141	4	14	20800	CHICAGO	1400	8712	20	5.45	1400	20800	4	217	3.22	2380	25	1.58	1400	20800	4	217	0.94	4.5	4.0	-0.5	354	91	-263	3.3	0.2	-3.0	A	A	68525	5131	-63394	1142	86	-1057
BRC		55TH	S LONG AV	000115	2	19	109	CHICAGO	700	8712	18	6.00	700	109	2	2	3.01	2380	24	1.63	700	109	2	2	0.82	4.5	4.0	-0.5	2	0	-2	3.4	0.2	-3.2	A	A	369	24	-345	6	0	-6
BRC		55TH	S LOCKWOOD AV	000103	2	19	209	CHICAGO	700	8712	18	6.00	700	209	2	4	3.02	2380	20	1.85	700	209	2	4	0.93	4.5	4.0	-0.5	4	1	-3	3.4	0.3	-3.1	A	A	710	60	-650	12	1	-11
BRC		55TH	S LARAMIE AV	000090	2	19	209	CHICAGO	700	8712	18	6.00	700	209	2	4	3.02	2380	18	2.00	700	209	2	4	1.01	4.5	4.0	-0.5	4	1	-3	3.4	0.3	-3.1	A	A	710	70	-640	12	1	-11
BRC		55TH	63RD ST	00W413	4	16	13900	BEDFORD PARK	1400	8712	19	5.71	1400	13900	4	145	3.18	2380	19	1.92	1400	13900	4	145	1.07	4.5	4.0	-0.5	248	74	-174	3.4	0.3	-3.1	A	A	47397	4780	-42617	790	80	-710
BRC		55TH	65TH PL	00W439	5	19	509	BEDFORD PARK	700	8712	24	4.63	700	509	5	4	2.33	2380	24	1.63	700	509	5	4	0.82	4.5	4.0	-0.5	7	2	-5	2.0	0.2	-1.8	A	A	1027	113	-914	17	2	-15

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September 26, 2008

BY HAND

Ms. Victoria J. Rutson, Chief
Section of Environmental Analysis
Surface Transportation Board
395 E Street, S.W.
Washington, D.C. 20423-0001

Re: ***Canadian National Railway Company and Grand Trunk Corporation – Control – EJ&E West Company*** **(STB Finance Docket No. 35087)**

Dear Ms. Rutson:

By letters to you dated August 21 and September 17, 2008, I informed you that Canadian National Railway Company and Grand Trunk Corporation (together with their rail carrier subsidiaries, "CN") had modified the designs of the improved connections that they would plan on constructing at Matteson and Leithton if the proposed CN/EJ&EW Transaction were approved and implemented. As I explained in those letters, the new designs of those connections would permit trains moving on the main line near Matteson to operate at speeds of 40 mph, and trains moving over the connection between CN's Waukesha Subdivision north of the connection at Leithton and the EJ&E line west of that connection to operate at speeds of 30 mph.

The new track speeds made possible by these new designs would not, however, necessarily be the average speed of trains actually moving on the tracks following implementation of the Transaction. CN therefore recalculated the expected average train speeds, using the same Train Performance Calculator ("TPC") model used to calculate the speeds that reported to you in Exhibit A to my letter to you of March 13, 2008 (in which I provided a supplemental response to Item No. 8 of SEA's first Information and Data Request).

CN used the TPC to model the performance of the typical CN, EJ&E, and other trains on EJ&E to North State Line, Wisconsin, on CN's Waukesha Subdivision, via the connection at Leithton, and then back again to Kirk Yard. For each train type, CN ran the model four times. Two runs assumed that the trains would run over the lines as currently configured. The first of these assumed a scenario under which the train would operate without any

impedances. The second run assumed a scenario under which the train would be impeded at conflict points (meets and crossing diamonds) throughout its journey. (The model assumed that in case of conflict, the train would move into sidings that would not leave the train blocking any rail-highway at-grade crossing.)

For the second two runs, CN modified the inputs into the model to reflect CN's plans for modifications of the lines (including the connections and track configuration at Matteson and Leithton) following implementation of the Transactions. Again, one of these runs assumed a scenario under which the train would operate unimpeded, and the second assumed that the train would be impeded at each conflict point.

The TPC was thus used to model performance of an unimpeded and an impeded run, westbound and eastbound, pre-Transaction and post-Transaction, for each train type (CN, EJ&E, and other). At each grade crossing on the EJ&E line, for each run of each train type, the train speed was calculated by averaging the speeds of the train as its front end, its midpoint, and its tail end would pass over the crossing. For each train type, CN averaged the four speeds (impeded and unimpeded, westbound and eastbound) at each grade crossing, then averaged the speeds of the three train types, weighted by frequency of operation of each train type, to determine the average train speed at the crossing.[1] (As noted in my February 15, 2008, letter, it was CN's judgment that trains operating on the EJ&E line are likely to be impeded at conflict points less than half the time, and that averaging the speeds of the unimpeded and impeded trains would therefore be a conservative approach that would tend to understate the train speeds.)

In the same way, CN used the TPC to model the performance of the Transaction, of the typical CN trains moving on the Waukesha Subdivision, before and after implementation of the from Schiller Park to North State Line and back. In order to calculate pre-Transaction and post-Transaction train speeds on CN Segment 29 (the Waukesha Subdivision between Grays Lake and Leithton), CN used the average, weighted by train frequency, of the CN trains that would run on the Waukesha Subdivision on both sides of Leithton and those that would move between the Waukesha Subdivision north of Leithton and the EJ&E line west of Leithton.

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[1] EJ&E trains do not operate over the Waukesha Subdivision, so these trains were given a weight of zero in the computation of train speeds over the crossings on that subdivision. Approximately 0.6 "other" trains are interchanged with CN at Leithton and move over the Waukesha Subdivision north of that point. They are operated by CN on the Waukesha Subdivision, but on Exhibit A they are counted in the "other" column for the Waukesha Subdivision crossings, because CN used TPC to model their performance on the Waukesha Subdivision to and from the EJ&E line.

CN observed that the planned connection at Matteson is particularly complex, with a substantial proportion of the trains on EJ&E Segments 6 and 7 expected to move to or from the CN line over the connections at Matteson rather than passing from one EJ&E segment to the adjacent one, and because many of the trains moving over those connections would cross Main Street at grade substantially more slowly than trains on the main line, while other trains moving over those connections would not cross Main Street at all. Accordingly, CN calculated the speeds of the trains on all alternative connections at Matteson,[2] as well as on the main line, and averaged the speeds of trains (weighted by frequency) over the different tracks crossing Main Street to determine the average train speeds of trains crossing that highway.

This procedure for calculating post-Transaction train speeds is largely identical to the procedure used to calculate the speeds reported earlier in Exhibit C of my letter to you of February 15, 2008, and Exhibit A of my letter to you of March 13, 2008, with these differences:

1. The track configuration incorporated into the model included the modified designs of the connection at Leithton and of the connection and adjacent main track at Matteson.

2. For trains moving on the EJ&E line, the TPC was used to model train runs between Kirk Yard and North State Line, rather than between Kirk Yard and Leithton as in the earlier calculations. For trains operating on CN Segment 22 within the EJ&E arc, the TPC was used to model the performance of trains running between Schiller Park and North State Line, rather than between Schiller Park and Leithton.

3. Instead of simply reporting the speed of the midpoint of the train at each grade crossing, as was done in the calculations reported previously, CN calculated the train speed at each crossing as the average of the speeds as the head end, the midpoint, and the tail end of the train passed over the crossing, and reported the train speed as the average of those three speeds.

4. CN determined that it had made an error in its earlier calculation of the weighted average of the CN, EJ&E, and other train speeds on the EJ&E line, so that

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[2] As with the speed of trains on the main line, CN used TPC to calculate the speed of trains operating over each alternative connection (EJE Segment 6-CN Segment 1; EJE Segment 6-CN Segment 32; EJE Segment 7-CN Segment 32). In each case, CN modeled the run of a typical CN train between Kirk Yard and North State Line, but substituted the track speed of the relevant connection for the track speed of the main line at and near the crossing, so that the performance of the hypothetical trains moving over the crossing at the reduced speeds would serve as proxies for the performance of the trains over the connections themselves.

excessive weight had been given to the "other" (*i.e.*, non-CN, non-EJ&E) trains. This error, which affected both pre-Transaction and post-Transaction speeds, was corrected in the latest calculations.

The train speeds as calculated at each grade crossing are reported in Exhibit A to this letter, which is an Excel file (Exhibit_A_Outside_the_arc_train_speeds-revised_20080925.xls) included in the enclosed CD.

We would note that the revised train speed calculations reported in Exhibit A indicate that trains after implementation of the Transaction would operate at 31 mph over Western Avenue (EJ&E Eastern Subdivision MP 23.12), 29 mph over Main Street (EJ&E Eastern Subdivision MP 21.61), 38 mph over Cicero Avenue (EJ&E Eastern Subdivision MP 20.06), 40 mph over Ridgeland Avenue (EJ&E Eastern Subdivision MP 18.07), 33 mph over Illinois Route 60/83 (EJ&E Western Subdivision MP 59.02), 33 mph over Diamond Lake Road (EJ&E Western Subdivision MP 59.13), and 33 mph over Allanson Road (CN Waukesha Subdivision MP 38.65).

After these train speeds were calculated, CN updated its calculations of vehicular delay at grade crossings to reflect the updated speeds. Those calculations are reported on Exhibit B to this letter, which is an Excel file (Exhibit_B_CN-EJE_Grade_Crossing_Analysis-revised_20080925.xls) included in the enclosed CD. (This file is an updated version of Exhibit C to my letter to you of March 12, 2008, as previously corrected by the file transmitted to you as an enclosure to my letter to you of August 8, 2008.)[3]

We would note too that these updated delay calculations indicate that total vehicular delay on the EJ&E line and on the Waukesha Subdivision between Leithton and Grays Lake would increase by 1080 hours per day (compared to 1069 hours per day according to the calculations reported to you in my letter of August 5, 2008). As previously calculated, however, total vehicular delay on rail lines used by CN within the EJ&E arc would be expected to decrease by 1309 hours per day, for a net decrease of 228 hours per day across the Chicago region (compared to 240 hours per day as reported in my letter of August 5, 2008). (These calculations do not reflect decreases in delay that would be made possible by increased train speeds in and near Joliet, as a result of track improvements that CN has committed to make in accordance with its settlement agreement of August 25, 2008, with the City of Joliet.) I would appreciate it if

[3] The speeds reported on Exhibit A for trains operating over the EJ&E line before implementation of the Transaction have been recalculated to correct the error, described above, that CN previously made in computing the weighted average of the speeds of the CN, EJ&E, and other trains.

SEA could take these revised calculations into account in the Final Environmental Impact Statement now being prepared.

Very truly yours,

Paul A. Cunningham
Counsel for Canadian National Railway
Company and Grand Trunk Corporation

Enclosure (CD containing Exhibits A and B)

cc: Phillis Johnson-Ball
John H. Morton
Normand Pellerin

OUTSIDE THE ARC: TRAIN SPEEDS AT CROSSINGS

UPDATE AUGUST 20, 2008

Results: CN Train Performance Calculator (TPC)

Limits expanded to include Waukesha Sub

New speeds: Leithton Jct @ 30mph, Matteson Jct @ 40mph, 25mph & 15mph

TRACK INFORMATION					TYPICAL TRAIN COUNTS (trains / day)										AVERAGE TRAIN SPEED weighted average by train volumes			
					Pre-Transaction					Post-Transaction					METRA TRAINS		FREIGHT TRAINS	
STATIONS				MP	Waukesha		EJ&E			Waukesha		EJ&E			PRE	POST	PRE	POST
State	RR	Sub	Name	Time Table	Freight	METRA	CN Freight	EJ&E Freight	Other Freight	Freight	METRA	CN Freight	EJ&E Freight	Other Freight	MPH	MPH	MPH	MPH
SEGMENT # 1				**45.40**	-	-	-	-	-	-	-	-	-	-	-	-	..	..
SEGMENT # 2				**43.20**	-	-	-	-	-	-	-	18.0	-	-	-	-	..	..
Indiana	EJ&E	EASTERN SUE	**5TH AVE**	41.97	-	-	0.0	9.2	0.5	-	-	18.0	9.2	0.5	-	-	37	36
SEGMENT # 3				**41.80**	-	-	-	-	-	-	-	-	-	-	-	-	..	..
Indiana	EJ&E	EASTERN SUE	**9TH AVE**	41.52	-	-	0.0	9.1	0.5	-	-	18.0	9.1	0.5	-	-	39	37
Indiana	EJ&E	EASTERN SUE	**15TH AVE**	41.03	-	-	0.0	9.1	0.5	-	-	18.0	9.1	0.5	-	-	38	37
Indiana	EJ&E	EASTERN SUE	**25TH AVE**	40.03	-	-	0.0	9.1	0.5	-	-	18.0	9.1	0.5	-	-	38	37
SEGMENT # 4				**39.80**	-	-	-	-	-	-	-	-	-	-	-	-	..	..
Indiana	EJ&E	EASTERN SUE	**BLACKOAK ROAD**	39.68	-	-	0.0	7.1	0.5	-	-	19.0	7.1	0.5	-	-	37	34
Indiana	EJ&E	EASTERN SUE	**40TH PLACE**	38.11	-	-	0.0	7.1	0.5	-	-	19.0	7.1	0.5	-	-	35	31
Indiana	EJ&E	EASTERN SUE	**45TH AVE**	37.52	-	-	0.0	7.1	0.5	-	-	19.0	7.1	0.5	-	-	36	32
Indiana	EJ&E	EASTERN SUE	**ELM ST**	37.02	-	-	0.0	7.1	0.5	-	-	19.0	7.1	0.5	-	-	34	30
Indiana	EJ&E	EASTERN SUE	**MILLER ST**	36.89	-	-	0.0	7.1	0.5	-	-	19.0	7.1	0.5	-	-	33	29
Indiana	EJ&E	EASTERN SUE	**LAKE ST**	36.77	-	-	0.0	7.1	0.5	-	-	19.0	7.1	0.5	-	-	32	28
Indiana	EJ&E	EASTERN SUE	**COLUMBIA ST**	36.64	-	-	0.0	7.1	0.5	-	-	19.0	7.1	0.5	-	-	30	27
Indiana	EJ&E	EASTERN SUE	**MAIN ST**	36.52	-	-	0.0	7.1	0.5	-	-	19.0	7.1	0.5	-	-	29	27
Indiana	EJ&E	EASTERN SUE	**BROAD ST**	36.33	-	-	0.0	7.1	0.5	-	-	19.0	7.1	0.5	-	-	26	26
SEGMENT # 5				**36.20**	-	-	-	-	-	-	-	-	-	-	-	-	..	..
Indiana	EJ&E	EASTERN SUE	**KENNEDY AVE**	34.36	-	-	1.2	6.9	2.1	-	-	23.2	6.9	2.1	-	-	41	37
Indiana	EJ&E	EASTERN SUE	**AIRPORT RD**	33.66	-	-	1.2	6.9	2.1	-	-	23.2	6.9	2.1	-	-	42	39
Indiana	EJ&E	EASTERN SUE	**HART ST**	31.10	-	-	1.2	6.9	2.1	-	-	23.2	6.9	2.1	-	-	36	35
Indiana	EJ&E	EASTERN SUE	**LAKE ST**	30.96	-	-	1.2	6.9	2.1	-	-	23.2	6.9	2.1	-	-	36	35
Illinois	EJ&E	EASTERN SUE	**LINCOLN HWY**	30.69	-	-	1.2	6.9	2.1	-	-	23.2	6.9	2.1	-	-	35	34
Illinois	EJ&E	EASTERN SUE	**TORRENCE AV**	29.18	-	-	1.2	6.9	2.1	-	-	23.2	6.9	2.1	-	-	44	39
Illinois	EJ&E	EASTERN SUE	**COTTAGE GROVE AV**	27.17	-	-	1.2	6.9	2.1	-	-	23.2	6.9	2.1	-	-	34	30
Illinois	EJ&E	EASTERN SUE	**STATE ST**	26.16	-	-	1.2	6.9	2.1	-	-	23.2	6.9	2.1	-	-	28	25
Illinois	EJ&E	EASTERN SUE	**WENTWORTH AV**	25.92	-	-	1.2	6.9	2.1	-	-	23.2	6.9	2.1	-	-	25	23
SEGMENT # 6				**25.20**	-	-	-	-	-	-	-	-	-	-	-	-	..	..
Illinois	EJ&E	EASTERN SUE	**EAST END**	25.19	-	-	1.2	5.8	1.6	-	-	22.2	5.8	1.6	-	-	23	22
Illinois	EJ&E	EASTERN SUE	**WEST END AVE**	25.04	-	-	1.2	5.8	1.6	-	-	22.2	5.8	1.6	-	-	23	22
Illinois	EJ&E	EASTERN SUE	**CHICAGO RD**	24.91	-	-	1.2	5.8	1.6	-	-	22.2	5.8	1.6	-	-	24	22
Illinois	EJ&E	EASTERN SUE	**EUCLID AVE**	24.63	-	-	1.2	5.8	1.6	-	-	22.2	5.8	1.6	-	-	24	23
Illinois	EJ&E	EASTERN	**WESTERN AVE**	23.12	-	-	1.2	5.8	1.6	-	-	22.2	5.8	1.6	-	-	38	31
SEGMENT # 7				**21.70**	-	-	-	-	-	-	-	-	-	-	-	-	..	..
Illinois	EJ&E	EASTERN	**MAIN**	21.61	-	-	1.2	4.8	1.6	-	-	19.9	4.8	1.6	-	-	43	29
Illinois	EJ&E	EASTERN	**CICERO AV**	20.06	-	-	0.0	4.8	1.6	-	-	19.9	4.8	1.6	-	-	43	38
Illinois	EJ&E	EASTERN SUE	**CENTRAL AV**	19.07	-	-	0.0	4.8	1.6	-	-	19.9	4.8	1.6	-	-	43	39
Illinois	EJ&E	EASTERN SUE	**RIDGELAND AV**	18.07	-	-	0.0	4.8	1.6	-	-	19.9	4.8	1.6	-	-	44	40
Illinois	EJ&E	EASTERN SUE	**HARLEM AV**	17.06	-	-	0.0	4.8	1.6	-	-	19.9	4.8	1.6	-	-	44	42
Illinois	EJ&E	EASTERN SUE	**PFEIFFER RD/88 AV**	15.06	-	-	0.0	4.8	1.6	-	-	19.9	4.8	1.6	-	-	41	39
Illinois	EJ&E	EASTERN SUE	**SAUK TRAIL**	14.83	-	-	0.0	4.8	1.6	-	-	19.9	4.8	1.6	-	-	39	37
Illinois	EJ&E	EASTERN SUE	**CENTER RD**	14.05	-	-	0.0	4.8	1.6	-	-	19.9	4.8	1.6	-	-	36	34
Illinois	EJ&E	EASTERN SUE	**WOLF RD**	11.96	-	-	0.0	4.8	1.6	-	-	19.9	4.8	1.6	-	-	37	33
Illinois	EJ&E	EASTERN SUE	**OWENS RD(116 ST)**	11.49	-	-	0.0	4.8	1.6	-	-	19.9	4.8	1.6	-	-	37	34
Illinois	EJ&E	EASTERN SUE	**SCHOOL HOUSE RD**	10.00	-	-	0.0	4.8	1.6	-	-	19.9	4.8	1.6	-	-	39	36
Illinois	EJ&E	EASTERN SUE	**S SPENCER ROAD**	9.24	-	-	0.0	4.8	1.6	-	-	19.9	4.8	1.6	-	-	39	35
Illinois	EJ&E	EASTERN SUE	**CEDAR RD**	8.00	-	-	0.0	4.8	1.6	-	-	19.9	4.8	1.6	-	-	36	34
Illinois	EJ&E	EASTERN SUE	**NELSON**	7.00	-	-	0.0	4.8	1.6	-	-	19.9	4.8	1.6	-	-	38	35
Illinois	EJ&E	EASTERN SUE	**S GOUGAR ROAD**	6.00	-	-	0.0	4.8	1.6	-	-	19.9	4.8	1.6	-	-	36	34
Illinois	EJ&E	EASTERN SUE	**CHERRY HILL RD**	5.00	-	-	0.0	4.8	1.6	-	-	19.9	4.8	1.6	-	-	38	35
Illinois	EJ&E	EASTERN SUE	**BRIGGS ST**	4.22	-	-	0.0	4.8	1.6	-	-	19.9	4.8	1.6	-	-	37	35
Illinois	EJ&E	EASTERN SUE	**W SPENCER RD**	3.15	-	-	0.0	4.8	1.6	-	-	19.9	4.8	1.6	-	-	36	33
Illinois	EJ&E	EASTERN SUE	**ROWELL ST**	2.86	-	-	0.0	4.8	1.6	-	-	19.9	4.8	1.6	-	-	34	31
Illinois	EJ&E	EASTERN SUE	**MILLS RD**	2.50	-	-	0.0	4.8	1.6	-	-	19.9	4.8	1.6	-	-	32	26
Illinois	EJ&E	EASTERN SUE	**ROWELL ST**	1.80	-	-	0.0	4.8	1.6	-	-	19.9	4.8	1.6	-	-	24	18
Illinois	EJ&E	EASTERN SUE	**WASHINGTON ST**	0.95	-	-	0.0	4.8	1.6	-	-	19.9	4.8	1.6	-	-	10	10
SEGMENT # 8				0.80	-	-	-	-	-	-	-	-	-	-	-	-	..	..
			JOLIET YD	**0.00**	-	-	0.0	15.4	3.1	-	-	13.4	15.4	3.1	-	-	8	8
Illinois	EJ&E	WESTERN SUE	**WOODRUFF**	0.82	-	-	0.0	15.4	3.1	-	-	13.4	15.4	3.1	-	-	10	10
SEGMENT # 9				**2.30**	-	-	-	-	-	-	-	-	-	-	-	-	..	..
Illinois	EJ&E	WESTERN SUE	**OAKLAND ST**	3.20	-	-	0.0	11.6	6.8	-	-	21.8	11.6	6.8	-	-	34	28
Illinois	EJ&E	WESTERN SUE	**GAYLORD**	5.57	-	-	0.0	11.6	6.8	-	-	21.8	11.6	6.8	-	-	36	35
Illinois	EJ&E	WESTERN SUE	**DIVISION ST**	6.05	-	-	0.0	11.6	6.8	-	-	21.8	11.6	6.8	-	-	40	39
Illinois	EJ&E	WESTERN SUE	**E FR RD NB/ESSING**	6.87	-	-	0.0	11.6	6.8	-	-	21.8	11.6	6.8	-	-	43	42
Illinois	EJ&E	WESTERN SUE	**RENWICK RD**	7.60	-	-	0.0	11.6	6.8	-	-	21.8	11.6	6.8	-	-	45	44
Illinois	EJ&E	WESTERN SUE	**LOCKPORT RD**	9.00	-	-	0.0	11.6	6.8	-	-	21.8	11.6	6.8	-	-	45	44
Illinois	EJ&E	WESTERN SUE	**EASTERN AVENUE**	9.27	-	-	0.0	11.6	6.8	-	-	21.8	11.6	6.8	-	-	45	44
Illinois	EJ&E	WESTERN SUE	**CENTER STREET**	9.33	-	-	0.0	11.6	6.8	-	-	21.8	11.6	6.8	-	-	45	44
Illinois	EJ&E	WESTERN SUE	**MAIN ST**	9.53	-	-	0.0	11.6	6.8	-	-	21.8	11.6	6.8	-	-	45	43
Illinois	EJ&E	WESTERN SUE	**PLAN NAPVL RD**	9.62	-	-	0.0	11.6	6.8	-	-	21.8	11.6	6.8	-	-	45	43
Illinois	EJ&E	WESTERN SUE	**143RD ST**	10.33	-	-	0.0	11.6	6.8	-	-	21.8	11.6	6.8	-	-	44	42
Illinois	EJ&E	WESTERN SUE	**VAN DYKE ROAD**	10.68	-	-	0.0	11.6	6.8	-	-	21.8	11.6	6.8	-	-	42	41
Illinois	EJ&E	WESTERN SUE	**135TH STREET**	11.43	-	-	0.0	11.6	6.8	-	-	21.8	11.6	6.8	-	-	37	36
SEGMENT # 10				**11.80**	-	-	-	-	-	-	-	-	-	-	-	-	..	..
Illinois	EJ&E	WESTERN SUE	**127TH ST/CHAPINS**	12.56	-	-	0.0	8.9	6.8	-	-	21.8	8.9	6.8	-	-	39	37
Illinois	EJ&E	WESTERN SUE	**NORMANTOWN/ 252ND**	12.92	-	-	0.0	8.9	6.8	-	-	21.8	8.9	6.8	-	-	40	36
Illinois	EJ&E	WESTERN SUE	**FURGUSON RD/119TH**	13.59	-	-	0.0	8.9	6.8	-	-	21.8	8.9	6.8	-	-	41	39
Illinois	EJ&E	WESTERN SUE	**111TH ST**	14.63	-	-	0.0	8.9	6.8	-	-	21.8	8.9	6.8	-	-	42	39
Illinois	EJ&E	WESTERN SUE	**WOLF'S CROSSING**	16.20	-	-	0.0	8.9	6.8	-	-	21.8	8.9	6.8	-	-	43	40
Illinois	EJ&E	WESTERN SUE	**HAFENRICHTER ROAD**	17.08	-	-	0.0	8.9	6.8	-	-	21.8	8.9	6.8	-	-	44	41
Illinois	EJ&E	WESTERN SUE	**87TH ST**	17.70	-	-	0.0	8.9	6.8	-	-	21.8	8.9	6.8	-	-	44	42
Illinois	EJ&E	WESTERN SUE	**MONTGOMERY RD**	18.18	-	-	0.0	8.9	6.8	-	-	21.8	8.9	6.8	-	-	44	42
Illinois	EJ&E	WESTERN SUE	**OGDEN AVE U.S.34**	19.05	-	-	0.0	8.9	6.8	-	-	21.8	8.9	6.8	-	-	44	42
Illinois	EJ&E	WESTERN SUE	**LIBERTY STREET**	20.63	-	-	0.0	8.9	6.8	-	-	21.8	8.9	6.8	-	-	38	38
SEGMENT # 11				**21.10**	-	-	-	-	-	-	-	-	-	-	-	-	..	..
Illinois	EJ&E	WESTERN SUE	**DIEHL RD**	22.80	-	-	0.0	7.6	3.1	-	-	18.9	7.6	3.1	-	-	43	40
Illinois	EJ&E	WESTERN SUE	**BATAVIA ROAD**	25.63	-	-	0.0	7.6	3.1	-	-	18.9	7.6	3.1	-	-	45	42
Illinois	EJ&E	WESTERN SUE	**WASHINGTON ST**	28.39	-	-	0.0	7.6	3.1	-	-	18.9	7.6	3.1	-	-	31	30
Illinois	EJ&E	WESTERN SUE	**ANN ST**	28.50	-	-	0.0	7.6	3.1	-	-	18.9	7.6	3.1	-	-	30	30
Illinois	EJ&E	WESTERN SUE	**CHURCH ST**	28.77	-	-	0.0	7.6	3.1	-	-	18.9	7.6	3.1	-	-	27	28
Illinois	EJ&E	WESTERN SUE	**AURORA ST**	28.87	-	-	0.0	7.6	3.1	-	-	18.9	7.6	3.1	-	-	26	26
SEGMENT # 12				**28.90**	-	-	-	-	-	-	-	-	-	-	-	-	..	..
Illinois	EJ&E	WESTERN SUE	**HAWTHORNE LA**	30.24	-	-	0.0	3.6	0.7	-	-	17.0	3.6	0.7	-	-	34	31
Illinois	EJ&E	WESTERN SUE	**SMITH RD**	32.94	-	-	0.0	3.6	0.7	-	-	17.0	3.6	0.7	-	-	41	39
Illinois	EJ&E	WESTERN SUE	**ARMY TRAIL RD**	33.90	-	-	0.0	3.6	0.7	-	-	17.0	3.6	0.7	-	-	42	40
SEGMENT # 13				**35.50**	-	-	-	-	-	-	-	-	-	-	-	-	..	..
Illinois	EJ&E	WESTERN SUE	**STEARNS RD**	35.88	-	-	1.1	3.6	0.7	-	-	16.1	3.6	0.7	-	-	43	41
Illinois	EJ&E	WESTERN SUE	**WEST BARTLETT RD**	36.95	-	-	1.1	3.6	0.7	-	-	16.1	3.6	0.7	-	-	45	43
SEGMENT # 14				**37.50**	-	-	-	-	-	-	-	-	-	-	-	-	..	..
Illinois	EJ&E	WESTERN SUE	**SPAULDING RD**	37.60	-	-	1.1	3.5	0.7	-	-	14.1	3.5	0.7	-	-	44	43
Illinois	EJ&E	WESTERN SUE	**SHOE FACTORY RD**	41.90	-	-	1.1	3.5	0.7	-	-	14.1	3.5	0.7	-	-	38	36
Illinois	EJ&E	WESTERN SUE	**SUTTON ROAD**	44.00	-	-	1.1	3.5	0.7	-	-	14.1	3.5	0.7	-	-	37	35
Illinois	EJ&E	WESTERN SUE	**PENNY RD**	44.47	-	-	1.1	3.5	0.7	-	-	14.1	3.5	0.7	-	-	38	36
Illinois	EJ&E	WESTERN SUE	**OTIS RD**	47.90	-	-	1.1	3.5	0.7	-	-	14.1	3.5	0.7	-	-	38	36
Illinois	EJ&E	WESTERN SUE	**MAIN ST**	49.30	-	-	1.1	3.5	0.7	-	-	14.1	3.5	0.7	-	-	41	40
Illinois	EJ&E	WESTERN SUE	**HOUGH ST ILL59&63**	49.80	-	-	1.1	3.5	0.7	-	-	14.1	3.5	0.7	-	-	41	40
Illinois	EJ&E	WESTERN SUE	**NORTHWEST HWY**	50.10	-	-	1.1	3.5	0.7	-	-	14.1	3.5	0.7	-	-	41	41
Illinois	EJ&E	WESTERN SUE	**LAKE ZURICH RD**	50.40	-	-	1.1	3.5	0.7	-	-	14.1	3.5	0.7	-	-	42	41
Illinois	EJ&E	WESTERN SUE	**CUBA RD**	51.56	-	-	1.1	3.5	0.7	-	-	14.1	3.5	0.7	-	-	40	39
Illinois	EJ&E	WESTERN SUE	**ELA RD**	52.33	-	-	1.1	3.5	0.7	-	-	14.1	3.5	0.7	-	-	38	35
Illinois	EJ&E	WESTERN SUE	**OLD RAND ROAD**	53.27	-	-	1.1	3.5	0.7	-	-	14.1	3.5	0.7	-	-	33	30
Illinois	EJ&E	WESTERN SUE	**MAIN ST**	53.44	-	-	1.1	3.5	0.7	-	-	14.1	3.5	0.7	-	-	32	29
Illinois	EJ&E	WESTERN SUE	**OAKWOOD ROAD**	54.73	-	-	1.1	3.5	0.7	-	-	14.1	3.5	0.7	-	-	32	29
Illinois	EJ&E	WESTERN SUE	**OLD MCHENRY RD**	55.45	-	-	1.1	3.5	0.7	-	-	14.1	3.5	0.7	-	-	33	30
Illinois	EJ&E	WESTERN SUE	**GILMER RD**	56.90	-	-	1.1	3.5	0.7	-	-	14.1	3.5	0.7	-	-	34	31
Illinois	EJ&E	WESTERN SUE	**Hwy 60 / 83**	59.02	-	-	1.1	3.5	0.7	-	-	14.1	3.5	0.7	-	-	30	33
Illinois	EJ&E	WESTERN	**DIAMOND LAKE RD**	59.13	-	-	1.1	3.5	0.7	-	-	14.1	3.5	0.7	-	-	28	33
LEITHTON JCT				60.30 / 37.90	-	-	1.1	3.5	0.7	-	-	14.1	3.5	0.7	-	-	..	..
Illinois	CN	WAUKESHA	**ALLANSON ROAD**	38.65	19.1	22.0	1.1	.	0.6	4.0	22.0	13.2	.	0.6	56	56	35	33
Illinois	CN	WAUKESHA	**HAWLEY ROAD**	39.80	19.1	22.0	1.1	.	0.6	4.0	22.0	13.2	.	0.6	31	31	36	34
Illinois	CN	WAUKESHA	**PARK ROAD**	39.94	19.1	22.0	1.1	.	0.6	4.0	22.0	13.2	.	0.6	42	42	37	34
Illinois	CN	WAUKESHA	**MAPLE ROAD**	40.10	19.1	22.0	1.1	.	0.6	4.0	22.0	13.2	.	0.6	48	48	37	35
Illinois	CN	WAUKESHA	**DUNBAR ROAD**	40.85	19.1	22.0	1.1	.	0.6	4.0	22.0	13.2	.	0.6	52	52	38	37
Illinois	CN	WAUKESHA	**WINCHESTER ROAD**	41.78	19.1	22.0	1.1	.	0.6	4.0	22.0	13.2	.	0.6	52	52	40	39
Illinois	CN	WAUKESHA	**PETERSON ROAD**	42.38	19.1	22.0	1.1	.	0.6	4.0	22.0	13.2	.	0.6	52	52	38	37
Illinois	CN	WAUKESHA	**HARRIS ROAD**	43.58	19.1	22.0	1.1	.	0.6	4.0	22.0	13.2	.	0.6	52	52	38	37

RAILROAD	RRDIV	RRSUBDIV	STREET	MILEPOST	TRAFICLN	HWYCLASS	AADT	CITYNAM	Roadway Type (Hwy, Art, Col, Loc)	Pre: Length of Train (ft)	Pre: Train Speed (mph)	Pre: Blocked Crossing Time for Train = D_C (minutes)	Pre: Vehicle Departure Rate = S_C	Pre: Average Daily Traffic (ADT)	Pre: Number of Road Lanes (NL)	Pre: Average Arrival Rate = S_Q	Pre: Average Crossing Delay per Stopped Vehicle = D_A (minutes)	Post: Length of Train (ft)	Post: Train Speed (mph)	Post: Blocked Crossing Time for Train = D_C (minutes)	Post: Vehicle Departure Rate = S_C	Post: Average Daily Traffic (ADT)	Post: Number of Road Lanes (NL)	Post: Average Arrival Rate = S_Q	Post: Average Crossing Delay per Stopped Vehicle = D_A (minutes)	Number of Trains Per Day: Pre	Number of Trains Per Day: Post	Number of Trains Per Day: Δ	Number of Vehicles Delayed per Day (T_D): Pre	Number of Vehicles Delayed per Day (T_D): Post	Number of Vehicles Delayed per Day (T_D): Δ	Average Delay per Vehicle (seconds): Pre	Average Delay per Vehicle (seconds): Post	Average Delay per Vehicle (seconds): Δ	Traffic Level of Service: Pre	Traffic Level of Service: Post	Vehicle Delay Per Day (Average Delay per Vehicle x ADT): Pre	Vehicle Delay Per Day (Average Delay per Vehicle x ADT): Post	Vehicle Delay Per Day (Average Delay per Vehicle x ADT): Δ	Delayed x Average Delay per Stopped Vehicle): Pre	Delayed x Average Delay per Stopped Vehicle): Post	Delayed x Average Delay per Stopped Vehicle): Δ
WC	CHICAGO	WAUKESHA	HARRIS ROAD	004303	2	19	800	LIBERTYVILLE	700	6468	38	2.43	700	800	2	17	1.25	7571	37	2.83	700	800	2	17	1.45	20.8	17.8	-3.0	28	28	0	2.6	3.0	0.4	A	A	2104	2426	322	35	40	5
WC	CHICAGO	WAUKESHA	PETERSON ROAD	004238	5	16	18200	MUNDELEIN	1400	6468	38	2.43	1400	18200	5	152	1.36	7571	37	2.83	1400	18200	5	152	1.58	20.8	17.8	-3.0	640	636	-4	2.9	3.3	0.4	A	A	52409	60417	8008	873	1007	133
WC	CHICAGO	WAUKESHA	WINCHESTER ROAD	004178	4	16	7300	MUNDELEIN	1400	6468	40	2.34	1400	7300	4	76	1.24	7571	39	2.71	1400	7300	4	76	1.43	20.8	17.8	-3.0	246	244	-2	2.5	2.9	0.4	A	A	18277	20961	2684	305	349	45
WC	CHICAGO	WAUKESHA	DUNBAR ROAD	004085	2	19	350	MUNDELEIN	700	6468	38	2.43	700	350	2	7	1.23	7571	37	2.83	700	350	2	7	1.43	20.8	17.8	-3.0	12	12	0	2.6	3.0	0.4	A	A	908	1047	139	15	17	2
WC	CHICAGO	WAUKESHA	MAPLE AVENUE	004010	2	16	11500	MUNDELEIN	1400	6468	37	2.49	1400	11500	2	240	1.50	7571	35	2.96	1400	11500	2	240	1.78	20.8	17.8	-3.0	413	421	7	3.2	3.9	0.7	A	A	37171	45022	7850	620	750	131
WC	CHICAGO	WAUKESHA	PARK STREET	003994	2	19	1009	MUNDELEIN	700	6468	37	2.49	700	1009	2	21	1.28	7571	34	3.03	700	1009	2	21	1.56	20.8	17.8	-3.0	36	38	2	2.8	3.5	0.7	A	A	2787	3543	756	46	59	13
WC	CHICAGO	WAUKESHA	HAWLEY STREET	003980	3	17	5500	MUNDELEIN	900	6468	36	2.54	900	5500	3	76	1.39	7571	34	3.03	900	5500	3	76	1.66	20.8	17.8	-3.0	202	206	4	3.1	3.7	0.7	A	A	16825	20468	3643	280	341	61
WC	CHICAGO	WAUKESHA	ALLANSON ROAD	003865	2	17	14400	MUNDELEIN	900	6468	35	2.60	900	14400	2	300	1.95	7571	33	3.11	900	14400	2	300	2.33	20.8	17.8	-3.0	541	553	12	4.4	5.4	1.0	A	B	63274	77329	14055	1055	1289	234
EJE	JOLIET	WESTERN SUB	DIAMOND LAKE RD	005913	2	17	6500	LIBERTYVILLE	900	2760	28	1.62	900	6500	2	135	0.95	6829	33	2.85	900	6500	2	135	1.68	5.3	18.3	13.0	39	236	197	0.3	3.6	3.3	A	A	2218	23720	21502	37	395	358
EJE	JOLIET	WESTERN SUB	IL 60&83	005902	2	14	23300	MUNDELEIN	1400	2760	30	1.55	1400	23300	2	485	1.18	6829	33	2.85	1400	23300	2	485	2.18	5.3	18.3	13.0	133	844	712	0.4	4.7	4.3	A	A	9406	110571	101165	157	1843	1686
EJE	JOLIET	WESTERN SUB	GILMER RD	005690	2	16	12700	HAWTHORN WOODS	1400	2760	34	1.42	1400	12700	2	265	0.88	6829	31	3.00	1400	12700	2	265	1.85	5.3	18.3	13.0	66	485	418	0.3	4.2	4.0	A	A	3499	53850	50351	58	897	839
EJE	JOLIET	WESTERN SUB	OLD MCHENRY RD	005545	4	16	21400	HAWTHORN WOODS	1400	2760	33	1.45	1400	21400	4	223	0.86	6829	30	3.09	1400	21400	4	223	1.84	5.3	18.3	13.0	114	839	725	0.3	4.3	4.0	A	A	5912	92458	86546	99	1541	1442
EJE	JOLIET	WESTERN SUB	OAKWOOD ROAD	005473	2	17	4900	LAKE ZURICH	900	2760	32	1.48	900	4900	2	102	0.83	6829	29	3.18	900	4900	2	102	1.79	5.3	18.3	13.0	27	198	171	0.3	4.3	4.1	A	A	1337	21254	19917	22	354	332
EJE	JOLIET	WESTERN SUB	MAIN ST	005344	2	19	13000	LAKE ZURICH	700	2760	32	1.48	700	13000	2	271	1.21	6829	29	3.18	700	13000	2	271	2.59	5.3	18.3	13.0	71	525	454	0.4	6.3	5.9	A	B	5129	81540	76411	85	1359	1274
EJE	JOLIET	WESTERN SUB	OLD RAND ROAD	005327	2	17	7700	LAKE ZURICH	900	2760	33	1.45	900	7700	2	160	0.88	6829	30	3.09	900	7700	2	160	1.88	5.3	18.3	13.0	41	302	261	0.3	4.4	4.1	A	A	2177	34037	31861	36	567	531
EJE	JOLIET	WESTERN SUB.	ELA RD	005233	3	16	14300	LAKE ZURICH	1400	2760	38	1.33	1400	14300	3	199	0.77	6829	35	2.72	1400	14300	3	199	1.58	5.3	18.3	13.0	70	494	424	0.2	3.3	3.1	A	A	3232	46907	43675	54	782	728
EJE	JOLIET	WESTERN SUB.	CUBA RD	005156	2	16	8300	BARRINGTON	1400	2760	40	1.28	1400	8300	2	173	0.73	6829	39	2.49	1400	8300	2	173	1.42	5.3	18.3	13.0	39	263	223	0.2	2.7	2.5	A	A	1724	22381	20657	29	373	344
EJE	JOLIET	WESTERN SUB	LAKE ZURICH RD	005040	2	19	2400	BARRINGTON	700	2760	42	1.25	700	2400	2	50	0.67	6829	41	2.39	700	2400	2	50	1.29	5.3	18.3	13.0	11	73	62	0.2	2.4	2.2	A	A	444	5642	5198	7	94	87
EJE	JOLIET	WESTERN SUB	NORTHWEST HWY	005010	4	14	25600	BARRINGTON	1400	2760	41	1.26	1400	25600	4	267	0.78	6829	41	2.39	1400	25600	4	267	1.48	5.3	18.3	13.0	119	778	659	0.2	2.7	2.5	A	A	5587	69026	63438	93	1150	1057
EJE	JOLIET	WESTERN SUB	HOUGH ST ILL59&63	004980	2	14	17900	BARRINGTON	1400	2760	41	1.26	1400	17900	2	373	0.86	6829	40	2.44	1400	17900	2	373	1.66	5.3	18.3	13.0	83	555	472	0.2	3.1	2.9	A	A	4311	55384	51073	72	923	851
EJE	JOLIET	WESTERN SUB	MAIN ST	004930	2	16	10900	BARRINGTON	1400	2760	41	1.26	1400	10900	2	227	0.75	6829	40	2.44	1400	10900	2	227	1.46	5.3	18.3	13.0	51	338	287	0.2	2.7	2.5	A	A	2299	29532	27234	38	492	454
EJE	JOLIET	WESTERN SUB	OTIS RD	004790	2	19	1400	BARRINGTON	700	2760	38	1.33	700	1400	2	29	0.69	6829	36	2.66	700	1400	2	29	1.39	5.3	18.3	13.0	7	47	40	0.2	2.8	2.6	A	A	283	3928	3644	5	65	61
EJE	JOLIET	WESTERN SUB	PENNY RD	004447	2	17	3700	BARRINGTON	900	2760	38	1.33	900	3700	2	77	0.72	6829	36	2.66	900	3700	2	77	1.45	5.3	18.3	13.0	18	125	107	0.2	2.9	2.7	A	A	785	10880	10095	13	181	168
EJE	JOLIET	WESTERN SUB	SUTTON ROAD	004400	2	19	1600	BARRINGTON	700	2760	37	1.35	700	1600	2	33	0.71	6829	35	2.72	700	1600	2	33	1.43	5.3	18.3	13.0	8	55	47	0.2	3.0	2.7	A	A	337	4729	4392	6	79	73
EJE	JOLIET	WESTERN SUB	SHOE FACTORY RD	004190	2	16	7700	HOFFMAN ESTATES	1400	2760	38	1.33	1400	7700	2	160	0.75	6829	36	2.66	1400	7700	2	160	1.50	5.3	18.3	13.0	38	260	222	0.2	3.0	2.8	A	A	1687	23382	21695	28	390	362
EJE	JOLIET	WESTERN SUB	SPAULDING RD	003760	2	19	1200	ELGIN	700	2760	44	1.21	700	1200	2	25	0.63	6829	43	2.30	700	1200	2	25	1.20	5.3	18.3	13.0	5	35	30	0.2	2.1	1.9	A	A	202	2520	2318	3	42	39
EJE	JOLIET	WESTERN SUB	WEST BARTLETT RD	003695	2	16	14400	ELGIN	1400	3042	45	1.27	1400	14400	2	300	0.81	6714	43	2.27	1400	14400	2	300	1.45	5.5	20.5	15.0	70	466	396	0.2	2.8	2.6	A	A	3377	40487	37109	56	675	618
EJE	JOLIET	WESTERN SUB	STEARNS RD	003588	4	14	9200	BARTLETT	1400	3042	43	1.30	1400	9200	4	96	0.70	6714	41	2.36	1400	9200	4	96	1.27	5.5	20.5	15.0	46	309	263	0.2	2.6	2.3	A	A	1924	23509	21585	32	392	360
EJE	JOLIET	WESTERN SUB	ARMY TRAIL RD	003390	2	16	5500	WAYNE	1400	2246	42	1.11	1400	5500	2	115	0.60	6843	40	2.44	1400	5500	2	115	1.33	4.4	21.4	17.0	19	200	181	0.1	2.9	2.8	A	A	674	15953	15279	11	266	255
EJE	JOLIET	WESTERN SUB	SMITH RD	003294	2	17	5300	WEST CHICAGO	900	2246	41	1.12	900	5300	2	110	0.64	6843	39	2.49	900	5300	2	110	1.42	4.4	21.4	17.0	18	196	178	0.1	3.2	3.0	A	A	698	16751	16053	12	279	268
EJE	JOLIET	WESTERN SUB	HAWTHORNE LA	003024	2	17	14900	WEST CHICAGO	900	2246	34	1.25	900	14900	2	310	0.95	6843	31	3.01	900	14900	2	310	2.30	4.4	21.4	17.0	57	666	609	0.2	6.2	5.9	A	B	3261	91778	88516	54	1530	1475
EJE	JOLIET	WESTERN SUB	AURORA ST	002887	2	19	159	WEST CHICAGO	700	3769	26	2.15	700	159	2	3	1.08	6494	26	3.34	700	159	2	3	1.68	10.7	29.6	18.9	3	11	8	1.0	6.9	5.9	A	B	164	1098	934	3	18	16
EJE	JOLIET	WESTERN SUB	CHURCH ST	002877	2	19	659	WEST CHICAGO	700	3769	27	2.09	700	659	2	14	1.06	6494	28	3.14	700	659	2	14	1.60	10.7	29.6	18.9	10	42	32	1.0	6.2	5.2	A	B	652	4075	3423	11	68	57
EJE	JOLIET	WESTERN SUB	ANN ST	002850	2	19	659	WEST CHICAGO	700	3769	30	1.93	700	659	2	14	0.98	6494	30	2.96	700	659	2	14	1.51	10.7	29.6	18.9	9	40	31	0.8	5.5	4.7	A	B	557	3631	3075	9	61	51
EJE	JOLIET	WESTERN SUB	WASHINGTON ST	002839	2	16	9000	WEST CHICAGO	1400	3769	31	1.88	1400	9000	2	188	1.09	6494	30	2.96	1400	9000	2	188	1.71	10.7	29.6	18.9	126	548	422	0.9	6.2	5.3	A	B	8201	56141	47939	137	936	799
EJE	JOLIET	WESTERN SUB	BATAVIA ROAD	002563	2	19	3056	WARRENVILLE	700	3769	45	1.45	700	3056	2	64	0.80	6494	42	2.26	700	3056	2	64	1.24	10.7	29.6	18.9	33	142	109	0.5	3.5	2.9	A	A	1579	10561	8981	26	176	150
EJE	JOLIET	WESTERN SUB	DIEHL RD	002280	2	17	14500	NAPERVILLE	900	3769	43	1.50	900	14500	2	302	1.13	6494	40	2.34	900	14500	2	302	1.76	10.7	29.6	18.9	161	699	538	0.8	5.1	4.4	A	B	10889	74005	63116	181	1233	1052
EJE	JOLIET	WESTERN SUB	LIBERTY STREET	002063	2	17	15400	AURORA	900	3881	38	1.66	900	15400	2	321	1.29	6203	38	2.35	900	15400	2	321	1.83	15.7	37.5	21.8	279	944	666	1.4	6.7	5.3	A	B	21584	103686	82101	360	1728	1368
EJE	JOLIET	WESTERN SUB	OGDEN AVE U.S.34	001905	4	14	34100	AURORA	1400	3881	44	1.50	1400	34100	4	355	1.01	6203	42	2.18	1400	34100	4	355	1.46	15.7	37.5	21.8	559	1934	1376	1.0	5.0	4.0	A	A	33732	169386	135655	562	2823	2261
EJE	JOLIET	WESTERN SUB	MONTGOMERY RD	001818	2	19	19600	AURORA	700	3881	44	1.50	700	19600	2	408	1.80	6203	42	2.18	700	19600	2	408	2.61	15.7	37.5	21.8	321	1112	791	1.8	8.9	7.1	A	B	34726	174379	139653	579	2906	2328
EJE	JOLIET	WESTERN SUB	87TH ST	001770	2	17	1450	AURORA	900	3881	44	1.50	900	1450	2	30	0.78	6203	42	2.18	900	1450	2	30	1.13	15.7	37.5	21.8	24	82	59	0.8	3.8	3.1	A	A	1108	5562	4454	18	93	74
EJE	JOLIET	WESTERN SUB	HAFENRICHTER ROAD	001708	2	19	4700	PLAINFIELD	700	3881	44	1.50	700	4700	2	98	0.87	6203	41	2.22	700	4700	2	98	1.29	15.7	37.5	21.8	77	272	195	0.9	4.5	3.6	A	A	4034	21025	16991	67	350	283
EJE	JOLIET	WESTERN SUB	WOLF'S CROSSING	001620	2	16	9500	PLAINFIELD	1400	3881	43	1.53	1400	9500	2	198	0.89	6203	40	2.26	1400	9500	2	198	1.32	15.7	37.5	21.8	158	560	402	0.9	4.7	3.8	A	A	8423	44236	35813	140	737	597
EJE	JOLIET	WESTERN SUB	111TH ST	001463	2	16	8900	PLAINFIELD	1400	3881	42	1.55	1400	8900	2	185	0.89	6203	39	2.31	1400	8900	2	185	1.33	15.7	37.5	21.8	150	535	384	0.9	4.8	3.9	A	A	8062	42670	34608	134	711	577
EJE	JOLIET	WESTERN SUB	FURGUSON RD/119TH	001359	2	16	3950	PLAINFIELD	1400	3881	41	1.58	1400	3950	2	82	0.84	6203	39	2.31	1400	3950	2	82	1.23	15.7	37.5	21.8	68	237	169	0.9	4.4	3.6	A	A	3408	17456	14048	57	291	234
EJE	JOLIET	WESTERN SUB	127TH ST/CHAPINS	001256	2	19	4650	PLAINFIELD	700	3881	39	1.63	700	4650	2	97	0.95	6203	37	2.41	700	4650	2	97	1.40	15.7	37.5	21.8	83	291	209	1.0	5.2	4.2	A	B	4695	24389	19694	78	406	328
EJE	JOLIET	WESTERN SUB	135TH STREET	001143	2	16	8500	PLAINFIELD	1400	3881	37	1.69	1400	8500	2	177	0.97	6203	36	2.46	1400	8500	2	177	1.41	15.7	37.5	21.8	157	544	387	1.1	5.4	4.3	A	B	9111	45931	36820	152	766	614
EJE	JOLIET	WESTERN SUB	VAN DYKE ROAD	001068	2	17	5000	PLAINFIELD	900	3881	42	1.55	900	5000	2	104	0.88	6203	41	2.22	900	5000	2	104	1.25	15.7	37.5	21.8	84	289	204	0.9	4.4	3.5	A	A	4444	21756	17313	74	363	289
EJE	JOLIET	WESTERN SUB	143RD ST	001033	2	17	4300	PLAINFIELD	900	3881	44	1.50	900	4300	2	90	0.83	6203	42	2.18	900	4300	2	90	1.21	15.7	37.5	21.8	70	244	173	0.8	4.1	3.3	A	A	3525	17702	14177	59	295	236
EJE	JOLIET	WESTERN SUB	PLAN NAPVL RD	000962	2	16	3300	PLAINFIELD	1400	3398	45	1.36	1400	3300	2	69	0.71	5842	43	2.04	1400	3300	2	69	1.07	18.5	40.3	21.8	58	189	131	0.7	3.7	2.9	A	A	2467	12172	9705	41	203	162
EJE	JOLIET	WESTERN SUB	MAIN ST	000953	2	16	16500	PLAINFIELD	1400	3398	45	1.36	1400	16500	2	344	0.90	5842	43	2.04	1400	16500	2	344	1.35	18.5	40.3	21.8	288	944	656	0.9	4.6	3.7	A	A	15546	76703	61157	259	1278	1019
EJE	JOLIET	WESTERN SUB	CENTER STREET	000933	2	19	1150	PLAINFIELD	700	3398	45	1.36	700	1150	2	24	0.70	5842	44	2.01	700	1150	2	24	1.04	18.5	40.3	21.8	20	65	45	0.7	3.5	2.8	A	A	846	4034	3188	14	67	53
EJE	JOLIET	WESTERN SUB	EASTERN AVENUE	000927	2	17	2800	PLAINFIELD	900	3398	45	1.36	900	2800	2	58	0.73	5842	44	2.01	900	2800	2	58	1.07	18.5	40.3	21.8	49	157	109	0.8	3.6	2.9	A	A	2128	10144	8015	35	169	134
EJE	JOLIET	WESTERN SUB	LOCKPORT RD	000900	2	16	8200	PLAINFIELD	1400	3398	45	1.36	1400	8200	2	171	0.77	5842	44	2.01	1400	8200	2	171	1.14	18.5	40.3	21.8	143	461	318	0.8	3.9	3.0	A	A	6639	31642	25003	111	527	417
EJE	JOLIET	WESTERN SUB	RENWICK RD	000760	2	14	9300	PLAINFIELD	1400	3398	45	1.36	1400	9300	2	194	0.79	5842	44	2.01	1400	9300	2	194	1.17	18.5	40.3	21.8	162	523	361	0.8	3.9	3.1	A	A	7673	36568	28895	128	609	482
EJE	JOLIET	WESTERN SUB	E FR RD NB / ESSINGTON	000687	2	19	3600	CREST HILL	700	3398	43	1.40	700	3600	2	75	0.78	5842	42	2.08	700	3600	2	75	1.17	18.5	40.3	21.8	65	210	145	0.8	4.1	3.2	A	A	3037	14655	11617	51	244	194
EJE	JOLIET	WESTERN SUB	DIVISION ST	000605	4	17	5500	CREST HILL	900	3398	40	1.47	900	5500	4	57	0.78	5842	39	2.20	900	5500	4	57	1.18	18.5	40.3	21.8	104	339	235	0.9	4.3	3.5	A	A	4861	23917	19056	81	399	318
EJE	JOLIET	WESTERN SUB	GAYLORD	000557	2	17	4100	CREST HILL	900	3398	36	1.57	900	4100	2	85	0.87	5842	35	2.40	900	4100	2	85	1.32	18.5	40.3	21.8	83	275	192	1.1	5.3	4.3	A	B	4318	21847	17530	72	364	292
EJE	JOLIET	WESTERN SUB	OAKLAND ST	000320	2	17	1200	CREST HILL	900	3398	34	1.64	900	1200	2	25	0.84	5842	28	2.87	900	1200	2	25	1.48	18.5	40.3	21.8	25	96	71	1.1	7.1	6.1	A	B	1273	8541	7269	21	142	121
EJE	JOLIET	WESTERN SUB	WOODRUFF	000082	2	16	7700	JOLIET	1400	2742	10	3.62	1400	7700	2	160	2.04	5552	10	6.81	1400	7700	2	160	3.85	18.5	40.3	21.8	358	1467	1110	5.7	44.0	38.3	B	E	43824	338521	294697	730	5642	4912
EJE	JOLIET	EASTERN SUB	WASHINGTON ST	000095	2	17	7300	JOLIET	900	3795	10	4.81	900	7300	2	152	2.90	6684	10	8.10	900	7300	2	152	4.87	6.4	26.3	19.9	156	1079	923	3.7	43.2	39.5	A	E	27126	315434	288308	452	5257	4805
EJE	JOLIET	EASTERN SUB	ROWELL ST	000180	2	17	2300	JOLIET	900	3795	24	2.30	900	2300	2	48	1.21	6684	18	4.72	900	2300	2	48	2.49	6.4	26.3	19.9	23	198	175	0.7	12.9	12.1	A	C	1709	29650	27942	28	494	466
EJE	JOLIET	EASTERN SUB	MILLS RD	000250	2	17	2200	JOLIET	900	3795	32	1.85	900	2200	2	46	0.97	6684	26	3.42	900	2200	2	46	1.80	6.4	26.3	19.9	18	137	119	0.5	6.8	6.3	A	B	1055	14867	13812	18	248	230
EJE	JOLIET	EASTERN SUB	ROWELL ST	000286	2	17	2300	JOLIET	900	3795	34	1.77	900	2300	2	48	0.93	6684	31	2.95	900	2300	2	48	1.56	6.4	26.3	19.9	18	124	106	0.4	5.0	4.6	A	B	1013	11585	10572	17	193	176
EJE	JOLIET	EASTERN SUB	W SPENCER RD	000315	2	19	850	JOLIET	700	3795	36	1.70	700	850	2	18	0.87	6684	33	2.80	700	850	2	18	1.44	6.4	26.3	19.9	6	43	37	0.4	4.4	4.0	A	A	335	3751	3415	6	63	57
EJE	JOLIET	EASTERN SUB	BRIGGS ST	000422	3	17	10000	JOLIET	900	3795	37	1.67	900	10000	3	139	0.98	6684	35	2.67	900	10000	3	139	1.58	6.4	26.3	19.9	74	488	414	0.4	4.6	4.2	A	A	4374	46193	41819	73	770	697
EJE	JOLIET	EASTERN SUB	CHERRY HILL RD	000500	2	19	800	JOLIET	700	3795	38	1.63	700	800	2	17	0.84	6684	35	2.67	700	800	2	17	1.37	6.4	26.3	19.9	6	39	33	0.4	4.0	3.6	A	A	292	3201	2909	5	53	48
EJE	JOLIET	EASTERN SUB	S GOUGAR ROAD	000600	2	16	5600	NEW LENOX	1400	3795	36	1.70	1400	5600	2	117	0.93	6684	34	2.73	1400	5600	2	117	1.49	6.4	26.3	19.9	42	280	237	0.4	4.5	4.0	A	A	2348	25019	22671	39	417	378
EJE	JOLIET	EASTERN SUB	NELSON	000700	2	17	5300	NEW LENOX	900	3795	38	1.63	900	5300	2	110	0.93	6684	35	2.67	900	5300	2	110	1.52	6.4	26.3	19.9	39	258	220	0.4	4.5	4.0	A	A	2153	23599	21446	36	393	357
EJE	JOLIET	EASTERN SUB	CEDAR RD	000800	2	16	6700	NEW LENOX	1400	3795	36	1.70	1400	6700	2	140	0.94	6684	34	2.73	1400	6700	2	140	1.52	6.4	26.3	19.9	51	335	284	0.4	4.5	4.1	A	A	2861	30478	27617	48	508	460
EJE	JOLIET	EASTERN SUB	S SPENCER ROAD	000924	2	17	1600	NEW LENOX	900	3795	39	1.61	900	1600	2	33	0.83	6684	35	2.67	900	1600	2	33	1.39	6.4	26.3	19.9	11	78	67	0.4	4.1	3.7	A	A	571	6491	5919	10	108	99
EJE	JOLIET	EASTERN SUB	SCHOOL HOUSE RD	001000	2	16	6300	NEW LENOX	1400	3795	39	1.61	1400	6300	2	131	0.89	6684	36	2.61	1400	6300	2	131	1.44	6.4	26.3	19.9	45	300	255	0.4	4.1	3.7	A	A	2390	25944	23554	40	432	393
EJE	JOLIET	EASTERN SUB	OWENS RD(116 ST)	001149	2	19	650	FRANKFORT	700	3795	37	1.67	700	650	2	14	0.85	6684	34	2.73	700	650	2	14	1.39	6.4	26.3	19.9	5	32	28	0.4	4.2	3.8	A	A	245	2715	2469	4	45	41
EJE	JOLIET	EASTERN SUB	WOLF RD	001196	2	17	7200	FRANKFORT	900	3795	37	1.67	700	7200	2	150	1.00	6684	33	2.80	700	7200	2	150	1.68	6.4	26.3	19.9	53	368	315	0.4	5.2	4.7	A	B	3196	37158	33963	53	619	566
EJE	JOLIET	EASTERN SUB	CENTER RD	001405	2	16	4200	FRANKFORT	1400	3795	36	1.70	1400	4200	2	88	0.91	6684	34	2.73	1400	4200	2	88	1.46	6.4	26.3	19.9	32	210	178	0.4	4.4	4.0	A	A	1722	18347	16625	29	306	277
EJE	JOLIET	EASTERN SUB	SAUK TRAIL	001483	2	17	2500	FRANKFORT	900	3795	39	1.61	900	2500	2	52	0.85	6684	37	2.55	900	2500	2	52	1.35	6.4	26.3	19.9	18	117	99	0.4	3.8	3.4	A	A	912	9475	8563	15	158	143
EJE	JOLIET	EASTERN SUB	PFEIFFER RD/88 AV	001506	2	17	5600	FRANKFORT	900	3795	41	1.55	900	5600	2	117	0.89	6684	39	2.45	900	5600	2	117	1.41	6.4	26.3	19.9	39	250	212	0.4	3.8	3.4	A	A	2066	21118	19053	34	352	318
EJE	JOLIET	EASTERN SUB	HARLEM AV	001706	2	16	8400	FRANKFORT	1400	3795	44	1.48	1400	8400	2	175	0.85	6684	42	2.31	1400	8400	2	175	1.32	6.4	26.3	19.9	55	354	299	0.3	3.3	3.0	A	A	2804	28030	25226	47	467	420
EJE	JOLIET	EASTERN SUB	RIDGELAND AV	001807	2	17	3200	MATTESON	900	3795	44	1.48	900	3200	2	67	0.80	6684	40	2.40	900	3200	2	67	1.30	6.4	26.3	19.9	21	140	119	0.3	3.4	3.1	A	A	1009	10897	9887	17	182	165
EJE	JOLIET	EASTERN SUB	CENTRAL AV	001907	2	17	2100	MATTESON	900	3795	43	1.50	900	2100	2	44	0.79	6684	39	2.45	900	2100	2	44	1.29	6.4	26.3	19.9	14	94	80	0.3	3.5	3.1	A	A	665	7245	6580	11	121	110
EJE	JOLIET	EASTERN SUB	CICERO AV	002006	4	14	27700	MATTESON	1400	3795	43	1.50	1400	27700	4	289	0.95	6684	38	2.50	1400	27700	4	289	1.57	6.4	26.3	19.9	185	1264	1079	0.4	4.3	3.9	A	A	10508	119370	108862	175	1989	1814
EJE	JOLIET	EASTERN SUB	MAIN	002161	2	17	4000	MATTESON	900	3615	43	1.46	900	4000	2	83	0.80	6256	29	2.95	900	4000	2	83	1.63	8.6	29.6	20.9	35	243	208	0.4	5.9	5.5	A	B	1673	23679	22006	28	395	367
EJE	JOLIET	EASTERN SUB	WESTERN AVE	002312	4	16	22600	PARK FOREST	1400	3615	38	1.58	1400	22600	4	235	0.95	6256	31	2.79	1400	22600	4	235	1.68	8.6	29.6	20.9	213	1298	1084	0.5	5.8	5.2	A	B	12168	130719	118551	203	2179	1976
EJE	JOLIET	EASTERN SUB	EUCLID AVE	002463	2	19	209	CHICAGO HTS	700	3615	24	2.21	700	209	2	4	1.11	6256	23	3.59	700	209	2	4	1.81	8.6	29.6	20.9	3	15	13	0.9	8.0	7.1	A	B	184	1672	1488	3	28	25
EJE	JOLIET	EASTERN SUB	CHICAGO RD	002491	4	14	24300	CHICAGO HTS	1400	3615	24	2.21	1400	24300	4	253	1.35	6256	22	3.73	1400	24300	4	253	2.28	8.6	29.6	20.9	321	1864	1543	1.1	10.5	9.4	A	C	25996	254691	228695	433	4245	3812
EJE	JOLIET	EASTERN SUB	HALSTED/WEST END AVE	002504	2	19	10009	CHICAGO HTS	700	3615	23	2.29	700	10009	2	209	1.63	6256	22	3.73	700	10009	2	209	2.66	8.6	29.6	20.9	137	768	631	1.3	12.2	10.9	A	C	13348	122399	109051	222	2040	1818
EJE	JOLIET	EASTERN SUB	EAST END	002519	2	17	4650	CHICAGO HTS	900	3261	23	2.11	900	4650	2	97	1.18	6012	22	3.61	900	4650	2	97	2.02	10.2	32.2	21.9	70	375	305	1.1	9.8	8.7	A	B	4935	45439	40503	82	757	675
EJE	JOLIET	EASTERN SUB	WENTWORTH AV	002592	2	19	4009	CHICAGO HTS	700	3261	25	1.98	700	4009	2	84	1.13	6012	23	3.47	700	4009	2	84	1.97	10.2	32.2	21.9	56	311	255	0.9	9.2	8.2	A	B	3801	36777	32976	63	613	550
EJE	JOLIET	EASTERN SUB	STATE ST	002616	4	16	7000	CHICAGO HTS	1400	3261	28	1.82	1400	7000	4	73	0.96	6012	25	3.23	1400	7000	4	73	1.71	10.2	32.2	21.9	90	506	416	0.7	7.4	6.7	A	B	5218	51770	46553	87	863	776
EJE	JOLIET	EASTERN SUB	COTTAGE GROVE AV	002717	4	17	5100	CHICAGO HTS	900	3261	34	1.59	900	5100	4	53	0.84	6012	30	2.78	900	5100	4	53	1.48	10.2	32.2	21.9	57	317	259	0.6	5.5	4.9	A	B	2911	28044	25133	49	467	419
EJE	JOLIET	EASTERN SUB	TORRENCE AV	002918	2	17	8200	SAUK VILLAGE	900	3261	44	1.34	900	8200	2	171	0.83	6012	39	2.25	900	8200	2	171	1.39	10.2	32.2	21.9	78	413	335	0.5	4.2	3.7	A	A	3875	34426	30551	65	574	509
EJE	JOLIET	EASTERN SUB	LINCOLN HWY	003069	4	14	35900	LYNWOOD	1400	3261	35	1.56	1400	35900	4	374	1.06	6012	34	2.51	1400	35900	4	374	1.71	10.2	32.2	21.9	396	2014	1618	0.7	5.8	5.1	A	B	25292	206918	181626	422	3449	3027
EJE	JOLIET	EASTERN SUB	LAKE ST	003096	2	19	1334	DYER	700	3261	36	1.53	700	1334	2	28	0.80	6012	35	2.45	700	1334	2	28	1.28	10.2	32.2	21.9	14	73	59	0.5	4.2	3.7	A	A	690	5603	4912	12	93	82
EJE	JOLIET	EASTERN SUB	HART ST	003110	2	16	10700	DYER	1400	3261	36	1.53	1400	10700	2	223	0.91	6012	35	2.45	1400	10700	2	223	1.46	10.2	32.2	21.9	116	587	471	0.6	4.8	4.2	A	A	6325	51327	45001	105	855	750
EJE	JOLIET	EASTERN SUB	AIRPORT RD / 213TH ST	003366	2	17	250	SCHERERVILLE	900	3261	42	1.38	900	250	2	5	0.70	6012	39	2.25	900	250	2	5	1.13	10.2	32.2	21.9	2	13	10	0.4	3.4	3.0	A	A	102	855	753	2	14	13
EJE	JOLIET	EASTERN SUB	KENNEDY AVE	003436	2	16	11628	SCHERERVILLE	1400	3261	41	1.40	1400	11628	2	242	0.85	6012	37	2.35	1400	11628	2	242	1.42	10.2	32.2	21.9	116	610	494	0.5	4.5	4.0	A	A	5888	51934	46045	98	866	767
EJE	SYSTEM	EASTERN SUB	BROAD ST	003633	2	16	12901	GRIFFITH	1400	3261	26	1.93	1400	12901	2	269	1.19	6012	26	3.13	1400	12901	2	269	1.94	10.2	32.2	21.9	176	902	726	1.0	8.1	7.1	A	B	12576	104772	92196	210	1746	1537
EJE	JOLIET	EASTERN SUB	MAIN ST	003652	2	17	5893	GRIFFITH	900	2717	29	1.56	900	5893	2	123	0.91	5915	27	2.99	900	5893	2	123	1.73	7.6	26.6	19.0	49	325	277	0.4	5.7	5.3	A	B	2645	33796	31151	44	563	519
EJE	JOLIET	EASTERN SUB	LAKE ST	003677	2	19	250	GRIFFITH	700	2717	32	1.46	700	250	2	5	0.74	5915	28	2.90	700	250	2	5	1.46	7.6	26.6	19.0	2	13	11	0.3	4.7	4.4	A	A	86	1174	1089	1	20	18
EJE	JOLIET	EASTERN SUB	MILLER ST	003689	2	19	750	GRIFFITH	700	2717	33	1.44	700	750	2	16	0.73	5915	29	2.82	700	750	2	16	1.44	7.6	26.6	19.0	6	39	33	0.3	4.5	4.2	A	A	250	3375	3125	4	56	52
EJE	JOLIET	EASTERN SUB	ELM ST	003702	2	17	750	GRIFFITH	900	2717	34	1.41	900	750	2	16	0.72	5915	30	2.74	900	750	2	16	1.39	7.6	26.6	19.0	6	38	32	0.3	4.2	3.9	A	A	240	3177	2937	4	53	49
EJE	JOLIET	EASTERN SUB	45TH AVE	003752	4	16	3500	GRIFFITH	1400	2717	36	1.36	1400	3500	4	36	0.70	5915	32	2.60	1400	3500	4	36	1.34	7.6	26.6	19.0	25	168	143	0.3	3.8	3.5	A	A	1049	13467	12419	17	224	207
EJE	JOLIET	EASTERN SUB	40TH PLACE	003811	2	19	250	GRIFFITH	700	2717	35	1.38	700	250	2	5	0.70	5915	31	2.67	700	250	2	5	1.34	7.6	26.6	19.0	2	12	10	0.3	4.0	3.7	A	A	76	994	918	1	17	15
EJE	JOLIET	EASTERN SUB	25TH AVE	004003	2	17	750	GARY	900	3144	38	1.44	900	750	2	16	0.73	5777	37	2.27	900	750	2	16	1.16	9.7	27.7	18.0	7	33	26	0.4	3.0	2.6	A	A	320	2278	1958	5	38	33
EJE	JOLIET	EASTERN SUB	15TH AVE	004103	2	16	3500	GARY	1400	3144	38	1.44	1400	3500	2	73	0.76	5777	37	2.27	1400	3500	2	73	1.20	9.7	27.7	18.0	34	153	119	0.4	3.1	2.7	A	A	1548	11021	9473	26	184	158
EJE	JOLIET	EASTERN SUB	9TH AVE	004152	2	17	750	GARY	900	3144	39	1.42	900	750	2	16	0.72	5777	37	2.27	900	750	2	16	1.16	9.7	27.7	18.0	7	33	26	0.4	3.0	2.6	A	A	309	2278	1969	5	38	33
EJE	JOLIET	EASTERN SUB	5TH AVE	004197	4	14	17740	GARY	1400	3108	37	1.45	1400	17740	4	185	0.84	5758	36	2.32	1400	17740	4	185	1.33	9.8	27.8	18.0	176	794	618	0.5	3.6	3.1	A	A	8828	63576	54748	147	1060	912

	Vehicle Delay Per Day: Pre	Vehicle Delay Per Day: Post	Vehicle Delay Per Day: Δ	Delayed x Average Delay: Pre	Delayed x Average Delay: Post	Delayed x Average Delay: Δ
Total (seconds)	713348	4602166	3888819			
Total (minutes)	11889	76703	64814	11889	76703	64814
Total (hours)	198	1278	1080	198	1278	1080

Difference between calculations 0.00000

RAILROAD	RRDIV	RRSUBDIV	I_STREET	MILEPOST	TRAFICLN	HWYCLASS	AADT	CITYNAM	Roadway Type (Hwy, Art, Col, Loc)	Pre: Length of Train (ft)	Pre: Train Speed (mph)	Pre: Blocked Crossing Time for Train = D_C (minutes)	Pre: Vehicle Departure Rate = S_C	Pre: Average Daily Traffic (ADT)	Pre: Number of Road Lanes (NL)	Pre: Average Arrival Rate = S_Q	Pre: Average Crossing Delay per Stopped Vehicle = D_A (minutes)	Post: Length of Train (ft)	Post: Train Speed (mph)	Post: Blocked Crossing Time for Train = D_C (minutes)	Post: Vehicle Departure Rate = S_C	Post: Average Daily Traffic (ADT)	Post: Number of Road Lanes (NL)	Post: Average Arrival Rate = S_Q	Post: Average Crossing Delay per Stopped Vehicle = D_A (minutes)	Number of Trains Per Day: Pre	Number of Trains Per Day: Post	Number of Trains Per Day: Δ	Number of Vehicles Delayed per Day (T_D): Pre	Number of Vehicles Delayed per Day (T_D): Post	Number of Vehicles Delayed per Day (T_D): Δ	Average Delay per Vehicle (seconds): Pre	Average Delay per Vehicle (seconds): Post	Average Delay per Vehicle (seconds): Δ	Traffic Level of Service: Pre	Traffic Level of Service: Post
BRC		KENTON	ARCHER AV	000799	4	14	28700	CHICAGO	1400	6817	21	4.19	1400	28700	4	299	2.66	2380	21	1.79	1400	28700	4	299	1.14	10.1	4.0	-6.1	843	143	-701	4.7	0.3	-4.4	A	A
BRC		KENTON	55TH ST	000843	4	14	26300	CHICAGO	1400	5321	20	3.52	1400	26300	4	274	2.19	0	0	0.00	1400	26300	4	274	0.00	5.6	0.0	-5.6	360	0	-360	1.8	0.0	-1.8	A	A
BRC		KENTON	59TH ST	000893	4	17	8100	CHICAGO	900	5321	20	3.52	900	8100	4	84	1.94	0	0	0.00	900	8100	4	84	0.00	5.6	0.0	-5.6	111	0	-111	1.6	0.0	-1.6	A	A
BRC		KENTON	63RD ST	000943	4	16	15600	CHICAGO	1400	5321	20	3.52	1400	15600	4	163	1.99	0	0	0.00	1400	15600	4	163	0.00	5.6	0.0	-5.6	214	0	-214	1.6	0.0	-1.6	A	A
BRC		KENTON	MARQUETTE RD	000994	4	17	14200	CHICAGO	900	5321	19	3.68	900	14200	4	148	2.20	0	0	0.00	900	14200	4	148	0.00	5.6	0.0	-5.6	203	0	-203	1.9	0.0	-1.9	A	A
NIRC	MWD	ELGIN SUB	NARRAGANSETT AV	000860	2	17	12500	CHICAGO	900	5514	25	3.01	900	12500	2	260	2.12	0	0	0.00	900	12500	2	260	0.00	3.6	0.0	-3.6	94	0	-94	1.0	0.0	-1.0	A	A
NIRC	MWD	ELGIN SUB	OAK PARK AV	000916	2	17	11500	CHICAGO	900	5514	25	3.01	900	11500	2	240	2.05	0	0	0.00	900	11500	2	240	0.00	3.6	0.0	-3.6	86	0	-86	0.9	0.0	-0.9	A	A
NIRC	MWD	ELGIN SUB	N SAYRE AV	000948	2	19	509	CHICAGO	700	5514	25	3.01	700	509	2	11	1.53	0	0	0.00	700	509	2	11	0.00	3.6	0.0	-3.6	4	0	-4	0.7	0.0	-0.7	A	A
NIRC	MWD	ELGIN SUB	N NORDICA AV	000958	2	19	559	CHICAGO	700	5514	25	3.01	700	559	2	12	1.53	0	0	0.00	700	559	2	12	0.00	3.6	0.0	-3.6	4	0	-4	0.7	0.0	-0.7	A	A
NIRC	MWD	ELGIN SUB	N NEVA AV	000969	2	19	559	CHICAGO	700	5514	25	3.01	700	559	2	12	1.53	0	0	0.00	700	559	2	12	0.00	3.6	0.0	-3.6	4	0	-4	0.7	0.0	-0.7	A	A
NIRC	MWD	ELGIN SUB	HARLEM AV	000979	4	14	20700	CHICAGO	1400	5514	25	3.01	1400	20700	4	216	1.78	0	0	0.00	1400	20700	4	216	0.00	3.6	0.0	-3.6	156	0	-156	0.8	0.0	-0.8	A	A
NIRC	MWD	ELGIN SUB	73RD AV	000995	4	19	4300	ELMWOOD PARK	700	5514	25	3.01	700	4300	4	45	1.61	0	0	0.00	700	4300	4	45	0.00	3.6	0.0	-3.6	32	0	-32	0.7	0.0	-0.7	A	A
NIRC	MWD	ELGIN SUB	75TH AV	001018	4	19	8700	ELMWOOD PARK	700	5514	25	3.01	700	8700	4	91	1.73	0	0	0.00	700	8700	4	91	0.00	3.6	0.0	-3.6	65	0	-65	0.8	0.0	-0.8	A	A
NIRC	MWD	ELGIN SUB	GRAND AVE	001045	4	14	20900	ELMWOOD PARK	1400	5514	25	3.01	1400	20900	4	218	1.78	0	0	0.00	1400	20900	4	218	0.00	3.6	0.0	-3.6	157	0	-157	0.8	0.0	-0.8	A	A
NIRC	MWD	ELGIN SUB	CUMBERLAND AV	001140	4	14	36100	RIVER GROVE	1400	5514	22	3.35	1400	36100	4	376	2.29	0	0	0.00	1400	36100	4	376	0.00	3.6	0.0	-3.6	302	0	-302	1.1	0.0	-1.1	A	A
NIRC	MWD	ELGIN SUB	DESPLAINES RIVER	001212	4	16	23100	RIVER GROVE	1400	5514	21	3.48	1400	23100	4	241	2.10	0	0	0.00	1400	23100	4	241	0.00	3.6	0.0	-3.6	201	0	-201	1.1	0.0	-1.1	A	A
NIRC	MWD	ELGIN SUB	ELM	001223	2	19	509	FRANKLIN PARK	700	5514	23	3.22	700	509	2	11	1.64	0	0	0.00	700	509	2	11	0.00	3.6	0.0	-3.6	4	0	-4	0.8	0.0	-0.8	A	A
GTW	MIDWEST	ELSDON	79TH ST	001230	4	16	25000	CHICAGO	1400	4365	8	6.70	1400	25000	4	260	4.12	0	0	0.00	1400	25000	4	260	0.00	3.4	0.0	-3.4	396	0	-396	3.9	0.0	-3.9	A	A
GTW	MIDWEST	ELSDON	COLUMBUS DR	001274	4	17	15100	CHICAGO	900	4365	8	6.70	900	15100	4	157	4.06	0	0	0.00	900	15100	4	157	0.00	3.4	0.0	-3.4	239	0	-239	3.9	0.0	-3.9	A	A
GTW	MIDWEST	ELSDON	W 83RD PL	001287	2	19	1009	CHICAGO	700	4365	8	6.70	700	1009	2	21	3.45	0	0	0.00	700	1009	2	21	0.00	3.4	0.0	-3.4	16	0	-16	3.3	0.0	-3.3	A	A
GTW	CHICAGO	SOUTH BEND	87TH ST	001331	6	14	19800	CHICAGO	1400	4365	8	6.70	1400	19800	6	138	3.72	0	0	0.00	1400	19800	6	138	0.00	3.4	0.0	-3.4	313	0	-313	3.5	0.0	-3.5	A	A
GTW	CHICAGO	SOUTH BEND	91ST ST	001386	2	17	3750	CHICAGO	900	4365	8	6.70	900	3750	2	78	3.67	0	0	0.00	900	3750	2	78	0.00	3.4	0.0	-3.4	59	0	-59	3.5	0.0	-3.5	A	A
GTW	CHICAGO	SOUTH BEND	KEDZIE AV	001433	4	16	24100	EVERGREEN PARK	1400	4365	8	6.70	1400	24100	4	251	4.08	0	0	0.00	1400	24100	4	251	0.00	3.4	0.0	-3.4	381	0	-381	3.9	0.0	-3.9	A	A
GTW	CHICAGO	SOUTH BEND	94TH ST	001433	4	19	2900	EVERGREEN PARK	700	4365	8	6.70	700	2900	4	30	3.50	0	0	0.00	700	2900	4	30	0.00	3.4	0.0	-3.4	46	0	-46	3.3	0.0	-3.3	A	A
GTW	CHICAGO	SOUTH BEND	95TH ST	001448	6	14	30000	EVERGREEN PARK	1400	4365	8	6.70	1400	30000	6	208	3.94	0	0	0.00	1400	30000	6	208	0.00	3.4	0.0	-3.4	475	0	-475	3.7	0.0	-3.7	A	A
GTW	CHICAGO	SOUTH BEND	99TH ST	001503	2	17	9700	EVERGREEN PARK	900	4365	8	6.70	900	9700	2	202	4.32	0	0	0.00	900	9700	2	202	0.00	3.4	0.0	-3.4	153	0	-153	4.1	0.0	-4.1	A	A
GTW	CHICAGO	SOUTH BEND	103RD ST	001553	4	16	19900	CHICAGO	1400	4365	8	6.70	1400	19900	4	207	3.93	0	0	0.00	1400	19900	4	207	0.00	3.4	0.0	-3.4	315	0	-315	3.7	0.0	-3.7	A	A
GTW	CHICAGO	SOUTH BEND	111TH ST	001654	4	16	16400	CHICAGO	1400	4365	8	6.70	1400	16400	4	171	3.82	0	0	0.00	1400	16400	4	171	0.00	3.4	0.0	-3.4	259	0	-259	3.6	0.0	-3.6	A	A
GTW	CHICAGO	SOUTH BEND	115TH ST	001704	4	17	13000	CHICAGO	900	4365	8	6.70	900	13000	4	135	3.94	0	0	0.00	900	13000	4	135	0.00	3.4	0.0	-3.4	206	0	-206	3.7	0.0	-3.7	A	A
GTW	CHICAGO	SOUTH BEND	119TH ST	001754	2	16	12000	BLUE ISLAND	1400	4365	8	6.70	1400	12000	2	250	4.08	0	0	0.00	1400	12000	2	250	0.00	3.4	0.0	-3.4	190	0	-190	3.9	0.0	-3.9	A	A
GTW	CHICAGO	SOUTH BEND	123RD ST	001805	2	17	5000	BLUE ISLAND	900	4365	8	6.70	900	5000	2	104	3.79	0	0	0.00	900	5000	2	104	0.00	3.4	0.0	-3.4	79	0	-79	3.6	0.0	-3.6	A	A
GTW	MIDWEST	ELSDON	127TH ST	001858	4	14	23100	BLUE ISLAND	1400	4365	8	6.70	1400	23100	4	241	4.05	0	0	0.00	1400	23100	4	241	0.00	3.4	0.0	-3.4	365	0	-365	3.8	0.0	-3.8	A	A
GTW	MIDWEST	ELSDON	UNION AV	001887	2	19	509	BLUE ISLAND	700	4365	8	6.70	700	509	2	11	3.40	0	0	0.00	700	509	2	11	0.00	3.4	0.0	-3.4	8	0	-8	3.2	0.0	-3.2	A	A
GTW	MIDWEST	ELSDON	BROADWAY	001949	4	16	4950	BLUE ISLAND	1400	4365	10	5.46	1400	4950	4	52	2.83	0	0	0.00	1400	4950	4	52	0.00	3.4	0.0	-3.4	64	0	-64	2.2	0.0	-2.2	A	A
GTW	MIDWEST	ELSDON	WESTERN AV	002083	4	14	8400	BLUE ISLAND	1400	7256	29	3.34	1400	8400	4	88	1.78	5711	35	2.35	1400	8400	4	88	1.26	14.9	1.0	-13.9	291	14	-277	3.7	0.1	-3.6	A	A
GTW	MIDWEST	ELSDON	ROBEY AV	002158	2	19	109	DIXMOOR	700	7256	34	2.93	700	109	2	2	1.47	5711	41	2.08	700	109	2	2	1.04	14.9	1.0	-13.9	3	0	-3	2.7	0.1	-2.6	A	A
GTW	MIDWEST	ELSDON	LINCOLN AVE	002173	2	19	509	HARVEY	700	7256	34	2.93	700	509	2	11	1.49	5711	41	2.08	700	509	2	11	1.06	14.9	1.0	-13.9	15	1	-15	2.7	0.1	-2.6	A	A
GTW	MIDWEST	ELSDON	WOOD ST	002188	4	16	13200	HARVEY	1400	7256	35	2.86	1400	13200	4	138	1.58	5711	42	2.05	1400	13200	4	138	1.13	14.9	1.0	-13.9	390	19	-371	2.8	0.1	-2.7	A	A
GTW	MIDWEST	ELSDON	SIBLEY BLVD	002200	4	14	28400	HARVEY	1400	7256	35	2.86	1400	28400	4	296	1.81	5711	42	2.05	1400	28400	4	296	1.30	14.9	1.0	-13.9	839	40	-799	3.2	0.1	-3.1	A	A
GTW	MIDWEST	ELSDON	ASHLAND AVE	002220	2	19	8009	HARVEY	700	7256	35	2.86	700	8009	2	167	1.87	5711	42	2.05	700	8009	2	167	1.34	14.9	1.0	-13.9	237	11	-225	3.3	0.1	-3.2	A	A
GTW	MIDWEST	ELSDON	150TH ST	002264	4	17	809	HARVEY	900	7256	36	2.79	900	809	4	8	1.41	5711	43	2.01	900	809	4	8	1.01	14.9	1.0	-13.9	23	1	-22	2.4	0.1	-2.4	A	A
GTW	MIDWEST	ELSDON	CENTER AVE	002284	2	19	509	HARVEY	700	7256	36	2.79	700	509	2	11	1.42	5711	43	2.01	700	509	2	11	1.02	14.9	1.0	-13.9	15	1	-14	2.5	0.1	-2.4	A	A
GTW	MIDWEST	ELSDON	BROADWAY AVE	002295	4	19	509	HARVEY	700	7256	36	2.79	700	509	4	5	1.41	5711	43	2.01	700	509	4	5	1.01	14.9	1.0	-13.9	15	1	-14	2.4	0.1	-2.4	A	A
GTW	MIDWEST	ELSDON	PARK AV	002313	4	16	5900	HARVEY	1400	7256	36	2.79	1400	5900	4	61	1.46	5711	43	2.01	1400	5900	4	61	1.05	14.9	1.0	-13.9	170	8	-162	2.5	0.1	-2.4	A	A
GTW	MIDWEST	ELSDON	HALSTED ST	002352	4	16	18100	HARVEY	1400	5927	36	2.37	1400	18100	4	189	1.37	5711	42	2.05	1400	18100	4	189	1.18	19.5	1.0	-18.5	581	26	-555	2.6	0.1	-2.5	A	A
GTW	MIDWEST	ELSDON	155TH ST	002357	2	19	259	PHOENIX	700	5927	36	2.37	700	259	2	5	1.19	5711	42	2.05	700	259	2	5	1.03	19.5	1.0	-18.5	8	0	-8	2.3	0.1	-2.2	A	A
GTW	MIDWEST	ELSDON	VINCENNES AVE	002387	2	17	4150	PHOENIX	900	5927	35	2.42	900	4150	2	86	1.34	5711	41	2.08	900	4150	2	86	1.15	19.5	1.0	-18.5	136	6	-130	2.6	0.1	-2.5	A	A
GTW	MIDWEST	ELSDON	159TH ST	002432	4	14	28500	SOUTH HOLLAND	1400	5927	35	2.42	1400	28500	4	297	1.54	5711	39	2.16	1400	28500	4	297	1.37	19.5	1.0	-18.5	936	43	-893	3.0	0.1	-2.9	A	A
GTW	MIDWEST	ELSDON	SOUTH PARK	002553	4	16	9900	SOUTH HOLLAND	1400	6081	26	3.16	1400	9900	4	103	1.70	6489	27	3.23	1400	9900	4	103	1.74	22.1	2.9	-19.2	480	64	-415	5.0	0.7	-4.3	A	A
GTW	MIDWEST	ELSDON	170TH ST	002585	4	17	11100	SOUTH HOLLAND	900	6081	15	5.11	900	11100	4	116	2.93	6489	15	5.42	900	11100	4	116	3.11	22.1	2.9	-19.2	870	121	-749	13.8	2.0	-11.7	C	A
GTW	MIDWEST	ELSDON	VOLBRECHT RD	002749	2	19	1750	THORNTON	700	6081	38	2.32	700	1750	2	36	1.22	6489	45	2.14	700	1750	2	36	1.13	22.1	2.9	-19.2	62	8	-55	2.6	0.3	-2.3	A	A
GTW	MIDWEST	ELSDON	THORNTON-LANSING	002774	2	17	10000	THORNTON	900	6081	38	2.32	900	10000	2	208	1.51	6489	45	2.14	900	10000	2	208	1.39	22.1	2.9	-19.2	356	43	-313	3.2	0.4	-2.9	A	A
GTW	MIDWEST	ELSDON	RIDGE RD	002841	2	17	7509	LANSING	900	6081	39	2.27	900	7509	2	156	1.37	6489	46	2.10	900	7509	2	156	1.27	22.1	2.9	-19.2	262	32	-230	2.9	0.3	-2.6	A	A
GTW	MIDWEST	ELSDON	TORRENCE AV	002865	4	16	10500	LANSING	1400	6081	39	2.27	1400	10500	4	109	1.23	6489	47	2.07	1400	10500	4	109	1.12	22.1	2.9	-19.2	366	44	-322	2.6	0.3	-2.3	A	A
GTW	MIDWEST	ELSDON	186TH ST	002942	2	17	6500	LANSING	900	6081	41	2.19	900	6500	2	135	1.29	6489	49	2.00	900	6500	2	135	1.18	22.1	2.9	-19.2	218	26	-192	2.6	0.3	-2.3	A	A
GTW	MIDWEST	ELSDON	BURNHAM AV	002980	2	16	7300	LANSING	1400	6081	42	2.15	1400	7300	2	152	1.20	6489	49	2.00	1400	7300	2	152	1.12	22.1	2.9	-19.2	240	29	-211	2.4	0.3	-2.1	A	A
GTW	MIDWEST	ELSDON	WENTWORTH	003039	2	17	10900	LANSING	900	6081	42	2.15	900	10900	2	227	1.43	6489	49	2.00	900	10900	2	227	1.34	22.1	2.9	-19.2	359	44	-315	2.8	0.3	-2.5	A	A
GTW	MIDWEST	ELSDON	CALUMET AVE	003162	4	16	17336		1400	6081	40	2.23	1400	17336	4	181	1.28	6489	48	2.04	1400	17336	4	181	1.17	22.1	2.9	-19.2	593	71	-522	2.6	0.3	-2.3	A	A
GTW	MIDWEST	ELSDON	WHITE OAK AVE	003265	2	17	6125		900	6081	38	2.32	900	6125	2	128	1.35	6489	45	2.14	900	6125	2	128	1.25	22.1	2.9	-19.2	218	26	-192	2.9	0.3	-2.6	A	A
GTW	MIDWEST	ELSDON	KENNEDY AVE	003423	2	16	3000		1400	6081	18	4.34	1400	3000	2	63	2.27	6489	18	4.60	1400	3000	2	63	2.41	22.1	2.9	-19.2	200	28	-172	9.1	1.3	-7.7	B	A
GTW	MIDWEST	ELSDON	MAIN ST	003555	2	16	8500	GRIFFITH	1400	6081	35	2.47	1400	8500	2	177	1.42	6489	38	2.44	1400	8500	2	177	1.40	22.1	2.9	-19.2	323	42	-281	3.2	0.4	-2.8	A	A
GTW	MIDWEST	ELSDON	BROAD ST	003609	2	16	12901	GRIFFITH	1400	6081	36	2.42	1400	12901	2	269	1.50	6489	39	2.39	1400	12901	2	269	1.48	22.1	2.9	-19.2	479	62	-417	3.3	0.4	-2.9	A	A
CC	EASTERN	CHICAGO	S LAWNDALE AV	000721	2	19	509	CHICAGO	700	5224	14	4.74	700	509	2	11	2.41	0	0	0.00	700	509	2	11	0.00	2.5	0.0	-2.5	4	0	-4	1.2	0.0	-1.2	A	A
CC	EASTERN	CHICAGO	PULASKI RD	000759	2	14	23400	CHICAGO	1400	5224	19	3.62	1400	23400	2	488	2.78	0	0	0.00	1400	23400	2	488	0.00	2.5	0.0	-2.5	147	0	-147	1.0	0.0	-1.0	A	A
CC	EASTERN	CHICAGO	RIVERSIDE DR	001170	2	17	4600	BERWYN	900	6690	25	3.54	900	4600	2	96	1.98	3061	25	1.89	900	4600	2	96	1.06	4.4	1.7	-2.7	50	10	-39	1.3	0.1	-1.1	A	A
CC	EASTERN	CHICAGO	HARLEM AV	001178	4	14	29000	BERWYN	1400	6690	25	3.54	1400	29000	4	302	2.26	3061	25	1.89	1400	29000	4	302	1.21	4.4	1.7	-2.7	314	65	-249	1.5	0.2	-1.3	A	A
CC	EASTERN	CHICAGO	26TH ST	001195	4	17	13500	RIVERSIDE	900	6690	25	3.54	900	13500	4	141	2.10	3061	25	1.89	900	13500	4	141	1.12	4.4	1.7	-2.7	146	30	-116	1.4	0.2	-1.2	A	A
CC	NORTHERN	FREEPORT	VETERANS DRIVE	001213	4	19	399	NORTH RIVERSIDE	700	6690	25	3.54	700	399	4	4	1.78	3061	25	1.89	700	399	4	4	0.95	4.4	1.7	-2.7	4	1	-3	1.2	0.1	-1.0	A	A
CC	EASTERN	CHICAGO	HAINSWORTH AV	001245	2	19	1000	RIVERSIDE	700	6690	25	3.54	700	1000	2	21	1.82	3061	25	1.89	700	1000	2	21	0.97	4.4	1.7	-2.7	11	2	-9	1.2	0.1	-1.1	A	A
CC	EASTERN	CHICAGO	DES PLAINES AV	001285	4	17	14900	RIVERSIDE	900	6690	25	3.54	900	14900	4	155	2.14	3061	25	1.89	900	14900	4	155	1.14	4.4	1.7	-2.7	161	33	-128	1.4	0.2	-1.2	A	A
CC	EASTERN	CHICAGO	CERMAK RD	001325	5	16	34000	NORTH RIVERSIDE	1400	6690	25	3.54	1400	34000	5	283	2.22	3061	25	1.89	1400	34000	5	283	1.19	4.4	1.7	-2.7	368	76	-292	1.4	0.2	-1.3	A	A
CC	EASTERN	CHICAGO	1ST AVE	001345	4	14	34900	NORTH RIVERSIDE	1400	6690	25	3.54	1400	34900	4	364	2.39	3061	25	1.89	1400	34900	4	364	1.28	4.4	1.7	-2.7	378	78	-300	1.6	0.2	-1.4	A	A
CC	EASTERN	CHICAGO	17TH AV	001450	4	17	9500	BROADVIEW	900	6690	19	4.50	900	9500	4	99	2.53	3061	20	2.24	900	9500	4	99	1.26	4.4	1.7	-2.7	131	25	-106	2.1	0.2	-1.9	A	A
CC	EASTERN	CHICAGO	OAK RIDGE AV	001660	2	19	109	HILLSIDE	700	6755	35	2.69	700	109	2	2	1.35	3061	38	1.42	700	109	2	2	0.71	3.0	1.7	-1.3	1	0	0	0.5	0.1	-0.4	A	A
CC	EASTERN	CHICAGO	HARRISON ST	001710	2	17	6309	HILLSIDE	900	6755	36	2.63	900	6309	2	131	1.54	3061	39	1.39	900	6309	2	131	0.81	3.0	1.7	-1.3	35	10	-24	0.5	0.1	-0.4	A	A
CC	EASTERN	CHICAGO	WOLF RD	001725	4	16	15700	HILLSIDE	1400	6755	35	2.69	1400	15700	4	164	1.52	3061	39	1.39	1400	15700	4	164	0.79	3.0	1.7	-1.3	88	26	-62	0.5	0.1	-0.4	A	A
CC	CHICAGO	FREEPORT	YORK RD	001935	2	16	18000	ELMHURST	1400	6755	37	2.57	1400	18000	2	375	1.76	3061	40	1.37	1400	18000	2	375	0.94	3.0	1.7	-1.3	97	29	-67	0.6	0.1	-0.5	A	A
CC	CHICAGO	FREEPORT	VALLETTE ST	001950	2	17	3150	ELMHURST	900	6755	38	2.52	900	3150	2	66	1.36	3061	40	1.37	900	3150	2	66	0.74	3.0	1.7	-1.3	17	5	-11	0.4	0.1	-0.4	A	A
CC	CHICAGO	FREEPORT	ARGYLE AVE	001980	2	19	509	ELMHURST	700	6755	39	2.47	700	509	2	11	1.25	3061	40	1.37	700	509	2	11	0.70	3.0	1.7	-1.3	3	1	-2	0.4	0.1	-0.3	A	A
CC	CHICAGO	FREEPORT	SPRING RD	001998	2	17	8100	ELMHURST	900	6755	40	2.42	900	8100	2	169	1.49	3061	40	1.37	900	8100	2	169	0.84	3.0	1.7	-1.3	41	13	-28	0.5	0.1	-0.4	A	A
CC	CHICAGO	FREEPORT	ST CHARLES	002020	3	16	18400	ELMHURST	1400	6755	40	2.42	1400	18400	3	256	1.48	3061	40	1.37	1400	18400	3	256	0.84	3.0	1.7	-1.3	93	30	-63	0.4	0.1	-0.4	A	A
CC	CHICAGO	FREEPORT	WEST AVE	002060	2	17	8400	ELMHURST	900	6755	40	2.42	900	8400	2	175	1.50	3061	40	1.37	900	8400	2	175	0.85	3.0	1.7	-1.3	42	14	-29	0.5	0.1	-0.4	A	A
CC	CHICAGO	FREEPORT	VILLA AVENUE	002125	2	16	6600	VILLA PARK	1400	6755	40	2.42	1400	6600	2	138	1.34	3061	40	1.37	1400	6600	2	138	0.76	3.0	1.7	-1.3	33	11	-23	0.4	0.1	-0.3	A	A
CC	CHICAGO	FREEPORT	ADDISON RD	002230	7	16	13000	VILLA PARK	1400	6755	39	2.47	1400	13000	7	77	1.31	3061	39	1.39	1400	13000	7	77	0.74	3.0	1.7	-1.3	67	21	-45	0.4	0.1	-0.3	A	A
CC	CHICAGO	FREEPORT	NORTH AVE	002240	8	14	45000	VILLA PARK	1400	6755	39	2.47	1400	45000	8	234	1.48	3061	39	1.39	1400	45000	8	234	0.84	3.0	1.7	-1.3	231	74	-157	0.5	0.1	-0.4	A	A
CC	CHICAGO	FREEPORT	WESTWOOD AVE	002285	2	19	209	ADDISON	700	6755	37	2.57	700	209	2	4	1.30	3061	39	1.39	700	209	2	4	0.70	3.0	1.7	-1.3	1	0	-1	0.4	0.1	-0.3	A	A
CC	CHICAGO	FREEPORT	GRACE AVE	002340	4	17	6800	ADDISON	900	6755	37	2.57	900	6800	4	71	1.40	3061	40	1.37	900	6800	4	71	0.74	3.0	1.7	-1.3	36	11	-25	0.4	0.1	-0.4	A	A
CC	CHICAGO	FREEPORT	SWIFT RD	002530	3	16	16500	ADDISON	1400	6755	42	2.33	1400	16500	3	229	1.39	3061	44	1.29	1400	16500	3	229	0.77	3.0	1.7	-1.3	80	25	-55	0.4	0.1	-0.3	A	A
CC	CHICAGO	FREEPORT	SCHMALE RD	002848	4	16	22600	BLOOMINGDALE	1400	6755	38	2.52	1400	22600	4	235	1.51	3061	43	1.31	1400	22600	4	235	0.79	3.0	1.7	-1.3	119	35	-84	0.5	0.1	-0.4	A	A
CC	CHICAGO	FREEPORT	GARY AVE	002955	4	16	27600	CLOVERDALE	1400	6755	43	2.29	1400	27600	4	288	1.44	3061	49	1.21	1400	27600	4	288	0.76	3.0	1.7	-1.3	131	39	-92	0.4	0.1	-0.3	A	A
CC	CHICAGO	FREEPORT	ARMY TRAIL RD	002970	4	14	31100	CLOVERDALE	1400	6755	43	2.29	1400	31100	4	324	1.49	3061	49	1.21	1400	31100	4	324	0.79	3.0	1.7	-1.3	148	44	-104	0.4	0.1	-0.4	A	A
CC	CHICAGO	FREEPORT	COUNTY FARM RD	003117	4	14	28800	HANOVER PARK	1400	6755	43	2.29	1400	28800	4	300	1.45	3061	48	1.22	1400	28800	4	300	0.78	3.0	1.7	-1.3	137	42	-95	0.4	0.1	-0.3	A	A
CC	CHICAGO	FREEPORT	ILL. RTE 59	003415	4	14	44600	BARTLETT	1400	6755	41	2.37	1400	44600	4	465	1.78	3061	45	1.27	1400	44600	4	465	0.95	3.0	1.7	-1.3	220	67	-153	0.5	0.1	-0.4	A	A
CC	CHICAGO	FREEPORT	MUNGER RD	003515	2	19	1500	BARTLETT	700	6755	45	2.21	700	1500	2	31	1.15	3061	50	1.20	700	1500	2	31	0.63	3.0	1.7	-1.3	7	2	-5	0.3	0.1	-0.3	A	A
IC	NORTHERN REG.	JOLIET	WENTWORTH AV	001754	2	14	17700	CHICAGO	1400	6103	40	2.23	1400	17700	2	369	1.52	5457	40	2.05	1400	17700	2	369	1.39	1.8	2.0	0.2	49	50	1	0.3	0.2	0.0	A	A
IC	NORTHERN REG.	JOLIET	ILLINOIS ST	002471	2	19	6000	LEMONT	700	6103	35	2.48	700	6000	2	125	1.51	5457	35	2.27	700	6000	2	125	1.38	1.8	2.0	0.2	19	19	0	0.3	0.3	0.0	A	A
IC	NORTHERN REG.	JOLIET	HOLMES ST	002495	2	19	259	LEMONT	700	6103	35	2.48	700	259	2	5	1.25	5457	35	2.27	700	259	2	5	1.14	1.8	2.0	0.2	1	1	0	0.2	0.2	0.0	A	A
IC	NORTHERN REG.	JOLIET	STEPHEN ST	002510	2	19	2350	LEMONT	700	6103	33	2.60	700	2350	2	49	1.40	5457	33	2.38	700	2350	2	49	1.28	1.8	2.0	0.2	8	8	0	0.3	0.3	0.0	A	A
IC	NORTHERN REG.	JOLIET	LEMONT ST	002518	2	19	359	LEMONT	700	6103	32	2.67	700	359	2	7	1.35	5457	32	2.44	700	359	2	7	1.23	1.8	2.0	0.2	1	1	0	0.3	0.3	0.0	A	A
IC	NORTHERN REG.	JOLIET	INDUSTRIAL AVENUE	002580	2	19	159	LEMONT	700	4659	35	2.01	700	159	2	3	1.01	6108	35	2.48	700	159	2	3	1.25	1.8	2.0	0.2	0	1	0	0.2	0.3	0.1	A	A
IC	NORTHERN REG.	JOLIET	ROMEOVILLE RD	002898	2	16	13800	ROMEOVILLE	1400	4659	38	1.89	1400	13800	2	288	1.19	6108	40	2.24	1400	13800	2	288	1.41	1.8	2.0	0.2	33	43	10	0.2	0.3	0.1	A	A
IC	NORTHERN REG.	JOLIET	2ND ST	003206	2	19	29	LOCKPORT	700	4659	35	2.01	700	29	2	1	1.01	6108	35	2.48	700	29	2	1	1.24	1.8	2.0	0.2	0	0	0	0.2	0.3	0.1	A	A
IC	NORTHERN REG.	JOLIET	6TH ST	003236	2	19	109	LOCKPORT	700	4659	35	2.01	700	109	2	2	1.01	6108	35	2.48	700	109	2	2	1.25	1.8	2.0	0.2	0	0	0	0.2	0.3	0.1	A	A
IC	NORTHERN REG.	JOLIET	9TH ST	003259	2	14	22500	LOCKPORT	1400	4659	35	2.01	1400	22500	2	469	1.51	6108	35	2.48	1400	22500	2	469	1.87	1.8	2.0	0.2	57	78	21	0.2	0.4	0.2	A	A
IC	NORTHERN REG.	JOLIET	10TH ST	003270	2	19	109	LOCKPORT	700	4659	35	2.01	700	109	2	2	1.01	6108	35	2.48	700	109	2	2	1.25	1.8	2.0	0.2	0	0	0	0.2	0.3	0.1	A	A
IC	NORTHERN REG.	JOLIET	11TH ST	003274	2	19	209	LOCKPORT	700	4659	35	2.01	700	209	2	4	1.01	6108	35	2.48	700	209	2	4	1.25	1.8	2.0	0.2	1	1	0	0.2	0.3	0.1	A	A
IC	NORTHERN REG.	JOLIET	13TH STREET	003289	2	19	109	LOCKPORT	700	4659	35	2.01	700	109	2	2	1.01	6108	35	2.48	700	109	2	2	1.25	1.8	2.0	0.2	0	0	0	0.2	0.3	0.1	A	A
IC	NORTHERN REG.	JOLIET	DIVISION/167TH ST	003311	2	17	4900	LOCKPORT	900	4659	35	2.01	900	4900	2	102	1.14	6108	35	2.48	900	4900	2	102	1.40	1.8	2.0	0.2	12	17	5	0.2	0.3	0.1	A	A
WC	EASTERN	CHICAGO	FOREST AVE	001210	2	19	1009	RIVER FOREST	700	6104	30	2.81	700	1009	2	21	1.45	0	0	0.00	700	1009	2	21	0.00	3.5	2.0	-1.5	7	0	-7	0.6	0.0	-0.6	A	A
WC	EASTERN	CHICAGO	AUGUSTA ST	001219	2	19	509	RIVER FOREST	700	6104	30	2.81	700	509	2	11	1.43	0	0	0.00	700	509	2	11	0.00	3.5	2.0	-1.5	3	0	-3	0.6	0.0	-0.6	A	A
WC	EASTERN	CHICAGO	KEYSTONE AVE	001224	2	19	509	RIVER FOREST	700	6104	30	2.81	700	509	2	11	1.43	0	0	0.00	700	509	2	11	0.00	3.5	2.0	-1.5	3	0	-3	0.6	0.0	-0.6	A	A
WC	EASTERN	CHICAGO	THATCHER RD	001239	3	17	8400	RIVER FOREST	900	6104	30	2.81	900	8400	3	117	1.62	0	0	0.00	900	8400	3	117	0.00	3.5	2.0	-1.5	57	0	-57	0.7	0.0	-0.7	A	A
WC	EASTERN	CHICAGO	1ST AVE	001304	4	14	26300	MELROSE PARK	1400	6104	30	2.81	1400	26300	4	274	1.75	0	0	0.00	1400	26300	4	274	0.00	3.5	2.0	-1.5	180	0	-180	0.7	0.0	-0.7	A	A
WC	EASTERN	CHICAGO	5TH AVE	001341	4	17	10200	MELROSE PARK	900	6104	30	2.81	900	10200	4	106	1.59	0	0	0.00	900	10200	4	106	0.00	3.5	2.0	-1.5	70	0	-70	0.7	0.0	-0.7	A	A
WC	EASTERN	CHICAGO	GEORGE ST	001414	2	17	3900	RIVER GROVE	900	6104	28	2.98	900	3900	2	81	1.64	0	0	0.00	900	3900	2	81	0.00	3.5	2.0	-1.5	28	0	-28	0.7	0.0	-0.7	A	A
WC	EASTERN	CHICAGO	FULLERTON AVE	001458	2	17	4000	FRANKLIN PARK	900	6104	25	3.27	900	4000	2	83	1.80	0	0	0.00	900	4000	2	83	0.00	3.5	2.0	-1.5	32	0	-32	0.9	0.0	-0.9	A	A
WC	EASTERN	CHICAGO	CHESTNUT AVENUE	001522	2	19	2000	FRANKLIN PARK	700	6104	19	4.15	700	2000	2	42	2.21	0	0	0.00	700	2000	2	42	0.00	3.5	2.0	-1.5	20	0	-20	1.3	0.0	-1.3	A	A
WC	EASTERN	CHICAGO	BELMONT AVE	001560	4	16	9900	FRANKLIN PARK	1400	6388	19	4.32	1400	9900	4	103	2.33	2645	19	2.08	1400	9900	4	103	1.12	19.3	4.0	-15.3	573	57	-516	8.1	0.4	-7.7	B	A
WC	EASTERN	CHICAGO	PRATT AVE	002028	2	19	1900	DES PLAINES	700	6468	23	3.70	700	1900	2	40	1.96	3129	28	1.77	700	1900	2	40	0.94	19.1	4.0	-15.1	93	9	-84	5.8	0.3	-5.5	B	A
WC	WISCONSIN	WAUKESHA	TOUHY AV	002079	5	14	23500	DES PLAINES	1400	6468	29	3.03	1400	23500	5	196	1.76	3129	34	1.55	1400	23500	5	196	0.90	19.1	4.0	-15.1	946	101	-845	4.3	0.2	-4.0	A	A
WC	EASTERN	CHICAGO	FRONTAGE LANE	002121	2	19	2700	DES PLAINES	700	6468	29	3.03	700	2700	2	56	1.65	3129	34	1.55	700	2700	2	56	0.84	19.1	4.0	-15.1	109	12	-97	4.0	0.2	-3.8	A	A
WC	WISCONSIN	WAUKESHA	PROSPECT LN	002143	2	19	2250	DES PLAINES	700	6468	29	3.03	700	2250	2	47	1.63	3129	34	1.55	700	2250	2	47	0.83	19.1	4.0	-15.1	91	10	-81	3.9	0.2	-3.7	A	A
WC	WISCONSIN	WAUKESHA	OAKTON ST	002181	4	16	24400	DES PLAINES	1400	6468	29	3.03	1400	24400	4	254	1.85	3129	31	1.65	1400	24400	4	254	1.01	19.1	4.0	-15.1	982	112	-870	4.5	0.3	-4.2	A	A
WC	EASTERN	CHICAGO	ALGONQUIN RD	002233	2	16	9300	DES PLAINES	1400	6468	31	2.87	1400	9300	2	194	1.67	3129	33	1.58	1400	9300	2	194	0.92	19.1	4.0	-15.1	354	41	-313	3.8	0.2	-3.6	A	A
WC	EASTERN	CHICAGO	LEE ST NB	002255	2	14	8500	DES PLAINES	1400	6468	31	2.87	1400	8500	2	177	1.64	3129	33	1.58	1400	8500	2	177	0.90	19.1	4.0	-15.1	324	37	-286	3.8	0.2	-3.5	A	A
WC	EASTERN	CHICAGO	GRACELAND AV	002267	2	14	19500	DES PLAINES	1400	6468	32	2.80	1400	19500	2	406	1.97	3129	33	1.58	1400	19500	2	406	1.11	19.1	4.0	-15.1	723	85	-638	4.4	0.3	-4.1	A	A
WC	EASTERN	CHICAGO	THACKER ST	002284	2	16	11800	DES PLAINES	1400	6468	32	2.80	1400	11800	2	246	1.70	3129	33	1.58	1400	11800	2	246	0.96	19.1	4.0	-15.1	438	52	-386	3.8	0.3	-3.5	A	A
WC	EASTERN	CHICAGO	PRAIRIE AV	002298	2	19	2100	DES PLAINES	700	6468	34	2.66	700	2100	2	44	1.42	3129	34	1.55	700	2100	2	44	0.82	19.1	4.0	-15.1	74	9	-65	3.0	0.2	-2.8	A	A
WC	EASTERN	CHICAGO	WOODLAWN AVENUE	002317	2	19	500	DES PLAINES	700	6468	33	2.73	700	500	2	10	1.38	3129	34	1.55	700	500	2	10	0.78	19.1	4.0	-15.1	18	2	-16	3.0	0.2	-2.8	A	A
WC	EASTERN	CHICAGO	SEEGERS RD	002386	2	19	1300	DES PLAINES	700	6468	28	3.13	700	1300	2	27	1.63	3129	30	1.69	700	1300	2	27	0.88	19.1	4.0	-15.1	54	6	-48	4.0	0.2	-3.8	A	A
WC	EASTERN	CHICAGO	GOLF RD	002394	4	14	28700	DES PLAINES	1400	6468	28	3.13	1400	28700	4	299	1.99	3129	29	1.73	1400	28700	4	299	1.10	19.1	4.0	-15.1	1190	138	-1052	4.9	0.3	-4.6	A	A
WC	EASTERN	CHICAGO	RAND RD/US 12	002405	4	14	24500	DES PLAINES	1400	6468	27	3.22	1400	24500	4	255	1.97	3129	29	1.73	1400	24500	4	255	1.06	19.1	4.0	-15.1	1047	117	-930	5.1	0.3	-4.7	B	A
WC	EASTERN	CHICAGO	CENTRAL RD	002478	2	16	18700	DES PLAINES	1400	6468	35	2.60	1400	18700	2	390	1.80	3129	37	1.46	1400	18700	2	390	1.01	19.1	4.0	-15.1	645	76	-569	3.7	0.2	-3.5	A	A
WC	EASTERN	CHICAGO	KENSINGTON RD	002580	2	17	7800	DES PLAINES	900	6468	38	2.43	900	7800	2	163	1.49	3129	43	1.33	900	7800	2	163	0.81	19.1	4.0	-15.1	252	29	-223	2.9	0.2	-2.7	A	A
WC	EASTERN	CHICAGO	EUCLID AV	002632	4	16	19100	DES PLAINES	1400	6468	39	2.38	1400	19100	4	199	1.39	3129	45	1.29	1400	19100	4	199	0.75	19.1	4.0	-15.1	604	68	-536	2.6	0.2	-2.5	A	A
WC	EASTERN	CHICAGO	WOLF RD	002678	2	16	21100	WHEELING	1400	6468	40	2.34	1400	21100	2	440	1.70	3129	45	1.29	1400	21100	2	440	0.94	19.1	4.0	-15.1	654	76	-579	3.2	0.2	-3.0	A	A
WC	CHICAGO	WAUKESHA	CAMP MCDONALD RD	002686	2	17	8700	PROSPECT HEIGHTS	900	6468	40	2.34	900	8700	2	181	1.46	3129	45	1.29	900	8700	2	181	0.81	19.1	4.0	-15.1	270	31	-239	2.7	0.2	-2.5	A	A
WC	CHICAGO	WAUKESHA	WILLOW RD	002737	2	19	159	WHEELING	700	6468	39	2.38	700	159	2	3	1.20	3129	44	1.31	700	159	2	3	0.66	19.1	4.0	-15.1	5	1	-4	2.3	0.1	-2.1	A	A
WC	CHICAGO	WAUKESHA	HINTZ RD	002897	4	17	20900	PROSPECT HEIGHTS	900	6468	37	2.49	900	20900	4	218	1.64	3129	40	1.39	900	20900	4	218	0.92	19.1	4.0	-15.1	689	81	-609	3.2	0.2	-3.0	A	A
WC	CHICAGO	WAUKESHA	DUNDEE RD	003006	4	14	32300	WHEELING	1400	6468	42	2.25	1400	32300	4	336	1.48	3129	43	1.33	1400	32300	4	336	0.87	19.1	4.0	-15.1	964	119	-845	2.7	0.2	-2.5	A	A
WC	CHICAGO	WAUKESHA	DEERFIELD RD	003237	5	19	59	BUFFALO GROVE	700	6468	35	2.60	700	59	5	0	1.30	3129	38	1.44	700	59	5	0	0.72	19.1	4.0	-15.1	2	0	-2	2.7	0.2	-2.5	A	A
WC	CHICAGO	WAUKESHA	APTAKISIC RD	003321	4	16	21800	PRAIRIE VIEW	1400	6468	35	2.60	1400	21800	4	227	1.55	3129	38	1.44	1400	21800	4	227	0.86	19.1	4.0	-15.1	752	87	-665	3.2	0.2	-3.0	A	A
WC	EASTERN	CHICAGO	HALF DAY RD	003418	2	14	19100	PRAIRIE VIEW	1400	6468	41	2.29	1400	19100	2	398	1.60	3129	44	1.31	1400	19100	2	398	0.91	19.1	4.0	-15.1	581	69	-511	2.9	0.2	-2.7	A	A
WC	CHICAGO	WAUKESHA	BUFFALO GROVE RD	003482	3	16	12900	PRAIRIE VIEW	1400	6468	42	2.25	1400	12900	3	179	1.29	3129	45	1.29	1400	12900	3	179	0.74	19.1	4.0	-15.1	385	46	-339	2.3	0.2	-2.2	A	A
WC	CHICAGO	WAUKESHA	DIAMOND LAKE RD	003605	3	16	17600	VERNON HILLS	1400	6468	46	2.10	1400	17600	3	244	1.27	3129	48	1.24	1400	17600	3	244	0.75	19.1	4.0	-15.1	490	61	-429	2.1	0.2	-2.0	A	A
WC	CHICAGO	WAUKESHA	BUTTERFIELD RD	003737	4	16	14500	VERNON HILLS	1400	6468	39	2.38	1400	14500	4	151	1.34	3129	41	1.37	1400	14500	4	151	0.77	19.1	4.0	-15.1	459	55	-404	2.5	0.2	-2.4	A	A
WC	CHICAGO	WAUKESHA	STH #60	003750	4	14	34800	VERNON HILLS	1400	6468	39	2.38	1400	34800	4	363	1.61	3129	42	1.35	1400	34800	4	363	0.91	19.1	4.0	-15.1	1101	130	-971	3.1	0.2	-2.8	A	A
CSX	CT	ALTE	MADISON ST	003710	4	16	12800	FOREST PARK	1400	6493	30	2.96	1400	12800	4	133	1.64	0	0	0.00	1400	12800	4	133	0.00	3.3	2.0	-1.3	87	0	-87	0.7	0.0	-0.7	A	A
IHB	MAIN	IHB	SOHL ST	000503	4	17	8500	HAMMOND	900	6460	35	2.60	900	8500	4	89	1.44	5687	35	2.35	900	8500	4	89	1.30	1.6	1.9	0.2	25	26	2	0.2	0.2	0.0	A	A
IHB	MAIN	IHB	STATE LINE	000569	2	19	3000	HAMMOND	700	6460	30	2.95	700	3000	2	63	1.62	5687	30	2.65	700	3000	2	63	1.46	1.6	1.9	0.2	10	11	1	0.3	0.3	0.0	A	A
IHB	MAIN	IHB	COTTAGE GROVE AV	000977	2	17	2100	CHICAGO	900	6460	15	5.39	900	2100	2	44	2.83	5687	16	4.54	900	2100	2	44	2.39	1.6	1.9	0.2	13	13	0	1.0	0.9	-0.2	A	A
IHB	MAIN	IHB	LINCOLN AVE	001050	4	17	6000	DOLTON	900	6460	22	3.84	900	6000	4	63	2.06	5687	23	3.31	900	6000	4	63	1.78	1.6	1.9	0.2	26	26	1	0.5	0.5	-0.1	A	A
IHB	MAIN	IHB	BROADWAY	001511	4	16	4950	BLUE ISLAND	1400	8893	10	10.61	1400	4950	4	52	5.51	5711	10	6.99	1400	4950	4	52	3.63	9.6	1.0	-8.6	350	24	-326	23.4	1.1	-22.3	D	A
IHB	MAIN	IHB	123RD ST	001728	2	17	7600	ALSIP	900	8893	28	4.11	900	7600	2	158	2.49	5711	31	2.59	900	7600	2	158	1.57	9.6	1.0	-8.6	208	14	-195	4.1	0.2	-3.9	A	A
IHB	MAIN	IHB	KOSTNER AVE	001780	2	17	509	ALSIP	900	8893	32	3.66	900	509	2	11	1.85	5711	35	2.35	900	509	2	11	1.19	9.6	1.0	-8.6	12	1	-12	2.7	0.1	-2.6	A	A
IHB	MAIN	IHB	115TH ST	001873	4	17	10800	ALSIP	900	8893	36	3.31	900	10800	4	113	1.89	5711	40	2.12	900	10800	4	113	1.21	9.6	1.0	-8.6	238	16	-222	2.5	0.1	-2.4	A	A
IHB	MAIN	IHB	CENTRAL AV	001989	4	17	18800	CHICAGO RIDGE	900	8893	35	3.39	900	18800	4	196	2.16	5711	40	2.12	900	18800	4	196	1.36	9.6	1.0	-8.6	425	28	-397	2.9	0.1	-2.8	A	A
IHB	MAIN	IHB	RIDGELAND AV	002117	4	16	21000	CHICAGO RIDGE	1400	8893	17	6.44	1400	21000	4	219	3.82	5711	19	3.92	1400	21000	4	219	2.32	9.6	1.0	-8.6	902	57	-845	9.8	0.4	-9.5	B	A
IHB	MAIN	IHB	71ST ST	002583	4	17	4309	BRIDGE VIEW	900	8893	13	8.27	900	4309	4	45	4.35	5711	14	5.14	900	4309	4	45	2.70	9.6	1.0	-8.6	238	15	-222	14.4	0.6	-13.8	C	A
IHB	MAIN	IHB	EAST/EBERLY	002997	4	17	10100	MCCOOK	900	7676	21	4.65	900	10100	4	105	2.63	5711	22	3.45	900	10100	4	105	1.95	10.2	1.0	-9.2	333	24	-309	5.2	0.3	-4.9	B	A
IHB	MAIN	IHB	47TH ST	003001	4	16	12100	LA GRANGE	1400	7676	22	4.46	1400	12100	4	126	2.45	5711	22	3.45	1400	12100	4	126	1.90	10.2	1.0	-9.2	383	29	-354	4.7	0.3	-4.4	A	A
IHB	MAIN	IHB	COSSITT AV	003033	2	17	3700	LA GRANGE	900	7676	24	4.13	900	3700	2	77	2.26	5711	25	3.10	900	3700	2	77	1.69	10.2	1.0	-9.2	108	8	-100	4.0	0.2	-3.8	A	A
IHB	MAIN	IHB	LINCOLN A	003046	2	19	209	LA GRANGE	700	7676	24	4.13	700	209	2	4	2.08	5711	25	3.10	700	209	2	4	1.56	10.2	1.0	-9.2	6	0	-6	3.7	0.2	-3.5	A	A
IHB	MAIN	IHB	SHAWNUT AV	003081	4	19	209	LA GRANGE	700	7676	25	3.99	700	209	4	2	2.00	5711	25	3.10	700	209	4	2	1.55	10.2	1.0	-9.2	6	0	-5	3.4	0.2	-3.2	A	A
IHB	MAIN	IHB	HARDING AV	003156	4	17	4950	LA GRANGE	900	7676	28	3.62	900	4950	4	52	1.92	5711	28	2.82	900	4950	4	52	1.49	10.2	1.0	-9.2	127	10	-117	2.9	0.2	-2.8	A	A
IHB	MAIN	IHB	31ST	003207	4	16	16600	LA GRANGE	1400	7676	28	3.62	1400	16600	4	173	2.06	5711	29	2.74	1400	16600	4	173	1.56	10.2	1.0	-9.2	425	32	-394	3.2	0.2	-3.0	A	A
IHB	MAIN	IHB	CHESTNUT AVENUE	003905	2	19	2000	FRANKLIN PARK	700	7113	17	5.25	700	2000	2	42	2.79	2645	21	1.93	700	2000	2	42	1.03	12.1	2.0	-10.1	88	5	-83	7.4	0.2	-7.2	B	A
UP	CHICAGO	CHICAGO	MAIN (142ND)	001700	2	16	7400	DOLTON	1400	6460	20	4.17	1400	7400	2	154	2.34	5687	20	3.73	1400	7400	2	154	2.10	1.6	1.9	0.2	34	36	2	0.7	0.6	0.0	A	A
UP	CHICAGO	CHICAGO	144TH ST	001720	2	17	509	DOLTON	900	6460	20	4.17	900	509	2	11	2.11	5687	20	3.73	900	509	2	11	1.89	1.6	1.9	0.2	2	3	0	0.6	0.6	0.0	A	A
BRC		55TH	NARRAGANSETT AV	000299	4	17	9600	CHICAGO	900	8712	22	5.00	900	9600	4	100	2.81	2380	23	1.68	900	9600	4	100	0.94	4.5	4.0	-0.5	150	45	-105	2.6	0.3	-2.4	A	A
BRC		55TH	AUSTIN AVE	000248	4	17	7600	CHICAGO	900	8712	21	5.21	900	7600	4	79	2.86	2380	21	1.79	900	7600	4	79	0.98	4.5	4.0	-0.5	124	38	-86	2.8	0.3	-2.5	A	A
BRC		55TH	55TH ST	000160	4	14	26300	CHICAGO	1400	8712	21	5.21	1400	26300	4	274	3.24	2380	23	1.68	1400	26300	4	274	1.04	4.5	4.0	-0.5	429	122	-306	3.2	0.3	-2.9	A	A
BRC		55TH	CENTRAL AV	000141	4	14	20800	CHICAGO	1400	8712	20	5.45	1400	20800	4	217	3.22	2380	25	1.58	1400	20800	4	217	0.94	4.5	4.0	-0.5	354	91	-263	3.3	0.2	-3.0	A	A
BRC		55TH	S LONG AV	000115	2	19	109	CHICAGO	700	8712	18	6.00	700	109	2	2	3.01	2380	24	1.63	700	109	2	2	0.82	4.5	4.0	-0.5	2	0	-2	3.4	0.2	-3.2	A	A
BRC		55TH	S LOCKWOOD AV	000103	2	19	209	CHICAGO	700	8712	18	6.00	700	209	2	4	3.02	2380	20	1.85	700	209	2	4	0.93	4.5	4.0	-0.5	4	1	-3	3.4	0.3	-3.1	A	A
BRC		55TH	S LARAMIE AV	000090	2	19	209	CHICAGO	700	8712	18	6.00	700	209	2	4	3.02	2380	18	2.00	700	209	2	4	1.01	4.5	4.0	-0.5	4	1	-3	3.4	0.3	-3.1	A	A
BRC		55TH	63RD ST	00W413	4	16	13900	BEDFORD PARK	1400	8712	19	5.71	1400	13900	4	145	3.18	2380	19	1.92	1400	13900	4	145	1.07	4.5	4.0	-0.5	248	74	-174	3.4	0.3	-3.1	A	A
BRC		55TH	65TH PL	00W439	5	19	509	BEDFORD PARK	700	8712	24	4.63	700	509	5	4	2.33	2380	24	1.63	700	509	5	4	0.82	4.5	4.0	-0.5	7	2	-5	2.0	0.2	-1.8	A	A

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November 13, 2008

BY E-MAIL (rutsonv@stb.dot.gov)
AND HAND DELIVERY

Ms. Victoria J. Rutson, Chief
Section of Environmental Analysis
Surface Transportation Board
395 E Street, S.W.
Washington, D.C. 20423-0001

Re: ***Canadian National Railway Company and Grand Trunk Corporation – Control – EJ&E West Company*** **(STB Finance Docket No. 35087)**

Dear Ms. Rutson:

Following on discussions with your office and with the U.S. Fish and Wildlife Service ("USFWS"), I am submitting the enclosed Additional Voluntary Mitigation Measures, as a supplement to Applicants Voluntary Mitigation Proposal, which was submitted to your office on June 26, 2008, and modified in Applicants' Comments on the Draft Environmental Statement (filed September 30, 2008). These additional measures are submitted in order to address concerns raised by USFWS regarding potential impacts of the Transaction proposed by Applicants in this proceeding.

As you will note, we have placed the second of the listed measures in brackets. If, in your judgment, this measure is necessary to address USFWS's concerns fully, we request that SEA recommend that the Board require adherence to this measure as a condition to its approval of the proposed Transaction. Applicants would consent to imposition of the remaining listed measures as conditions on that approval.

Very truly yours,

Paul A. Cunningham
Counsel for Applicants Canadian National Railway Company and Grand Trunk Corporation

Enclosure

cc: Phillis Johnson-Ball
John H. Morton
Theodore K. Kalick
Normand Pellerin

ADDITIONAL VOLUNTARY MITIGATION MEASURES
REGARDING ISSUES RAISED BY U.S. FISH AND WILDLIFE SERVICE

VM xx Applicants shall cooperate with Midwest Generation, LLC ("MWG"), to identify locations on Applicants' property, or available to Applicants, on which loaded coal trains could be staged while awaiting delivery to MWG's Will County Generating Station and Joliet Generating Station and which would make unnecessary the construction of additional train storage capacity on MWG property that would adversely affect the Hine's emerald dragonfly or its habitat. If no adequate existing train storage locations can be identified, Applicants shall make reasonable efforts to acquire or construct, at MWG's expense, new train storage capacity, at locations where construction would not have adverse impacts on the Hine's emerald dragonfly or its habitat, and which would make construction of additional storage capacity on MWG's property unnecessary, and shall make that capacity available as needed for staging of coal trains destined for Will County and Joliet Stations.

[VM xx Pending identification of appropriate storage locations for MWG coal trains, Applicants shall work with railroads delivering coal trains to the EJ&EW line to ensure that coal trains destined for delivery to Midwest Generation's Will County and Joliet Stations are metered so that they do not come upon the EJ&E line unless there is sufficient storage capacity to receive those trains, and Applicants' dispatchers shall not permit coal trains to move onto the EJ&EW line from the lines of other railroads without first receiving confirmation that space will be available on MWG's existing tracks, or on available facilities on the EJ&EW line, to receive those trains.]

VM xx In consultation with the U.S. Fish and Wildlife Service (USFWS) and relevant natural resource stakeholders, Applicants shall participate in the development of a Habitat Conservation Plan for the Hine's emerald dragonfly or necessary work plans applicable to State and Federally listed threatened and endangered species and take the necessary measures to ensure that rail operations do not cause undue impact to those species.

VM xx [Migratory Birds] Where warranted, Applicants shall work with relevant natural resource stakeholder groups, Forest Preserve Districts, the Indiana office of The Nature Conservancy (TNC), Illinois Department of Natural Resources (IDNR), Indiana Department of Natural Resources (INDNR), and USFWS to support the creation or enhancement of migratory bird habitat away from those segments of the EJ&E rail line on which Applicants project Transaction-related increases in rail traffic, and where there is proposed Transaction-related construction of double-track and new or improved connections.

VM xx [Rare and Listed Turtles] In consultation with USFWS, Applicants shall construct and maintain adequate passages (that is, pipes or culverts) for turtles to cross through the track bed in areas on the EJ&E rail line between Leithton and Gary on which Applicants expect to increase rail traffic and where habitat for rare and/or listed turtle species (that is, Blanding's or spotted turtle) exists on both sides of the rail line.

VM xx [Karner Blue Butterfly] In consultation with USFWS, Applicants shall identify areas of suitable habitat of the Karner blue butterfly within Kirk Yard and in the vicinity of all planned Transaction-related construction of double track and new or improved connections within the State of Indiana for potential habitat protection and/or enhancement. Applicants shall contact TNC about participation in the Safe Harbor Agreement for the Karner blue butterfly.

VM xx [Indiana Dune and Swale] In consultation with appropriate Federal and State natural resource stakeholders, including USFWS, INDNR and TNC, Applicants shall designate EJ&EW-owned areas of prime prairie and dune swale habitat for potential land management agreement and/or conservation easement. Should modifications to Kirk Yard be proposed in the future, Applicants shall review proposed plans for upgrading and expansion of Kirk Yard in order to avoid construction in identified dune swale areas. In the event that unavoidable impacts are identified, the Applicants shall work with TNC to develop a plan for mitigation of those impacts and improvement of the quality of remaining dune swale areas.

VM xx [Eastern prairie fringed orchid] Prior to any ground disturbing activities, Applicants shall hire a qualified biologist to survey for the Eastern prairie fringed orchid (*Platanthera leucophaea)* in areas containing suitable habitat. Applicants shall survey each area on at least three non-consecutive days between June 28 and July 11, as this is when the orchid typically flowers and is most identifiable. If the Applicants' biologist finds orchids, Applicants shall not conduct any construction activities in that area and Applicants shall notify USFWS and the Board immediately. The Board shall reinitiate consultation with USFWS. Applicants shall work with the Board and USFWS to determine appropriate measures to offset impacts, most likely providing funding for an ongoing hand pollination project, or providing funding to be used to enhance another orchid site (that is, brush cutting, prescribed burning).

Appendix D

Meeting Transcripts

Attachments:

D1 Transcript for Matteson, Illinois Public Meeting (08/25/08)

D2 Transcript for Mundelein, Illinois Public Meeting (08/26/08)

D3 Transcript for Barrington, Illinois Public Meeting (08/27/08)

D4 Transcript for Bartlett, Illinois Public Meeting (08/28/08)

D5 Transcript for Chicago, Illinois Public Meeting (09/08/08)

D6 Transcript for Aurora, Illinois Public Meeting (09/09/08)

D7 Transcript for Gary, Indiana Public Meeting (09/10/08)

D8 Transcript for Matteson, Illinois Public Meeting (09/11/08)

Appendix D
Oral Comments Received on the Draft Environmental Impact Statement

SEA held eight public meetings on the Draft EIS. The meetings were held:

- Monday, August 25, 2008: Matteson, Illinois
- Tuesday, August 26, 2008: Mundelein, Illinois
- Wednesday, August 27, 2008: Barrington, Illinois
- Thursday, August 28, 2008: Bartlett, Illinois
- Monday, September 8, 2008: Chicago, Illinois
- Tuesday, September 9, 2008: Aurora, Illinois
- Wednesday, September 10, 2008: Gary, Indiana
- Thursday, September 11, 2008: Joliet, Illinois

A total of 305 oral comments were received at the eight meetings (33 comments at the Matteson meeting, 35 comments at the Mundelein meeting, 69 comments at the Barrington meeting, 38 comments at the Bartlett meeting, 21 comments at the Chicago meeting, 55 comments at the Aurora meeting, 19 comments at the Gary meeting, 35 comments at the Joliet meeting). The transcripts from the public meetings are contained in this Appendix.

Each oral comment was assigned a comment number. The August 25 transcript contains comments from comment document #12137, the August 26 transcript contains comments from comment document #12376, the August 27 transcript contains comments from comment document #12377, the August 28 transcript contains comments from comment document #12136, the September 8 transcript contains comments from comment document #12535, the September 9 transcript contains comments from comment document #12711, the September 10 transcript contains comments from comment document #12875, and the September 11 transcript contains comments from comment document #13001. Table D-1, on the next page, organizes the oral comments on the Draft EIS alphabetically within the following categories:

- Elected Officials (Federal, state, and local)
- Agencies (Federal, state, tribal, and local)
- Passenger/Rail Service Providers
- Organizations
- Applicant
- Citizens

Table D-1. Oral Comments Received on the Draft EIS at Public Meetings		
Commenter Name	**Commenter Title/Organization**	**Comment Number**
ELECTED OFFICIALS		
Federal Government		
Bean, Melissa	Member, U.S. House of Representatives	12376 12377
Jackson, Jr., Jesse	Member, U.S. House of Representatives (Comments given by Rick Bryant)	12137
Manzullo, Don	Member, U.S. House of Representatives	12377
Visclosky, Peter	Member, U.S. House of Representatives (Comments given by Mark Lopez)	12875
Weller, Jerry	Member, U.S. House of Representatives (Comments given by Margie Almanza)	13001
State Government		
Beaubien, Mark	Member, Illinois House of Representatives, 52nd District	12377
Daniels, Mitch	Governor, State of Indiana (Comments given by Ann Valentine)	12875
Dunkin, Ken	Member, Illinois House of Representatives, 5th District	12535
Fortner, Mike	Member, Illinois House of Representatives, 95th District	12136
Holmes, Linda	Member, Illinois State Senate, 42nd District	12711
Kosel, Renee	Member, Illinois House of Representatives, 81st District Comments given by Roberta Burmeister)	13001
Nekritz, Elaine	Member, Illinois House of Representatives, 57th District	12376
Ramey, Randy	Member, Illinois House of Representatives, 55th District	12136
Riley, Al	Member, Illinois House of Representatives, 38th District (Comments given by Martha Perales)	12137
Yarbrough, Karen	Member, Illinois House of Representatives, 7th District	12535
Local Government		
Abboud, Robert	Village President, Village of Barrington Hills	12377
Airdo, Michael	Village Trustee, Bartlett	12136
Anderson, Jeffrey	Village Trustee, Village of Barrington	12377
Balderman, Tim	Mayor, Village of New Lenox	13001
Barry, Clare	Alderman, City of Warrenville	12711
Beifuss, James	Alderman, City of West Chicago	12136
Bowden, Annette	Village Trustee, Village of New Lenox	13001
Branding, Suzanne	Village Trustee, Village of Lake Zurich	12376
Corso-Heath, Cynthia	Village Trustee, Village of Frankfort	12137
Daluga, Jim	Village Trustee, Village of Barrington	12377
Darch, Karen	Village President, Village of Barrington	12377
Dawson, Eugene R.	Supervisor, Barrington Township	12377
Dobosz, Stan	Councilman, City of Griffith	12875
Dye, Nancy	Village Trustee, Village of New Lenox	13001
Elmore, Lynda	Alderman, City of Aurora	12711
Fuesting, Matt	Alderman, City of West Chicago	12136
Furstenau, Richard	Councilman, City of Naperville	12711
Goodson, Lee Ann	Board Member, Will County	13001
Grace, Candice	Village Trustee, Village of Riverside	12136

Table D-1. Oral Comments Received on the Draft EIS at Public Meetings		
Commenter Name	**Commenter Title/Organization**	**Comment Number**
Holland, Jim	Mayor, Village of Frankfort	12137 13001
Hunt, Keith	Mayor, Village of Hawthorn Woods	12376
Hunt, Paul	Village Trustee, Village of Barrington	12377
Johnson, James	Village Trustee, Village of Lake Zurich	12376
Keith, LeRoy	Alderman, City of Aurora	12711
Kelly, Mike	Supervisor, Hanover Township	12136
Knoop, Steve	Village Trustee, Barrington Hills	12377
Kopycinski, Gary	Village Trustee, Village of Park Forest	12137
Kwasman, Michael	Mayor, City of West Chicago	12136
Lamb, Bill	Village Trustee, Village of Plainfield	13001
Leitner, Kathleen	President of Village Board, Village of Tower Lakes	12377
McCarthy, Jim	Trustee, Bartlett Fire Protection District	12136
Melchert, Catherine	Village President, Village of Bartlett	12136
Mervine, Rick	Alderman, City of Aurora	12711
Miller, Kenn	Councilman, City of Naperville	12711 13001
Miller, Steven	Village Trustee, Village of Barrington	12377
Moustis, James	Supervisor, Frankfort Township	13001
Nelson, David	Supervisor, Cuba Township	12377
Phipps, Eileen	Mayor, Village of Wayne	12136
Pineda, Ruben	Alderman, City of West Chicago	12136
Raseman, Beth	Village Trustee, Village of Barrington	12377
Roberts, Tim	Village Trustee, Village of Barrington	12377
Ryfa, Rick	President, Town Council, City of Griffith	13001
Sauer, Bruce	Village President, Village of North Barrington	12377
Schneider, Tim	Board of Commissioners, Cook County	12136
Senger, Darlene	Councilman, City of Naperville	12711
Stevens, Mike	Trustee, Village of Frankfort	12137
Tolomei, John	Village President, Village of Lake Zurich	12376 12377
Van Til, George	Surveyor, Lake County, Indiana	12875
Weisner, Tom	Mayor, City of Aurora	12711
Wiaduck, Harold	Village President, Village of Riverside	12535
Zay, Jim	Member, DuPage County Board	12136
AGENCIES		
State Government		
Bolwin, Charles	Illinois Department of Transportation	12711
Local Government		
Agnoletti, Janet	Barrington Area Council of Governments	12377
Arie, Jim	Barrington Fire Department	12377
Battle, Brian	Barrington School District 220	12377
Bennett, Donald E.	Village of Plainfield Police Department	13001
Blanchard, Peggy	Village of Barrington Economics & Community Development	12377
Blazer, Michael	Village of Bartlett	12136

Table D-1. Oral Comments Received on the Draft EIS at Public Meetings		
Commenter Name	**Commenter Title/Organization**	**Comment Number**
Bosley, Maggie	Village of Barrington Community & Financial Services	12377
Burmeister, Dennis	Village of Barrington Public Works	12377
Coulter, Brent	Village of Bartlett	12136
Daeschner, Dr. Stephen	Indian Prairie School District #204	12711
DeMauro, Marcella	Forest Preserve District of Will County	13001
Ergo, Carie Anne	City of Aurora	12711
Felix, Jesse	City of West Chicago Parks District	12136
Finlon, Patrick	Village of Lake Zurich Police Department	12377
Gallt, Eric	City of Aurora	12711
Harris, Alex	City of Plainfield	13001
Helsel Hoffman, Pam	Crete Rural Park District	13001
Heyden, David	Village of Lake Zurich Public Works	12377
Jennings, Terry	Barrington Park District	12377
Kaczynski, Ken	School District U-46	12136
Keasler, Rae	City of Aurora	12711
Knutson, Dr. Brian	Community School District 95	12376
Lawler, Jeff	Village of Barrington Police Department	12377
Leonard, Tom	Barrington School District 220	12377
Lobaito, John	Village of Mundelein	12376
Mastandrea, Terry	Village of Lake Zurich Fire Rescue Department	12377
Meiser, Joe	Village of Barrington Planning Commission	12377
Mikel, Richard	City of Naperville Fire Department	12711
Modrich, Joe	Park District in Franklin Park	12136
Oelker, Timothy	City of Aurora Fire Department	12711
Pansch, Detlev	Barrington Public Library District	12377
Persons, Allen	Village of Plainfield Department of Public Works	13001
Peterson, Daniel	Village of Lake Zurich Building & Zoning	12376 12377
Pieroni, Denise	Village of Barrington	12377
Riess, Steve	Village of Hawthorn Woods	12376
Robles, Karyn	City of Naperville	13001
Sashko, Tim	Village of Mundelein Fire Department	12376
Schatz, Marcie	City of Naperville Transportation, Engineering, & Development Department	12711
Smeaton, Richard	Village of Matteson Community Development	12137
Steingart, Jeff	Countryside Fire Protection District	12376
Stockstell, Regan	Village of Richton Park	12137
Stott, Hugh	West Chicago Fire Protection District	12136
Strahan, Dan	Village of Barrington Hills	12377
Summers, Greg	Village of Barrington Engineering & Building Department	12377
Svetanoff, Joseph	City of Schereville	12875
Talbett, Michael	Lake County Forest Preserve District	12376
Thomas, Gregory	City of Aurora Police Department	12711
Vitas, Bob	Village of Lake Zurich	12376 12377
Wallace, James	Village of Barrington	12377

Table D-1. Oral Comments Received on the Draft EIS at Public Meetings		
Commenter Name	**Commenter Title/Organization**	**Comment Number**
Wiett, Bill	City of Aurora	12711
Zoellner, Kirk	Village of Mokena	12137 13001
PASSENGER/RAIL SERVICE PROVIDERS		
McDonald, Richard	C and NW Railroad	12377
Paine, Jacquelyn	CSX Corporation	12535
ORGANIZATIONS		
Alexander, Julian	Meadow Lake's Homeowner's Association	12137
Anastasio, Michael	North Country in Wayne Community Association	12136 12711
Andrew, Janet	Rolling Meadows Homeowners Association	12136
Asheim, Paul	Stonebridge Community Association	12711
Barnett, Terry	Underground Contractors Association of Illinois	12376
Bartnicki, Ron	Emergency Medical Services Board of Control for Griffith, IN	12875
Berry, Christopher	University of Chicago	12535
Boersma, Margretta	Homeowner Association of Gateway Parks	13001
Bradford-White, Mary	Barrington Area Conservation Trust	12377
Bueno de Mesquita, Ethan	University of Chicago	12535
Burkhart, Richard	T.R.A.C.	12377
Cartwright, Chris	International Association of Machinists and Aerospace Workers	13001
Church, Robin	Indian Prairie Parents' Council	12711
Davis, Jeff	Phoenix Closures	12711
Ehlers, John	Rail I Media	12535
Giangrasso, Dr. Joseph	Advocate Good Sheppard Hospital	12377
Gohmann, John	Small Railroad Business Owners of America	12376
Greenwood, Reggie	Chicago Southland Economic Development Corporation	12535
Horvath, Brian	Bridges of Mokena Townhomes	13001
Johnson, Dean	Big Woods Marmion Neighborhood Association	12711
Keca, Steve	Remington Crossing Neighborhood	12711
Keller, Kris	National Realty Network	12377
Kelsch, Joseph	Barrington Area Development Council (BADC)	12377
Knightwright, James	Southeast Villages Neighborhood / Aurora Neighborhood Council	12711
LaBelle, Jim	Chicago Metropolis 2020	12535
LaGro, Phillip	TRAC	12376
Lambert, Karen	Advocate Good Sheppard Hospital	12377
Lanigan, Jack	Hi-Jack Products / Southland Development Corporation	13001
Lomastus, Terry	Chicago South Chamber of Commerce	12137
Mannos, Steve	Dearborn Tower Condominium Association	12535
Marquardt, Kurt	Marquardt Buick, Pontiac, GMC	12377
Mazurkiewicz, Donna	Concord Village Condo Association	12377
Medcalf, Bill	Whiteley Village Townhome Condominium Association	12376
Meyer, Janet	Barrington Area Chamber of Commerce	12377
Mini, Michael	Chicagoland Chamber of Commerce	12535
Mottl, Jason	Homeowners Association of Stone Creek	13001

Table D-1. Oral Comments Received on the Draft EIS at Public Meetings

Commenter Name	Commenter Title/Organization	Comment Number
Murphy, Alan	DuPage Group	12711
Nolting, Jim	Prestwick Homeowners Association	12137
Palmquist, Joyce	Barrington Area Council on Aging	12377
Perez, Jorge	Calumet Area Industrial Commission	12137
Perrin, Dale	Lake Zurich Area Chamber of Commerce	12376
Pietrzak, Nancy	Rush-Copley Medical Center	12711
Reilly, Mike	Naperville Homeowners' Federation	12711
Schumm-Burgess, Nancy	Barrington Area Conservation Trust	12377
Schwieterman, Joe	Chatting Institute at DePaul University	12137
Siemianowski, Fr. John	St. Agnes & St. Paul Catholic Churches	12137
Stetson, Brad	Barrington Area Chamber of Commerce	12377
Venskus, Thomas	Prestwick Homeowners' Association	13001
Whitley, Doug	Illinois Chamber of Commerce	12137
APPLICANT		
Creel, Keith	Canadian National Railway	12711
Foote, Jim	Canadian National Railway	12535
Jakubowski, Eric	Canadian National Railway	12376 13001
Johnson, A. Dwight	Canadian National Railway	12535
Mohan, Mike	Canadian National Railway	12137 12875
Simpson, Danny	Canadian National Railway	12136
Trafton, Gordon	Canadian National Railway	12377

CITIZENS

Commenter Name	Comment Number	Commenter Name	Comment Number	Commenter Name	Comment Number
Ashton, Thomas	12136	Decker, Joreen	12875	Goodwin, Virginia	12137
Bateman, James	12376	Decker, Shirley	12711	Griffin, Marilyn	12711
Bird, Judith	12137	Deja, Kenneth	12376	Grooms, Chris	12376
Bonuchi, Margie	13001	Dendrinos, Sam	12137	Grooms, Ken	12376
Braithwaite, J. William	12377	Domiano, Jim	12535	Guntin, Ed	12377
Bruno, Tom	12136	Dougherty, Margaret	12711	Harrington, Joe	12711
Bryant, Carl	12711	Engberg, Al	12376	Harthun, Patricia	12535
Burns, Kevin	12137	Fink, Joseph W.	12136	Hebreard, Dan	12711
Cassioppi, Gerry	12711	Finley, Rita	12377	Hendricks, Stan	12875
Catalano, Marilyn	12136	Fisher, Michael	12376	Hetzler, Richard	12711
Chatt, Charles	12711	Frank, Thomas	12875	Holec, Malcolm	12376
Ciboa, Matt	13001	Furgason, Julie	12137	Howard, Michael	12535
Cipolla, Matt	12711	Gadde, Vijay	12376 12377	Hussain, M.D., Sakhawat	12137
Collins, Anne D.	12875	Giblin, Jim	12535	Jaburek, Don	12535
Crowther, Bob	12535	Gomeztagle, Joseph	12875	James, Cynthia	13001
Cutright, George	13001	Goodwin, Bill	12137	Joyce, Mike	12377

Table D-1. Oral Comments Received on the Draft EIS at Public Meetings					
Commenter Name	Comment Number	Commenter Name	Comment Number	Commenter Name	Comment Number
Kapadia, Dino	13001	Mrizek, Stan	12711	Schoen, Deborah	12711
Kemp, Barbara	12377	Murphy, Alan	12136	Schoen, Robert	12136
Kiesa, David	12711	Napolitano, Frank	12136	Schoon, Judi	12875
Kocian, Timothy	12137	Nordengren, Jerry	12136	Selk, Rick	12711
Koziol, George	12136	Oliver, Sam	12377	Sherman, Rob	12376 12136
Kramer, Steven	12875	Perille, P. James	12377	Simmons, Rick	12711
Kroczek, Karen	12875	Petropoulos, Keith	12376	Smith, Kathleen	12711
Labb, Nancy	12137	Petrosky, John	13001	Solms, Joan	12711
Ladner, Lawrence	12711	Pinkus, Kathy	12377	Spiroff, Patrick	12535
Lazich, Michael	12137	Quigg, Catherine	12377	Steinman, Marc	12137
Lee, Bob	12377	Rees, Douglas	12377	Summick, Evelyn	12137
Leick, John	12711	Regan, Elizabeth	12136	Tarbet, Jim	12376 12377
Logsdon, Alan	13001	Rein, Suzy	12376	Tomaszewski, Leorard	12875
Mangano, Jeff	12377	Reinhard, Linda	12377	Urban, Conrad	12137
Maravich, Jamie	12377	Reis, Arthur	13001	Urban, Vicki	12137
Markmann, Gregg	12137	Roberts, Maureen	12377	Valenti, Jeff	13001
Marsh, Carolyn	12875	Russell, Duncan	12711	Walke,Richard	12376
Massa, Martin	12711	Ruthrauff, Dennis	12875	Wendt, Bill	12535
McCarthy, Karen	12377	Sandschafer, Scott	12711	Wieland, Jered	12137
		Satkus, Cheryl	12875	Wintermute, Terri	13001
McEntee, Mary	12711	Scanlon, Cathy	12136	Witt, Terry	12136
Meier, Robin	12376	Schaefer, Gregory	12376	Wojciechowski, Karen	12136
Morris, Jim	12136 12711	Schoen, Bob	12711		

D.1 Matteson, Illinois

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

PUBLIC HEARING

AUGUST 25, 2008

6:00 P.M.

Conducted by:

Tina Marie Adams, Meeting Facilitator - MWW Group Public Relations

Victoria Rutson, Section Chief - Surface Transportation Board, Section of Environmental Analysis

John Morton, Project Manager - HDR Engineering

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MATTESON, ILLINOIS

CHIMNIAK REPORTING & VIDEO

Telephone: 312.781.9111

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Reported by: Rachel F. Gard, 084-003324

Fran Okrei, 084-001074

Laura R. Renke, 084-003184

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MS. ADAMS: We're going to go ahead and get started.

I'm sorry? Did I hear

something from the crowd? Everyone can hear okay? You can hear okay in the back? Okay.

Good evening, ladies and gentlemen. Thank you for attending tonight's meeting. We are here tonight to hear your comments on the Draft Environmental Impact Statement that was released on July 25th regarding Canadian National Railway's proposed acquisition of the EJ&E Railroad.

My name is Tina Marie Adams, and I work for a firm called MWW Group Public Relations. We are part of a third-party contracting team that supports the Surface Transportation Board and its Section of Environmental Analysis. I will be facilitating the meeting tonight.

Before we get started, I'd like to take this opportunity to review some of

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the protocol for tonight's meeting. In a moment I will introduce those presiding over the meeting, and there will be a short presentation on the findings from the Draft Environmental Impact Statement.

Immediately following this, we will hear your comments. Each commenter

will be given up to 3 minutes to speak. A time clock will be displayed on this screen to my right, and a yellow card will be shown at 2 minutes 30 seconds, with a red card at 3 minutes.

A list of speakers will also be displayed on the screen here to my right. I will also call forward the next two speakers in line after that person so we can be as efficient as possible tonight.

There's one microphone set up here in the center aisle. There are still some speaking spots available tonight, so if you're interested in speaking, you can still proceed to the registration table that's in the open house area or see a staff member who can assist you.

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Alternatively, we want to remind you that you can submit your comments to the Surface Transportation Board through 1) a toll-free number, 2) website, 3) the mailing address, all of which are in the program that you received tonight, or you can get an extra copy, again, in the open house area.

There are also comment forms and drop boxes located in the open house area

and court reporters located throughout the venue. You may record your comments with them throughout the meeting.

Please recognize that all methods of comment received by September 30th will be taken into consideration and weighed equally.

Also, a quick housekeeping note. I just want to note that there are three exits here to my right, as well as three exits to my left.

Tonight we are here to listen to your comments on the Draft EIS. This is not a question-and-answer session. The

meeting will conclude at 9:00 p.m., with an announcement at 8:30 noting that we have 30 minutes that remain.

We appreciate your courtesy as we work to create an environment where everyone can be heard tonight.

In the event that anyone is in need of a Spanish translator, Beatriz is here tonight to assist.

If you have any questions, we have a number of staff available to assist you. Staff are identified with their name tags, as you see on me, and are located

throughout the venue.

In addition, our open house will remain open during the evening where additional court reporters are available for those of you wishing to provide comments in a more private setting.

At this time I'd now like to introduce the people with me on the stage. Victoria Rutson, who is chief of the Section of Environmental Analysis for the Surface Transportation Board, and John

Morton, the project manager from HDR Engineering, who is a third-party consultant supporting the Surface Transportation Board's Section of Environmental Analysis.

Victoria Rutson will now make some remarks about the Draft EIS.

MS. RUTSON: Thank you, Tina Marie.

Can everyone hear me?

AUDIENCE MEMBERS: Yes.

MS. RUTSON: Good evening, and thank you so much for coming here tonight. As Tina Marie told you, my name is Vicki Rutson. I'm with the Surface Transportation Board's Section of Environmental Analysis. We're here tonight

to hear your comments.

We know that this proposed acquisition has generated many questions in the Chicagoland area, and we know that Matteson in particular is going through a period of loss and mourning. We are particularly glad then that we have such a good showing tonight. We're looking

forward to hearing your neighbors' comments and your opportunity to have your voice heard.

As Tina Marie said, there are many ways to submit public comments. You're more than welcome to speak tonight. If you don't feel comfortable speaking in public, you can submit a comment in writing, you can submit an electronic comment on the board's website, and you can call our toll-free environmental hotline number and leave a recorded comment message.

All the instructions on how to follow those various methods of submitting comments are in the booklet that you picked up when you came to the meeting tonight.

Comments are due September 30th. If you're writing a letter, it means that

it must be postmarked by September 30th. Otherwise, a recorded message or an e-filing must be received on September 30th.

Once we get all the comments,

the team will be busy preparing what's called a Final Environmental Impact Statement. That document will review the comments, will consider them, and will respond to them. It will also contain our recommendations to the decision-maker in this proceeding.

The decision-maker is the Surface Transportation Board, a three-member board in Washington, D.C. The three gentlemen who comprise the board will be making the decision on this transaction, but only after the full record is closed, which means all your comments, our responses, any additional environmental analysis that we must do, and, very importantly, our recommended environmental mitigation.

The board is an independent federal agency located in Washington, D.C. It's neither a proponent or an opponent of this proposal. It is a neutral

adjudicatory decision-making agency.
My job is to make sure that the

Surface Transportation Board complies with the National Environmental Policy Act, and the Act is actually rather simple. It says that before an agency makes a decision, it must take a hard look at the environmental impacts of that decision. That's the first tenet of NEPA.

The second is that there must be an opportunity for public involvement. And that's why we're so pleased to have a good turnout tonight, and we look forward to your comments in whatever medium you choose to submit them.

Every comment will be treated equally, whether you give it orally through the hotline, by a letter or an e-filing, or speak privately to a court reporter this evening. Every comment will be treated equally.

The next step in the process, as I said, is the issuance of the Final Environmental Impact Statement. The board has said that that document will come out sometime between December 1st and

January 31st.

After, and only after, that Final EIS is issued will there be a final decision on this proposal, and that decision will either be to approve the transaction, to deny the transaction, or to approve the transaction but only with the imposition of environmental and other mitigating conditions. Those are the three choices that the board has.

With that, I'd like to turn the microphone over to John Morton, who is going to give you a summary of the findings in the Draft EIS.

John?

MR. MORTON: Thank you, Vicki.

I'd like to kind of briefly go through the -- some of the findings in the Draft EIS. First, discuss a little bit about the applicant. CN is a Class I railroad with operations --

I'm sorry. Is there a question?

AUDIENCE MEMBER: No.

MR. BRYANT: Oh, okay.

AUDIENCE MEMBER: Someone trying to find where I am.

MR. MORTON: Oh. She's up here in front.

(Continuing) -- with operations in Canada and United States. Canadian National has five rail lines that converge in the Chicago area. You can see the five dark lines are the rail lines that converge in the Chicago area, and they operate about 150 miles of rail lines in Chicago.

EJ&E is a regional railroad that operates in an arc around Chicago. It starts up at Waukegan, comes around to Joliet and across to Griffith and then up to Gary. It's about -- has about 200 miles of rail line, and it's got three major yards, including a major classification yard in Gary, Indiana: The Kirk Yard.

As Vicki mentioned, the applicants have identified three primary purposes for acquiring the EJ&E. First is to increase Canadian National's flexibility in routing by getting a route around the

city. It's to make EJ&E's Kirk Yard available to the Canadian National. And it's to allow the CN to develop a more extensive relationship with the shippers on the EJ&E.

There are several things that the transaction -- what happened, there are some changes in rail operations and yard operations I'll talk about in a minute. There's also -- CN proposes six new connections. They're listed up here. We have a chart back in the open house section if you wanted to look at those six connections. And there's -- they're proposing 19 miles of siding extensions and double tracking.

The Draft EIS included --

Yes, please.

AUDIENCE MEMBER: What is meant by a siding extension?

MR. MORTON: It's essentially putting in a second track where there is one track now. In some cases we identified it as extending where they have a siding,

just running -- extending that siding, that second track. In some cases it's a double track or actually adding a second main line.

The EIS identified a number of

resource areas and talks about the issues in each one of those resource areas, and I want to cover just a few tonight.

Rail operations. This is a density diagram, and hopefully folks in the room can see it. But generally, this is the EJ&E arc on the outside, and these are the CN rail lines coming down the inside. The light blue color is the current train track, again, in terms of number of trains per day. The darker color is the proposed train numbers in terms of trains per day should the transaction be approved.

And as you can see, what -- there's fair -- most of the tracking that would be coming down today would be diverted and come around the EJ&E arc, and so you can see the shift in traffic levels.

The EIS looked at the operations

and had concluded that essentially the EJ&E would be near or at its capacity, its practical train volume capacity, in a number of areas. As a result of that, the EIS concluded that it would be unlikely that the number of trains identified in CN's operating plan would be exceeded or be higher.

It also identified that in certain areas where Metra crosses the EJ&E that in order to maintain the high on-time performance of Metra that CN and Metra would need to work together.

In the safety, because of the increased number of train miles, the probability of a train accident on the EJ&E arc would likely increase. You know, by the same token, because of the reduced number of train miles, the probability of a train accident on the CN rail line inside the EJ&E arc would likely decrease.

AUDIENCE MEMBER: For how long?

MR. MORTON: The potential for a highway-rail accident on the EJ&E rail line

would also likely increase, and consequently, because of the reduction, the potential for a highway-rail accident on the CN rail line would likely decrease.

Woodruff Road in Joliet and Lake and Miller Street in Griffith, Indiana, the EIS identified those as experiencing a substantial increase in the potential for an accident. The EIS concluded that there really wouldn't no -- be no impact on passenger safety because passenger rail

doesn't operate on the EJ&E rail line, but you would have an improvement on the CN rail lines because of the reduction in the freight traffic.

In addition, because of the change in freight operations, there would be a -- a number -- more hazardous materials transported on the EJ&E route, and many of the segments along the EJ&E rail line would be major key routes, or that would be more than 20,000 carloads of hazardous material transported on them per year.

We evaluated 155 highway-rail at-grade crossings on the Canadian National rail lines within the arc. 125 of those would benefit from the proposed action.

Of the 112 highway-rail at-grade crossings on the EJ&E, 87 of them did meet the board's threshold for environmental analysis. On that -- of that analysis, existing congestion within the EJ&E corridor makes -- we had some mitigation suggestions in the EIS.

Without mitigation, there are 15 highway-rail at-grade crossings that we've identified, and they're listed up there,

and they're on the board out in the public -- or in the open house session that would be substantially affected by the proposed action.

From an air quality standpoint, because of the longer train route, the emissions would increase. But because of the more efficient route and the less delay, the result is that the increase in emissions would be below the de minimis

thresholds for general conformity in this area.

We looked at all the emergency services providers -- the police, the hospitals, and the fire stations -- and identified that there are eleven, nine fire and two hospitals that are located near the EJ&E that would potentially experience effects without mitigation.

We identified in the Draft EIS about 3,000 noise-sensitive receptors. Those are homes and businesses and facilities that are sensitive to noise that would be within the 65 dBA. That's a measurement of noise along the EJ&E. There would be about 2,700 receptors that would actually benefit on the CN rail line

segments from the reduced traffic.

Because of the safety requirements, the quiet zone in Barrington would actually no longer qualify as a quiet zone without mitigation.

There were a number of mitigation measures listed in the Draft

EIS. Canadian National has 76 voluntary mitigation measures in these areas. In addition to those 76, CN is proposing 72 mitigation measures in those areas. And those are all listed in both the Executive Summary and also in the Draft EIS.

And with that, I'd like to turn it back over to Tina Marie for the comments.

MS. ADAMS: I'd actually like to start by acknowledging that there were a couple questions folks had during John's presentation. I would invite you to go to the open house portion where there are still engineering staff that are there to answer your question because we want to reserve this time for people to make their public comments. So thank you for that.

AUDIENCE MEMBER: One question. Why is this all being based on the environment

and nothing else?

MS. ADAMS: Again, I would invite you to go to the open house portion, and that's where we're going to address

questions that people have. During this period, this is strictly the public comment period.

But, again, there are staff back there, and if you are someone who is commenting, before or after you comment, again, please feel free to move to the open house area to have questions answered.

Okay. With that, we will begin the public comment portion of our meeting. I want to remind you that we're going to adhere to that 3-minute rule. And we want to also get our first commenters up and ready here.

I understand Rick Bryant, representing Congressman Jesse Jackson's office, is here first up to speak at the microphone -- there you are. Okay -- and then followed by Judith Bird and Michael Lazich.

As people are making their way to the microphone, I just want to remind you if you could please state your name,

who you represent or the town that you're

from. And if you could also please spell your last name for the benefit of the court reporter, who will be taking down all the comments made here today.

We have the microphone here at the center aisle.

MR. BRYANT: Oh, okay.

Hi, my name is Rick Bryant. I'm the District Administrator for Congressman Jesse Jackson, Jr. The Congressman's district, for those of you who don't know, starts at the Museum of Science and Industry, comes down the lakefront all the way down the Indiana line to the Cook County border, across over to University Park, and then kind of back up I-57, so it's a large district.

This issue that brings us here today is a complicated and perplexing one for Congressman Jackson. That's because one-third of his district, the northern part that I just described, strongly favors this transaction because it will significantly reduce train traffic for

them.

Another third of the district, the southern third, strongly opposes this transaction because it will significantly increase train traffic in their communities.

And the middle third of the district will see little impact from the proposed transaction and, therefore, they remain largely ambivalent to the issue.

And then, finally, there's Homewood, the U.S. corporate headquarters for Canadian National Railway, which, as you know, was formerly the Illinois Central Railroad. Homewood favors the sale because local officials there fear that without this transaction, Canadian National will move a significant number of its current and future freight operations and its local jobs from the Chicago area to Memphis, Tennessee.

So where does the Congressman stand? He supports the sale, but his support is conditional. He has asked the

Surface Transportation Board, twice in

writing, to ensure that the terms of the sale include specific mitigation requirements in the communities between Matteson and the Indiana state line.

That mitigation includes underpasses or overpasses at the four locations identified in the charts out here, which is Cicero Avenue in Matteson, Western Avenue in Park Forest, Chicago Road in Chicago Heights, and Lincoln Highway in Lynwood.

These viaducts will guarantee uninterrupted north-south automobile traffic flow on these major thoroughfares, and these viaducts will also prevent potential problems for local emergency vehicles who need around-the-clock access between local communities and the St. James Hospitals in Chicago Heights and Olympia Fields.

There's one other condition that the Congressman is demanding. Not only must the STB require these underpasses, but

including CN, the federal government, and/or the state government.

As the Congressman stated in his letters to the Surface Transportation Board, the local communities cannot afford the underpasses, and they should not be required to pay for those.

Eleven Chicagoland communities -- the eleven communities identified in the study that need mitigation, of those eleven, Chicago Heights has the lowest annual household income, Park Forest has the third lowest, and Lynwood and Matteson are also below the average.

In closing, the Congressman wrote that he believes that the acquisition of EJ&E Railroad by Canadian National will greatly improve overall rail service and efficiencies throughout the Chicago area,

as well as reduce overall rail congestion.

However, he emphasized that those overall regional railroad benefits should not outweigh or override the specific local negative impacts of rerouting trains that will certainly create headaches in other communities.

the STB must be responsible for identifying funding for them as well. Funding should not come from -- and the funding should come from a combination of sources,

"In the end," Jackson has told the board, "I am counting on the board to work with me and all interested parties to appropriately find funding for these highlighted mitigation projects."

Thank you very much.

MS. ADAMS: Okay. We have Judith Bird --

MR. BRYANT: We also have copies of the letters the Congressman has sent to STB and the statement over on the side table.

MS. ADAMS: We have Judith Bird speaking next -- again, I would remind you if you could please say your full name and spell that, your last name, who you represent or the town that you're from -- followed by Michael Lazich and Julian

Alexander.

MS. BIRD: My name is Judith Bird, J-U-D-I-T-H, B-I-R-D. I'm a resident of Frankfort, Illinois. I felt that the -- the Draft EIS study seems to be based on traffic projections only up to the year 2015, and that's only seven years away.

The Northwestern Planning Commission estimates then Frankfort's population will be up to 55,000 by the year

2030. This study should be based on much higher population numbers; otherwise, the study is flawed from the beginning.

The Draft EIS is based on the belief that trains will travel at 45 miles per hour through Frankfort; thus, the wait times around grade crossings will be very short. My own personal observation just simply being stuck at trains periodically is that trains are not running that fast. 15 to 20 miles per hour is a more realistic estimate.

The EIS authors must look at the reality of the train speeds and consider

the impact of blocked intersections in our communities.

If you've ever waited for an ambulance for any reason, a minute can seem like an hour. Should your home be on the wrong side of the tracks anywhere within this whole area, the times will increase enormously, and it's simply not -- I don't feel the DEIS adequately addresses this type of issue.

Part of the requirements for this purchase absolutely must include a requirement for CN to fund additional fire

stations, as well as provide HAZMAT training and equipment to our local communities.

Thank you.

MS. ADAMS: Thank you.

We have Michael Lazich and Julian Alexander and Mayor Jim Holland following that.

MR. LAZICH: My name is Michael C. Lazich, L-A-Z-I-C-H. I live in Frankfort, Illinois, in the Sandalwood Estates. I

live at 11560 Tea Tree Lane. It's a four-block area, runs parallel to the railroad tracks. The homes are in the range from 400,000 to $600,000 homes.

I would question that 65 decibel because I can go out on my patio, and some of the trains -- not all of them -- and I can literally watch my windows vibrate. So I would question that 65 decibel number.

Now, my neighbors -- I've lived there four years. It's a brand-new home, bought it in '04. My neighbors, who -- on each side, east and west, because the -- runs east and west. Neighbors on both sides are moving, and the one across the street, strictly because of CN Railroad

moving in. They understand the impact of running all these trains through our neighborhood, the impact it's going to have on the neighborhood.

And another question I have is the hazardous waste, especially chlorine gas. Now they're running coal cars through there and tankers with chlorine gas. It's

very deadly.

If it should overturn like they had a deadly accident in Tennessee, not only my four-block area, but literally for miles the chlorine gas could seep through the neighborhoods and everything and be very deadly to the neighborhood.

And these are just some of my concerns. Thank you.

MR. ADAMS: Julian Alexander followed by Mayor Holland and Mike

MR. ALEXANDER: My name is Julian Alexander A-L-E-X-A-N-D-E-R. I'm president of the Meadow Lakes Homeowner's Association, which our subdivision sits directly adjacent to the tracks.

We look at this as a major impact on our community. Pollution would increase from 28 to 38 trains, there is

more pollution. So I disagree with your numbers there.

Hazmat. We have no hazmat teams in our community, nor had our fire department ever been trained for any type

of emergency like this, nor do they have response vehicles like that.

The traffic increase of train traffic on those tracks. The more trains we all know, the more accidents. You can't tell me that you put one train on a track, you have less accidents. If you put 30 on a track, you are going to have more accidents.

The noise pollution. We live there now, you have four, five trains coming through there, all times of night and just as the gentleman before me, we can literally see our windows shake.

Our schools and hospitals. We happen to be on that list of one of the eleven hospitals. If there's an emergency in our community, once we leave our community, we use Cicero Avenue. If there's no under or overpass there, we are stuck. We cannot use Governor's Highway all the time because it floods. We cannot

go to I-57.

Life and death here. Stroke,

heart attack victim. We are talking seconds, not minutes.

The value of our homes would definitely decrease. The safety on the tracks as far as kids playing on those tracks without a berm, I think is just terrible to put our kids in jeopardy like this.

Our health issues. The health issues of pollution from the tracks is definitely a major concern and we all know that the trains do put out a lot more pollution than a car.

The over and underpass. We have not heard of the railroad talking about that in any form or fashion or saying anything like that. They have not given us the respect to even talk that way although they are saying what their trains could do.

We know that these trains go up and down these tracks and the freight trains could be there for hours. We have seen them coming and going in both directions and we think that's a major

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concern.
Also, the last thing, the pollution part of it. We are definitely concerned about that. As far as trains sitting there with engines just idling, winter or summer, we are definitely concerned about that. Thank you.
MS. ADAMS: Mayor Holland, Mike Stevens and Mike Mohan.
MR. HIGGINS: Vicki, we certainly compliment you on your well-organized event.
My name is Jim Holland H-O-L-L-A-N-D. I am the Mayor of the Village of Frankfort and the Village of Frankfort will make a comment in writing later and after our engineers have a chance to review the environmental impact statement that's been drafted.
Tonight I'm going to make some comments about four concerns that I have personally found in the draft environmental impact statement. The environmental impact statement needs to take a hard look at

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suggestions from organizations such as CREATE that have made proposals to alleviate rail congestion in Chicago.
These suggestions would benefit all railroads in Chicago, not just the CN. The draft environmental impact statement needs to -- seems to just dismiss the CREATE suggestions. The final EIS should seriously consider CREATE alternatives.
The draft EIS suggests the CN should pay only a portion of the cost of mitigation for such items as grade separations. The draft EIS suggests that government should pay the rest. Key Illinois state agencies, IDOT and the ICC have stated that they do not have funds for grade separations and other mitigation.
The draft EIS fails to take a hard look at the likelihood that the Federal, state and local governments can or will fund those costs. CN's profit will benefit from this transaction. They should pay for all mitigation required.

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The final EIS should identify this realistic source for funding

mitigation even if it is precedent setting. The draft EIS states that bicycle and pedestrian safely will be addressed after the publication of the EIS. These issues need to be addressed in the EIS.
Bicycle and pedestrian trails are very important to residents of Frankfort. Several bicycle trails already cross the tracks in Frankfort and our plans call for them at nearly every rail highway intersection.
The EIS needs to take a hard look at bicycle and pedestrian crossings and the EIS should order the CN to provide proper crossings for bicycles and pedestrians where local plans show them.
Appendix L suggests that there will be a significant sound impact to the people of Frankfort. The EIS should require the CN to pay for the four-way gates and other improvements necessary to qualify Frankfort six at-grade crossings

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for a long-term Federal Railroad Administration approved quiet zone.
In addition, the EIS should direct CN to pay the cost for berms and landscaping and other mitigation items to

help mitigate sound in residential areas in Frankfort.
We certainly thank you for the opportunity to speak tonight.
MS. ADAMS: Mike Stevens, Mike Mohan and Joe Sweiderman.
MR. HIGGINS: Good evening. My name is Mike Stevens S-T-E-V-E-N-S. I live in Frankfort and I'm also a village trustee in Frankfort and I wish I didn't have to follow Mayor Holland.
I'm opposed to the sale and there are a number of reasons why. First of all, is the increase in train traffic from six to 28 a day. I don't know how anyone can say that's a good thing for Frankfort.
This will negatively impact our fire and police emergency response time. I

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read over the weekend an article in the paper where Mayor Balderman in New Lenox talked about a situation where he was a policeman there and got caught in a situation where the ambulance couldn't get across the track and a young child lost its life. And we don't want that to happen anywhere.

I'm concerned about the school buses that they have to cross the tracks a number of times a day. And we've got a situation at 116th Avenue where we don't even have crossing gates coming down. They are not even there.

I believe that what we are doing is moving a regional transportation problem further west and we are not addressing this problem as it exists.

People who currently live in the area today where the trains are running have dealt with this issue for many years. Their property values reflect already the high volume of train traffic.

Who is going to pay our

homeowners because of their home values being reduced because of these trains coming through?

The cost of mitigation. The cost is staggering yet the CN only proposes to contribute 40 million dollars. This from a company that made over 2 billion dollars in profit last year.

The CN is a foreign company expecting the US taxpayers to foot the bill so that they can become more profitable.

This sale if it goes through will be a huge win for CN and a huge loss for the American taxpayer.

And my town, my town of Frankfort will be a less desirable place to live. Thank you so much.

MS. ADAMS: Mike Mohan and then we have Joe Sweiderman and Terry LaPlasta.

MR. HIGGINS: My name is Michael Mohan M-O-H-A-N and I am CN's Vice President of Service. Thank you for the opportunity to speak this evening about CN's goals in this transaction and our

commitment to the environmental review process in this proceeding.

CN is the fifth largest railroad in North America, measured in terms of revenues, and we work closely with all our rail colleagues as part of an integrated network.

In addition to our transcontinental operations across Canada, we operate in sixteen states in the United States. CN has a particularly strong heritage in Illinois.

A key portion of our US network is the former Illinois Central Railroad,

which CN acquired in 1999, and which has operated for more than 150 years. In addition, CN's US headquarters is located in Homewood, Illinois and we are proud to have more that 1500 employees located in this state.

CN prides itself on running a precision railroad. Our President and Chief Executive Officer, Hunter Harrison, pioneered the concept, which enables CN to

conduct safe and efficient operations while providing the best possible service to our customers.

Our proposed acquisition of the major portion of the Elgin, Joliet & Eastern Railway Company is intended to help address the severe rail congestion plaguing the Chicago region. This transaction would enable CN to divert most of our trains that currently operate through downtown Chicago onto the underutilized EJ&E line on the periphery of the city.

By doing so, this transaction would streamline CN's operations while also providing a privately funded partial remedy to the costly and inefficient rail congestion in Chicago. Importantly,

roughly 60 communities inside the EJ&E also would benefit from reduced train traffic as a result of the transaction.

CN understands the concerns about increased train traffic that have been raised by communities along the EJ&E line. We have been engaged on environmental

issues in two major areas.

First, CN has been an active participant in the Section of Environmental Analysis environment review process and CN has done everything possible to help facilitate this process.

CN has provided all of the data requested by SEA and its consultants for their analysis and we participated in the SEA's scoping meetings conducted earlier this year by being available at each meeting to talk with community residents and officials and respond to their questions.

In addition, consistent with STB practice under which the applicants in a transaction are responsible for reimbursing the charges incurred by the third-party consultants assisting SEA in the environmental review process, under SEA's

direction, CN has already paid the
independent environment consultants who are
assisting SEA more that $10.5 million, and
we expect to pay at $7.5 million more

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through the end of this year.
In addition, we have hired our
own in dependent environmental consultants
who have conducted extensive environmental
analyses in order to both answer SEA's
factual inquiries and to develop mitigation
plans. Our consultants were also
instrumental in developing CN's proposed
voluntary mitigation options, which were
included in the Draft Environmental Impact
Statement issued on July 25 by SEA.
Second, CN has undertaken an
extensive community outreach effort,
starting first with briefings on the
transaction with individual community
leaders, civic organizations, and other
groups when we announced this transaction.
At the conclusion of SEA's
scoping meetings, CN launched an extensive
community outreach initiative with the goal
of developing voluntary mitigation
agreements with communities located along
the EJ&E lines to address their concerns

about the impact of increased train traffic

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along the line.
My colleague, Eric Jakubowski
and I have met with every community located
along the EJ&E line willing to meet with
us, including Matteson. We have been
successful in reaching an agreement with
the City of Joliet that addresses their
environment concerns, and we have
productive discussions ongoing with a
number of other communities. CN is fully
committed to these mitigation efforts.
I know there has been interest
and concerns expressed about CN's august 14
filing in which we asked the Board to
divide this proceeding so that the
transaction can close on the transportation
merits before the end of 2008.
The need for our filing arose
because the board's July 25, 2008 decision
projected a timetable for a final decision
in this proceeding that likely extends into
2009, but with no certain end date.
At the same time, the Stock
Purchase Agreement between CN and EJ&E, an

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indicted subsidiary of United States Steel
Corporation presents the risk that EJ&E
could terminate the transaction if it were
not approved by the STB and closed by
December 31, 2008.
CN contacted US steel and
requested modification of the SPA or other
action that would assure that the
transaction could still be closed if
approved after December 312008. Earlier
this month, however, US Steel declined our
request. Facing the very real prospect
that we would not be able to close on the
transaction by year-end, we filed our
August 14 petition.
There is no dispute about the
transportation benefits of the transaction
and the lack of serious competitive issues.
What I want to emphasize this evening is
that our petition would not in any way
change SEA's environmental review process.
The environmental review process would
continue as outlined in the Boards July 25
decision setting forth time limits in this

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proceeding.

Of particular importance, during
the time between the Board's approval of
our transaction and completion of the
environmental review process, CN would not
be allowed to make any transaction-related
operational changes that would create
adverse impacts on communities located
along the EJ&E line.
We fully understand the need for
a thorough environmental review and we are
not seeking to deprive any community or
interested part of its opportunity to
participate in this process.
Thank you again for the
opportunity to provide CN's perspective on
this transaction.
MS. ADAMS: We now have Joe
Schwieterman, Terry LaMastas up and Kurt
Zollener.
MR. SCHWIETERMAN: Good evening, I'm
Joe Schwieterman, Professor at DePaul
University and Director of the Chatting
Institute at DePaul.

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MS. ADAMS: Could you state your
name, please?
MR. SCHWIETERMAN:
s-C-H-W-I-E-T-E-R-M-A-N. I'm here speaking

on my personal views and not those of my employer.

I appreciated the draft EIS as the region has a lot of trouble making choices on transportation infrastructure from highway expansion to airports to rail, it's been a frustrating ten years. And part of the problem is lack of adequate state support for grade crossing improvement in this case.

Part of our failure is to adequately create, thus the rail problems continue to grow worse and communities everywhere are feeling the pinch. I think the draft EIS captures those problems well.

On one hand, it shows there are significant transportation benefits to the acquisition. It shows that CN can take steps to mitigate some of the problems but it shows that the problems are indeed very

real.

I think the costs do not rise to the level where they offset the benefits of this transaction for the region. And the volume of traffic will grow in this region, making more traffic on the EJ&E inevitable regardless of what occurs but the regional

benefits are fairly compelling.

I think the assumption on traffic flow are reasonable in the EIS. In the same time, I think some of the numbers on traffic volume for all the lines in the region may indeed change dramatically when you look out ten or fifteen years which may assess the need for additional improvements to insure that train speed remains at the level CAS anticipates.

The EJ&E was built of the bypass I think with proper mitigation can be an efficient bypass. I think our region is wise to debate these issues carefully but I think as a region, the benefits are indeed fairly compelling. Thank you.

MS. ADAMS: Terry LoMastis, followed

by Kurt Zollener and Jorge Perez.

MR. HIGGINS: My name is Terry Lomastis. I'm Vice Chair of Economic Development For Chicago South Chamber of Commerce.

This is a vast reach in the south side of Chicago. It represents about 86 communities and about 2.5 million residents. We house several national and regional organizations and one of the

largest logistics centers in the United States.

All work together to coordinate the operations in the south suburbs. The Chicago Chamber of Commerce is a steward of economic vitality for our region and believes that the acquisition will help move freight traffic more effectively and create jobs and open up new economic development opportunities for all.

As freight traffic is expected to increase over the coming years and the need to improve and expand our rail system and to accommodate a growing flow of

commercial -- with commerce throughout the region is apparent.

That the Canadian National Rail Company whose corporate headquarters are in South Cook County is offering to investigate in our region -- is offering to invest in our region which will result in strengthening our economy.

We expect that Canadian National will also work with local communities and governments to help address the need for the infrastructure changes that will occur.

We are asking the Surface

Transportation Board to look favorably upon the benefits to be derived from this transaction and to look to minimize any negative impact on communities along the EJ&E by supporting both public and privately long-term funding and issues to provide infrastructure needed to support the necessary changes that will impact our communities.

Thank you very much for having us.

MS. ADAMS: Kurt Zoellner followed by Jorge Perez and Representative Al Riley.

MR. HIGGINS: Yes. My name is Kurt Zollener Z-O-E-L-L-N-E-R representing the Village of Mokena. I'd like to give a couple comments.

First talk about some broad issues and then some more specific. First of all, in our opinion, the final EIS needs to broadly address the thought plane.

First review alternatives for relieving rail congestion in the Chicagoland area. Other than CN's proposed shift of huge volumes of rail traffic from existing tracks to the EJ&E.

More specifically, we believe

that EIS should reconsider the CREATE alternative as a comprehensive solution to the problem.

Secondly, assess realistically the ability of taxpayers to fund the mitigation recommendations contained in the DEIS, as well as other mitigation measures. Citizens throughout the region made demands

should CN's proposal ultimately be approved.

We believe the environmental impact of proposed transaction on the regional will be far greater than implied in the DEIS, given the scarcity of federal, state and local government dollars to enact mitigation measures.

Finally re-evaluate the list of substantially affected crossings included in the DEIS. The limited time length projection of ATT counts in DEIS on these roads crossing the EJ&E at grade level, in our opinion, fails to adequately consider the probable prospect of both increased vehicular traffic on the roads and increased freight traffic on the EJ&e over the next 20 years given current population growth patterns and every increasing

volumes of freight traffic on the rails.

On a more specific basis we would ask the STB to do the following and the final EIS. First take a harder look at specific impact of noise on residential

homes located along the EJ&E that might be associated with larger and much more frequent freight traffic.

Secondly, require CN to pay for the installation of berms or noise walls in areas which EJ&E trackage lies within the 65 d/b/a projected contour line for residential areas as condition of approval for CN's acquisition of the EJ&E.

Such noise barriers are necessary to help protect the property values of these residential areas. We believe it is unfair to ask the residents of homes near the EJ&E to simply absorb the negative physical and economic impacts that will be imposed on them if this is ultimately approved.

Third, to take a harder look at the negative impacts on safety and traffic congestion at grade crossings that would be associated with a quadrupling of freight traffic on the EJ&E.

And finally, require CN to pay for necessary crossing improvements

including grade separations for either quad gates or barrier median test conditions for approval for the acquisition.

With specific respect to our community and its crossing of Wolf Road, we will need the installation of barrier medians to be the minimum acceptable crossing improvement. Thank you.

MS. ADAMS: Jorge Perez followed by Al Riley and Doug Whitley.

MR. PEREZ: Good evening. My name is Jorge Perez and I'm from South Chicago. The representatives of Surface Transportation Board, I'm President of the Calumet Area Industrial Commission, an organization representing businesses and industry on the south side of Chicago and in the southern suburbs.

I come before you today to urge the Surface Transportation Board to include the positive economic impact that the Canadian National Railroad's acquisition of the EJ&E Railroad will have in its environmental impact statement.

The purchase of the EJ&E by Canadian National holds the promise of economic revitalization for the portion of the EJ&E Railroad that runs to the southeast side of Chicago.

The EJ&E Railroad will link the Port of Chicago on the southeast side of Chicago with an international shipping network. Companies can unload their product in the Port of Chicago onto the Canadian National Railroad and ship them transcontinental to West Coast ports and destinations across the globe.

This increases the value of the port of Chicago and will lead to further investment in jobs in the shipping industry.

In addition to the economic benefits of the south and southeast side of the city and suburban industry, the acquisition will be good for the economy and the Chicago Metropolitan region.

Rail congestion slows the transport of goods to and from Chicago

businesses, increasing costs to those products. This same congestion adds to shipping costs of businesses across the country as trains passing from the east to the West Coast face delays as they pass through Chicago.

If the rail congestion in Chicago is not addressed soon, shippers will find alternative means of shipping resulting in a loss of revenue and jobs for the Chicago region.

In closing, the south side and southern suburbs of Chicago need the economic development and jobs that link the EJ&E Railway to the Canadian National, International Shipping network will provide.

On behalf of the Calumet Area Board of Directors, I urge the Surface Transportation Board to approve the proposed acquisition of the EJ&E Railway. Thank you.

MS. ADAMS: I understand that -- please be respectful of everyone. We

appreciate that.

I understand that you are

representing Representative Al Riley.

If you could please state your name and spell your name.

MS. PERALES: My name is Martha Perales and I'm here representing State Representative Al Riley. Last name is spelled P-E-R-A-L-E-S.

State Representative Riley represents the 38th District. The 38th District includes all and or portions of Country Club Hills, Flossmoor, Harvey, Hazel Crest, Markham, Matteson, Oak Forrest, Olympia Fields, Park Forest, Richton Park and Tinley Park.

I'm here in opposition to the proposed EJ&E purchase. I don't think that CN has been neighborly in their whole approach and that is why I am against the purchase in its present form. There has been little discussion from CN to mitigate the congestion being caused by more and longer trains.

This is about mitigating congestion around the Chicago area. We are also being viewed as an inter land in this deal. I don't believe if CN really listened to the critical mass of the

residents, the counsel of governments and municipalities in the metropolitan area.

The whole issue of congestion and mitigation and prospective of these long trains and its impact our or region has not been fully addressed at this time. If CN believes this this is a good deal for the Chicago area, then additional discussions need to be made between CN and the municipalities.

My main argument is the lack of access and inconvenience to our residents. Our region has been historically left behind when it comes to creating access, whether it be by airports, commercial rail or long overdue energy considerations for our regions.

There are currently a couple bottlenecks on Western Avenue and Main

Street between the Village of Matteson and the Village of Park Forest, just to name a few.

There has to be some kind of tangible evidence that moving more freight in this instance has some kind of economic impact for our region. It's all theoretical at this time.

It's sort of an abstract concept. Most people perceive that this is a business deal, an acquisition. Conceptually, I am for moving more freight but we have to turn this precept of yes, it is good and show it's something tangible.

It is like trickle-down economics. And with a very effect of public policy, people have to have faith in it and wait and it never happened. When there's a cause and effect that has yet to be tested, municipalities must be tried in their effort to make sure their quality of this life is not diminished in this business deal.

Ladies and gentlemen, there

appears to be a fallacy -- there appear to be some fallacies in their arguments in this business deal.

Respectfully submitted, State Representative Al Riley.

MS. ADAMS: I would again just like to remind the crowd to please be respectful of the speakers regardless of their position.

Your silence would be a great response to that as an option. Now we have

Doug Whitley. Following him is Timothy Kasien and Rick Reinbold.

MR. HIGGINS: Good evening. I'm Doug Whitley, President of the Illinois Chamber of Commerce.

I speak tonight on behalf of employers and employees in this region. Transportation is one of the cornerstones of the Illinois economy and specifically here in the Chicago region.

We have numerous transportation issues that must be addressed and this EJ&E acquisition by CN is only one of multiple

activities that should take place in the future.

One of the components of our mission is to promote the infrastructure investment in this community and in this state. Businesses depend upon it.

Infrastructure is the engine of our economy. I'd like to quote from the Transportation Commission report delivered earlier this year to the United States Congress.

It says quote: It is an overstatement to say the nation's potential for the creation of wealth will depend in great part on the success of freight efficiency.

This report talked about choke points in our nation's system of transportation threatening this regional economy and the nation's economy. Chicago is one of the most critical choke points that begs to be addressed.

CN's proposal to acquire the EJ&E will ease the choke point enabling

more efficient flow of goods to and through the region providing and protecting jobs. It is a proactive start by the private sector to begin an important long-term improvement process. Much more needs to be done and it will take many years to do all that needs to be done, but it is a start. And that's why I'm here today.

Freight congestion poses a threat to the Illinois economy. It's time to remove the uncertainty about the timeliness of transportation supply chain in the Chicago Metropolitan area.

Not long ago, Chicago region was the third largest intermodal freight hub in the nation. Today we are fifth, largely because of areas like Kansas City and Memphis doing more to provide more and reliable efficient rail service.

Two-thirds of the nation's cargo containers moves through Illinois, most of which moves right through the Chicago regional area. The rail industry employs many people and thousands more depend upon

the distribution of goods and services that move through Chicago.

Efficient Chicago area rail and truck networks are critical to the nation's economy, not just Chicago's. The CN acquisition is but one of many positive steps that must follow.

It is in the state's interest to insure that Northeastern Illinois remains the transportation hub of North America.

In my opinion, the State of Illinois has been sorely absent and silent when it comes to being extremely helpful in giving and providing comfort to these communities that there will be construction projects, solutions and comfort to these communities that have the greatest concerns about the future of rail freight traffic in Illinois.

Mitigation is appropriate and necessary but it will take time and cooperation on the part of many, including the municipalities, the state, and the Federal Government and yes, the CN.

MS. ADAMS: You are at time. I'm sorry.

MR. WHITLEY: But every one of us is dependent upon increased jobs and increased economic in our state.

MS. ADAMS: Thank you. Just to remind everyone, we do have the strict three minute limit. If you have more comments, we do invite you to go to the open house to extend your comments.

Okay. We have Timothy Kocian followed by Rick Reinbold and Cynthia Corso-Heath.

MR. KOCIAN: Good evening. My name is Tim Kocian and I'm here representing the homeowners on Aberdeen Road in Frankfort.

THE COURT: Could you spell your last name, please?

MR. KOCIAN: My name is spelled K-O-C-I-A-N. To let you understand where we are situated in this, Aberdeen Road is on the north side of the railroad tracks and there are houses on the south side of

Aberdeen Road on the north side.

The entrance to Aberdeen Road is a couple hundred feet from the crossing of Harlem Avenue. When the train stops, the traffic on Harlem Avenue, you cannot get in or out of Aberdeen Road and if you have an emergency, you are going to be lucky if the cars aren't blocking it.

And there's only one way to get in and out. And people are going to be in jeopardy if you don't do something about that crossing.

I understand that Cook County is not interested in doing something about that crossing because nobody who is affected by that crossing lives in Cook County. They all live in Will County.

Cook County owns the crossing but they do not have any people that are living off of it. If you come to Aberdeen Road, I will show you that -- you'll be surprised how close the train runs to people's back yards.

It's up on a fifteen foot embankment and as the train goes through,

you can feel the vibrations. And they'll wake you up at night even across the street where we live, which is 300 feet away from the track.

I have measured the current trains from our front porch which is on your 65 d/b/a and I measure them 70-74 d/b/a sustained on the current, let alone what's going to be proposed.

That could be waking you up six to eight times a night. And I think everyone realizes what the effect on people is if they are going to be sleep deprived by being woken up in the night six to eight times.

The railroad, I understand, has argued that the EJ&E has been there for a hundred years, so people get over it. You've had a railroad there, you knew that when you moved in.

Well, we knew the character of the railroad and the way we look at it, the character has been sustained and has set a precedent for the last hundred years.

Because of that precedent,

because of the character of the railroad, communities have grown up around the railroad that are consistent with that character. It's too late to change the character of the railroad now.

The time to make it into a super highway for transit is long past. Thank you.

MS. ADAMS: Rick Reinbold followed by Cynthia Corso-Heath and Robert Ukokian, if I'm saying that correctly. Do we have Rick Reinbold? If not, Cynthia Corso Heath followed by Robert Ukockis and Julie Furgason.

MS. CORSO HEATH: Okay. Thank you to the STB for allowing us to speak tonight. My name is Cynthia Corso Heath. That's C O R S O, H E A T H. I'm a long-time resident of Frankfort and the southern suburbs. I am currently serving as a village trustee in Frankfort. I am also on the board of the Lincolnway Public Safety Communications Center which

dispatches police, fire, and other emergency 911 calls.

The draft EIS confirmed what we knew, that the proposed acquisition of the

EJ&E line by this Canadian company will have severe impacts on our quality of life. Air pollution impacts on the quality of life in our community. Not only will this harm the home values of our nearby residents, but it will greatly disrupt the flow of traffic and commerce.

The CN is already projecting a 400 percent increase in rail traffic across our Frankfort crossings. Buses will not be able to get children to schools on a timely basis. This may disrupt school schedules and could result in increased school costs to purchase more buses. Emergency vehicles will not reach fires or medical cases quickly. Police dispatched to emergencies will be hampered by delays at all of these train crossings. Dozens of cars will sit waiting for trains to pass, burning costly gasoline and spewing exhaust fumes into the

air. The risk of accidents will increase significantly.

Mitigating this impact will cost hundreds of millions of dollars. But why should U.S. taxpayers have this burden when only the Canadian National railroad is benefiting? I understand the need to

improve transportation in the area. I've observed years of analysis over the potential impact to residents and the environment of a third Chicago airport near Peotone. Before I-355 was constructed, there was also much study and work to mitigate negative consequences of these significant transportation benefits and was all part of the planning and mitigated.

It amazes me now that this Canadian company's acquisition of railroad tracks with its resulting dire consequences for Illinois residents might be approved without requiring them to pay for relief for the affected residents. This is in stark contrast to the requirements which were placed upon those other transportation

improvements.

I'm also not personally comfortable with the CN record of communicating with and cooperating with the public. The Canadian government itself has raised concerns about safety issues. All we're doing is relocating this problem from one part of the area to another. They are a profitable public corporation, and I don't expect them to assist with any of

these improvements without being forced by the federal government. Thank you.

MS. ADAMS: Robert Ukockis, followed by Julie Furgason and Sam Dendrinos. Is Robert here? Julie Furguson.

MS. FURGASON: My name is Julie Furgason. That's F U R G A S O N. And I speak as a lifelong Park Forest resident and as an educator in the area.

As much as I'm concerned about the pollution and noise changes involved with the proposed acquisition, I am even more concerned with access to safe and quick passage of emergency and medical

vehicles that will most likely be halted by the proposed acquisition specifically over already assessed critical at-grade crossings at Cicero in Matteson and Western Avenue in Park Forest and Chicago Heights.

If this acquisition is approved, I hope the board and the surrounding affected towns and Canadian National have a plan implemented before increased rail traffic occurs. This plan should include updating railway crossings to include facilities for emergency vehicles to cross during a train's passing at at-grade

crossings. This plan should include grade separations for vehicle transportation.

My understanding is that Canadian National wants this acquisition approved within the year. This acquisition should not be approved until emergency vehicle access plans are implemented for the safety of all towns involved.

It frustrates me that CN will gain revenue from this acquisition but is willing to pay only 5 to 50 percent of the

cost to improve crossings.

In addition to the concerns for emergency vehicle access, this acquisition will also stifle economic growth in the south suburbs. And, once again, it seems only beneficial to Canadian National's interests without considering the thousands of citizens adversely affected.

MS. ADAMS: Sam Dendrinos followed by Vicky Urban and Conrad Urban.

MR. DENDRINOS: Hi. My name is Sam Dendrinos, D E N D R I N O S. I'm a resident of Frankfort, and my family and I reside about a mile south of the EJ&E train track.

I had a chance to review the

environment draft impact statement, and I do have concerns about the amount of volume of rail traffic and the length of trains that will be coming through our community.

You know, I don't live exactly on the tracks. My house does not vibrate. My glass doesn't shake, but I can hear the train in the background. But my biggest

concern is, it splits our town in half. We have six crossings in Frankfort; one is only above grade. I think the congestion problem that's going to occur from this is going to be a much -- much more detrimental than the benefit of what's happening.

If you look at the statement that Canadian National put in its application for acquiring the EJ&E, they talked about alleviating the congestion in Chicago. Well, the key word there is "congestion." They are just moving one existing problem from one area of the Chicago area to another area. And I think what needs to be done is a hard look needs to be taken at moving the rail further out to some of the more rural areas.

What we have in this country is kind of an antiquated rail system that was

put in place years ago to deal with a much smaller population. There has been community suburbs that have grown around the rail tracks. And I think -- Again, I know there have been people here tonight

for the railroad; and I understand the economic benefit. I'm all for that.

But I think again we're not solving the issue. We're just moving the burden to other communities. And I will say the burden or the congestion that CN faces in Chicago for a couple-day delay in commerce has a far less impact than people's quality of lives in some of these communities this train is going to go through. Thank you.

MS. ADAMS: Vicky Urban followed by Conrad Urban and then Gary Kopycinski.

MS. URBAN: Hi, I'm Vicky Urban. I live in Frankfort, Illinois.

So far this year, according to our news media, there have been four children killed by CN or EJ&E trains going through our suburban residential neighborhoods. That is with only four to six short trains a day, which we can pretty much anticipate when they will be coming.

Two are late at night. What might we expect with the amount of trains that

they're planning for our community? Where would we call if we see a child on the tracks? Would they even answer?

These tracks were never meant to carry huge amounts of freight even before the area was heavily settled. It was meant to be used as a commuter train and a few short trains from U.S. Steel.

Three days ago, there was a derailment in Oklahoma of a freight train carrying oil products. It immediately engulfed the area in a huge fireball. If that happened in our backyard, I would not be here speaking to you tonight. And all the children at Camp Manitoqua, at the grade school across Sauk Trail, or anyone at St. Anthony's Church as well as my neighborhood would probably be dead.

MS. ADAMS: Conrad Urban followed by Gary Kopycinski and then Richard Smeaton.

MR. URBAN: I'm Conrad Urban, a resident of Frankfort, a former railroad surgeon, and I address the problem of safety of our community.

I spent many years of my career training emergency medical responders, and I know that time is of the essence. Due to the present location of the EJ&E track and the proposed length of trains, there will be a large segment of our community, including children at Camp Manitoqua and two schools on Sauk Trail as well as the residents along Aberdeen, my street, who will be denied access by emergency vehicles unless great separations are constructed.

Furthermore, if there is a derailment in this area, access by fire equipment or haz-mat teams will be virtually impossible except by a very circuitous route. The above could be solved by overpasses or underpasses at Harlem and Sauk Trail. But Canadian National has already made it clear that mitigation of this sort would fall on the backs of the tax-burdened citizens of Illinois.

Obviously with our home values plummeting, our tax base will deteriorate.

Is it reasonable to have taxpayers subsidize the profits of large foreign corporations? One might argue that increase in rail traffic in our area will reduce rail traffic in other areas. However, the mitigation necessary to ensure the safety of the citizens is already in place in those areas and would have to be added at the expense of taxpayers for our area.

MS. ADAMS: Gary Kopycinski, followed by Richard Smeaton and then Nancy Labb.

MR. KOPYCINSKI: Hi. I'm Gary Kopycinski, K O P Y C I N S K I. I'm a village trustee in Park Forest. And I'm here to say that this sale is not good at all for Park Forest. We are concerned about congestion, noise, the impact on our economic development. We are concerned about public safety. We're concerned about a 400 percent increase in rail traffic.

It's not uncommon now for cars to wait 20 minutes, 20 minutes while those

gates are down. In the interim, I understand from a representative from CN

today that they're not planning on using the switchyard that causes these delays. I wish I could believe that. At this point, I have doubts.

I heard from a CN representative today about $2 billion in profits, 75 percent of which is supposed to go towards capital. I can tell you where they can put that 75 percent. We need it down here.

We are concerned about a shopping plaza which we are working right now to redevelop. We are concerned about school bus traffic. We are concerned about ambulances. We are concerned about our police making it to the north end of town. When those gates are down, the only way to get from the north end or to the south end of Park Forest is under a viaduct. If that viaduct floods, you do the math. We're lost. Thank you.

MS. ADAMS: Richard Smeaton followed

by Nancy Labb and Bill Goodwin.

MR. SMEATON: Hi. I'm Richard Smeaton. I'm community development director for the Village of Matteson. S M E A T O N.

I'd just like to begin my statements by saying the Village of Matteson will be submitting written comments in the future. I would also like to echo the concerns of the Village of Frankfort and many others. Emergency response times are paramount concerns to the Village of Matteson, our police department, our fire department, our public works department. We need to see grade separations at the regional arterials and have funding to construct them.

Another concern that's unique to the Village of Matteson is the spur line that will be constructed in our historic downtown area. This proposed spur line will connect the Canadian National line that's existing and the EJ&E line. This proposed alignment will interfere with the

Matteson Metra station. They'll be building over the eastern entrance to the station and also interfering with the parking lot that's there.

There will be -- This spur line would remove and severely hinder any operations for the existing Kiss-N-Ride, would reduce proposed potential development

and property surrounded by the spur, and this would also severely affect the quality of life and the property that will be a hundred percent off this spur line at a second-story level for the existing Holden Park subdivision. Thank you.

MS. ADAMS: Nancy Labb followed by Bill Goodwin and Virginia Goodwin.

MS. LABB: My name is Nancy Labb, L A B B. I am a resident of Park Forest, and I have resided in the Village of Park Forest for 37 years. We have one major roadway which cuts through our village. This is Western Avenue. It is a route by which our police and fire departments reach various people in the community. It is a

route where our commuters go home, and it is the hub of our economic development.

It would be devastating to increase the railroad traffic crossing this street by the proposed 400 percent, which would mean, I believe, 32 trains per day. Some people already avoid this route due to the present eight trains per day. This means that people will just basically circumvent our village.

But more -- I understand that

there is some realization of the hardship that this will cause Park Forest, but I want to underline and say bravo to representative Jesse Jackson Junior and his proposal that you find the money before you go through with this sale rather than having this sale and then having money, which we just don't have available.

The other thing that has concerned me is that I did read that CNN, or CN, is pushing for the sale in October. And then somebody told me no, it's September before this impact study has gone

through. I just can't believe that this is the way that we do business and are going to improve transportation when it's not thought through thoroughly before its enacted upon.

The other thing, of course, I think there were a lot of us that were looking forward to the Star Line train coming through, commuter train coming through. And, of course, that will knock that out. And that's been something that's been in the planning here for years. I wish we could just all get together and then seriously all consider the true

impact. Thank you.

MS. ADAMS: Bill Goodwin, Virginia Goodwin, and then Evelyn Summick.

MR. GOODWIN: Good evening. My name is Bill Goodwin, G O O D W I N. I live in Aberdeen on Aberdeen Road in Frankfort.

Mr. Cozzi and Mr. Urban have already spoken eloquently about the noise, the congestion, and the possible safety problems that will ensue if we continue to

have an at-grade crossing at the train crossing at Harlem Avenue, which is very, very close to our street. There's only one way in and one way out, and that's the intersection at Harlem.

They've spoken eloquently about the vibration. I won't dwell on that any further. What I will add as a postscript is the train horn. We live close enough to Harlem that we hear every one of them coming and going. It's an unintended, unplanned alarm clock for me. It happens now a couple times a night. If the proposed acquisition goes through, it will be maybe a dozen or more times a night. So for me, it will be sleepless in Frankfort.

Final comment, I want to

reinforce what Mayor Holland has said, that we need to take a harder look, especially when it comes to mitigation. I think the completeness of the environmental report would be greatly enhanced if that section of the report was looked at again, especially when it comes to the at-grade

crossings.

If I understand correctly, only 15 at-grade crossings were recommended for grade separation out of 133. To me, this doesn't pass the common-sense test. I'm no expert, but it just doesn't seem right.

The second point has to do with the fact that we will be suffering from financial difficulty, taxpayers locally and in the county and in the state, unless some pretty stern, hard-and-fast rules are laid down by the board about the financing. Many people have commented on the unfairness of having the company profit at the taxpayer expense, and I think eventually that will be the bottom line. Thank you.

MS. ADAMS: Virginia Goodwin followed by Evelyn Summick and then Regan Stockstell, if I'm pronouncing those

correctly.

MS. GOODWIN: Hello. My name is Virginia Goodwin, G O O D W I N. I echo what he says. I live in the same house.

He will not like that alarm clock, the unattended alarm clock.

My additional concerns have to deal with at-grade crossings in Frankfort, which there are six -- none of which are recommended for mitigation in the current plan. At the rate of 28 trains per day up from eight per day and trains two miles long and trains that need one mile to stop, an unintended emergency could still not be averted for one mile, which means three at-grade crossings would be covered in Frankfort before that train stopped. I find that unacceptable. I think for the safety of our citizens, it ought not be allowed to pass the STB's scrutiny.

I find it appalling that the CN has offered only 40 million for mitigation. That's nowhere near the cost of mitigating what needs to be done. So I would appreciate your efforts to get a firm deal for more funding for mitigation from CN before its approved. Thank you.

MS. ADAMS: Evelyn Summick, Regan

Stockstell, and Jim Nolting.

MS. SUMMICK: Hello. My name is Evelyn Summick. I'm a resident of Park Forest. Every since I first heard about this railroad acquisition proposition coming through and reading the articles in the newspaper, one of the things that struck me was the fact that the Canadian National, according to the statistics that were printed, never pays for more than 5 percent, 5 to 10 percent of mitigation of the grade crossings, yet they are making billions of dollars. And this to me just does not sound right, along with all the other problems that would be happening that everyone else has already commented on today that I won't go through.

But what I'm asking the board to do is what these other people have just mentioned. If the Board allows the sale, I am asking you -- indeed, I am begging you -- to please force the Canadian National to have all the funding for mitigation in place before the first train

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comes down the EJ&E because you know as well as I do that once that train starts coming down the track, it will be too late to say to them, "Oh, by the way, you owe us a few more millions."

Please get it in writing first. Have all the money in place because we, these towns out here -- Cook County already has the highest tax rate in the country. The State of Illinois has no money to hand out. Please, we are begging you, make them pay for all the improvements.

MS. ADAMS: Regan Stockstell, Jim Nolting, and Jared Weiland.

MR. STOCKSTELL: Regan Stockstell, S T O C K S T E L L, representing the Village of Richton Park. I'd just like to echo many of the comments that have been given tonight. It is the Village of Richton Park's position we oppose the proposed acquisition of the EJ&E rail for many of the same reasons -- obvious impacts on quality of life.

One in particular we feel that

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the Surface Transportation Board needs to

pay closer attention to, you identified in your report that there are two separated grade crossings in Richton Park. That makes me -- leads me to believe that you're considering also the I-57 overpass. If not, then there's indeed only one separated grade crossing in the village and that would be Governors Highway.

And to that point, Governors Highway being the main grade -- separated grade crossing for emergency services, that not only services Richton Park emergency services but many of our neighboring communities. Park Forest, Frankfort, University Park, and several others all utilize Governors Highway to access St. James Hospital.

What I did see in the report regarding mitigation and as was mentioned earlier by one neighboring communities is the fact that we have flooding issues with regard to the underpass at Governors Highway. In order to take trains a day to

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32 will obviously increase the number of trains we have in the community on a daily basis, that would obviously impact traffic that if a situation occurs where there are

storms, which we are seeing that storms are increasing these days, the road's closed. And we're now talking, you know, we've heard talk about the impact on response times. But based on that impact on response times, we're now talking possible loss of lives. And I don't think that the profit of companies such as Canadian National should be valued higher than that of human life.

So I'm saying that once again the Village of Park Forest does oppose the acquisition. But if it is to occur, we would strongly encourage the STB to look further at a second or third separated grade crossing at Cicero Avenue. This is shared by both communities of Richton Park and Matteson.

Once again, we'd like to echo that I don't think it could be stated any

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more emphatically; but absolutely if this is to go through, the recommended mitigation should be highly funded by Canadian National and not the federal government, local, or state. They should pay for their profit. Thank you.

MS. ADAMS: Jim Nolting, followed by

Jared Weiland, and Mark Steinman.

MR. NOLTING: My name is Jim Nolting, N O L T I N G. I'm a resident of Frankfort, and I'd like to talk about the economic impact. I'd like to preface my comment by saying that I'm a very -- proponent of free trade. I have no problem with a Canadian railroad purchasing American assets.

However, I do strongly disagree with taxpayers subsidizing the purchase. You're talking about enhancements for roads, safety, sound abatement that will exceed a billion dollars. And most likely -- and this is going to have to come from some sort of revenue source: federal, state, local. It's either going to be

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additional taxes, or it's going to be taken out of an existing fund. And so I just don't think that that's an appropriate expenditure of taxpayer dollars to help subsidize a foreign acquisition.

Also on the economic impact front is values of homes. I know my -- I moved to Frankfort about six years ago, and my value of my house is the same as it was six years ago. Now, if the train goes

through there, I know the value of my house is going to decline. And you multiply that impact by the thousands of homes that run up and down that line and, again, you're talking about something that is, again, going to be a considerable amount of money.

So I do hope the STB definitely takes into account the economic impact issues because, again, I think it's going to be to the billions of dollars. And this is taxpayers footing the bill for a takeover by a private company. Thank you.

MS. ADAMS: Jered Wieland, followed by Marc Steinman and Kevin

Burns.

MR. WIELAND: Jered Wieland, W-I-E-L-A-N-D. I'm also a resident of Frankfort.

The only reason I'm here is because the railway that I moved in close to used to have a small number of trains. I would not have bought the house where it is if it wasn't for the historic use of the tracks as they were. When they were first built, they were in cornfields, I'm sure, a hundred years ago.

Things have changed in Chicago

in the last hundred years. It's a little different story now. You've got communities all around the tracks, all the way up and down the 198 miles or whatever it is.

So if they were going to use the railroad the way it was originally built and intended, I wouldn't be here. Nobody would care. There would be six trains coming by my house like there currently is. I would sleep fine.

My house backs up to the tracks. Luckily, I'm not a light sleeper. My wife is. It's going to be detrimental for her. She's currently fighting cancer. It's not the best thing to have trains rumbling through your backyard when you need to get a good night's sleep as part of your health.

The other point I wanted to make was Mr. Jackson's rep was conflicted because a third and a third and a third. Supposedly a third of the people in that district are going to benefit.

That benefit, from what CN has said, is going to dissipate within two years and be totally gone. The benefit

inside the arc is going to be backfilled within less than two years, if I'm correct, as admitted by CN.

So they are basically going to screw us out in the suburbs along the track to have a temporary gain inside the loop, and then that's going to be gone. And then where are we going to be?

So as Mayor Holland mentioned, we need to look long term instead of short term. We need to get back out into the cornfields with new infrastructure is what the answer needs to be.

The only positive thing I've heard tonight about this transaction happening was -- I believe his name was Jorge from the Southeast Side -- said that it was going to have a positive environmental impact.

The only environmental impact I heard was it was going to cut 289 jobs. But if he's accurate, that is the only benefit I've heard of this whole thing. So please consider that.

Everything else that's been brought up is negative. There's going to be an 800 percent increase for me

personally at my house in train traffic and pollution and vibration. And yes, my windows do shake.

The fact that CN has been brought up by the Canadian government as

having a very poor safety record, not even on the charts, and they're going to increase by 572 percent the amount of toxic/hazardous material coming within a couple hundred feet of my house is ridiculous, and there's no mitigation for anything.

That grade crossing at Harlem, yes. I cannot get into Aberdeen if there's a train. And neither can the ambulance, neither can -- a neighbor just died not too long ago. Thankfully it wasn't due to a train, but it very well could have been.

And I'm okay with the sale if they mitigate everything, but it shouldn't be me losing a hundred thousand dollars' value on my home that I've saved 13 years to buy my first home and then turn around and take my tax dollars to fix everything that only happens because CN changes the characteristics of the track.

Thank you.

MS. ADAMS: Marc Steinman, followed by Kevin Burns and Father John

Siemianowski.

MR. STEINMAN: Hi. I'm Marc Steinman. That's S-T-E-I-N-M-A-N. I'm a resident of Aberdeen Road in Frankfort.

Well, if nothing else, CN and the Surface Transportation Board now realize one thing. In the absence of direct communication on CN's part, common sense and ethics, people will stand up for their rights.

But as always, the facts of this issue aren't really that complicated. First, this is a railroad, as many -- as many have said before, that was put together over a hundred years ago and operated as a Class II operation. The growth and encroachment of suburbia during that time has been permitted by municipalities and accepted by adjoining residents based upon that fact.

We're now faced with a Class I operation: Not what we signed up for, pure and simple.

And I'd like to know -- I know

it's not a question-and-answer period. I'd like to know how many times has the Surface Transportation Board been faced with the transition of a Class II operation to a Class I operation of this magnitude through this much of suburbia?

Second, we're only dealing with this issue in this particular manner because CN is taking advantage of the federal government's lack of forethought in providing adequate protection of its taxpayers and citizens by providing the appropriate representation.

Surface Transportation Board, when I first heard what your cause was, you're not the people that should do it. After all, if this were an aviation matter, the response to this potential change in operation would be quite different as it's now occurring in Chicago.

Changes in traffic patterns dictate the entire shutdown and elimination of neighborhoods. This is no different.

The Surface Transportation

Safety -- or Surface Transportation Board's noise projections are flawed. As was pointed out by one of my neighbors, he measured 70 decibels in excess on the north side of Aberdeen. People living on the south side are going to see in excess of 80 decibels every time a train goes by, 28 times a day. That means nobody sleeps on Aberdeen.

And fourth, I'd like to keep things very, very simple. And, finally, transferring problems of railroad-citizen interface from one area to another doesn't solve anything; it only helps CN.

If this railroad didn't exist today and CN wanted to build a loop around Chicago, they couldn't permit this rail line in the area that we're talking. That in and of itself is saying something. It just -- (applause).

Thank you.

MS. ADAMS: Kevin Burns, followed by Father John and Gregg Markmann.

MR. BURNS: Kevin Burns, B-U-R-N-S.

I'd like to speak on two components, one locally. When this all

started almost about a year ago, there was discussion at the kitchen tables of my neighbors.

I live in Frankfort. I moved in about three years ago. I'm a licensed Realtor and a licensed appraiser. I grew up the first eight years of my life in Riverdale. I lived directly behind a switchyard. So for me to purchase a house near the railroad tracks, I was fully understanding what I was purchasing.

Many planning boards in all these communities that are affected have passed and looked at the environmental components of putting houses next to these tracks, and they've all been vetted.

What you have here, I feel, is you have a neighbor, the train tracks, who, you know, you have a good relationship with your neighbor. When the neighbor changes and the use changes, that could have a dramatic effect on how your neighbor is

treated and how the environment is impacted.

Just to put it in some commonsense terms, I had my daughter, my six-year-old daughter, get off the bus, and

she started talking about the train because there was one going by as we were walking back. And she said, "Daddy, Daddy. My girlfriend Katie lives over -- one subdivision over, and she" -- they live near the tracks. And she said, "When she sits on the toilet, the water splashes up when the engine goes by."

So that is your environmental impact that I'd like to add based on all the studies you have.

Speaking from a regional standpoint -- because this is really not a NIMBY-Frankfort issue; this is really a regional problem. And when you look at the impact of an 8 billion sales company, 2 billion -- what's to say -- they've been very straightforward about the profitability of hauling more HAZMAT

materials and items around.

And, you know, we've already experienced more tax money spent. We just had to move up a firehouse that's being built south of our tracks because we don't have any fire stations. And so Station 5 is now being built, and Station 4 hasn't been built yet because of the anticipation

of the environmental and safety issues.

This company -- and my wife's Canadian. This company is very profitable. They're -- they seem to have a rush to judgment on this. What's to say that vertically integration, a Chinese company or someone else comes along and buys them after this? And what type of control do we have on the environment, environmental impact?

So I would just like to add that to the component in your thought process.

Thank you.

MS. ADAMS: Father John followed by Gregg Markmann.

FATHER SIEMIANOWSKI: Good evening.

My name is Father John Siemianowski, S-I-E-M-I-A-N-O-W-S-K-I, and I'm pastor of St. Agnes and St. Paul's Catholic Churches in Chicago Heights, one on the south side of the tracks, one on the north side of the tracks. I presently for the past 12 years have lived on Chicago Road four blocks north of the tracks.

As has been stated before, all major health care facilities in the area are located on the north of the EJ&E

railroad tracks: St. James, Chicago Heights; St. James, Olympia Fields; Ingalls, Harvey; Advocate, Hazel Crest. For all people who live south of the tracks, this becomes a health and safety issue.

The closest facility if stopped by a train is to either send them to Indiana, Margaret Mercy, or to St. Mary or one of the other, Riverside in Kankakee.

All railroad crossings in Chicago Heights are at grade level, except there's one underpass. It's an old

one-lane road walkway into the steel mills east of East End Avenue at Butler. But you take your life into your hands riding on the road prior to getting to the one-lane bridge that's falling down, but it does get you under.

Another concern about schools besides safety of ambulance or emergency is that if you operate a school near the tracks, which we do, the purchase affects tardiness of teachers and students.

For students, tardiness is an excuse for failure. For teachers, if you have a room of 20 or 25 students

unsupervised waiting for a teacher on the other side of the tracks, it also can be a disaster. So I think that's very important for anyone with -- all of us with schools around there.

Response time for fire and police, as has been said, is affected. It concerns where major equipment is staged, and in a town like Chicago Heights, we have some equipment on both sides, but it sounds

like some of the towns don't have equipment on both sides of the tracks.

Chicago Road, Route 1, is presently a major north-south connecting the south suburbs and into Chicago. Presently, when the ten trains go by, there's usually a half-mile backup when the gates go up. Add to that the prefab homes that use Chicago Road as their journey, and then they turn onto Route 30 going west. It adds miles of congestion and traffic.

And I live on Chicago Road, 8 feet off the road, so I can tell you.

Finally, negative effect on local economy. Last night I waited five minutes for a parked train on Chicago Road, turned around and went to a different town

to eat my dinner. It affects the local economy, local restaurants and tax base.

Thank you.

MS. ADAMS: Gregg Markmann, followed by Sakhawat Hussain.

MR. MARKMANN: My name is Gregg Markmann. That's M-A-R-K-M-A-N-N. I'm a

resident of Frankfort.

And as a resident of Frankfort, I want to express my grave concern over the proposed purchase of the EJ&E by CN. You're aware of the many, many concerns of my town, along with a large coalition of dozens of other towns united in our opposition to this life-packing event.

As for the effects on Frankfort alone, the increase in rail traffic will literally cut my town in half, with almost no viable passage from one side of town to the other. We have one small, antiquated underpass, which is in near disrepair. There's no other access corridors for many miles around. Frankfort's neighboring towns on either side have no underpass at all.

In addition to this isolation effect, our town's future growth will be

permanently stunted as both business and resident alike will be effectively cut off from each other. This will have a very true and real Berlin Wall effect on my town

as well as other towns, with economic and tax-generating consequences from businesses and homeowners alike due to the permanent isolation we will suffer on each side of these tracks.

This will also have negative growth repercussions throughout the entire Southland region, which is currently in many respects undeveloped. And it's -- but it's also one of the most promising areas for development in the entire Chicagoland area. This acquisition will kill much of that development, in my estimation.

I respectfully urge you to take this potential economic disaster through unintended consequences into consideration, not to mention the safety and environmental issues for which I'm sure you're being made aware of by myself and countless other opposers of this tragic potential purchase.

MS. ADAMS: Sakhawat Hussain.

DR. HUSSAIN: My name is Dr. Hussain, H-U-S-S-A-I-N. And I'm very

grateful to the railroad company for giving

me the training. I was trained at Illinois Circle Hospital.

This was one of the best hospital because of the accidents. The railroad would bring all the patients there, and they would unload those patient. This was the best surgery training program ever there was. The president of the American Medical Association four years in a row was in that hospital, and we got some very good training.

But, on the other hand, coming back to the real perspective, we are being railroaded right here. And there is nobody -- (applause).

Let me tell you what Aberdeen Road is. I moved there in 1980, 28 years ago. I've been living in the same house. When I moved there, the Frankfort was a town that we could not buy a bread of loaf. We used to go to Matteson. There was not a White Hen Pantry. There were not nothing. There was just a restaurant, La Posada, which got burned.

And my daughter was born in that house, then graduated from the school. There was one high school that exploded. The class went to 1200. My other son, four years behind, went to a different school. When he graduated, the class exploded. We have a third school now.

When we send instruction to our friends how to come to Aberdeen Road, we write down it is sandwiched between the crossing sign and the actual tracks. This is how close we live. So if you hit the tracks, you have gone too far. It's 2 mile long. There are houses on each side of the road, and there are houses on each side of the track.

A 2-mile-long train, there is no way in the world the 1.1 million people who die in this country every year because of heart attack, and half of them die in their houses -- this is a fact -- because they cannot get immediate attention and ambulances.

One minute is too much. 30

second is too much. Every second count to

save a life. We are trading profits for the lives of the residents of Frankfort and southwest suburbs. This must stop.

And I have news for you. If -- in 1980 when I moved, the area codes were only (312) and (815). There was no (708), (630), (847). The population has exploded. The people at risk are thousand and thousand and thousands die more right now, and we need to take care of them.

There are children. There are schools. There are hospital that will be totally cut off. There were two railroad tracks when I moved, not one. One of them is a -- is now a plank on which we can ride the bike. If Canadian National want to do it, they should turn into a bike path, not into a disaster -- (applause).

MS. ADAMS: First of all, we want to thank you for your comments, everyone who had comments tonight.

This concludes the public comment portion of our meeting. The open

house will continue until 9:00 where Vicki and John, as well as other engineers and representatives, will be there to ask -- answer questions that you might have.

Thank you. Thank you very much.

(Proceedings concluded at 7:48 p.m.)

D.2 Mundelein, Illinois

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SCOPING MEETING FOR THE PROPOSED CANADIAN NATIONAL RAILWAY COMPANY ACQUISITION OF THE ELGIN, JOLIET, AND EASTER RAILWAY COMPANY

PUBLIC HEARING

August 26, 2008

6:00 P.M.

Conducted by:

Heather Tarczan, Meeting Facilitator - MWW Group Public Relations

Victoria Rutson, Section Chief - Surface Transportation Board, Section of Environmental Analysis

John Morton, Project Manager - HDR Engineering

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ELSIE DELAVICH

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MS. TARCZAN: Good evening, ladies and gentlemen. For those of you standing, if you'd like to take a seat, please feel free to do so at this point.

Thank you for attending tonight's meeting. We're here tonight to hear your comments on the Draft Environmental Impact Statement that was released on July 25th regarding Canadian National Railway's proposed acquisition of the EJ&E Railroad.

My name is Heather Tarczan, and I work for a firm called MWW Group Public Relations. We are part of a third-party contracting team that supports the Surface Transportation Board and its section of environmental analysis. I will be facilitating this meeting.

Before we get started I would like to take this opportunity to review some protocol for tonight's meeting. In a moment I will introduce those presiding over the meeting, and there will be a short presentation on the findings from the Draft Environmental Impact Statement.

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Immediately following this we will hear your comments.

Each commenter will be given up to 3 minutes to speak. The time clock will be displayed on the screen, and a yellow card will be shown at 2 minutes and 30 seconds, a red card at 3 minutes. A list of speakers in their speaking order will be displayed on the screen. Also, I will call forward the next two speakers in line after each speaker so we may be as efficient as possible. There is one microphone set up in the middle of the aisle.

There are still some speaking spots available tonight. If you are interested in speaking, please proceed to the registration table or see a staff member who can assist you. Alternatively, you may submit comments to the Surface Transportation Board through a toll free number, Web site, or mailing address, all of which are in the program you received tonight. There are also comment forms and drop boxes located in the lobby and court

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reporters located throughout the venue. You may record your comments with them throughout tonight's meeting. Please recognize that all methods of comment received by September 30th will be taken into consideration and weighed equally.

Tonight we are here to listen to your comments on the draft EIS. This is not a question and answer session. The meeting will conclude at 9:00 p.m. with an announcement at 8:30, noting 30 minutes remaining. We appreciate your courtesy as we work to create an environment where everyone can be heard.

In the event that anyone is in need of a Spanish translator, Beatrice is here tonight.

If you have any questions, we have a number of staff available to assist you. Staff are identified with nametags and are located throughout the venue. Our open house will remain open during the evening where additional court reporters are available for those of you wishing to

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provide comments in a more private setting.

One housekeeping note, emergency exits are located behind you.

I'd now like to introduce the people with me on stage. Victoria Rutson, chief of the section of environmental analysis for the Surface Transportation Board; John Morton, project manager from HDR Engineering, who is a third-party consultant supporting the Surface

Transportation Board's section of environmental analysis.

Victoria Rutson will now make some remarks on the draft EIS.

MS. RUTSON: Thank you, Heather. I was going to come down closer. It seems like an intimate group, and I'd feel more comfortable down there talking to you rather than up here talking at you.

Again. My name is Vicky Rutson; I'm with the Surface Transportation Board's section of environmental analysis. I'm very pleased to be with you all here tonight. We're here for one purpose, and

that is to hear what you have to tell us, what you have to say about the Draft Environmental Impact Statement that my office produced on July 25th.

As Heather said, there are a number of ways of submitting public comments. You may feel uncomfortable speaking in public. I certainly understand that. If you do feel that way, please understand you can go talk to one of the court reporters who are in the other room, you may call the toll free environmental hotline, and the number is in the materials

you've been given, you may submit your comment by E-filing through the Board's Web address, or you may simply send us a letter, the conventional way. Again, all the instructions for how to submit those various forms of comments are in the materials. Written comments, letters, need to be postmarked by September 30th. The E-filing or hotline number comments must be received by September 30th.

What are we going to do when

we've received all of your comments? This is what happens next. We'll take all of the comments that we receive, oral, written, court reporter, E-filed, every comment we receive, and we will read, review, consider, and respond to each comment in a final Environmental Impact Statement. Comments that raise similar issues will be grouped and responded to. The final EIS will contain my shop's recommendations to the Surface Transportation Board on mitigation and on environmental impact.

Potential environmental impacts can be both adverse and beneficial, and it's my office's job to make sure that we

reveal both the potential adverse and beneficial impacts of Canadian National's proposal.

I'm going to take just a minute to talk about the Surface Transportation Board. I'm sure one of the many questions you've been asking yourselves during this process is who is the Surface

Transportation Board and what do they do.

The Surface Transportation Board is a federal agency located in Washington D.C. Congress created the Board in order to ensure a strong national rail transportation system, but the Board also must comply with the National Environmental Policy Act Or NEPA, and it's under NEPA that we prepared the Draft Environmental Impact Statement.

This essentially requires two things. First, that an agency truly understand the potential adverse and beneficial impacts of any decision it makes before it makes that decision, and, second, NEPA requires that the public have a full opportunity to participate in the process. That's why it's so important that we hear what you have to say tonight.

I'll wind up quickly because I know right now it seems like I'm doing all the talking.

The process that remains, we'll issue the final Environmental Impact

Statement sometime between December 1st and January 31st. That's the procedural schedule to date. It is only after that final Environmental Impact Statement is issued that the Board may make its final decision on CN's proposal to acquire the EJ&E rail line.

When the Board makes that decision, it has three choices. It can choose to approve the proposed acquisition, to deny the proposed acquisition, or to approve the proposed acquisition but only with the addition of certain mitigating conditions.

Again, I'm very pleased that you're with us tonight. I have one note based on our meeting last night. Again, we had excellent participation. We did have one speaker who was not accorded the respect that I believe all speakers are entitled. I understand completely that this transaction, this process has raised

many questions. I know too that by coming to this meeting you're exhibiting your

responsibility as public citizens, and I ask you just to remember -- and I know you know this well -- to be respectful and kind to the other speakers. It's not easy getting up to speaking, especially if you're saying something that is not going over well. People have different opinions, and we're blessed in this country to have the freedom to express those.

So I'll stop nagging, I'll thank you for being here, and I'll turn the microphone over to John Morton.

MR. MORTON: Thank you, Vicky.

I'd like to quickly go through some of the findings of the draft EIS, and I know that I'm covering these very rapidly in that there's a lot more information behind these findings. I know people have questions. We've left the open house open and the staff is over there. So if you have any questions, anything that you'd like to discuss, you know, get better explanation on, feel free to talk to the staff that will be manning the open house

session.

CN is a class 1 railroad that is a major shipper of domestic freights and imports and exports and it has five rail lines converging on the City of Chicago. And you can see the rail lines, the five CN rail lines are in the dark color there on the map. They operate about 150 miles of rail lines in the Chicago area.

EJ&E is a regional railroad. It operates essentially in an arch starting at Waukegan on the top side of the screen. It's the lighter colored route that comes basically south to Joliet and then across to Gary. I hope people in the back can see the slide. If not, we do have these maps over in the open house.

EJ&E operates about 200 miles of rail line around the arch. They have several yards, including two major yards, one east Joliet yard in Joliet, Illinois and the Kirk yard in Gary, Indiana.

According to the Canadian National their purpose in acquiring the

EJ&E is to, one, increase CN's operational flexibility by providing a continuous route around the city. They also want to make use of Kirk yard and they want to develop a closer relationship with the shippers on the EJ&E.

The draft EIS, you know, evaluated a number of areas, and we did it by resources. These are the resources that are generally talked about in the draft EIS, and I just want to cover just a couple of those resources.

First, you know, the application does include certain changes in rail operations. I'll talk about those in a minute. In addition to that their proposal included six connections, and those are rail lines, for rail line connections. It also included 19 miles of new parallel second track, and that is either a siding extension or a double track in some areas, and those areas will listed on the screen.

This is an output from some of our studies. It's a density map. It

essentially is a schematic of the EJ&E along the outside and then the CN rail

lines converging on the inside. So I know it's a little bit confusing, but it's a graphic that sort of helps show what the proposed traffic changes are. The light blue color is the current day traffic in terms of trains per day. We have the actual numbers available, but the width of the bar sort of represents the number of trains per day. The dark color represents the proposed traffic in terms of trains per day. So you can see essentially the plan is to shift some of the traffic from the current CN rail lines through town to the EJ&E.

As a result of that the EIS reached a couple conclusions. One is that in some areas on the EJ&E they're reaching their practical capacity, and, as a result, the EIS concluded that it's really unlikely that the traffic levels would be higher than the numbers that CN estimated in their application. In addition, because of the

crossings, the EIS indicated that Metra on-time performance, you know, there needs to be -- can be maintained with an effective working relationship with CN.

EIS evaluated a number of safety

issues, and in general, because of the increase in train miles on the EJ&E rail line itself, there is an increased probability of train accidents and an increased probability of highway/rail accidents. By the same token, on the CN rail lines, because of the reduction in freight rail traffic, there is a corresponding decrease in the probability of a rail accident and a probability of a highway accident. In addition, there are three roads, Woodruff Road, Lake Street, and Miller Street in Griffith, Indiana that would experience a substantial increase in risk.

The EIS evaluated passenger rail and hazardous material. There is no passenger rail operating of the EJ&E. Consequently, there is no effect on

passenger rail safety on the EJ&E. There is passenger rail operated on the CN line segments within the arch, and because of the reduction in the rail traffic there, there would be an improvement in passenger rail safety there. There would be a substantial increase in the amount of hazardous material that's shipped on the

EJ&E and a corresponding decrease, of course, on the CN rail line segments.

The EIS evaluated 125 highway/rail at-grade crossings on the Canadian National out of a total -- there's a total of 155. 125 of those actually improve on the CN rail line. Of the 112 on the EJ&E 87 of those trip the threshold for analysis in the EIS. As a result, the EIS identified 15 highway/rail at-grade crossings that would be substantially impacted, and those are the blue diamonds that you see around there. Once again, the list is on a board on the outside if you wanted to find out the specific crossings.

The EIS evaluated air quality,

and because of the longer EJ&E route there would be an increase in fuel use and an increase in emissions, but because of the more efficient movement, the overall air quality emissions, you know, changes in 2015 would not exceed the current regulations or impact the region's air quality compliance.

The EIS looked at emergency service providers and identified 11 emergency service providers, nine fire

departments, two hospitals, that would be impacted by the proposed transaction.

In addition, the EIS identified about 3,000 residences on the EJ&E that would be within the 65 DBA noise contour. It identified about 2,700 residences on the CN rail lines that are currently within that where noise would decrease. In addition, in the Barrington quiet zone, because of the increased freight traffic, without mitigation would lose its quiet zone designation.

The EIS also looked at mitigation

for these impacts. Canadian National submitted a set of voluntary mitigation measures covering the areas that we identified up there. They had 76 mitigation measures. In addition to that, the CN included 72 recommended mitigation measures to cover other impacts that either weren't covered by the voluntary ones or to augment the voluntary mitigation measures.

And with that I'd like to turn it back over to Heather to start the comment phase of this. Thank you.

MS. TARCZAN: One important note we want to make sure that is understood is

that the Surface Transportation Board and its representatives here tonight are a neutral third party who are responsible for evaluating and putting together the Environmental Impact Statement.

We will now begin the comment portion of our meeting. Let me remind you again that we will adhere to the 3-minute rule.

I would now like to ask the first

commenter, Congresswoman Melissa Bean, to please come forward and begin your remarks. Al Engberg and Keith Petropoulos, your turns are next, and you may take the position behind the microphone.

When you are coming up to speak, please state your name, spell your last name, and indicate who you represent or which town you are from.

REPRESENTATIVE BEAN: I'm going to turn so I can kind of talk to you and the people who are here.

I'm Melissa Bean, and I have the honor of representing the Illinois State District in the U.S. Congress and many of you who are here tonight. I did ask for a little extra time and was granted that early. Particularly representing many people who wanted to be here but couldn't be here. So summarizing much of what I've heard from so many of you already.

I'm not just speaking on behalf of constituents I serve in Congress, but also as a mother of two who has to cross the EJ&E regularly in our daily lives to get to school, to get to the hospital, to get to the grocery store, basically to get anywhere where crossing the EJ&E.

This is an issue that doesn't

just affect the Barrington area where I happen to live, but it also effects many communities in the 8th District, Mundelein, Bartlett, Hawthorn Woods, Lake Zurich,

Hawthorn Estates, just to name a few outside of my district, and the reason there is strong Congressional support on a bipartisan basis -- I should say opposition to this deal from members Rosco, Biggert, Manzulo, Foster and Bisclosky is because it also effects or Illinois communities like Naperville, Aurora, Plainfield, West Chicago, Frankfort, and even gets into northwest Indiana as far as the over 40 communities throughout the region who would experience up to a 400 percent increase or more in freight train traffic if this proposed acquisition of the EJ&E by CN is approved.

Last November I requested the environmental impact study, which you recently did provide the draft to. Unlike the standard review performed by the STB, the EIS gives local residents a forum to raise their concerns, and over the last several months the level of involvement from thousands of residents has displayed

in unprecedented level of communication by

all parties involved.

The intent of an Environmental Impact Study should be to provide balanced perspective with the challenges we're facing from a transportation perspective looking for sufficient solutions, but balancing those issues of commerce and efficiency with the concerns of community and taypayers. So our taypayers are expecting the Surface Transportation Board to represent them when they're making these decisions.

Regrettably the draft EIS which was issued a month ago didn't really do that. Instead it seemed to endorse much of what you've just seen from the earlier proposal. They're allowing a private foreign company to destroy local communities' quality of life, their safety, their economies while expecting those same communities to pick up the tab.

Some specifics. First of all, in the draft it fails to provide other options to consider to relieve congestion in those

areas that have been severely already impacted by freight traffic. It also fails to review existing alternatives and places, again, an egregious and unwanted tax burden on local communities by expecting them to fund the vast majority, roughly 90 to 95 percent, of the mitigation costs for a project that they don't want and would not benefit from in any way.

For instance, IDOT testified at a hearing we had in Chicago recently and talked about 133 crossings on average, and you heard earlier those grade crossing separations could cost on average $50 million each. So the $40 million of proposed mitigation costs from CN is laughable in that there's over a billion dollars in mitigation costs at a minimum to make this work.

So instead of solving a problem what we have here is a private company saying they're solving other people's problems when they're really, as they should be, serving their shareholders.

That's their job. It's my job to serve my

constituents and to serve Illinois' efficiency. We should be looking at not moving a problem, but solving it.

In the draft EIS there was identified at-grade crossings where police, fire, and emergency medical service providers would be cut off from the consumers that they serve. There's no solutions offered. It identifies that. It doesn't offer any solutions or recommendations on how do we ensure the safeties of our communities, some of whom have no overpasses, no underpasses to get people to the emergency services that they need.

Highway and rail accident rates, which you already identified, are already predicted to increase by 28 percent on the EJ&E. Now, let's note this is Canadian National whose parliament did a study in Canada and they came out dead last in safety. There's also already been recent deaths on the EJ&E right here in my

district. So safety concerns should be one of our most paramount considerations, and I'm sure the STB will be considering that as you move forward.

It also refuses to evaluate the impact that this proposed acquisition would have on the planned Metra Star line. Actually, what it says is because CN says it will just be fine, they're accepting that. Again, Phil Pagano (phonetic) from Metra, who testified recently at the hearing we had in Chicago, clearly communicated that there has been zero commitment in writing or in any form from CN to actually say how, in fact, you could add this additional freight traffic to the same tracks that we were going to put this suburban rail transportation on.

In doing the suburban transportation which is something that was planned by so many of our local municipalities it would have reduced utilization and costs of our highways while also reducing emissions. That would be

entirely thrown out because of this transaction. It disregards the severe impact that the 400 percent increase in freight traffic would have on our communities, including deadlock traffic, increased emissions and pollution, noise levels, very dangerous safety concerns.

Thousands of our children standing in the freezing cold Chicago winters while 2-mile trains stop them from crossing their tracks just on the way to school, and that's not even considering the economic issues of businesses that will go away, property values that will go down, and the economic burden of increased and egregious taxes.

Local planning organizations and elected officials have been entirely circumvented from doing what they're supposed to do, which is to plan and act, and worse, the so-called benefits are clearly a sham.

My office has communicated with CN from the very beginning of this proposed

transaction trying to get them to make commitments to those communities, and some of you I know are in those communities who support this because you believe you'll see a reduction in traffic. There's no such guarantee that there would be, particularly beyond the three years of recommended accountability by the STB.

If you look at given the high gas prices and how freight traffic is going

to increase, the stronger likelihood if this goes through as it's proposed is we'll reduce it a little over here, we'll increase it a little over there, and then we'll go right back as soon as the three years is up and just increase it right back to where it was in those other communities, and that's if, given how the timing works out, those short-term reductions ever happen.

We've tried to get commitments in writing. We've gotten absolutely nothing because they're trying to jam this through without the real planning that should be

happening.

As I stand before you, I really urge you, the STB, to reject this proposed acquisition, and also suggest that if you don't, that you would at least require that CN fund and complete all the needed mitigation that's been identified by our communities before they increase any freight traffic in these areas.

This transaction, everyone needs to be reminded, has been initiated by and for the benefit of this private, foreign entity and their shareholders, and their

shareholder upside should not be paid for my American taypayers.

I come from the private sector, and in the private sector usually process, planning, performance measurement are the criteria around which decisions are made. That's not what's happening here. The STB when it was created was created for the purpose of insuring the viability of the railroad industry and community concerns have not historically been considered, and

if we don't change the process, they won't be in the future. It's one of the reasons with bipartisan support we introduced legislation in Washington to change their scope and require that all of these considerations be included before any of these types of decisions be made in the future so we can balance the interests of commerce with the interests of American taypayers.

On that note, I thank you all for weighing in. I hope you'll continue to weigh in so we can give the STB all the information they need so that they can serve us best. Thank you for being here.

MS. TARCZAN: Al Engberg please step

to the microphone.

MR. ENGBERG: My name is Al Engberg, E-N-G-B-E-R-G. I'm from Mt. Prospect.

This transportation will negatively affect this area. How easy should we state the obvious? But that's not the single focus of this board. Its job is to assess the impact across the

entire region. On the existing CN right-of-way there are more grade crossings, more motorists, more school busses, more ambulances, and more hospitals than all of EJ&E. Within a short distance of my house alone there are five major highways across the CN, 12, 14, 58, 62, and 68. All the well- organized, well-funded motion-based opposition cannot alter these facts.

Then there is Metra. For the EJ&E there is a proposed but not funded expansion commonly referred to as the Star line, but the only significant addition to Metra in the last 20 years is the North Central that was put on the CN right-of-way. In order to operate both there was an improvement on the CN right-of-way including additional trackage.

Most other Metra lines share the right-of-way with freight. In short, freight traffic can and does coexist with Metra lines. To use the Star line as a means to block this purchase is deceptive

and not supported by the facts.

The task given this board is to evaluate the facts of the proposal and arrive at a decision in an environment that's free of political and localized pressure. Probably the most disturbing aspect of this process is the new legislative effort proposed by politicians pandering to local pressure groups and by no means in the best interests of the entire region. I have no problem with new legislation that will apply to future requests but should not apply to applications currently under view.

In fact, from Senator Durbin's own Web site, his statement on the proposed CN (inaudible) says, and I quote, "CN must think they are playing a weak hand because it seems they are making every attempt to change the rules of the game."

I agree, no change in the rules of the game. Therefore I call upon the

Senator to follow through on his statement and to use his position as majority whip to

oppose any retroactive provision in new legislation.

Being a resident of Mt. Prospect, I have a bias in this proceeding. Those along the EJ&E also cannot be taken as objective. So I look for studies that can be ascribed to impartial parties. I believe no one can characterize the Transportation Center of Northwestern University as being in the pocket of either side and has earned credibility of regional transportation issues.

A presentation of this purchase was presented at Northwestern in February of this year and considered all aspects of the proposal and included in the approval of the purchase was in the best interest of the entire region. And I quote, "The negative impacts on a relative basis will be less than the negative impact currently existing or being felt every day on the other areas of the region." I have the URL if anybody wants it.

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Communities used to encourage railroads because of the transportation as a key part of the economic vitality of the region, not an inconvenience of our daily lives. This new antirail attitude can be attributed in part to a growing service economy, but those who believe our economy can grow are resisting the industries that provide the framework for our prosperity are sadly misguided.

MS. TARCZAN: Thank you. Your 3 minutes are over.

MR. ENGBERG: Can I have a few more seconds?

MS. TARCZAN: I'm sorry, sir. We're going to try to keep us on time tonight.

So I'd like to call Keith Petropoulos to the microphone, followed by David Heyden, who will be followed by John Tolomei.

I'd like to remind everybody too that you can also submit comments over to the court reporter located in the room next to us.

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MR. PETROPOULOS: My name's Keith Petropoulos, P-E-T-R-O-P-O-U-L-O-S. I represent my family that I moved a year ago. I've got five kids. We moved from Algonquin, Illinois -- Oh, my time has started already. I haven't even started my speech yet. Can I start my time over?

MS. TARCZAN: No, sir. Please keep going.

MR. PETROPOULOS: Well, anyway, here we go.

I'm speaking to appeal to your core values, not as analysts of the STB, but as citizens of this deserving country.

During the Marshall Plan the United States made sacrifices to numerous overseas countries and basically gave away our industry and our resources to help create a peaceful means to defeat communism. In the '80s foreign labor accelerated the export of our wealth-making ability and the invention of the containerized movement of freight increased the number of imports to the United States

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and reduced our industrial capacity. This process keeps continuing at reducing

America's wealth- making ability where our country gets poorer and poorer and other countries like China become more wealthy and more wealthy.

This transaction is basically run by two partners, a greedy Canadian railroad company that wants an advantage in the import freight business so it can compete with the Burlington National and the American railroads and the Union Pacific to bypass American ports to bring crappy Chinese goods to America from Canada.

So this entire transaction is being brought so -- and try and remember who the Canadian's partner is. It's Costco. Costco is the Canadian National steamship line, a steamship line that's completely subsidized on the backs of the poor peasants of China. This is the same government that murdered 30 million of its own people since 1950. The butchers of

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China are going to bring their junk to this country on a Canadian railroad through my beautiful town.

You've got to stop and think, think of what you're doing, think about

what you're bringing to this country. You're bringing a further demise of our country and you're only speeding the destruction of our industrial capacity. The whole process, the whole plan is preposterous and ludicrous. It is practically almost treasonist to approve of this plan.

I really need you to think about the interests of your family, the interests of your neighbors in this entire transaction and stop worrying about dotting the Is and crossing the Ts and how many decibels, what goes on with the railroad, how many intersections you're going to affect, and you've got to stop and think about what you're truly working on. Look in your hearts.

MS. TARCZAN: David Heyden please

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come to the microphone, followed by John Tolomei, followed by Mayor Keith Hunt.

MR. TOLOMEI: Point of order before you start my time. Dave Heyden had reserved his time for an opportunity to speak tomorrow, night. So he expects to be speaking tomorrow night, I know he called for that time, and I was told that I could

use his time since he isn't here since he expected to be speaking -- he expected to be speaking tomorrow night.

MS. TARCZAN: Sir, at this point we're not able to take substitutes for the folks that are not here. So I do apologize for that.

To that end I will be calling John Tolomei.

MR. TOLOMEI: John Tolomei, Village President of Lake Zurich. Thank you for the opportunity to speak tonight.

The draft EIS severely underestimates the impact of the acquisition on homes and businesses. The report references the presence of the EJ&E line since 1891 but fails to realistically evaluate the impact or, more importantly, the lack of impact from decades of the EJ&E operating with minor freight volumes.

Failure to recognize the minor impact of the present EJ&E operations leads to defective conclusions in the EIS such as that at 4.6.4 where it states, "The effects on community facilities would be minimal because the communities have grown around the EJ&E and adapted to its presence."

In fact, what the communities did grow accustomed to is a railroad that has virtually no impact on daily life. For at least four decades the EJ&E operated their rail line with next to no traffic and fostered an environment of a virtually

nonexistent rail line. Accordingly, the communities through which it passes grew without any reason to provide accommodation for its trains. Our communities were lulled into normal suburban development by an innocuous short-haul rail operation. We are not equipped to handle its overnight conversion into a major trunk line and lack the infrastructure for it.

I agree wholeheartedly with the statement of the report at 4.6-6 that "Homes and businesses are often the biggest investment people have and anything that might affect the value of these investments

is a serious concern." As a result of decades of minimal EJ&E operations communities developed, good businesses grew, and many people built high-quality homes since rail traffic imposed no appreciable burden.

Homeowners and local proprietors had no reasons to expect such a drastic change in EJ&E operations and built close to the tracks that will now bring day and

night noise, vibration, and delays. This acquisition gives us the entire burden of a major freight line with no benefits such as public transportation that other communities that want to lose trains still have and will retain at our expense.

Thus, the real depression in values to housing and businesses is closest to the case of building a freight only rail line where none existed before. Any finding that the past presence of EJ&E lessens the impact of the CN acquisition plan completely ignores the EJ&E operations over the last decades when all major growth in our communities took place. Property values will drop precipitously with the acquisition since the change it will bring

is not incremental but a dramatic step change that completely alters the nature of our communities.

Thank you.

MS. TARCZAN: I'd like to remind everybody tonight that there are other methods to make comments. You can use our

Web site, our toll free number, as well as our mailing address. I'd also like to remind the speakers who are speaking tonight that the second they come to the microphone and begin speaking your time is counted.

To that end, I'd like to call Mayor Keith Hunt, to be followed by Eric Jakubowski, followed by Mayor Tony Arredia.

Mayor.

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MR. HUNT: Good evening. I'm Keith Hunt. I'm the mayor of Hawthorn Woods.

The draft EIS fails to adequately address the impacts to our community in critical areas including noise levels, transportation of hazardous materials, traffic delays, safety risks, and, most importantly, impacts the emergency services.

We have -- you have a chart in your executive summary that identifies 11 different emergency response units in Illinois and Indiana that are, in your words, likely to be seriously affected. Two of those serve our community.

The draft EIS fails to consider the local and regional planning that has gone on in this area for decades. Our community and the others around it have worked together cooperatively to plan the entire Route 12 corridor and other areas. We have a plan for a complete downtown area

along Midlothian Road, which runs

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immediately next to the EJ&E line. Those economic hopes and that planning will all be for naught and will be dashed if this proposal is allowed to go forward and if those types of considerations are not seriously addressed.

We've tried to meet with CN, we asked for commitments, and we were told why would we agree to that, why would we commit to that, why would we give you that kind of commitment. Failing those types of iron clad commitments, this deal has to be vetoed. It's not good for the region. There's been, as Congresswoman Bean pointed out, very, very poor level of planning that's gone in, and many of the local factors simply have not been considered.

One of our local fire chiefs from the Lake Zurich Fire Department has been asking for months to get information from CN about the nature of the hazardous materials. They won't give it to him. Why is that? Why can't we get basic information so that we can plan for our

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community?

Speaking of planning for our community, we're a small community of 8,000 people. We have a budget of roughly $3 million a year, and as the Congresswoman pointed out, just one of these grade separation crossings is going to cost about $50 million. We need two. That represents the next 30 years of our budget. And yet CN is not willing to make any commitment in writing to our community, just like they're not willing to make any commitment in writing to any of the communities who they tout as a three-year beneficiary of this plan but with no forward commitment in terms of what's going to happen in the future. We need to hold people -- honorable people honor their commitments. We need to make these people honor, but we need to make them honor their commitments.

We need to make sure that we have adequate investigation given considerations for local planning and local impacts here, and the draft EIS statement simply doesn't

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go nearly far enough.

Thank you.

MS. TARCZAN: Eric Jakubowski, Tony Arredia, James Johnson.

I'd also like to remind people that you are cutting into time with clapping or any other method of showing your approval or disapproval.

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MR. JAKUBOWSKI: My name is Eric Jakubowski. I'm a director for CN based here in Chicago, and this evening I would like to describe the formal community

outreach process that CN has been undertaking for the past several months.

The SEA encouraged CN to propose voluntary mitigation and to negotiate mutually acceptable agreements with affected communities to address potential environmental impacts related to this transaction. CN is working diligently to this end. We are taking very seriously the concerns of communities along the EJ&E line. The DEIS also confirms our view that the transaction and environmental impacts can be reasonably mitigated.

Following the SEA scoping meetings earlier this year my colleague, Mike Molene, (phonetic) and I sought meetings with all 34 communities on the EJ&E and 32 agreed to meet with CN. Our approach to these meetings has been deliberate and professional. We have

undertaken a thorough analysis of traffic flows, the locations of hospitals, schools and police stations, and other characteristics of each community along the line. Our very first meeting with each community focused on listening to specific concerns and answering questions about our

plan.

Once the community leaders and CN agreed upon issues that may require mitigation, we scheduled a joint field investigation to discuss options. It is not CN's intention to try to impose solutions, but rather to construct arrangements that will be responsive to community concerns long lasting and beneficial.

Our discussions focused on the following: Safety, CN is reviewing locations where schools and parks are adjacent to railroad property for possible safety fencing. We reviewed these locations with local communities to clarify limits and specific fencing types to

prevent trespassing.

Operations, CN's committed to making improvements to railroad plans to minimize various noise and train delay in pass. This includes remote powering of railroad switches to minimize stopping and curb loop indicators to reduce possible wheel screws. Where the usual standards are exceeded CN is also working with several communities to construct traffic

facilities that will expedite train movements and reduce the delay on nearby grade crossings.

With respect to grade crossings, CN remains concerned that the DEIS does not adhere to the criteria previously used by the STB for measuring crossing impacts and applies federal guidelines designed for other purposes as the basis for mitigation analysis. The DEIS also builds on future traffic projections and does not appropriately take into account the nature and implications of existing conditions at crossings. Nevertheless, we are making

every effort to address legitimate community concerns and reach reasonable agreements.

Noise mitigation, our analysis indicates that portions of some communities may witness increased noise exposure, and we are discussing options such as home sound producing, berms, vegetation, or sound walls.

Quiet zones, CN's involvement in funding improvements required for quiet zones are unprecedented, but we believe this is the greatest concern of many

neighbors.

Training and emergency communication protocol, CN will commit to training their community's emergency response folks, and we are discussing coordination efforts to ensure that emergency dispatchers have realtime access to train movement information and that we can establish a reliable protocol that is customized for each community.

Thank you.

MS. TARCZAN: Mayor Tony Arredia please step to the microphone, followed by James Johnson, and John Gohmann.

Mayor Arredia?

James Johnson?

MR. JOHNSON: Jim Johnson, village trustee, Lake Zurich.

We have only hit the tip of the iceberg in the acquisition process. Yet the CN is yelling at the captain, the STB, to damn the icebergs and go full speed ahead. The partial environmental impact study has gaps, lacks data to substantiate a number of claims, invites more questions than it answers. It alludes to economic consequences. Why ask the STB to slow down

and listen to and actually study the concerns and then fully investigate?

It is the goal of the CN to get a monopoly. A North American train from Asia by developing in stages a mega port of Prince Rupert freight will come via the shortest water route through a super highway through our community. The Star

line, a vital commuter link from Chicago and connecting communities will be lost for all time.

Our West Coast ports will suffer and Americans will lose jobs, lost hours waiting for trains, pollution damage from waiting vehicles, thousands of homes along the track losing value is, again, only the tip of the iceberg.

This is the time for the STB to step up. You're not bound to follow 50-year-old precedents. This is the time to set a new course and to get out of the iceberg's way. Railroads are no longer the poor step-children of transportation. They're big business in every sense of the word. They do not need to be subsidized.

When trains first crossed the country railroads got incredible benefits

because ultimately it directly benefited our citizens and our country's development. Now a foreign national giant wants to benefit by taking advantage of our laws to subsidize their effort to put a super

highway from Prince Rupert to Memphis and on to Europe.

STB, I ask you to use the authority you already have to make them pay. Mitigation should not be a token payment left up to the CN. They have not negotiated in good faith. In fact, they have tried to divide and conquer using parts of their original 40-million- dollar offer. They are relying on past STB precedent to determine what they must be forced to pay. I say the hell with precedent, set a new course.

I implore the STB, do not do the expected thing, do the right thing. To do that you must not let the CN bully you. You're not paper pushers or puppets on a string. You must take the time to gather all the data that is needed, including a full economic impact study. If it takes 18 months or two years, the railroad line will still be there and so will the CN. Please

avoid the iceberg, stand up for every taxpayer, defend our citizen's rights, and

represent the best interests of America

Thank you.

MS. TARCZAN: John Gohmann, Malcolm Holec, John Lobaito.

I'd also like to ask everybody to please form a line once your name is called behind the speaker in front of you.

MR. GOHMANN: Good evening. I'm chairman of the Minnesota Commercial Railroad in St. Paul --

MS. TARCZAN: Sir, can you please state your name.

MR. GOHMANN: John Gohmann, G-O-H-M-A-N-N. I'm chairman and founder of the railroad in Minnesota and truck line and I'm also president of the Small Railroad Business Owners of America, and I'm basically here to suggest -- I've heard lot of emotion. I've heard about big old Canadian National Railroad Company. About 60 percent of the shareholders of CN are American. They have about 8,000 American employees, all who have jobs and families like the rest of the people here.

The Canadian National -- I have put a press kit together and I have several copies, I'll give the Board one, with a lot of facts and background so you'll have a copy of it. It's a matter of the record.

But everything you talk about, Prince Rupert, Prince Rupert is a new port

to serve North America, not the Canadian National. Prince Rupert is going to relieve congestion to move grain for export from America from the farmers. It's going to open up another network for boats.

Everybody in this room, if I asked you to take out any clothes that you have that were not made in China, anything in your house or in your car that wasn't made in China, folks, they're here. They're here and they've been here for 20 years. The bottom line is that we have to make more jobs in America.

Let me tell you some of the stuff the CN moves. I served as a consultant to help form the Wisconsin Central, which became the CN. Grain from Iowa, Wisconsin; coal from the Powder River Basin for power plants; automobiles from Michigan, Wisconsin, Minnesota, southern states; paper to the Chicago Tribune, 15 to 20 car loads a day of paper comes out of Northern Minnesota; fertilizer, hundreds of cars a year for agriculture, thousands of cars a

year; steel from northwest Indiana to steel-producing facilities all over the

country.

Right now it takes the EJ&E four days to get one car of steel from Gary, Indiana to Leafland and it's forcing all this business to move on truck over the highway. How do I know? It comes to my warehouse. It takes another three days to get it to St. Paul. The bottom line is there's already congestion here.

This book explains how a series of railroad mergers forced by bankruptcies in the '60s and '70s caused the rationalization of plants and railroad yards over Chicago. The system accommodated what it was at the time, but for the last five or six years Chicago has been grid locked. I have photographs of trains being parked all over Chicago waiting to get through the Chicago terminal on the CN, CP, other railroads. It happens, and it happens east and west. We move about 25 percent of all United States

freight through Chicago. There's an unprecedented demand.

Lastly, I would only suggest that people here who have a problem go down and look at the BNSF main line, they look at

the UP main line, they look at the CP main line over here. The CP main line has 110 trains a day. It's all documented.

MS. TARCZAN: Ladies and gentlemen, I would like to ask all of you tonight who are cutting in to other people's comments, we will have to alert security, which is already in the room. Those of you who do make these comments will be removed.

Thank you, sir.

MR. GOHMANN: It's all in the record. I will submit it to you later.

MS. TARCZAN: Thank you.

Malcolm Holec, John Lobaito, Jeff Steingart.

MR. HOLEC: Malcolm Holec, H-O-L-E-C. I live in Mt. Prospect.

Our family has lived within 150 feet of the existing Northline of the Canadian National track for almost 40 years. We had some rough times. We had the Sioux line, Milwaukee Road, Wisconsin Central, all railroads with limited

resources and a lot of noise and a lot of problems.

Since the Canadian National took over things have vastly improved. We now have more trains, we've got about 22 freight trains, and we've got 22 North Central line commuter trains. So we've got about 44 trains going through. The Canadian National has made such dramatic improvements all the way along. Better track, they replace track constantly. I think they maintain their wheels. We don't any clickity clack that we had for many years. Until they took over we had the clickity clack all the time. They've done a remarkable job.

They've improved -- talking about environment. They've improved our environment I think dramatically.

I think it's very important that the process -- I think what should happen is each town should work with the Canadian National. I think they should be working together. Obviously a lot of people are working against them. I think it's important. I think they can do a wonderful job.

I'm concerned that if the Canadian National doesn't do this, because of the congestion and the congestion is not going to go away, it's going to end up with some American railroad that's going to have to be subsidized by taypayers.

I think we're fortunate that Canadian National is doing this in a way because I think it's going to have to be done. The congestion around the Chicago area is certainly affecting the whole country, perhaps the whole world, and if they don't do it, somebody I firmly believe

is going to have to do it. I think they're doing it, and from my experience with the Canadian National, they're a reliable private firm and I truly believe we should support -- I think that each community should be working with them, and I hope they would do -- I hear they're not as cooperative as they should be.

They've got to be made to realize too and I think the Board should spend more time in getting parties together, getting the Canadian National and the towns together -- some towns obviously are very resistant and Canadian National

seems to be a bit resistant. That's where I see the duty of the board is, to get these parties together.

I think that's where the problem is right now. I think it's very obvious at this meeting that that's the problem. There's nobody getting them coordinated, and that's where I think this board should be serving. I just get the feeling they're not, and I think that's the reason there's

all this turmoil. They're not doing the job that I think should be done, and I think it's important because I think it's going to cost the taypayers if this falls through.

Thank you.

MS. TARCZAN: John Lobaito, Jeff Steingart, Tim Sashko.

MR. LOBAITO: John Lobaito, Village of Mundelein, L-O-B-A-I-T-O.

Mundelein is central to this transaction because of the connection between Canadian National line and the EJ&E line. Mundelein will see the greatest diversion of train from one line to the other and that slow speed connection will block crossings both on the CN and the EJ&E line. We believe Mundelein will be impacted more than any other community as the Draft Environmental Impact Statement shows.

We have been negotiating with the CN and have made some progress, with an emphasis on some, on reaching a voluntary agreement and mitigating the impact that we will see in our community.

We have made no agreement on addressing major issues and the proposed

transaction will have on traffic and our provision of delivering emergency services. Mundelein's fire and emergency services providers are potentially seriously

affected. Additionally, Allanson Road on the CN line blocked by trains transferring to the EJ&E line is listed as one of the 15 crossings that, and I quote, "Require mitigation due to effects under the proposed action."

Furthermore, we believe that the SEA erred in it's not including Route 60/83 in the top 15 lists of severely impacted crossings because it meets two of the criteria that SEA has established for inclusion. The impacts on Route 60/83 include over 40 hours of delay per day and the queue will block a major roadway. Moverover, that route is critical to emergency services over a large area because Mundelein Fire Department is closely partnered with Countryside Fire Protection District that provides emergency service response in Mundelein.

We're asking the CN for these three things: One, as in interim step until a grade separation can be built at

Route 60/83 for CN to finance three

additional firemen, paramedics per shift. Mundelein will match that by providing $4 million worth of equipment and facilities. By adding staffing we hope to alleviate the drop in our response time caused by the proposed action. We estimate this cost to be $750,000 per year.

Upfront engineering costs of a million dollars for a grade separation at 60/83. We're also asking them to pay 50 percent of the cost of the grade separation at 60/83 and 50 percent of the cost of the grade separation at Allanson Road. To date they have not offered on these two crossings anything except to increase train speed in that connection. We don't believe that's going to be enough. We do not believe that an engineer would attempt that sharp curve at anything more than 25 miles an hour.

Another open issue we have that happens to begin with the date the board approval and the date that the higher speed connection between the CN and the EJ&E is

built. By building this connection this will take at least two years. Given that the wetlands and the land was acquired -- the land that needs to be acquired, this is an optimistic time frame. We ask that some condition be imposed on the proposed action either delaying any rerouting until the new connection is built or limiting allowable train lanes until it is built.

We understand the significant transportation benefits of the proposed action. We trust that the board will understand the significant environmental impacts on Mundelein and take those into account.

MS. TARCZAN: Thank you, sir. Your time has ended.

Jeff Steingart, Tim Sashko, Peter Crouch.

Please state your name, spelling your last name, please.

MR. STEINGART: Jeff Steingart,

S-T-E-I-N-G-A-R-T, the fire chief of Countryside Fire Protection District serving Vernon Hills, Unincorporated Lake County area, portions of Hawthorn Woods, Long Grove. Also with me is Chief Tim Sashko with the Mundelein Fire Department.

As Mr. Lobaito stated, we work very closely in protecting the 33.2 square miles between our two agencies through a very comprehensive intergovernmental agreement responding to over 7,500 emergencies a year in the affected area.

With the shift of the 15 trains to the EJ&E it simply shifts the problem to an area within that protection zone, as we'll call it, to an area that is lacking water supply, has extended response times due to long rural roads, and is farther away from hospitals when we're transporting patients to the emergency room. This provides much greater vulnerability in providing emergency service to the area that we serve collectively through four

fire stations.

It's adding two new grade crossings that will seriously hamper our response times to a scene and then also

backing each other up for when we have multiple incidents in that 33 square miles.

Split change on the curve in the effected area of Route 60/83 near Diamond lake Are what concerns us the most.

MS. TARCZAN: Thank you, sir.

Tim Sashko, Peter Crouch, Robin Meier.

MR. SASHKO: Thank you. Tim Sashko, S-A-S-H-K-O, fire chief, Village of Mundelein.

Three things that the EIS report doesn't address that we think are critical and following with Chief Steingart's comments. Number one is code of federal

regulation 1910134 which is an OSHA law. It is something that we are judged by as far as fire ground operations and our ability to have two in and two out on fire ground operations. It's a requirement by law that we have firefighters outside of a building that match what is inside a building both in voice and visual contact.

With the delays that we anticipate because specifically of the 60/83 grade crossing, we will lose the ability to provide that level of service because of delays that occur, and we cannot enact fire ground operations without having that standard in place. And it is measurable. It's a law. It's something we cannot hide from.

Second to that is the National Fire Protection Association Standard 1710 that also creates minimum requirements and time elements for what we need on the fire ground in resources in order to be able to fight a fire. Both of these being violated jeopardizes law enforcement officers who are faced with the need to potentially react and go into a burning building where they don't belong, as well as firefighters

and certainly the lives and property of the people we serve.

Another thing the EIS does not address, the third point, emergency medical services. There is nothing in there about clinical death, which is four minutes, and biological death, which is six minutes. Any grade crossing delays that we have will definitely affect the ability for us to provide services with EMS and be able to provide patient care so we get people to the hospital in a timely matter. Our only hospital that we serve in this area on a regular basis is Condell in Libertyville.

We have to go through 60/83 in order to effectively deliver patients.

The EIS does identify the possibility of erecting another fire station. In our conversations with the CN this is not feasible and it's, frankly, a waste of money. It's a resource we don't need and we have that in place. As Mr. Lobaito stated, we need manpower. We've openly had discussions with the CN on a model that can possibly resolve a lot of the mitigating factors that prevent us from being able to provide emergency services.

Thank you.

MS. TARCZAN: Peter Crouch, Robin Meier, Representative Elaine Nekritz.

Again I ask that you please form a line behind the speaker who is speaking so that we do not lose time.

Peter Crouch, Robin Meier.

MS. MEIER: Robin Meier, M-E-I-E-R, Mundelein.

I would like to mention that I hope to see the Metra Star line become a reality sometime in the future. However, tonight I want to focus on the transitional curve from the CN to the EJ&E line located between Allanson Road and Route 60 in Mundelein.

This is a relatively sharp curve in a limited space. There is potential for a freight train accident involving hazardous waste and dangerous chemicals at this curve even if this curve is redesigned. Speed, the condition, and maintenance of the track will directly

impact ongoing safety.

In a train accident on August 22, 2008 in Luther, Oklahoma traffic was blocked in a 3-mile radius as a precaution against toxic chemicals that could be spread by the wind. The Oklahoma accident involved crude oil and ethanol and was located in a remote area.

The section of the Mundelein track is located near an industrial area. However, a 3-mile radius includes approximately 31 public or private schools and 21 parks, not to mention local business or residential areas. Do our residents, parents, business, or government leaders have an accurate list or knowledge of the chemicals and toxic material that's traveling on this rail line through our communities? We should all be concerned about the hazardous material traveling through our towns.

A direct quote from the executive summary of the EIS statement, page 13 under Safety, "Based on the historic data maintained by the FRA for annual hazardous materials release, the likelihood of a release of hazardous materials would still

be remote, less than once every year."

Trains managing even a redesigned curve will be an accident waiting to happen. The likelihood of an accident or potential release of hazardous

material less than once every year should not be acceptable. Please consider the safety, health, and wellbeing of our residents and children.

Thank you.

MS. TARCZAN: Representative Nekritz, Dr. Brian Knutson, Dale Perrin.

REPRESENTATIVE NEKRITZ: I'm State Representative Elaine Nekritz, N-E-K-R-I-T-Z. I represent parts of Des Plaines, Mt. Prospect, and Prospect Heights, all of which are home to the existing CN line.

My constituents know all too well the impacts of the freight rail, which is why we would very much welcome the relief that the proposed acquisition could provide even for a few years. CN is projecting that their existing line would see a reduction in trains from 19 to 2 per day in those suburbs. Yet the draft EIS gives short trip to the positive community and environmental impacts along the existing CN line.

For example, it seems that the wait time for vehicles stopped at grade crossings along the CN line are completely ignored in the calculation of energy use and air quality and climate in the executive summary.

Furthermore, over the last ten

years communities along all freight lines have experienced dramatic increases in traffic. The freights already own these lines. They did not seek permission to increase the number of trains, nor did they provide any mitigation. In Des Plaines, a community of almost 60,000, there are 32 at-grade crossings and only two grade separations.

So while I support mitigation, I find it difficult to justify that communities which would just now feel the impact of more trains would go to the front of the line to receive mitigation while those who have been dealing with this issue for decades continue to wait.

I also serve as chair of the Illinois House Rail Committee, and, as such, I would like to point out there is a regional economic perspective to this potential acquisition that is significant. Chicagoland is the world's fifth largest intermodal freight hub. The movement of freight is a huge economic engine in our

regional economy. The rail industry alone employs almost 9,000 people in northern Illinois and many thousands more are employed in the warehousing distribution and logistics sectors. Unfortunately investment in the necessary transportation infrastructure has lagged to the point where rail and truck traffic congestion is intolerable. Companies are being lured away by Kansas City, Memphis, and others.

The Chicago Department of Transportation, the Illinois Department of Transportation, and the six class 1 railroads came together a few years ago to work on a plan to relieve congestion. The result was create a 1.5-billion-dollar public/private partnership. In the last Federal transportation bill we received a fraction of that money, and the State has yet to come up with any.

While we haggle over taxpayer funding for critical congestion relief, the CN is offering a purely private sector solution. All manner of consumer goods

from shoes to food to cars are transported by train. It is the most economically and

environmentally efficient form of transportation. In the global economy, which is dependent upon transporting goods quickly and reliably, freight trains are a fact of life.

The CN proposal deserves a fair review that considers all factors, including the positive regional and economic benefits.

MS. TARCZAN: Dr. Brian Knutson, Dale Perrin, James Tarbet.

MR. KNUTSON: I'm Brian Knutson, K-N-U-T-S-O-N, superintendent of Community Unit School District 95 in Lake Zurich and surrounding villages.

The wellbeing of students, staff, and residents is always at the forefront of both our short- and long-term plan. I'm here this evening to speak in opposition to the proposed acquisition of the EJ&E rail line by Canadian National Railway Company.

If approved, this acquisition will significantly impact the day-to-day functionality of our nine schools, more than 7,000 students in public and private schools in our area, and nearly a thousand staff members in Community Unit School District and our private schools within District 95.

School District 95 serves a combined population of more than 6,400 students and staff from a service area of approximately 20 square miles. Our transportation fleet travels around 500,000 miles annually to and from school and for

school trips. Our private transportation contractors travel another 350,000 miles for our special education programs. One-third of our transportation fleet is located approximately 50 feet from the railroad tracks in the center of our village. Should there be any incident in that proximity, a derailment, train stalls, or slow-downs, our equipment would be vulnerable to damage and delays.

Significant delays and safety situations will occur throughout our district as buses cross the EJ&E line more than 230 times per day to deliver students to and from our schools. In addition to the location of our fleet, the hub of our district-wide technology infrastructure is located within 50 feet of the railroad tracks.

The EJ&E rail line intersects several major thoroughfares in our school district. There are only two elevated crossings in the entire district with all other crossings at grade. This increased

freight traffic will dramatically affect the commute times of staff, students, and parents, which could jeopardize their safety and the safety of the area's children as they travel to and from school.

Lake Zurich High School and May Whitney Elementary School are located immediately adjacent to the EJ&E tracks raising critical environmental and safety concerns in the wake of increased freight traffic. There is currently no fence or barrier separating the schools from the tracks. We know in spite of repeated warnings that students use the tracks as a cut-through to get to school. More than 500 of the high school's 2,200 students either walk or transport themselves to school each day. We can expect hurried and impulsive behavior causing more concerns.

In addition to these dangerous conditions, increased rail traffic will result in significant transportation disruptions, delayed emergency response times, and add significant cost to our

schools and taypayers to mitigate the issues cited above.

The proposed EJ&E acquisition if approved will adversely affect the welfare of students and staff. I implore you to think seriously about the safety and welfare of our students.

MS. TARCZAN: Dale Perrin, James Tarbet, Steve Riess.

MR. PERRIN: Dale Perrin, P-e-r-r-i-n.

As a resident of Lake Zurich and the executive director of the Lake Zurich Area Chamber of Commerce, I'd like to state my strong opposition to this acquisition.

This purchase will ruin the economy of our local community, and the State of Illinois and the Chicago metropolitan area can ill afford the negative consequences of this transaction. CN should not be allowed to expediate the approval and acquisition in advance of the upcoming presidential inauguration. This matter has such long-term effects that it should be reviewed by the newly appointed STB members who will be in office to face

the consequences of their decision.

The Chamber of Commerce strongly opposes this transaction for the following reasons: Disruption to current businesses, negative impact on property values, and hesitancy to build will strongly impair the realization of current and future plans

within Lake Zurich's downtown and Hawthorn Woods, Midlothian developments.

Additional delays from 400 percent increase in train traffic will negatively impact public, vehicular, and pedestrian safety.

Average train lengths of 10,000 feet or more will block all of our at-grade crossings bringing traffic to downtown to a standstill. The added delays will increase emergency response times resulting in unnecessary loss of life.

This transaction will also seriously jeopardize the proposed Star line's viability to relieve the region's traffic congestion and improve air quality.

The STB must require CN to be a hundred percent financially accountable to mitigate all of the adverse public safety and environmental impacts that will be

imposed upon effective communities such as the 400 percent increase in traffic -- freight traffic will make areas planned or approved for residential and

other uses no longer viable projects, plus the current road infrastructure cannot handle the vehicular traffic congestion that will be created by this large traffic increase.

Greater train frequency through our town will increase the probability of rail- related accidents. The installation of barrier walls as well as pedestrian crossing bridges and controlled access points should be provided at no cost to Lake Zurich.

Oakwood emergency service responses must receive a detailed manifest of all hazardous materials being transported. Response training, evacuation planning, and recovery resources as relates to the hazardous materials being transported should be provided at no cost to Lake Zurich.

CN should fund construction of overpasses and/or underpasses to minimize traffic backups throughout town.

In closing I'd like to recommend

that the STB reject CN's proposal to acquire the EJ&E rail line given the catastrophic impacts it will have on Lake Zurich and all the affected communities.

MS. TARCZAN: James Tarbet, Steven Riess, Marty Moylan.

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MR. TARBET: My name is Jim Tarbet, T-A-R-B-E-T. I'm a resident of Lake Zurich, and I'm ferroequinologist. A ferroequinologist is a fancy term for a rail fan. I am also an analytical reader. If this was about railroading, I'd be all for it.

In reviewing the information I keep hearing strains of the Shirelles, will you still love me tomorrow. Due to the time limitation I will be submitting my comments in writing and extending my remarks at a later time.

The basic problem in the analysis is it's based upon a short-term impact. Unfortunately CN's documentation truly projects a long-term impact that will severely be detrimental to the quality of lives throughout the area.

I want to make a couple points perfectly clear. There are always comments about nimbees (phonetic). I strongly believe that people have to ask the question, if not in my backyard, why in

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yours?

I'm not affected by the traffic issues that concern people. Literally, I walk everywhere. Comments about welfare sometimes a little bit obsurd. Most areas affected in Lake Zurich are the lower income people within our community. They're not a bunch of snobs.

I've heard also that certain issues are not to be addressed within the STB findings. I hope that STB in doing so will find that these issues are outside of their scope of control and that they need to be addressed in the final findings. I also understand that the STB will only address concerns about CN's operation in the U.S. I certainly hope and respectfully request that the STB reconsider this point. Prior corporate conduct should be considered in this.

Ask any police officer, the first prime suspect in a crime is the person with means, opportunity and motive, and a record of prior conduct. CN right

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now is under investigation and study by the government of Canada both for their safety problems and for their service problems.

I have read through all the

information that has been provided, and I find that there are some extreme conflicts throughout between what CN has told you and what CN is promoting on their own end in Canada along with the Canadian government.

Thank you.

MS. TARCZAN: Steve Riess, Marty Moylan, Robert Sherman.

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MR. RIESS: My name is Steve Riess. I'm with the Village of Hawthorn Woods. Last name spelled R-I-E-S-S.

I caution you guys, the STB should pay attention. This is not the last time you will face this issue. This issue will come up again in other communities

around the country. It's going to take place in Los Angeles, in Phoenix, Arizona, and Atlanta, and the decisions you make here will govern how it will be treated in the future. There will be precedent setting.

As many of you on this board might know, much of the law governing operations and land rights of railroads are very old, dating back to a time when this country was in its youth, with vast regions of unpopulated areas. Unprecedented rights-of-way, land grants, and even the right to change the course of rivers was granted to the railroads. Railroads were the vehicles of the American dream and prosperity came to America on those rails.

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Congress had great foresight when they granted sweeping powers and authorities to those corporations, but America has changed, and I have little doubt that they could not possibly have perceived the impact your decisions have in our world today.

In fact, it is these very laws that bring us here today. Businesses in the U.S. are pretty much responsible for

its own performance and wellbeing. Occasionally the government comes to the aid of corporations. If American Honda, a highly profitable corporation, were to come to the government and ask permission to block 120 intersections for up to 10 hours a day, every government body would reply with a resounding no and Honda would have no alternative, they would be required to spend the money out of their own pockets to build the bridges and build the under passes.

So I ask you now why is it you are asking the American people to pay for

the bridges and underpasses to maximize the profits of a foreign corporation, a foreign corporation that is already highly profitable, a foreign corporation that showed a 2-billion- dollar profit in 2007.

I don't oppose CN acquiring EJ&E. I do oppose asking the American people to bear the burden of creating the profit for CN by not requiring them to pay for this same things that every other corporation in the United States would be required to pay. We cannot often see what the future will hold, but I'll tell you what the wrong

decision here will hold for the American people. America is about to get hit by a train.

Thank you.

MS. TARCZAN: Marty Moylan, Robert Sherman, Bogdan Vitas.

Last call for Marty Moylan.

Robert Sherman, Bodgan Vitas, Vijay Gadde.

MR. SHERMAN: Good evening, Heather, Vicky, John. I can tell from watching you that you're taking everybody's comments very seriously, and I thank you for that.

I'm Rob Sherman, S-H-E-R-M-A-N, the green party candidate for state rep for the Buffalo Grove area.

This fabulous proposal should be approved because success for our region depends on us fully utilizing all of our transportation resources rather than overburdening one set of resources and underutilizing another.

I've heard the objectors raise their hysteria about safety and emergency services. Hey, that, as my people like to

say, is why God prevented mutual aid. I'm sure the mutual aid arrangements already exist because we already have train service on the EJ&E line and on the other train lines in the area.

I hear a lot of hysteria about traffic and traffic interference. I'm in Buffalo Grove and I travel into Wheeling

where the CN line is located. In two or three minutes the train is gone and you go on through. It's just like a long traffic light.

The reality is that -- ladies and gentlemen, the reality is that the objectors are hypocrites. If the trains were so unsafe, then they would want it banned everywhere and not just in their community. If mitigation is so important, they would be asking for mitigation everywhere where the line is now instead of just in their community. So the only time that mitigation and safety is a problem is when they are inconvenienced.

The people in the arch communities, the EJ&E arch communities, they enjoy all the benefits that rail brings. They enjoy the TVs and the air

conditioners and the refrigerators that are brought in. They just don't want the burden of the freight rails that bring those things to the community. They want somebody else stuck with the burden while

they get the benefit.

If more trains are burdensome, then we could always reduce the number of Metra trains that are in their communities now and then the number of trains would remain the same.

So in conclusion, this proposal should be approved because it better utilizes our limited transportation resources and balances the load while providing a proper balance of the burden

Thank you for your time.

MS. TARCZAN: Bogdan Vitas, Vijay Gadde, Bill Medcalf.

Bogdan Vitas.

MR. VITAS: My name is Bob Vitas, V-I-T-A-S, and I'm the village administrator of the Village of Lake Zurich, Illinois.

First of all, thank you for allowing me the opportunity to speak on the issue of Canadian National Railway Company acquisition of the EJ&E rail line that traverses through the exact center of our community.

In other testimony the Village President, John Tolomei, and Village Trustee, James Johnson, along with the Village department heads, will address various shortcomings of the Draft Environmental Impact Statement. The focus of my testimony will relate to the negative financial impacts the Village of Lake Zurich can expect to sustain should the Surface Transportation Board approve the acquisition over the outpouring of local objections.

In the Draft Environmental Impact Statement the section on

socioeconomics fails to clearly identify the fiscal impacts in each of the affected communities. Why? Because the breadth of the analysis has been limited from the beginning when the STB predetermined that the acquisition was a minor transaction and did not require a full blown Economic Impact Analysis. In my professional opinion, that is entirely flawed from the outset. You cannot separate the economics of a transaction of this magnitude from the environmental impacts and vice versa.

This being said, let me now turn my attention to the direct economic impact that this acquisition and dramatic increase in proposed operations the Canadian National will have on Lake Zurich.

As I stated a moment ago, the EJ&E rail line divides Lake Zurich in half and the community is fully developed along both sides of the rail line. This includes adjoining the residential, commercial, industrial, and institutional properties planned and developed on the basis that the

EJ&E has historically been and is a local industry servicing single- track short-line operation and not a rail superhighway the likes of which the CN is planning to operate.

If approved by the STB, the acquisition will have devastating impacts on all properties located within 250 to 500 feet of the rail line. The de-valuation of these properties in a community that is fully developed will have grave consequences for all the local taxing bodies. We will be forced to either reduce services and employees or increase the property tax burden, all for a private foreign company with no direct or indirect benefit for Lake Zurich. Simply put, this is not equitable for anyone.

As part of my presentation I would like to enter into my testimony Exhibit 1, which was prepared by the Engineering Department of Lake Zurich. The aerial map depicted in the exhibit clearly identifies the impact zone referred to in

the Draft Environmental Impact Statement. Altogether there are 364 residential

properties within 500 feet of the rail line depicted by the white dashed line, of which 114 residential properties are located within the Village's tax increment finance district as depicted in the map insert. For purposes of this analysis, I am not calling out the number of commercial and industrial properties or the institutional properties owned by Community Unit School District No. 95.

The total fair market value of the affected residential properties is $110 million and the equalized assessed value for tax purposes is about $37 million. A detailed report of these figures was prepared by the Village finance department and is on the table in front of you.

Based on the Environmental Impact Study Table 4.6-3, Property Value Effects From Increased Trains On A Nearby Existing Rail Line, we can fully expect to

suffer significant negative adjustments to all property values within 500 feet of the rail line. In accordance with published documentation by the STB and data from other sources, the loss in taxable values

can range anywhere from 5 percent to 15 percent depending on the proximity.

That being said, let me just close because this is going to go on longer than I thought, there's only one correct decision for the STB, and that is to reject the acquisition now or be held accountable and responsible for the worst transportation decision in the history of the United States.

Thank you.

MS. TARCZAN: Vijay Gadde, Bill Medcalf, Susan Rein.

MR. GADDE: Vijay Gadde, G-A-D-D-E, Village of Lake Zurich.

This is in response to the STB's release of the draft EIS regarding the expected environmental effects on the proposed CN acquisition of the EJ&E line which bisects the entire community of Lake Zurich and specifically its downtown

redevelopment area, which has been struggling to revitalize.

My comments are focused on noise, vibration, and quiet zones. EJ&E tracks abut quiet residential neighborhoods and school properties that will be impacted negatively by the increased sound, noise, and vibrations caused by the increase in train traffic. While the DEIS acknowledges that this can be intrusive and annoying to the occupants, the report focused only on the potential perception of vibrations and interference with vibration-sensitive equipment.

The DEIS provides a broad range of mitigation measures without clearly

indicating which measures the STB would like to impose on CN for specific levels of impact. The LDN of 70 DBA is an unsubstantiated threshold for mitigation for noise impacts. This methodology is too generalized and could result in an inaccurate inclusion or exclusion of impacted homes that could require mitigation for noise impacts.

The DEIS also identified a Lake Zurich monitoring location, 437 Elm Place.

We do not have such an address in Lake Zurich. We also have questions about the location and validity of the vibration test performed in the Carolyn Court subdivision where the equipment malfunctioned after two trains because of subzero temperatures.

The mitigation measures identified -- the DEIS concludes that the noise wall in the propagation path could potentially help with the noise level, but it does not identify the mitigation measures at all.

Also, the DEIS abdicates its

responsibility to address for noise impacts by encouraging CN to negotiate with affected municipalities rather than taking a hard look at the mitigation itself. The DEIS mentions noise walls and suggests the CN determine their feasibility.

With undercounted ADTs, short train lengths, and the overly optimistic data regarding train speeds, the region cannot accept the DEIS conclusions on delay calculations that led to an undercounting of the number of grade crossings that are in need of mitigation.

Once again, the affected

communities are left to their own devices to negotiate with CN without any indication of what specific mitigation the STB could impose on CN. Without this specific information, how can these communities even begin to negotiate with CN?

While the DEIS acknowledges both existed and planned quiet zones, at a meeting with the village on March 5, 2008 CN officials made a commitment to help

maintain the quiet zones.

So in conclusion we ask the STB to disapprove the proposed transaction in whole or approve it with the conditions that we submitted earlier.

MS. TARCZAN: Bill Medcalf, Suzy Rein, Daniel Peterson.

MR. MEDCALF: Good evening. My name is Bill Medcalf, M-E-D-C-A-L-F. I'm here tonight to speak for myself and for the 52 members of the Whiteley Village Townhome Condominium Association. At present those two positions are not in full agreement.

Initially I had conditional support for the concept of CN's purchase of the EJ&E West. Routing rail traffic around Chicago would, I thought, reduce start/stop idle and acceleration/deceleration cycles and reduce rail transit time with the expected result of saving fuel and reducing emissions to the Chicago air shed. My concerns were primarily with grade crossing effects on emergency service response time and the noise and vibration affects on the students at Lake Zurich High School. As you've already heard, the EJ&E right-of-way abuts the school property.

After reading through the DEIS Executive Summary I now find that I'm beginning to lean to opposition of the sale. It seems that CN's acquisition of

the EJ&E West property will benefit CN greatly and some Chicago neighborhoods to a lesser extent and that the communities along the EJ&E will suffer.

To wit, the DEIS makes it clear that those will be -- that there will be adverse impact on the air quality and on fuel consumption, both diesel and gasoline. Furthermore, in several residential areas near me, but not mine, emergency response time can be severely affected unless there is effective mitigation.

Finally, in the event of hazardous material spills in some locations, remote though that possibility may be, certain municipal water supplies can be very severely affected. The Whiteley Village Townhome Condominium Association, much of which is approximately 500 feet from the EJ&E right-of-way between old McHenry and Oakwood, is opposed to the proposed acquisition principally because of the increased noise, the effects on vehicle

traffic patterns, and emergency services

response time that will result from the increased rail traffic.

Thank you for the opportunity.

MS. TARCZAN: Susan Rein, Daniel Peterson, Ken Grooms.

MS. REIN: My name is Suzy Rein, R-E-I-N. I'm speaking to you tonight as a 13-year resident of the Village of Hawthorn Woods and as a former Village board trustee and as the current chairperson of the Plan Commission and Zoning Board of Appeals of the Village of Hawthorn Woods.

I strongly oppose any action that would allow Canadian National to control the EJ&E railway for several reasons. I, along with many others, moved to this community and made time to shepard its development for the same reason, that it is a unique in the Chicagoland area, a place that is currently defined by many as a quiet rural atmosphere. Many consider it a kind of sanctuary to which residents can retreat after a day of heavy traffic, noise, and hassle experienced elsewhere.

Our peaceful rural and natural environment would be significantly altered if numerous long freight trains are rerouted through our village on the EJ&E tracks. Increases in noise, traffic,

pollution, danger, and frustration would be

our new normal. That's not what we came here for.

Many of us have been working for years towards the fulfillment of a comprehensive plan which guides the thoughtful and careful development of this community. It has taken a long time to arrange for the necessary infrastructure and resources like sewer and water which are essential to support nonresidential development and an additional tax base. These resources are finally in place or are coming into being.

As a result, we are just getting under way with attracting retail and other business to our community, businesses which would improve the quality of life for our residents, while producing much needed tax revenues for our village coffers. The EJ&E tracks run right along this business corridor, and I'm concerned that if you approve the acquisition, the impacts will significantly impede or derail many of our

business development opportunities.

The negative impact on property values has been addressed by some others here this evening, as has the fact that this train track bisects our village and that long Canadian National freight trains would block two of our main roads at once making it impossible for emergency services to reach people or property in time when minutes matter.

Finally, I want to add that if after hearing all of the testimony against the acquisition you decide to support it anyway, I urge you to demand that Canadian National use its own financial resources to mitigate the negative public safety and environmental impacts that will result. Street and track rate changes, barrier walls, and the like will all be needed, and villages like ours do not have the money to pay for these safeguards. I encourage you to make a thoughtful, thorough decision that weighs all the evidence and protects the people, property, development

opportunities, and the environment in the place that we call home.

Thank you.

MS. TARCZAN: Daniel Peterson, Ken Grooms, Chris Grooms.

MR. PETERSON: Daniel Peterson, P-E-T-E-R-S-O-N, director of building and zoning for the Village of Lake Zurich.

I'm here to tonight to talk about land use, socioeconomics, and community cohesion. The mythology used to evaluate the effects of the proposed action are flawed due to the lack of evaluation of the impact of the increase in train traffic on existing or future land use plans specifically stated in the report. None of the existing or future land use plans reviewed assumes that the EJ&E rail corridor would be removed. We're not arguing that it would be removed. However, in land use plans the Village of Lake Zurich and the communities around us and on the whole corridor plan for the usage that has been for decades, a single-track service rail. We did not plan for 400 percent additional freight traffic.

To show the impact on land use I'd like to read a letter that we received. We've been recruiting a senior living

center to come in and build a property adjacent to the E.

"I regret to inform you that Pathway Senior Living has elected not to pursue this project at the current location. I appreciate the support the project received at the Village's courtesy review. As you know, the project would add 120 assisted living units at a total development cost of approximately $22 million and operationally would employ 40 to 45 full-time employees. Unfortunately the site backed up to the

EJ&E railroad. We belatedly learned of the potential sale to the CN and the significant increase in rail traffic they proposed. While the limited current use of the line could be accommodated with sufficient sound insulation, we believe the increased use is incompatible with residential use."

This specifically addresses and it limits our use of land within the corridor. The Environmental Impact

Statement did not account for that.

Secondly, job loss. The Environmental Impact Statement states that 280 jobs would be lost indirectly or directly related to this transaction. We lost 45 new jobs with this one transaction alone. Now multiply that across 36 communities or across the corridor. I feel the report failed to account for this job loss and socioeconomics in the region.

Finally, we've been asked just to accept this because it's always been there. I think that's the wrong perception. The villages and communities in the region need to be heard and taken a look at all the impacts that negatively affect us.

In conclusion, I ask that the STB take the time to thoroughly evaluate the environmental impacts that the proposed purchase would have on our community. I'd also ask that the adverse economic burden caused by this transaction and the loss of property value, tax base for businesses, job loss be fully mitigated prior to

consideration.

Thank you.

MS. TARCZAN: Ken Grooms, Chris Grooms, Vanessa Griffin.

MR. GROOMS: My name is Ken Grooms, Jr., It's G-R-O-O-M-S, and I want to thank you for allowing us to speak to you this evening.

I have several concerns regarding the EIS as submitted. The first of which is the impact on the proposed Star line, the Amtrak lines, and the Metra lines in the area.

For example, with the proposed Star line, while it is not currently an operating commuter service, many of the municipalities along this line have spent millions of dollars in preparation for this line. For example, the City of Naperville

has spent in excess of $8 million in acquiring 45 acres of land for the proposed Star line train stations.

We also believe that the EIS scope needs to look at the additional costs

local governments will incur in providing future grade separations between the railroad lines. We also believe that the EIS scope needs to be expanded to look at the economic and quality of life losses that will result from not only the impact of this increased train traffic, but also the possible loss of the Star line. If the CN has projected that another -- an additional line be put in alongside the EJ&E line for the Star line, that the CN be responsible for the cost for that and not pass it on to Metra, which is already struggling.

Another thing is the CN has stated that their trains will be traveling at a higher rate of speed than the current EJ&E trains. If that is so, that would create an additional hazard for the people trying to cross the tracks and for the people, vehicles, and pedestrians trying to cross the tracks.

In specific, a couple of the sections of the report that I'd like to

comment on, section 1-A states that consideration for at-grade crossings be given for all crossings of 2,500 or more. I would propose that that be for all proposed and future grade crossings that CN have a financial commitment to.

One comment that was made as to earlier in conclusion that the State of Illinois is losing jobs. Well, part of the reason we're losing jobs is the dysfunction of our state legislature and not the congestion in Chicago.

So I highly recommend that you take a serious look at the mitigation problems that this will create and that you reject this.

Thank you.

MS. TARCZAN: Chris Grooms, Vanessa Griffin, Gregory Schaeffer.

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MS. GROOMS: My name is Chris Grooms, G-R-O-O-M-S, resident of Lake Zurich.

I strongly oppose this purchase. My main concern with this purchase is the public and school safety issues. 14 locations on the EJ&E line will see an increase between 15 to 26 trains per day. According to local emergency room officials, for every extra minute of delay for a heart attack patient the chance of survival is reduced by 10 percent. Freight trains can take 4 to 6 minutes to pass a crossing. A 6-minute delay leads to an even greater reduced chance of survival. Any delay in beginning fire suppression will result in significantly greater damage to the structure involved plus increases of threat to the lives of occupants of that structure. Also, each year in Illinois at least 50 people are killed and another 50 are injured in rail crossing collisions.

I would ask that you reject this proposal as these are real life statistics

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and life and death time issues, and they should always supersede the interests of a for-profit organization.

Thank you for listening to all our concerns.

MS. TARCZAN: Vanessa Griffin, Gregory Schaefer, James Bateman.

Vanessa Griffin.

Gregory Schaeffer.

James Bateman please take your queue.

Michael Fisher please take your queue.

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Mr. SCHAEFFER: My name is Gregory Schaefer, S-C-H-A-E-F-E-R. I'm one of

those hysterical people that Robert Sherman talked about. Let me tell you why.

December 1999 a petroleum products train that links an oil refinery to the people in Montreal exploded when it collided with a freight train. The train derailed on a switch frog that broke under the stress. According to many train crews, this spot was known to be defective, but even after repeated reports, management refused to effect any repairs.

May 14, 2003 a trestle collapsed under the weight of a freight train near McBride killing both crew members. Both men had been disciplined earlier for refusing to take the train on the same bridge claiming the bridge was unsafe. Subsequent inquiry revealed as far back as 1999 the bridge components had been reported as rotten, yet no repairs had been ordered by management.

Residents of Wabamun Lake and

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Alberta staged a blockade of CN tracks in August 2005 when they were unsatisfied with CN's response to a fuel oil spill in the lake from the derailed freight train.

On August 5, 2005 a CN train had

nine cars derail on a bridge over the Cheakamus River causing 11,000 U.S. gallons of caustic soda to spill into the river. The CBC has stated that it could take the river as long as 50 years to recover from the toxic pollution.

Transport Canada has restricted CN to trains not exceeding 80 cars in length because of the multiple derailments on the former BCR line. CN had allegedly been running trains in excess of 150 cars.

A further derailment at Moran, 20 miles north of Lillooet, on June 30, 2006 has raised more concerns about CN's safety policies. Two more derailments days apart near Lytton in August 2006 have continued criticism. In the first case 20 coal cars of a train using the CN bridge derailed dumping 12 cars of coal into the Thompson

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River.

Two CN trains collided on August 4, 2007 on the banks of the Fraser River. Several cars carrying gasoline, diesel, and lumber burst into flames. Water bombers were needed to help put out the fire, but the fuel still seeped into the Fraser River.

On December 4, 2007 a CN train derailed near Edmonton. Of the 28 cars that derailed thank God most of them were empty. The minister of Canadian Transport talks about the safety program of the CN and says "It seems to be blame and punishment instead of educate and correct. Frequently employees involved in accidents are blamed for errors without follow-up or root cause investigation. They are then punished without any other corrective action taking place on the part of the railroad to prevent recurrences.".

These guys can't get it right up there. The Canadian government knows it. They can't get it right down here.

MS. TARCZAN: James Bateman, Michael Fisher, Michelle Oehlerking (phonetic).

MR. BATEMAN: My name is James Bateman. I'm a resident of Barrington.

I've been a resident of Barrington for the last three decades. During that time on five separate occasions members of my family have required emergency medical treatment, and in three of those cases they required transport by the Barrington Fire Department to Good Shepherd Hospital. In three of those cases the ambulance route required crossing of the EJ&E railroad tracks.

In at least one of those cases timely intervention by doctors at Good

Shepherd Hospital Cardiac Center was essential in order to prevent heart damage, which would have certainly occurred had the treatment been delayed. Northwest Community Hospital, Sherman Hospital, Northern Illinois Medical Center, St. Alexus Hospital are not acceptable in terms of an alternative for the timely cardiac care.

It's bizarre to think that the

requirements of a Canadian corporation would dictate that an ambulance has to turn around a mile or a mile and a half from Good Shepherd Hospital and go to a hospital seven or ten miles away in order to get emergency medical care.

Building more fire or police stations will never address the grid lock that this proposal will create. Duplicating hospitals is an insane possibility that will never occur. This proposal will rip apart the fabric of a community that I've lived in for many, many years. It will as a practical matter as has already been discussed this evening prevent timely access not only for emergency medical care, but it will disrupt

the education of students due to delays caused by increased freight train traffic who may not arrive at school in a timely manner, and it will cause massive interference with the ability of residents to just obtain the other essential services required for their lives.

The mitigation efforts required by DEIS are woefully inadequate. Recommended, that is, not required. The environmental costs of CN's proposed purchase vastly exceed the proposed purchase price. In fact, just one line item in that environmental cost, that being a conservative estimate for the cost of grade separations, will exceed by many times the reported purchase price.

I believe that the draft EIS terribly underestimates the substantially affected grade crossings, particularly in the Barrington area. To leave out Route 14 and Lake Cook Road crossings is obsurd. One freight train with a 10,000-foot length will block all four crossings in the Village of Barrington.

I ask you to reject this proposal and prevent the highest price

being paid in that being the death or injury to residents of the areas where emergency services will be affected.

Thank you.

MS. TARCZAN: Michael Fisher, Michelle Oehlerking, Marshall Lau.

MR. FISHER: My name is Michael Fisher, F-I-S-H-E-R, and I have lived in the Mundelein area for most of my life.

I do not believe that the proposed expansion of Canadian National's freight traffic through Illinois will benefit anyone but Canadian National. They have suggested that shifting rail traffic will have benefits for some communities and drawbacks for others, but I believe all of Illinois will suffer.

Turning the EJ&E rail line into a freight train superhighway will decimate the dozens of cities it currently runs through. Housing values will fall, tax bases will decrease, businesses will close or move, and traffic will increase.

At the same time there will still be rail lines in these other, quote, benefit communities, and I doubt that these will remain idle. As freight increases, these lines will surely be returned to their current high level of utilization.

Canadian National is just a

business, a corporation, and, as such, it has no mandate other than to increase revenues. They have a deplorable record of working with communities, of dealing with the negative impact of their business. The schools, private homes, and businesses that currently reside alongside of the EJ&E will quickly become hostages to the goodwill of a corporation that has shown it has no goodwill. When trains derail, when traffic fatalities occur, when hazardous materials are spilled Canadian National has shown itself to be magnificently unhelpful to the people, communities, and environments that are affected.

Change takes time. I repeat, change takes time. Our city have been built around a certain level of rail traffic. To change overnight from a few trains a day to greater than 20 trains a day is to blatantly disregard the rights of people in favor of corporate profit. A gradual increase in traffic is acceptable and allows cities to gradually restructure

themselves. An overnight increase of the

magnitude that is being proposed here today is a recipe for disaster. To permit that much rail traffic before any system is in place to handle it is unimaginable.

Canadian National would like this process to be quick and dirty. Just increase the trains and let the towns sort out the problems later as best they can. Remember that the communities Canadian National currently runs trains through have had many decades in which to adjust themselves to their current level of rail traffic. Houses, schools, and businesses have been located with an eye to the railroad tracks. Underpasses and overpasses have been planned and gradually constructed. And even with all this they find the rail traffic intolerable. They are overjoyed at the prospect of fewer trains.

If the impact in our area will be as minor as Canadian National claims, then why are these other towns so desperate

to see them leave?

Thank you.

MS. TARCZAN: Michelle Oehlerking, Marshall Law, Richard Walke.

MR. WALKE: My name is Richard Walke, spelled W-A-L-K-E. I'm a resident of Hawthorn Woods on the east side of the tracks, and I'm speaking on behalf of myself.

Like many others here tonight, I'm adamantly opposed to the proposal for

the expansion of the rail services on the EJ&E tracks through the area. My opposition is based on a number of reasons that have already been expressed here tonight. So there's probably no point in me standing up here and saying me too. So I'd like to speak to it from the perspective of my expertise, that being fire protection.

I'm a fire protection engineer and right off the bat fire protection engineers cringe when we hear the word single family home or one or two family homes. Typically these structures are constructed of wood, obviously them being combustible. Beyond that they lack the modern active and passive fire protection

features that are built into larger structures built in accordance with the International Building Code, items such as fire sprinklers and the monitored fire alarm systems, for example. As a result, the National Fire Protection Association estimates that approximately 83 percent of all fire deaths in America occur in the home. That's approximately 3,000 people annually.

Now, why are these numbers so staggering? Well, even in a modern code-compliant single or multifamily home escape time is measured in minutes. I have a chart here which I'll leave with the court reporter from the National Fire Protection Association which states after 3.5 minutes without fire sprinklers odds of escaping decrease significantly.

3.5 minutes is nothing. It's just a very small segment in time. Even under the best of circumstances in a fire situation the fire services will be arriving basically at the conclusion of

that window of opportunity for escape. If the route is obstructed by a freight train, they will have no window of opportunity. They won't be able to mount their search and rescue operations for the residents of the homes. The residents will be left on their own accord to escape from that structure.

Beyond that, if one family member does escape, human nature being what it is, another member doesn't escape, they're going to run back into the building to try to protect or save their spouse or

kids. And I'm sure the two fire chiefs that were here earlier would suggest that's probably not what we should all be doing, but that's what we will all do unfortunately. If their crews are stuck out on Old McHenry Road in a traffic jam as a result of a freight train, the residents will be left on their own accord and very likely the result will be tragedy. That's not what we want for the residents of the Village of Hawthorn Woods and the other

surrounding communities.

So in summary, I strongly suggest the STB oppose or reject this proposal. Thank you.

MS. TARCZAN: Michael Talbett, Ken Deja, Susan Branding.

MR. TALBETT: Good evening. My name is Michael Talbett, that's spelled T-A-L-B-E-T-T, and I am a resident of Lake Zurich. I also serve as the vice chairman of the Lake County board and I'm a member of the Lake County Forest Preserve District, and the district I represent has approximately 22,000 people.

On their behalf I'm urging the Surface Transportation Board to find simply

that the costs of this merger far outweigh the benefits. Some of those environmental costs have already been identified here tonight, but they're worth repeating.

The increase in particulate matter that will come from the trains that pass by, the increased pollution from the cars that are idling is something that has

to be considered. The disturbance of sensitive green spaces in our community has to be considered in the environmental impact. Forest preserves in Lake County will be disturbed and adversely affected by this merger.

The exposure of many sensitive residents in this district are adversely impacted by this merger. We've heard the school superintendent talk about the number of children that are in proximity to the railroad lines and will be present as trains pass. Our library has an outdoor children's area very close to the railroad tracks. So these have to be considered as well.

I think the various representatives of the emergency responders that were here tonight clearly made the

point that lives will be lost because of increased response times. What price do we put on those?

If the Surface Transportation Board is to allow this, they have to

provide and order the CN to do the mitigation that's needed to ameliorate some of these costs.

The point has already been made that in the past preference has been given the railroads at different times in our history because the United States has a policy of wanting to promote the opening of the west. Well, those days are long gone and railroad companies are not entitled to such preferences and they should pay their way.

Increased noise has a cost. Increased pollution has a cost. Increased environmental disturbance and degradation has a cost. Increased response time has a cost in human life. All these costs outweigh the benefits, and the few benefits that do -- that may be present don't occur in this region. The net effect of this merger is a loss to this area, and that is not what this fact finding is about. The

costs outweigh the benefits by far.

MS. TARCZAN: Kenneth Deja, Suzanne

Branding, Phillip LaGro.

MR. DEJA: My name is Kenneth Deja, D-E-J-A.

I find it curious that Mr. Gohmann came down from Minnesota on his own dime to promote CN. I seriously doubt Mr. Gohmann has toured the affected areas and really is an expert to comment on what is going to happen if and when we go through this transaction.

It's reported that 1.5 million people live among the EJ&E line. According to the U.S. Census in 2007, that's the same number of people equal to the sixth largest state in the United States. This line does not run through commercial corridors and is mostly -- is not mostly in rural areas or on the outskirts of town. It runs through primarily residential areas.

I find it sad that Representative Nekritz and Robert Marshall are for the EJ&E purchase because it removes trains from the communities and

shifts them to others. That's really not a reason to be for it.

I hear about moving goods and services in a cost effective manner. I really don't think anyone is again rail traffic or interstate commerce, but there a smart way to move goods and irresponsibly move goods. I believe this is an irresponsible way to move goods.

There are other train lines that are west of this area that are mostly in rural areas. Doesn't mean people won't be affected, but they affect very few people in comparison to this proposed transaction.

Currently there are three to five trains a day running along the EJ&E, one around 11:00 p.m., one around 3:00 in the morning, one around mid morning, and one in the afternoon. Rarely do these occur during rush-hour traffic. Our highways are not equipped to handle this increase in traffic.

Even this lack of current traffic, someone 60 plus years ago had the

foresight to build an underpass under Route 12 in Lake Zurich so that car traffic, truck traffic, and train traffic could all coexist. Right now none of these communities have the infrastructure to coexist with a train. That infrastructure will take years if not decades to put in place.

Please do not approve this transaction. Thank you.

MS. TARCZAN: Suzanne Branding, Phillip LaGro.

SUZANNE BRANDING: We thank you for the opportunity to be able to speak this evening. My name is Suzanne Branding. I am a village trustee of the Village of Lake Zurich, and I came tonight without the intention really of speaking, but I have to say something.

We are all aware of the safety issues that are involved; the ambulances, the police cars not being able to get through. We are concerned about the environmental security, sound pollution,

vibration, air pollution. I want to bring up these safety and environmental issues on

Let me just say something on a very personal note. I have a daughter who is a foreign service officer with the State Department. I am very proud of her. She has been with our Federal government for six years. I am lucky to see her once or twice a year. She happens to be home right now. Part of her job is keeping us safe. And what is happening with allowing these trains to come through is to open a door, a little bit at our airports to let people come in and with the security on our borders, but we are taking the walls down. We don't know what is coming in here. How are you going to keep us safe?

PHIL LAGRO: Good evening, ladies and gentlemen of the board and staff. I thank you very much for letting all of us have an opportunity to speak with you tonight.

I am a long-time resident of Hawthorn Woods, Illinois. I am a plan commissioner on the Plan Commission Zoning

a larger scale. We have dealt with them locally, but let's deal with them regionally and even nationally.

What we are considering doing here is allowing a foreign company to buy our infrastructure and allow any country, company, entity who has the money to ship things right in the heart of our country, right through our country? What has Homeland Security said about this? How is Homeland Security going to be checking these cars and this freight? And the things that are coming in?

We have all been at airports. I am sure some of you have flown to get here today. You have been through security. You know what it is like. Imagine thousands of train cars coming through your community. How is that going to be checked? How can you assure us we are going to be safe with what is coming through our community? We have already had

various things coming in from halfway around the world. How can we be sure more of this is not going to be happening with the freight that is coming into our country?

Board of Appeals, and I am also a member of TRACK (phonetic), the coalition of communities opposing the potential acquisition of EJ&E by CN.

CN is a large, successful, incredibly efficient company. They are arguably already the Number 1 railroad in the world. And my reading of the 2007 annual report to shareholders gives me every indication that their aspirations are, in fact, to become the Number 1 transportation company in the world. This includes potentially ocean-going involvement, certainly railroading, vast scale and expanding, and also trucking.

Their may be trucking removed

from the roadways as part of the proposed transaction, but in the efficient flow of goods by shipping, by rail, and then to the end point customer for CN trucking provides an essential final link in getting the goods to the ultimate customer, whoever that is.

In fact, semi tractor trailers are featured photographically in the CN annual report. I won't begin to try and repeat all of the many eloquent, emotional

comments that have come before me tonight. I would just point out that the negative impacts that you have heard so many people talk about are not imagined. They are very real. And they are impacts that potentially will affect hundreds of thousands of US Citizens, taxpayers, families. People just like us. People just like you. And I would say to the board, please do not approve this transaction.

As we tell our kids with respect to drugs, just say no.

TERRY BARNETT: My name is Terry Barnett. I live at 4 Sandpiper Lane in Hawthorn Woods. I am the president of the Underground Contractors Association of Illinois. I sit on the Board of Directors of Illinois Road and Transportation Authority. And I meet with Senator Oberstar at least two, three, four times a year. I know Senator Oberstar is kind of Chairman of this whole thing. So I kind of know your boss.

These are his numbers from the last meeting that I had with the senator. The transportation system in Lake County is

one of the worst in the state. It is already burdened with poorly-constructed roads. The arteries are already clogged. 53 hasn't been brought through, and we are getting ready to burden it with additional traffic through the railway system.

Senator Oberstar made the comment at his last meeting with half a dozen of us that when General Mills trucks drive on our highways, for every mile per

hour under the posted speed limit costs that company a million dollars. For every mile per hour under the posted speed limit that UPS goes -- and UPS has a huge hub around in here -- every mile per hour under the posted speed limit costs that company $5,000. That is from the senator's mouth.

This transportation system in Lake County is in disrepair. It is not adequate and you are fixing to burden the heck out of it. We will receive benefit and take the brunt of the pain. So the answer is unequivocally a no.

Thank you.

MS. TARCZAN: Thank you all for the comments provided tonight. The next public meeting is in Barrington tomorrow from 4:00

to 9:00 p.m.

The final environmental impact statement will be available sometime between December 1st and January 31st.

The court reporter will remain in the venue tonight until 9:00 p.m. Feel free, again, to make your comments with one

of our court reporters, through our website, by writing a letter, by calling our toll free hotline. Thank you.

- - -

D.3 Barrington, Illinois

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

PUBLIC HEARING

August 27, 2008

6:00 P.M.

Conducted by:

Tina-Marie Adams, Meeting Facilitator - MWW Group Public Relations

Victoria Rutson, Section Chief - Surface Transportation Board, Section of Environmental Analysis

John Morton, Project Manager - HDR Engineering

BARRINGTON HIGH SCHOOL
616 WEST MAIN STREET
BARRINGTON, ILLINOIS

CHIMNIAK REPORTING & VIDEO
312-781-9111

REPORTED BY: TINA ALFARO, SHARON STUCKLY, CHERYL SANDECKI, NICOLE BREYTSPRAAK, JOANNE BROGAN, JAMIE FRIEL, LAURA RENKE

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MS. ADAMS: We're now going to begin the public meeting portion of tonight's meeting. If everyone would please take your seats.

Good evening, ladies and gentlemen. Thank you for attending tonight's meeting. We are here tonight to hear your comments on the Draft Environmental Impact Statement that was released July 25 regarding Canadian National Railway's proposed acquisition of the EJ&E railroad.

My name is Tina-Marie Adams, and I work for a firm called MWW Group Public Relations. We are part of a third-party contracting team that supports the Surface Transportation Board and its section of the environmental analysis. I will be facilitating the meeting tonight.

Before we get started I'd like to take this opportunity to review some protocol for tonight's meeting. For starters, I would ask that everyone please turn off your cell phones and please

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refrain from interrupting any speakers or commenters. In a moment I will introduce those presiding over the meeting and there will be a short presentation on the findings from the Draft Environmental Impact Statement.

Immediately following this we will hear your comments. Each commenter will be given up to three minutes to speak. There will be a time clock displayed on the screens to my right and left, and the time clock will display 3 minutes and count down. A yellow card will be shown at 2 minutes and 30 seconds and a red card will be shown at 3 minutes. A list of speakers in order will be displayed on the screen. Also, I will call forward the next two speakers in line after each speaker so we can be as efficient as possible.

There is one microphone set up at the head of each aisle here on the floor. Though many of you have signed up to speak tonight, due to our time constraints and the number of people who have signed up we

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may not be able to list all commenters. However, we want to ensure you that all methods of comment received by September 30th will be taken into consideration and weighed equally.

Included in the programming you received tonight there's a toll free number, Web site, and mailing address to submit comments to the Surface Transportation Board. There are also comment forms and drop boxes located at the far end of the gym and court reporters located throughout the venue. You may record your comments with them throughout the meeting.

Tonight we are here to listen to your comments on the draft EIS. This is not a question and answer session, but we invite you to return to the open house area at the far end if you have questions or comments that you would like to provide. Also, you can provide comments in a more private setting with a court reporter located there. The meeting will conclude

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at 9:00 p.m.

We appreciate your courtesy as we work to create an environment where everyone can be heard. If you disagree with the speaker, we ask that you not express your disagreement out loud. Likewise, please note that applause for a speaker during his or her comments gives that person less time to speak and ultimately limits the time for everyone

else to speak.

In the event that anyone needs a Spanish translator, Beatrice is here to assist. Beatrice will be here.

If you have any questions, we have a number of staff available to assist you. Staff are identified with nametags like the one I'm wearing and are located throughout the venue.

One quick housekeeping matter, there are four emergency exits, two located at the front of the gymnasium where we are standing to my right and left as well as at the far end of the gym.

I'd like to now introduce the people with me here on the stage. Victoria Rutson is a chief of the section of environmental analysis for the Surface Transportation Board. John Morton is a project manager from HDR Engineering, who is a third-party consultant supporting the Surface Transportation Board's section of environmental analysis.

With that, Victoria Rutson will now make some comments about the draft EIS.

MS. RUTSON: Thank you, Tina-Marie. Can everyone hear me? If you have trouble

understanding what I'm saying, please just raise your hand, and I'll try to move to the other mick or speak more slowly or make a little bit more sense even for an attorney.

My name is Vicky Rutson. I'm the chief of the section of environmental analysis at the Surface Transportation Board. I'm very pleased to be with you here tonight.

I understand and everyone on our

team understands how many questions this proposed acquisition has raised in the communities around Chicagoland. The purpose of the meeting here is to listen to your comments on the Draft Environmental Impact Statement. I want to remind you that there are many ways to submit comments, and each way of submitting a comment counts equally.

Sometimes people don't feel comfortable speaking in public. For those people please feel free to submit letters. They must be postmarked by September 30th, and the information about where to send your letters is in the information booklet that you've been provided with tonight.

You may also E-file using the board's Web site. You may also call our toll free environmental hotline and leave a recorded message.

Again, as Tina-Marie said, you may go back to the far end of the gym and speak privately to one of the court reporters who will carefully record your

comments, and the tables will continue to be set up in the back with the comment sheets that you can fill out, leave here, or take home to mail in. Again, each means of submitting a comment are treated equally.

Now, what are we going to do with all these comments? When the comment period closes on September 30th, the team will carefully read, review, consider, and respond to the comments in a document known as a Final Environmental Impact Statement. That Final Environmental Impact Statement should be coming out sometime between December 1st and January 31st.

That document will set forth my team's recommendations to the decision maker in this case. The decision maker is the Surface Transportation Board. Let me

speak for just a couple minutes about who is the Surface Transportation Board.

The board is an agency in Washington D.C. charged with Congress to ensure a strong rail freight transportation

system in the United States. The board is composed of three members. They're appointed by the president and confirmed by the senate. The names of the three board members are in your materials. They will be making a decision on whether to approve, deny, or approve with conditions the proposal by Canadian National to acquire the EJ&E railroad.

The board complies with its own government statute, the Interstate Commerce Act, but it must also comply with another statute called the National Environmental Policy Act, and it's under that law that we're all here tonight. That law requires all federal agencies to take a hard look at environmental impacts of their decisions before making a final decision. Therefore, the board must take a hard look at the environmental impacts both beneficial and adverse of CN's proposed acquisition before rendering a final decision.

If we put the final EIS out sometime between December and the end of

January, then the board cannot act with a final decision until after that final EIS is out.

The board is a neutral party. It is neither a proponent nor an opponent of the file that it is considering. It must neutrally and carefully consider the full record before making a decision.

Again, that full record includes all the comments that we'll be gathering from members of the public. We're going to be listening very carefully to everything you say tonight. We're going to be looking very carefully at everything you submit orally and in writing.

I thank you so much for being here, and I thank you in advance for treating each speaker with courtesy and respect. It's difficult to get up in front of a crowd and speak, and it's very difficulty to do that when you know your position may not be going over well. So please, even though you may not agree at all with what someone may be saying, I do

ask that you treat them with the courtesy and respect that I know that you have shown me and my team throughout this very difficult process.

Thank you so much for being here tonight, and now I'm turning the microphone over to John Morton.

MR. MORTON: Thank you, Vicky.

For those over in the entranceway, please feel free to come on in. There are seats available up in the bleachers on both sides. You know, I know we have a venue where you're going to have some commotion over there. Just kind of bear with that.

What I'd like to do is speak a little bit about what the EIS found. First, CN is a class 1 railroad, a major shipper of domestic and foreign freight. It operates five rail lines converging into Chicago. They're shown in the dark on the maps up there. I know that the people in back may not be able to see them too well, but they converge on Chicago and they

operate about 150 miles in Chicago.

The EJ&E is a regional railroad that operates in an arch around the City of Chicago. It starts in the dark part in Waukegan. That's at the far upper corner of the map up there. EJ&E is shown in the orange color. I know it's a little light. It comes pretty much due south to the Joliet and then straight east across Illinois and into Indiana and then up to Gary, Indiana. EJ&E operates two major rail yards, one the Joliet yard in Joliet, Illinois and Kirk yard in Gary, Indiana.

According to the applicant, Canadian National, the purpose for acquiring the EJ&E rail line is, one, to increase CN's operational flexibility by combining their five rail lines in one continuous group around Chicago; the second one is to make Kirk yard available to the CN; and the third is to allow CN to provide a more -- develop more extensive relationships with the shippers on the EJ&E rail line.

The draft EIS, which I notice a number of you have, is a very voluminous

document and it covers a number of subjects, and I've listed the subjects up there. I just want to briefly go through just a few of the findings so that we provide enough time for everybody to provide comments. If you have questions -- and I know you will -- the open house session is still open and there's staff back there. Feel free to go back at any time and ask your questions of the staff and they can explain what the EIS is covering in a little bit more detail than I'm going to go through tonight.

First, the proposal results in some operational changes which I'm going to talk about in a few minutes. It also includes the construction of six connections, and that is a connection between the EJ&E and another rail line. Those are listed and we have a map in the back that shows where each one of those connections are proposed.

We also operate 19 miles -- or they also propose to construct 19 miles of new parallel rail line, and those are the locations that they're proposing and, once again, we have a map in the back if you

want to see specifically where those -- that new parallel main line would be constructed.

This is a density chart that comes out of the analysis. I know it's a little bit confusing, but it basically attempts to show the changes in trains and that's trains per day is the way it's represented. The light blue lines -- the light blue color is the existing number of trains per day. The dark color is the proposed number of trains per day. So you can see where the traffic is proposed to be shifted. Generally speaking, what happens is the CN rail lines on the inside of the arch will show a reduction in rail traffic. The line on the EJ&E arch itself will show an increase in rail traffic.

One of the conclusions that the

EIS reaches from that is that as a result of traffic changes EJ&E would be near or at its practical traffic volume capacity. As a result, the EIS concludes that it's unlikely that the track levels on the EJ&E would be higher than those estimated by CN in their operations plan. In addition, the other conclusion is that Metra's on-time

performance can be maintained with effective cooperation between CN and Metra.

There's a number of -- the draft EIS evaluates training and roadway safety issues, and there's a number of conclusions. In general on the EJ&E arch itself there's a -- because of the increased amount of freight trains, there will be an increase in the probability of a train accident and also an increase in the probability of highway/rail accidents. By the same token, on the CN rail lines because of the reduction in the number of trains there will be a corresponding decrease in the probability of a rail accident on those CN rail lines and a

reduction in the probability of highway accident.

The EIS has identified three at-grade crossings that would experience substantial increase in accident risk, and that is Woodruff Road in Joliet, Illinois and Lake and Miller Streets in Griffith, Indiana.

Passenger rail line and hazmat -- you know, transportation were also evaluated in the EIS. There is no passenger rail operated on the EJ&E. So

therefore there would not be a change or effect on passenger safety on the EJ&E rail line. There is passenger rail operated on the CN rail line segments, and therefore taking the traffic off would have a corresponding benefit or improved passenger rail safety.

There will be a substantial increase in the amount of hazardous material shipped on the EJ&E rail line and a corresponding decrease on the CN line segments inside the arch.

On transportation system -- and

this is basically talking about traffic delay -- there are 155 highway at-grade crossings evaluated on the CN rail line -- I'm sorry -- 155 of which 125 would show a reduced delay improvement because of reduced traffic. Of the 112 highway/rail at-grade crossings on the EJ&E there would be 87 of them that met the board's threshold for analysis, and of those 87 there would be 15 that without mitigation wouldn't have a substantial adverse effect. And those are listed, once again -- they're shown in the blue diamonds on the graphic up there, and we have the listing of them

and specifically the locations back on the tables back in the open house section if you want to take a look at those.

From an air quality standpoint the EJ&E is a longer route. Therefore, there would be an increase in fuel and an increase in air emissions, but there also would be a corresponding increase in efficiency and the net result is that the air emission changes in 2015 would not

exceed any current regulations or impact the region's air quality compliance.

The EIS evaluated all the emergency service providers along the arch and concluded that without mitigation 11 emergency service providers, that's nine fire stations and two medical facilities, would experience substantial effects, and those, once again, are shown on the graphic up there and they're listed specifically and located on the maps back in the back.

Noise, there would be about 3,000 residences that would now be within the 65 DB contour on the EJ&E arch. There would be about 2,700 on the CN rail lines that would see a reduction in noise. One of the conclusions specifically applicable to this

area is that the Barrington quiet zone -- and I believe that's a quiet zone that starts at Huff Street and goes to the southwest -- would lose its status because of the increased train activity.

The EIS also identified a number of mitigation measures or proposed

mitigation measures. CN provided a set of voluntary mitigation measures, 76 of which, and they're listed in the various categories showing the areas that they would mitigate. In addition to that the EIS has 72 additional mitigation. That's above and beyond the 76, and, once again, the categories are there.

The executive summary of the EIS lists all 76 and all 72, if you happen to have that, and we have lists back in the back or you can find people back there if you have specific questions on what's recommended in the draft EIS.

With that I'd like to turn it back over to Tina-Marie.

MS. ADAMS: We will now begin the comment portion of our meeting, and we'll begin with Congresswoman Melissa Bean and Congressman Don Manzullo.

REPRESENTATIVE BEAN: I'm going to turn myself to the group while I am addressing the STB.

Good evening. I'm Melissa Bean, and I have the honor of representing the Illinois 8th District in the U.S. Congress and many of you that are here tonight. I'm speaking to you not just on behalf of those that I serve in this district, but as a mom in the community. In fact, I just missed both of my daughters. So like many of you I have to cross the EJ&E tracks to go to the grocery store, to go to school, to get to the hospital, and it effects us on a personal level as well.

But this just isn't a Barrington area issue as some have tried to portray. There are well over 40 communities along the EJ&E not just in my district like Mundelein, Hawthorn Woods, Lake Zurich, but also outside of this district, Bartlett, Naperville, Aurora,

Plainfield, West Chicago, Frankfort,

Northwest Indiana. These communities will experience a 400 to 900 percent increase in freight traffic if you include the lengths of the trains. That's why there's bipartisan opposition to this deal in our Illinois delegation in Indiana including our Senators Durbin and Obama, Reps. Manzullo, Roskam, Foster, Biggert, and Visclosky.

Last November I requested the Environmental Impact Statement and the STB did prepare it and I appreciate that. Unlike the standard review performed by the STB, the EIS process made this forum possible so many of you here today could raise your concerns. Over the last several months thousands of residents have brought out unprecedented levels of opposition, and I appreciate your involvement.

The intent of the EIS should be to balance priorities between the issues of commerce and transportation concerns with the safety, quality of life

and the economies of our communities, and I know that my constituents here tonight are counting on you, the STB, a federal agency paid for by their tax dollars, to serve their interests.

Regrettably the recent Draft Environmental Impact Statement seems to endorse allowing a private company to destroy local communities' quality of life, safety, and economies while expecting those same communities to pick up the tab. Specifically, it fails in scope and solutions. It fails the public by placing an egregious tax burden on local communities by expecting them to fund the vast majority of mitigation costs for a project they don't want and won't benefit from. CN's 40 million towards mitigation is laughable considering the projected costs just for 15 to 20 grade crossings would be over a billion dollars. It fails to provide other options or even review existing alternatives, whether that is create or a band rail system. They're not

even being considered.

What we're essentially doing here is talking about moving a problem and adding additional problems, not solving a problem. It identifies 15 at-grade crossings where there are many more, over 133 that need improvements. It identifies 11 communities that would be cut off from their police, their fire, and their EMS providers who serve them while offering no solutions or recommendations to ensure the safety of our communities.

On safety -- I've been hearing from so many parents on this issue. Safety is our number one concern, as you can imagine. Highway rail accident rates are predicted to increase by 28 percent on the EJ&E, and that's assuming that CN even adheres to their very nebulous projections of what those actual increases in traffic would be.

It refuses to evaluate the impact this transaction would have on the Metra Star line, which has wide

bipartisan support because in addition to providing a commuter rail, it also would reduce utilization and costs of our highways in decreasing emissions.

Phil Pagano from Metra testified at our Chicago hearing and specifically rejected CN's claim that they would make this plan work on the Star line because it would essentially require the same rail, and CN has refused to give Metra any firm commitments in that regard

It disregards the severe impact of 400 to 900 percent increase that freight traffic would have on the quality of life in our neighborhoods due to deadlock traffic, increased emissions and pollution, noise levels, safety casualties, thousands of children standing in the freezing winters of Chicago while waiting for 2-mile trains to go by so they can cross the tracks to get to school, lost businesses, lost property value, lost tax revenue. Specifically, the municipality's revenues will decrease while their tax burden

increases given the high fuel costs that are likely to go much higher than what's being projected as well as misstatements about Amtrak and Star line services.

Worse, the so-called benefits to other communities are not certain as the draft EIS only suggests a 3-year enforcement period, which means CN is not accountable to maintain any reductions in freight traffic in other communities or prohibited from increasing traffic in all of our communities. That's no firm commitments from CN.

I urge the STB to reject this proposed acquisition outright. If, however, you choose to allow it to move forward, you should require CN to fund and

complete all needed mitigation as identified by our communities before any increase in freight traffic is allowed. As this transaction has been initiated by and for the benefit of a private foreign entity, their shareholder upside should not be paid for by American taypayers.

The current process puts the interests of industries over those of American families and taypayers. In September I'll be working to improve legislation to change this process in order to better reflect the American values by protecting the rights of our constituents and our communities. The STB has an opportunity to show America, the federal agency they pay for, can and will put the American taxpayer first. Please do.

Before my colleague Congressman Manzullo speaks, I just want to add one final comment. I've heard from many people tonight that they came here to speak, and because of the time constraints some will not be able to speak. I know they're

having requests for additional hearings, and I want to make that request again tonight that I hope you'll consider their opportunity to speak.

Thanks so much.

MR. MANZULLO: I'm Congressman Don Manzullo representing most of McHenry County with the exception of the northeast corner which is represented by Mrs. Bean. And I cannot tell you how disappointed I am with the poor scholarship by the STB on the environmental impact statement. And I say that -- I say that -- I say that because as I read this, you do not show the impact on the people.

The people I represent in McHenry County, tens of thousands of them, each day come through the areas that are impacted, but I want to show you what you concentrated on. On page 3-11-30, on the

horned bladderwort, you took that into consideration. And on page 3-11-10, the yellow-bellied sapsucker.

Now these are legitimate issues that should be determined by environmental impact, but because you never insisted on knowing the length of the trains or the number of trains, your statement, your

conclusions are faulty because you don't have the evidence because the CN never squared with you. They never squared with us. That's the problem.

And I do not see how you can make this conclusion. In fact the introduction, the 25 minutes that you took should be given back to the people to give them the opportunity. And I would ask unanimous consent that 25 minutes be added to the clock to end at 9:30.

Do we have that? Do we have that from you? Would you add 25 minutes back to the clock for the people to be heard because the people have never been heard on this.

Three weeks ago, four members of congress held a hearing in downtown Chicago and the president of CN Railroad personally

told Senator Durbin he would appear anywhere, anyplace anytime. And when he refused to show up the next day, we got a press release threatening to sue. We introduced the legislation. A week later

he puts out a press release asking you to expedite the process so you can bypass what could possibly happen in congress.

Now why are these people upset? Why are they upset? They've never been treated fairly. And what's at stake? 400 crossings of school busses on those tracks. What's at stake is what you never analyzed. What's not in here is the impact on the back up of traffic. You never took a look at that. You never did your job.

And my question to you is did you prepare this report or did CN? Who prepared the report? I want to know. Would you like to know who prepared it? Who prepared the report? Can you answer me? Did you prepare this report or did CN prepare it?

MS. ADAMS: I want to remind you this is a public comment period.

MR. MANZULLO: I'm a member of congress and I want answers from you. We

have been blown off by CN Railroad. We want a simple answer. Who paid and who

prepared this report?

MS. ADAMS: We would invite you and any other member of the public --

MR. MANZULLO: Answer the question. Answer the question. I'm not going to sit down until you answer the question, Ma'am.

I can tell -- I can tell the poor had nothing to do with this report. Absolutely nothing. It goes to show -- it goes to show -- it gives new meaning to the word railroad when you were trying to force down the throats of the people who are impacted and you yourselves probably had nothing to do with this report because you made a blatant statement that the safety of the people would not be impaired when you don't even know the number of trains or the length of the trains.

I'm going to ask you again, did you prepare this report or did CN prepare the report?

MS. ADAMS: I'm going to remind you again this is a public comment --

MR. MANZULLO: You don't have to

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remind me of anything. I want an answer.
MS. ADAMS: If you have any questions, we invite you to --
MR. MANZULLO: You don't understand. You don't blow off these people. You don't -- you prepared it? Did you have anything to do with it personally?.
MS. RUTSON: Yes.
MR. MANZULLO: Did you ask any of the people out here about the impact?
MS. RUTSON: During scoping.
MR. MANZULLO: Did you?
MS. RUTSON: That's what we --
MR. MANZULLO: Did you ask the people? Did you ask the people for input on this report?
MS. RUTSON: We tried, but we want more now.
MR. MANZULLO: You tried? You should have gotten it before you prepared this report. I was told this report cost 10 million dollars. Is that correct? Is that correct?
MS. RUTSON: We don't know.

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MR. MANZULLO: You don't know what it costs. You should. So what you do is you come up with this hurried report. It's faulty preparation, it's faulty conclusion, and you are telling these people you want input on the report that's already printed. That doesn't make sense. And that's why we're here. And that's why we're upset. You could cut off the opposition to the people. You can come into this area and say they know (inaudible). You could never quiet the voice of American people and they will not go away.
MS. ADAMS: We're going to continue with the public comment portion. Let me remind you that we're going to adhere to a three-minute rule which begins as soon as you start speaking.
If three minutes is not enough time for you, please feel free to speak with the reporter in the open house area to the back of the room to complete your remarks.
We also advise you to submit

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your full written remarks to the court reporters located here at the front of the

room.
We have Mayor Karen Darch who will be speaking first, then Maggie Bosley and James Wallace will be next.
Again we invite you to the microphone that's closest to where you are sitting.

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MS. DARCH: Thank you. Good evening. I'm Karen Darch, president of the village of Barrington. And I thank you for returning to Barrington to again hear from a community which will be forever changed

if CN is allowed to acquire the EJ&E and turn it into an international freight superhighway.
You will hear from other village officials tonight and we will submit more extensive written comments by September 30th, but for tonight, I want to focus on the disconnect between what is reality and some of what is or is not in the DEIS.
Here's what's real. CN has a route through Chicago and a way to get its goods where they need to go. CN says it wants to purchase EJ&E to gain efficiency. It is not about getting from the Port of Prince Rupert to CN's Memphis distribution center. It's about getting there faster with what reliable forecasters predict will be exponentially growing freight traffic.

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What price efficiency? Also real is the CREATE program, the agreed to, approved, partly-funded plan for freight decongestion through Chicago helping all 6 Class 1 railroads and the communities with existing rail lines.
The DEIS accepts CN's contention of long delays through Chicago with no

analysis. It accepts that there is an overall regional benefit in getting CN's goods to market faster with no real analysis. It will not look beyond 2015 for what this deal will really bring to communities along the EJ&E and along what will be the backfilled tracks where CN currently runs. And there is no review of CREATE or even CN's, Central Corridor, part of the CREATE or any other alternative. Because they do not exactly fit CN's overly narrow purpose and need statement which the DEIS accepted wholesale. Reality is that SEA can under NEPA review alternatives even if they are outside of SEA's jurisdiction.

The DEIS suggests mitigation

possibilities and working out deals with CN. The reality is CN is offering no real money to solve the problems it creates and is banking on the STB to hold to precedent which has railroads pay virtually nothing for mitigation. And the reality is the communities and state and federal governments do not have the money to fix the problems even if they wanted to fix these CN-created problems. Talk is cheap. Solutions along the J are not.

The reality is approval of this deal will be a huge victory for CN's bottom line, a potential death sentence for Barrington and a nightmare for the entire region's taxpayers and commuters.

MS. ADAMS: Maggie Bosley, James Wallace and Steven Miller.

MS. BOSLEY: Hello. My name is Maggie Bosley and I am the director of community and financial services for the village of Barrington.

As the chief financial person on staff for the village of Barrington, my top priority is the physical health of our community.

I am very concerned with the misrepresentations and omissions in the draft environmental impact study regarding the negative financial impacts to Barrington if the CN acquisition is approved.

First the DEIS said that there are 15 grade crossings in the region that will be affected due to the effects of this possible CN acquisition and only one of them was a Barrington. We are a confident that there are actually three grade crossings that will be -- will be substantially impacted in Barrington if this acquisition is approved.

Providing grade separation at

each of these crossings is estimated to cost upwards of $80 million each which means that Barrington would have to have $240 million in funding for grade separations.

The DEIS reports state that CN would be obligated to pay between 5 and 50 percent of those costs. In our case, where would the other 120 to $228 million come from? The DEIS did not investigate whether there will be federal, state or local funding to contribute towards the shortfall.

The State of Illinois agencies have clearly stated after this DEIS report was issued that Illinois is not in a position to fund any grade crossings that

would result out of this transaction.

As for local funding, I am here to let you know that the village simply does not have this funding available. By state statute, we have a legal debt limit and the maximum amount we can lawfully borrow is only a minute fraction of that

120 to $228 million that we would need.

Furthermore why should the taxpayers of Barrington be responsible to cover the costs that are incurred due to private railroad pursuing profit.

The draft statement included only the possibility of federal, state or local funding without taking government fiscal realities into account is nothing more than an empty promise to the communities that will be impacted.

Second, the sales tax base will be negatively impacted if the CN transaction is approved. And this affect was not addressed in the draft statement.

If the transaction is approved, the congestion caused by the rail traffic increases consumers will be unable to get to their local establishments which will erode the business activity in Barrington

and all along the EJ&E. This impact will be significant to Barrington in that 30 to 40 percent of the general fund relies on sales tax revenues.

Third, the DEIS did not adequately address the negative impact to the property values if the transaction is approved. I implore you to not approve this transaction.

MS. ADAMS: James Wallace followed by Steven Miller and Kathleen Leitner.

MR. WALLACE: Good evening. Thank you for giving those of us who will be affected by this proposed acquisition the opportunity to share with you our concerns over the draft environmental impact statement.

My name is Jim Wallace. I'm the deputy village manager for the village of Barrington. And as someone who has reviewed many developmental proposals over the years, I respectfully request that the STB review the impacts of this proposal from what I consider to be a fair and balanced perspective.

When the village reviews proposed developments of existing facilities, we attempt to anticipate the problems that will arise and the adverse impacts that will occur as a result of that. We simply either do not allow the development to occur or we require appropriate mitigation.

Mitigation by a developer is required when they have to counteract

direct affects of their development or when their development will result based on accumulative affects over time in the reaching of certain milestones that will require additional offsite work.

For example, often is the case that developers are required to add roadway turns and provide capital improvements, pay for intersection improvements and the like and dedicate land for public use.

When developers are unable or unwilling to mitigate their adverse affects, we don't approve their developments.

One thing that everyone agrees on in this matter is if this acquisition is approved there will be significant impacts on the vehicular traffic.

The village of Barrington is undertaking studies on three of the four places where CN intersects major roadways in our village. That's US Highway 14, State Route 59 and Lake Cook Road.

We expect to find and will be

submitting documentation of this that the

impacts of the increased freight traffic will result in significant affect and substantial affect on these three intersections.

We believe it's only fair that CN will be required to bear the cost of mitigation for these affects. It is only their development that is causing the need for grade separation therefore they should be required to bear the responsibility for it.

We believe -- we believe that the environmental impact study should duly recognize these three substantially affected intersections as well as the other negative impacts that will occur in the village of Barrington and up and down the line. We respectfully request you do not approve this acquisition. Thank you.

MS. ADAMS: We have Steven Miller and Kathleen Leitner and Tom Leonard.

MR. MILLER: Good evening. The DEIS states the threat of additional trains past the 2015 estimates seem unlikely, yet all the information we received from the US

Department of Transportation have estimates that exceed 75 percent growth of projected rail traffic. With that additional pressure and demand, if approved, I feel the DEIS should take this into consideration along the whole line an accurate estimate of the impact on our communities and others.

Also a community that depends 100 percent on water from shallow aquifers, it would seem that the environmental impact study would have extensively looked at the effect of the hazmat spill and its effects on the water supplies of communities that depend upon this water source and have no other infrastructure to deliver drinking water.

Not only that, concern is layered with the poor safety record that CN has exhibited in Canada and also in the US.

I don't understand ignoring of this safety record. It is to me like saying ignore the man behind the curtain. I feel we need analysis and knowledge of ground water and aquifer vulnerability.

I would ask that the environmental impact study be much more

extensive and study hazardous materials.

Thirdly our community is most concerned about safety reaction time to life and death situations. While we have a response system on both sides of the tracks, our hospital is located on one side. Assuming our paramedic, fire and police equipment are not caught, and that's a big assumption, in a gridlock, the other hospitals are at minimum of five to seven additional minutes to get critical care.

As a trustee, I have the privilege, believe it or not, of exercising public safety. And any statistical analysis doesn't speak to reality when it comes to public safety. I can attest to the fact that an hour can go by without a

single emergency, followed by two or three in a 15-minute period of time.

When this occurs, we need personnel from both sides of the tracks to get to one side or the other as quick as possible.

As a trustee, I am asked to make decisions that affect commerce and personal lives. So are you. I appreciate very much the conflict you are dealing with, but I

must ask that what we ask of our business partners and that is for a win-win.

At this time, all we see is pulling trains from areas that have substantial infrastructure and placing them through communities that have little or none so one company can benefit.

Thank you for your consideration.

MS. ADAMS: Kathleen Leitner, followed by Tom Leonard and Greg Summers.

MS. LEITNER: Good evening. Good evening. My name is Kathleen Leitner. I am the village president for Village of Tower Lakes, a small village six miles to the north of Barrington.

Tower Lakes children attend Barrington schools including the two middle schools and the high school all of which are located in the village of Barrington. In addition, most of our residents travel through Barrington utilizing Route 59, Route 14 and Lake Cook Road on their commute to work. We share these roads with

residents from communities as far away as Algonquin, Crystal Lake, McHenry, and the Fox Lake region. All of us funnel into Barrington making our way to the interstate highways and the Chicago area.

My comments this evening are directed to the three factors employed in the DEIS delay calculation and how those calculations need to be corrected as applied to Route 59, Route 14 and the Lake Cook Road at grade crossings.

First, the basic variable employed by SEA in determining potential vehicular delays at grade crossings is the projected average daily traffic or ADT count. It appears that the ADT count used by the SEA are vastly underrepresentative since the SEA projected 2015 figures are far below the current numbers counted by Barrington itself.

If the 2015 projections for increased traffic are today's counts, clearly the ADT calculation demands further scrutiny. Such scrutiny would indicate greater traffic counts at Route 14 and Lake Cook EJ&J crossings, clarifying that Route 59 is not the only EJ&E crossing in

Barrington bearing heavy traffic and in need for mitigation.

Second, trains lengths used by the SEA in its delayed calculations incorporate figures provided by CN but do not reflect statements made by CN regarding length of trains they hope to run of up to 12,000 feet, and that's from the June 4,

2008, Terrace Standard. The DEIS delay calculation of train length needs to incorporate CN's stated train length. Considering these longer lengths will show that in the Barrington area more than one major intersection will be blocked at a time, often these three major intersections at once.

Third, trains speeds provided by CN for use in the delay calculation do not reflect current actual speeds which are substantially slower than speeds used in the DEIS calculation. It is highly questionable that the higher speeds projected by CN can be achieved when freight trains on this line will have to be integrated with commuter train traffic, other freight traffic and highway traffic. Using current speeds, projected delay times

will easily double at each grade crossing.

With undercounted ADT's, artificially short trains length and unrealistic trains speeds used in its delay calculations, we in this area cannot accept

the DEIS conclusions which result in an undercounting of the number of grade crossings in need of mitigation in the Barrington area.

We respectfully request the SEA to conclude that far more mitigation is required of CN in the Barrington area or the transaction cannot be approved.

MS. ADAMS: Tom Leonard followed by Greg Summers.

MR. LEONARD: Hello. By name is Tom Leonard and I am the superintendent of Barrington School District 220. I'm here to speak on behalf of the children in this area.

We are a school district of over 9,200 students and 1,000 employees. Our district covers 72 square miles encompassing all or parts of 12 villages. The EJ&E tracks cut through the heart of Barrington 220 School District. We are deeply concerned about adding freight traffic on this line for three main reasons. Safety, efficiency and cost.

First safety. Many of our children walk to their neighborhood schools. This high school of over 3,000 students is 600 feet from the EJ&E tracks. The main walking route for this high school must pass over the EJ&E lines causing hundreds of students to cross the tracks twice daily. Statistically this will undoubtedly increase the risk of accidents. Emergency response times to our school will

compromise our ability to meet the medical and security needs of the children.

Second, efficiency. Our bus transportation complex is located in the center of this village to provide the most efficient and economical transportation routes. Since the EJ&E lines cut through the heart of the district, we are also right on those train lines.

Our busses cross EJ&E lines over 840 times per day. An additional 5.3 minute delay every time a train comes through this area will have a ripple effect, resulting in delays to the start of school and added travel times. Decreased efficiency will compound throughout our daily schedule to create situations no amount of mitigation will make acceptable.

Costs. My third point. Added busses along the routes increase transportation costs will all need to be borne by the school district. If that is the choice, then the residents of this school district will need to make hard

decisions about investing in and maintaining quality of education versus the amount of gas we pour into fuel tanks as we reconfigure bus routes or the idle time at railroad crossings.

Requiring taxpayers to favor freight trains and fuel costs over classroom needs or to chose between locomotive and learning is not fair to them or to the nearly 10,000 children in our community.

My conclusion. The EJ&E acquisition by Canadian National, if it becomes a reality, will adversely affect the welfare of students, staff and residents in the Barrington 220 community, particularly in safety, efficiency and cost.

We appreciate your consideration of these concerns. And I thank you for your time.

MS. ADAMS: We next have Greg Summers followed by Eugene Dawson and James Daluga. I remind everyone please state

your name and who you represent or the town that you are from.

MR. SUMMERS: Greg Summers, and I am the director of engineering and building for the Village of Barrington.

In the few brief minutes I have available, I would just like to point out a

few material flaws in the draft DEIS and some additional details not contained in the document.

The DEIS, as drafted, fails to properly review the alternatives to the proposed EJ&J. At a minimum, the analysis should have addressed CREATE as a viable alternative to the ultimate goal of moving freight through the region. The DEIS excludes consideration of exploring possibility of utilizing routes through less populated areas.

The CN proposal, if approved, can have a detrimental impact on the EJ&E Quiet Zone, which was long pursued by the village and zoning communities in the region, especially including the crossing at Route 59 that is not currently included in the EJ&J Quiet Zone.

While the DEIS recommends that the CN bear the costs associated with maintaining the Quiet Zone throughout Barrington in the present day, it does nothing to address other communities nor does it address effect. These zones are reviewed every three years.

Volume of traffic is one of the

many considerations taken into that process. Increased trains would inevitably lead to increased traffic and pedestrian conflicts, which will increase the safety demands, ultimately result in a loss of Quiet Zone status or prevent quiet zones such as the Route 59 crossing.

I recently had an opportunity to meet with representatives of the Canadian National here in the community and view the areas that would be currently. Proposals by the CN for mitigation were minimal at best and wholly inadequate for addressing the impacts of their proposal. These proposals consisted of sound walls, which are both impractical and unsightly. And

representatives went so for as to point out in installing the sound walls, they would remove all the existing green growing on their right-of-way. So actually residents can gain an unsightly wall and lose the trees that buffer the existing rail track.

Several other questions proposed to the CN at this meeting and were met with a lack of appropriate answers. When asked about the noise level of the CN trains and the ambient level of EJ&J trains, they

stated that they weren't sure, but their trains were newer and probably quieter than EJ&J trains.

When asked how that compared with a proposal doubling the speed from 22 to 45 miles an hour would they still be quieter, they were completely unable to answer the question.

When asked about public vibration levels from a faster, longer train with double stacked cargo would compare, they changed the subject.

In conclusion, CN has proven it

does not have a handle on the real burdens imposed on the communities that it intends to pressure its way through.

While the STB document does not go far enough to identify all of the consequences and externalities of the picture, it does go far enough to reveal that this solution is wholly inadequate and should be denied in its entirety.

MS. ADAMS: James Daluga, David F. Nelson, Denise Pieroni.

MR. DAWSON: I am Eugene Dawson. I am the supervisor of Barrington Township. I would like to address three points. The first of which are medical emergencies. Let me begin by stating that we service the area of five hospitals, Advocate Good Shepherd in Barrington, Sherman Hospital in Elgin, St. Joe's in Elgin, St. Alexis in Hoffman Estates and Northwest Community Hospital in Arlington Heights.

With the projected length of trains from 6,000 feet to 10,000 feet that be passing through Barrington, the potential of shutting off the ability to cross the tracks will negate three hospitals, three. Which means that during the golden hour, that time which a person

needs to have the time to get to the proper care and proper substance to keep them going, it will not be there because of the distance, that the folks will have to go to St. Alexis in Hoffman Estates and also Northwest Community in Arlington Heights.

Keep in mind, however, that when

we talk about these hospitals, those are the ones that can care for the folks immediately.

In that golden hour, if you do not get there on time, it's not the Canadian National that's out of luck, it's you that's out of luck, the patient.

The safety record, public safety, the safety record of Canadian National leaves a lot to be desired. In their country, Canadian National remains under scrutiny and heavy pressure. In 2005, the government of Canada found 54 percent of locomotives, 50 percent of train brakes and 26 percent of crossings defective.

A 2007 report by the Canadian Parliament found a disconnect on safety issues on management and front-line workers. That report also highlighted what

company employees call a culture of fear when it comes to reporting safety-related problems.

There are approximately 800 bus

crossings a day. You heard superintendents speak about that. But let me make mention to that study of rail accidents back to 2001. It is apparent that some of these trains were carrying hazardous materials either in liquid or powder form that can lead to an exposure that does not have to exist. A train crossing at Geschulte and Main -- I might say Geschulte and Main are right over here. So if you had a tanker car go bad, all of us, including you folks, would be at risk.

National security, since 9/11, the United States has been on high alert to protect this country and its people at all costs. Keep in mind Canadian National is an $8 billion profit company. They are offering $40 million for 133 crossings.

I would like to conclude by saying when reviewing this information, please keep in mind that this could happen to you, your family, your neighbors and friends. This is not a not-my-backyard

24 situation, but another imposition of big

1 business on the backs of the little guys.
2 Thank you.
3 MS. ADAMS: James Daluga and David
4 Nelson and Denise Pieroni.
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1 MR. DALUGA: I am Jim Daluga. I am
2 a trustee in the village and chair and
3 finance committees for the Village of
4 Barrington. I would like to address two
5 major flaws in the draft DEIS. The first
6 is regarding the local tax base. For the
7 Village of Barrington, our fiscal health is
8 dependent on revenues derived from property
9 and sales tax. That revenue is used to
10 support school districts and obtain first
11 responder capabilities. The failure of the
12 DEIS to calculate the ripple effect harms
13 from a reduction in local business activity
14 and property values and then assess how
15 that will affect the tax base for the
16 Village of Barrington makes the DEIS wholly
17 inadequate in this regard.
18 There is also a total failure to
19 assess the ability of taxpayers to invest
20 in mitigation and an incorrect assumption
21 that communities have any negotiating power
22 with Canadian National. The DEIS states
23 there are 15 grade crossings in the study
24 area that require mitigation and provides a

1 range of mitigation options for

2 consideration. Even if we accept the point
3 of these 15 required mitigation, grade
4 separations are the only realistic option.
5 All the Quiet Zone will do is to assure a
6 patient lying in the back of an ambulance
7 that, while the 12,000-foot CN train is
8 passing, they might die in some relative
9 piece and quiet.
10 You heard from Maggie Bosley how
11 much it is going to cost to mitigate the
12 problems that CN is going to cause. You
13 also heard from Mr. Wallace about what the
14 Village of Barrington does when it comes to
15 private entities that promote a project in
16 the Village of Barrington. I can assure
17 you any project that is done in the Village
18 of Barrington will cause many adverse
19 effects.
20 We require the party presenting
21 the project to pay 100 percent of the
22 mitigation costs. They said they won't pay
23 the mitigating costs created by the
24 project. Why isn't CN required to do the

1 same thing? The CN has suggested a
2 possible reason. The CN has stated the
3 municipalities should bear the brunt of
4 mitigation cost because a grade separation

5 would benefit the municipalities, not CN.
6 That's like saying to me, Jim, we are going
7 to allow CN to beat you about the head with
8 a baseball bat 24 times a day, we know it
9 will hurt and probably cause permanent
10 damage, so you should probably get a
11 helmet, but we expect to you pay for the
12 helmet because it benefits you, not CN.
13 That is the most ridiculous thing I have
14 ever heard.
15 All I am asking is that if you
16 do approve this transaction, you do it
17 right then and make Canadian National, a
18 multi-billion dollar corporation and the
19 only one that will truly benefit from this
20 action, pay for the infrastructure needed
21 to keep them from destroying our town.
22 MS. ADAMS: Dave Nelson, Denise
23 Pieroni, Peggy Blanchard.
24

1 MR. NELSON: My name is David
2 Nelson. I am presently the Cuba Township
3 Supervisor, having served in that capacity
4 for years. I formerly served on the board
5 of trustees of the Village of Barrington
6 for 12 years, the last four of which I was
7 village president.

I work on Main Street in downtown Barrington. Most importantly, I am a 35-year resident of Barrington. I know how important safety and quality of life mean to our citizens.

First thanks to the great turnout, Barrington. We really appreciate it.

In Barrington we are concerned with many aspects of the purchase of the EJ&J by Canadian National. In our township alone there are four grade crossings where traffic will stop for an additional 15 to 20 trains each day. One revised grade crossing at Route 59 will not be enough to allow traffic to flow through our community. And who is going to pay for the

changes to the crossings?

It is my mind-boggling to contemplate the costs to recreate those intersections, not to mention the loss of time and business during the construction process.

The draft environmental impact statement does not adequately address this issue. Where will we get these hundreds of millions of dollars through taxes? What is

a realistic answer for this?

Barrington is the community that sees the big picture. We are a train community. The Village of Barrington was settled along the train lines. It is ridiculous for anyone to suggest we don't want trains in our backyard. We have 65 Metra trains and a number of EJ&J trains coming through our backyards every single day, with the possibility of 11 more Metra trains promised in the near future. And we have lived in cooperation with trains since the village was founded.

We have no problems with trains.

But we do, however, have a problem with an unrealistic number of trains that will breathe life as we know it to, say, a screeching halt. Many of the DEIS arguments are flawed and confusing. If the report can't keep its own facts straight, how are we to be confident that the information is anything near the truth?

By increasing the number of trains dramatically and all side effects of that change, most families largest investment, their homes, will be negatively impacted in a huge way, affecting safety,

schools, the environment and the day-to-day result of life.

The environmental impact statement view that only homes within 250 feet of the tracks will be adversely affected is unsubstantiated and unrealistic.

In Barrington we are not unreasonable people. We do not think we are special. But we do know right from wrong and fair from unjust. We do know a

bad idea when we see it. We do know with the price of a gallon of gasoline, more commuter trains would serve us better than more congestion and more idling cars burning gas while waiting for trains to pass. And we do know that family and homes are more important than the profits of a Canadian corporation.

Here is what keeps us awake at nights, the vision of the ambulances not being able to get to the hospital, toxic spills, detained fire equipment, derailments.

Homeland Security issues that are not addressed in overland transit, worsening air quality, noise pollution, all

in order to move freight a day faster. Please don't throw this wonderful American community under the train.

MS. ADAMS: Denise Pieroni, Peggy Blanchard.

MS. PIERONI: I would like to thank you for providing me this opportunity to address you. My name is Denise Pieroni and I am the village manager for the Village of Barrington.

Barrington has and continues to stay true to its principles of controlled growth, quality development and providing quality services to its residences and businesses to ensure that Barrington remains a great place to live or play.

During a meeting awhile back with representatives of the CN, a comment was made by one of the representatives that the CN should not be held responsible for correcting the problems created by the development policies of the village. I can assure you that if he had taken even the time to briefly research the village and

its development policies, he would have come to realize that Barrington takes its planning function seriously and is proactive in its approach to mitigation of possible negative impacts of any

development proposed within our corporate limits.

The village expects those wishing to develop a project in our community to accept responsibility for addressing the challenges that may be created by that development. Likewise, if the challenges cannot be addressed, then other alternatives such as developing elsewhere need to be pursued. Why should the CN be held to a different standard?

Even though the DEIS is flawed and deficient in its analysis impacts, it has been and will continue to be apparent by the information presented tonight and which will be presented throughout the comments period. Impacts on emergency medical response, on traffic, on air quality, on noise vibration and on the economy have been identified.

In Barrington these impacts meet the but-for test. But for the CN and their

proposal to increase freight traffic throughout our community, Barrington would

not be facing these challenges. As such, if CN through its own financial resources cannot mitigate these impacts, then CN should be not allowed to increase freight traffic through our community.

Unfortunately, with Barrington and the other communities along the EJ&J, CN is not willing to accept its responsibility to mitigate impacts of its proposed transaction, and just as this $8 billion Canadian corporation chooses not to accept its responsibility for safety as evidenced in recent articles regarding its safety record in Canada and which the DEIS neglected to take into consideration.

As for the claims that congestion across the region will be reduced, even CN admits when pressed that any such decrease in congestion will be temporary.

For argument sake let us assume congestion will improve in certain areas. These benefitting communities have indicated that these aren't concerns if we

know the problems and we have the ability to address them in advance. Shouldn't it be the STB's obligation to the impacted communities and their residents to ensure that these issues are addressed before any further freight traffic is allowed on this line?

In closing, I implore you to hold CN accountable for the impact of its business decisions. They should not be allowed to benefit financially from the definition of our communities.

MS. ADAMS: Peggy Blanchard, Colleen Meg. I would invite you to submit your remarks to the court reporter.

MS. BLANCHARD: Good evening. My name is Peggy Blanchard. I am director of economic and community development with the Village of Barrington. I am here to voice concerns with the DEIS preliminary impact analysis and comment on the economic and quality of life issues that would arise through the CN acquisition of the EJ&J.

Barrington center of commerce is located in the heart of the community surrounded by the EJ&J Railroad, the Union Pacific Railroad and three major road networks. This unique set of circumstances creates both opportunities and challenges for economic growth. Specifically, the major road networks and continued rail system provides opportunities for increasing exposure for businesses and transportation alternatives for our customers and employees.

But the rail and its competing use with the road system, however, creates challenges in terms of traffic congestion within our community. The EJ&J crosses

each of its major road networks. Increasing freight traffic from three to

five trains a day to 20-plus trains will create significant gridlock, thus impacting our local and regional economy resulting in, one, loss of corporate investment. Because of time delays and reduced productivity of its workforce, corporations will seek to relocate out of the community, which will result in loss of real estate tax revenue, decline in property tax revenues and increase in vacancies and increase in sales tax and overall burden on the local economy.

Loss of jobs, a family with jobs in a service and retail sector would be dramatically reduced as businesses seek to open in other areas due to consumers changing shopping patterns as a result of increased traffic congestion.

Will 20 trains rumbling through town everyday and tying up traffic on the major arterials that service our town be convenient for our customers and employees

to get into Barrington? The answer is no.

While grade separation on Route 59 along with Route 14 and Lake-Cook Road is an absolute improved necessity if this transaction is approved, the grade

separation on Route 59 presents significant challenges for the village. It would negatively impact access to existing commercial centers and identified redevelopment sites, making it difficult, if not impossible, to lease existing space and dooming any possibility of retail development in the area.

These impacts have not been thoroughly addressed in the DEIS. If it were effectively analyzed from my perspective, data would have supported the position of no further train traffic on the EJ&J through Barrington.

Based on the negative economic impacts to Barrington and the neighboring communities, along with an entire EJ&J line, this acquisition should not be allowed to go forward.

MS. ADAMS: Colleen Meg, Jim Arie, Dennis Burmeister. If no Colleen Meg, Jim Arie.

MR. ARIE: Good evening, my name is Jim Arie. I am the fire chief of the Barrington Fire Department. Throughout our jurisdiction, residents and commuters depend upon major arterial state highways and county roadways that are intersected by the EJ&E Rail Line. We rely on the same highways and roadways for prompt response to emergency calls and expedient transport of emergency medical patients to hospitals.

In 2007 a response time averaged

for emergency rooms throughout our area was 4 minutes, 16 seconds. Response time average for the same period for emergencies in the Village of Barrington was 3 minutes, 21 seconds. The response time, a vital component of emergency services, is far superior to the national standard of four to six minutes.

The proposed increase in EJ&J will drastically impede our ability to maintain the superior level of response service for the community at large.

Time, special response time has

a great deal to do with our ability to provide critically important emergency services in life and death situations.

My focus is on the second part of our emergency medical response, which is after we've reached the patient and before the patient arrives at the hospital. Eighty-six percent of our patients are taken to Advocate Good Shepherd Hospital, our closest trauma center and cardiac cath lab, which is located less than two miles from the corporate limits of the Village of Barrington. At least a third of those patients would be potentially reverted to

hospitals in other communities due to increased freight train traffic or stopped freight trains, blocking access to Good Shepherd Hospital.

As an example, a patient transporter from the Garlands of Barrington, a continuing care center, to Good Shepherd Hospital with no train blockage at the Route 14 EJ&E crossing will arrive in seven and a half minutes. A

patient being transported from the Garlands crossing at 14 if blocked by a train would not be taken to the closest hospital.

Instead, that patient will be transported to a hospital at Hoffman Estates in 12 minutes or to Arlington Heights in 13 minutes or to a hospital in Elgin in 18 minutes.

For patients with life-threatening trauma emergencies, we need to get our patients quickly to the hospital. If we can, then we give the patients the best chance of survival. We take patients to hospitals that are further away and encounter a domino effect of much longer response times and more coverage areas not protected by the emergency

resources.

Given the direct impact of increased rail traffic on essential local services, blocked rail crossings, especially those crossings on Route 14 and Lake-Cook Road, Route 59, bring about serious life-threatening issues that no

doubt have an adverse impact of the life we protect and serve.

Even if there will be a proposed single grade separation at Route 59, this will not solve the safety problems.

I implore the Surface Transportation Board to require grade separations at three crossings, right 14, Lake-Cook and Hough Street. That intersects eight highways within our community. I request any increase in freight traffic not be allowed until such grade separation is accomplished. Thank you.

MS. ADAMS: Dennis Burmeister, Janet Agnoletti, Steve Roberts.

MR. BURMEISTER: Dennis Burmeister. I am director of public works for the Village of Barrington. I would like to expound on Trustee Miller's comments and those previously commented on and as well as impact comment on public works and our concern relative to response time often in support of public police and fire emergencies.

Our public works department provides typical public works services to over 10,000 residents of Barrington and, through intergovernmental agreements, provides services to residents of both the villages of Inverness and Barrington Hills. One of the most critical services we provide is potable drinking water.

The Village of Barrington, like many other communities along the EJ&J corridor, does not obtain its water from Lake Michigan, but rather draws its potable drinking water from wells located in either the shallow sand and gravel aquifer or from

the shallow limestone aquifer. The Village

of Barrington has wells located in both aquifers.

The DEIS examined the potential effects of the increased freight traffic on water resources, including the effects on groundwater aquifers. DEIS identifies several areas along the EJ&J whether the shallow groundwater aquifers have a high susceptibility of being affected by a hazardous spill.

A risk to the groundwater exists today, albeit small in comparison to the ten-fold increase in the length and numbers of the trains if the sale is allowed to happen.

The DEIS failed to adequately address increased risk of groundwater posed by the increase in the number of trains per day and the increased potential for accidents involving other trains. Increased risk does not take into account the potential increase in the types and amounts of hazardous materials being transported nor in my opinion does it take

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into account the potential concern regarding CN's commitment to safety.

An article in the July '08 issue of the Canadian Magazine, Canadian National said just a little over a year ago Paul Miller was CN's first chief safety officer. The article also states that this month July transportation minister Lawrence Cannon issued an emergency directive ordering CN to replace faulty wheels which have been linked to several derailments. There are other issues in this and other publications alleging issues of safety.

However, in my opinion these two examples underscore that potential safety concern. If CN had not recently gotten a chief safety officer, how seriously have they been taking the issue of safety? And if there were defective wheels, why did it take an emergency directive ordering CN to replace those wheels?

I point to these two examples under the ten-fold increase in freight traffic as well as the unknown increase in

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the types and amounts of hazardous material

transported to highlight an increased safety risk to our water resources that this acquisition will have, and more specifically the risk to groundwater resources as reason enough to deny the sale of EJ&J to the CN. Thank you.

MS. ADAMS: Janet Agnoletti, Tim Roberts and Nancy Schumm.

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MS. AGNOLETTI: Janet Agnoletti, Executive director of the Barrington Area Council of Governments or BACOG. BACOG is a regional planning organization. It's

members are nine local governments. In fact, the Barrington region covers over 80 square miles and represents over 35,000 people.

BACOG opposes the proposed CN transaction. BACOG has submitted a variety, a myriad of comments on this proposal which have received very little consideration in the EIS. The EIS ignores impacts on groundwater. And this is the topic of my comments tonight.

BACOG has conducted extensive research on the shallow aquifers over the past several years. Because BACOG recognizes that groundwater is the only source of water supply to this area, the Village of Barrington has a public supply, but all the other BACOG towns and the BACOG town residents have private wells in their backyards or in their neighbors. All these

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wells are getting their water from the same interconnected aquifer system. This is the same water source, the shallow aquifer system.

In addition to Barrington's public wells, there is about 800 existing and planned backyard wells within about a

mile of the railroad within just the BACOG boundaries. And in the entire 80 square miles of BACOG, we have about 6 to 8,000 more individual wells sharing the same groundwater, the same source.

Hazardous materials train spills occur with regularity and frequency. The draft EIS acknowledges the potential increase in hazmat spills but states the likelihood of release would be remote, less than once every year, especially for groundwater. One is too many. That's a quote from someone else. One is too many.

The EIS does not consider the Canadian safety record. The Canadian safety record is significantly worse than the U.S. record, and this would elevate

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that spill potential quite a bit. That Canadian safety record needs to be used in the final EIS.

The wells here are shallow. Our wells are in the range of 50 feet below ground surface to a couple hundred feet below ground surface, most making them particularly vulnerable to contamination. We are concerned with the hazmat spills dropping contaminants which may seep

directly down into the aquifer. We are concerned that storm water carrying contaminants to recharge areas where they can seep into the aquifers.

We are also concerned there is contamination in one part of the aquifer and it can move to other parts of the aquifer because of groundwater flow. If anything happens to our water supply, there is no Lake Michigan water, no river water, no other water. And in our region there is little in the way of infrastructure to distribute water from any other source.

We have submitted in February

and May data and maps about groundwater from our research. We -- your consultants say that the risk is low. Number one, we don't believe that. We don't accept that. And, number two, the consequences are so high to the people of this community that we think it is warranted to do a more comprehensive study of groundwater than has been requested. Thank you.

MR. ROBERTS: My name is Tim Roberts, Village Trustee here in Barrington.

I have four points about the DEIS.

First, there's been no review of the alternatives. There are alternative solutions available to us. It's appalling that we're not going to look into them. In fact, the DEIS completely eliminated grade as a reasonable alternative to this acquisition. Why?

Second, good decisions come from good information. Yet, the DEIS is filled with unsubstantiated claims based on unsourced data. For example, noise and

hazardous materials. The DEIS uses "analysis" and "mitigation thresholds" that are not only unsubstantiated but that have actually been criticized by the Environmental Protection Agency and the Department of Transportation.

Why intentionally use bad information? Why rely on unsubstantiated

and unsourced data?

Third, along the same vein. The DEIS uses contradicted data. Take for example the operational air emissions methodology. The DEIS uses two sets of fuel use estimates. It seems the first set of numbers revealed that the pollution could pose a threat to Chicago's federally required air quality standards. Those numbers were 374 tons per year. That number was too high. So Canadian National gave the STB some new numbers, 95 tons per year. How does Canadian National explain this? Not very well.

Four, the DEIS fails to look broadly at indirect and cumulative effects. This sort of tunnel vision is simply inexcusable, especially in the context and times we live in.

The DEIS dismisses any arguments that prove consequences not immediately adjacent to the EJ&E rail tracks. It says it isn't in their purview but environmental regulations require it. I'm talking about

air quality, I'm talking about Homeland Security. Why does the DEIS refuse to deal with these issues?

Here's the bottom line: Canadian National is all stick and no carrot.

Canadian National is spending money on PR claiming that they will work with communities. Yet, we have been dismissed and put off. We've tried to find solutions and they've shut us down at every turn, and now we're being bullied. Yes, bullied.

Canadian National is a huge profitable foreign company. It has bullied the Village of Barrington and they've clearly bullied the STB, an agency of the United States Congress.

For one, I don't care much for bullies.

Lyndon B. Johnson once remarked that, If you let a bully come in the front

yard, the next day he'll be on your porch.
I say, Enough is enough.

Canadian National is already on our front porch filled with empty promises and fulsome threats. They have demonstrated that their promises mean nothing.
We, the people of Barrington, are not unreasonable people, but there is nothing reasonable about the way Canadian National has bullied us. It is time to knock the bully down. Please do not approve this transaction.
Thank you.

MS. SCHUMM-BURGESS: My name is Nancy Schumm-Burgess. I'm the Executive Director of the Barrington Area Conservation Trust.
Our vision is to preserve the open space rural character and scenic historical, recreational, and national resources of the Barrington area. As a not-for-profit with environmental concerns, we have several reservations and concerns about this EIS.
By its very nature, the EIS is required to address environmental concerns and at the very least comment upon them, but this statement does not and omitted several important material information.
The SEA identified that it received its biological data from several agencies; however, they did not list the Forest Preserve District of Lake County, Illinois as one of their resources or the Flint Creek Water Plant published earlier this year. There's significant data missing for our region with this omission.

The SEA does confirm that the Chicago wilderness area offers refuge to native wildlife that this network of wild spaces contains globally significant natural communities. However, no protection strategy or estimate of the impact to these communities has been clearly identified.
For instance, they recognize that de-fragmentation is one of the largest contributing factors to the habitat degradation for a large number of species. It does not identify the recommended resource protection areas recognized by both the Chicago Wilderness and the Chicago Metropolitan Planning Agency. If they had included this data, they would know that this area is one of seven remaining largest continuous regions of non-fragmented national resources, and, in fact, the only thing that bisects many of these natural resources in this area is the EJ&E line. The increase of rail traffic along these lines will absolutely affect the migration, diversity, population, density, and quality

of life of these natural resources as well as the humans that inhabit them.

The EIS acknowledges that certain wildlife is killed by railcars regularly, but they don't keep any records of animal kills on any of the lines.
The EIS confirms that the condition of these present habitats ranges from low quality to high quality and that certain high quality areas can be negatively impacted by land use changes, and, yet, they do not address the negative impact to these areas that will occur because of our own increase of traffic, vibration, and leaching of materials.
The EIS claims to have confirmed the quality of these areas by limited field investigation, railroad right-of-ways, and a rail trip. Where is the field data for these investigations? How can natural areas be investigated from public roadways? They acknowledge the Illinois Natural Area Inventory areas, including Cuba Marsh Forest Preserve, Crabtree Nature Center,

and Spring Creek do exist in this area, but they never address what measure could be taken to protect them from increased CN Railway use and what impact that increased traffic will have on those areas.

They admit that Barrington had vibrational measures well above the normal, but at the same time they claimed to have equipment malfunctions at all of these sites. Were these actual measured? We would like to know some answers.

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MS. BRADFORD-WHITE: I'm Mary Bradford-White. I'm the President of the Barrington Area Conservation Trust. I'll finish up with the comments on this report.

EIS identifies Barrington as having unacceptable mobility because of the combinations of a roadway operating at LOS E through F and two rail lines crossing

adjacent to downtown Barrington but offers no solutions.

EIS confirms that groundwater protection is an important issue for consideration. Given that, there's no data that studies the vibrational affects of increased rail traffic or increased haz-mat risks along areas of thin "highly permeable materials" such as important groundwater recharge areas. These areas have been identified in recent studies that are omitted from the report, including but not limited to Flint Creek Watershed Plan of 2008.

How does CN plan on identifying and addressing the impact to these systems?

The EIS identifies surrounding roadways as alternatives during times of high traffic. Do they consider these true alternatives? Have they addressed these issues with individual or metropolitan plan commissions? Have they identified the impact to the communities affected? How do they plan on addressing the impact of increased traffic to smaller roadways designed for lighter traffic?

The EIS claims that it will

address global warming issues like fuel usage or climate change but never really addresses this directly. What will the actual proposed impact be on the local communities, including, but not limited to, increase in traffic wait times at rail crossings, increased heat island profile based on figure 3.9-3?

In conclusion, while this report claims to be an environmental study, there's very little real environmental data that identifies potential problems and potential solutions to those problems.

Increasing rail traffic to semi-rural areas will have real impacts to the local flora, fauna, and quality of life of the residents, both human and animals. This report sorely lacks the information to determine what those impacts may be and how they may be resolved.

MR. LAWLER: Good evening. My name is Jeff Lawler, and I serve as the police chief for the Village of Barrington.

I have spoken with and written to you previously about my concerns regarding the acquisition of the EJ&E Railroad by the Canadian National Railway. Those initial concerns have not been abated in the Draft Environmental Impact Statement.

My Village residents, employees, and our local businesses and visitors will be inaccessible to police services with each passing freight train in the bifurcated community that is being considered. If you call police and need emergency help, a one-minute, two-minute,

or a three-minute delay can be a lifetime, literally. Ask our victims of domestic violence if they have concerns regarding police response time.

When the EJ&E is blocked by a moving train or a stationary train, I have no access to the wrong side of town. My

closest access to grade separation is in the next community to the south to the overpass on Algonquin Road in Barrington Hills. From the center of Barrington to the high school where we're meeting tonight is an 8.6-mile trip on busy, winding, hilly roads. My next closest access to grade separation is via drive through Deer Park, the next community east of Barrington; then Lake Zurich, the next community to the north of Deer Park to an underpass on Grand Road. A trip from the center of town to where we're meeting tonight would be 12 miles.

This is excessive and literally risks lives. The lives of the public the police are responding to help, the lives of the motorists that we endanger on the way to the emergency, and the lives of the first responders driving to or who are

waiting for help themselves involved in situations.

This should be cause enough to deny this acquisition.

But I have additional concerns.

Through twisted logic, the report indicates that there will be a small potential decrease in accidents between CN's current line traffic being moved to the EJ&E. I'm not impressed with the potential increase of main track accidents increasing in my area of responsibility in the order of magnitude of greater than 20 percent.

Statistics can be made to show anything. While citing the potential increase in hazardous material releases on the EJ&E line when managed by CN, the report goes on to say that a release is a remote event and that currently used CN lines will have a substantial decrease in the risk of hazardous material release. That judgment provides me with little comfort when the carloads of hazardous materials through my town increase tenfold in number.

The primary beneficiary of this

acquisition relocating freight traffic from

its current line to EJ&E line is Canadian National Railroad. The public interest is not served by this acquisition, just the interest of the Canadian National Railroad.

MR. ANDERSON: My name is Jeff Anderson and I'm a Village Trustee for the Village of Barrington.

Before I make my remarks, I would just like to thank the residents from this village and community for making their remarks tonight.

I read the executive summary, and I was asking myself this question: After hearing a lot from CN regarding the benefits of what they call the winner communities and the loser communities, those winners being on the yard and the losers being on the inside line, your executive summary has three interesting facts, more noise, more grade crossings, and more fuel. How does that make us winners and -- or us winners and them losers? It's just incredible to think that more noise on this line, more grade crossings on this line, and there's more fuel that's going to be used by the trains on this line to maintain the status quo.

I would also like to make a

comment about the absolute stop. Lake

Zurich Road is at the point where the train potentially would stop if there was a UP line train going through. You mentioned in your executive -- Appendix D of your report that 6,829-foot train could take upwards of eight to nine minutes to clear the Village of Barrington. What happens if it's a 8,000-foot train or a 12,000 foot train? Much has been made about 40 miles an hour speed limit through town of the CN line. How do you explain at a minimum eight to nine minutes on a 7,000-foot train coming through town and listening to all the things that our public safety and school district officials have made tonight?

Thank you.

MS. LAMBERT: Good evening. I'm Karen Lambert, president of this community's medical center, Advocate Good Shepherd Hospital. In the Draft

Environment Impact Statement, the Canadian National contends that the EJ&E acquisition has unquestioned benefits for the public interest, and I'm here tonight to question these benefits.

The draft impact fails to acknowledge the impact that the increased train traffic will have on the accessibility to lifesaving medical care. In fact, in the medical facilities section for the Barrington communities, it devotes just one sentence, No public at-grade crossings are within two miles of the emergency medical facility, Advocate Good Shepherd Hospital. As a result, it didn't study whether the community's of acute care hospital would be accessible or not.

The stated rationale for this two-mile metric is that typically beyond two miles from the tracks, it tends to

diminish the probability that Canadian National train traffic would interfere with emergency medical responders. The two-mile metric is not feasible given Barrington's unique geographic and road configuration. In addition, the inaccessibility to alternate hospitals during critical

life-threatening conditions makes the two-mile metric inappropriate.

Across the five miles of railroad that cuts through Barrington lies five westbound roads to reach the hospital. Five roads in five miles with five at-grade crossings that separate ambulances from delivering patients to our emergency department.

DEIS did analyze our EMS's ability to respond to a patient's call for help, but it ignored the question of the other critical half of the first responder equation: Will emergency services be able to transport and deliver their patients to the community's critical care facility? In our evaluation, the answer is a resounding,

no.

This proposal offers no sound answers to critical public health and safety issues. These are issues that must be urgently and effectively addressed. The proposed action in its current state will cost lives. Patients are transported by ambulance because it's an emergency. Emergencies demand urgency, not delaying treatment for critical patients.

Mortality rates for our communities will increase. Only an acute care hospital can deliver certain life-saving procedures and time measured in minutes is always the enemy of a critical patient.

Overall, this proposed action will negatively impact patient outcomes and overall patient care for thousands of area residents, and that, by any definition, is certainly not in the public interest.

Thank you.

DR. GIANGRASSO: I'm Dr. Joseph Giangrasso, medical director for the emergency department at Good Shepherd Hospital.

I'm here to say if this acquisition goes through, the health and safety of our community would be greatly jeopardized. As I mentioned before at the public hearing the first time, patients lives will be lost. Very simple, if you cannot get the patient to the hospital to get the help and treatment, the patient would suffer. In emergency medicine, that

usually means they die.

Now, when we mentioned this before, CN representative was saying, Take them to another hospital. I'm sorry. That's very critically fought. What's even more disturbing is that DEIS contention and I quote, "The response to the actual scene of an emergency is the most critical action, not the transport to the emergency medical facility."

I'm an emergency medicine

specialist. Yes, emergency medicine is a speciality that now knows that paramedics do a great job. In our community, they do a wonderful job. However, they cannot give indefinite treatment.

I'll give you definite examples why people will die. Take heart attacks, the number one killer in our area. When a person has a heart attack, the blood vessel is blocked and no oxygen can get to their heart. The treatment for that is to take a wire from the leg and go into the heart and open that vessel. That's called a catheter. I'm sorry, the paramedics do not have a cath. Lab in the back of their rig.

Take your trauma patient. If

they're internally bleeding, they need to go to the operating room to find that bleeder and stop it. Again, paramedics are good, but they don't have the operating room on the back of their rig.

If you have a stroke, again, we now have medicine that could stop a stroke; however, certain testing can be done, one

of which is a CAT scan. Again, CAT scans are not in the back of an ambulance.

These patients need to get to the closest hospital, and to say they can go to any hospital is defectively flawed. I'm very disappointed that there was no study done showing that all hospitals are not equal. Our hospital has a cardiac cath. Lab. I don't think all of our hospitals in our area do. So if you need -- not all hospitals have open heart surgery. I'm sorry, if you need open heart surgery and you go to the hospital that does not have it, they're just going to airlift you back to us. All you do is lose time and probably suffer consequences because of it.

All three of the problems I mentioned before, heart attack, strokes,

trauma, they are all time sensitive. What that means is that, as we say in emergency medicine, for a heart attack, time is muscle. The longer it takes to stop the heart attack, the more muscle will die and

the more chance the patient will die. In a stroke, the same thing, time is brain. The longer it takes to stop the stroke, more brain cells die. Again, the more they die, the person will become totally disabled or even die. You personally only have so much blood in your body, so when you bleed internally, when you're out of blood, obviously, you're dead.

So, please, take very careful consideration before you make this acquisition go through. If you do allow this acquisition to go through, make sure that this mitigation is done and overpasses are done before the trains go through or people will die before then.

Thank you.

MS. RASEMAN: Good evening. My name is Beth Raseman. I'm a Trustee with the Village of Barrington. I'm going to focus on some of the issues with the conflict with Metra tonight and the economic value on this transaction.

Unlike many of the towns that the EJ&E intersects, we have a very heavily traveled commuter line. Commuter ridership is up dramatically due to the cost of fuel and road congestion. At the same time that CN's planning to add freight capacity to its lines, Metra is also planning to increase its capacity and expand further to the northwest. Barrington has been asked for support to increase the number of trains from the current 62 passenger trains a day to 73 trains a day. These numbers do not include the freight that is also handled every day on the Metra line.

There are many conflicts in the DEIS because the recommendations in the executive summary, the body of the report, and the appendices regarding the issue of

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the ability to coordinate these two intersecting lines. There are also many omissions.

In the Bottleneck Analysis that were run to model, the actual coordination of the capacity and the conflict scenarios along the track that included factoring in the longer trains that CN was to use, insight was given into the reality of the conflicts that will exist on the rails. This is to say nothing of the conflicts that will be generated along our roadways. In the report it states that the CN average train length would be 7,623 feet, an increase from the current average length of 2,509 feet. However, the average is not necessarily indicative of the maximum train length, which is moving towards 8- to 10,000 feet. Those are trains that are two miles in length. One of these trains would effectively block every major thoroughfare in Barrington, since the distance from Lake Zurich Road to Lake Cook Road is 1.1 miles long.

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In the appendices, Rail Operations Analysis states, These scenarios indicate that under some conditions 8- to 10,000 foot trains can operate on the EJ&E track without serious effects on the at-grade crossing for either the highway/rail or the rail/rail conflicts. However, these scenarios are not necessarily indicative of train operations as they would actually occur. The report also states that a train of this length has come to a hard stop at Lake Zurich Road would be 10 to 11 minutes to weave through the morning or afternoon rush hour.

We already know about how bad the traffic congestion will be here for our residents and the commuters who pass through our area. We were disappointed that the report analyzed the net economic impact on the region but said nothing of the impact on the towns along the EJ&E or the people who have to commute to jobs through these towns.

This transaction will have

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devastating effects on our quality of life but will also directly affect our sales tax

base that supports our infrastructure, roads, sewer, and water. You'll effectively be allowing us to destroy our economy, our neighborhoods, our community.

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MS. REINHARD: Good evening. My name is Linda Reinhard. I help represent the 1400 residents of Fox Point in Barrington.

I lead a business in China and I

travel there monthly. These goods to be transported on the CN line are exported from the newest, largest, deepest port in the world in China. It has enough output to support all of CN's phase two capacity of 2 million containers plus 28 million more. The impact study cannot stop at 2015 when CN has touted this link as their connection from the Port of Prince Rupert to the Memphis distribution centers.

This so-called Midwest express does not belong in Barrington, it doesn't belong in Chicago. The CN and STB must find a solution for the industrial thoroughfare that does not impose unacceptable safety threats to our children.

The current analysis significantly underestimates the impact to

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our communities. A meaningful study requires accurate answers to these two questions, One: What is the maximum potential freight over the next 20 years and how will it be carried? CN projects 400 percent growth by 2010. That equates to 82-mile trains. What happens ten years from now? The STB must require that CN

provide a realistic long-term plan which then serves as their freight limit.

What are the true delays? Based on the freight volume plan, an adequate projection must consider how the crossing of the 73 Metra trains and the 20 to 80 freight trains be scheduled. What are the resulting delays if the freight trains have to start from a full stop? Will the car traffic ever flow? A schedule must be created, traffic must be simulated in order to calculated the real delays.

Fox Point residents feel these trains jeopardize the safety of our children. CN's safety record is horrendous with 50 percent defects in their brakes and

26 percent defects in their railroad crossings.

Mark my words: With Barrington school buses crossing 840 times a day, accidents will happen and, yet, this is not even analyzed in your report.

Furthermore, hazardous material accidents cannot be deferred when they've already had a haz-mat accident in Canada and we're on a shallow water supply system.

The impact statement needs to

inform STB, Canadian National, and everyone else who supports this, including Mayor Daley, exactly what the real risk is to our children and our community.

Please take the time to do an accurate analysis. You owe it to our children.

Thank you.

MR. MANGANO: My name is Jeff Mangano. I'm a resident of Lake Zurich, Illinois. I represent approximately 200 residents that abut to the EJ&E.

My issue is loss of home value. If the STB approves this sale, overnight home values of 100,000 homeowners along the EJ&E will plummet; overnight homeowners will lose tens of thousands if not hundreds of thousands of dollars in lost value; overnight your decision will erase decades of appreciation, equity, and home value; overnight your decision will turn tens of thousands, if not hundreds of thousands of

homeowners upside down in their mortgages. Hard working, fiscally responsible homeowners and taxpayers will immediately owe more than what their homes are worth. Put yourself in our shoes for a moment.

The implication of this is catastrophic for many people, especially in a time when the real estate market is currently in shambles and foreclosures are at record levels.

We understand your roles are to promote fair and competitive trade in the real world industry, but you as Americans also have a fiduciary duty to your fellow citizens to make decisions that are not negligent. Approving this purchase can be construed as an act of negligence and most definitely an act of fleecing the American taxpayer.

Thank you.

MS. KEMP: I thank you for this opportunity. The railroad is not in my backyard, but it is -- the railroad is not in my backyard but it is in my community, in my Village, in my state, and my country.

As a citizen, I felt obliged to come here and to learn all that I could about the CN proposal, and I can tell you my conclusion is over months of looking at this, the more I learn, the more I say this can't be allowed. We cannot allow CN to come through our villages.

The proposed trains are not helping our country to grow stronger as much as they help foreign interests. We need our trains and our rails to get people moving, not freight.

From personal experience, I worked downtown for several years. I had a 3 1/2 hour a day round trip commute. I was

grateful for the train because it would have been much worse. That was without all of the congestion just trying to get to the train station. That was before this

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proposal.

I can't even imagine wanting to take myself, my grandchildren, and my family down there to go to the theater or to enjoy the beautiful City of Chicago.

People from all over, Wisconsin and Indiana, Chicago and all of our Illinois suburbs meet every day in Chicago. We make this a vibrant Midwest. We're not a rest stop. We're a very vibrant community that contributes to the viability of our economy.

We really need investment in light rail that's faster, smoother, and cleaner for people. We do not need CN's trains competing for the routes around our suburbs.

I believe train laws are really outdated, especially reading through your material. If you don't have the criteria of whether this is a competitive situation or not in the United States, that is no criteria for judgment impact in the United

States for a foreign train to come in here

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and compete for our railroads.

The initial arguments in this country to support trains had to do with helping people and the country's prosper and expand, not helping foreign companies use our rails and roads for international transport.

We cannot be fooled by the rhetoric about reducing local truck traffic or let one community get pitted against another. Chicago loses and we lose if people cannot get to work in Chicago. And, yes, we live in a global economy, but we do not have to destroy ourselves and get down to this potential level of pollution and probable hazardous material spills in our beautiful suburbs to even out the pain of the beautiful big cities that are train transportation hubs. We do not need the never-ending construction of towns along the EJ&E Railroad Lines, and we're not going to have our children be killed because of this.

What do we have to do? Stop

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them now.

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MS. OLIVER: I'm Sam Oliver. I'm a

resident of North Barrington. I'm a member of the Barrington 220 School District. I certainly echo what Doctor Leonard presented earlier regarding our school district. I'm also a member of the environmental community in this area, and I want to address four situations that really are potential environmental impacts of the proposed acquisition.

The first is so important that I'm going to repeat it. It's been mentioned, but all residents of the Barrington area depend upon a shallow aquifer system to supply 100 percent of our drinking water. The possibility of a hazardous material spill is of great concern. We have no existing infrastructure to deliver water from an alternate source and no access to Lake Michigan water. I want to a say a little bit more about that.

In this area we have very environmentally sensitive areas that would

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make a hazardous material spill difficult to clean up. The EJ&E line here is surrounded by wetlands, lakes and Cuba Marsh, which would make it difficult for

cleanup crews to access and operate in much of the area that could potentially be impacted in the event of a spill.

The second point another concern, and we've heard this but it's important, is that the increase in rail freight will result in degradation of our air quality through significant increase of backed up vehicles at crossings as our drivers wait and wait and wait for the trains to pass through.

Point three, the natural and open spaces in the Barrington area are unique features of our lives here. We have an amazing variety of plant and wildlife species in our area. Those species and their habitats have been recognized, valued, protected, celebrated and painstakingly restored here over many years, beginning as far back as 1970,

through the work of hundreds and hundreds of our citizens. There are concerns about disruptions in these habitats that would be caused by increased emissions, vibrations, wind effects and potential contamination.

And finally there is certainly concern that even more nonnative invasive

species could be introduced here through the freight traffic from around the world. As it is, so much of our time, energy and money is spent battling nonnative invasive species here such as buckthorn, garlic mustard, purple loosestrife, Asian longhorned beetles, gypsy moths, and on and on. The potential consequences to sensitive sites that we value such as parks, wetlands, nature preserves and forest preserves, as well as our individual properties must be seriously considered.

MS. QUIGG: I'm Catherine Quigg, and I have lived in Barrington for 42 years. Canadian National presents the most environmentally destructive situation that has ever faced our community.

Barrington depends on shallow groundwater aquifers for drinking water, unlike Chicago and some suburbs which get Lake Michigan water. Any contamination of water in our aquifers would threaten the public health, safety, welfare and ability of families and businesses to survive. There is a life and death difference between a rail spill accident in Chicago and one in our village. No amount of

mitigation will pay for contamination of Barrington's groundwater. No over or underpasses will solve this problem. We have no alternative water supply and virtually no possibility of obtaining water from Lake Michigan. Other northeastern Illinois communities already use the maximum allocation governed by Supreme Court ruling and international treaty.

Liquid hazardous material released from a CN train accident in Barrington could quickly enter our aquifers and permanently destroy our drinking water. Without drinking water Barrington will die.

However, the DEIS does not discuss the issue of precarious drinking water. But it does admit that increases in freight traffic on the EJ&E rail would have a corresponding increase in the risk of hazmat spills which could affect ground water sources.

A CN rail derailment in Canada spilled 194,000 gallons of heavy bunker C fuel oil across five miles of Wabamun Lake. Not until four days later did CN reveal that 185,000 gallons of hazardous, highly toxic chemicals suspected of being

carcinogens had also spilled into the lake. Residents were only belatedly told to stop drinking lake and well water. The provincial government issued an environmental protection order for CN to clean up the spill, and this is only one of numerous CN serious spillage accidents in the U.S. and Canada.

It is not surprising to learn the Canadian rail safety committee gave CN the lowest evaluation possible for safety

systems to offset accidents, noting that safety has not been a high enough priority. Look down the railroad tracks running through Cuba Marsh and our town and imagine the destruction of our drinking water if an accident occurs. Barrington shallow aquifers cannot withstand the same contamination voiced by CN on Wabamun Lake and its residents.

Even the most generous mitigation measures will not offset or balance the public safety. Please deny CN's appeal to take over the EJ&E railroad, for the health and safety of the Barrington area, its drinking water and its people. Thank you.

MR. MASTANDREA: My name is Terry Mastandrea. I'm the director/fire chief of the Lake Zurich Fire Rescue Department that provides emergency services within Lake Zurich, Hawthorne Woods, North Barrington, Lake Barrington, Deer Park, Kildeer and unincorporated Lake County.

The acquisition of the EJ&E by the CN will diminish our long-standing tradition of preserving and protecting the health, safety and welfare of our residents. The purchase provides no benefit and in fact will results in significant negative environmental impact for public safety.

The SEA accurately indicates the CN acquisition will have a significant negative impact on our ability to effectively respond to emergency calls but

does not address, or is flawed, in the following points: Train accidents on the EJ&E rail line are likely to increase by 28 percent but does not address the type, risk factor or local resource impact and

capacity. An increase from 5.3 to 20.3 trains per day with an increased 9.4 hazardous materials cars per train, which equals 141 per day, presents high risk challenges first responders will be mandated to respond to with little to no additional resources.

The SEA is silent and CN has been unresponsive after multiple meetings, emails and phone calls requesting information on proposed types and quantities of hazardous materials that will be transported.

The SEA does not address chemical release as far as spill, plume information for public protection for evacuation planning. Fifteen crossings are defined as being substantially affected. Two of them are within our response area, yet the SAE does not address the delays will have on public safety response times.

Without mitigation 11 fire

emergency medical service providers would potentially experience substantial effects.

The SEA is flawed in only listing Lake Zurich station 3 since the impact at all other stations and departments that respond for and provide support to that station will equally be affected.

Lives may be saved if advanced life support is initiated within four to six minutes. The SEA does not address the impact delayed response will have on the preservation of life.

Fire typically increases in size every minute. The SEA does not address the impact delayed response will have on firefighter safety and property loss to the residents or community tax base.

Major changes on rail lines that require major mitigation to address the significant environmental impact issues must be thoroughly reviewed.

Emergency responders must be unimpeded access across rail lines to ensure effective emergency services can be delivered during life-threatening events. Delays in our business are unacceptable and

mission critical to sustaining life and property and should not be worsened to appease the private sector's mission of simply generating more profit. The STB and applicant must be responsive to the basic public safety needs of a community and must be responsible for all actions, funding and infrastructure, to preserve those services.

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MS. MEYER: Good evening. My name is Janet Meyer, president of Barrington Chamber of Commerce. Our office is located in the heart of Barrington. We do represent the villages of Barrington which accounts for 15,000 employees, which 5,000 work in the heart of the village that are severely impacted by this.

Since we've heard of this proposed acquisition we have worked behind the scenes to educate a vast number of publics which definitely include the residents as well as the business community. In doing so we have solicited a number of letter-writing campaigns, and we have many members and residents that attempted to speak to you; and unfortunately I do not believe that their concerns have reached you because I have not seen that response in your report. So this evening I'd like to just brush tip on a few of the very significant economic downfalls of this proposal.

Let us remind you again, and I

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know you have heard this from just about every speaker here this evening, yes, we

have traffic in Barrington already; but we cannot address and certainly live with an increase in -- fourfold increase in traffic of trains. That is not going to work. This increase would cause significant delays already on congested or arterial roads. Emergency responders, and we've heard from all the experts here this evening, cannot reach those with emergencies. So obviously as a Chamber of Commerce, we are very concerned. Here at a time we're trying to plan for disaster preparedness we have to be concerned about this as well. So yes, we cannot deal with a community divided by trains that can be nearly two miles long.

I would like to urge you in behalf of this membership to really once again think here before you take the next step. As I said, almost 5,000 employees right here in the heart that are severely impacted by this decision. Examine the

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impacts of this transaction in depth, particularly the effect it will have on the livelihood of those already struggling businesses in the area during these economic times. Open up any paper. You

know in the community that you live in as well as Barrington, these are not pleasant times for any business owner.

This chamber represents over 750 members, 85 percent of them have fewer than five employees. They are barely making it in these times. You have added to that complexity and the problem has already begun. Since we have made the announcement businesses have stopped expanding. They are looking for new homes. This is not a good thing.

So, yes, again I will make my comments briefly because you are cutting me off, but at this point you can see this purchase causes real problems for our community. Without your protection we have no way of protecting ourselves so we are depending on you to thoroughly consider

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this impact. Stop the addition of trains. I don't believe in my heart that you can look in the mirror, make the decision to let this go forward with CN rails and live with that fact. So again thank you again for your time.

MR. LEE: My name is Bob Lee, and I have had the honor and privilege of

being part of this community and raising our family here for the last 29 years, but I'm horrified to think of the future if you allow this transaction to go forward. In your draft CN National railroad contends that their proposal has a substantial and unquestionable benefits to the public interest. I'm here to question those benefits. In light of the facts that you have heard our town will be devastated if you allow this to happen.

What benefit is greater than human life? Within 600 feet of where we're standing now thousands of children go to school every day by bus, by car, walking, with their I-Pods on, their heads down,

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they're chatting and they're oblivious of what's happening on those railroad tracks. Not to have the grade crossing there, it's unconscionable; and it's unbelievable that you wouldn't have one on Route 14. It just does not make any sense.

And I will guarantee, I'll bet any one of you, that if you do not mandate that those train crossings are -- separations are done and completed before this transaction is finalized and treated

and trains can run, I'll guarantee you in five years they're not done because there's no money to do them. It doesn't make any sense. How can you come up with a program and do this study and have no fiscal responsibility to make it possible? It doesn't make sense.

And I'm not sure if you will hear -- have really read this study, but your impact study is completely amiss this draft about housing and the impact on us as homeowners. Your draft admits that some homes within 250 feet of the rail line with

another one, please. Thank you.

MR. FINLON: Hello, my name is a Patrick Finlon. I'm a deputy of chief of police with the Village of Lake Zurich. I would like to address in my statement the issues that directly affect law enforcement in the village. My statement will address safety, noise and vibration and emergency vehicle response.

The increased number of trains traveling through Lake Zurich would exponentially increase the incidence of conflict between vehicle, pedestrian and bicycle traffic and rail traffic. Currently 5.3 trains travel through Lake Zurich daily, and it is reported that 20.3 trains will travel through the village. Within the corporate limits of the village

of Lake Zurich there are five grade level crossings. Multiplying the crossings by the numbers of trains, currently there are 26.3 incidence of possible conflict with rail traffic and projecting the future amount of train traffic there would be 101.5 incidence of train/traffic conflict.

This is a 300 percent increase. With this increase in conflicts there will be an increase in possible vehicle collisions.

Additionally Lions Park adjacent to the railway is used for a community festival, the Alpinefest. Many individuals attending the event will be parking south of the railway and walking north hopefully at grade crossings. This would increase the number of possible train/pedestrian conflicts. What wasn't addressed in the report was the average time required to investigate a train versus vehicle, pedestrian or bicycle collision and the traffic obstruction that would be encountered. Typically a serious traffic accident requires approximately three hours of investigative time by a team of trained accident investigators.

Traffic queing is also a problem

at the grade level crossings. The crossings on Ela Road has a traffic volume of 16,100 vehicles per day. When a train traverses this crossing, often southbound

traffic backs up to U.S. Route 12. Traffic on U.S. Route 12 is stopped in the eastbound right turn lane and westbound left turn lane. The intersection of U.S. Route 12 and Ela Road has a traffic volume of 43,000 cars per day. The speed limit is 45 miles an hour. With the increased incidence of rail/vehicle conflict, traffic will back up more often and rear-end collisions are likely to occur. The mechanics of such a crash include all vehicles stopped in traffic struck in the rear by a vehicle traveling 45 miles an hour.

I'd like to address noise and vibration in that the Lake Zurich Police Department responded to a complaint April 22nd at 5:32 p.m. The complaint involved a rail work crew performing track maintenance; and engine and crew stayed in the area for 24 hours, and the engine was left running. The officer that responded indicated that there was a strong smell of

fuel exhaust and loud noise in the area.

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In summary, given the number of factors affecting law enforcement, it is imperative that mitigation of the traffic impact by the CN railway include the strategic improvement of grade crossing allowing for the separation of rail and vehicle traffic to improve traffic safety.

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MR. STETSON: Hello. My name is Brad Stetson. I'm a Barrington resident. I'm chairman and CEO of Barrington Bank & Trust, and I'm also an executive director of the Barrington Area Chamber of Commerce.

Exactly eight years ago tomorrow at 43 years old I awoke with chest pains. I was having a heart attack. Thankfully due to the response of the Barrington Fire And Rescue Team, Doctor Horcher and the emergency room staff at Good Shepherd Hospital I survived. However, would that have been the case that the ambulance rounded the corner of Route 14 and Northwest Highway only to find a freight train blocking the route for 10, 15, maybe 20 minutes, I don't think I'd care to speculate on that. The fact is a significant number of Barrington area residents south and southeast of Good Shepherd Hospital will have to speculate that each and every time an emergency response is required.

I've prepared several other

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comments. However, they've been more than

adequately addressed by the many village and public officials before me; and I think they have been credible, logical and well-organized, and I think they were to the point and well addressed.

The fact of the matter is as a local community banker, the economic impact of this proposed transaction will be detriment to the businesses, both retail and commercial. They are already fighting an economic environment that is working against them. This type of transaction will only exacerbate the problem that they currently seek today.

I'm sure that any well-educated individual can come up with a study to illustrate what they would like people to think, and it certainly appears is that the CN Railway has certainly accomplished that with this board. The fact is the business epicenter of Barrington is Route 59 and Main Street, which is Lake-Cook. There are over 200 businesses located within a

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quarter of a mile of that intersection, and the retail businesses and restaurants survive on people coming from Lake Barrington, North Barrington, Barrington

Hills, Tower Lakes, Deer Park. How are they going to survive when all of a sudden this traffic issue arises that only congests this particular center of town?

As a local businessman I clearly understand the economics and the business model behind the acquisition by the Canadian National Railway, and it appears to be a solid one. However, the economics and the dynamics of the model are clearly one-sided favoring the CN. Today, today is neither practical nor realistic to expect the county, the state or the federal government to assist in the mitigation. They are for all intents and purposes bankrupt. Oh, of course they can raise our taxes.

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MR. HEYDEN: Good evening. My name is David Heyden. I'm director of Public Works for Lake Zurich. I would like to take this opportunity to bring to your attention a number of inconsistencies present in the DEIS findings that should be clarified.

First the study consistently

refers to -- the study consistently refers to resultant decrease in CN operations along the existing inner arc. Currently it is understood that the existing rail lines on the inner arc are at capacity thereby restricting any further use of these existing lines.

Once the CN has decreased its use on these existing rail lines, which is not guaranteed, this provides the opportunity for other carriers to increase their use on these lines, thereby misrepresenting the reductions on the existing lines as stated in the draft EIS.

Second, on page ES-13 the draft EIS states that the Barrington area currently qualifies as a quiet zone. This

quiet zone is actually in effect from North Chicago to Bartlett. The entire quiet zone corridor should be referenced with proper mitigation included.

Third, page ES-15 under land use, the report states that the construction of connections and double tracks would not affect the current lane use patterns. While this may be true in the areas of expansion Lake Zurich was

informed by the CN that it does not have any intention of preserving existing local rail service to the corridor. Ceasing of this service will likely have a detrimental effect on the land use due to the loss of rail service to the existing users. These cumulative impacts should also be discussed in the study.

Fourth, under water resources. The EIS does mention the potential increase in groundwater contamination, particularly in shallow wells, but does not give and should include specific data regarding the potential impacts of the number of wells

that would be affected as compared to the inner arc areas. The inner arc has lower chance of water supply contamination in the event of a hazardous spill due to being served by Lake Michigan. The inclusion of this data is necessary to understand the full potential of effects of the groundwater.

Fifth, the report also mentions decreases in water quality due to construction runoff but does not address impacts to common storm water runoff. With the passage of the new NPDES Phase II

regulations, the local municipalities are now responsible for the quality of storm water runoff entering their storm sewers and other bodies of water under their jurisdiction.

Contaminated storm water is common from rail corridors or due to trace elements being deposited along the corridor from leaking cars, diesel fuel, grease and heavy metals. Existing storm water quality measurements should be taken as well as the

potential impacts included in this study. The additional number of freight trains and cargo will undoubtedly result in an increase in the amount of these trace contaminants along the railroad corridor further reducing storm water quality.

Storm water quality devices should be included in the mitigation efforts at the points of discharge into sensitive areas such as wetlands and prior to being released into local municipal sewers. It should be required that the applicant perform this mitigation measure as most of the discharge points are located on the railroad property which is under their sole jurisdiction. The final EIS

should address these issues prior to making a final decision. Thank you.

MR. BATTLE: Good evening. My name is Brian Battle. I'm a Barrington resident, and I currently serve our community as the president of our school board. This evening my comments will address some concerns identified certainly about our board, our students, our parents, our staff and all the residents of the community in School District 220. We have been disappointed in our previous identification these issues were not included in the DEIS, but we certainly hope that they will be reflected in the final group.

First in fact, we are unit district providing services prekindergarten through 12. We serve over 9,200 students. We employ over 1,100 staff members making us the largest employer in the Barrington

area. We cover 72 square miles for our residents. We operate 14 buildings; and as you know, the EJ&E crosses intersection within our boundary seven times.

You have heard several people

comment that our school buses cross EJ&E lines on average 840 times a day. That's not including extracurricular activity. That is a staggering number. That causes our board to be very concerned about safety and traffic issues.

We have neighborhood schools that are essentially kindergarten through 5. All of them are neighborhood schools, because very few of our students are in a position to walk within the Illinois guidelines of 1.5 mile walking radius. There are still several traffic safety issues that cause about 90 percent of our students to take buses or drive. So during the morning and the afternoon rush hour there is a lot of traffic that is attributed to our students. We have prekindergarten federally-mandated program. It is a central program that causes people from all over the 72 square miles to have to drive to one location.

We have two middle schools that serve our grades 6 through 8. They are

located on the east side of the EJ&E tracks. We have one high school located on the west side of the EJ&E tracks. As our students work their way through our school system, every one of our students and families are forced to cross those EJ&E lines at some point, oftentimes, many times (inaudible).

The board in our previously approved resolution has indicated our concern on increased traffic that would limit the ability of the police and fire departments and ambulances to reach our schools and our children in emergency situations. In addition increased traffic would add critical minutes to the time it takes an ambulance to transport an injured student or staff member to the nearest hospital; and we have also experienced several recently tragic deaths around train tracks, which is a huge concern to our board and our community. Increased rail traffic would add to that risk.

So our board has asked that the

Surface Transportation Board say no to the proposed acquisition; and if so, we've requested remediation, and the draft EIS only identifies the Hough Street intersection requiring remediation. This board feels very, very strongly that the Route 14 and Lake-Cook intersections also require remediation. Thank you.

MR. TRAFTON: My name is Gordon Trafton. I am Senior Vice President, Southern Region, for CN. From our headquarters in Homewood, I oversee all of CN's operations in the U.S., which spans 16 states and has roughly 6,600 employees. I'm an American, reside in the western suburbs, and live not far from the Elgin, Joliet and Eastern Railway Company, otherwise known as EJ&E.

Chicago is essential to rail operations, but it presents major operational challenges for us. This transaction would improve rail operations on the CN system and the rest of the Chicago rail network by moving CN trains out of the urban core to the underutilized EJ&E line on the outskirts of the Chicago metropolitan area. As a result, it would significantly improve the fluidity of CN's and other rail operations in the region resulting in faster transit times and more reliable service for rail customers and enhancing the competitiveness of businesses

in the region that utilize rail service.

The Board recognized the

transportation benefits of this transaction and the absence of serious competitive and/or transportation issues when it characterized this transaction as minor in November 2007.

However, CN also fully understands the importance of a thorough review of the transaction's environmental impacts. We object, however, to the efforts of some to use the environmental review process to defeat the transaction. CN has been and remains committed to working with the communities to develop comprehensive voluntary mitigation agreements addressing reasonable environmental concerns. I have personally met twice with Barrington officials to discuss this transaction and its impacts.

It's important to recognize that the significant congestion relief the transaction will bring to the Chicago region is reciprocal. For every community

along the EJ&E line that would see increased train traffic, nearly double that number along CN lines would experience a traffic decrease. In terms of the number of residents affected, roughly one million

individuals would have additional trains operating through their communities, but more than two and a half million would have fewer trains.

CN is disappointed that the Draft EIS did not fully identify these benefits or balance them against the effects of increased train traffic along the EJ&E line. It also fails to take into account what would happen -- what would likely happen in Chicago if the transaction not proceed. Absent a quick and massive infusion of government funding for CREATE or some other congestion-reducing initiative, one can expect increased rail congestion in downtown Chicago, increased delays for motorists, increased train idling, and continued high levels of rail operations in more densely-populated

communities and less efficient rail operations to the detriment of users of rail shippers and ultimately consumers.

CN has been active in the environmental review process and, as evidenced by our agreement this week with Joliet, in our ongoing voluntary mitigation efforts with communities. We will continue

our efforts to bring the environmental mitigation process to a successful conclusion with appropriate mitigation for adverse environmental impacts related to train traffic increases. We hope the communities will work with us in this same spirit of cooperation and problem solving.

Thank you for the opportunity to present CN's views to you this evening.

MR. KELLER: Good morning. My name is Kris Keller. I own National Realty Network. We do commercial real estate brokerage. I have four offices located around Chicago, but my headquarters is in downtown Barrington. I employ over 20 agents in my Barrington office. We probably have half of all the commercial listings in town. I am also Chairman of the Board for the North Shore Barrington Association of Realtors and I will also be

a director on two other commercial real estate professional boards, the Illinois Chapter of CCIM and the Northern Illinois Commercial Association of Realtors.

I would like to make clear that no one has asked me to be here or to speak on any particular subject. As a matter of fact, I worked for two different railroads in my career and have a soft place in my heart for them. I am here because I believe that the acquisition of the EJ&E by the Canadian National and the resultant additional train traffic would negatively

change Barrington forever.

I will limit my comments to an area of my expertise: Barrington commercial real estate. The Village of Barrington by itself does not have the demographics to support a vibrant downtown retail environment. Barrington relies upon the surrounding communities, Barrington Hills, South Barrington, North Barrington, Lake Barrington, and others who also think of this as their downtown.

The current train traffic that goes through Barrington is considered to be a nuisance when trying to get into town,

but it is considered to be a manageable nuisance. I can tell you with certainty that with the addition of anywhere near the amount of train traffic that is currently being considered, shoppers from the surrounding communities will no longer come to Barrington's downtown. The incremental train traffic added by the Canadian National will devastate the community businesses.

The initial environmental study does not take into consideration: One, the effect on business owners who have worked a lifetime to develop their business; two, the loss of jobs; three, the loss of property values in the commercial properties in town when they are having difficulty renting them out; four, the subsequent loss of sales tax to this town; five, the change to this community that will no longer have many of the walk-to-town amenities currently enjoyed.

There is no question in my mind that if you approve this acquisition -- there's no question in my mind that if you approve this acquisition, you will be destroying the business community and

forever changing the landscape of Barrington, a change from which its business community will not recover.

MR. PANSCH: My name is Detlev Pansch. I'm the Executive Director of the Barrington Public Library District. As the Public Library District serving the greater Barrington community, the Barrington Area Library draws its patrons from all or part of the 14 communities coming -- covering 72 square miles. The library's entrance drive is approximately 850 feet south of the crossing of the EJ&E line and Route 14.

Last year we had 319,000 visitors making the Barrington Area Library one of the most trafficked public buildings in the Village of Barrington. In addition to those arriving by motor vehicle, many patrons arrive as pedestrians or ride bicycles to our facility.

Part of the library's improvement plan is to expand the building in the near future. Following

construction, the children's wing will be less than 1,000 feet from the rail line. Each summer the library hopes to bring outdoor story times at Citizens Park and

Langendorf Park in the Village of Barrington, both of which are adjacent to the railway. The library is concerned that traffic backup caused by frequent freight trains will prevent patrons from reaching the library's property safely and conveniently.

We are also concerned about the increased pollution that will be generated as a result of increased freight train traffic and that will snarl automobile traffic throughout Barrington. The increase in noise from train whistles and locomotives will adversely affect the library and the use of our facility. The DEIS does not adequately address these concerns which threaten the library's mission and the quality of life for the people of the Barrington community.

Furthermore, the DEIS recommends recommendations for limiting the number of freight trains during rush hour and averting them to other times does not aid

the library. We are open to the public

until 9:00 p.m. Monday through Friday. The library holds numerous programs in the evening after rush hour has ended.

Finally, because our facility draws a large amount of visitors of all ages, medical emergencies do occur. A patron that becomes ill at the library will have the benefit of a quick paramedic response. However, there will be no way to quickly transport a patient from our facility to Good Shepherd Hospital when the train has blocked every intersection in the village. A detour to a hospital much farther south of our community could have deadly consequences and is simply unacceptable.

The library requests the Surface Transportation Board to reconsider the impact of the proposed sale on the Barrington Area Library and the Barrington area as a whole and to amend the environmental impact report to address these concerns and to suggest means for resolving them.

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MR. BRAITHWAITE: Good evening. My name is Bill Braithwaite. I'm a 52-year resident of Barrington. I think one of the -- There is a lot of people I know.

One of the serious flaws in the draft statement is related to public safety issues. To put that into context, I would like to have you just hold -- have a jump forward with me for say two years. And I am in this particular auditorium watching a basketball game, and I have the unfortunate event of having a heart attack or a stroke.

I know that ordinarily within three minutes -- approximately three minutes I am going to get some help from our wonderful emergency services. Unless this facility -- The CN proposal has been approved, and as I am waiting there, the emergency vehicle comes to railroad crossings just a few hundred feet from here. And one of those almost two-mile trains comes through. As a result, I am waiting, waiting, waiting. How long am I waiting? Four minutes? Five minutes? How

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long? I'm just waiting. Tell me. I'm

waiting longer and waiting and still waiting, waiting for help. Why can't they come? Why can't it come? Waiting, waiting, still waiting. And the time that I have had here today is only a part of the time that I'm waiting and wondering when will help come, when will help come.

And at the end of this short time I would still be waiting for another two to four minutes. And let's suppose that I expire. That's the polite word for die. Who's responsible for that? Who is responsible?

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MS. FINLEY: Hello. My name is Rita Finley, and I live -- I have lived in Deer Park for the past 11 years raising a family with three children not far from the

EJ&E. We moved to this area for more open space and less congestion but had to give up the closer access to Lake Michigan, O'Hare, and other amenities that are more accessible to people living east of us.

I have four concerns to talk about now. One is the quantity of rail operations. In your executive summary you state that it is unlikely that the number of trains using the EJ&E would be higher than that estimated by CN's Operating Plan. If you are basing your EIS solely on CN's proposed Operating Plan, then I ask you to mandate the maximum number and length of trains that could ever be allowed to run on the EJ&E. Alternatively, please fully explore the carrying capacity of the line and that impact before making a decision.

Two, the risk of contamination

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of water resources is very real, is the very difference on the EJ&E versus where the CN's current lines are. You even stated concerns in your summary; and that included domestic wells, which I have on my property. We need you to protect our water quality that is at risk from contamination.

Why? Simply, we have no other viable water source. Train lines that run along the area behind Lake Michigan don't have these risks.

Air quality. Would residents with respiratory problems such as asthma and chronic heart disease or babies and children with respiratory systems developing now have to take extra precaution with increased freight and idling cars? We need assurance from you that this poses no risk. How can we ignore this segment of the population?

Traffic delay mitigation. Please examine traffic patterns of communities of Barrington Metra. I think most need to pass an EJ&E intersection,

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such as Lake Zurich Road, just to get to the train station. Commuters would have to allow significantly greater time added to an already long commute downtown. It would be unpredictable.

Another traffic issue is without mitigation, cars, trucks will seek a bypass while waiting for the train. This will result in excess wear and tear on subsequent roads for -- Skip some of this.

Finally, I understand new Hazmat regulations are underway. Please examine if this would slow down the allowed train speeds and, therefore, causing longer blocked intersections. Thank you for listening, and I ask you to weigh heavily the unique sensitive environment.

Finally, every silver lining has a cloud. CN's portrayal of the EJ&E being the silver lining to solve freight problems in Chicago creates many new clouds to be well-examined before any decision is made. Thank you.

MR. KELSCH: My name is Joe Kelsch, Sr. I am the Director of the Barrington Area Development Council known as BADC and its immediate past president and a 37-year resident of the community.

The BADC was founded 40 years ago with a mission to foster the development of the civic and service organizations necessary to the quality of life we now enjoy in the greater Barrington community. We played a significant role in establishing BACOG in the late '60s, that being the school district, Good Shepherd

Hospital, and many of the other organizations represented here this evening.

We continue to advocate for those issues that improve the quality of life our residents expect, a quality now threatened by the pending CN acquisition.

We appreciate the role that a railroad plays in the development of Barrington. Without the Northwestern, now Metra, we would not be among the most

desired communities in which to live. However, the CN acquisition would overwhelm our community with increased freight traffic, a condition that if preexisting would have prevented the community from attaining the quality of life we now enjoy, one that is reflected in our home values and the tax base to support our excellent school system.

That is the reality we must give priority to. The Barrington area is in large part what it is today because of its relative freedom from rail congestion.

Although our area contains a number of municipalities, we have developed into a cohesive community in terms of

infrastructures, unit school district, regional government, shared police and fire, area hospital, the civic and service organizations, and church congregations that reach across the entire area.

This cohesiveness would have been impossible without a reasonably efficient road system that connects our

villages and ties them into the Village of Barrington as the commercial and civic hub of the area.

All major area roads converge at the village center and all intersect with EJ&E. Any major increase in freight traffic would not only tie up traffic far beyond what this already heavily burdened road is facing, it would greatly disrupt the cohesiveness and quality of life issues I have just cited.

STB must give primary consideration to the concerns of our residents regarding these quality of life issues. While there may be economic benefits to the greater Chicago area from the proposed acquisition, they would largely accrue to CN at the expense of those communities along the EJ&E.

STB has an ethical and moral responsibility to base its decision on what best serves the public interest, meaning we the people. You face a challenging task. You must be mindful of your responsibility

to the citizens of this community. In doing so, your decision could be fair to all, but only if you require the CN and the Federal government to assume full responsibility for the cost of mitigating the entire...

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MR. BEAUBIEN: Thank you for the opportunity to be heard. I will add a different perspective than you heard on the testimony of the report and quality of the report and things that need to be addressed.

As a Representative from the State of Illinois for this district, I wanted you to know that I'm very much opposed to the process of bringing the trains through here, but a couple of additional points.

One, saving the trains is a process called CREATE, which has not been funded yet, partially because CN wouldn't help fund it; but I think we ought to take that into consideration when we are looking to this process because what it does is it addresses the entire region, not just this particular area. We should wait until we have had an opportunity to see what the CREATE report would do.

Secondly, the report infers that somehow or another the State of Illinois is

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going to be able to help mitigate some of these crossings and problems that these various villages are going to have. As the budget negotiator and a House Republican for the last six years, I can tell you that's not going to happen. This state is broke. We're $3 million in debt as I'm standing here. They say it's two. Believe me, it's three. We have severe financial problems.

In the event -- and I hope it does happen -- we have a capitol bill, the money is really being spoken for by higher ed, K-12, the roads, highways, infrastructure, bridges, and so forth. So there will be very little money. So if anyone thinks that this report can hint or suggest that the state is going to be able to help you, it will not.

Along with all the other things that were talked about here tonight, I just wanted to give that particular perspective. Thank you very much.

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MR. MEISER: I'm Joe Meiser. I'm a member of the Village of Barrington Plan Commission and a resident. There's 21 major areas in this Draft Environmental Impact Statement that's flawed, and I'm only going to focus on three of those areas. There are actually over 21 areas.

But No. 1, the vehicle gridlock analysis is flawed. The DEIS utilizes a flawed average daily traffic count. Many of the communities have conducted their own ADT counts and are a much higher count than those in the DEIS where the train links and speeds of the DEIS are flat out wrong. The reality is it's a high ADT. Longer and slower trains are going to cause gridlock at a much worse grade than is projected in the DEIS.

The mitigation promises in the DEIS are empty. The DEIS states that only 15 crossings in this project area are going to require mitigation. That's absolutely an understatement. Anybody that knows the situation here with the crossings can tell

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you that every single one of them would need -- in this area would need -- in at

least the Village of Barrington, Barrington will need mitigation.

But even if that were true, even if it was just 15, based on an estimate of $35 million per crossing, you're talking about $525 million to mitigate the crossings, those 15 crossings that need mitigation in this study area. And that would mean that $525 million was necessary. But in the draft statement, CN would only be responsible for a small fraction of the cost of that leaving up to $500 million unaccounted for.

We've heard it over and over. We just heard from a state legislator. There is no money to pay for this. There is no state money, no Federal money, no local money. It's obviously an empty promise. It's not going to happen. We're not going to get the mitigation. So why even pretend it's even going to happen? Why even talk about it? There's nothing to

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talk about.

The life and death first responder analysis is a joke. The DEIS rejects as quote "will not substantially impact communities with EMS facilities on

both sides of the tracks." That's ridiculous. Those facilities were never designed or staffed with contemplation of any significant traffic on the EJ&E; but worse, the DEIS states -- and I quote -- "response to the actual scene of an emergency is the most critical action, not the transport to the emergency medical facility."

How callous is that? Since when has the Surface Transportation Board become an expert on emergency care? I'm sure that whoever wrote that would be speaking a different story if they were sitting in the back of an ambulance after having a heart attack or a stroke idling at a railroad crossing.

Let's have an accurate environmental impact statement. If we do,

this deal is not going forward. Thank you.

MR. KNOOP: My name is Steve Knoop, Trustee of Barrington Hills. Frankly, I take great insult to your map in the STB. The problem with this map is that you fail to show the entire system map of CN and its process through the United States. Many people don't know that CN bought the old IC lines. This train isn't going to Memphis. This train isn't going to New Orleans.

Essentially, let's be clear on

the economic impact of what this transaction is all about. We have a Canadian-owned company transporting Asian goods to Latin America using the EJ&E tracks and the old IC tracks. There is no economic benefit here to Chicago. That analysis is -- There is no economic benefit to the United States. Your draft applies boilerplate logic and parameters to a complex and unique situation which can only be demonstrated by the following misrepresentation of facts, which I'll summarize.

On Page 6-17, which is talked about a lot, certain communities already face traffic congestion at rail crossings and, thus, it would be inappropriate to hold CN responsible for traffic at these grade crossings. This purports that Barrington and the Barrington area communities should have predicted a global economy and known in advance that a major international Class I railroad was about to steamroll through its community with international freight headed to Latin America on a railroad built in 1891.

Going on, Page ES-18 states --

and I quote -- "vibrations by even the heaviest trains rarely cause structural damage or even minor cosmetic damage." My first-grader knows better than that. EJ&E was never meant to be a Class I railroad. You have not done your study of the threat of the EJ&E. It is not appropriate and will not -- And EJ&E does cause vibration, and I have proof.

If you had done your analysis

correctly, which you haven't, you would have gone to the bridge -- the railroad bridge at Hawthorne Lake and Otis Road. This bridge is actually shut down by vibration and is still subject to structuring.

In summary, if the CN merger is approved, the STB and U.S. Rep Lipinski should be held accountable for the destruction and deterioration of property values. I take great issue with Mr. Lipinski as the only Chicago area member of the House Transportation Committee which overseas the STB.

Mr. Lipinski and STB, the Barrington area communities are not for sale. We are not for sale for

stockholders. We are not for sale to Latin America and Asian freight. Thank you.

MS. MAZURKIEWICZ: Hello. My name is Donna Mazurkiewicz, and I'm the President of the Concord Village Condo Association. There are about 250 houses, townhomes, and villas in this four to five block square area. My unit and several others in Concord Village who are in the back, we face the railroad only 50 feet away. How am I to protect myself when these trains derail? We all know that CN does not have a great safety record, and I'm scared of that. Finally, I'm scared to death if anything should happen.

Congestion -- and I'm going to repeat a lot of what some of the other people have said, which it still needs to be said again and again. Congestion is already a problem on Route 12 to get around. We don't have a lot of alternative streets to use. So, therefore, we run late

to work. We run late to get the kids to school. Mainly, it is going to really interfere with our emergency services trying to get to all of our people.

We rely on Barrington and the train station to get the people downtown. As it stands now, Route 12 is also very busy. When you hit Route 12 to Ela Road, to turn left on Ela, the train would be crossing that track. Traffic will also back up onto Route 12, which makes it worse than it is now.

Economics. Mr. Lipinski of the Third District says the economy is going to help us. Who is this going to help? Not us. It's not ours, but big business will. Not in America, though, but Canada and China and other Asian countries who will be transporting major goods on containers and double containers, hazardous materials, et cetera.

CN said that 60 percent of the people are going to get relief from this and the other 40 are going to have to live with this quadruple congestion. Who? We're all equal. I don't see how you can determine that this person is better than

the next person.

Also, when those tracks become available again, if CN is approved here, the tracks to Chicago will certainly be eaten up by another train company. So, therefore, nobody wins.

We the people want to have emergency protection to get to us as soon as possible to save lives of our family, friends, neighbors, and myself. The way the roads are now, this cannot be done.

We the people, for those of us who still have a job and has not lost theirs, like to get to work on time. This is only going to get worse. We have problems now.

Economics again. CN is not going to give us enough money to take care of the infrastructure to make this work. I know counties would pay. I'm already paying enough for taxes. The counties get money for transportation from the state and the State of Illinois. The State of Illinois does not have enough money to take care of all the major problems they have.

Police, regional commuter transportation, the poor, and those who are mentally challenged who are in state homes, which some are facing major problems now getting funding from the state to keep them open.

Help us little people. Don't let business get in the way again and again for their prosperity and not think about the majority of people who make up this country. This is not good economics for Illinois.

MS. ADAMS: Douglas Rees, James Perille, Kurt Marquardt.

MR. REES: My name is Douglas

Rees. I'm the president of American.

I'd like to remind the STB that the Fifth Amendment of the United States Constitution reads: No person shall be deprived of life, liberty, or property without the due process of law.

I'd also like to note that the Fourteenth Amendment states that no state shall deprive any person of life, liberty, or property without, once again, the due process of law.

To me, liberty and property also equates to the right to a safe and productive life. Prior speakers clearly demonstrated the shortfalls of your study and the resulting safety issues.

It seems to me your shortsighted study and upcoming capitulation to Canadian National is clearly a violation of the due process protection afforded to the hundreds of thousands of people who work and live along this line.

That being said, what's the

answer? Stop hiding behind this flawed study and do it live. Pick a date in October and pick a date in November -- not when schools are out, not when people aren't working, but a full day -- and without notice close those crossings all the way up and down the line, reflecting 20 trains a day.

Then let's sit back and see how those results compare to the results that you've put out with a questionable (applause) --

And then once you do that, then you will be able to say, all right. Let's have an honest and true discussion about what this means to that area and stack that up to the benefit that's going to come out in effecting benefits under North American Trade Agreement, et cetera.

That's the only way that you can clearly say that under the oath that you take, and all the politicians behind this, about when they protect and serve the Constitution of the United States. That's

MR. PERILLE: I'm James Perille. I'm a 38-year resident of Fox Point Barrington formerly and now a two-year resident of Lake Barrington Shores. I was the former secretary-chairman of Fox Point. I was also vice president of land use for the North Barrington Area Association, and more recently I was the president of the Barrington Enlightened Taxpayers Association, known as BETA.

The Surface Transportation Board's Draft Environmental Impact Statement fails to give a realistic picture of the damage that the proposed CN purchase of the EJ&E would bring to the outer ring communities on the EJ&E line.

The greater train length and the number of trains per day would increase the train miles per day or traffic impact on the EJ&E by more than ninefold -- that's ninefold -- or 835 percent at each of the eight Barrington area crossings. This is based on the study assumption that the number of trains per day would increase

from 5.3 to 20.3 or by 15 trains. Also the assumption is made that the average train length will increase from 2,590 feet to 6,321 feet.

It is likely that the number of trains per day will eventually increase by 20 rather than 15. Also, over time, the average length of trains could reach 10,000 feet rather than 6,321 feet as now expected. This would mean the implementation of the proposal would result in an 18-fold -- that is 18-fold -- or 1,700 percent increase in EJ&E train miles

per day impacting each of our crossings.
Such horrendous increases are difficult to comprehend in terms of health, safety, welfare of the citizens of the Barrington area.
Barrington is the hub of the total BACOG area and is the center of banking, shopping, commuting, church, library, medical, cultural, and educational activities. Police, fire, and emergency paramedic access would be compromised by

traffic gridlock. Commuters and school buses would experience intolerable delays. The quality of life for our entire community would suffer.
The study only recognizes that the proposal will result in a loss of property value for homes within 250 feet of the rail. I estimate the total value of all property in the BACOG area is at least $15 billion. A loss in value of only 10 percent or 20 percent for the entire BACOG area would represent a conservative estimate and amount to 1.5 billion to 3 billion loss in property value. Contrast this to the CN investment of $300 million for the purchase of the EJ&E.

The CN proposal should be denied.
MS. ADAMS: Kurt Marquardt, Richard McDonald, Rob Sherman.

MR. MARQUARDT: My name is Kurt Marquardt, president of Marquardt Buick, Pontiac, GMC, a business that's been active in the Barrington community for almost 60 years.
This year I've been honored to represent the Barrington area businesses as chairman of the Barrington Area Chamber of Commerce, an organization whose purpose is to serve as an advocate for the greater Barrington businesses in ways that enhance the vibrancy of the business environment and quality of life of our 800 members.
Never before have we as a community been faced with a bigger threat to the viability of our local economy than the proposed acquisition by Canadian National. Many real concerns have been brought up this evening regarding safety,

noise, property values, to name a few.
However, the economic impact of this transaction as proposed would be devastating, forever changing the landscape of our downtown and surrounding areas.

In preparation for this evening, the Chamber of Commerce conducted a survey of our area businesses to measure the forecasted impact of the CN acquisition. Overall, respondents represented almost 1.5 billion in 2007 revenues to our local economy.
Among these Barrington businesses, when forecasting what impact an increase of only five or ten freight trains per day would have on their business revenues, with all economic and environmental conditions remaining the same, the forecasted reduction was over $114 million, an amount, again, that would be devastating to our local economy.
Furthermore, a full 74 percent of respondents expect a decrease in future revenues as a result of this acquisition.
This survey also addressed the likelihood of each of the businesses as to whether they would consider relocating

their place of business. Almost 46 percent of the respondents indicated that they

would strongly consider relocating, while nearly 20 percent indicated that they would, indeed, relocate their place of business. Added together, this means that two-thirds, or 66 percent, of our area businesses will move or strongly consider a move out of town.
If you take this one step further, if the remaining businesses experience that 7½ percent reduction in their revenues, and say only 50 percent of the existing businesses seek relocation, the resulting situation would leave Barrington, as one respondent put it, a ghost town.
I urge the Surface Transportation Board to take the needed actions to prevent this crushing blow to our local economy.
Thank you.
MS. ADAMS: Richard McDonald, Rob Sherman, Brian Deja.

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MR. McDONALD: My name is Richard McDonald. I'm a retired North Western Railroad --

MS. ADAMS: Could you move closer to the microphone.

MR. McDONALD: I'm Richard McDonald. I'm a retired North Western Railroad transportation officer and a Barrington resident.

Seven years ago, the board approved CN's purchase of the Wisconsin Central Railroad. This extended CN's reach from Canada to the Gulf of Mexico. Apparently it was close to a rubber-stamp deal with very little fanfare. There certainly wasn't much examination of CN's proposed operation, particularly in Chicago, which turned into a nightmare from the start.

Customers began complaining about service. The people in Chicago started complaining about traffic congestion. The other railroads started complaining about rail congestion. Indeed,

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it was taking CN cars longer to get through the Chicago terminal than it took them to get from Winnipeg to Chicago.

The likes of River Forest, Forest Park, Riverside, Cicero, Riverdale, and the City of Chicago itself complained bitterly. They'd never seen such long trains of Canadian traffic creeping through their residential areas.

So what brought this all about? When CN's predecessor railroad brought its traffic from the Duluth Gateway, these communities weren't complaining. They didn't because they never even saw them. WC's customers weren't complaining about service either. So what did change?

In a nutshell, WC kept the cars sorted by destination, and before they arrived in Chicago. Then, after refining its blocks at Schiller Park Yard, WC delivered its transfer trains directly to the receiving carriers in pre-blocked run-through mode, so their traffic moved swiftly through the terminal.

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Less than 10 percent of WC's traffic operated through the St. Charles

Air Line and the City of Chicago. There were relatively short -- these were relatively short interchange moves to and from the ICG. The other 90 percent was delivered to connections with other carriers via trackage rights on the IHB. None of it moved through the aforementioned inner suburbs.

Canadian National took over the Wisconsin Central. Instead of pre-blocking and maintaining those blocks upon arrival, it literally dumped its mixed trains into the terminal. First CN maneuvered its lengthy trains through the aforementioned inner suburbs to reach its Glenn Yard. Then it switched and reswitched and then made up other trains to get through the St. Charles Air Line and dragged it down through the City of Chicago.

Now, if the CN-WC merger of 2001 didn't negatively affect rail transportation, what would? CN changed

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everything WC was doing to provide good service. Or, as the pundits would say, CN did nothing to benefit our national economy.

MS. ADAMS: Rob Sherman --

MR. McDONALD: So what makes you think --

MS. ADAMS: -- Brian Deja, Maureen Roberts.

MR. McDONALD: -- they're going to do it now?

MS. ADAMS: Rob Sherman, Brian Deja, Maureen Roberts.

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MS. ROBERTS: Thank you. Good evening. My name is Maureen Roberts.

MS. ADAMS: Could you move closer.

MS. ROBERTS: My name is Maureen Roberts, and I live in Barrington.

A few months ago, Harrison Hunter, CEO of CN, said that the folks here

in Barrington are selfish. Well, tonight I want to talk about myself and my family, and tonight I am going to be selfish.

My home is on the crossroads of Route 59, Route 14, Cuba Road, and Lake Zurich Road. If and when a 1- or 2-mile-long freight train comes through Barrington 20 times a day, traffic will stop and back up to my doorstep and beyond.

I will not be able to leave my home to get to my office, to get to my clients, to get to my post office, to get to my library, to get to my grocery store. I will not be able to get to the Metra station here in the village.

My daughter, who is a high

schooler here, has to cross the EJ&E tracks not once, but twice, to get to the school. In addition to that, she also crosses the Metra line. Three railroad crossings that she has to go over to get to school.

And in addition to my not being able to get to destinations which are all in walking distance to me -- the library, the grocery store, my place of business -- the police department, the fire department, and ambulances services will not be able to

get to me if I need them.

A couple of weeks back at the Lake Zurich meeting, I had an opportunity to speak with a CN representative who told me that opponents to this acquisition are afraid of change. And I am here to tell you tonight that I am not afraid of change, but I am afraid of what is coming down those tracks, and I am afraid of the damage that is going to be left in its wake.

Right now the STB holds in its hands all that is vital to myself and my family: My livelihood, my well-being, my

safety, my pursuit of happiness.

I hope that you all on the board keep that in mind when the time comes to decide whether or not 8,000 tons of metal and steel should come rumbling through our small town 20 times a day. Please consider not allowing this purchase that would cause such a hardship on my family.

Thank you.

MS. ADAMS: Paul Hunt, Roger Owens, and Dan Strahan.

MR. HUNT: Good evening. Paul Hunt, trustee of Village of Barrington and also chairman of public safety for the village.

Imagine the audacity of the good people of Barrington to question that the word "benefit" be used in the transferring of their operation from their existing tracks to the EJ&E tracks.

Imagine the audacity of the good people of Barrington, West Chicago, Aurora, and Griffith, Indiana, well-known railroad towns, that their sole existence started with the railroad, be merely dismissed as not-in-my-backyard opponents.

This, as the testimony has been brought out, is something that doesn't

belong anywhere near an urban populated area. Some testimony has suggested that this is a major railroad interfare. This isn't something out west, west of Route 39, perhaps the Mississippi River belt. This is not something that should remotely come close to either our community or any

community in this Northeast Chicago area.

I'm also a recipient of being served by the Barrington police and the fire district when I needed medical help. I'm a graduate of Good Shepherd cardiac open-heart unit, a group of professionals from the beginning to the end that not only preserved my life, but also gave me great comfort in knowing that my community is being served by the best.

The three crossings that have been pointed out in the Village of Barrington, along with the Ela Road crossing at Lake Zurich, are major, major roads, routes to Good Shepherd Hospital.

Despite still having the environmental impact, the noise, just damage to the environment, we need to maintain public safety. That is something we all have the right to, and we as a

community have developed a very capable system.

I implore this board, the staff, to take into account these considerations.

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It is not worth $300 million. It's not worth a billion dollars. This is something that must be considered, and CN and its operations should go to a more appropriate location.

Thank you.

MS. ADAMS: It is now 9:22. We're going to take a ten-minute break. We'll return at 9:32 according to the gymnasium clock. Thank you.

(Recess taken.)

MS. ADAMS: Roger Owens. Roger Owens, Dan Strahan.

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MR. STRAHAN: My name is Dan Strahan, assistant village engineer for the Village of Barrington Hills.

While the Draft Environmental Impact Statement identifies several areas in which the proposed transaction would negatively impact the region as a whole, such as air quality, noise, and fuel, the focus of my comments will be three areas of local concern identified in correspondence to the STB during the scoping period, but they were not addressed by the Draft Environmental Impact Statement.

The Village of Barrington Hills provided comments on the draft scope of the EIS in February of this year. This letter identified a key drainage structure located under the current EJ&E tracks that regulates the water level in Hawthorne Lake. This outlet structure was constructed in 1910, and documentation was submitted to illustrate recent structural deficiencies that had begun to surface.

The village requested that this

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structure be examined to confirm that the increased frequency and magnitude of loading that would result from the proposed transaction would not result in failure of this outlet structure. Such a failure would result in the unrestricted release of a 30-acre impoundment of Flint Creek, similar to the Lake Delton failure in Wisconsin in June of this year.

While the Draft EIS states on page 4.10-15 that vibration by even the heaviest freight trains rarely causes structural damage, in the same section of the report a detailed vibration analysis was, in fact, conducted on the Prestwick Dam in Frankfort, Illinois, an earthen dam more than 1,500 feet away from the EJ&E tracks, for the potential for vibration damage, yet the report failed to consider the impacts to a failing 100-year-old concrete structure located less than 50 feet from the center line of the tracks.

Another area of concern to the village is the intersection of Penny Road

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and Illinois Route 59. The EJ&E tracks

cross Penny Road approximately 200 feet west of the intersection. As a result, there is a limited amount of vehicle storage between the tracks and the intersection.

This limited storage is of particular concern, as Rose Elementary School is located a short distance east of the intersection, meaning school buses frequently cross this intersection, generally during peak hours.

The nearly 300 percent increase in trains that is projected along with this bus traffic creates a potentially dangerous situation, tragically one that was made very familiar to the Barrington area in October of 1995 when seven students were killed when a Metra train hit a school bus in Fox River Grove.

This illustrates the need to complete detailed studies on at-grade crossings near major intersections.

Thank you.

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MS. ADAMS: Richard Kuhn, Kathy Pinkus, Jamie Maravich. Richard Kuhn, Kathy Pinkus.

MS. PINKUS: Thank you. My name is Kathy Pinkus, and I speak to you as the past chairman of the North Shore-Barrington Association of Realtors and also as an active Realtor in Barrington and on behalf of the over 400 active Realtors in Barrington, approximately 100 of which have

attended tonight's meeting. And I thank them so very much for attending.

I've spoken to the majority of these agents, and I speak for them. Let me address the following points. We estimate the property values in all of the Barrington area will decrease by approximately 15 percent for those homes that are directly just in the vicinity in the Barrington area, but those homes that are directly in the vicinity of the train will go down in value 20 to 30 percent, and that's going to immediately decrease in value. This will put so many people that were in an appreciation track to immediate decline in their finances.

This reduction of property

values will also decrease far below the tax base, which supports our schools, the infrastructure, and area improvements.

We can't even afford to build a middle school that didn't pass a referendum several years ago, and now we have to -- and we need more elementary schools that are already overcrowded, and now we have to pay for the impact that the CN train will come with us.

This will radiate to so many other aspects of our community, and it will -- and as of right now, possible newcomers to the area, they've chosen other communities because of the possibility of the train. This will kill a town that we know today as the town of open spaces, a little slow moving, yes, but a town that has worked hard to keep its low profile. The train will absolutely ruin that.

Thank you.

MS. ADAMS: Jamie Maravich, Neil Morgan, Valerie Glimp.

MS. MARAVICH: Good evening. My name is Jamie Maravich. I'm a Lake Zurich resident.

Thank you for your time here this evening. I'm going to focus my statements on the Transportation Systems portion of the Executive Summary. I'm one of the multitude of unfortunate people who have been deemed in your study to be substantially impacted by the proposal, not by one of the 15 at-grade crossings that have been identified to be substantially impacted and require mitigation, but by two

of those 15 crossings, along with the -- I will suffer the conflicts on the Metra line which runs in and out of the Barrington train station.

Please don't misunderstand. This is not by any stretch solely a Barrington problem. The Barrington train station serves as a vital transportation hub for hardworking professionals from several surrounding villages, including Lake Zurich and Wauconda.

From just about anywhere in those villages, it is impossible to even reach the train station without crossing at least one EJ&E line. Not only will the commuters have a much more difficult time getting to the train station, but once there, there is a strong likelihood that they will experience delays getting to their next destination because of conflicts that Metra will have with CN trains.

And again, these delays won't be confined to Barrington area residents. They will impact thousands of other commuters along the line with their families. These commuters spend an average of 3 hours a day presently commuting so

that they can support their families and preserve their quality of life that this proposed acquisition so gravely jeopardizes.

The time the families get to spend together before and after work is a most precious and valued commodity. Please don't stand for this proposal that will

take untold hours away.

The communities that currently have to deal with CN have infrastructure to handle that burden. The communities on the EJ&E line do not.

Furthermore, I most respectfully disagree with the board's finding that any mitigation towards the devastating effects resulting from the traffic delays caused by the proposed action should be jointly funded by the applicant and the taxpayers, who will already be paying in many other ways, including increased pollution, increased noise, loss of sales tax revenue, lower property values, increased property taxes, substantially increased danger of health hazards from train accidents, dangers to those who fall prey to the newly tremendous temptation to beat the train,

and, yes, paying with that priceless and precious commodity of time.

In the spirit of compromise, I ask the board to reverse this assessment and require the applicants to fully fund

the design and construction of a minimum of 15 grade-separated highway-rail crossings that this acquisition would require throughout the study area.

In the spirit of the greatest good, I ask that the board reject this acquisition outright.

Thank you.

MS. ADAMS: Neil Morgan, Valerie Glimp, Zina Jacque. Neil Morgan, Valerie Glimp. Valerie Glimp, Zina Jacque. Zina Jacque, Bruce Sauer. Bruce Sauer.

MR. SAUER: Bruce Sauer. Good evening. My name is Bruce Sauer. I'm the village president of North Barrington.

I would like you, if you would, to imagine the EIS report in your hands, and I would like you to imagine writing on the EIS report all of the questions that have been asked by the people tonight, of all the questions that will be asked by the people of all the communities that you're going to review this with over the next few weeks.

I would ask that you write those questions in red ink because I think when you see the amount of red ink on that paper -- and I think it's appropriate that we're in a school. That amount of red ink -- because you failed to answer those questions in anticipation of the needs of the citizens.

I ask not that you make a judgment based on the information you have today, but rather that you extend the amount of information that you're

gathering, that you answer these questions specifically per community, that you answer the questions of real estate value, that you answer the question of business value, that you answer the questions of safety.

Trains have been running in the Chicagoland area for 140 years. The decision that you make today will be probably institute trains running for another 100 years.

I think it would be wise and I think it is appropriate that you take additional months or time of unlimited amount to answer the questions for each of the communities before you make a final decision.

Thank you.

MS. ADAMS: Mike Joyce, Scott Gifford, Terry Jennings.

MR. JOYCE: Hi, I'm Mike Joyce. I had a prepared speech, but something was brought to my attention in the other room when I was talking to some of the folks with white badges in back. I was in the back room talking to some people with the white badges and something came to my attention. I had prepared an exactly 3-minute presentation, but I'm going to change it.

A couple days ago I did some internet research on CN's railway, the big T that cuts across Canada with the bar that goes down to Mexico that runs right through Chicago, and I wanted to look at it from the big picture what they were planning in the future. I ran across -- again, this is on the CN.CA Web site plus some articles written in the industry news publications that were interviews with CN executives.

Their strategy, corporate objective is to capture the growing Asian market. We heard about that a little bit tonight. The West Coast of the U.S. ports

are fairly taxed right now with the amount of commodities coming in. The Prince

Rupert Sound is the project that I'm sure you're aware of. It went on-line in 2007 with phase 1. Phase 1 have a yield of 500,000 TEUs which is -- I just learned this recently. You put about two to four TEUs on an REU, which is basically a rail car.

Their stated plan, their corporate objective called phase 2, which is due in 2010, increases that yield from a capacity of 500,000 TEUs to 2 million TEUs. Nobody over there knew about this, and your paper, your analysis seems to not include this growth, 400 percent growth in phase 2 from the Prince Rupert Sound.

In a video provided by CN.CA available on the internet, on U-Tube, as well as on CN's Web site is a very proud video which talks about the Asian tiger waking up and all these commodities coming over to North America, and their Prince Rupert terminal intends to capture that

market.

So I would hope that you guys would consider phase 2, which falls within your study which increases the through-put by 400 percent. The 500,000

TEUs, when you do the math, you get to the 27 trains per day. So if you look at the increase of 400 percent, we're exceeding a hundred trains per day through Barrington. That's one-way trains. The return trains add up to 200 per day.

Thank you.

MS. ADAMS: Scott Gifford, Terry Jennings, Mary Margaret Olson.

Scott Gifford.

Terry Jennings.

MS. JENNINGS: Good evening. I'm Terry Jennings, the executive director of the Barrington Park District, and next to me is Christine Carrie.

MS. ADAMS: Just one of you is able to speak tonight, and that's you Terry because you're registered.

MS. JENNINGS: Can we share?

MS. ADAMS: No.

MS. JENNINGS: They told us we could.

MS. ADAMS: No, you can't.

MS. JENNINGS: On February 18, 2008 the Barrington Park District Board of Commissioners unanimously passed resolution 2008-1 opposing the Canadian Railroad acquisition of the EJ&E railroad trackage. Here are some of the reasons why.

Fact, the CN remains under fire in Canada. A 2007 report by the Canadian Parliament found a quote saying "Disconnect on safety issues between management and front line workers." That report also highlighted what company

employees called a culture of fear when it comes to reporting safety-related problems. Again, fact, a disconnect on safety issues. Again, fact, a culture of fear by CN employees.

Here we are at Langendorf Park, Barrington's main recreational facility located adjacent to the north boundary of the EJ&E and west of the EJ&E crossing on Northwest Highway, potentially cutting us off from police and fire access

in the event a train comes through blocking both Northwest Highway and Route 59.

Please tell us what happens to the young child who has had a tragic accident in our swimming pool? What do we tell the parents when on-site resuscitation efforts failed and essential transport of this child to the hospital couldn't happen because the ambulance was unable to get through? Whose fault is that?

Then what happens on Monday, every Monday, every month, all year long

when the seniors are at the park, when that senior has a stroke? What do we tell that senior's family when the ambulance can't get to Langendorf Park to administer that time- critical care for that life-changing event?

And what about all the summer long with the hundreds and hundreds of children and adults in our camps, on programs, playgrounds, softball leagues, picnics, skate boarding, just to name a few, when programming is at its height. The line drive that hits a player in the head, the skateboarded who falls off the

ramp, or a child who slips off the top of the playground, timing is of the essence to get them care and our paramedics can't get through.

We can tell you the Park District will make every effort to take care of the injured, we will call 191, and our emergency vehicles can't get through due to a train and it will not be the Park District's fault. CN has to take

responsibility for those issues. CN must be responsible for the people of Barrington and the users of our park.

Please reconsider those real critical safety issues for all of us involved. Thank you.

MS. ADAMS: Mary Margaret Olson, Joyce Palmquist, Karen McCarthy.

MS. PALMQUIST: My name is Joyce Palmquist. I'm the executive director of Barrington Area Council on Aging. We're the primary organization serving senior citizens and their family caregivers in the Barrington area.

My primary concern would be to some extent to those expressed by the hospital and by the police and the fire department. It's really around the ability of emergency responders to be able to help older adults who are in crisis.

You are probably not aware that within a 4-mile radius of downtown Barrington there are six facilities that serve senior citizens or individuals that are disabled. One of them is Alden Estates of Barrington. That's a nursing home that has 110 residents. We have Barrington Horizons, which is a residential facility

which has 59 residents. We have Green Castle of Barrington. It's a subsidized building. It has 103 residents.

We have the Garlands of

Barrington. That's a continuing care retirement community. It has 220 residents and it's expanding. We have a new facility called Sunrise Senior Living. It has a capacity of 59 and currently has about 35 residents. We have Lake Barrington Woods. It's a residential retirement assisted living facility that has 220 residents.

We also have three areas in the village where seniors tend to reside in condos, Shorley Woods on Northwest Highway, the Ela Street Apartments, the Outlooks of Barrington.

When you look at these facilities and where people reside, that's at least 800 individuals who are at high risk of needing some kind of emergency medical care. In addition, 12 percent of the population -- in the Village of Barrington, the population here is about 12,000 people. 12 percent are people that are 65 and over. So some of them are in addition to these individuals. Plus, there

are other people with chronic illness

conditions that cannot get out and about.

For older adults one of the biggest concerns for them is access to medical care, and having the EJ&E and the concern about the ability of emergency responders to be able to assist older adults puts an unnecessary burden on them as they already are anxious about their health concerns.

Terry was talking about the Park District. We have a meal program there, again, with older adults every Monday who are having a meal and may need to have an emergency responder. We deliver Meals on Wheels, which sometimes you will find a person who actually is lying on the floor waiting to get a meal, and if there's an emergency, we may not be able to get to them. When we find them, the responders won't be able to get to them. Plus, the whole delivery is interfered with when we have 3 point rail transportation.

Thank you for listening.

Thank you.

MS. ADAMS: Karen McCarthy, Ed Guntin, Bob Crowther.

MS. McCARTHY: Good evening.

First I'd like to thank the Surface Transportation Board for this opportunity to speak and hopefully be heard on the proposed purchase of the EJ&E railroad by the Canadian National.

With a 3-minute limit I will not repeat the numerous and obvious detrimental effects your approval of this deal would cause the Barrington area and the entire Chicago regional area. Instead I will ask you to consider why Canadian National's right to purchase the EJ&E should take precedence over the structure of American communities.

Why does Chicago need to be one of the major transportation hubs in this country? Do the interests of the Chicago area residents benefit more from this deal than the interests of CN? I say no. If the Chicago area rail lines are so congested it is because they have met their saturation point. Trying to force more train traffic and congestion into this area

solely serves only one interest, that of the railroad industry.

As an agency of the federal government paid by the American taypayers

you have a duty to perform and evaluate a fair and complete environmental impact report. Your evaluation of this report will be grossly incomplete and negligent if it does not include real mitigation solutions and guarantee funding sources to pay for the mitigation solutions before this deal is approved.

My analogy to this deal is a developer going out and buying a large parcel of land with grand ideas what he's going to do with it only to find out after the purchase that it was a really bad idea because the big ideas required improvements that are physically or economically feasible.

However, in this analogy the only people hurt are the developers. In the proposed Canadian National deal Canadian National seems to think they have

the right to demand whatever they want to increase their profits and then pass the destruction and cost onto the taypayers.

You cannot approve this deal without with real engineered and finance mitigation solutions in place. Our communities cannot survive through the

years the planning and funding process will take, if they occur at all. Where do you, the Surface Transportation Board, and Canadian National think the funding is going to come from?

On August 1, 2007 Interstate 35-W collapsed in Minneapolis. If you will please remember the issues that arose after this incident. We the people of the United States, we the taypayers don't have the funding to repair and replace our existing crumbling infrastructure. So please explain how you can justify approving this deal on the backs of the American taxpayers.

Please do not insult my intelligence by stating the overall benefit

to the Chicago area will be greater than the harm done to a few communities, because anyone who believes that train traffic on existing CN rail lines will be reduced in the future must believe in Santa Clause, the Easter Bunny, and the Tooth Fairy. Unless it is in writing in a legal document, it is a worthless rework.

This deal is bad for the Barrington area, the entire Chicago

regional area, and the American taxpayer. Let the freight train traffic move outside of the Chicago metro area where mitigation solutions will be feasible and cost effective and where future appropriate development can occur around them because overpasses and underpasses were designed into the master plan from the beginning.

MS. ADAMS: Ed Guntin, Bob Crowther, Peter Yates.

MR. GUNTIN: Good evening. My name is Ed Guntin, a resident of the Jewel Park community in Barrington. I have three young children who attend Barrington schools. As such, what I can say about the proposed CN transaction would fill volumes. In the short time I have been allotted, however, I will focus on one exclusive topic.

CN and its supporters have argued that those who choose to live near or in any community with freight train traffic should have expected that some

things might change. The essence of the argument is that individuals who come to the nuisance have no rights. For obvious reasons this form of reasoning is ridiculous, and I would expect that you would see the same.

It is one thing for a person to choose to live near the EJ&E tracks with no freight traffic whose presently is three to five trains a day. It's another for CN to propose a 400 percent increase in

freight traffic with no end in sight.

I submit to you that it is CN who is proposing to bring this outrageous business level to Barrington, neighboring communities, and the United States collectively. I implore you to consider the health and welfare of tax-paying U.S. citizens above all you should keep in minds.

The facts summarized by many speakers this evening are clear. As our representatives you must oppose CN's proposed acquisition. There is no other reasonable option. Do not support a foreign national like CN who cares exclusively about their bottom line and not

the welfare of American citizens.

Thank you very much.

MS. ADAMS: Bob Crowther, Peter Yates, Ed Springer. Bob Crowther, Peter Yates, Ed Springer. Bill Palmer, Terry O'Connor. Terry O'Connor, Robert Abboud.

MR. ABBOUD: Good evening. My name is Robert Abboud. I'm the president of the Village of Barrington Hills.

The Village of Barrington Hills has about 6 miles of EJ&E track running essentially north to south from Lake Cook Road to Route 72. The village of Barrington Hills of course opposes this deal. We believe that the deal is bad for the community. We believe it's bad for the region. We believe it will essentially institute a 2-billion-plus-dollar new cost to the taypayers of the State of Illinois just to mitigate the initial impacts. In addition, there will be another $1 billion in long-term mitigation costs that we'll have to deal with.

I should point out that

within the middle of that 6-mile section which is in the Village of Barrington Hills it's a single track. Now, your EIS already describes that you're going to have an increase in accident frequency, you're

going to have an increase in the severity of accidents, and you indicated that you would have a substantial increase in the amount of hazardous materials which would be carried along that track. That track is a single track right there. If you walk it, you'll see that in many cases you're more than 50 feet off the natural grade. So that the ballast, the part that holds the track is more than 50 feet high at that point.

You make the claim in the EIS that the CN and its operating affiliates will be able to properly and safely operate the line and it should be able to respond to any kind of hazardous material accident. I'm an engineer. We do this kind of stuff for a living. When I read the quality of the analysis that was done in the EIS, I was absolutely shocked, in particular because it failed to do a comprehensive analysis that was based on consequence.

You talk about accident frequency. You only need one tank car of

TCE to roll off that track. Based on the accident frequency that you propose, we should expect one of those tank cars to roll off the track in the Village of Barrington Hills every 28 months. We need one event to permanently damage the water supply not just of Barrington Hills, but of the entire Barrington region, which is some 50-square miles. Only one event will do it, because there is no mechanism that you have demonstrated -- that CN has demonstrated, rather, to be able to process and handle that kind of accident.

The last thing I want to mention is all of the data that I saw in the EIS appears to be provided by CN. It doesn't appear that the STB did any of its own independent analysis in terms of getting the data, the underlying data to do the analysis properly. I caution you about that because the President appointed you -- the President of the country appointed you as a fiduciary responsibility to protect the citizens of the United

States. You need your data, not the data from the CN.

Thank you.

MS. ADAMS: Keith Hunt, Richard Burkhart.

MR. BURKHART: Good evening. My name is Richard Burkhart. I'm a retired vice president for Oracle Corporation and a past member of the planning commission for Deer Park and president of the area for about 40 years.

I submitted on the 28th of January a 26-page document that outlined a number of issue that have not been addressed by the STB or the DEIS, nor the HDR people who are paid directly by CN through the STB. So there's a direct conflict of interest by having a consulting company taking data as Bob just mentioned and putting it into the record and then making a decision.

Case in point is if you triangulate the data from Costco, which is the chinese shipping organization who serves the port of Prince Rupert exclusively, it's just recently launched Costco America, that holds 12,500 TEUs and you triangulate the data from Prince Rupert Sound, which is exclusively served by CN,

we determine from the CN.CA Web site that there is a seasonality factor that probably

a hundred percent of the people in this room have experienced that the rush of finished consumer goods occurs in the period as defined by the CN Web site as week 33. There are six days per week out of 53 that they represent.

The traffic in week 1 represents 19 million tons. If you triangulate the data back to the other two sources I mentioned, you can determine easily where that freight is coming from. It shows the class of freight, it shows the intermodal, et cetera.

The net result is that we are at four to five times the number of trains equaling 82 that would be coming through Barrington in the period of August for a period of 16 weeks for that seasonality rush.

The DEIS represents there's a 3-year buildout construction period and traffic would be running at

lower speed and will have to go through the city. So for Mr. Harrison to represent the haves and have nots in this situation, downtown Chicago will continue to have the freight.

What I would like to respectfully request is that the nine-page document that I'm putting into the record tonight will have some standing and it be addressed by the STB, not handed off to HDR. I spoke to six of the HDR representatives. None had read the document that I had presented earlier.

There are social issues that are represented by President Clinton's order of 1994 that represent 211 Latinos that are in four cities, and this is a key part of the under-representation of the social injustice issue.

MS. ADAMS: Bob Vitas, John Tolomei, Bill Medcalf.

MR. VITAS: My name is Bob Vitas, and I'm the administrator for the Village of Lake Zurich. I spoke yesterday. I'm speaking again this evening.

In the Draft Environmental Impact Statement the section on socioeconomics fails to clearly identify the physical impacts in each of the

affected communities. If approved by the STB, the acquisition will have devastating impacts on all properties located within 500 feet of the rail line, not to mention beyond. In Lake Zurich alone there are 364 residential properties within 500 feet of the rail line. The total fair market value of the affected residential properties is slightly over $110 million and the equalized assessed value for tax purposes it's about 37 million.

Based on table 4.6-3 in the Environmental Impact Study, we can fully expect to suffer significant negative adjustments to all property values within 500 feet of the rail line. The loss in

taxable values can range from a low of 5.3 percent to as much as 15 percent depending on the proximity of the property to the rail line.

Using these percentages and applying them to existing known property values at 5 percent of the market value we'd see a reduction down to $105 million or a loss of about 5.5 million. The corresponding equalized value at 5 percent would then be reduced by about $35

million which would result in a loss of about $1.8 million. This would result in a direct minimum loss of revenue to the taxing bodies of Lake Zurich of a quarter million dollars.

On the high side at 15 percent the fair market value would have to be reduced to 93 or 94 million, which would be a loss of about 16.5 million. The corresponding equalized value at 15 percent would then be further reduced by 32 million, which would result in a loss of about 5.3 million. The end result is for

the 15 percent loss scenario an annual loss of close to $680,000.

Today's dollars, not future dollars. The village cannot and will not pass these losses on to the taypayers in the community.

As for the total 40 million suggested by the Canadian National as fair compensation to mitigate the impact of their operations, this figure is both ridiculous and offensive. In Lake Zurich along a total of six at-grade crossing may require grade separation. Only two were identified. The Environmental Impact

Statement specifically calls out that only two of the six should require grade separation.

At an average cost of 50 million the CN would need to invest anywhere from a minimum of 100 million up to 300 million just in Lake Zurich alone and adjoining Hawthorn Woods.

All the adjoining residential areas in the communities and

the School District No. 95 property will require some form of noise barriers and vibration protection measures. Add these costs to grade separation costs just in Lake Zurich alone and there is no question in my mind or anyone else's for that matter that the Canadian National's offer of 40 million is nothing less than an insult to the intelligence of all those affected by these hearings.

Who is going to replace the valuable and needed tax dollars? Will the Canadian National Railroad Company or the U.S. government step up to the plate and make Lake Zurich whole? Highly unlikely. Let me assure you here today, the property owners and local taxpayers of

Lake Zurich will not and cannot afford to bear these losses at the expense of the Canadian National.

MS. ADAMS: John Tolomei, Bill Medcalf, Daniel Peterson.

MR. TOLOMEI: I'm John Tolomei, president of the Village of Lake Zurich. Thank you for the opportunity to speak again.

I don't envy the members of the STB, who stated their three choices: Approve, deny, or approve with required conditions. To approve without conditions or deny presents the dilemma of either denying what many believe to be a needed expansion of freight capacity and a vital reason or significant diminishing the quality of life in many communities over 200 miles of railroad line. There's no point in denying that the acquisition will change life for all communities along the EJ&E. The only question is how bad will it get.

Your agency must decide the complex proposition that creates

winners and looses with high stakes for any parties. Although not in a decision I would welcome, an approval with conditions offers the only way to accommodate both

needs. The question then becomes what conditions and who pays for them.

We know that roads and airports can no longer expand in communities without providing significant mitigation to abate noise and maintain community connectivity. 2-mile-long trains of large containers intrude no less dramatically than cars, trucks, and airplanes. Railroads must be brought into the current age so that the public gets the same protection from new traffic that -- new train traffic that it now gets from other expansion to transportation facilities. Please condition any approval and giving us as much protection as neighborhoods now get with widening expressways or enlarging airports.

Requiring such measures for the CN acquisition will impose high costs. However, we all know that the real solution to Chicago's regional rail needs carry a high price tag. That's why CREATE

requires a 1.5-billion-dollar investment.

Rather than wait for the government to come to a comprehensive solution, the CN wants to approve a quick fix shortcut to CREATE. The problem is CN's solution is it fails to fix reasonable problems with the needed steel and concrete, but instead profits the CN by putting a Band-aid on regional rail problems at the cost of or quality of life.

If you choose to approve this acquisition, at least add all the real costs that deal with requiring extensive mitigation that includes sound barriers, underpasses, and other needed facilities. Sure it may delay the acquisition, but in the long run it will generate a true solution that establishes the policies needed to deal with an expanding railroad industry.

If rail truly carries the freight it touts, then it can pay the full cost for the burdens it imposes, and if CN can't do it on its own, such action will provide time for creative solutions such as freight surcharges or other means

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to provide the funds for full modern-day mitigation as a condition to the expansion of the operations along the EJ&E.

Thank you.

MS. ADAMS: Bill Medcalf, Daniel Peterson, Vijay Gadde. Daniel Peterson.

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MR. PETERSON: Good evening. Daniel

Peterson, Village of Lake Zurich, Director of Building and Zoning.

Last night I spoke to you about land use and the flaws in the Draft Environmental Impact Study and how it did not truly address the socioeconomic impacts that each community along the EJ&E will absorb and face if this transaction goes through.

I spoke last night to the fact that you will limit the municipality's ability to control land use along the EJ&E corridor. I highlighted a loss of a 22-million-dollar construction project, a loss of 45 full-time jobs related to that project, and the loss of business in our downtown.

Subsequently going through notes of a discussion we had with CN earlier this year, with the increase in freight traffic there is no guarantee that our industrial park will get the same level of service that passes currently on the E

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related to goods and services being brought in. One such company could in effect lose 176 employees from our community should they leave town if they lose service there.

So the 280 potential direct or indirectly reduced job losses highlighted in the draft EIS is false. (Inaudible) are calculating 216 potential job losses related to this transaction. Where is that going to be made up? How is that going to affect our community and the jobs.

Again to land use, we will have to readdress our master plan, our comprehensive plan, and our downtown redevelopment at a potential cost estimate right now of over a quarter million dollars. Again, not being addressed through the Environmental Impact Statement.

Now, that's just one community. Multiply that by 36 communities along the EJ&E and that is a substantial impact that has been ignored.

Thank you.

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MR. GADDE: This is a further expansion on my comments regarding noise and vibration presented on August 27 at the public meeting in Mundelein, Illinois.

The EJ&E tracks primarily abut quiet residential neighborhoods and school properties that will be impacted

negatively by increased sound, noise, and vibrations caused by the increase in train traffic. These areas include: Concord Village, Wicklow Village, Braemar, Carolyn Court, Hillman's, Bruce, Mionske, Prospect Park, and Hefler's subdivisions, The Landings, and Terrace Lane Apartments, School District 95 (Lake Zurich High School, May Whitney), and the entire downtown Lake Zurich redevelopment area.

In the DEIS, the SEA stated that: SEA concludes that requiring mitigation for all of the noise sensitive receptors predicted to experience a Ldn of 70 dBA or greater may unreasonably burden the applicants. The Ldn of 70 dBA is an

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unsubstantiated threshold for the consideration of mitigation for noise impacts that has no technical basis, which no other agency uses, and that has been roundly criticized by the U.S. Environmental Protection Agency.

The DEIS uses a methodology for generating noise contours and accounting for building shielding that is outdated and was used prior to the advent of high speed

personal computers. This methodology is too generalized and could result in inaccurate inclusion or exclusion of impacted homes that could require mitigation for noise impacts. This threshold is higher than the widely accepted threshold at which impacts are deemed significant. For example, IDOT uses 66 dBA as a base threshold for consideration mitigating measures. Other flaws in the assessment methods include the following: While the DEIS acknowledges that this can be intrusive and annoying to the occupants, the report focused only on

the potential perceptions of vibrations and interference with vibration sensitive equipment.

The DEIS included a Lake Zurich monitoring location, 437 Elm Place. We do not have such an address in Lake Zurich.

We question the location and validity of the vibration test performed in the backyard of a residence in Carolyn Court, where the equipment malfunctioned after the first two trains because of sub-zero temperatures.

In its environmental justice

analysis, the DEIS fails to include a map showing low income and minority homes that would be impacted by noise.

While the DEIS concludes that a noise wall in the propagation path could potentially abate the predicted noise level, the DEIS does not identify any mitigation measures at all.

The public perception of validity for this DEIS must be based on an acceptable level of data validity and

transparency. In this document, these characteristics are spotty at best and the region cannot accept the DEIS conclusions.

The SEA should perform a more detailed noise and vibration analysis as part of their final environmental study and should contact every property owner residing in the subdivisions and adjoining areas noted below, all located within 500 feet of EJ&E tracks to discuss noise walls and additional landscape buffers.

MR. TARBET: My name is Jim Tarbet. I'm a resident of Lake Zurich.

On a professional basis, I dealt with computer systems from all technical aspects. In the field repairing them amounted to friction with laws of engineering. Analytical, yes.

Most last night after the meeting and all day today I sat trying to analyze the comments and information and that was after my questions based upon what I had read in this document.

There are no less than eight areas where real circumstances seem to deviate extremely from the analytical engineering data that you have, which, at best, demonstrates the computers are garbage in, garbage out. Everything from public health safety, welfare, quality of

life, economics, social life regarding our community.

I looked at the circumstances of the track and all of the safety issues related to it, and, quite frankly, I think

that the mayor of Barrington Hills is underestimating things when he said 28 months between major accidents.

U.S. Agency has direct authority over this, yet according to your brochure, you're advocating most of the responsibility that you have to the public. You are responsible for the public health, safety, welfare.

When we get to the point of each of these communities having facilities and having school facilities so close to the railroad tracks and everything else, I wonder what the price of a life is. And I guarantee that Hunter Harrison does not have the desire to go putting things in to protect the public health, safety, welfare, which is your primary responsibility, not the corporate.

I hope you look at your brochure, look at the consequences on that. I hope that you look at your methodology

and the consequences associated with that.
Throw out most of what you have, get back

into the real world with real measurements
and stop dealing with a computer. Your
computer system has failed just as badly as
the FAA failed last time.
Thank you, and good evening.
MS. ADAMS: This concludes the
public comment portion of our meeting
tonight.
We want to thank everyone for
their comments.
The next public meeting is
tomorrow evening in Bartlett with 4:00 to
6:00 p.m. open house followed by public
comment. Thank you.

D.4 Bartlett, Illinois

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

BARTLETT HIGH SCHOOL

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MS. ADAMS: If everyone can please take your seats, we're about to begin the public comment portion of the meeting. Good evening, ladies and gentlemen. Thank you for attending tonight's meeting. We are here tonight to hear your comments on the draft Environment -- draft Environmental Impact Statement that was released July 25th regarding Canadian National Railway's proposed acquisition of the EJ&E Railroad. My name is Tina Marie Adams, and I will be facilitating the meeting tonight.

Before we get started, I'd like to take this opportunity to review some protocol for tonight's meeting. For starters, I would ask that everyone please turn off your cell phones and please refrain from interrupting any of the speakers or commenters. In a moment I will introduce those presiding over the meeting, and there will be a short presentation on the findings of the draft Environmental Impact Statement. Immediately following

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this, we will hear your comments.

Each commenter will be given up to three minutes to speak. The time clock will be displayed on the screen right here in the center of the stage, and a yellow card will be shown and will be right in front of you at the microphone at two minutes and 30 seconds, with a red card shown at three minutes.

You will also see a list of speakers in order displayed on the screen. I will call forward the next two speakers in line after each speaker so we can be as efficient as possible. As you can see, there are two microphones set up in each aisle so move to the one closest to you. If you are interested in speaking and you haven't registered yet, you can still proceed to the registration table in the lobby here outside the auditorium.

Alternatively, I just wanted to remind you that you can submit comments to the Surface Transportation Board through the toll-free number, Web site, or the mailing

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address, all of which are located in the program of the meeting that you received tonight. There are also comment forms and drop boxes in the lobby, and you can record your comments with the court reporters that are also located in the lobby. Again, just to remind you that all methods of comment are -- that are received by September 30th will be taken into consideration and weighed equally.

Tonight we are here to listen to your comments on the draft EIS. This is not a question and answer session, but we invite you to return to the open house area if you have questions or if you would like to provide your comments in a more private setting with one of the court reporters.

We appreciate your courtesy as we work to create an environment where everyone can be heard tonight. If you disagree with the speaker, we ask that you not express your disagreement out loud. Likewise, we know that interrupting a speaker during his or her remarks would give that person less

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time to speak, and this is a time for everyone. So please just be considerate of all the speakers in that regard.

If we have anyone needing a Spanish translator, we do have someone here to assist you with that. She'll be available and around the room; but, also, you can look for someone with one of our tags that represents a staff person. In general if you have any questions, we have staff

around the facility to help. One quick housekeeping matter in terms of emergency exits, we have two located to your right and to my left; and we have three emergency exits to the right, to your left.

I'd now like to introduce to you the people on stage with me. Victoria Rutson, chief -- chief of the section of environmental analysis for the Surface Transportation Board, and John Morton, the team leader supporting the Surface Transportation Board's section of the environmental analysis. Victoria Rutson will now make some remarks about the draft

MS. RUTSON: Thank you, Tina Marie. Can everyone understand what I'm saying? If you can't hear me or understand me, please just put your hand up; and I'll try to slow down a bit or be a little more clear.

Thank you so much for coming this evening. It's a pleasure for me to be with you here tonight. As Tina Marie explained, the purpose of tonight's meeting is for us to hear you. We're here to listen, take notes, and carefully understand the comments that you would like to make to us on the draft Environmental Impact Statement.

I am the chief of the section of

environmental analysis at the Surface Transportation Board. Again, my name is Vicki Rutson, R-u-t-s-o-n. I've received letters from thousands and thousands of people in the Chicagoland area, and I'm sure many of you have written to me, as well. I've read the letters, and I understand what you're saying to us. I'm

very eager to hear what you have to say to us tonight.

As Tina Marie explained, there are many ways to submit public comments on the draft EIS. You may speak tonight in public. If you feel less comfortable speaking in public, you may write your comments down and mail them to the Surface Transportation Board. As long as they're postmarked by September 30th, those comments will be considered. You may meet privately with one of the court reporters that are available in the hall area. You may e-file your comments following the directions in the materials that have been provided. You may also call the board's toll-free environmental hot line number and record your message. You may do all of those things all at the same time. If you

think of a comment later on and want to add to what you've said, please don't hesitate to take some extra comment forms home with you to add to what you thought and said earlier.

Now, what are we going to do with all of your comments? Everything that we gather by September 30th or, in the case of letters, that are postmarked by September 30th will be read, reviewed, considered, and responded to in a final Environmental Impact Statement. That final Environmental Impact Statement will be issued sometime between December 1st and January 31st. That document will set forward the recommendations of the environmental staff to the decision-maker in this case.

Who is the decision-maker? It's the three men who comprise the Surface Transportation Board.

The board is an agency located in Washington, DC. The board was created by Congress and given by Congress the job of ensuring a strong national freight rail transportation system. The board members are appointed by the President and confirmed by the Senate for standard

five-year terms. That's explained on page 5 of your materials. The board is a

bipartisan, neutral body that will consider whether to approve this transaction, deny this transaction, or approve this transaction but only with the addition of mitigating conditions. Again, the board is neither an opponent or a proponent of this proposed acquisition. It is a neutral decision-maker. All your comments are very important to us, and each is considered equally. So if you don't feel like speaking tonight, please don't feel bad about that. You may comment in one of the many other ways I've suggested.

With that, I'll turn the microphone over to John Morton, who will talk about the findings of the draft Environmental Impact Statement. Thank you so much for being with us here tonight, and I thank you in advance for your respect and courtesy to other speakers. You have shown courtesy and respect to me throughout this very difficult process, and I am so appreciative to you for that; and I would ask you when people are saying things that you may not

necessarily agree with -- we understand you don't agree with the things that everyone says but please be respectful to those people. It's hard to speak in public, and it's really hard when people are saying things while you're trying to do it. So thank you for your courtesy, and we're so pleased to be here.

MR. MORTON: Thank you, Vicki. If it's okay, I -- I would -- I would just plan on speaking down here on the floor. I wanted to quickly go through some of the findings from the -- the Environmental Impact Statement. It's a -- it's a large document. I know you have a lot of questions. I'm only going to cover a few areas. We've set up some of the tables and the displays that were in the open house and set them up in the -- in the back corridor right behind the auditorium, and the staff that was manning -- maintaining and manning the displays down there are available back there to answer your questions. So I encourage you at any time just to go ahead and -- and ask your questions to the staff that's -- that's back in -- in the back.

First, I'd like to talk briefly about the -- the applicant. CN is a class one railroad, and it -- it basically is a major shipper, both, you know, foreign and -- and domestic freight. They have five rail

lines that -- in the Chicago area that converge on -- oh, I'm sorry -- that

converge on Chicago. And if I can get this -- I'm sorry. My hand does -- it shakes a little bit. But those are the five dark-colored rail lines that -- you know, and they come into Chicago. They operate about 150 miles of rail line in the Chicago area.

EJ&E is a regional rail line that -- that starts up in the north by Waukegan, comes down to the -- the Joliet area pretty much due south, and then across the, you know, southern part of the Chicago area, due east into Indiana and then up to -- to -- to Gary, Indiana. The EJ&E has two major rail yards; that is, the east Joliet rail yard in Joliet, Illinois, and the Kirk yard in -- in Gary, Indiana.

CN has identified three primary purposes for the -- the acquisition. First, they'd like to combine, you know, their five rail lines and -- and improve their operations around the city. Second,

they'd like to acquire the use of EJ&E's Kirk yard; and, third, they'd like to develop a more extensive relationship with the shippers on the -- the EJ&E.

The -- the draft EIS evaluated a lot

of -- of issues, and we did it by -- and we -- we organized it by resource category; and these are the -- these are the areas that are discussed in the draft Environmental Impact Statement. What I'd like to do is briefly go through the findings in a -- in a couple of these areas. Once again, I'm not going to cover everything that's -- that's in the document, and we -- and we do have people if you have questions on anything we talk about, they'll be -- feel free to ask the people back in -- in the hallway.

First, the -- the proposed transaction would have a number of changes. I'm going to talk about the rail line operational changes in just a second. The -- the -- the -- CN also proposes to construct six new connections. One is -- is fairly close

to here at Munger, and they also propose to construct 19 miles of a second parallel track in four specific areas that we've listed here. Once again, you have charts and maps located in the hallway that can show you the specific locations of those connections and where they're going to construct the second track.

From a traffic change standpoint, this is -- this is a density chart; and I know it's a -- it's a little hard to read, and it could be -- what it is is the outer area is -- is the EJ&E ring, you know, or arc. The inner lines are the -- the CN lines. The light blue color is the current traffic levels. The dark blue color is the proposed traffic levels should the transaction be approved.

So you can see that primarily what the -- what the operation plan includes is shifting traffic from the interior of the arc to the arc in -- in -- in coming around the -- the Chicago area. The expected increase on the EJ&E is anywhere from 15

to, you know, 24 trains per day. What that means and -- in -- in what the EIS evaluated is that in some areas the -- the practical capacity of the EJ&E rail line, you know, that will be at or near that practical capacity.

As a result, you know, the EIS indicates that we don't really expect any higher volumes of trains than -- than what was proposed in the Canadian National's operating plan. In addition, Metra does

cross the EJ&E in a number of areas, and coordination between Metra and CN will be required.

We -- the EIS evaluated train and roadway's safety. On -- on the EJ&E rail line itself because of the increased number of trains, the probability of -- of train accidents does increase, and the probability of a highway rail accident also increases. On the CN rail lines inside the arc because of the decreased train traffic, the probability of a freight accident decreases, and the probability of a highway

rail accident -- accident also decreases -- decreases. In addition, the EIS identifies three intersections that -- where there would be a substantial increase in -- in the potential for an accident, and those are Woodruff Road in Julia, Illinois, and then Lake and Miller in Griffith, Indiana.

The EIS also looked at passenger rail and hazmat. There is no passenger rail currently operating on the -- the EJ&E. There is passenger rail operating on the CN rail line segments inside the arc. Because of the reduced number of freight trains, there would be an improvement in passenger

rail safety there. There will be a substantial increase in the movement of hazardous material on the -- the EJ&E arc and a corresponding decrease in the movement of hazardous material on the CN rail lines inside the arc.

The EIS looked at 155 highway crossings on the CN rail line segment. There's -- 125 of those would have reduced freight train -- and then -- you know,

activity and thus a reduced delay at those. The EIS looked at 112 highway at-grade crossings on the EJ&E. Of those, 87 did meet the board's threshold for analysis. In the analysis, the -- the EIS concluded that without mitigation, 15 of those highway rail at-grade crossings would be substantially affected.

And those 15 are shown, once again, in the little diamonds up there; and if you want to know the specific locations, we do have a map, once again, in the back in the hallway. We'd be happy to show you where that is and actually show you where it is on -- on the -- the map that we have back there, too.

The -- the draft EIS looked at air

quality. There would be increased mileage because of the longer route around the arc, but there's increased efficiencies, also. The -- the net result is that the -- overall there would not be -- the -- the air emissions increases it -- by 2015 would not exceed current regulations or

jeopardize the air quality -- the region's air quality compliance.

The -- the draft EIS looked at emergency service providers, evaluated all the emergency service providers in -- in the vicinity of the EJ&E arc and identified that the documentation of level would -- would be substantially affected. That would be nine fire stations and two hospitals. Once again, the locations are shown up there, and the -- and the details on that are in the -- on the maps in the -- in the hallway in the back.

The -- the EIS looked at noise. There would be about 3,000 residences that would experience -- would be now within the 65 db contour on the EJ&E arc. There would be about 2700 that would no longer be within that contour on the CN rail line segments. Also, the Barrington area quiet zone would

-- because of the increase in freight traffic would no longer be able to maintain its quiet zone status without some type of mitigation.

The EIS also looked at mitigation for -- for a number of activities. The CN provides 76 voluntary mitigation measures. They're -- they -- they're shown in the various classes here. They're listed in the -- both the draft EIS and in -- the executive summary to the draft EIS lists all 76 of the measures.

In addition to that above and beyond those 76, CN identified 72 proposed mitigation measures; and it's certainly one of the things that they were hoping for comments on to also address a number of -- of -- of issues there. And, once again, those 72 measures are located in the -- in the executive summary of the EIS and also in the EIS itself.

And with that I'd just like to remind you that, as Vicki mentioned, there's a number of ways to provide comments. We encourage you to use all those forms, and I'd like to turn it over to Tina Marie.

MS. ADAMS: We will now begin the comment portion of our meeting. Let me remind you that we will adhere to the three-minute rule, which begins as soon as you start speaking. If three minutes is not enough time for you, please feel free to speak with a court reporter out in the lobby to complete your remarks.

We'd also invite you, if you have written remarks if you're speaking tonight, to provide those to the court reporter located to my right, to the audience's left, as you complete your speaking. If you speak beyond the three minutes, I will have to announce the next speakers. I would now like to ask the first commenter, Janet Andrew, to approach one of the microphones followed by Catherine Melchert and Michael Blazer. Please state your name and who you represent and the town that you're from.

MS. ANDREW: My name is Janet Andrew. I live at 109 Forest View Drive in Elgin in unincorporated Cook County. I'm an officer of the Rolling Meadows Homeowners Association, and I represent the concerns of 57 homeowners, about half of whom own homes that are within approximately 300 feet of the EJ&E tracks.

Of the many concerns that I would like to comment on --

MS. ADAMS: Would you get a little closer to the microphone? Thank you.

MS. ANDREW: -- there are two specific that I want to talk about right now. My neighbors and I believe that the SEA has made a gross oversight in failing to estimate the loss of property values. Although the study referenced in the draft is stated as recent, it is from 2004 and cites home values in Cuyahoga County, Ohio, where the median home price last year was $154,000. The average age of the homes in the study was 60 years. The study did not address the impact of increased rail

traffic on newer neighborhoods at all.

In contrast, the median home price in Cook County in 2007 was $449,000. We believe it's preposterous to suggest that the study is representative of homes along the EJ&E today. Plus current median home values are shown in the draft for only six of the 60 affected communities, and no estimated counts are provided for how many homes will actually be impacted. The comparison of our homes to this four-year-old study in Ohio is highly questionable.

Since the draft fails to estimate property loss values for any of the impacted areas, we've come up with our own. Using home values in Rolling Knolls as listed on Zillow and Cyberhomes, we estimate the loss of property value in my neighborhood alone to be in the range of three to three-and-a-half million dollars. This comes to about an average of $60,000 per home.

These are seriously large numbers and

considering the shockingly high foreclosure activity we're seeing today, it's a glaring shortfall on the part of the SEA to not have comprehensively addressed the impact on property values. If I can come up with a dollar estimate, surely the SEA should have been able to come up with a dollar estimate.

The safety of our ground water is also a serious concern for my neighbors. None of the 57 homeowners in my neighborhood have access to municipal infrastructure; rather, we rely on private wells for our water. While the draft suggests that the likelihood of a hazardous materials spill is remote, the risk does still exist and, in fact, has occurred on CN rail lines in the past.

Should a hazmat incident occur along our stretch of rail, all of our wells would likely become contaminated.

CN has been shown in recent years to have a deplorable safety record and has proven to be profoundly insufficient in

their response to hazardous spills. The fact that the SEA has not considered the impact of this risk to our private water supply is an egregious omission and should be rectified in the final study. Thank you.

MS. ADAMS: Catherine Melchert, followed by Michael Blazer and Danny Simpson.

MS. MELCHERT: Good evening. My name is Catherine Melchert, and I am the village president of Bartlett. The point has been made by the Canadian National Railroad Company and some communities that this purchase would be good for the region, and that point is false. Creating new problems without fixing the old is neither good for sustainable growth, nor does it do anything to promote regional cooperation.

Had Canadian National and its sister railroad company embraced the concepts of CREATE with full vigor from the beginning, the congestion on existing lines could have been mitigated and could be mitigated; but the problem seems to be that the railroad companies, the CN in this instance, are not looking for long-term solutions to existing problems but, rather, short-term answers to their long-term profits. This purchase will add nothing to the communities along this line. There is no benefit which would improve our communities, only problems; and we know something about these problems.

There is an existing CN line that runs east-west of our community. Although this is one of the lines which will see less traffic, it is because of this line that we have experienced difficulties with this railroad company. This line has caused serious disruption to our community and the travelers on state Route 59 for many years, and until recently there has been no effort to respond to the correction of problems which speak to the issues of air quality, traffic congestion, and quality of life for our residents.

I refer you to the posters that we have in the hallway with information regarding the delays over the period of the last 18 months. Think about this: You have a major highway blocked; the closest north-south arterial in either direction is two miles away; access to police, fire, and ambulance is cut off; police officers taken away from the normal duties to cover major traffic issues; and there is no communication from CN. Equally

frustrating, there is no recourse.

We are afraid that if this purchase is approved without federal regulations prohibiting such practice, it will begin again after the purchase is approved. This cannot be allowed to occur. It seems that regulations or agreements must have strong consequences in order for the railroad to be a good neighbor.

Let me go back once again to regional planning and a topic of which you are well aware. The STAR line, an innovative idea, would be good for the region in many ways, not the least of which is improvement in congestion and air quality. This purchase all but brings the death knell to that

project, and that would be unforgivable. That would be so 19th century.

Sacrifice a modern day, light rail commuter line that daily benefits thousands of the region's commuters, creates less road congestion for thousands more, attracts new businesses and jobs because of these improvements to the quality of life

in our area and for what? A foreign-owned company able to swiftly move foreign goods through our region to be transported to the gulf and on to other foreign countries which in the end results in the loss of business and jobs at our own West Coast ports.

There are far too many unintended consequences to this purchase for it to be quickly approved. There are far too many unintended consequences that need to be mitigated for this purchase to be approved. We need a plan that addresses all the issues, not just for today for this purchase, but for the region and for the future. Thank you.

MS. ADAMS: Michael Blazer followed by Danny Simpson and Michael Airdo. Folks in the back of the auditorium, are you

hearing the speakers okay?

MS. ADAMS: Rob Sherman?

MR. SHERMAN: Good evening, Tina Marie. Good to see you, John. Nice to see you all survived Barrington last night.

I'm Rob Sherman, the green party candidate for state rep in such communities as Buffalo Grove, Wheeling, and Prospect Heights where the Metra north central line runs and where the current freight trains run. I wanted to add five quick points to my comments from Tuesday night.

First, I continue to hear that this proposal is a catastrophe but only if it affects the people along the EJ&E rail. If it affects my communities, then it's okay. So if -- if these trains are a problem, if these trains really weren't that big of a problem, then there would be a problem all over, not just in the EJ&E ring.

Zoning, I want to talk about zoning mitigation meetings and Metra STAR line. Regarding zoning, I go to a lot of Buffalo Grove village board meetings, as well as

village board meetings in other communities, and I hear this all the time

where residents say, hey, I don't want a business to go in in a particular location, or I don't want something built in a particular spot where it's zoned for that. And the municipal officials always say, well, there's nothing we can do because the property owner has the right to use his property for what it's zoned for.

So this sounds basically like a zoning dispute. Ladies and gentlemen, this is zoned for rail; and just because the property owner didn't fully do the license resource, doesn't mean he should be denied the opportunity to fully utilize it now. It -- it's not like they're asking for a zoning variance. It's not like they want to, you know, shoot fireworks off. They're asking to use their property for what it's zoned for. How can you or the communities say that a property owner should be denied the right to use his property for its intended purpose?

Next, in regard to mitigation, the only mitigation that I think is

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appropriate, the only key piece of mitigation, one, rush hour. Perhaps there can be a moratorium during rush hour so it doesn't mess up, you know, the Metra trains that cross and also the street traffic when people are -- are trying to get through and in a hurry to get to the -- to -- to work or school. But, also, if that kind of moratorium is put in, then in regards to the forest preserve where they want to link somewhere in DuPage County forest preserves, they should be given that option to do that.

Meetings, I've heard a lot about how the meetings are along the EJ&E communities. We should have meetings; and as a procedural question, can we get some meetings along the -- where the line is, not on the freight line?

And the last thing in regards to the Metra STAR line, I hear that 20 freight trains a day would be catastrophic; but 40 Metra trains, that would be okay. And the freight trains, they wouldn't run during

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rush hour but the Metra trains would. So if -- if 20 freight trains would be catastrophic, 40 Metra trains would be terrible. Thank you for your time.

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MR. SIMPSON: The first thing I want to talk about is the CN's desire to

short-circuit this entire process. They have filed a petition asking for early approval of the stock purchase agreement with U.S. Steel.

They want you to decide by October 15, only 15 days after the public comment period, and they want you to decide whether you will do that by September 15, before this public comment period is even concluded, and if you don't do it, they say they will take this to the appellate court.

Now, why are they in such a hurry? They say this is a "minor transaction" because any anticompetitive effects of the transaction will clearly be outweighed by the transaction's anticipated contribution to the public interest in meeting significant transportation needs, and they say that there is a risk that U.S. Steel will walk away from the deal if this isn't done by December 31.

Now, I don't know about you, but

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I haven't heard of a lineup of other buyers for the EJ&E waiting in the wings if this deal falls through.

So what's the real reason? Why do they want a rush to judgment? Because

they have failed to adhere to recognized engineering principles; because they ignore pending projects that dramatically alter the results of their faulty analysis; because the data they've submitted is just plain false.

This is not just theoretical. We are not here opposing just for the sake of opposing. This isn't "minor" to the village of Bartlett. We are dealing with significant life, health and safety issues.

There are two at-grade crossings in Bartlett, as you know, West Bartlett Road and Stearns Road. The current conditions are already untenable. I have here almost 250 pages of police reports in one 12-month period, resulting from extreme delays at the grade crossings in Bartlett, all far in excess of the ten minutes that

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the CN says should be the standard. They propose a 400 to 500 percent increase in rail traffic at these two crossings, but according to the CN, 22.5 plus 23.4 equals zero.

The CN effectively ignores the Stearns Road Bridge over Fox River, and then there is the new fire station being

built, recognized in the draft EIS (p. ES-44, Table ES-2) as an Emergency Service Provider Potentially Substantially Affected under the Proposed Action.

What does the CN say about such a direct and substantial impact on the residents of Bartlett? They don't put forth a single specific mitigation proposal. Instead, what we get is generalities like VM 21: Applicants shall notify Emergency Services Dispatching Centers for communities along the affected segments of all crossings blocked by trains that are stopped and may be unable to move for a significant period of time.

Now, I suppose that could work

if fires will cooperate and not start while trains are blocking the road, and if accidents won't happen at those times, and if people will also cooperate and have the courtesy to not have heart attacks or strokes at the wrong time.

We are dealing with situations where seconds matter and where minutes can mean the difference between life and death. But to the CN this is a minor matter and they are making a contribution to the

public interest.

Why is the CN doing this, what is, in fact, a conscious effort to avoid, to evade grade separation requirements?

Now, I will close in reminding you of your obligations. What is the STB duty here? That you not be swayed by false and misleading information and that you do your job and not rush to judgment.

Thank you.

MS. ADAMS: Daniel Simpson, followed by Michael Airdo and Brent Coulter

MR. SIMPSON: My name is Danny Simpson. I'm assistant vice president of safety and environmental proceedings. I appreciate the opportunity to present CN's perspective on safety and emergency response issues here this evening.

You probably heard some people raise concerns about CN's corporate culture, saying it would lead to decrease in safety levels if this transaction were approved. These suggestions aren't supported by the facts. Safety is one of CN's core values since CN operates one of the safest railroads in North America

according to the Federal Railroad Administration's statistics.

As required by the Board and FRA regulations, CN prepared a safety information plan, or SIP, with this transaction. Should the board approve this transaction, CN is fully prepared to comply with the terms of the final SIP and to continue to coordinate with the FRA integration into CN's operations.

Unfortunately, despite best efforts, incidents do sometimes occur in the rail industry. However, CN's emergency response plan is designed to allow seamless integration of federal, state and local governments before, during and after emergencies. CN works with communities to ensure a high level of emergency preparedness. In addition, our system protection plan ensures distribution of resources aimed at prevention, preparedness, and emergency response capability.

Training is an important aspect of our efforts. CN's dangerous goods group conducts outreach training programs in communities across the system, resulting in

better trained global responders, working safely and efficiently with CN personnel should emergencies arise.

Some have made much of the findings in the draft relating to increased frequency of train accidents and increased risk of accidents at rail crossings. The

possibility of any accident is a serious matter, but what people seem to forget is in the draft finding the likely number of rail accidents from CN's existing lines, if such changes are made, would decline 77 percent compared to current operations, and the grade crossing accidents in the region overall would decrease by 8 percent.

Also, as the draft pointed out, while the number of major key routes of hazardous material shipments on the EJ&E line would increase from 2 to 14, the number of major key routes on CN's existing lines through downtown Chicago would fall from 23 to 3. The DIS shows the risk of adverse safety impacts along the EJ&E line are more than offset by the safety benefits for the communities located along the CN's existing lines.

CN recognizes the potential

adverse safety impact along the CJ&E must be addressed. CN proposed a number of voluntary mitigation measures relating to ER and haz mat transportation, which were

included in the DIS. In addition, as my colleagues testified earlier this week, CN has been actively engaged in outreach efforts to communities along the EJ&E line in an effort to develop comprehensive voluntary mitigation measures and to address community concerns.

I'm happy to discuss these related issues with any and all communities along the line, and I have already done so with numerous within the community.

Thanks again for the opportunity to speak before you this evening.

MS. ADAMS: Michael Airdo, followed by Brent Coulter and Alan Murphy.

MR. AIRDO: Good evening. Michael Airdo, Bartlett Village Trustee.

There are three concerns that I would like to focus my comments on this evening; safety, air quality and noise. I'm narrowing my comments to these areas because these will have the greatest negative impacts on the residents of Bartlett.

These three issues; safety, air quality and noise, are also the impacts that the draft DIS has provided little hope for meaningful mitigation by CN.

The first issue is safety. With the huge increase in freight volume, as well as an increase in hazardous cargo loads, the risk to safety is very real. The draft DIS indicates the total number of train accidents on the EJ&E will likely increase by 28 percent, and the number of major key routes, key routes being aligned with the trains that carry more than 20,000 car loads per year of hazardous materials, will increase from 2 to 14. A greater

potential of train accidents coupled with a dramatic jump in loads carrying hazardous material is a dangerous combination, that what does the Draft EIS say to communities faced with this increase?

It tells us not to worry, that hazardous material would remain remote because of the regulatory and other safeguards already in place. Such a statement does little to ease the concerns of our residents living along the EJ&E.

This is especially worrisome given CN's deplorable safety record in Canada. In a report released this year by the Canadian Parliament, CN received the lowest grade possible on implementing safety management systems designed to offset accidents and other safety hazards.

But we need not rely on the Canadian Parliament to tell us the priorities of CN when safety is involved. We can look to the company's response to a $130 million hazardous material spill in Canada caused by a defective rail.

According to that account, CN

still faces charges from Alberta's Environment Ministry that it failed to act properly to confine the spill. But those charges don't raise red flags as fast as the fact that within 48 hours the big rail's trains were moving again, while the townspeople had to physically block the tracks to get the attention of CN officials, who would not meet with local citizens impacted by their spill.

The assurance that CN will operate in a safe manner is met with skepticism here in Bartlett, and justifiably so. That the SEA decided not to look at CN's Canadian safety record in developing the Draft EIS is remarkable and needs to be rectified.

The second issue is the increased freight traffic. CN argues the more rail traffic means fewer trucks on the road, improving the local environment. The traffic idling, while waiting for two-mile long trains to pass at grade crossings,

will negatively impact local air quality. The crossings in Bartlett and Route 59 and Munger Road were blocked 120 times.

The final issue is noise. The

CN locomotives have stopped in Bartlett in the past, and we read about it in the Chicago Tribune, from 36 to 48 hours straight, less than a hundred feet from the Woodland Hills subdivision, and CN has done nothing about it and refuses to do anything about it.

MS. ADAMS: Bret Coulter, followed by Alan Murphy and Joseph Fink.

MR. COULTER: Good evening. My name is Brent Coulter. I'm a registered professional engineer in the State of Illinois and hold a national certification as a professional traffic operations engineer.

My testimony tonight is on

behalf of the Village of Bartlett, and I will be following up on the introductory comments of Mr. Blazer earlier.

The CN proposes to increase train traffic fourfold in a section of the EJ&E rail corridor that already experiences excessive at-grade crossing blockage by train activity, and where no alternative highway/rail grade separation exists for a length of nearly seven miles. This action is of great concern to the Village of Bartlett with respect to increased highway delay and queuing, and significantly slower vehicle response times to a large residential and employee population west of the EJ&E.

Equations for delay and queuing

for rail/highway at-grade crossings used in the Draft EIS were developed based on rudimentary concepts borrowed from highway traffic signal theory and reference the nationally recognized Highway Capacity Manual. While I agree with this analogy to highway traffic signal control, the simple equations used in the Draft EIS fail to incorporate many critical factors.

Application of computer models

that implement the full Highway Capacity Manual indicate that both delay and queuing in the Draft EIS are underestimated by 50 percent or more, with both the Stearns Road and West Bartlett Road arterial at-grade crossings exceeding the 40 daily vehicle hours of delay criterion used in the Draft EIS for grade separation consideration.

In the absence of additional lanes crossing the EJ&E on West Bartlett Road, peak hour vehicle queues could exceed 4,000 feet and would block all access points serving nearby residential neighborhoods just east and west of the

crossing, as well as access to Bartlett Fire Protection District Station No. 3.

In addition, the adverse or extra travel distance that fire department vehicles would be forced to travel to access a grade separation or open crossing to serve the area west of the EJ&E ranges from 2.1 miles to over 4.2 miles. That's 3 to 5 times the 3/4-mile threshold that defines a substantial impact used by the Illinois Commerce Commission for at-grade crossing closures in urban areas.

In some cases, projected year

2015 highway traffic volumes used in the draft EIS for evaluation of the proposed action have been significantly underreported. On top of that, use of the seven-year horizon for impact evaluation is unacceptable and out of step with the typical 20-year design horizon mandated by the Illinois Department of Transportation and the Federal Highway Administration.

The draft EIS analysis crossing delay in queuing is based upon assumptions

favorable to the proposed acquisition in terms of train operating speeds, no bunching of train traffic during the highway peak hours, and no excess crossing blockage due to train switching activity. Such an environment is contradicted by a history of extremely long delays and blockages along EJ&E crossings in the Bartlett area.

In conclusion, I believe that the draft DIS method for estimating delay and queuing is flawed, and, in combination with low estimates of future highway usage, significantly underestimates at-grade crossing delay and queuing. The Draft DIS also fails to estimate the adverse travel

distance for police, fire and ambulance vehicles to provide emergency service to the Bartlett area west of the EJ&E railroad when crossings are blocked by trains.

MS. ADAMS: Alan Murphy, followed by Joseph Fink and Karen Wojciechowski.

MR. MURPHY: Good morning. My name is Alan Murphy. I'm here represent the people of the Du Page Group. If you are not familiar with us, we led the fight and defeated the transfer station in West Chicago. We also do other charitable activities in western Du Page.

As you are possibly aware or becoming aware, we provided the signs out in front of the high school tonight, the nice yard signs. Our group is formed to help the local people in western Du Page County, and I think it is a life safety issue, the whole CN proposal.

One of the things you have got to realize is what happens if you have a heart attack and you are on the wrong side of the tracks? What happens if you live west of Bartlett and have a heart attack?

What happens if you live downtown Wayne and there is a UP train and a CN train? Wayne becomes an island. How do you get help to that person? Three minutes, four minutes; how long does it take for you to expire?

People's lives are more important.

West Chicago spent a lot of money on redeveloping its downtown. What will the CN do to West Chicago's traffic patterns? Will it put a stranglehold on our town's development, our time, our money, our citizen's way of life? It will affect everybody along the whole route.

One of the things you must realize is West Chicago is at a junction; the Union Pacific west line, Canadian National, or the EJ&E. This point where the junction meets, if all the proposals go through, will be the busiest train intersection in the United States. With all the projections, there will be over 200 trains a day at that intersection. What is the railroad industry and what is the CN doing to help the community of West Chicago and the residents?

The other thing I would like to address is the Petitioner filed a

1,000-page document, and I'm given, what, three minutes to respond to 1,000 pages?

You know, we teach our kids to say no to drugs. Why doesn't the National Transportation Board take a lesson from that and just say no? Thank you.

MS. ADAMS: Joseph Fink, followed by Karen Wojciechowski and Michael Kwasman.

MR. FINK: My name is Joe Fink. I live at 617 Rose Lane in Bartlett, and I'm just here to speak for me, and not other organizations.

I do appreciate the fact that officials from Bartlett have taken the position that this is not good for our area. I was quite surprised when we came here tonight to find that at a grade crossing about a mile from my house, the number of hazardous car loads would go from 29 to 209. That concerns me, and the name and number of trains at that same grade crossing goes from five to 22.

That grade crossing is very close to the new fire station that has just been built here on West Bartlett Road, and a train, if you try to get across west from there, you would have a very difficult time if the train is going across that crossing.

I can appreciate personally how important it is, when you call for emergency service, you need it. This is a personal thing for me. My wife has needed

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that a number of times. We had a wonderful response from the Bartlett police and the fire department, and I just think that that would be jeopardized.

The last thing I'm concerned about is the length of the trains. These two-mile trains, possibly two-mile trains, traveling in the Chicago area and in the Bartlett area, it just doesn't make sense to me. Thank you very much.

MS. ADAMS: Karen Wojciechowski, followed by Michael Kwasman and Ruben Pineda.

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MS. WOJCIECHOWSKI: Hi. I'm Karen Wojciechowski, and I'm a concerned resident

from Bartlett.

If this deal were only about interstate commerce or transportation efficiency, we probably wouldn't be here tonight because there wouldn't be much to talk about; however, there is one very important issue, and that is safety, the seriousness of which is minimized by the study.

I'm not here because I'm worried that I will be late for an appointment to the beauty salon due to a train blocking the road or because I'm annoyed by trains going at all hours. What keeps me awake at night is the risk of being cut off from emergency services, which would be four or five times more likely to happen if this deal goes through.

Like thousands of Bartlett residents, I live west of the EJ&E tracks. Unfortunately, all of the services that my neighbors and I potentially need during an

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emergency situation are located east of the tracks, including a new fire station, the two existing fire stations, the police station, and the nearest hospitals.

Seconds count in an emergency

situation. The fact of the matter is if your house is on fire, if your husband is having a heart attack, or your baby can't breathe, you don't have time to wait for that fire engine, for that police car, or for that ambulance to turn around and take an alternate route because a freight train is blocking the only path to your house.

The STB study has already identified the impact of the emergency services in Bartlett as a substantial potential problem area, and, with all due respect, approving this deal without having effective mitigation in place would be the height of irresponsibility. I'm aware that a level of risk exists today because of the existing freight traffic, but let me give you an analogy here: Increasing the risk to public safety by allowing freight

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traffic on the line to quadruple is like dealing with a few drops of spilled milk by dropping the entire pitcher on the floor. It only makes the situation worse.

No one can and no one should attempt to put a price on a human life. The risk to public safety is too serious and can't simply be dismissed for those of

us living along the EJ&E tracks. Public safety is not a game of number crunching, or regional averages, or comparing the number of towns that will and won't be impacted. It is about preserving human life and nothing is more important.

That's why I urge the STB members to imagine themselves in a similar position and truly evaluate the serious safety risks this deal poses.

Thank you.

MS. ADAMS: Michael Kwasman, followed by Ruben Pineda and Jesse Felix.

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MR. KWASMAN: Good evening. I'm Mike Kwasman, mayor of West Chicago, the community that has its tradition of a railroad town.

However, we were stricken when representatives from the STB came to my community, looked at what we had to offer, and they were a little bit stumped about the train-to-train roadblock. We are not talking just commuters. We are talking the CN versus the UP. You don't think that the

UP would let the CN get an upper hand when it comes to competition? I think not.

So when most trains bottleneck in an area, what are we to do in our town of West Chicago? Miles and miles of stopped trains. Your plan, it wasn't even mentioned in your plan.

Number two, you say, about fire stations, sure, we are building new fire stations in West Chicago, not due to growth. We are building fire stations due to rail traffic.

The CN wants to increase their

capacity. Their capacity is for repayment to their stockholders. Well, my stockholders are the citizens of West Chicago. They have already dug into their pocket and raised their property tax to as far as 25 percent, not due to them, but due to the railroads.

In today's times, how much can we keep asking our constituents to go into their pocket? There has to be some sort of balance between commerce and the safety of our public. Your job is to weigh that balance. We come from the community that is a railroad town. We have no intention

of being enslaved by a railroad.

Thank you.

MS. ADAMS: Ruben Pineda, followed by Jesse Felix and Randy Ramey.

MR. PINEDA: I'm alderman Ruben Pineda from the City of West Chicago, Third Ward. The Third Ward is exactly right where these railroad tracks are. It runs right along the border of the Second and Third Ward. My ward is going to be greatly impacted.

Right now we have five at-grade crossings in West Chicago. With the length of the trains, if this acquisition happens, at any time all five of those grade crossings can be stopped at one time. So nobody would be able to get to the eastside of West Chicago.

I kind of like the eastside of West Chicago, and I would kind of like to be able to visit once in a while. With all

these trains coming through here, five at-grade crossings, we really wouldn't have a chance to get across there.

Right now we have one at-grade crossing that is going to be greatly impacted; it is called Aurora Street, and there that is completely landlocked, and

that is the only way in and out to those four or five homes. We already had one house fire that our fire department was not able to get to in time, and we lost two lives, two small young children. So we have an issue there if there is a train stopped in front of Aurora. There is no way in and out of that little tiny subdivision.

We have got about 300 or 400 students that are on the west side of the tracks in my ward that have to cross three grade crossings there to get to high school, either in a vehicle or walking. There are a large percent of pedestrians that are students and are walking, and of course students, when they start hearing those bells, the first thing they are going to try to do is try to beat that train, and I find that very disturbing because we have

already had one death this year, within the last six months. It was a small child trying to beat the train. If we have more trains running through there, the averages

are going to go way up as far as possible fatalities.

With the impact that these trains could possibly cause, we have only got a couple of options as far as my ward, and that's going out on Tower Road or Pearl Road. Those are two very critical intersections that a lot of people literally don't go that way because, Roosevelt Road, we have got two blind spots there to try to get out on the track. If these trains start coming through, they have no option but to go out there and try to get through there. There is no stoplight. There is nothing there.

So that's a huge concern because of the amount of traffic accidents at that crossing there would be incredible.

This acquisition could literally cut my community in half. The City Council has worked very hard to make it a better community, and it will completely destroy our community, and I would hate to see

something like that happen.

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Thank you very much.

MS. ADAMS: Jesse Felix followed by Randy Ramey and Hugh Stott.

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MR. FELIX: My name is Jesse Felix. I am a resident of the Community of Bartlett, and I am the superintendent of parks for the West Chicago Park District. A key factor when one decides to move a corporation or, most important, a family to a community is the quality of life.

Parks, I have always felt, demonstrate community pride and give the residents and visitors a positive impression to what a community has to offer. Active and passive recreation are important factors for the quality of life in a community. They are important factors to remember when considering this proposal, however minor the Board may feel this that transaction may be.

We are very proud of our parks in West Chicago. They are more than just athletic fields and open spaces. Our parks contain plants, animals, and the inanimate.

If I do not object to this proposal, which will bring additional

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train traffic to the community and

negatively influence the parks, I would be doing a disservice to the community I work for and the community I live in.

Commissioner Buttrey is correct in his concern and assessment that even the most far-reaching mitigation would be enough to offset or balance the environmental detriments that would flow from this proposal.

No one came to West Chicago Park District and asked about our adjacent properties or future plans for development. Reed-Keppler Park has 500,000 visitors annually that use it for recreation and special events. Reed-Keppler Park contains 20 acres of high quality wetlands that run along the EJ&E.

Pioneer Park has a master plan to redevelop the existing park amenities and the land that was acquired by EJ&E. This park will see an increase in usage once the redevelopment has occurred beginning in 2009. Pioneer Park is our hub

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park for the south side of West Chicago.

One major park that was missed in the report was Manville Oaks Park. Manville Oaks is a 184 park site

that runs along the east side of the EJ&E across from Fermi Lab. This park has a master plan for redevelopment that has recently been completed. We would anticipate at least 250,000 visitors to the park to attend concerts, play disc golf, attend sporting events, or walk, jog, and bike.

Within Manville Oaks is Kress Creek, which was recently cleaned up by the Kerr-McGee Corporation under the watchful eye of the EPA, and please note that Wilson Street was vacated by the Winfield Township and is not the property of the park district.

When the ICC approved the purchase of the Chicago Northwestern by the Union Pacific, no environmental impact statement was ever done.

Vibration by the

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additional train traffic may have an adverse effect on our building at 157 West Washington Street. The increased train traffic after the purchase has had an adverse effect on our location also.

Chicago landscape planner, Jens Jensen, wrote that, "Everyone

is entitled to a home where the sun, stars, open fields, giant trees, and smiling flowers are free to teach an undisturbed lesson of life."

We have strayed from that vision by not properly planning for expansion, not only in the city, but as far west as you can imagine. Thank you.

MS. ADAMS: Randy Ramey, followed by Hugh Stott and Joe Modrich.

MR. RAMEY: Thank you. I am Randy Ramey. I represent the 110,000 people of District 55 and, specifically, the residents of West Chicago, Wayne, and Bartlett.

I have a brief statement from Senator John Millner, who couldn't be here this evening. He has served as a police officer and leader of many law enforcement organizations for over 30 years and has a complete understanding of life-threatening situations.

Under the current situation with the few trains that move through the communities, we have had situations where the public safety officers could not reach those in need, i.e., choking, heart attacks, serious accidents, et cetera.

If we increase train traffic from 4 trains a day to 20 or more even longer trains, these situations would only multiply.

Our communities are

expected to build additional public safety facilities, hospitals, and other multimillion dollar infrastructure improvements to prevent dangerous and tragic situations from occurring.

I understand the importance of efficiently utilizing our rail lines to move goods throughout our state and country, but if you balance it out, I believe that this sale would cause more harm than good.

The Village of Wayne would -- has a unique situation where a good portion of the community is built between two rail lines. If those additional trains would start to roll, a large part of the community would be trapped between the two trains where police, fire, and ambulances would not be able to attend to those in need until the train has passed.

In West Chicago ambulances are located on one side of the train tracks, and in Bartlett emergency

personnel won't be able to reach the emergency in a timely basis because rail lines run through their major throughways. In a choking or heart attack situation, seconds count, and those situations would statistically be more prevalent than they are today.

Even the STB report concluded that fire and emergency medical service providers near the EJ&E rail line would potentially experience substantial effects as a result of the proposed action. Why would we take such a risk?

Additionally, the traffic congestion would be so onerous that the local economy may be adversely impacted with these additional trains.

I am appealing to you and the officials of the Surface Transportation Board to weigh this decision carefully and urge you to consider concerns of residents and communities on both sides of this issue.

So as you have seen

throughout this evening, a lot of what we are talking about is public safety. I am concerned that the STB predicts a 28-percent increase in accidents along the EJ&E line. My wife just got a job at the Community High School in West Chicago, which runs right by that line. I certainly hope she is not part of the 28-percent increase in accidents. Thank you.

MS. ADAMS: Hugh Stott, Joe Modrich, followed by Vicky Lenahan.

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MR. STOTT: My name is Hugh Stott. I'm deputy fire chief of the West Chicago Fire Protection District. The West Chicago Fire Protection District protects the lives and properties of approximately 35,000 residents of the towns of West Chicago, Wayne, and Warrenville.

Our population rises during the daytime to approximately 50,000 residents, visitors, and travellers.

The area that we protect is literally divided by the presence of railroad tracks. The Union Pacific right-of-way divides us from east to west. The current EJ&E right-of-way divides us right down the middle from north to south. We are subject to the presence of approximately 68 Metra trains and upwards of the 80 to 100 freight trains on any given day.

As in any movement of freight by rail or truck, a concern in the

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the potential release and management of hazardous materials.

But, even more importantly, is the increased obstruction of six grade crossings by the potential acquisition of the Canadian National. It was mentioned there were five crossings. Those were within the City of West Chicago. We have one that is outside of the city limits.

At the present rail traffic density, we estimate that on an average, 20 minutes out of each hour results in the most critical downtown grade crossing being obstructed by a train. With the increase from the current 6 EJ&E trains to a potential of 22 or more CN trains, this delay can only increase.

There is only one grade crossing separation that allows us to access that area that is potentially cut off by EJ&E or CN rail traffic. This adds 4.6 miles of travel to our response. This will undoubtedly increase the emergency

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response times, and as any public safety professional will tell you, response times are critical.

Our community has supported our ability to deliver quality, professional emergency service. The West Chicago Fire District sees the acquisition of the EJ&E and the resulting increased rail traffic as a threat to that ability to deliver those services promptly and with limited delay during critical moments.

I would also like to point out that the charts of the study failed to identify the six grade crossings within the district and the district at all being impacted by this acquisition. Thank you.

MS. ADAMS: Joe Modrich, followed by Vicky Lenahan. Is Joe Modrich here? If not, Vicky Lenahan. Vicky Lenahan? Is Frank Napolitano here? Okay. Frank Napolitano?

Thomas Ashton. We will have Thomas Ashton, followed by Ken

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Kaczynski and Candice Grace.

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MR. ASHTON: My name is Thomas Ashton, and I represent myself and

200 other homeowners near me. My home, along with some 200 other homes, is located squarely in what I am calling the Canadian National/UP Triangle. I live in the Village of Wayne, the center of which is bound on the north, south, east, and west by rail lines with five at-grade crossings separated by less than two miles at most and less than half a mile at the closest. We are likely to be trapped on all sides by trains; to the north at the Powis Avenue crossing, to the west at the Army Trail Road crossing, to the east at the other Army Trail Road crossing and at the Smith Road crossing, and to the south at the other Smith Road crossing. Like the infamous Bermuda Triangle, the CN Triangle could make many aspects of my life in my community disappear.

Look at the map and the aerial photos. With 5 at-grade crossings, my family and the 200 other homeowners

trapped by trains are going to suffer real losses. Trapped in the CN Triangle, we will suffer a loss of safety.

Wayne does not have a public water supply, so we do not have fire

hydrants in our community. A house fire can double in size every minute, so every minute counts, especially with no fire hydrant system to put out the fire. With an average of 4 minutes for a train to clear an at-grade crossing, if one of those 200 homes catches fire, the delays from a fivefold increase in freight traffic each day will be devastating.

Likewise, the crossing delays will have catastrophic effects on EMS response times where every minute delay results in greater loss of life.

School safety is also a major concern. Wayne Elementary School, with over 600 grade-school students, is also in the middle of that triangle. From bus delays to classroom interruptions as freight trains barrel past with noise,

smoke, vibration, and hazardous cargo, the exposure is simply unacceptable.

We will suffer financial loss. CN's acquisition of the line will have a huge impact on home values for my family and the 200 others in the triangle.

To add insult to injury, my village of 2700 residents is expected to

help pay to mitigate the impacts it will have on our community. The costs would include not only crossing corrections, but emergency service personnel, school buses, bus drivers, in addition to the incalculable impact on the local environment.

We would have a loss of cultural heritage. The quaint little Village of Wayne where we hear the sound of train whistles numerous times a day, from the 6:00 a.m. train when I get up in the morning to the 11:15 when I go to bed, will now be inundated with freight trains at all hours. The town will be split east and west. It will lose its shared sense of

community.

The move will only invite other rail carriers to fill the void CN leaves in Chicago. Please look at your maps and don't leave me on an island.

MS. ADAMS: Ken Kaczynski, followed by Candice Grace and Jim McCarthy.

MR. KACZYNSKI: Good evening. My name is Ken Kaczynski, and I am the president of the Board of Education of School District U-46, Illinois' second largest school district. Joining me here this evening is Dr. Jose Torres, superintendent of schools.

On behalf of our Board of Education, let me first thank the U.S. Surface Transportation Board for holding this forum in Bartlett High School, which is one of the five high schools in our school district.

The School District U-46

serves many communities, including Bartlett, Wayne, Elgin, Hanover Park, Hoffman Estates, South Elgin, and Streamwood.

As you know, EJ&E Railway runs through the eastern portion of U-46, including the villages of Bartlett and Hoffman Estates.

I am here this evening to express the concerns of School District

U-46 regarding the proposed acquisition of the EJ&E Railway Company by the Canadian National Railway.

First, the anticipated increase of 15 to 24 trains per day will pose a problem for the safety and timely transportation of our students. Our transportation department conducted an analysis that shows there are 4 grade crossings where the EJ&E railroad crosses our bus stops, including West Bartlett Road, Sterns Road, Army Trail Road, and Smith Road.

Last year we had 55 buses that crossed on West Bartlett Road, 16 buses that crossed at Army Trail, 14 on Smith Road, and 4 buses that crossed on

West Sterns Road.

Without question, the anticipated increase in rail traffic during the day will have a negative impact on our ability to safely and timely transport the students on these 89 buses to and from school.

Secondly, the increase in rail traffic could impact the emergency response times of local police, fire, and ambulances to our schools. While local authorities are extremely cooperative and have plans in place to ensure that they are able to respond to an emergency despite any obstacles, the timeliness of their response will be affected by the increase in rail traffic.

What I did not see in your presentation was the impact it might have on mutual-aid responses from surrounding communities.

Finally, we are concerned about the increase in hazardous waste material that may be transported near several of our schools. School District U-46 has four schools that are within one mile of the EJ&E lines, including Wayne

Elementary in Wayne, Nature Ridge in Bartlett, Hilltop Elementary and Timber Trails Elementary School in Hoffman Estates. Another Bartlett school, Liberty

Elementary, is approximately two miles from the rails. Please consider the impact that any spill of hazardous materials could have on nearly 3200 students who are being served in these buildings. Again, thank you for taking the time to hear the concerns of School District U-46.

MS. ADAMS: Candice Grace, followed by Jim McCarthy and Colleen Mulen.

MS. GRACE: Good evening. My name is Candi Grace, and I am a trustee in the Village of Riverside, and I feel very strongly about this issue, the issue before us, which is should the CN Railway be allowed to purchase the EJ&E in order to move freight traffic through our region more efficiently.

I am disappointed that no public hearings were available in the communities that are going to benefit from this acquisition.

In making this important decision, I would hope that the STB would look at the bigger picture for northeastern Illinois and northwest Indiana, not just what municipalities along the EJ&E have said.

Mayor Melchert of Bartlett has been quoted as saying, "We have to find a new approach to traffic congestion," in reference to the STAR line project. The purchase of the EJ&E is part of that answer for us in my village.

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Mayor Melchert is correct. We do need to find new approaches to address traffic congestion, and the railroads are a solution to meeting the nation's growing freight mobility needs. Railroads can haul a larger volume of goods than trucks while using less fuel. The land needed to haul freight on a railroad versus a road is much less, and improvements to rail are often much cheaper than expanding or building new roadways.

We have capacity challenges and transportation congestion in this region that needs to be moved. The country's economy depends on it as much as our region does.

The goal of this project is to make freight move much more efficiently through or region and to reduce freight congestion in areas that have been impacted for decades.

The draft EIS talks slightly about the benefits to the other communities in the inner ring suburbs. I

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wish the Environmental Impact Statement had

looked more closely at that.

Riverside has two train lines. We have 150 to 160 trains per day. If this deal goes through, we'll lose 8 to 10. That's not a huge percentage; but in terms of the public safety impact, it's enormous.

The CN trains block our access to Loyola University Medical Center, which is a Level I trauma center in that area, and there is no way around it for miles.

North Riverside, which is just to the north of us, their train station is right next to the tracks. The tracks bisect the town. They require mutual aid from their neighbors to fight fires. If there is a train across the tracks, we deal with it.

I'm running out of time. If I thought the status quo was best for the region, I wouldn't be here speaking tonight; but I think we have to look at

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this as a regional solution and not just look at the effects on the communities nearby. You will also be hearing us from in written comments, but we wanted to make

sure that the voice of the inner ring suburbs was heard, because we are impacted by this in ways that, while it's negative here, it's also positive for us, and you need to look at those just as closely as you listen to the comments tonight. Thank you.

MS. ADAMS: Jim McCarthy, followed by Colleen Mulen and Jim Plonczynski.

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MR. McCARTHY: My name is Jim McCarthy. I'm a trustee for the Bartlett Fire Protection District.

My comments this evening are out of concern for our residents living west of the EJ&E tracks along West Bartlett Road. Approximately 11 percent of our

45,000 residents live west of these tracks. As a point of reference, we responded to almost 3300 calls last year.

On October 1st the district will open our third station, which is located on West Bartlett Road less than 1/2 mile east of the EJ&E tracks. The location of this station was based on a very fundamental strategy: Lower the response times to all of our west-side residents.

In the fire service, response time is critical. We are all aware that cardiac tissue begins to die after 4 minutes without blood flow, but did you know that fire doubles in size every minute? In other words, after 4 minutes, a

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fire is 16 times its original size.

I am very concerned with the drastic increase in the number and overall length of the trains crossing West Bartlett Road.

Additionally, I am concerned with the trains moving through this crossing at a reduced speed and/or stopping as they switch tracks at Randall Road. Both of these scenarios greatly

increase the possibility of these residents being faced with extended emergency response times.

While we have mutual-aid agreements with surrounding communities, these do not meet the critical response times I spoke of earlier.

Assuming the best-case scenario, a blocked grade crossing at West Bartlett Road would likely result in an 8- to 10-minute total response time for a resident living west of the EJ&E line.

After 4 minutes, the chance of survival decreases by 50 percent

for every minute that critical care is delayed.

I appreciate CN's offer of an alerting system to allow our dispatch personnel to know when a train is blocking West Bartlett Road. While this is helpful, it really only provides minimum mitigation towards meeting those critical response times.

I strongly believe the 5,000 residents west of this grade crossing need something more than an at-grade crossing and the lengthy emergency response

times that would go along with it.

They need a commitment from the STB that they will be mindful of the emergency response times that they deserve. Thank you.

MS. ADAMS: Colleen Mulen. Is Colleen Mulen here? If not, Jim Plonczynski. Is Jim Zay here? Okay. We have Jim Zay followed by Eileen Phipps and Representative Mike Fortner.

MR. ZAY: Good evening. My name is Jim Zay. I am a DuPage County Board member, and I represent parts of Bartlett, Wayne, West Chicago, and Warrenville, which is greatly affected by this acquisition.

As a local elected official, when you have to make decisions regarding zoning or development, you have to look at the benefits; but, also, you have to look at the negatives that affect the community and the region. This greatly affects our region and our quality of life, which I don't think EIS has taken a look at.

We have heard many

statements today about public safety. I'm not going to get into this. On the EIS it says that 125 grade crossings will benefit from this. The County of DuPage has recently done studies, which we will be submitting, talking about the 18 grade crossings that are in DuPage County. Through our study, out of those 18, 7 of

those will qualify for grade separations. Of those 7, we estimate the cost at $700 million for this. That is $400 million in the total acquisition of the EJ&E.

The EJ&E was very nice, originally offering $30 million for grade separation. $30 million will not build you a grade separation.

The county did a grade separation on County Farm Road near the complex with Central DuPage Hospital five years ago, and it cost $50 million. That would mitigate the UP and Canadian National running through that area. So $30 million might get you a grade separation of one lane each, so their offer is very short.

The County will be submitting this to you during the process.

When we talk about public safety, U-46 came here tonight. It has not been brought up. You have the second largest school district in the State of Illinois sending kids across these tracks every day. Now you're

increasing that fourfold and putting kids at risk every day, and it's unfortunate, but these accidents do happen. You have to look at that as parents in the neighborhoods.

I would hope that the EIS would not rush to judgment, would take their time and not move this forward, as has been asked by the Canadian National. This needs a full process and needs to be looked at completely while the public hearings are going on and every statement, pro and con, is looked at during the process. Thank you.

MS. ADAMS: Eileen Phipps followed by Representative Mike Fortner and Michael Anastasio.

MS. PHIPPS: Thank you. My name is Eileen Phipps. I have had the honor and the privilege of serving as Mayor of the Village of Wayne since 1995. Wayne is a one-of-a-kind community. It's located in both Kane and DuPage County, and we are approximately 35 miles west of Chicago. Our population is in the range of 2500 people, all of whom strongly support our rich heritage of volunteerism, historic preservation, and equestrian activities.

We are home to the Wayne-DuPage Hunt, and it is a most spectacular sight to see the riders in their scarlet colors, majestic horses riding out of the mist on a Sunday morning following the hounds as they track the scent of a fox.

Our community is home to two National Register of Historic Places: Oak Lawn Farm, which includes the Dunham Castle at Army Trail and Dunham Roads, and our downtown center on Army Trail Road where you will find the Little Home Church

by the Wayside. This historic church, which recently celebrated over 125 years, is the gathering place for large community events as well as our annual Flag Day Parade and Ice Cream Social.

We are extremely fortunate to have Pratt-Wayne Woods Forest Preserve and the newly acquired Dunham Marsh Forest Preserve in our community. Ours is one of the few towns where one can regularly observe nature in all of its abundant glory.

I wanted to take a few moments to give you a feel for our community. We have a small yet very professional police department with five full-time officers and several part timers.

Most of our roads are private and maintained by the homeowners' associations. Every home is on private well and septic. We have no commercial base.

The people that choose to make Wayne their home do so because of

the uniqueness and the character and the peace and tranquility; an oasis, if you will, in the center of urbanity.

Adding an additional 20 trains per day would have a devastating socioeconomic impact on and no benefit to our residents, neighboring towns, or industries. This transaction will not bring new jobs or better lives. It will destroy the quality of life the families that have made Wayne home came out here looking for.

We all know that an increase in traffic translates into an increase in potential accidents. Should there be a hazardous waste spill, with the types of soils we have, our wells would become contaminated. We have absolutely no way to get fresh water to our homes.

What will the STB or Canadian National offer as assurance to our families that a catastrophe of this nature will not happen?

I will cut short my

comments. It is extremely important that the scope of the EIS take into consideration the socioeconomic impacts on our communities. This process must be extended to allow the time necessary to give full and equal weight to our concerns. The decision that you make is one that we will have to live with. Thank you.

MS. ADAMS: Representative Mike Fortner, Michael Anastasio, Jim Morris.

MR. FORTNER: Thank you. I am State Representative Mike Fortner of the 95th District, which includes the communities of West Chicago, Warrenville, Aurora, and Naperville along EJ&E.

I want to address a number of omissions and inconsistencies that I have found in the draft EIS.

I want to reserve those comments about public transit, traffic congestion, and safety to written comments I will be submitting later.

Tonight I'm going to address some of the issues on hazardous material transport. Chapter 4 gives the impression that this is merely a trade-off of hazardous material as it is being carried on lines more towards the center of the city and moving them out to the suburbs. John said as much in his opening comments, that this was a corresponding decrease matching the increase.

Those are not the case,

based on the numeric facts that are in the EIS. For instance, if you look at Figure 4.2-6, up in Lake County where the current Waukesha Subdivision shows a decrease of about 150 hazardous material cars per day, there's an increase right nearby, if this acquisition goes through, of about 165.

The situation gets much worse as you get into western DuPage County. There you see West Chicago rise from about 30 to 315 hazardous material cars per day. That's an increase of almost 300. It gets even worse as you get to Naperville where the increase is 350.

When one goes to look for a decrease, it's not there at that level. There is a decrease, but if I look at all of the north-south entry points on the north side, I can only come up with about a decrease of 220. So it's not a match, and, on top of it, that's multiple lines. You're seeing a concentration of that material along the western DuPage

corridor; much greater risks that will come about not balanced by a decreased risk further in.

The final point I'm going to raise that I think is a glaring omission is the lack of anything in the draft EIS that relates to the requirements of the Congressional Act passed last year that recognizes there may be alternative non-target railroads. What's that? That is about results from the 9/11 Commission

that were enacted by Congress last year that said there must be attempts to move hazardous materials out of the metropolitan areas. Find alternative routes.

The Canadian National has certainly used agreements in the past to route things around Chicago. As recently as 2004 there has been such an agreement. That's been missing in the EIS. It certainly needs to be addressed that this type of traffic needs to get out of the metro area, and moving to the EJ&E does not solve that problem. Thank you. ^^^

MS. ADAMS: Michael Anastasio, followed by Jim Morris, and Alderman James Beifuss.

MR. ANASTASIO: My name is Michael Anastasio. I'm the president of the North Country in Wayne Community Association, which comprises approximately 46 homes and about 150 Wayne residents, including children. And I'm here on their behalf, as well as myself.

We vociferously object to the proposed action and support only the no-action alternative because approval of the proposed action, with or without the proposed mitigation efforts, would be arbitrary, capricious, and illegal and, among other things, place a highly disproportionate and illegitimate adverse impact on our safety, air quality, environment, productivity, and quality of

life.

The three-minute time allotment for comment doesn't allow me sufficient time to point out all the inadequacies and illegalities, but here are some examples.

The study predicts that the proposed action would lead to upwards of

150 percent increase in the annual number of highway/rail accidents in at-grade crossings on the EJ&E rail line. Refer to page 12 of the summary, if you'd like.

It would also increase the risk for pedestrians and bicycles at the railway. Our residents and their children pass over those crossings on a daily basis, and that increase poses an outrageous and unacceptable risk to our community.

Particularly troubling is that the study notes the EJ&E rail line has more public highway/rail at-grade intersections than the current CN lines. It's simply incomprehensible to us how any action that will lead to a more than quadrupling of traffic over at-grade crossings is acceptable, especially when it's clear the number of accidents we experience will increase.

The analysis done by the study relative to hazardous materials releases has absolutely no credibility. The study admits that the report of hazardous

material increases would increase and there would be a large percentage increase in the volume of hazardous materials that would be transported on the EJ&E line. However, the study only focuses conclusorily on the likelihood of an accident being remote and does no analysis whatsoever of the extent of damage, personal injury, and death that have been caused by such a release. A proper risk analysis factors in not only probability, but also the magnitude of damage that could be caused.

By way of example, in 1984 the Union Carbide chemical release in Bhopal, India, that killed nearly 4,000 people. That was a remote likelihood, but the damage was catastrophic.

The study also erroneously relies on historical data while ignoring the added operational safety risks that will arise from the EJ&E line operating at or near capacity. Such operation levels makes useless any historical data.

Further, the study admits that

emergency services response times would experience substantial delays, and these delays were not factored into the risk analysis relative to the damages and harm that can be caused by the releases.

My time has run out. I'll submit the rest of my comments on-line.

MS. ADAMS: Jim Morris, followed by James Beifuss, and Robert Schoen.

MR. MORRIS: My name is Jim Morris, and I am here with my wife, Michelle. We own a home in Wayne, which we are here to protect tonight.

I want to thank these three folks up here -- Vicky, Tina Marie, and John -- for their time they spend here in what has got to be some very trying meetings. But more than that, I want to thank those of you who came here tonight, and certainly those of you who have spoken in opposition to what is trying to be done to us tonight. So thank you.

But this discussion is more than just about safety, the environment, and the other negative aspects of this situation. The discussion is about more than just home values in Wayne or in West Chicago or Bartlett or Barrington. It's about preserving a way of life for which many of us in here have spent time, energy, and love to preserve and to keep, to enjoy now and to pass it down later.

Earlier tonight I was called a

NIMBY. For those of you who are uneducated

in that type of lingo, that means "not in my backyard." That means I don't want it in my backyard. I would rather give it to somebody else. That's not true. I don't want anybody to have this in their backyard.

Now, I was told that we can't stop progress of the CN railroad. Well, I am amazed that a foreign company can come to this country and dictate to us what we're going to do with our property. These proposals offer no benefits to anybody within this region and offers no -- almost nothing to ease the disastrous effects on what their railroad would do.

I am concerned about American bureaucracy endowed with the power to make decisions that ignore and minimize individual investment of the love and the efforts and the treasures that we have in this part of this country.

So my wife and I want to personally thank all of you for showing up

tonight and all of you that hold a stake in the results of these ongoing discussions because only by turning out to make these lively, energetic, and committed comments do we have a chance of winning this battle.

One more comment before I leave. I've got 22 seconds.

My NIMBY guy also said, you know, "The railroad was here first."

You know what? It was here first. The EJ&E was here first. So let's keep it the EJ&E, and kick the CN out.

Thank you.

MS. ADAMS: James Beifuss followed by Robert Schoen and Jerry Nordengren.

MR. BEIFUSS: I am Jim Beifuss, alderman for the City of West Chicago. I'm a 15-year resident for the City of West Chicago and have served on the city council for about 7 years.

I have been a member of our council's infrastructure and development committees and have served as chairman of the infrastructure committee. As such, I have developed a substantial understanding of our transportation needs and challenges and the importance of mitigating adverse impacts in connection with transportation projects.

My interest here is in the health, welfare, and safety of the residents of West Chicago. West Chicago was incorporated more than 150 years ago and has a long history with the railroads. The EJ&E railroad and the Union Pacific lines intersect in the geographic center of our town, in our historic downtown in the middle of Washington Street, the primary ^collector street. Those two rail lines

box off the residents of the southeast corner of town from the main fire station located on Fremont Street directly north of our downtown.

The consequences of track blockage to fire and ambulance response are well known to our first responders and residents. It is notable that the study did not consider the cumulative effect of two intersecting lines in the calculation of total delay hours and the determination of "substantial affected crossings."

We have, during two different administrations, commissioned engineering studies to come up with plans to bridge or go under the tracks to address public safety concerns associated with fire, police, and ambulance response.

The first study came up with various grade separation options on Washington Street that entailed wrecking a substantial portion of downtown and cost about $20 million. This was done years ago.

The second, more-recent study looked at a bypass option a few blocks north of Washington Street. The engineering consultants' design, taking into account all of the main track, spur, and terrain features, entailed a monstrous bypass four lanes wide, about a mile long, most of it elevated about 30 feet high.

The railroad contribution to building such overpasses in either scenario, just 5 percent, the rest of the cost to be borne by the taxpayers.

Given the crippling blockage

caused by the combined traffic of the rail lines, imagine our shock when we read that the Washington Street crossing did not make the list of intersections meriting mitigation.

On the subject of environmental justice, the draft report indicates that the most densely populated areas along the line are West Chicago and Park Forest. The population of West Chicago is 26,000 persons, and approximately 48 percent of

those persons are Hispanic. In West Chicago the EJ&E right-of-way is directly adjacent to dense residential neighborhoods, including many thousands of school children and senior citizens. Those residents will be disproportionately adversely impacted by the 12-fold increase in train traffic along the track.

First, combined with the UP traffic, the increase will effectively wall off a quarter of our town from emergency response and services. This will materially adversely impact their health and welfare, and the impact --

MS. ADAMS: Robert Schoen, followed by Jerry Nordengren, and Elizabeth Regan.

MR. BEIFUSS: Thank you. I have additional comments, which I will provide to the court reporter.

MR. SCHOEN: Thank you. My name is Bob Schoen. I am here with my wife, Debbie. We're residents of Wayne, Illinois.

When we moved to Wayne, we moved to that oasis we thought we had. Now we're stuck on this island, and it's only going to get really bad apparently.

We moved out there because of the parks, because of the prairie path, because of Pratt's Wayne Woods. This is devastating. I feel like I'm in a horror movie right now. I was nervous before -- upset before I got here tonight. Now I'm hearing all the -- all the reality of the CN Railroad, all the problems they're having in Canada.

My house, by the way, our house, is 46 feet -- our property line is 46 feet

from the tracks behind our house. Our pool that we thought we could come and enjoy with our grandkids is 66 feet from the tracks. These four trains a day that we get to come, two of them during the middle

of the night, that's okay. Now we're going to get 24 or more?

There is no way we're going to be able to have any quality of life living in this home, let alone the concerns of, you know, safety, my wife's heart problems, getting to a hospital. It's a lot worse than I even thought it was with this coming to our area.

So we're here simply to voice our opposition of what's going on. It's going to absolutely totally destroy our property values and our way of -- our way of life.

Thank you.

MS. ADAMS: Jerry Nordengren, Elizabeth Regan, Tim Schneider.

MR. NORDENGREN: Thank you. I'm Jerry Nordengren. I'm from West Chicago. I've been there for about 40 years.

Much of what I was going to talk about has already been said, and so I'm not going to be redundant.

But I will say that, oh, about 40 years ago we came in with an emergency, possible emergency. My wife had a very bad heart, and whether or not she could make it when she delivered was another question. But the big thing is living in West Chicago and west of Main Street, well, trying to get to Elmhurst Memorial Hospital at any time of the day could be very difficult because the railroads. And we're lucky, we made it.

But it's extremely risky when you've got a situation like that. And now you have quadruple the situation. It's hard to see. And, again, since I'm one who lived through it, I really dread this happening.

And, again, much of what I was

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going to say was already said. But to me, I live, let's say, a good Chicago city block from the railroad, and it's enough where it shakes the house. And I feel so bad for those -- like the man in Wayne who lives just -- well, 60 feet away, it's extremely dangerous in a situation like that. And I just can't see how they want to propose this.

I have a question for you people up there. How many of you live within 60 feet of a railroad line? None of you, or you would not be up there.

So you see, it's extremely important for you to consider. We live here. These towns were set up with the railroad to be a part of them. These towns were not set up by the railroads to be us a part of a town with them leading a way. There is a big difference. We really are the town, and you're part of the town. We're not a part of the railroad. That's extremely important.

By the way, I used to work for a

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railroad, and no one has talked about the money bit, but, you know, you're losing an awful lot of money with those lines in Chicago, where the cars can't get out of there, and you're losing a lot of money, too, because you've got to pay rental on the cars.

Folks, I used to be an accountant with the railroad, and it's something else when you stop and think about the fact that, say, Milwaukee Road was using Canadian -- a hundred cars from them, and Canadian only used 50 of the Milwaukee. Well, that means that they're going to have to pay for 50 cars, the rental. So it's a case of money, folks.

Thank you. Bye now.

MS. ADAMS: Elizabeth Regan, followed by Tim Schneider, and Cathy Scanlon.

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MS. REGAN: Hello. My name is Elizabeth Regan. I'm a resident of Wayne

and one of the people who will be living in this island that everyone keeps referring to. I'll be brief.

I agree many people have already stated everything I had intended to say tonight, but basically I believe there are two things that every human being fights for; home and country. I deliberately put home first, and I believe myself and everybody here tonight agrees with that.

Homes are supposed to provide security, safety for our families. All of these things will be taken away from all of us with this move.

I think the solution is that the railroad should take that $30 million that they're offering and provide it to the unfortunate people who already have these issues and make their problems better, instead of moving it to a new location and increasing the possibility of destroying many, many lives.

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Thank you very much.

MS. ADAMS: Tim Schneider, followed by Cathy Scanlon, and Mike Kelly.

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MR. SCHNEIDER: Good evening. I would first like to thank you for your professionalism this evening.

My name is Tim Schneider, and I'm a resident of Bartlett. I serve as a member of the Cook County Board of Commissioners and represent 325,000 people in the northwest suburbs of Cook County.

We debated this issue at length during the recent Cook County board meeting. At the end of the meeting the board voted in favor of the CN proposal. All of the commissioners who felt they would get relief from rail traffic voted for it, and those suburban commissioners like myself who would get stuck with additional traffic voted against it.

This is absolutely a not-in-my-backyard situation. They don't want it in their backyard, and they're trying to stick it in ours, and I really don't get it.

Even CN has stated that within three years after purchasing EJ&E, the

number of trains running on the Chicago and eastern lines will be back to their previous levels. Mind you, this is freight from China, shipped to a Canadian port, transported by Canadian rail, bypassing Chicago on its way to Memphis, and destined for Europe.

This will create no new jobs. In fact, EJ&E workers will lose their jobs and create devastating effects up and down the EJ&E line.

Residents and Metra riders will suffer, not to mention the proposed STAR line that the local, state, and federal officials have been working on for over ten years. And yes, the quality of our lives will suffer, along with the safety of our family.

I thought I knew what audacity was. Canadian National has elevated it to an art form. They come in and try and tell us what is best for us and for the greater good. And what is best for us? Apparently they want us to believe that poor air

quality and exposure to hazardous waste, longer travel times, and decreased safety conditions are what is best.

And what do they offer? Essentially nothing in the way of mitigation or improvements. They want taxpayers to pay for the infrastructure and residents and commuters to suffer forever.

We've all heard of the audacity of hope. Well, Canadian National needs to understand the audacity of nope, n-o-p-e. But at the end of the day, when Canadian National tries to encroach on our communities, lower safety, environmental,

and quality of life standards and then expect us to foot the bill, the only responsible answer should be of the four-letter variety; nope.

Thank you.

MS. ADAMS: Cathy Scanlon, followed by Mike Kelly, and Terry Witt.

MS. SCANLON: Hi. I'm Cathy Scanlon, and I'm a BRAT, a Bartlett resident against trains.

STB cannot ignore CN's total safety record. Only considering CN's record in the U.S. is half the picture.

Consider the CN derailment in August 2005 in Lake Wabamun, Canada. 700,000 liters of oil spilled into that lake. That's almost 4,700 barrels of oil. Faulty track laid back in 2003, only two years earlier, was the blame.

At the February scoping meeting that was held here in Bartlett, I asked a CN official what happened. Normand Pellerin told me "shit happened" and laughed.

I asked him pointed questions such as what was CN doing about the rest of that faulty track. He explained that there was a five- to seven-year phased replacement plan in progress. I find that time line unacceptable.

Canada charges CN failing to

take all reasonable measures to remedy and confine the spill, $500,000 fee.

I implore the STB to further analyze CN's ambitions to move manufactured goods from Asia, through Canada, into Chicago, through Bartlett, on to Memphis. CN's VP of sales and marketing, James Foote, refers to that as the Midwest Express.

The real capacity and growth that CN is pursuing strategically with shipping these containers from Asia through Canada and through Bartlett, it needs to be analyzed and included more accurately in the scope of this study. Rerouting trains on the EJ&E will create capacity for them to do this, additional capacity beyond what is noted.

Once Phase II of CN's growth strategically -- the Midwest Express part

of it -- is achieved, I would guesstimate more than 100 trains will be coming through Bartlett.

The EJ&E was a regional train

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line linking Chicago and the Midwest areas. It was not intended nor should it be an international line.

Thank you.

MS. ADAMS: Mike Kelly, Terry Witt, and Matt Fuesting.

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MR. KELLY: I'm Mike Kelly; Hanover Township supervisor.

Hanover Township north of here has about 76,000 residents; contains Cook County-Bartlett, Cook County-Hanover Park, Cook County-Elgin, all of Streamwood, portions of Schaumburg, and Hoffman Estates.

As the STB knows, our board passed a resolution back in January opposing this acquisition, and rather than read it back in the record, just looking I see No. 35. There is many more to come after me. By my count, I think I'm the 33rd person who has opposed the acquisition here this evening.

I will not attempt to extrapolate on the eloquence of our previous speakers; our mayors, our state representatives, our fire board members, our school board members. Hanover Township stands firmly with all of those individuals to oppose the acquisition, and we urge you to block it.

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Thank you.

MS. ADAMS: Terry Witt, Matt Fuesting, and Joe Modrich.

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MR. WITT: My name is Terry Witt.

I'm a 5-year resident of Bartlett, a 27-year resident of Des Plaines before that, one of those towns in favor of this.

I just want to give a little perspective from when I was in business for about 30 years. I did a lot of business with the railroads, and I found them to be firmly entrenched in the 1800s. And I think they're still there. And when they had to expand through the country, that was maybe good.

A couple of examples. We would get sugar from the Dakotas. It took seven days to get a railcar in. We could have put it down to five, but the railroads would not make a switch in Minneapolis, where it was less crowded. So not only did we have longer to wait, we were also having an extra day of unknown on the switch.

We would also get corn syrup. We got it from 15 miles away. It took 7 or 8 days to get that from the railroad; 15 miles.

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And when we were nine days, one day late, we would call them up real quick, and in 30 minutes we could have a truck.

So I'm a little skeptical about

the railroad and how good they can do business. I think they need to take a great big step back and see what's important for a hundred years from now. They're looking for a "right now," "money right now."

Well, how should we expand this country? How are we going to become energy independent? Let's put a big broad plan together, get them totally out of Chicago.

I agree take them out of that inner ring, but don't just go ten miles. Go a hundred miles, and make the thing work for the whole country.

And then I just have one other -- just a local comment. I noticed on the map you were missing one of the crossings of the EJ&E Railroad. In Pratt's Wayne Woods there is a trail. It's about midway between Army Trail and the Chicago

Central Railroad. And to cross that, you just pick up your bicycle, walk up the berm, cross the tracks, and down the other side. There is no signal, but it's there. It's official, and it should be provided for.

Thank you.

MS. ADAMS: Matt Fuesting, followed by Joe Modrich, and Rob Sherman.

MR. FUESTING: Good evening. I'm Matt Fuesting from the City of West Chicago, on behalf of Nick Dzierzanowski, my co-alderman from the City of West Chicago.

I want to express our displeasure and our opposition to the plan that's possibly being proposed. Our ward is at the intersection of Powis and Smith Road. Norton Creek Elementary School sits

there. Those aren't statistics. They are children. It's within a chip shot of 755 homes and an elementary school. We're vehemently opposed to the plan that's possibly being proposed here.

In addition, I served as chairman of the transportation task force in 2003, 2004 for the City of West Chicago. One of the things we did during this time when I was chairman was to study an at-grade separation and the cost and the engineering situation.

Our county board members talked about the $15 million aspect of what went

on at County Farm in Wheaton. I know about that. That is simplistic in nature comparatively speaking. I know about the studies because I served as chairman.

The other -- to try to reconfigure and do the necessary steps for an at-grade separation in downtown West Chicago would be herculean. It would not cost $20 million. It would be more along the lines of the gross national product of a third-world nation.

Once again, we're dealing with people's lives, people's situations, where

we don't have the aspect of getting from one side of the tracks to the other for purposes of emergency response.

These are not statistics. They're hard-core people, hard-core issues that need to be addressed. They have not been addressed in the mitigation aspect with the study.

One of the things you will not see in that study is the maintenance of an at-grade separation. Who is going to do

that? Who is going to be responsible for that? CN comes in, they take over, it's going to be borne by all of the municipalities, specifically West Chicago.

So I ask you to take that into consideration and consider that when you're making a decision.

Thank you.

MS. ADAMS: Joe Modrich, followed by Rob Sherman.

MR. MODRICH: Good evening. My name is Joe Modrich. I'm a director of the park district in Franklin Park.

From our perspective -- we have four facilities in Franklin Park; two parks, and two -- our community center, and our pool right on the railroad tracks. And in Franklin Park there are as many as 100 to 150 trains a day; commuters and freight.

From our perspective in Franklin Park, the regional rail system in the Chicago area is antiquated and overburdened. In its current state it's not capable of sustaining the area's needs for freight transit, much less for the expected growth.

Over the past several years Franklin Park and many other communities have experienced a significant increase in

train traffic and vehicle congestion.

Many communities have suffered for decades with the pollution caused by idling trains.

The CN acquisition will bring

environmental justice in the area while maintaining Chicago as a major rail hub; fewer idling trains and less traffic delays, as well as decreased fuel emissions.

CN is offering a fair and reasonable solution to the rail congestion in Chicago. While some suburban communities will see an increase in trains, many more will see a decrease.

Motorists and homeowners would see a significant reduction in truck traffic on roads and highways in the Chicago area. Fewer trucks on the road means cleaner air.

Weaknesses in the current rail system affect more than just freight traffic. Metra and Amtrak trains are delayed and disrupted because of jockeying the position with the backlog of freight trains trying to get through the area.

This plan will -- will be funded

mostly by private money. In this day and age, with government shortfalls, this is a

significant benefit.

As a member of the S.T.A.R.T. coalition, I am interested in supporting the goals of the Chicago Region Environment and Transportation Efficiency Program and protecting the Chicago region's status as transportation hub of North America.

It is important to look at the big picture when looking at this proposal. It is the best solution for the entire area.

There is a not-in-my-backyard component to all these things. We experienced it in the park district all the time. No one wants a facility in their neighborhood; for example, a skate park for the children.

In this situation we believe that the region benefits economically from the transport of the rail situations that we have, and the best way to share that is to spread the responsibility of providing the land and the infrastructure for the freight systems.

Thank you.

MS. ADAMS: We have one more speaker, Frank Napolitano.

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MR. NAPOLITANO: My name's Frank Napolitano. I live at 1048 Webford Road in Bartlett, Illinois. I'm sorry I wasn't able to speak earlier when I was -- I had to duck out for a few minutes, but I'm glad I'm able to speak at this time.

I've heard a -- you know, a lot of things discussed for people that are for it. The last two speakers, they would like to see perhaps the EJ&E line take over this committee, national traffic, because national traffic is in their backyard now. The bottom line is the infrastructure is not here. It's not presently here, and there's no -- nobody willing to take ownership for building the infrastructure to support that, be it building underpasses and things like that.

Clearly, we have a school district that's the second largest school district in the state that straddles this EJ&E line. You have 40,000 students, a good portion of them going east and west across major -- many of these roads here

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in -- in Bartlett, part of U46. That's a hazard to their health with -- without

having these underpasses built currently and not having the -- anybody taking ownership to build that, the underpasses and things like that.

You have a -- in Bartlett they have a train station that's almost completed that is really close to the -- the -- the tracks, EJ&E line, and obviously this congestion would put major delays. I'm sure you've heard all heard all these things already.

One of the first things we learn in life about making decisions is make a list of the pros and the cons. It's pretty simple. You've got your positives on one side to do something; you've got your negatives on the other. When it outweighs it so significantly one way or the other, that's the decision you make. Clearly, maybe there's one or two pros to the other areas that are affected by the Canadian National at this point; but there are so

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many negatives in moving this to our community, with our region, that the cons and the negatives totally outweigh this.

It should be a no-brainer to not allow this purchase to go through at this point.

Again, Canadian National, they're not bringing enough to the table. There's no positives for the region for them to move out here. They're not going to add the infrastructure we need to support that, and the negatives are endless.

Obviously, I'm not in favor of this purchase going through, and as I said, I think it's a no-brainer to deny this purchase. Thank you for your time.

MS. ADAMS: Do we have any more registered speakers at this time? We would like to invite any additional commenters to go ahead and register in the lobby. In the meantime, we would invite everyone to return to the open house area if you'd like to review the boards or ask questions. The court reporter and at least one member of the STB team will remain here in the public

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meeting area to receive additional comments should we have any additional registration during this hour. Thank you for your comments tonight that everyone provided, and the next public meeting is in Chicago, September 8th, from 4:00 to 9:00 p.m.

(Brief pause.)

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MR. BRUNO: My name's Tom Bruno. I'm a resident of Hoffman Estates. I did not hear Hoffman Estates mentioned in tonight's meeting. Most of the speakers are from West Chicago, Bartlett, those areas. There are at least three to five hundred homes that back up to the EJ&E line. Our house backs up directly to the EJ&E line. We take three to five trains a day. Our property is within 50 feet of the line. We are very -- I'm very, very

concerned about 20 to 25 trains a day.

The biggest concern by far is hazardous waste. We would have absolutely no time to escape if there was a derailment. This line -- this Canadian National, I know they tout a good safety record; but I've done some digging and researching accidents in Canada. They had a lot of accidents in Canada.

They had one in Illinois -- in southern Illinois just three years ago. It was shown to be -- the conclusion of the study was shown to be faulty weld marks or

faulty welding on the rails that caused the derailment. A three-mile area had to be evacuated. That type of accident would wipe us out. Literally we would be -- we could be killed from something like that. The hazardous waste issue very much concerns us, all the residents along that section of the line.

I also want to mention Shoe Factory Road. Shoe Factory Road gets blocked by these trains already, but they are infrequent now. If you let a -- 20 or 25 trains a day and longer trains, Shoe Factory Road will be severely impacted; and

there will be buses that go down that road to the schools that were mentioned tonight.

There's also a bike path that crosses that same intersection, and the bike path is used frequently. I'm one of the users of that bike path. There's absolutely no mention of mitigation in the study that I saw, and that concerns me a lot.

I would love to see Canadian National put forward much better mitigation --

self-mitigation options. We'd be more -- more than willing to entertain that, but they're only willing to put forward 130 million for a few sites. That just absolutely does not work for the infrastructure that we have. We don't have enough infrastructure to accommodate that many trains.

The other thing I want to mention is that we really don't believe that the traffic in the inner city is going to go down. Give it three years. The traffic's going to be back up to where it was, and those people are going to be right back where they started. So thank you for accommodating my comments.

(End of statement.)

MS. CATALANO: I'm Marilyn Catalano. On August 23rd, 1993, my family celebrated a great celebration of the baptism of our grandson. My mother, that night we took her home. She lived in Berwyn, and as soon as I got home to Glen Ellyn we got a call from her, please come back to the house; something's wrong with me. So I called my son who lived upstairs; I said, get down by grandma. He called for an ambulance right away.

Ambulance came within minutes, took her to MacNeal Hospital -- tried to take her to MacNeal Hospital; but because of all the railroads that are there and all the trains that stop through there, they were unable to get her into that hospital for quite awhile until the railroad -- the train passed.

My mother had a massive stroke. It

hit at the base of her brain into both sections of her -- her brain from the base, hit both sides of her brain. She's still alive at the age of 95, paralyzed on the

left side, blind, and unable to swallow. Had we been able to get her there quicker, we would have been able to prevent what took place with her, not the stroke; but she would have had the medical aid that she needed.

As a result of this, it compounds because now my husband and I are just retiring; but we are her caretakers. So now our lives are on hold until God decides to take her. I watch; I look at my mother who had the most beautiful blue-violet eyes you ever wanted to see, and there's no color in her eyes. I want to hear her voice, to be able to talk to me and can't. I want to be able to eat the meals that she made for my family. I want to see her crochet; I want to see her do her artwork. She was a talented woman. She's vegetated because of the railroad, because we couldn't get her into MacNeal Hospital because of a train that was stopped there.

That's all I have to say. That's

reality; that's what can happen. And we

live in Wayne. I am so scared of what's going to happen because I have the same heart problems she has, the blood pressure problems she had; and I don't want to have to leave my house. You know, all our life savings is invested in that house. This is where we wanted to spend our retirement; and it -- nothing's working out, absolutely nothing. This scares the living daylights out of me not being able to get to a hospital if we need it. That's my story. Thank you.

(End of statement.)

MR. KOZIAL: My name is George Kozial, K-o-z-i-a-l. Like so many of my friends and neighbors I'm very concerned about the attempts by the railroad to purchase for a number of reasons. Today five to six trains pass through Bartlett. After the sale 20 to 25 trains will pass through, a potential increase of 400 percent. With the increase comes longer trains. This will create times when it might be impossible to get across either of the two crossings in Bartlett. Trains of two miles in length will make this very difficult.

All in all they may become a serious health and safety issue. Police cannot get to where they need to be while they wait for a train to pass by. This applies east to west and west to east. And heaven forbid somebody's sitting on the other side of the west side of the tracks and they need to -- and they're in an ambulance and they need to get to the east side.

What about the children who are being

bused to and from South Elgin to the

tracks? My community of Walnut Hills, all the children of high school age bused to South Elgin. What happens when the bus sits and this is what causes students to be late? U46 has indicated that as many as 45 to 60 buses will pass this way every day. Just a little logic says more longer trains will lead to more congestion and idling as trains pass.

What happens if a derailment occurs in this area? More trains increase this possibility. I am concerned when a foreign company asks to have the approval process sped up to be completed sometime in October. Why? I do not want discussions about remediation to occur after the sale. If that occurs, we have lost a great amount of leverage to get environmental human and community issues discussed and resolved.

I'm afraid their remediation issues will never be agreed to should CN be allowed to purchase the railroad. Remember, if we rush into and through this

process, we just might miss something very important and make a decision on a very important matter that will affect us, our children, our environment, our health, our

way of life for many, many years. We cannot afford to make the wrong decision. In closing I must say that I must ask that the Surface Transportation Board deny CN's proposal to purchase EJ&E at this time. Thank you for letting me speak tonight.

(End of public meeting speakers.)

D.5 Chicago, Illinois

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

LOYOLA UNIVERSITY

25 EAST PEARSON STREET

CHICAGO, IL

SEPTEMBER 8, 2008

CHIMNIAK REPORTING & VIDEO

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MS. TARCZAN: Good evening, ladies and gentlemen. Can everybody hear me? Thank you all for attending tonight's meeting. We are here tonight to hear your comments on the draft Environmental Impact Statement that was released on July 25th regarding Canadian National Railway's proposed acquisition of the EJ&E Railroad. My name is Heather Tarczan, and I will be facilitating this meeting.

Before we get started, I'd like to take this opportunity to review some protocol for tonight's meeting. For starters, I would like to ask that everybody please turn off your cell phones and please refrain from interrupting any speakers or commenters. In a moment I will introduce those presiding over the meeting, and there will be a short presentation on the findings from the draft Environmental Impact Statement.

Immediately following this we will hear your comments. Each commenter will be given up to three minutes to speak.

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The time clock will be displayed on the screen, and a yellow card will be held up at two minutes and 30 seconds and a red card at three minutes. A list of speakers in the order will be displayed on the screen. Also, I will call forward the next two speakers in line after each speaker so we can be as efficient as possible. There is one microphone in this aisle.

If you are interested in speaking and haven't registered yet, please proceed to the registration table just outside this venue or see a staff member who's identified with a name tag who can assist you.

Alternatively, included in the program you received tonight you may make comments to the Surface Transportation Board through a toll-free number, Web site, or mailing address, all of which are in the program you received tonight. There also comment forms and drop boxes, as well as court reporters located in the open house area. You may record your comments with

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them throughout tonight's meeting. Please recognize that all methods of comment received by September 30th will be taken into consideration and weighed equally.

Tonight we are here to listen to your comments on the draft EIS. This is not a question and answer session, though we invite you to return to the open house area if you have any questions or would like to provide your comments in a more private setting with a court reporter there.

We appreciate your courtesy as we work to create an environment where everyone can be heard. If you disagree with a speaker, we ask that you not express your disagreement out loud. Likewise, please note that applause for a speaker during his or her remarks gives that person less time to speak and ultimately limits the time for everyone else to speak. In the event that anyone is in need of a Spanish translator, please let a staff person know. If you have any questions, we

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have a number of staff available to assist you. Again, staff are identified with name tags and are located throughout the venue; and one quick -- quick housekeeping matter, emergency exits are located behind you.

I'd now like to introduce the people on stage with me. Phillis Johnson-Ball is the deputy chief of the section on environmental analysis for the Surface Transportation Board. John Morton

is the team leader supporting the Surface Transportation Board's section of environmental analysis. Phillis Johnson-Ball will now make some remarks about the draft EIS.

MS. JOHNSON-BALL: Good evening. Thank you all for coming out. I'm glad to see that the weather didn't deter you all from coming to the meeting tonight. I'd like to start by saying I'm Phillis Johnson-Ball. I know many of you have submitted comments, and you're probably very familiar with my name; and we appreciate the comments and the suggestions

authorize carrier actions. We authorize mergers, acquisitions. We authorize abandonments and a host of other activities for minor carriers such as bus, truck, and -- and pipeline.

The board also has an office that resolves carrier disputes. We conduct rule-makings and proceedings. We adjudicate rates. We monitor carrier activity and industry performance. We have an office that deals with enforcement

environmental review process for all actions within the board that requires an environmental review. Our analyses are independent. We provide technical assistance to the board and to the public.

The purpose of the environmental review is not just to advise the Surface Transportation Board's decision-makers

Heather said, the comment period is a 60-day comment period; and the comment period is over September 30th. Your comments, if they're written comments, must be postmarked by -- did I say December? I

Now, people have asked us as part of the -- the process exactly how does

this process work, and what does the -- the board consider? And the -- when Canadian National filed an application with the board, the process began by them simply filing an application. The board then set the procedural schedule in which we consider the transportation or the merits and the environmental issues.

Just to talk a little bit about what does the board consider in terms of -- we look at it in two parallel fashions. The board considers the merits, and the merits consist of economics, competitive issues, and transportation; and the board also considers the environmental impacts, and those things are weighted equally in the process. The board -- our decision-makers do not make any decision until both of those processes have been completed, so they have the full benefit of the entire record.

The board then can take three actions: The board can deny the acquisition; the board can authorize the

acquisition; or the board can authorize the acquisition with conditions. The board can place conditions on the merit section, which is competitive, economic, and transportation; and the board can impose conditions on the environmental part of it.

We also have heard lots of questions about the third-party contractor project -- process and who exactly is HDR and why is HDR working with the board to prepare this document. We are -- we're a very small federal agency. We have approximately 150 people in the entire agency. We have about nine people on the environmental staff. We have about 22 projects that are currently before the board, ten of those are about -- are EISs. So as other small agencies -- federal agencies, we use the third-party contractor process to assist us; and HDR, who has worked with us on many projects, is our third-party contractor.

Now, John Morton is -- who's the project manager, will give you a little

more detail on the project. Thank you. John?

MR. MORTON: Thank you, Phillis. First, I'd -- I'd like to talk a little bit about, you know, kind of who Canadian National is, the -- the applicants, and then talk some about the process that -- that we're going through and there -- and some of the results.

If you have any questions, I -- I would encourage you to -- to talk to one of the team members, look at the maps, look at the information that we have in the open house. The open house portion of this is still going on, and it's still staffed; and so if -- so if -- if -- I know I'm going to go through this rather fast. So if you have questions, you want to, you know, find out a little bit more, feel free to -- to -- to step into the other room and -- and ask one of the staff members back there.

CN is a Class 1 railroad and a major shipper. They -- they operate five rail lines, as you can see in -- in the

dark colors, that -- that radiate out from the Chicago area. They operate about 150

miles of -- of rail line in Chicago.

EJ&E is -- is a regional railroad that operates in generally an arc around the outside of Chicago. EJ&E has two major rail yards, one in -- East Joliet rail yard in Joliet, Illinois, and Kirk yard in Gary, Indiana. CN's purpose for acquiring the EJ&E -- they stated three purposes in their applications: First is to increase their operational flexibility by combining or -- or providing a continuous route connecting their five rail lines.

The -- the second purpose is -- is to make available EJ&E's Kirk yard and East Joliet yard to their operations.

And the third is to -- to develop a more extensive relationship with the shippers on the -- the EJ&E.

The draft EIS analyzed a number of -- of topics and resources. I want to talk about just a few of them tonight. The

rest of them, if you have questions, once again, we have staff members available in the open house that would be more than happy to walk through any -- any of these resource areas with you.

There's some major operational changes resulting from the -- the proposed transaction, and I'll talk about those in a minute. In addition to those changes, the CN proposes to construct six new connections. We've listed them there. We -- we have graphics and -- and displays in the other room if you want to look specifically at those connections, and they also propose to -- to construct about 19 miles of new parallel track along their existing track.

This is an output from -- from some of the modeling and the work that -- that we've done, and I know it's a little difficult to -- to read; but essentially the -- the -- this is a schematic of the -- the EJ&E and CN's five rail lines. The -- the light color, the light blue is the --

represents the current traffic that's on those rail lines today. The dark blue represents the proposed traffic, you know, should CN acquire the EJ&E and -- and change its operations. And so you can see in general they're shifting traffic from the interior of the -- on the CN rail lines inside the arc to outside of the arc. The

-- the -- it -- the expected volume changes is somewhere between 15 and 24 trains per day.

The analysis that was done in the EIS concluded a couple -- three things, basically, on the operations. First, that the EJ&E rail line would be operating at or close to its maximum capacity in -- in several key locations. As a result, the -- the EIS concluded that it would be unlikely that -- that the -- there would be more traffic on the EJ&E than the -- than the traffic levels estimated by CN in their applications.

And, third, that Metra's on-time performance can be maintained through

effective cooperation with CN.

The EIS also evaluated train and roadway safety. On the EJ&E arc because of the increased number of train miles, the -- the probability of a train accident would go up, as would the probability of a highway rail accident. On the CN rail line inside of the arc, the -- there would be a reduction in the train miles and a reduction in the probability of a train accident and the probability of a highway

rail at-grade accident. There were two -- or three roads -- crossings that -- that, you know, we calculated that there would be a substantial increase in risk; and one is Woodruff Road in Joliet, Illinois, and the other two are Lake and Miller Streets in Griffith, Indiana.

The -- the EIS evaluated passenger rail safety; and with respect to that, there is no passenger rail currently operating on the EJ&E there so the transaction would have no effect on passenger rail safety. That if -- there

would be a reduction of freight traffic on the CN rail line segments inside the arc and, consequently, an improvement in passenger rail safety there. There would also be a substantial increase in the shipment of hazardous materials on the -- the EJ&E rail line and a reduction of the shipment of hazardous materials on the CN rail lines within the arc.

The EIS also looked at the -- the transportation systems. The -- the -- evaluated 155 at-grade crossings on the CN rail lines, that's 125 of which would have reduced delays because of the reduction in

the number of trains. They looked at 112 crossings -- highway rail at-grade crossings on the EJ&E rail line. Of those, 87 of them actually met the board's threshold for environmental analysis. Of those 87, there -- that without mitigation, 15 of those grade crossings were identified as being substantially affected by the -- the acquisition; and those 15 are shown on the map here. They're listed on a board on

the outside in the hallway, and -- and they're described on the maps in the open house area if anybody wants to -- to look at any specific railroad highway at-grade crossing.

The EIS also evaluated air quality issues. Because of the longer rail line -- rail route around the city -- around the -- the Chicago area, there would be an increase in fuel use. However, that increase in fuel use would be offset by a -- by a more free-flowing operation and more efficiencies and less trains idling. Therefore, the -- the overall emission changes in 2015 would not exceed, you know, current regulations or would not impact the region's air quality compliance.

The EIS looked at emergency response and concluded that there would be 11 emergency service providers that -- that would be impacted. There would be nine fire stations and two emergency medical facilities that -- that would be potentially substantially affected; and,

once again, those are shown on the -- the graphic here. They're listed on the -- on the board in the -- outside in the hallway, and you're more -- and they're listed and identified specifically on -- on the maps that we have in the open house section.

The EIS evaluated noise. There would be about 3,000 residences along the EJ&E rail line that -- that would see an increase at noise levels above 65dba. In -- on the CN rail line there would be about 2700 residences that would show a reduction in the -- the noise levels. In addition, the -- the Barrington area quiet zone, because of the increased freight traffic without mitigation, it would lose its quiet zone status.

The EIS also identified a number of mitigation measures. CN provided a set of voluntary mitigation measures that are

all listed in the -- the EIS. They -- they provided 76 in these subject areas. In addition to that and on top of that, Steve recommended 72 additional measures in those

topic areas and, once again, be more than happy to -- to talk or show you the -- the specific mitigation measures. I have them in the -- the executive summary and also chapter 6 of the draft EIS.

And with that, I'd like to turn it back over to Heather. Thank you.

MS. TARCZAN: We will now begin the comment portion of our meeting. Let me remind you that we will adhere to the three-minute rule which begins as soon as you start speaking. If three minutes is not enough time for you, please feel free to speak with a court reporter in the open house area to complete your remarks. We also invite you to submit your full written remarks to the court reporter located here.

To be fair and consistent if you speak beyond three minutes, I will begin to announce the next speaker. I would now like to ask that the first speaker, Fred Millar, please step forward and come to the microphone. In the que behind him is Jim

Foote and Christopher Berry. Jim Foote?

Okay. We're going to go ahead and start with Jim LaBelle. Again, once you hear your name, please proceed to the microphone. So we'll go ahead and start with Jim Foote, to be followed by Christopher Berry, followed by Jim LaBelle. So if you can go ahead and take your que, that would be terrific. Go ahead.

MR. FOOTE: Thank you. My name is Jim Foote. I'm executive vice president, sales and marketing, for CN with my primary office here in Chicago. I've worked in the railroad industry for over 35 years and have also lived in Chicago for much of the past 30 years. Thank you for this opportunity to -- to speak with you tonight about the important benefits that the CN-EJ&E transaction will bring to the Chicago region.

Chicago-area rail congestion is well -- is a well-documented problem. Diverting most of our trains that currently operate through downtown Chicago onto the underutilized EJ&E line will streamline CN's operations in the region and reduce regional rail and related vehicular congestion. In fact, roughly 60 communities inside the EJ&E arc will benefit from reduced train traffic as a result of the transaction.

Despite the important benefits this transaction would bring to the city of

Chicago and surrounding communities, there

has been an astounding amount of misinformation disseminated about this transaction. Allow me to focus on the facts.

First, safety overall will improve. The D -- draft EIS project -- projected an overall eight percent reduction in crossing accidents. Further, while the DEIS projected that train accidents on the EJ&E line would increase by 28 percent, it also found that train accidents on the CN lines inside the arc would decline by 77 percent. The net impact is an important and safe -- in -- the net impact is an improvement in safety that could save lives in the Chicago area.

Second, C found that no additional hazardous material accidents are anticipated as traffic shifts from CN's downtown line to the J. The transaction actually addresses an important objective of the federal government, namely, that certain hazardous materials should be

routed away from heavily populated urban corridors such as Chicago to less populated areas whenever possible. CN's line currently runs through the heart of Chicago under McCormick Place and past Soldier Field. CN also has committed to providing full training for municipal first responders and will offer more comprehensive emergency response capabilities than exist along the J today.

We respect the noise impacts. The draft stated that 1,160 so-called sensitive receptors would be affected. CN's voluntary mitigation plan addresses these noise impacts. Notably, however, CN did not -- C did not quantify the significant noise benefits for communities inside the -- the J arc, even though it's safe to assume that these benefits are far greater than the noise impacts from added traffic on the J. With the reduced noise the transaction would bring for millions inside Chicago and CN's commitment to mitigate noise impacts affecting the fewer

people on the J, the transaction can only bring about undeniable benefits for train noise in the Chicago region. Thank you very much.

MS. TARCZAN: Thank you. Christopher Berry, Jim LaBelle, Gordon McCoy.

MR. BERRY: Hi. I'm Chris Berry from the University of Chicago. I'm here today to speak to you not as a professor but as a citizen who has a stake in the outcome here. I live on the near South Side, and I work in Hyde Park, which are two of many neighborhoods in the city that will be affected by this acquisition and will benefit from it. We expect improvements in pollution, noise, safety, congestion, and

also increases in property values; and it seems the benefits to city neighborhoods are being almost entirely ignored in this debate.

Instead, the debate is being framed as one between overall benefits to the region versus community impacts in the suburbs, but this is a false juxtaposition. In fact, the CN's deal can be justified solely on the basis of community impact if the positive impacts in Chicago's neighborhoods are counted.

Suppose we look at the acquisition solely in terms of community

1.25 million people. Moreover, the population density near the tracks in the city is more than twice as high as in the suburbs, meaning that more people will be directly affected.

There are, however, some notable differences between the people in the city who will benefit from the plan and those in the suburbs who would be negatively affected. The suburbs, where rail traffic would increase, have a median income of

$76,000 and are 76 percent white. The city neighborhoods have a median income of $46,000 and are 70 percent minority. Just because the people in the city have less, doesn't mean they should count for less in this process.

Yet, there are some disturbing signs that the people in the city are not being treated equally. Of seven STB scoping meetings, six were held in the suburbs and only one was in Chicago. Of 39 poster locations announcing those meetings, only one was in the city; and it was not even in a neighborhood that would have been affected. Of 22 outreach meetings for minorities, only one was in Chicago; and of

eight public hearings on the draft EIS of which this is one, this is the only one in Chicago, and this is not even in an affected neighborhood.

Yet there are more people in Chicago who would benefit from this plan than would be harmed by -- by it in all the suburbs combined.

If all the affected communities are counted equally, then the acquisition can easily be justified on community impact grounds alone; and I haven't even mentioned the 1.2 million people living in other suburbs where rail traffic would decrease. Factor in the overriding regional and national economic and environmental impact, and the case in favor of this deal is overwhelming.

Now, I am not suggesting that the negative impacts in some suburbs should be ignored. A central tenet of good government is that policies whose benefits outweigh the costs should be approved, and the losers should be compensated. In the present case, the STB, along with state and local governments, have many tools available to mitigate negative impacts in

the suburbs.

Every important policy decision creates winners and losers, but the mere existence of adverse impacts should not derail this deal because if the deal is not

approved, someone will have to explain why the negative impacts for a few outweigh the positive impacts for the many.

MS. TARCZAN: Thank you. Jim LaBelle, Gordon McCoy, Jim Giblin.

MR. LaBELLE: Good evening. My name is Jim LaBelle. I'm vice president of Chicago Metropolis 2020. We're a business-led civic organization that was created in 1999 by the Commercial Club of Chicago to promote sound growth. The -- I just have one main comment, and that's that the draft Environmental Impact Study focuses solely on the direct impacts that were being anticipated from the -- the CN acquisition of the EJ&E; and as it shifts much of its traffic to the EJ&E, the draft EIS does not address the regional or national economic impact of the proposed acquisition.

We believe it's important that the STB, as well as the region's residents, understand how this transaction will affect production, income, and jobs in the region and the nation. Therefore, Chicago Metropolis 2020 is undertaking an analysis of the regional and national economic impacts. We will consider the economic impact of changes that can reasonably be

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expected in such things as rail operations, shipping time, business investment, and other quantifiable factors. We've retained an economic development research group to assist us in this.

When the economic analysis is completed this fall, we intend to present it to the Surface Transportation Board for consideration in making its decision on the matter. We may have this before the end of September; but if -- if we don't, we'll submit it directly to the Surface Transportation Board for consideration. Thank you.

MS. TARCZAN: Gordon McCoy, Jim Giblin, David Betlejewski.

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MR. GIBLIN: Jim Giblin.

MS. TARCZAN: Okay. Go ahead.

MR. GIBLIN: Good afternoon. My name is Jim Giblin. I am a transportation consultant that lives and works in Downers Grove, Illinois.

We have approximately 150 freight and passenger trains per day operating through our town on one of the busiest rail main lines in the world with absolutely no grade separations. And I am here to tell you that the quality of life in our town is just fine.

According to a 2002 study by the Illinois Commerce Commission, there are over 1,700 public highway grade crossings in the six counties of northeastern Illinois.

Every weekday approximately half a million motorists are delayed at these crossings for a cumulative total of some 11,000 hours.

Frankly, being surprised at finding railroad grade crossing delays in

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the Chicago region is like being surprised to find gambling in the back room of Rick's

Cafe in Casablanca.

The projected grade crossing delays along the EJ&E after the CN acquisition would still represent a relatively small portion of the region's overall total.

According to the ICC study in 2002, the region had 30 grade crossing locations, count them, 30, where delays exceeded any of the projected crossing delays on the EJ&E. Thus, one is tempted to ask "What's the big deal?"

Much has been made about the impact of CN/EJ&E on the proposed Star line commuter route. Yet comments made by EJ&E management in the 1999 Metra feasibility study clearly indicate that the future of the Star line has been in serious jeopardy for some time.

Quoting directly from that report: "EJ&E management indicated that specific long-term levels of freight

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traffic are difficult or impossible to predict at this time, but they will need to retain their existing trackage and other infrastructure to conduct their future business, allowing EJ&E exclusive use of

their present physical plant without interference from Metra commuter operations. EJ&E management reiterated that their existing track capacity would be required for present and future freight operations."

Finally, we would like to remind all parties involved here of the larger issues at stake. According to STB Chairman Charles D. Nottingham, in sworn congressional testimony March 5, 2008, "Given the magnitude of rail infrastructure needs and the lack of alternative sources of funding, Congress and the STB should be very careful to avoid sending signals to the financial market that we do not welcome and encourage investment in the privately-owned rail system. Freight railroads in the U.S. are in reasonably

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good financial shape and are attracting investors of all types and sizes. The rail industry's ability in future years to continue this trend will largely determine whether the rail sector will have the resources needed to meet growing demand for rail service."

Thank you.

MS. TARCZAN: We do have a number of people who have arrived since we started, and I certainly would like to invite those of you who wish to speak before us tonight to register outside this room. You're welcome to do that.

At this time I'd like to call David Betlejewski, Representative Karen Yarbrough, Village President Harold Wiaduck, Representative Ken Dunkin.

MS. YARBROUGH: Good evening. I'm State Representative Karen Yarbrough. I represent the 7th District and also the Democratic Committeeman for Proviso Township, one of Cook County's largest townships just west of Chicago.

I support the CN/EJ&E transaction.

You already have data from a number of sources about this matter, so my focus is on the bigger picture. And that

is how this transaction impacts the lives of my constituents, the lives of those living along the EJ&E, and how it impacts all of us in the greater Chicago region.

I fully understand why the residents along the EJ&E are resistant to what they perceive is an infringement on their daily lives.

I live in the Village of Maywood which is cut in half by the UP railroad. I have more commuter trains alone passing daily through my village than the total trains the communities on the EJ&E will see

in one day.

We have 59 commuter trains and 40 to 60 freight trains daily. Clearly, I get impatient and frustrated when I'm blocked by a train, but I also realize that those trains are moving people to and from work, moving freight, which is the backbone of our economy, and let's not leave out the jobs.

I have several crossings in my district that will see a reduction in rail traffic including one near the huge Loyola Medical Center that's often blocked by CN.

I am told that this transaction

could result in a net reduction of grade crossing delays of 174 hours per day. I understand the vast majority of those reductions will occur in the City of Chicago and its border towns.

Your task is to measure the environmental impact of this transaction, and I commend that effort. But please don't tell my constituents the disruption to their lives from train congestion is

less important than disruption to the lives of those along the EJ&E. And don't tell them that an improvement for them somehow should not be measured equitably against the inconvenience to others.

It is neither appropriate nor fair to tell the people of my district that because they're used to it, any relief to them is somehow less relevant, when there's a solution out there that begins to address the problem for the entire region.

CN should not be penalized for looking beyond the confines of the City of Chicago and revitalizing an existing, underutilized segment of rail infrastructure that will help unstrangle an urban legend, the Chicago rail hub.

I leave you with the words of Victor Hugo who said, and I quote, "There is nothing more powerful as an idea whose time has come," end of quote.

The time is now and the idea positively makes sense.

Thank you.

MS. TARCZAN: Village President Harold Wiaduck, Representative Ken Dunkin, Reggie Greenwood.

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MR. WIADUCK: Good evening. My name is Harold Wiaduck. I'm the President of the Village of Riverside, a community of about 9,000 residents located in west suburban Cook County.

I'm the past president of the West Central Municipal Conference, an association that comprises 38 municipalities in western Cook County representing a population of over 500,000.

I am here tonight to express our Village's support for this transaction. The West Central Municipal Conference also supports the purchase.

We in western Cook County are disappointed that our area has been ignored in this process. All of these meetings have been held in areas that will be affected in a negative way.

Only tonight's meeting is in a location where the region will see benefits. This makes it difficult for our

supporters to come and attend and gives an

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unfair advantage to the opposition.

More than 60 communities throughout the metropolitan area will see freight traffic reduction as a result compared with fewer than 30 communities that will see an increase. Less rail traffic in our communities means less road congestion, freer flow of goods, services, and people within our communities.

The Draft EIS does not discuss in detail the benefits that will be derived from this transaction; however, much attention has been given to the issues raised by those who oppose the transaction.

On the economic side, the recent CREATE feasibility study suggested over $780 billion of output and $217 billion of wages are affected in this area. What happens in our region impacts the entire nation and arguably the entire continent.

Being a transportation hub is a double-edged sword. Congestion is a problem. It takes a long time to get people across this area. In fact, a longer

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time to get across the City of Chicago than it does to send a train between Winnipeg in western Canada and Chicago.

Without question, when we consider what we have to gain and what we would lose, we cannot afford inaction or a missed opportunity.

Arguments have been made that the corridor needs to be preserved for transit service. The rail lines in our region need to be used to their fullest potential and that means moving people and freight. Our region has a long history of transit operating on freight and rail lines, and we need to continue that tradition.

The Metropolitan Planning Council has estimated that a billion dollars is lost annually by the freight industry due to congested condition. Who pays that cost? The citizens of the region, the nation. The cost of shipping goods is passed on to the consumer. Keeping the cost of goods down is critical

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if we can find a way to do it, and we must.

Finally, the opposition talks about safety. Safety is important to all of us. In the inner ring it's suggested that 77 percent of, the accidents will go down 77 percent. This is an amazing statistic. I ask that the STB keep these in mind. Thank you.

MS. TARCZAN: Representative Ken Dunkin, Reggie Greenwood, Don Jaburek.

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MR. GREENWOOD: Thank you. Good evening. My name is Reggie Greenwood. I represent a group called the Chicago Southland Economic Development Corporation,

which is an economic development organization with public and private members promoting economic development in south Cook and east Will Counties.

One of the main economic development activities in our region is branded the I-80 East Logistics Corridor.

We have just completed a comprehensive freight study that identifies our region's unique freight assets for economic development. Two of those key assets are the EJ&E line and the Canadian National line and the Canadian National intermodal site.

These assets are already leading to significant new development in our region such as the five million square feet logistic center in Sauk Village.

There's also a lot of potential now for industrial development in the

inner-ring suburbs of Harvey around the CN intermodal site.

This proposed acquisition of EJ&E by the CN will substantially benefit the industrial development opportunities in our region.

Our region will indeed, however,

be substantially impacted by increased rail traffic at four crossings along the EJ&E.

One of our biggest potential problems of course is access to, as pointed out earlier, fire and hospitals.

Our organization recently had gotten together with several other institutions, for example, the Will County Center for Economic Development and the Will County Intergovernment League, to develop a proposal to take to the State of Illinois so that the new Capital Bill will hopefully include a separate line item for freight investments so that we can encourage and pressure the State to recognize that they have to play a role in funding the mitigation measures for the

crossings in our region.

However, I do want, even though we have these potential, we do have these negative impacts in our region, we must also recognize that our area would greatly benefit from the potential of increased jobs from the industrial/warehouse development that would be spurred by this acquisition. Thank you.

MS. TARCZAN: Don Jaburek, Ethan

Bueno de Mesquita, Patricia Harthun.

MR. JABUREK: Good evening. My name is Donald Jaburek. I'm a resident from the inner area here in Chicago that would be greatly affected by this acquisition.

I live in the area near the St. Charles Airline near 16th and Clark Street or 16th and the Chicago Metra Rock Island line intersection with the current CN line.

I echo many of the other comments that people have made and will make, but I don't want to give a lot of

numbers and so forth.

I want to just give you a little bit of information about a particular area and how it's impacted in terms of air quality.

Westbound trains on the St. Charles Airline of the CN line idle for three to five hours every day while they wait for passage across the Metra line and go south. Every day myself and my neighbors watch and breathe as these

locomotives spew their fumes into the air waiting in this congested bottleneck that currently exists.

The ongoing impact of this air quality in that area is terrible and has many of course immeasurable health negatives to communities such as ours. And this is of course duplicated all across the region.

I would hope that you would take this into consideration, particularly the air quality, in just this one area where these trains sit every day two, three, and four locomotives for three to four hours every day. Sometimes more hours than that, but every day that. That's significant and

it can be alleviated by this acquisition.
Thank you.
MS. TARCZAN: Ethan Bueno de Mesquita, Patricia Harthun, Michael Mini.

MR. BUENO DE MESQUITA: Hi. I'm Ethan Bueno de Mesquita. I'm a professor of public policy at the University of Chicago.

I'm presenting my personal views as a resident of the City of Chicago who lives and works in the neighborhoods that would be positively affected by the CN acquisition.

It's clear from a strict sort of cost benefit perspective that this acquisition is a good idea. As my colleague Christopher Berry already emphasized, the number of people who would benefit far exceeds the number of people who would be inconvenienced. And when you add in the regional benefits, this seems like a no-brainer.

And yet, the merits not withstanding, the regulatory approval process frankly seems to be getting bogged down in a political debate pitting regional interests and regional benefits against the

local and parochial interests of suburban residents who want to avoid an increase in rail traffic in their communities.

In my view the reason that the Service Transportation Board, nonelected federal officials, is making this decision is precisely because your status allows you to be insulated from these local concerns and consider the regional and national benefits and weigh the cost and benefits. With many of the economic and environmental benefits, this is a fairly straight forward exercise.

But in thinking about the impact on communities, you have to assess the impact on people's lives. And it's important that in doing so the quality of life of people in the suburbs and the quality of life of people in the city get equal weight. And it's to this point I want to speak.

My concern is that suburban

interests opposed to the deal seem to be getting significantly more attention than

the city interests in favor of the deal.

My guess is this is the case for two reasons: First, as my colleague Chris already detailed, the STB process for assessing community impact has been seriously biased in favor of soliciting suburban concerns. There has not been a single one of these meetings, including this one, held in an area that's going to be positively affected.

Second, the suburban interests opposed to the acquisition have been better organized and more vocal than the city residents.

You might naturally assume from this that the negative impact on the quality of life in the suburbs must be qualitatively larger than the positive impact of quality of life in the city. I would caution you against reaching that conclusion.

As my colleague described earlier, the demographics of these two communities is quite different.

In particular, suburban communities opposed to the acquisition are on average 65 percent more affluent and have half the number of underrepresented minorities when compared to urban neighborhoods that will benefit from the acquisition.

Like in any American inner city, the residents of the south side of Chicago that stand to benefit from this acquisition have a lot of issues to occupy their attention. Many are concerned about whether their children will return safely from schools, whether those schools will be properly funded, when the next set of foreclosures will hit, and so on and so on. Train traffic may be pretty far down the list of things that they need to solicit their government about.

Meanwhile, in some of the Chicago suburbs the prospect of an increase in rail traffic may actually be the biggest problem their community has faced in quite some time. But this does not mean that the

city residents don't have serious interests at stake.

You should not discount the interests of city residents simply because those citizens have larger issues occupying their attention and as such have not been as vocal on this issue, the turnout tonight notwithstanding.

In conclusion, let me note that this is a rare opportunity for you to support a policy that will both benefit the economy and the region and members of an urban community that have long borne more than their fair share of the cost of our region's economic activity. Thank you.

MS. TARCZAN: Patricia Harthun, Michael Mini, Jacquelyn Paine.

MS. HARTHUN: Hi. My name is Patricia Harthun. I'm here as a citizen of

the south side of Chicago in the Beverly neighborhood, and I am speaking in support of the proposal to allow the Canadian National Railway to use the old Elgin lines.

As many people have already detailed in their numbers, the measure would reduce congestion on the overburdened city rail lines.

Our neighborhood is surrounded by busy rail lines. There's rarely a trip that I take that doesn't result in waiting for a train.

My statistics are on a much more personal level. I plan my routes frequently around whether the train line is open. Oh, 99th Street is open, cross now, because there are so many trains that go through the neighborhood that they congest traffic, people sit with their engines idling and further pollute the air.

There are two sets of tracks

between my house and the grocery store, three on my way to exercise, two between my house and the nearest trauma center.

Obviously, some of these are very personal and somewhat inconsequential

on the overall impact. However, I have seen ambulances sitting, waiting to cross the tracks, to the nearest trauma center.

Christ Hospital is the only trauma center in the area, and there are two rail lines between the east side and Christ Hospital in Oak Lawn.

In addition, the congestion on the city rail lines often causes the trains to stop, and that further delays any type of life-saving measures.

It's understandable that the communities that will be impacted negatively would speak up. These communities have strong voices, but the number of people who may be inconvenienced by the proposal is less than those who will benefit.

I heard a complaint on the news

that school buses have to cross the tracks and that they were afraid of accidents. But if the drivers heed the crossing signals, that shouldn't be an issue.

However, in the city children walk to school, and it's tempting for a child who may be late to school to try and cross through that stopped train. And we

have lost children to rail accidents trying to cross the tracks.

On a larger scale, obviously the increased amount of time the train takes increases transportation costs which are then passed on to the consumers.

I would urge you to consider the greater good rather than the local objections of those few who have enjoyed relatively little train traffic up to this point.

I don't see how the Transportation Board could turn down the proposal that would reduce this freight train congestion.

So please support the measure to

grant access to the Canadian National Railway. Thank you.

MS. TARCZAN: Michael Mini, Jacquelyn Paine, Robert W. Trowther.

MR. MINI: My name is Michael Mini. I'm the Government Relations Director at the Chicagoland Chamber of Commerce.

We represent over 2,600 businesses throughout the Chicagoland region. Our mission is to make Chicagoland the most business-friendly region in America.

Chicagoland Chamber of Commerce strongly supports the CN acquisition of EJ&E Railway.

We believe that this proposed acquisition is key to ensuring the long-term health and well being of our

regional economy. We urge the STB to approve the transaction without further delay.

Industrial and manufacturing businesses in the Chicagoland region depend on good transportation, and freight rail plays a major role in their success. However, quite often the railroads serving our shippers encounter severe congestion that is an adverse impact on our economy.

CN's acquisition of certain EJ&E assets is an important step toward improving that situation.

Without question, our rail shippers will benefit from the streamlined rail operations and reduced congestion resulting overtime as well as the new efficiencies and operating improvements the acquisition will bring to CN's network.

In addition, the acquisition will be another step forward in CN's long-term commitment to reduce costs, improve service, and provide customers with more single-line market opportunities, all of which will benefit the Chicagoland region and our businesses.

Finally, we urge the STB not to

burden this transaction with unrealistic mitigation requirements and approve it as soon as possible so that Chicagoland and regional businesses, as well as the community in general, can begin realizing the benefits of this important transaction. Thank you.

MS. TARCZAN: Jacquelyn Paine, Robert W. Trowther, Bob Crowther.

MS. PAINE: Hello. I'm Jacquelyn Paine, and I live in Riverside, Illinois.

I have 25 years experience in rail transportation with a Class I railroad, CSX, and also as Director of Rail Transportation for a Fortune 500 company.

When I started with CSX, my first day on the job my boss and I flew from Baltimore to Chicago and we visited the CSX bar yard. It was full of cars. The problem was trying to get the cars out and get them to other railroads so they could complete their journeys.

Since then I've been to many, many rail yards, and it's the same problem everywhere here in the Chicago area.

Rail cars don't spend a lot of time moving. They spend a lot of time sitting. We call that the dwell time. In a 24-hour period, typically a car will only move six or eight hours maximum, unless

it's coming from the west coast or

something like that.

The way this impacts us is in several different ways, and I tend to take a more regional look and a more national look than I would had I not worked for a railroad. However, what you want to do is move the cars as quickly as possible.

If you can improve that, you can reduce congestion simply because you don't have as many rail cars sitting in the yard clogging them up making it difficult to move them to their next destination.

I have personally experienced delays of up to three weeks on cars coming into Chicago from a western road trying to get to the CSX yard or perhaps the NS on the other side of Chicago. The reason for lengthy times is weather conditions, flooding, et cetera.

It's not a pleasant thing to have your customer calling you every day hounding you about when they're going to get their rail car. And you're absolutely powerless because it's sitting, it's stuck

maybe in the clearing yard, the yard is full of cars, and the belt railroad just can't get it out.

Do you know who pays for this? All of us here in the room pays for this because those transportation costs are passed onto us through the products we buy.

I am supporting this acquisition because of the economic benefits that it would bring to us personally and also to the manufacturing companies we have in this area.

Manufacturers can reduce the size of their car fleets, which is a huge drain. They can provide better service. And, you know, the productivity wouldn't be bad either because I really got tired of having to call the railroads and beg and plead and scream and yell just to get my cars to move. Thank you.

MS. TARCZAN: Robert W. Trowther, Bob Crowther, A. Johnson.

MR. CROWTHER: I may be No. 17 and

18, but it's Bob Crowther.

I've come from Barrington down here to see, I'm opposed I must say to the railroad increases in our town. We have a ton of them now on the commuter line.

The interesting thing about Barrington is that these tracks cross each over in our town. One train, one freight train, can block all four intersections in our town. So the fact that they mentioned on the chart outside that there's one mitigation point in Barrington isn't really true. There's four.

So anyway, I thought I should come down and see your turnout. We had over five thousand. I counted at best 72 here and even with the nice court reporters, verbatim reporters, and your nice board.

We opposed it for a couple of simple reasons: First of all, our tracks are crossed by school buses 840 times a day

now, okay, without increased train traffic. That's significant.

The other thing is that our 90 square miles of the Barringtons are

serviced by wells, not deep wells, shallow aquifers. So that hauling chemicals and petro chemicals and the like doesn't appeal to us that much, as it doesn't to you I'm sure.

So that's all I basically had to say. I don't like the idea of transferring problems from one area to the other.

I respect the gentlemen from the University of Chicago, but some of the names in Barrington are on those walls at both the hospital and the university, as you know, and they were at this meeting and they don't like it. So we don't think it impacts too much.

U.S. Steel, $300 million is a pittance to them in selling this railway.

We also don't think it's the Service Transportation Board's role to enhance the future profits or whatever of

an international railway.

I want to thank Ms. Ball for her time and you guys, all your patience. I noticed that in the document it says that your board and the previous Interstate Commerce Commission, which was before you, has in the past denied mergers.

I hope you will deny this one. Thank you for your time.

MS. TARCZAN: A. Johnson, John Ehlers, Patrick Spiroff.

MR. JOHNSON: I'm A. Dwight Johnson, and I'm a consultant for Canadian National Railroad. Now I'm retired from Canadian National Railroad. I have 42 years of rail experience, and I did written comments so I don't want to repeat those.

What I want to talk about now is the -- is -- they complain about the other -- the EJ&E acquisition because who's going to pay for overpasses because of additional freight service on the EJ&E? Well, I have a source for their funding, and that is the additional property taxes that Canadian

National's going to pay because when that happens in my experience -- and I've been involved in three different mergers -- and to pay -- the property taxes for the railroad, they will triple immediately. So that will be a definite source of funding for their overpasses that they're all worried about.

Another thing, and I did write this in my written testimony. I want to

mention about Barrington. Barrington has a commuter rail station on Union Pacific. They voluntarily decided to build it downtown, blocking both Route 59 and Lake Cook Road for -- for an average of four minutes every time a train stops. They are crying crocodile tears.

They also -- another thing, when there was a brand new schedule out that Union Pacific put out, one train did not stop in downtown Barrington; and they had service every -- an average of every 15 minutes at that time, and they forced that train to stop there. If they care about

crossings being blocked, they should have not stopped that train at Barrington.

MS. TARCZAN: John Ehlers, Patrick Spiroff, Bill Wendt.

MR. EHLERS: Good evening, everybody, ladies and gentlemen, the Surface Transportation Board, and other interested -- other interested parties. My name is John Ehlers. I'm owner and president of Rail 1 Media. I'm here to put on the public record our extended automatic warning system. Just to clarify, Rail 1 is not part of any news organization, however kindred to outdoor advertising. Both Rail 1 -- but Rail 1 does have -- have multiple divisions that are involved in highway rail safety. Our second division is design and installation.

My company has designed an extended warning system that could be

installed and connected electrically from the grade crossing to an LED lighting system along the road. With the roadside message, both the LED and roadside message are Federal Highway Administration-approved.

The warning system is multifunctional. That is, with a standard

grade crossing vehicles react to the action of the -- to the lights and the gates and in some instances take a gamble, for lack of a better word, to drive around the gates to beat the lights -- beat the lights through the -- through the grade -- through the right-of-way.

On the other hand, there are those that respond to the stop and -- respond and come to a stop at the stop zone. As we go -- as we know, this -- this entire action works around time. We feel that there is a need for transition time. This is where we feel our warning system applies and comes into effect.

How our warning system works is connected at -- to the grade crossing directly when the train shunts the -- the relay through a series of connections and

directly activates the lights -- the LED lights. This with the roadside message when lights are flashing, trains operating through the right-of-way, which would provide the transition time for those

vehicles that are on the roads.

As I said, it's a multifunctional system as a constant reminder, as well as the LED system providing a greater distance of visual contact from the LED lights that a train is operating through the right-of-way. This provides emergency services, police, fire, and EMS to use an alternative route to respond and find a different means to respond to an emergency.

To conclude, I hope that you -- you take a closer look at Rail 1's extended warning system, that the Surface -- Surface Transportation Board determines as a result of these meetings -- determines that as a result of these meetings, provides certain recommendations, as I hope we become one of them. Furthermore, extended warning system -- our extended warning system sheds new light on the Surface Transportation Board and the communities of this acquisition

that it affects.

MS. TARCZAN: Patrick Spiroff, Bill Wendt, Michael Howard.

MR. SPIROFF: I want to thank you for allowing me to come here to speak tonight. I'm just an ordinary citizen. I live in Frankfort, Illinois. The train's going to be running through my backyard. Obviously, I'm not thrilled about that, just, you know, want -- imagine that you moved, and you're living on a small country road; and the next thing you know, it's going to be turned into a superhighway. But, you know, so obviously it's going to affect my property values, those personal issues. But that's not really why I came down here on this rainy Monday night.

In December of 2006, my oldest daughter was diagnosed with type one diabetes. It's also known as juvenile diabetes. And, you know, all the other factors I understand; but I -- I'm just coming here as a concerned father. You see I don't have prepared notes; I'm just kind of winging it.

But what concerns me is, you know, I live at an at-grade crossing, up --

you know, up the street from it; and I'm very concerned that it's going to be blocking emergency vehicles making it to my home. You know, so I'm just here as one individual father speaking out for his daughter.

I'm very -- you know, the -- the impact of type one diabetes is you can suffer a coma due to low blood sugar and so every second would count getting my daughter to an emergency room to bring her back up and have her regain consciousness and not affect, you know, her brain. So, obviously, I'm not going to explain any -- any kind of mitigating factors. It's just kind of well, you know, you lived on a railroad track. You should just have to deal with that.

So I just -- you know, I just want to say here that, you know, with no mitigating factors to take in account that crossing, there's also -- not only just to my home, but there's -- she also lives -- I'm sorry. She goes to school, and there's

a railroad crossing just to the north of her; and this crossing does not even have a

signal or lights or anything, and it's the first crossing right behind the school.

So not only is it going to affect emergency vehicles coming to my home; it will also affect emergency vehicles access to that school; it's Hickory Creek. And that's why I'm here. Thank you very much for your time.

MS. TARCZAN: Just to confirm, it's Patrick Spiroff?

MR. SPIROFF: Yes. Thank you very much.

MS. TARCZAN: Bill Wendt, Michael Howard.

MR. WENDT: Yes, my name is Bill Wendt. I live in the city, and for quite a few years I have thought that the railroads are running too much freight through Chicago when they would have a shorter,

more direct route outside the city; and along the bypasses of Chicago would be the Elgin, Joliet and Eastern. Having said that, it's not like -- my written remarks might -- might seem like I'm more of a friend of thinly populated suburban sprawl than I am, but there are very valid concerns about these emergency vehicles being blocked; and I haven't heard any real mitigation of that concern. And the railroad, I think, is kind of blowing its own credibility on that in not proposing at least something like a dozen separated crossings to alleviate this particular concern.

As far as the STAR line is concerned, now Metra is talking about 20-minute commuter train service, which is incompatible with freight service. I do

think there is a better approach than -- to -- to public transportation needs in that area, and that would be -- well, we've had these van pools for over 20 years, computer-matched van pools. We could have computer-matched bus pools of 50 or more.

And there are about 500,000 people in that area west of O'Hare, working

in that area. It's what -- about the same as downtown Chicago except over at least 10 times the land area. You need rubber tire distribution there anyway, and if you have to have rubber tire distribution, well, there's not much point in running an expensive, disruptive railroad down the middle of an expressway when there is a railroad just a couple miles north of there.

But still, I think the better solution would be a bus rapid transit, and we -- that would be with or without a monorail that could really put the rapid in bus rapid transit, suspend a monorail in which a vehicle is simply a skid that a bus

drives on and drives off and the stations need be little more than a bus turnaround.

It doesn't matter too precisely where they are. But figure the great unemployment center in the southern suburbs is about 35 miles as the crow flies from the great employment center in the northwestern suburbs. And we could have one seat rides in -- in an hour or less between the two with that kind of technology.

I think the Grand Trunk Western lines in the city could be used for Metra commuter trains, save about 400 million in rerouting the Metra southwest service. And I would be opposed to abandoning the rail lines -- these rail lines in the city because with traffic increasing the way it is, we just might need them again before too terribly long.

MS. TARCZAN: Michael Howard, Jim Domiano, Steve Mannos.

MR. HOWARD: Good evening. I'd like to say thank you very much for offering the opportunity for us to come. I represent the community of Fuller Park, 4500 families that are most affected by all the growth and commerce that's been mentioned here tonight. I just want you to know that the impact from all of the profit and all the growth that hasn't -- has happened in the rail system over the last three to four decades has impacted our community to a greater extent than those that are worried about being affected if this acquisition goes forward.

We suffer from the largest asthma population in the city of Chicago due to all of the congested locomotives in those switching yards and those side rails that have been built to -- to handle the increase of traffic through the city itself. Our -- our -- our properties are rattled daily, 24 hours a day, by the banging of those cars being switched from track to track and being loaded and

unloaded. Our children have so much asthma. Our senior citizens have a large increase of respiratory ailments due to all of the diesel and traffic emissions that encompass our community.

We're surrounded on both sides by major hubs. Not only do we get the CN traffic and others. We have the Amtrak, the Metra traffic. All of that has to share the same lines through our neighborhood on both sides of the neighborhood every day. I want you to imagine not being able to open your windows on a -- on a hot summer night because you cannot afford to breathe that heavy diesel fumes that's coming from those 15 engines that are just sitting there waiting to

switch their load through the city.

So, for us, I -- I'm really in support of this move because the mission of our organization -- I'm executive director of Fuller Park Community Development -- is to improve the quality of life for our constituents, and this move to relieve the

congestion through the city of Chicago would indeed improve the quality of life for our constituents. So we would say yes, vote yes for this expansion for our health.

We're not here -- we're not gaining economically. We're not gaining for jobs. We don't have any economic benefit from this pollution that -- that affects our lives daily, but it has ruined the quality of life for many of the seniors that are in this room tonight and then it also affects our children every day, as they can't even open up the school room windows on certain summer days, and even during the coldest day of the year we've had some heavy diesel fumes that float through. They had to -- everyone closed their windows because the children were choking.

So it's matter of life and death

for our community that you approve this plan. Thank you.

MS. TARCZAN: Jim Domiano, Steve Mannos.

MR. DOMIANO: Hi. I'm Jim Domiano, and Michael stole my notes, I think; but I am here to speak as an individual who lives in the near South Loop at 15th and State. I live approximately that far from the rail line, and my situation and my building situation, Dearborn Towers, is aggravated by the fact that we live above this. In our neighborhood you have canyons of concrete, and the noise issues that we're talking about here are significantly exacerbated by the problems with having huge tunnels of buildings that the noise reverberates through.

We moved in in 2001 and during one of the first nights that we stayed there, I was awoken at about 2:30, 3:00 o'clock in the morning by what I thought was someone throwing giant aluminum boxes down a concrete stairwell. I said to my wife, what is that? She said, oh, those are the coal cars. The train just stopped over there where Dan was mentioning earlier

where the crossing is over by Clark and

16th, crashing together 300 times.

I invite any of you to spend some time in my guest bedroom because I'll tell you; I'm still not used to the noise. The vibration is so intense, and I live on the 10th floor, that things will be moved off of shelves. I feel very badly for people who live on the fourth floor, which is about 30 feet above this.

We're a small community of about 315 units, so you're looking at about 600 people; but multiply this by the tens of thousands of people who live along the lines from the south side. And one of the reasons that you don't see some of these people here is because -- I found out about this meeting Thursday, and I'm pleased to see two other members of Dearborn Tower here. But the disenfranchised of those neighborhoods haven't been made known and aware of this particular situation.

They look to you for their assistance and your wisdom and your guidance to look at the situation and say,

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the needs of more people who will benefit outweigh the needs of some communities. And with proper guidance and proper holding accountable of CN, which I know is part of this plan, we can mitigate the issues that will potentially occur in the suburban areas; and everyone will benefit significantly from situations like this. Part of the challenge in this type of a situation is everyone wants the benefit of this type of arrangement. Everyone wants the benefit of rail traffic and the decrease in costs, but nobody wants it in their backyard.

So I think at the end of the day it is really important about the individual personal stories that we're seeing here; but more so, we need to look at the overall financial impact on the greater area and the impact on the number of families, positively and negatively. Add that up and determine at the end of the day what the best decision is to make. Thank you.

MS. TARCZAN: Steve Mannos, Mike

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Joyce, Representative Ken Duncan.

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MR. MANNOS: Good evening. My name is Steve Mannos. I'm president of the Dearborn Tower Condominium Association, along here with Jim and another one of our

residents. I'm here tonight to strongly back the proposal and to give you some reasons why.

Economic, but not -- but more importantly than that, we -- we have a severe problem in our neighborhood with noise and pollution. When those trains idle for three, four hours at a time at State and 16th, the -- the fumes and the pollution are unbelievable. We, therefore, are strongly supporting the -- the railroad's move; and we're also going to do everything we can to notify more people in our neighborhood because we weren't notified until very recently, and it's a travesty that there's only one meeting in the city of Chicago which has a million-and-a-half people. You know, I know Barrington is growing rapidly; but they're nowhere near a million-and-a-half

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people.

I've also lived -- I have a perspective of living in the suburbs. I lived in LaGrange for several years; and, believe me, waiting for the train an extra four, five minutes is a hell of a lot easier than sitting and listening to

banging and banging for two, three hours at a time. That's all I have to say.

MS. TARCZAN: Mike Joyce, Representative Ken Duncan.

I would like to take this opportunity again to ask anybody who's interested in speaking tonight to please step outside the room and register. We have no more registered speakers at this time. We certainly invite any additional commenters again to register now. In the meantime, we invite everyone to return to the open house area if you would like to review the boards or ask questions. The court reporter and at least one member of the Surface Transportation Board team will remain here in the public meeting area to

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receive additional comments from newly registered speakers should we have any additional registration before 9:00 p.m. This concludes the public comment portion of the meeting. Thank you all for coming.

(Brief pause.)

(Whereupon the audience took its leave.)

MS. TARCZAN: Representative Ken Dunkin.

MR. DUNKIN: Hi, thank you. I'm Ken Dunkin, Illinois State Representative.

I represent the 5th District where there's a considerable amount of transportation that has been a major issue of concern as voiced to my residents on the southern end of my district, particularly around 39th and Shield and Princeton, that area.

Even before I was elected they had discussed and talked about how the trains often sat idle for a number of hours and sometimes throughout the night over

around 43rd and Princeton, 45th and Normal. They said there were a number of fumes that would be emitted there. Not to mention the rumbling of the engines for quite some time, for some extended period. They believe it was or is sort of a yard where they just had a long freeze or pause.

So I recall that at least almost, wow, over six years ago now when I was actually a candidate, and to have this issue close to being rectified or at least

pushed or moved further away from the community will be a big value add for my constituents over in the 3rd Ward of the 5th District.

Some of the areas that were discussed or issues that I recall, and again, I'm going way back six years now, were issues of possible asthma, environmental racism because it was a predominantly poor, predominantly black community, certainly on one side, and the community just tended to take it for granted that there was nothing anyone could do about it or even consider moving it along.

I believe Michael Howard, who's

a strong voice and advocate against this particular idling of trains, I'm sure he gave voice to this as well.

Just some of the points that I wanted to make. The residents of the 5th District have had to deal with the burden of bottlenecks on rail lines. Chicago's rail line is one of the most important in

the nation but it's in desperate need of improvement.

In fact, dozens of residents from the 5th District will be attending today's hearing just to give voice to their support for CN's proposed acquisition of the EJ&E line and to explain how their communities will benefit greatly from the streamlined rail operations.

Again, we know that St. Louis almost took the place, the center hub of the country of Chicago years ago. But Chicago became that strong hub where there was a lot of interchange, and we appreciate that, but we have to do just mass improvement, as voiced, of trains idling in any particular community for a given time so we can avoid the possible negative affect such as hazardous air quality and

sort of some of the other issues that affect our constituents.

So please give this great consideration. I wish I had more time to discuss this issue. And I'll be supporting

them moving along away from our particular area. Thank you.

MS. TARCZAN: Thank you.

I do want to point out to you if you'd like to make your remarks, continue them with the Court Reporter outside, we can certainly have you do that, or we can also record your remarks on paper through our hotline on our website.

MR. DUNKIN: I can leave something in writing?

MS. TARCZAN: Yes.

(End of statement.)

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D.6 Aurora, Illinois

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

AURORA WEST HIGH SCHOOL
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SEPTEMBER 9, 2008

CHIMNIAK REPORTING & VIDEO
Telephone: 312-781-9111

REPORTED BY: Nicole M. Breytspraak, Janice M. Kocek, Joanne Brogan, Laura Locascio,

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MS. ADAMS: We will begin the

public comment portion of the meeting in about half a minute if folks would like to take their seats.

Good evening, ladies and gentlemen. Thank you for being here tonight. We are here tonight to hear your comments on the Draft Environmental Impact Statement that was released July 25th regarding Canadian National Railway's proposed acquisition of the EJ&E Railroad.

My name is Tina Marie Adams, and I'll be facilitating the meeting tonight.

Before we get started, I'll review some protocol for tonight's meeting. For starters, I would ask everyone to please turn off their cell phones and please refrain from interrupting any speakers or commenters.

In a moment I'll introduce those presiding, and there will be a short presentation on the findings of the Draft Environmental Impact Statement.

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Immediately following this, we'll hear your comments. Each commenter will be given up to three minutes to speak. The time clock will be displayed on the screen here behind

me and a yellow card will be shown at two minutes and 30 seconds, as you see right here; a red card will be shown at three minutes. A list of speakers in order will be displayed on the screen. Also, I will call forth the next two speakers in line after each speaker so we can be as efficient as possible. As you can see, there's one microphone set up in each aisle, so you can choose whichever one is closest to you.

If you're interested in speaking and haven't registered yet, please proceed to the registration table that's actually located directly outside past the auditorium past the exit signs and in the hallway there.

Alternatively, included in the programs that you received tonight, you may submit comments to the Surface

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Transportation Board through a toll free number, website, or mailing address, all of which are also in the programs that you've received. There are also comment forms and drop boxes and court reporters located in the open house area. You may record your comments with them throughout the night.

Please recognize that all methods of comment will be -- received by September 30th will be taken into consideration and weighed equally.

Tonight we're here to listen to your comments on the Draft EIS. This is not a question-and-answer session, but we invite you to return to the open house area if you do have questions. You can also provide your comments in a more private setting there with a court reporter if you'd like to do that.

We appreciate your courtesy as we work to create an environment where everyone can be heard. If you disagree with a speaker, we ask that you not express your disagreement out loud. Likewise,

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please note that applause for a speaker during his or her remarks gives that person less time to speak and ultimately will limit the time for everyone else.

In the event that you need a Spanish translator, please let a staff person know. We have Beatrice here who can translate. She'll be located toward the back of the auditorium.

If you have questions about

anything, a staff member can assist you. We're identified with these name tags, as you see on me here, and located throughout the venue.

One other quick housekeeping matter. We have ten exits here in the auditorium, four to the back of the auditorium and three each on either side.

With that, I'd now like to introduce the people with me here on stage. Phyllis Johnson-Ball, who is a deputy chief of staff of the section of environmental analysis for the Surface Transportation Board, and John Morton, team leader

supporting the Surface Transportation Board section of environmental analysis.

Phyllis Johnson-Ball will now make her remarks.

MS. JOHNSON-BALL: Good evening. Thank you for coming to our public meeting -- I'm a little shorter than she is.

I'm Phyllis Johnson-Ball, Surface Transportation Board, section of environmental analysis. Many of you probably recognize my name because we received numerous comments and I have read

those comments and I understand what many of your concerns are, and so tonight we're here to give you an opportunity to -- I'm a little too close -- to give you an opportunity to learn a little bit about exactly what is the Surface Transportation Board, what we do. This is your opportunity to talk to us so that we can hear your voice, and it's very important that you provide us with comments because this is all a part of the environmental process and your participation is definitely a critical part of it.

I'd like to begin by talking a little bit about who is the Surface Transportation Board and why there's a Board involved in this process and give you a brief overview of exactly what is the process involved with this proposed acquisition.

The Surface Transportation Board's primary functions are to authorize carrier actions, to resolve carrier disputes, we conduct rule making on proceedings, adjudicate reasonableness of rail rates, we monitor carrier activities and industry performance, we take

enforcement action on carriers, and we also have an office for consumer assistance, and I know many people as part of this process has taken advantage of that particular office by calling in and asking questions and giving us comments.

The Surface Transportation Board is made up of three decision makers, they are appointed by the President and confirmed by the Senate. Our chairman is Charles Nottingham, our vice-chairman is Francis Mulvey, and our commissioner is Douglas Buttrey.

The section of environmental analysis is the environmental arm of the Surface Transportation Board. We, basically, direct the environment review, we conduct independent analysis of all environmental data, we provide technical assistance to the Board and to the public and make recommendations on environmental matters, and we also ensure that our agency complies with the National Environment Policy Act.

The public participation process, which we are engaging in tonight, is one of the most critical components of

NEPA of the environmental process. This is your opportunity for your voice to be heard. This is your opportunity to tell us what we've done well as part of our environmental analysis, what we have done not so well, and what we also need to continue to do. So, please, give us comments. Your comments are due to the Board by September 30th. If you mail them, they must be postmarked by September 30th. If you provide comments tonight or if you provide them in writing, they must be at the Board by the close of business on September 30th.

As we talked about earlier, there's several ways in which you can provide comments to the Board. We have a 1-800 number, which is 1-800-347-0689. You can send us a letter; you can fill out the comment form; you can email us; you can speak tonight publicly, we'll record your comments, we have court reporters here; and you can also talk with one of the court reporters we have out in the office -- excuse me -- out in the hall. All of the comments that you make have equal weight, so whether you do it in writing, whether

you speak tonight, the Board considers all of those comments equally.

We've had questions about what exactly is the acquisition process. The process starts by an applicant, in this case Canadian National, applying to the Surface Transportation Board for authority to acquire the EJ&E. The Board then sets a procedural schedule to consider the merits and the environmental issues. The merits consist of economics, the transportation, and competitive issues. The environmental process consists of things such as air quality, noise, community impacts, environmental justice, historic preservation, biological resources, weapons, all of the physical impacts associated with the proposed acquisition. It also considers transportation, safety, and delay issues, and issues we have heard so much about, congestion.

The Board can take three avenues in response to Canadian National's requests. The Board can deny the transaction, the Board can approve the transaction, the Board can approve the

transaction with conditions, and that's conditions on the merits and the Board can impose environmental conditions.

I'd also like to mention a little bit about the third-party process and who is HDR. The Surface Transportation Board is a very small agency. We have approximately 150 people, nine of them are on the environmental staff, so we often, as other small agencies -- federal agencies do, we engage third-party contractors or outside consultants to assist us in the preparation of our environmental documentation. In this case, HDR is our third-party contractor. So John Morton of HDR is going to give you a brief overview of the results of the Draft Environmental Impact Statement.

Thank you.

MR. MORTON: Thank you, Phyllis.

I briefly want to go through the Draft EIS and some of the conclusions. I know that there's -- it's a very voluminous document, a lot of information is in there.

I want to touch the surface. If you have questions, if you want to explore anything in more detail, we're leaving the open house session open and manned. There's maps back there. There's people that would be more than happy to talk to you about any specific resources or help you better understand, you know, some of the issues that are going to be talked about tonight.

First of all, the applicant, CN is a Class One railroad, a major shipper of domestic and foreign freight. They have five rail lines that converge on Chicago. Those rail lines are shown on the dark color on the map. They operate about 150 miles of rail line in the Chicago area. EJ&E is a regional rail line that operates in an arc around the City of Chicago. They have two main rail yards, and that is East Joliet Yard in Joliet, Illinois and Kirk Yard in Gary, Indiana.

CN indicated that they had three primary purposes for acquiring the EJ&E. First, it provides CN with operational

flexibility by connecting their five lines into a continuous route around the City.

Second, they want to make available the Kirk Yard to the EJ&E -- the EJ&E's Kirk's yard to the CN's operation, and it will allow CN to develop a more extensive relationship with the shippers on the EJ&E.

The Draft EIS covers a number of resources listed here, and I'm only going to touch on just a few. Once again, if I don't mention it, if you have some questions, feel free to talk to anybody that's in the -- that's manning the open house session and look at some of the maps and information that we have there.

First thing is just actually the changes that will take place. There will be changes in train traffic and train operations, which I'll talk about in a second. In addition to that, CN proposes to construct six new connections, and that is a rail connection from one railroad to another railroad and they propose to construct 19 miles of new parallel track

alongside the existing track, and those locations are shown on the slide.

The -- this is a map, and I know it's a little hard to understand, but it's essentially a density diagram and an output

from some of the analysis that was done. The light blue color is -- shows the trains today, the thickness is indicative of the number of trains; the dark blue color shows the proposed trains should the Surface Transportation Board approve the acquisition. So what you can see is that much of the traffic that currently operates inside the EJ&E yard will be shifted to the EJ&E yard. There will be a total change of about 15 to 24 trains.

As a result of those changes, the analysis indicates that the EJ&E rail line in some parts will be at or near existing capacity. As a result, it's unlikely, you know, that there will be more trains operated on the EJ&E than those that were estimated by CN in their application. In addition, one of the conclusions of the

Draft EIS is that Metra's on-time performance can be maintained with effective coordination between Metra and CN.

The EIS looked at roadway and train safety information. On the EJ&E arc because of the proposed increase of the train activities, there will be an increase

in probability of train accidents and also an increased probability of a highway/rail accident.

On the CN rail lines inside the arc because of the reduced number of freight trains, there will be a reduced probability of a train accident and a decreased probability of a highway/rail accident. In addition, the EIS identified three highway/rail at-grade crossings that, you know, would see a substantial increase in accident risk and those would be Woodruff Road in Joliet, Illinois and Lake and Miller Streets in Griffith, Indiana.

The EIS also evaluated passenger rail safety and haz-mat safety. There's no

passenger rail currently operating on the EJ&E. There is passenger rail operating on the CN Rail Line that will show a decrease in freight accident -- or freight train activities, and that's an improvement in passenger rail safety. On the haz-mat side, there would be a substantial increase in the shipment of hazardous materials shipping -- moving from the CN Rail Line inside the arc to the EJ&E rail line.

Transportation findings. The

EIS evaluated 155 highway at-grade crossings on the CN rail line, 125 of those would see a reduced, you know, amount of freight traffic. On the EJ&E rail line, the EIS looked at 112, 87 of which met the Board's threshold for the environmental analysis. Of those 87 without mitigation, 15 would be substantially affected by the proposed acquisition. Those 15 are shown up here, and we list them on the maps and on -- and identify them on the boards that were available in the open house session.

The EIS looked at air quality.

The EJ&E route is a longer route, therefore, there would be increased fuel use. However, because of the efficiencies and the more free-flowing operation, it would be a more efficient operation and, therefore, air emissions in the year 2015 would not exceed current regulations or impact the region's air quality compliance.

The EIS also looked at emergency response. Without mitigation, there would be eleven fire and emergency medical service providers that would be substantially effected. The nine fire and two hospitals are shown on the graphic,

and, once again, they're identified on the boards and shown on the maps in displays there in the open house.

The EIS looked at noise. There's about 3,000 residences that would exceed the 65 dba noise on the EJ&E. About 2700 would show an improvement on the CN Rail Line inside the arc, and one quiet zone, Barrington area quiet zone, because of the increased freight traffic would lose

its quiet zone status.

The EIS also identified possible mitigation or mitigation recommendations. The CN provided or offered 76 voluntary mitigation measures in these resource categories. In addition to those 76, the SEA also identified 72 additional mitigation measures in these resources categories. Once again, those are listed in both the Executive Summary of the Draft EIS and in Chapter 6 of the Draft EIS, and we would have copies of both of those in the open house session if you want to take a look at the mitigation.

And with that, I'd like to turn it back over to Tina Marie.

MS. TINA-MARIE ADAMS: Okay. We'll now begin the public comment portion of our meeting. Let me remind you that we have the three-minute rule, which begins as soon as you begin speaking.

If three minutes is not enough time, please feel free to speak with the court reporter in the open house area to complete your remarks.

We'd also invite you to submit your full written remarks to the court reporter, located here by the stage when you're done as well.

To be fair and consistent, if you speak beyond the three minutes we will go ahead and announce the next speakers.

I would now like to ask for the first commenter, Darlene Senger, followed by Eric Gallt, and then Marcie Schatz.

When you come to the microphone

if you would please state your name and who you represent or the town you're from.

MS. DARLENE SENGER: Good evening, my name is Darlene Senger. I am a councilman in the City of Naperville and Naperville's track representative.

I'd like to give you a little bit of background of how we got here tonight. The cities of Aurora and Naperville, Plainfield have been working together to basically notify people of this hearing tonight. And that population, we represent over a third of a million people in the area.

I'd like to thank West Chicago High School for -- West Aurora High School for hosting us tonight. I'd also like to make the comment that it's a shame that we couldn't have had this at Waubonsie Valley High School because it is closer to those who are affected, and I know for a fact there are citizens and the residents of Naperville and some in Aurora that could not make this meeting tonight because of the fact it was so far away.

I also wanted to say that we

want to thank the STB for listening to our comments and we also want to thank you for the decision you made to -- the other day or today about delaying or denying the October 15th expedition of the Canadian National's request to bifurcate.

We are very pleased you've done that and we do ask you to continue to listen to what we have to say and take all the time you need in order to come up with the right decision.

Tonight we're here to comment on the Draft Environmental Impact Statement, and the keyword in that term is "impact." And you're going to hear a lot tonight about how this impacts our communities and it very much impacts our communities.

It impacts the air we breathe, it impacts our traffic, and public safety, it impacts our property values, it impacts our pocket books.

I'm really concerned about that because I know with the at-grade crossings that need to be mitigated with either an

underpass or overpass, we're talking about possibly hundreds of millions of dollars. And where is the money going to come from?

That concerns me as a representative, it concerns me as a possible state representative, and I would speak on the federal level, too.

A lot of this is not about not in our backyard, but it's not in our pockets.

I'm also going to comment a little bit about specifics with Naperville. One of the things that the draft environmental report fails to talk about is how when an at-grade crossing is now affected that traffic moves into a grade-separated crossing.

Currently in our three communities we have seventeen at-grade crossings and twenty-three total, so those sorts of traffic shifts need to be taken into consideration.

I'd also like to comment on the fact that looking at the amount of traffic

that's calculated in this, IDOT looks out

for twenty years, it is not looking out for twenty years.

Our communities are still in the growth mode. We need to look out longer term to make sure that we take consideration of total cost and total impact on quality of life.

Again, I want to thank you for having us tonight.

MS. TINA-MARIE ADAMS: Eric Gallt, followed by Marcie Schatz and Tom Weisner.

MR. ERIC GALLT: Good evening, I am Eric Gallt with the city of Aurora, staff member and city traffic engineer.

I was requested to speak on behalf of the city of Aurora with regards to some of the impacts on the traffic and some of the evaluations that were made through the Environmental Impact Statement.

It was difficult in doing so in that it was obvious that the EIS was rushed as far as the time frame and the amount of input that went into the Environmental Impact Statement was lacking in some of the depth of investigations.

Just in the city of Aurora I'd like to point out that traffic counts are off as much as 300 percent.

Hafenricter is shown as a 2015 volume under the 2,050. However, in a traffic count done in April of 2008 the traffic volume of 6,250 was observed.

Hafenricter was not even evaluated in the EIS, which given the existing volumes it should be have been

evaluated, and having a 2015 volume significantly above the threshold for investigation.

In addition, Keating was referenced at 2015. In 2015 of having 2,050 and is seen significantly higher on existing traffic counts than are proposed under the EIS.

Secondly, we have significant concerns over the traffic delay methodology and believe it is fundamentally flawed assuming, in essence, the -- the formula assumes a free-flow after the trains have passed the crossing.

In situations like Ogden, we have significant traffic signals, both upstream and downstream. When the train is gone, there is not a free-flow situation, as assumed under the traffic -- under the methodology; and therefore, the methodology itself is way underestimating the delay that is experienced by our community.

And lastly, we did some investigations under the evaluation of what

they're seeing on the EIS with regards to closure times.

We sent several of our employees out to crossings to investigate how long crossings are actually closed.

Under a no-build situation the EIS said that a crossing is actually closed for 1.9 minutes. However, on September 4th we observed three different crossings.

At 7:21 the crossing was closed for 3 minutes and 50 seconds. At 8:08 it was closed for 4 minutes and 27 seconds. And 10:54 for 4 minutes and 10 seconds.

This is well above the 1.9 minutes that was assumed during no action. We believe it is grossly underestimated and, therefore, the results in EIS are not to be taken as truth. Thank you.

MS. TINA-MARIE ADAMS: Marcie Schatz, followed by Tom Weisner and Bill Wiett.

MARCIE SCHATZ: Marcie Schatz, I'm the director of transportation, engineering and development with the city of Naperville.

The STAR Line is the solution to a problem that cannot be solved by merely buildings roads. And this commuter rail service would connect more than 100 communities and link more than 1.6 million residents from northern, southern and western suburbs.

My fear is with this acquisition that the implementation of the STAR Line

becomes fiscally as well as logistically impossible.

Without access to the EJ&E tracks, the plan for the STAR Line is derailed and millions of regional commuters will have no option but to use their cars to travel.

The CN has given us no real assurances that they will accommodate the planned STAR Line operation.

The only commitments made in the

CN's mitigation proposal is a commitment to continuing discussions.

Initial meetings with Canadian National earlier this year when the cities have asked for information about the Star Line and any commitments to the Star Line, the Canadian National's response was that there was nothing in the EJ&E's files as they did their research.

So given that and that sort of comment, you can understand it appears that the sentiment is not there towards working toward a cooperative solution towards the implementation.

With the price of gasoline at an all-time high, the effective use of --

effective use of rail not only for freight but for commuters is critical.

Taxpayers will also pay a high price should the Star Line not be built. Many communities, including Naperville and Plainfield, have already purchased more than 100 acres of land and invested tens of millions of dollars in the Star Line. In

addition, federal funds have been used for STAR Line land.

Naperville and Plainfield have revised zoning, business owners have made business plans and residents have made decisions based on the future of the Star Line.

The implementation of the STAR Line will be far more difficult, and we request the STB to consider these comments and impose some obligation on CN to mitigate the increased costs that the community, the state of Illinois and the Metra will face for its implementation.

MS. TINA-MARIE ADAMS: Mayor Tom Weisner, followed by Bill Wiett, and Lynda Elmore.

MR. TOM WEISNER: Good evening. I'm Tom Weisner, Mayor of the city of Aurora, and I had wanted to start the evening by thanking the STB for holding this hearing in Aurora.

However, your decision to be miles from the affected neighborhoods, frankly, makes such comments disingenuous; however, I do want to thank all of you who are here tonight, and I recognize many of you from the townhall meeting we had just a few weeks ago at which we had 800 to 1,500 people.

And I assure our STB friends that they would see that many people at least tonight had they had the meeting in the vicinity of the affected and impacted area as opposed to seven miles away.

Wading through the EIS it is clear ACR, the firm who conducted the study, failed to conduct research within the communities this EIS covers.

Instead they took shortcuts, accepting CN's estimates at face value and

using data that in some cases is years old.

That may work in areas where the population is stagnant, but Aurora continues to experience rapid population growth, which brings me to my next point.

The DEIS completely discounts the impact on community cohesion because the EJ&E rail line has been in operation since 1891.

Well, I hate to disappoint you, but Aurora has been a community since 1837, long before the railroad laid their first track, and it has grown tremendously in the area of concern over the last 30 years.

The DEIS is also rampant with fuzzy math. On Ogden Avenue, for example, the DEIS suggested although CN is doubling the length of the trains, the average vehicle delay will be only 1.5 minutes when a train passes.

That is a really amazing feat given the fact that right now the actual delay is between 3 and 5 minutes per crossing.

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It will take pages to detail all the issues we have encountered with the data in the DEIS, so I want to spend the remainder of my time focusing on the most glaring omission of this study, the fact that it fails to identify how to pay for all the mitigation costs that would be required.

In Aurora alone the DEIS identified three grade crossings which would be early candidates for grade separation.

IDOT recently estimated the cost of separation at between $40 million and $60 million, which means the cost to Aurora would be between $120 million and $180 million to mitigate the traffic impacts alone.

The section of the environmental analysis would suggest that CN may be mandated to pay from 5 to 50 percent of these costs.

There is a big difference between 5 and 50 percent, and by the way,

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who will be paying the other 50 percent?

Would it be STB, the federal government?

IDOT has made it clear that the state of Illinois is in no position to pay these mitigated costs.

At the same time families are hurting, Canadian National CO Hunter Harrison has stated American taxpayers should pay the bulk of mitigation costs.

We are not an anti-business. This is not a not-in-my-backyard issue. It is a not-in-our-back-pocket issue.

If they can't be a good neighbor they shouldn't be a neighbor at all. Thank you.

MS. TINA-MARIE ADAMS: Bill Wiett, followed by Lynda Elmore and Keith Leroy.

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MS. LYNDA ELMORE: Good evening, my name is Bill Weitt and the I'm chief of

staff for the city of Aurora.

I would like to voice my disappointment with the location of this hearing.

We're not talking about a suburban transit access route known as STAR Line. STAR Line is a 55-mile low-impact commuter rail line and will provide connections between the Chicago suburbs and Joliet to O'Hare Airport.

STAR Line is a part of the federal government's New Starts program, which is a primary financial resource for supporting locally planned, implemented and operated transit guideway capital investments.

The computer rail line would run along the EJ&E Railroad and connect to a new rail line that would run along the northwest corridor next to the Tollway connecting with four existing Metra lines.

Nearly 100 communities would be

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served, providing a safe, reliable transportation option to 1.6 million residents.

The impact of the STAR Line is not totally considered in this study; and

given the projections to be at capacity on the EJ&E by 2015, it is unlikely the STAR Line would be a priority.

There are zero assurances of mitigation proposed to ensure that STAR Line can move forward.

There have been hundreds of thousands of dollars that have already been spent by communities in anticipation of the STAR Line.

The study ignores the cumulative negative impact on public safety of the STAR Line. By eliminating the STAR Line, congestion will continue to increase, with the corresponding increase in traffic accidents and decrease in air quality, and that was not acknowledged.

So when the study time for the STAR Line takes several years, when the

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study time for any bridge reconstruction project takes two years, when the study time for any work along the Fox River or any waterway is eighteen months, it is difficult to believe that this study can be concluded by the end of the year when you have to consider scores of forest preserves, rails and scenic corridors,

local parks, water conservation areas, fire and emergency medical providers, and fifteen grade crossings being substantially affected.

There needs to be considerable thought on how this impact is being weighed in the EIS study. Thank you.

MS. TINA-MARIE ADAMS: Lynda Elmore, followed by Keith Leroy and Rick Mervine.

MS. LYNDA ELMORE: Hi, I'm Lynda Elmore. I'm an alderman with the City of Aurora. I represent the far east side where the EJ&E Railroad line runs through or abuts the entire area.

Even before this became an issue, one of the most critical issues that we have on the far east side and that we hear continually is quality of life and traffic.

The EJ&E is going to impact both

of those in a most severe manner. The draft EIS substantially fails to report on the overall community impact of noise, on the community's quality of life, property values or how the impact varies across communities or different types of land uses.

The SEA concluded, and I quote, "Without mitigation noise impact would be high and adverse."

The city of Aurora has already spent hundreds of thousands of dollars making improvements to add a quiet zone

along the EJ&E.

It is finally in the approval stage and the draft EIS failed to acknowledge or even preserve it.

The draft EIS also stated the proposed changes in rail operations would also increase vibrations in nearby buildings which can be intrusive and annoying to occupants.

Those occupants are our families, are our children, are our schools. And the real impact may be worse than what has been stated.

The DEIS uses an analysis and

mitigation thresholds for noise and hazardous materials that are actually unsubstantiated and have been sharply criticized by the United States Environmental Protection Agency and the United States Department of Transportation in the previous environmental impact studies that have been prepared by the SEA.

And the Draft Environmental Statement does not provide a time frame for

when the increase in rail traffic would begin as compared to when the necessary mitigation measures can be implemented if the acquisition is approved.

Lastly, I am concerned about the time frame we have been given to actually review the DEIS.

While the SEA has several months to prepare the analysis with an unlimited team of engineers paid for by Canadian National, towns with far fewer resources have only 60 days in which to respond.

The Illinois Commerce Commission, IDOT and CMAP all have indicated that this is not enough time to do their review.

Thank you for your time. I am

sorry that it's being held on this side of town and not where the residents live.

MS. TINA-MARIE ADAMS: Keith Leroy, followed by Rick Mervine and Rae Keasler.

MR. KEITH LEROY: Good evening, my name is Leroy Keith. I'm the 9th Ward Alderman for the city of Aurora.

The EJ&E tracks go through my ward and split approximately 18,000 people on the east and west side of those tracks.

These are real people not just numbers and certainly not just residents who have homes near railroad tracks. They're husbands wives and children, just like yours, but more importantly they're Americans.

I was originally going to speak about the Canadian National's dismal safety record and the lack of track and train maintenance that has caused many derailments resulting in extensive property, environmental and biological damage, but I didn't have the time to do that justice.

Then I was going to speak about the Canadian government's recent report on CN's lack of a viable safety management system, but again, too much information to

cover in just three minutes.

So I decide to point out that the Surface Transportation Board is required by the National Protection Agency to consider the cumulative effects that the sale of the EJ&E will have on the residents and that the section of environmental analysis is required to provide the STB with all the information that they need to make a well-informed decision regarding those cumulative effects.

The problem is the SEA didn't obtain all the information considering the factors related to the environmental impact or the CN just refused to provide it to them.

So I will use my last few minutes to discuss one important factor that seems to be missing in the draft EIS, a factor that goes right to the core of determining the cumulative environmental impacts, that being number of trains that will operate on the tracks.

The Draft EIS only projects

freight traffic on the EJ&E line for the next three years. The CN ships out of the Western Canadian Port of Prince Rupert.

According to that port's own Website, an expansion project is scheduled to begin in 2009 and to be completed in 2013, a time period outside this draft Environmental Impact statement, is to due to be completed.

That expansion of Prince Rupert would quadruple the port's capacity and enable it to handle 96 billion pounds of cargo a year.

There are also plans to expand the cargo freight or the container facility, increase its container capacity by 300 percent, up to 240 billion pounds a year.

With the surging Asian trade and so-called "Best Port in North America," where do you think the increased amount of cargo is going to go?

I'll tell you, right through the 9th Ward and when track fills up, right

through the city of Chicago.

How can the members of the STB determine the long-term cumulative effect that this sale will have on the residents when they don't even have the basic data needed to make those determinations?

It is not surprising that CN has refused to provide the SEA with the projected increase in freight traffic.

Does anyone believe for one moment that they don't exactly know what the increased freight is going to be?

You don't invest in a port expansion not knowing what will happen.

What is surprising is that the SEA did not demand the data and went as far as to make excuses in the draft Environmental Impact Study as to why it is difficult to predict that data.

The draft EIS is flawed and must be redone using the projected freight data extending at least ten years past the year 2013. Thank you.

MS. TINA-MARIE ADAMS: Rick Mervine,

followed by Rae Keasler and Carrie Anne

Ergo.

MR. RICK MERVINE: Good evening. My name is Rick Mervine. I'm the 8th Ward Alderman, the 8th Ward of the city of Aurora, and just for reference, that is in

the DuPage portion of Aurora.

My 18,00 residents that I represent are bordered up against the EJ&E Railroad tracks and also have as part of that the Ogden Avenue, Illinois Route 34 roadway that was mentioned in the DEIS.

Now, I know you've heard an awful lot up to this point. You're going to hear a lot more, and I could tell you that my residents are very upset about this and that would be exactly correct.

I mean, you should hear the phone calls that I'm getting, the e-mails I'm getting every day. I'm getting volumes from that perspective.

Most of all they're most upset about the fact that they don't believe their federal government is listening to them.

On top of that, a mile away from

these railroad tracks right outside of my ward is a major trauma hospital; and I didn't see that in the DEIS report as well.

I think that needs to be taken into consideration. We've got a road there on Ogden that has 55,000 cars a day passing through it, and it's a grade passing, grade-level pass.

But on top of that, I want to ask a basic business question here. I'm a management consultant by trade. That's what I do for a living.

And I looked at this and I say that no viable business is going to leave a valuable asset unchecked.

If they leave those rail lines in Chicago, they're a valuable asset. They have to be maintained because there are some Amtrak and other tracks -- other trains that need to take place on those tracks.

So in order to keep up the infrastructure you've got to be able to make money on them. If you don't make

money on them, then that's not a good business decision.

Quite honestly, I think what's going to happen here is that they'll move trains out here and then the tracks will fill up again in Chicago.

I might mention if you take a good look at the satellite photos for those tracks in Chicago, the vast majority of those tracks are covered by infrastructure that makes it able for the people to live in those areas to be able to handle it, infrastructure that we don't have, infrastructure in the form of overpasses and underpasses.

All you have to do is look at the satellite photos. It's very, very clear, all right.

I don't make -- it doesn't make any sense to me, doesn't make any sense to my residents to take trains from tracks that have infrastructure and know how to handle it, move it out here where we have a lot of congestion already and no

infrastructure, and not have to be able to deal with that mitigation.

Thank you very much.

MS. TINA-MARIE ADAMS: Rae Keasler, Carrie Anne Ergo and Duncan Russell.

MS. RAE KEASLER: My name is Ray Keasler and I'm a transportation planner for the City of Aurora.

Thank you for providing me and our residents the opportunity to speak on the issues today.

The focus of my testimony is the negative land use and environmental impacts the city will experience should the STB approve the acquisition, despite the overwhelming objections voiced by the affected community.

The DEIS fails to thoroughly analyze how existing land uses will be negatively impacted in the long-range by significant train traffic.

Given the importance and recent trends to approve long-range transportation plans out 15, 20 or even 30 years, we believe the train traffic projections should also be modeled for similarly longer periods of time.

We believe the methodology of anticipating only a 2 percent annual

increase in train traffic is faulty, especially given the rising fuel prices.

In short, we believe this assumption will significantly under-estimate track usage and this in turn will underreport the negative impacts to residential, commercial and parkland.

As for impacts to land uses, it should be noted that approximately one-fifth of the land surrounding this track is single-family residential and one-fifth is zoned parks and open space.

These types of land uses are very sensitive to traffic noise and vibration, and we believe more weight should be given to their impacts, especially since the low train traffic projections were used in the DEIS.

Similarly, we are also concerned

that the effects on natural areas and parks along the EJ&E rail line will be significant.

Of the main impacts, the DEIS indicates that the Rookery on the east side

of the EJ&E will be highly disturbed, as well as the Night Heron Marsh Forest Preserve located on the west side of the tracks and just north of Liberty Street.

The DEIS indicates that a total of four state-listed species along the EJ&E will experience habitat loss, including the Sandhill Crane, the Least Bittern, Yellow Headed Black Bird and Black Crown Night Heron.

In addition, the DEIS indicates that one reptile species, the Blinding Turret, will experience habitat loss and individual mortality in the construction area.

The largest regional trail that we have in Aurora will also be impacted. It is the 62-mile long Illinois Prairie Path, and ironically it lies on the former right of way for the Old Chicago Aurora & Elgin Electric Railroad.

It was the first U.S. rail-to-

trail conversion in the nation in the 1960's.

Thank you for your time and your consideration.

MS. TINA-MARIE ADAMS: Carrie Anne Ergo, followed by Duncan Russell and Richard Furstenau.

MS. ERGO: Hi, my name is Carie Anne Ergo. I'm not only an employee at the city of Aurora, I also have the distinction of living across the street from a home that backs the EJ&E line. So I'm affected both as a resident as well as -- directly affected as a resident as well as I've gotten to learn a lot about this issue from my work with the city, and one of the things in looking at the DEIS that really struck me is I've been in government for over a decade, and there's nowhere in the DEIS that provides a time frame for when the increase in rail traffic would begin in comparison to when the necessary mitigation measurements would be implemented.

So this is obviously a huge concern of mine considering the SEA concluded that without mitigation the noise impact would be highly adverse, and the proposed changes in rail operations would increase vibrations of nearby buildings which can be intrusive and annoying to occupants.

So knowing that I live just a short while from the Ogden Avenue, which is going to experience great traffic, I'm less than a block from the rail line. I'm trying to figure out how the overpass and underpass is going to go up overnight, how the noise is going to be mitigated because everything that has been indicated is CN is trying to push this through before the end of the year. So that is one of my major concerns.

Another concern I have is that the DEIS says that some homes within 250 feet of the rail line with 20 additional trains could experience a decrease in property value. So I'm asking what will be the decrease in my property value because mine is going to be one of those homes, and I couldn't find that anywhere. I couldn't find it anywhere clearly stated in the DEIS what that would look like.

And then I'm wondering, my neighbor that's behind me the other way, when my home value falls, what's their home

value going to look like? I think those things should be studied and looked at

further.

So earlier we heard Mayor Weisner say there was between 120 and $180 million to mitigate the impact in traffic alone here in Aurora, and he asked the question who should pay for it. Well, the state of Illinois through IDOT has made it clear that they're in no position to fund this. Earlier today in fact the congressional budget office estimated that the federal deficit budget will soar above $400 billion before the end of this month.

Here in Aurora we have a hiring freeze because almost every revenue source is down, and just last week we learn unemployment has jumped to a five-year high. My point being is that CN has offered to chip in about $40 million to fund mitigation in improvement in Joliet that also help to increase their profitability. So I kind of wonder how destitute this poor company is that they're

asking for U.S. taxpayers to subsidize their expansion plans, and then found out that last year they posted a net profit in excess of $2 billion.

MS. ADAMS: Duncan Russell,

Richard Furstenau and Keith Creel.

MR. RUSSELL: Good evening. My name is Duncan Russell, and I'm an area resident. I will pose a number of questions. This is abbreviated, but I will pose a number of questions and then suggest answers as an area resident.

First, has CN made a good faith effort to negotiate satisfactory solutions

that mitigate the noise and interchange transitions? The answer is no, they have not. In fact one of the communities I contacted laughed at me when I asked if any negotiations were ongoing with the CN. The CN has no intention of being a good corporate citizen.

As I read your draft, the DEIS, you state the board has not received any of the negotiated agreements for the affected communities. You're not going to. Well, if the CN doesn't reach an agreement with Aurora regarding the affected grade crossings and the board approves this acquisition without satisfactory agreements being in place, what incentive does CN have

to continue to talk to Aurora? None. More, much more must be demanded of the CN before anything is approved.

Third pertains to the quiet zone opportunity. Some towns including Aurora are pursuing a quiet zone status. My question is what good is a quiet zone status if the volume of rail freight increases to the point where whistles become necessary to protect the public? The answer is none. A quiet zone status

becomes redundant.

Last question. In your EIS you state that mitigation at 15 grade crossings would appropriately be funded by a combination of entities and not by the applicant alone. My question is why? Who benefits from this takeover? Is it the public, or is it a private Canadian enterprise? The answer is a private Canadian enterprise. Without mitigation the situation in Aurora with a 600 percent rail freight increase is going to be a nightmare.

Since the CN is causing the nightmare, it's only fair that the CN pay the majority of mitigation expense. In fact the formula I suggest is one-seventh to the local communities and six-sevenths for the CN, and I arrived at that based on the proposed increase in the volume of rail freight over their current levels.

To state, as you have in your EIS, the railroad crossings in Aurora are a preexisting condition misrepresents the condition. Mitigation is not required under certain circumstances in Aurora. An occasional railroad inconvenience is

something we live with. However, after rail freight increases 600 percent, mitigation will be necessary.

This proposed 300 million acquisition by the CN is really not a $300 million project. It's closer to a $2 billion project when all the environmental fixes are included. If the CN had to pay their fair share of the mitigation expenses, about 87 percent, this project

will balloon from 300 million to 1.8 billion, and I submit to you the CN would walk away from this acquisition if they had to pay their fair share. Why should a private enterprise realize a taxpayer subsidy of 90 percent? Let the investment stand on its own merit. Let the CN pay their fair share.

MS. ADAMS: Richard Furstenau, Keith Creel and Jared Ploger.

MR. FURSTENAU: My name is Dick Furstenau. I'm a councilman in the City of Naperville. And let me just tell you as I looked at the view graphs tonight, I was really stunned by the arrogance that this company has as you take a look at especially the graph that showed the thin line and the thick line. I'm telling you, where we stand in this community is that starts at the north part of Aurora and Naperville, and the thickest line is between north Naperville and Aurora and all the way down to Plainfield, and it's not three times. It's five times or six times if you really look at that, scale it out, which I couldn't do as you played it.

So the company has been very arrogant to the community. They were going to do this, and they thought it was going to slide right through. Well, the citizens

have risen up and said that's not the case.

Somebody wants to leave us to our own problems to solve 400, 500, 600 million dollars. I've got news for you,

fellows and folks, it's not going to happen. We don't have that money, I can assure you of that. We'll never have that money. Ogden Avenue alone they say is going to take somewhere between 50 to 55 million dollars to mitigate, so we don't have it, Aurora doesn't have it, and nobody else up and down the line has it; and Naperville is touted to have more money than they know what to do with, and quite frankly we don't, okay.

The way I got this thing looked at we're going to be closing down about 16 lanes of traffic up and down between our communities, and there's going to be left ten open. Four of -- eight of those -- I'm sorry. Six of those ten will be in the middle of that, and the north and the south areas will have nothing, will be blocked off, completely blocked.

And the other thing that I do as a councilman over the last ten years every time that there's something that comes

before us that talks about something in the

community that's on a piece of paper I like to go look at it because I tell you something, it's worth 10 million pages of paper.

You folks cannot leave this town, this area, until you go look at Ogden Avenue; and if you think that you can build this railroad and have the railroad go through and not do anything to Ogden Avenue beforehand, it's -- this thing will die under it's own weight. It will not happen. Traffic will be backed up everywhere that you can imagine. It's not going to work.

The other thing is we've really barricaded the communities. It's a very poor and bad thing to do, but that's what we've done. We're going to barricade the communities. You might as well take the Fox River, run it down that railroad track, put a couple of bridges on it and say have a nice day to the folks because that's what's really going to go on when this thing is done.

The other thing is we cannot let

the railroad lease these tracks. We cannot let them use the tracks and lease them and get around this whole process because what have we gained? Nothing, but that's what they're going to do next. Make sure that doesn't happen. Thank you. Have a nice day. Thank you for your time.

MS. ADAMS: Keith Creel followed by Jared Ploger and John Leick.

MR. CREEL: Good evening. My

name is Keith Creel. I'm the executive vice president of operations for CN. Thank you for the opportunity to discuss the environmental benefits of CN's proposed acquisition of the major portion of EJ&E railway.

Numerous studies have demonstrated that the current rail network overall is insufficient to keep up with freight demand. A 2007 study by Cambridge Systematics prepared for the American Association of Railroads found that if the rail capacity needs are not addressed in the coming years, roughly 16,000 miles of the 52,000 miles of primary rail main lines studied will be carrying traffic volumes greater than the capacity of those lines, resulting in unstable traffic flows and service breakdown conditions.

Most recently the U.S. Chamber of Commerce issued a sobering assessment of the state of the U.S. transportation system noting that, quote: "We are not adequately

maintaining the transportation systems we already have. We are not providing sufficient capacity to meet today's demand, and we're not planning and making

improvements required to support a 21st century economy.

Of course we are all well acquainted with the infrastructures issues and congestion in the Chicago region, which is the nation's rail hub. Several years ago various levels of government, freight railroads, Amtrak and Metra, came together to form a private-public partnership known as CREATE, the goal of which is to increase the efficiencies of the region's rail infrastructure and the quality of life of Chicago residents. CN is a founding member of CREATE and remains supportive of the program. Unfortunately, however, CREATE has received only a small fraction of the government funding required to make the program a reality.

CN's proposed acquisition of the J is intended to start to address the rail

congestion problem in Chicago consistent with the goals of CREATE. Diverting most of our trains that currently operate through downtown Chicago onto the underutilized J line which streamline CN's operations in the region while also reducing regional rail and related

vehicular congestion. In fact more than 60 communities inside the J arc would benefit from reduced train traffic as a result of the transaction.

At the same time communities along the J line will experience greater train traffic as operations are diverted from CN's existing lines to the J. However, there are two important factors to keep in mind. First, this train traffic is moving traffic from one part of the Chicago region to another. This is not an influx of new train traffic in the region. Not only have communities inside the J arc coexisted for decades with this train traffic, but there are numerous thriving communities in the region that have far

more rail traffic on lines of other freight carriers and Metra than post-transaction levels along the J line.

Second, CN is working with the communities along the J line to develop voluntary mitigation agreements to address reasonable environmental concerns. We have reached an agreement with one community, the city of Joliet, and are optimistic that we will be successful in reaching

agreements with others in the near future.

What we need is for all parties to be willing to come together in good faith to recognize the important of the Chicago region of efficient commerce and the important transportation and environmental benefits this transaction would bring to the region and to work constructively to address legitimate environmental concerns along the J line.

Thank you for the opportunity to testify before you this evening.

MS. ADAMS: Jared Ploger followed by John Leick and Michael Reilly.

MEMBER OF THE AUDIENCE: What town do you live in? Not around here.

MS. ADAMS: Jared Ploger. John Leick. Michael Reilly.

MR. LEICK: John Leick.

MS. ADAMS: Oh, John. Okay, John Leick.

MR. LEICK: Should I go ahead?

MS. ADAMS: Yes. Sorry about that.

MR. LEICK: John Leick, citizen of Aurora. I have lived near the crossing of Keating and the EJ&E tracks in Aurora for approximately ten years. Aurora has four crossings along the EJ&E tracks that has substantial population growth over those ten years, and now over 1,000 citizens are affected by the noise and trains passing over these crossings.

Over those ten years I have tried unsuccessfully to get a quiet zone implemented. Over those ten years the Federal Railroad Administration made empty promises to develop reasonable rules to implement quiet zones.

Finally in 2005 after many

iterations the FRA finally issued quiet zones that may allow -- quiet zone rules that may allow us to have a quiet zone. We are still waiting for the installation of additional equipment before we can make a final application.

This STB report is not realistic in mitigating the potential harm and

declining quality of life that this Canadian National purchase will cost. To expect that the Canadian National will work with communities to implement fund mitigation are ridiculous assumptions; and if any effort is put forth, it can take many years for any results.

The train horns are painfully loud. They have awoken myself and my family many, many, many, many nights. This report states that the train traffic will increase to about two trains every hour. To help you understand the harm that you will cause thousands of residents I want you to imagine that you fall asleep at about 10:30 in the evening, and then at 10:45 you'll hear (blowing horn), and then at 11:15 (blowing horn), and then at 11:45 (blowing horn), and then at 12:15. Sorry.

I should have brought a bigger container.

AUDIENCE MEMBER: It's longer than that out in Oswego with all those train crossings.

MR. LEICK: Well, this froze up

on me, but I want you to remember this is what you are going to do to my family every night for as long as we live at this house (blowing horn). Thank you.

MR. REILLY: Good evening to all the appointed elected officials who have taken time to participate in this forum this evening in an effort to make the best decision on the proposed acquisition.

My name is Mike Reilly, a resident of Naperville, Illinois, president of the homeowners' association, which is in both Naperville and Aurora. And I'm director of the Naperville Homeowners' Federation and umbrella organization of 148 homeowner associations in the area.

Thank you for the opportunity to provide testimony on this issue, one that I've been involved in and interested in since it first became public.

Recently while reading an online article on the CN/EJ&E acquisition in the Daily Herald, I wanted to respond to it.

I was struck by one commentary that had NIMBY, NIMBY, NIMBY as its headline. Beyond the repetitive acronym of the title, the commentary didn't dispute the points in the article. He just

basically dismissed them.

And I'm quoting here. The term NIMBY is an acronym for no in my backyard, which was first in used in the Christian Science Modern 1998.

It's usually a policy of opponents of a development in flying that they have narrow, selfish or myopic views. Its use is often pejorative.

Essentially this means merely applying the labels to a viewpoint belittles it or even dismisses it outright. The connotation is that if you're accused of conducting a different position, you're always wrong.

Well, does that prejudgement or prejudice, does that really apply here? Certainly when a brand new development, say a prisoner of a waste treatment plant is looking for a site, if it's near your property, you may very well take a not in my backyard attitude.

Sometimes they'll even go further and take a NIABY position, which is

not in anyone's backyard. A BANANA position, which is build absolutely nothing anywhere near anything. A NOTE position, which is not over there either. Or even a NOPE position, which is not on planet earth.

But if the project is beneficial to the general public, it has to go somewhere. And the hope is that the decision makers will get it to a location to minimize disruption to the citizens.

With Canadian National's support of the EJ&E line, we have a different situation. The rail lines in the Chicago area have been there for generations. Therefore, commercial and residential development have adjusted to the environmental impact to the free market system in building infrastructure I referenced before.

This proposed acquisition would not only just interrupt the quality of life of hundreds of thousands of people in the Western suburbs from Lake County, Illinois

to Lake County, Indiana, but also it wouldn't eliminate the railways.

To the members of the STB, you have a great responsibility to make this decision. I understand the limitations policed on you in the narrow scope of the charter.

I ask that you step back and view it in a broader context, limiting it from just a business point of view, which is just not a good deal for hundreds of thousands of people.

When you commit yourself to a career in public service, I'm sure one of the reasons is that positive impact on the way of life. I suggest you acknowledge the impact of this decision in the broader mission of the STB. So take it up to Congress for denial or, please, just don't approve it.

MR. MILLER: Thank you. I'm Ken Miller, counselman for the City of Naperville and also live within a half mile of EJ&E.

The draft EIS does not adequately speak to the impacts of our community in critical areas such as noise and hazardous materials, traffic delays and safety risk, as well as impacts to emergency service providers, school districts and to our property values.

Prospects of rail traffic growing from 15 trains per day to more than 40 per day with 100 to 125-car trains. Immediately after the acquisition is an action that requires a much more in-depth look at the factors, as well, to some level of examination of what's going to incur in 10 to 20 years.

The CN estimated that CN will incur 337 additional car levels that will travel EJ&E each day if the proposed acquisition is approved. Imagine having that running past your backyard.

How would it impact your daily life? A major attribute of the City of Naperville is its quality of life. The impacts of additional noise and traffic delays from increased trains will have a negative impact on our residents' quality of life, which is not acceptable as a counselman in the City of Naperville.

The noise associated with the proposed increase in train traffic in an area concerns the residents of Naperville. The establishment of quiet zones is important to the quality of life issue. And the city has begun working with our neighboring communities to establish these quiet zones.

It is important then that the city of Naperville and residents who live adjacent to these tracks, that the process to establish quiet zones is not hindered by the CN acquisition of EJ&E.

In addition to the increased noise, it would seem that the potential for a serious public disaster would increase nearly 10-fold due to increased train traffic.

Every community that touches the EJ&E is concerned about the necessary precautions to ensure safety of its residents must be guaranteed if this acquisition is approved.

While a proposed quiet zone is important to address noise and safety along the rail line, the draft must also address potential mitigation and safety enhancements related to schools, pedestrians and bicycle traffic.

A significant area of concern in the draft EIS does not include structured emergency response plans that detail how the CN is going to respond to emergencies and specific hazardous waste.

Even more importantly, the draft EIS does not conform to the 2008 emergency response guide, which recommends an evacuation distance of one mile or more for chemicals such as anhydrous ammonia.

The draft EIS fights that they only identify schools in one-half mile but for around the EJ&E right of way. This needs to be corrected in order to ensure our community safety with this proposed increase in hazardous materials traveling through our community.

Thank you for your consideration.

MR. CHATT: Hello. I'm Charles Chatt. I'm a private citizen in Aurora. It's truly incumbent on this section to release an independent analysis and study without prejudice to one party or another. However, the way in which the material is presented in this study both implicitly and explicitly seem to display a propensity towards supporting the action, a determination which rests with another party. I'll provide some examples.

I'd like to draw your attention to Figure ES-2. This is the map that's shows the rerouting of traffic. Now, while this map depicts where the traffic is being reduced and where the traffic is being added, but it's a fine print in the legend

track that we are closest to today sees an average of 15.7 trains per day. But if the purchase is approved, we'll see 39.5 trains per day. Or an increase of 252 percent.

However, that is only half the story. When we take into account the length of these trains, increasing from approximately 2,600 to 6,300 feet, the same section of track will see an increase of 514 percent. But you'd never know it by looking at the numbers on the map. Showing only these numbers belittles the volume of train traffic proposed by this plan.

Next, I'd like to draw your attention to Section 8.2.3 within the irreversible and irretrievable commitments of resources titled "fuel usage." The third paragraph begins with -- and I quote -- in addition to the proposed action -- in addition, the proposed action

would use 84,239 gallons of gasoline and 8,179 gallons of diesel per year over the nonaction alternative for increasing idle times at highway and railway crossings.

This is how much fuel we're going to burn while we're sitting there watching the trains go by. The study then continues.

At the same time, however, residents of the Chicago region and the United States in general would benefit from the improvement of rail operations in Chicago. The first time that I read that I had to reread it again.

There is no specificity, no data presented to lend credibility to this statement. It's simply conjecture. In a section of the study, it's devoted solely to presenting commitment of resources in terms of fuel usage.

And as I reread it again, it seems to be a biased conclusion statement, rather than a statement of fact. I certainly hope that when the final report is issued, it presents a more complete, more unbiased and more factual review of the environmental impact of this purchase.

Thank you for your time.

MR. MASSA: Hello. My name is Martin Massa. I happen to be a citizen of District 9 down by EJ.

I am not a member of the NIMBY society. And I'm going to become a very unpopular right now. I support this merger. I know I'm going to be unpopular with this.

I do not have anything to gain by my support except a clear conscience that I did something. I apologize Mayor Weisner and Alderman Keith.

You guys have done great things for my neighborhood, Aurora and the area in general. But I disagree with you on this one. And I just have to say that.

My support is a guarded support, because it will be an impact in increased traffic on the railroads along the Naperville border.

I currently work in Lisle. My wife works in Naperville. We go to church in Naperville. We split our shopping in Oswego, Aurora and Naperville.

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We have to cross the track at least once a day going to and from work and to church. If there's an increase in traffic, guess what, I'll have to leave an extra 10 or 15 minutes early.

I intentionally build time into my schedule for something like this, because you never know when something is going to slow you up. Say an accident on the interstate or just slow traffic in general.

The other thing I hear is concern about safety and pollution. To the pollution, the air pollution isn't really changing much. Trains are there. There's not increase in traffic. No real increase in air pollution.

To the noise pollution, yeah, that's annoying. I understand it. You with your little beeper thing, I lived next door to a crossing for many years. I got used to it. After three or four weeks I started telling time by it. Yes, I did.

And to safety concerns, the

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crossings here need upgrading now. Ours

need upgrading now. That backs up all the time. Has anybody ever been behind all the buses that pull into the barn at 3:00 at night. You sit there and get caught behind those and you're forever, just because there's a railing road crossing there now. Who cares about any trains running.

As to that claim, the Keating crossing, the company of first suit, the company experts, the bussing company for Oswego districts 308, 203 and 204 have specific rules in place that the public are not allowed to cross at Keating, nor are they allowed to cross Haftenrichter.

And Wolf's crossing because of the state laws stating that a bus is not supposed to cross unless if there's a train -- unless a cop waves them across, there's always a train sitting aside it. Just light we do 80 in a 55 zone on the interstate.

As I started mentioned with NIMBY, just pure and simple, it is a case

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of NIMBY. The problem is that, in fact, it's already in our backyard people. We're already having the problems. We need work now. Thank you.

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MR. DASCHNER: Good evening. I feel privileged with all the speakers before me. They have outstanding arguments, outstanding things to say. My name is Stephen Daschner. I'm superintendent of Indian Prairie School District 204, the residents of Aurora and

the half mile from these tracks.

I stand before you to voice some major concerns on behalf of kids and our district. Our school district encompasses more than 46 square miles.

And Prairie is the third largest district in the State of Illinois, which includes 31 schools and enrolls about -- not about, but 29,500 students and employs a little over 3,000 people.

Our school district transportation strategy is of critical importance to the education of our students, teachers and our entire community.

We have 250 buses transporting 17,500 children to school every day. Our

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buses make more than 1,300 daily routes. And they travel more than 2.6 million miles each year, operating from 6:00 a.m. to 6:00 p.m.

With the expanded use and increased traffic on the EJ&E rail line, we anticipate substantial delays for many of our students as the rail line stretches more than eleven miles through the hearts of our districts.

We have seven schools located within a half mile of the tracks. And if we expand to a full mile on the east and west sides of the tracks, the number of school grows to 15.

Our elementary schools, middle schools and high schools have staggered start times, which allows us to use a cost effective three-tier bussing schedule for our students.

This type of carefully-timed schedule uses the same bus to run first day of high school, then in middle school, and finally an elementary route.

Any delays caused by increased traffic -- train traffic, however small, greatly impacts students' arrival to school on time, as well as their safe and timely return to home.

There are two grade level crossings, a particular concern to us. 164 school buses cross the Odgen Avenue tracks, and 139 school buses cross Montgomery Avenue each day.

There's also an expected increase in train length, which will increase gate closer times up to ten minutes. But the volume of school buses crossing the tracks is clear to see our concerns over anticipated usage.

We have more than 60 percent of our students riding buses. Therefore, it is important that we voice these concerns about this particular issue.

Thank you for your time.

MS. HOLMES: Thank you very much. I'm State Senator Linda Holmes. I represent the 42nd District.

The 42nd District runs from Aurora through Montgomery, Oswego, covers all of Plainfield into Shorewood and parts of Joliet. So, yes, this is an area that's greatly impacted by this.

I'm speaking out today as so many of you have spoken out on behalf of Aurora. And it's great to have you out here. And I want to say a big thank you to everybody who did come out and is speaking out and is taking part of this.

This is an issue that Representative Tom Cross and I were speaking on at the end of 2007, because we knew this would impact our communities to such a major, major level.

What I want to speak about here is Plainfield. Because you see, Plainfield as much as we requested to have a meeting, we don't get a meeting in Plainfield.

Although Plainfield is impacted because they have 17 crossings, 16 at grade.

I think everybody knows just how rapidly Plainfield is growing. And to have this amount of train traffic stopping the traffic that is already busting at the limits in Plainfield is an absolute disaster.

It's going to be a major issue when it comes to safety vehicles and just people getting to and from school, works and throughout their community.

So I want to speak on behalf of Plainfield, because they are also going to experience a devastating impact if this happens.

I understand that this will relieve traffic congestion and traffic -- train traffic in Chicago. That's very nice for Chicago. I don't think we should be doing it on the backs of our outlying communities.

The other major disappointment I had when I spoke with CN in early June and they talked about doing this with the Surface Transportation Board doing this environmental impact study, I said the one thing I want in data is the safety record.

I was told we would get the safety record in this data. But that that safety record would only reflect the safety record in the U.S.

Canadian National has miles of track and operates in Canada. I want to see that safety data. Because if this is going to impact our country, let's see what it's doing in theirs.

Other than that, I just want to say a huge thank you to everybody who came out, who spoke, who has continued to be an advocate for our communities.

I think it's imperative that we continue to do that. So thank you very much for attending tonight.

MS. SMITH: Good evening, I'm Kathleen Smith. I am an environmental attorney. I've been an environmental attorney since 1982 when I graduated from Northern Illinois University. I've been a resident of Aurora for five years. I got my JD in 1991, and I later pursued a Master of Law and environmental law, an LM, and I got that from George Washington University in Washington, D.C. in the year 2000. My thesis dealt with global warming. I served at the Pentagon for nine years. I was an assistant general counselor for the United States Air Force in the environmental divisions from 1991 to 2000. As a matter of fact, I was responsible in drafting the air pollution section in approximately 25 Air Force documents, EIS's that were prepared. I furthermore commented on air pollution and global warming sections on over -- in EIS's on over 50 to 60 documents. So I am very familiar with the requirements of NEPA.

I have been personally impacted

by the current trains. I have been stopped on Liberty traveling east or west between Eola and Route 59. The closest overpass is New York Street, and many cars do turn around and head for that overpass. I've also been impacted in traveling east or west between Eola and Route 59 on Montgomery, which is a residential area in contrast to the first area I mentioned, which is open fields and industrial. In the Montgomery area, I'm not aware of any convenient overpass.

I think that this EIS, and from what I've heard tonight, I certainly haven't heard any contradictory ideas, fails completely to address air pollution and global warming from the perspective of idling cars.

Now, your gentleman up there spoke about a reduction in train idling. How about considering the impacts of the pollution and global warming from all the cars that are going to be there? I fail to see that in your air quality section, and I

think that needs to be addressed.

Furthermore, I would also like to note there's a very short amount of road between Eola and Liberty. The cars will back up there and cause traffic jams on Liberty and on Eola. Liberty is the street that commuters use going to and from the Route 59 Metra station. It's very, very heavily loaded right now when the commuters are leaving to go to work and when they're coming back.

I would like to see all of that addressed. Thank you.

MS. BARRY: Good evening. My name is Clare Barry. I'm an alderman for

the City of Warrenville. I'm here tonight on behalf of hundreds of households that border the EJ&E tracks through Warrenville. Many of those homes have the tracks literally in their backyards.

In addition, one of Warrenville's two elementary schools is within 1200 feet of the tracks and a key park used for baseball and soccer games is within only 300 feet. Hundreds of children are at both of these locations throughout the year. Their safety is of the utmost concern.

Should this transaction be approved, Warrenville residents can expect to experience an increase in train traffic by over 70 percent. Because of the length of track along the segment in Warrenville does not have an at-grade crossing, the EJ&E often idles their trains in the backyards of the border homes for over an hour at a time as they wait for other train

traffic to cross intersecting tracks. With increases in train traffic, this will only become more frequent.

Not only does this disrupt the quality of life of local homeowners because

of noise and vibration, it increases the diesel pollution in the air. More frequent idling will certainly make these homeowners' property values decrease as well.

The Draft EIS references noise and vibration only briefly talking about potential sound barriers and noting that vibration is only a perception and does not really have any type of esthetic or structural impact on households. I invite the STB and CN to visit one of the hundreds of households that border the tracks in three of Warrenville's subdivisions when a train is passing by or idling. Not only does damage occur, but the quality of life is also severely impacted. Conversations have to stop, television and radios can't be heard, and sleep is disrupted. These

households belong to families with children. There are well-established consequences of sleep loss and sleep disruption in children. These consequences include daytime sleepiness and fatigue, reduced alertness, and compromised performance in specific neurobehavioral functioning or other behavioral

characteristics, including mood and emotional regulation.

How does CN plan to mitigate that.

The City of Warrenville has taken a position of formal opposition to the proposed transaction because of its severe negative impact on the property values, safety, and quality of life for thousands of residents who live along the tracks.

Thank you for your time and consideration.

MR. THOMAS: Good evening. I'm Greg Thomas, Chief of Police for the City of Aurora. I appreciate the time given to me to discuss the impact the sale of the EJ&E Railway to Canadian National will have on the Aurora Police Department.

There are a few points to consider from the police department's point of view. With more trains, higher propensity for the vehicle/train collisions, trains carrying hazardous

materials create the possibility of hazardous material spills. Though these are terrible issues to deal with, just as important is the impact on everyday operations.

The EJ&E Railroad tracks cross several roadways in Aurora. These crossings are all in what the Aurora Police Department geographically call Area 3.

About a year ago, the Area 3 commander demonstrated to the rest of the command staff that response times for emergency calls for service was

significantly higher in Area 3 than the rest of the City due to traffic issues. The command staff decided at that time to assign six additional officers to Area 3.

The police department fears that with the additional trains, we'll have difficulty getting to where we are needing. When we're responding to nonemergency calls, waiting on trains is frustrating. However, when we have to get to an emergency call, it's much more than an inconvenience, it's life-threatening.

It's clear there's going to be additional trains. It's clear that trains

pass at grade. Additional trains are going to impact vehicle traffic and it's going to impact our response time. As much as we try our best to locate patrol vehicles strategically throughout the City, we would have to rely on luck that we would be on the correct side of the tracks when an emergency call is dispatched to a squad car.

Neither the police department

nor the victims of these emergency situations want emergency response by police, fire, or ambulance based on luck. These victims want and require emergency personnel get to the scene as quickly as possible. Waiting for trains at crossing is going to impact first responder operations.

Officers merely cannot find an alternative route. That's not an option. A squad car, for example, patrolling in White Eagle Subdivision would have to travel north all the way to McCoy before being able to proceed westbound passed the tracks in order to proceed back southbound in order to get to an emergency at Menard's and the middle school. That trip would

take a considerable amount of time when seconds are critical.

In some cases it may make more sense to just wait for a train to clear the roadway, a very difficult request of our officers when we have to respond to maybe an active assailant or a child choking or a

heart attack victim.

It's obvious that if Canadian National is allowed to purchase the EJ&E Railroad, there would be a significant negative impact on the Aurora Police Department's response time and to the citizens that we serve.

Thank you.

MR. OELKER: Good evening. My name is Tim Oelker, and I'm the fire chief here in the City of Aurora. I will be brief.

From a public safety perspective, more specifically fire and emergency medical response, the outcome of an incident many times is directly related to how quickly we can get to a scene and in the case of a medical emergency, how quickly we can deliver the patient to a place of definitive care or the hospital.

Any interruption or delay in our ability to get to an emergency scene or to get the patient to the hospital could have a devastating result. The proposed increase in train traffic and the resulting delays will have a negative impact on our operations and the people we serve. There's no way it can.

It's impossible to say to what degree. We may be lucky for a while, depending on the location of the call and

the nature of the incident, but eventually

some time in the future, someone's life will be in the balance and the outcome will be affected by the situation. It's not a matter of if it will happen but when.

Thank you.

MR. ASHEIM: Hello. My name is Paul Asheim. I'm the president of Stonebridge Community Association, which is on the east side of Aurora. We have approximately about a thousand homes and townhomes.

As president of Stonebridge, I'm here to add our concern with the prospect of an EJ&E sale and the increase in the freight traffic it would bring to our neighborhood. This concern is not just from, as the CN puts it, Selfless Not In My Backyard People, but, in fact, from citizens that acknowledge the importance of railroad traffic while at the same time also acknowledging the potential problems that may occur with the increased train traffic, environmental impacts, and public safety delays, including longer waits at-grade rail crossings, which will in turn hamper the movements of school buses and emergency vehicles.

In addition, if the EJ&E purchase sets a good economic deal for CN, they should be willing to absorb more of

the infrastructure cost that they've been

willing to absorb until this point in time. Local communities have already had their budgets stretched to the limit and it's not feasible to assume money's available to fund the staggering cost of grade separation that will be necessary.

Thank you.

MR. HETZLER: I'm Richard Hetzler, resident of the opposite side of Aurora near the trains.

When the original public

hearings were held in January, STB gave this entire area no opportunity to express our concerns. Thanks to our mayor, we were made aware of this and many of those adversely affected were able to become involved.

Now the second meeting is being held, and STB has been forced to have a meeting in this area. Despite our mayor's recommendation, it was scheduled here, 10 miles from the nearest affected rail crossing, and in a different county. The result is that many people who would like to participate do not have the time or gas money to come this far. This location selection appears to prove the desire of the STB to minimize public input.

I have come with the fear that the STB has done whatever the railroad asked. The Alaska Oil and Conservation

Commission did whatever the oil companies asked until about five years ago when Sarah Palin became involved. We need another Sarah Palin.

Press released from Canadian National all pretend that the area will exceed three to four times train traffic in

the area. The flood Draft Environmental Impact Study is clear that the train numbers in our area will increase 2 1/2 times and the average length will increase 2 1/2 times. That means that over six times the train cars will go through our residential area as we presently experience.

My main concern is the Ogden at-rail crossing, US IDOT 250560X. The EIS is clear that this at-grade crossing will be -- will have double track constructed. The impact statement is also clear that the crossing will exceed Federal Highway Administration exposure limits for safety. The impact statement is also clear that the exposure will exceed 40 hours of delay per

day. This is obvious -- it is obvious that an overpass must be constructed prior to any train traffic increase, and no approval should be granted until Canadian National has constructed this overpass at their expense.

We live in an area where most train crossings are at grade. If the proposed change is approved, we'll be over six times the number of railcars moving

through the area, we'll have to cross twice the number of tracks we now encounter, and without grade separation prior to Canadian National's start of their profitable operation, local commerce will come to a halt and Federal guidelines for safety will no longer be met.

Thank you.

MS. PIETRZAK: Good evening. Thank you.

My name is Nancy Pietrzak. I am the manager of the emergency department at Rush-Copley Medical Center, which is located on Ogden Avenue, and we are the Community's Level II trauma center. I would like to read a brief statement on behalf of Rush-Copley.

Rush-Copley recognizes that the sale of the EJ&E Railway to Canadian National will significantly increase area freight rail traffic posing transportation

delays for emergency vehicle responders. Rush-Copley cautions those in support of this project to carefully consider the impact it will likely have on patients seeking emergency medical care.

Thank you for your time.

MS. CHURCH: Good evening. My name is Robin Church. I am a resident of Aurora. I also serve as president of the Indian Prairie Parents' Council, an umbrella organization of 31 PTA and PTSA units in Indian Prairie School District 204, the largest school district in Illinois encompassing 46 square miles, including portions of Naperville, Aurora, Bolingbrook, and Plainfield. The PTA members we represent currently number about 19,300. At the heart of the PTA mission is to be a strong advocate for the education and well-being of every child.

On February 21, 2008, at the direction of our council delegates, our

legislative committee sent a letter to the Surface Transportation Board protesting the acquisition of the EJ&E Railroad by Canadian National Railway. In that letter we stated our opposition to this acquisition due to various concerns that will threaten the well-being of our children. Those concerns have not been

abated.

Our primary concern continues to be safety. Train traffic is inherently dangerous to children. The EJ&E tracks run through or immediately adjacent to the borders of 17 of our schools. There are eight at-grade crossings on this line within our district. CN predicts an increase from 15 to 42 trains a day and plans to run them at near track speed, up to 40 to 45 miles per hour. In the draft EIS, the SEA calculated that the total number of train accidents on the EJ&E line is likely to increase by 28 percent. This is unacceptable.

In addition, the proposed increase in hazardous cargo to be transported will put our children at risk in case of an accident or derailment. This

is unacceptable.

Increased traffic over at-grade crossing hinders the ability, as you have heard, of emergency vehicles and personnel to respond to emergency situations. Again,

increasing risk to our children.

According to the Draft EIS, SEA concluded that without mitigation, eleven fire and emergency medical service providers near this rail line would potentially experience substantial effect as a result of the proposed acquisition. You have heard from our superintendent regarding these issues. Traffic delays will most definitely increase.

We respectfully request that you deny this proposed acquisition. Thank you for your time and consideration.

MR. KNIGHTWRIGHT: Thank you. I'm James Knightwright of Aurora, Illinois. I'm chair of Southeast Villages Neighborhood and vice-chair of the Aurora Neighborhood Council.

Southeast Villages is triangular shaped, mounted on the south by Keating Road, on the northwest by Ogden, and on the east by the EJ&E Railroad. We have three at-grade crossings in our neighborhood. At the far western corner is Copley Hospital. We have four schools in our neighborhood and some students attend a fifth school just on the other side of the tracks. Of those five schools, four of them draw students across the tracks every day. We've been working for years to insure the safety of these crossings. However, on Ogden Road there are a couple of crosses in memory of Waubonsee Valley High School students who died there.

I live in a wonderfully diverse neighborhood. In my children's grade school, there is 48 different native

languages spoken. You cannot find a better place to raise global citizens than there. I'm concerned about losing that.

If the sale goes through and the trains increase, I'm concerned of the impact that mitigation will have on my neighborhood. I've seen pocket neighborhoods die while a highway bridge or a bridge was being built. I am worried about the impact that increased train traffic will put my neighborhood into that pocket waiting for mitigation.

As for the flaws in the study, the DES refers to decreases in traffic on lines in the east. Any transportation planner worth their salt would know that if the infrastructure exists, it will get used. That goes for sewers and streets, highways and railroads. Any promised decrease will only be short-term. Any suggestion that the decrease will be long-term is a lie.

If there's a problem with the rail system in the Chicago area, let's

build a real solution, not a temporary short-term one. If Mr. Kriel from Canadian National is interested in working toward a solution, then why is Canadian National trying to rush this process.

I do not believe that the study has adequately looked at the impact on the Route 59 business corridor nor, for that matter, the technology corridor around I-88. These are major -- this is a major economic engine for the eastern part of Aurora and also for most of Naperville.

I think we need -- the study needs to be looked into deeper, and I'd like to thank you for your time and consideration.

MS. TINA-MARIE ADAMS: Michael Grisek, followed by Mary McEntee and Jim Davidson.

Michael Grisek.

Michael Grisek.

Mary McEntee.

Mary McEntee.

Jim Davidson.

Jim Davidson.

Joe Harrington.

MR. JOE HARRINGTON: Hello, I thank you for allowing me to speak.

I'm a resident of Aurora, and I'm going to talk a little bit about -- something a little bit different, and it

sort of compliments what Kathleen Smith said.

She spoke about the pollution of idling cars. I'm going to talk a little bit about the fuel that gets wasted because of these idling cars.

MS. TINA-MARIE ADAMS: I want to make sure you're Joe Harrington.

MR. JOE HARRINGTON: Yes.

MS. TINA-MARIE ADAMS: Good. Keep going. Sorry about that.

MR. JOE HARRINGTON: As a resident of the area that's going to be affected by the changes or increase in rail traffic on rails currently owned and operated by EJ&E Railroad, I'm going to submit a statement on how the sale might affect local transportation fuel usage.

As citizens of the United States

we're all concerned about energy usage and in particular energy waste.

I submit that the sale of the EJ&E to the Canadian National Railroad will lead to significant increases in the amount of fuel wasted by residents and truckers in our region.

A lot of issues have already

been raised regarding negative effects on safety, effects on emergency response, capability, noise, property values, lost time commuting and so on.

What I submit is that there will also be a large negative effect on energy utilization due to forced diesel idling and grade-level crossings.

What I've done is I've gotten kind of technical on this, and I've made some calculations on the amount of fuel that gets wasted per car, per train at each grade-level crossing.

The calculation relates fuel consumed while vehicles wait for a train to pass at a two-lane grade-level crossing.

The Liberty crossing has been mentioned a couple times, and that's one I use daily.

For this calculation I chose a 6-cylinder engine, and this will get a little technical, and I referenced a vehicle, that the gate-down time would be five minutes, and I want to determine how long the vehicle will idle. You know, this wastes gas unless everybody shuts the car off.

I've chosen the number of

waiting vehicles to be fifteen, which is lower than what I normally encounter at that crossing.

With such referenced conditions I calculated the amount of fuel consumed while idling at the crossing to be 0.31 gallons per vehicle per minute, and this is for a vehicle that's actually undersized relative to what one normally uses. This is a small car, not an SUV.

For a two-lane grade-level crossing with fifteen vehicles waiting for five minutes, the amount of fuel wasted is

5 gallons at that particular crossing.

We now consider that this event will occur at each grade level crossing along the EJ&E, which is -- I took, like, 120 crossings. That's, like, close to 600 gallons it wasted.

With this cost -- and this is per train. If you multiply this cost by the number of trains per day, you arrival at a fairly large number of trains.

This is referencing only the EJ&E, and this comes out to about $2,100 worth of fuel wasted per day.

If you take into consideration

the fact that the CN acquisition will increase this by approximately fifteen times, two to three times train length, five times as many trains, you're going to end up with pretty large numbers just in wasted fuel.

I thank you for your attention.

MS. TINA-MARIE ADAMS: Dean Johnson, followed by Steve Keca, Mike Anastasio and Stan Mrizek.

MS. DEAN JOHNSON: Hi, my name is Dean Johnson. I'm chairman of the Big Woods Marmion Neighborhood Association in the city of Aurora.

We've heard some comments about some fuzzy math being used. Some fuzzy math that I found in the draft of the EIS was that the CN would be operating at or near full capacity, yet it also stated that the STAR Line could also be implemented along the same tracks.

This to me just doesn't add up.

I want to try for some unfuzzy math. Increased road traffic plus increased train traffic equals more accidents. That's not fuzzy. That's life and death.

It is time for a new standard in safety requirements. It is time for a new precedent in the financial participation

from the railroads.

Currently EJ&E and CN have recommended that there are two grade separations that should be improved. The

Draft EIS recommended fifteen additional separations to be funded.

In looking at the math then, looking at the counts, I think that standard is too low. I think there are at least ten other grades that need to be separated, Diehl Road being one of them.

The only way to reduce the number of accidents that are going to happen with the increased cars and increased trains intersecting each other is to do these grade separations.

This is something that needs to happen before the trains can be allowed to be increased on those tracks.

The other way to mitigate accidents is to increase the number of quiet zones.

Unfortunately, right now quiet zones are the exception rather than the rule, and that needs to be reversed. Quiet zones need to be the standard.

It's time that the technology

for the safety of railroads be updated to

this century.

The current technology that is being used is so old and antiquated because the railroads have not been required to implement those changes at their expense.

We have made numerous requirements for car safety over the years, including seatbelts, mirrors and other things, it is time that those things get implemented.

One of the reasons that was used for not requiring the railroads to pay more to build is because it was a preexisting condition.

I would put to you the four to six times the amount of trains on the existing tracks does not constitute an existing condition.

We need to make the railroads pay for these things ahead of time. The costs should be known ahead of time and put into an escrow fund so that CN should know what their full financial obligation is before the sale is allowed.

Thank you.

MS. TINA-MARIE ADAMS: We're actually going to pick up someone, Mary McEntee from the back of the auditorium. And then Mary will be followed by Steve Keca and Stan Mrizek.

The audience, if you could turn your attention to the back row there so we can hear Mary McEntee.

MS. MARY McENTEE: I'm a resident of

Centennial, a home for senior citizens, and I have a concern about the emergency transportation.

If the CN goes through the emergency vehicles can't get through to the hospitals or the, or the nursing homes or the rehab.

And also I have concerns for -- we have rights for senior citizens, and they will have a hard time to get through because they have to wait, and sometimes you don't know if it's going to be ten minutes or fifteen minutes or if the train has fifty cars on it and you might have to sit there for a half and hour. And I have a great concern about that.

And it scares me, the thought of it because you can go in there any time, you might see a freight train going and going and you don't know how long you have to sit there.

And somebody has to get to a hospital as a fast as they can, or if they

have to get to a clinic as fast as they can, and it gets mighty frightening. So I hope they do something about it.

MS. TINA-MARIE ADAMS: Steve

Keca, followed by Stan Mrizek and Margaret Daugherty.

MR. STEVE KECA: Hi, thanks for the opportunity. My name is Steve Keca and I represent the Remington Crossing neighborhood, which is on the east side of Aurora in the affected area.

I wanted to speak because I was disturbed about the seeming lack of

consideration of CN's overall safety record when the EIS was published.

And I think the bottom line is that the CN regularly moves hazardous materials across its lines and they do have an extremely poor safety record, especially if you look at Canada.

A couple of the speakers tonight mentioned they didn't have time to go into detail on some of that, but I actually have some of the detail.

So CN received the lowest grade level possible on implementing safety management systems, also called SMS, that are designed to offset accidents and other safety hazards, according to a report released by the Standing Committee on

Transportation, Infrastructure and Communities on Rail Safety in Canada, so their own agency.

The Committee stressed it had "serious concerns regarding both the delays and the manner in which the SMS has been implemented by the railway."

"On a scale of 1 to 5, with 5 being the optimum, CN was at Level 1 or 2. This is not, in our view, acceptable

progress," the report noted.

And I read this and I wondered why exactly did they do the report to begin with. And what I found were a couple interesting news items.

The first one I'll talk about is from August 23rd of this year, and the news item read that, "The effects of the CN rail derailment just over three years ago are still being felt, as there is still evidence of contamination at Lake Wabamun. The oil spill into the lake occurred after 43 cars of a CN rail train derailed due to a faulty track that had many fractures."

"More than 700,000 liters of oil and other chemicals were spilled into the lake, just over 50 kilometers west of Edmonton."

Another news item from July 30th, a CN freight derailment, a freight train derailed in Ontario.

Seven cars from the train went off the tracks. It blocked all the tracks in the area and no traffic could get in and out of Toronto.

Another news item from July 11th, "CN will go on trial in North

Vancouver on April 6th, 2009 over a derailment in 2005 north of Squamish that spilled 40,000 liters of caustic soda."

Other derailments that were listed July 20th, July 16th, July 12th, June 13th, May 5th, March 5th.

It took me five minutes to get this information on the internet, and I only went back to March.

So what I'd like you to do when you think about this and when the other

people read this study is I live about 250 feet away from those tracks and I'm just imagining my kids are playing out in the backyard and one of these trains goes off the tracks.

I mean, have you thought about that?

MS. TINA-MARIE ADAMS: Stan Mrizek, followed by Margaret Daugherty.

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MR. STAN MRIZEK: Hi. My name is Stan Mrizek, just a resident in Naperville, and I just wanted to share some comments with the Board.

I want to start by thanking the Board for rejecting Canadian National's request to allow the sale before completion of this study and despite their bullying tactics.

And CN's attitude throughout the process seems to me to be one of arrogance and disregard for the impact of the communities in proximity to the tracks they want to purchase.

They somehow believe that improving that profit is more important than the affected people, and I'm one of them.

Moreover they expect that one

level of government or another, the people of the United States should pay for or live with the damage they intend to inflict.

This includes hundreds of millions of dollars for grade separations

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in order to get reasonable traffic flow, increased risk of crossing accidents, increased risks of hazardous materials spills, increased costs to ensure adequate response time by emergency vehicles, traffic jams, wasted fuel and pollution created by construction of grade separation projects in addition to the trains later on, probably taking several years to complete the grade separation projects.

Noise and vibration pollution, Canadian National has stated that this transaction would benefit the Chicago area. However, when invited to by elected legislatures to a meeting intended to give CN an opportunity to substantiate these benefits, they declined to attend.

I would question whether any part of the Chicago area will benefit from a reduction in rail traffic.

If demand for track time through this area is so great, what studies have

been done to prove that any time relinquished by CN on the existing tracks

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would not simply be reabsorbed by more CN trains or those of other railroads.

In fact, the only unimpressionable benefactor of this transaction is CN and at an enormous cost to the public.

I urge the Board to deny this transaction. I also request that the Board consider adding a meeting at a site more convenient to the Naperville and Plainfield residents.

MS. TINA-MARIE ADAMS: Margaret Daugherty, followed by Alan Murphy and Mike Anastasio.

MS. DOUGHERTY: I'm Margaret Dougherty and I reside in Georgetown Subdivision in Aurora, which is bounded by Route 34 and Montgomery Road and the railroad tracks and includes two of the crossings that need mitigation.

And from my own personal experience I can tell you that already it's a traffic nightmare there.

I need to cross those crossings

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every day to go to work. For example, last Friday it took me fifteen minutes to exit my subdivision out onto Route 34 because traffic was so backed up from a minor accident by those tracks. A coworker who lives four miles down Oswego couldn't get out onto Route 34.

I'm already gravely concerned on a daily basis about getting emergency vehicles in or out of there because literally there's no way in or out. You can't get out onto Ogden Avenue.

In addition, the emissions, I think all you have to do is drive down that road and see the dying fir trees to realize those emissions from those cars are already too high, much less adding standing vehicles for long periods of time.

And the air quality, I've lived there for twenty years. I can attest to the decrease in air quality already there.

Also, further comments, as far as the Chicago and the suburbs already being congested, my question is why don't

they mitigate those circumstances. Probably because it's too expensive.

We can't afford the increase in taxes needing to pay for these above-grade crossings.

And I suggest there be a new term for not-in-my-backyard and that term would take care of a backyard that wants to get rid of their problem and put it in someone else's.

And that's exactly what I see happening, and I see this as a sales pitch by the Canadian National Company to get people behind them for this sale.

And I also don't believe, as other people, that there will be a decrease in the future in that traffic. Maybe for a short period of time, and it will go back to increase in Chicago.

In addition, no one's mentioned the high tension wires that run adjacent to those railroad crossings. They're major electrical sources.

I personally can't see how you

could ever put an overpass there without moving those high tension wires, and I

don't see that happening, and I don't see who's going to pay for that as well.

Those are just some of my comments. Thank you.

MS. TINA-MARIE ADAMS: Alan Murphy, followed by Mike Anastasio.

MR. ALAN MURPHY: Good evening, I'm Alan Murphy. I'm from West Chicago.

A resident by the name of Mr. Wego just had a heart attack in West Chicago, but don't be alarmed, the fire

department's been called, help is on its way.

I wish to present to you tonight several resolutions opposing the CN purchase of the EJ&E Railroad.

The first one is from the Village of Wayne, the second resolution is from the West Chicago Fire Protection District, the third is from the West Chicago Park District, the fourth is from Winfield Township, the fifth is from Lake Eleanor Estates Homeowners Association in Wayne, Illinois. The next one is from Churchill of Wayne Homeowners Association, Wayne, Illinois. The next one is from Honey Hill Community Association, Wayne. Illinois.

I'm going to present them and give them to the court reporter here so

that they'll be entered into the record.

I would like to talk to you about noise pollution and the mitigation. There are several residents in my town that are within the 80 decibel noise limit.

What will be done to take care of those homeowners that are going to be afflicted by that?

Are they going to experience the same things as the homeowners around O'Hare Airport?

There are many things that come into play with the Canadian National purchase of the EJ&E.

Life safety issues: Remember, Mr. Wego has had a heart attack.

If the Canadian National goes through with their purchase of the EJ&E, they will institute two-mile long trains.

A two-mile long train in my town will block all five grade crossings forcing the fire department to take a route all the way out to Roosevelt Road. That's a seven-minute route to get to Mr. Wego.

Time is running short. Mr. Wego doesn't have long.

One of the things that's very unique about my community is it's in the top five in the country as far as train and train and train crossing.

I have the Union Pacific West Line coming through my town, Metra, the EJ&E, and now the potential Canadian National Railway.

If everything goes through as

proposed, there will be more than 200 trains crossing through my town a day. That's eight an hour.

Mr. Wego doesn't have long. It takes seven minutes for the fire department to reach him. Funny thing is it's ironic, you gave us three minutes to talk, it takes a person three minutes to die.

Mr. Wego just passed away. Thank you.

MS. ADAMS: Mike Anastasio, Jim Morris and Richard Mikel.

MR. ANASTASIO: Thank you very much. My name is Mike Anastasio, and I'm here on behalf of myself and The North Country in Wayne Community Association, which has over approximately 150 residents and represents over 46 homes in the village of Wayne. We will be directly impacted by this action.

Let me state simply we strongly object to this action. We strongly object to the draft EIS. Frankly, and I say this respectfully, it's an outrage. This is nothing more -- this situation is really nothing more than a rich foreign company trying to increase it's already huge

profits at the expense of our health and safety and our property. And I appeal to you with all my -- with whatever I can, the government to protect us from this and take action and not approve this.

I also want to make a record -- comment for the record for Mr. Creel and everybody else from the Canadian National Railway. We appreciate your concerns over the poor state of our transportation system

in this country, but we don't need your help and we don't want it. I wouldn't have enough time in three days to comment on all the insufficiencies with the draft EIS let alone three minutes, but I'll point out a few.

But before I do I would state that it's our view that the study needs to be restarted from scratch and not paid for by the Canadian National Railroad Company; paid but for by an objective third-party neutral and like the U.S. government and done properly and objectively.

Well, one of the things that EIS did was it eliminated four alternatives that could have avoided this adverse impact on our community. You can look at the

executive summary on page 9. One of the reasons was that it was too expensive. Well, I didn't see any evidence that the government or the study had done a financial analysis of Canadian National Railway.

When I looked at their

financials for the last three fiscal years they had $8 billion in revenue, 3 billion in operating income, and also their CEO had $12 million in compensation last year and held $75 million worth of stock options, and they throw $30 million, $40 million in mitigation measures on the table. That's an outrage.

One of the purposes the CN provides relative to its purpose in wanting to do this is it wants to develop closer relationships with chemical and petrochemical industries and steel companies and other utilities. Who are those companies? What are those chemicals? The EIS doesn't identify the quantities, the identities of these companies. We need to know their records. We need to know the volumes. It needs to be done properly. Please stop this.

MS. ADAMS: Jim Morris, Richard Mikel and Carl Bryant.

MR. MORRIS: I'd like to speak to everybody. My name is Jim Morris, and I'm also from Wayne, as is Mike, and we are here tonight to lend our support and our information we can impart to you and anything to assist in defeating this horrific idea that's come down the pike. Notice it wasn't the railroad.

I am nimbic, only I don't want it in anybody's back yard; and we are here to, as I said, assist you because the draft that we're talking about here tonight is fundamentally flawed, as Mike just stated. For example, the CN stays that by 2015, don't worry about the increase in traffic over and above the plan. There won't be any, because we only call for a 2 percent increase per year in traffic. Well, the U.S. Department of Transportation forecasted that there's going to be a doubling of the rail traffic in the next 20 years. So I think to find out where the discrepancy is you've got to follow the

money and find out who paid for this

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report, just like Mike stated.

The -- excuse me. I think the key here is what we've got to do is for the people who aren't here tonight, who couldn't make the seven miles, this is your home. These are your businesses. This is your benefit. You're fighting for what you want to maintain as your lifestyle; and if you don't care enough, don't show up, because these people over here are the only gate we have against these people who sit over here who want this railroad. So it's up to you folks.

Now, we have put together in Wayne a website. There's a HR bill No. 6077 that will stop this from happening in the future. There's no reason why a foreign company, a rich foreign company, can walk into this country and dictate what happens to our property and tells us how to enjoy it. That's what we're here for tonight, and you've got to get the word out.

So in order to make that easier

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yet, Mike Anastasio and our group in Wayne put together a website that all you have to do is click on the website, and it will walk you through contacting everybody to tell them what you feel about this, anything. Just tell them that you don't want it. Now, if you have a piece of paper and a pencil the website's name is stopcnrail.com. It doesn't get easier, you don't have to do anything. It will tell you what to do. It will show you how to send a message, but we have got to have the people that aren't here tonight to get up in arms enough to protect their own interests. It's time.

I'm an American, and I don't like these guys at all. I don't like them coming in here trying to tell us what to do, and we don't have much of a chance because frankly legally they got all the rights in the world because the laws are antiquated and the rail system is antiquated. Follow the money. It's a lot cheaper to come around the western suburbs

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than it is to improve your infrastructure

to go through Chicago. They're going to take a stop from the western coast of Canada, and they want to take it right to the Gulf Coast of the United States. Stop them.

MS. ADAMS: Richard Mikel followed by Carl Bryant and Marilyn Griffin.

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MR. MIKEL: Good evening. My name is Richard Mikel. I'm representing the Naperville Fire Department. I'm an assistant fire chief for the city of

Naperville. I thank the board for the opportunity to be able to present to you this evening.

My purpose here this evening is to reaffirm the city of Naperville's opposition to this proposed acquisition. The safest method I have to voice this opposition is to refer to the facts that are contained in this study. According to the information that we have been provided, the CN is considered a major shipper of freight to the rail industry.

One of the three main purposes that's been identified for this proposed acquisition is to develop a more extensive relationship with the chemical shippers along the EJ&E rail line. This brings along with it a substantial increase in hazardous materials that will be shipped along the EJ&E line. Along with these

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increased trains with the increased amount of hazardous materials being shipped comes the increased probability of train accidents, not only rail accidents themselves but rail and highway collisions as well.

Another fact identified in the

study is that the Aurora crossings will be substantially impacted by the trains that will be now traveling on these tracks. The environmental impact study further reveals that an overall increase in the number of residents that would be exposed to pollution associated with these trains as compared to those who are impacted today.

The concerns of the Naperville Fire Department are simple, concise and based on facts that we've received here. The overall environmental impact to area residents would be negative. The probability not possibility of railroad accidents involving hazardous materials will be greatly increased.

The delay that Naperville

ambulances could incur while transporting patients to emergency medical facilities located in Aurora could cost lives. Based on these facts as presented in the study the Naperville Fire Department on behalf of the residents we serve and protect voices its opposition to this proposed acquisition. The negative impact to the quality of life and the safety of our citizens leaves us no alternative but to

oppose this. Thank you very much.

MS. ADAMS: Carl Bryant followed by Marilyn Griffin and Joan Solms.

MR. BRYANT: My name is Carl Bryant. I'm a lifelong resident of Plainfield, and I am here to oppose this acquisition. As stated by Representative Solms, we have 16 grade crossings in Plainfield. We have a school district that encompasses 50 square miles and it's probably the third or fourth largest in the state.

In 1985 our community was 3,800 in population. Today it's 40,000. You can imagine what our community is like with that number of railroad crossings. It

bisects our community. We are stated to be 110,000 in the future, and the impact on our quality of life and our ability to get around in our community is incalculable; and I think it's a travesty that this proposition is even on the table.

It's been estimated that Chicago derives a billion dollar benefit by having the rail hub in Chicago. Let it stay there.

MS. ADAMS: Marilyn Griffin followed

by Joan Solms and Matt Cipolla.

MS. GRIFFIN: Is this where I stand here? We've heard all the figures, and I'll skip that and talk about our village.

MS. ADAMS: Are you Marilyn Griffin.

MS. GRIFFIN: Yes.

MS. ADAMS: Okay, good.

MS. GRIFFIN: The historic center -- is this right? Okay. The historic center of our village of Wayne is a triangle. The homes are trapped by rails tracks on every side, and we're talking about grade crossings. We have eight in this little, dinky place; EJ&E on the east and north, the Union Pacific on the west, the two close the triangle on the south. You must cross one of these tracks to escape.

We will have unbearable delays

in our lives every day. In a worst case there could be no way out, no way to get rescuers in. When school is in session, there are 600 more children. Our elementary school is in the triangle. 150

homes in the triangle are from 50 feet to a half mile from the tracks, many of us within a couple hundred feet.

If there is a spill, all of Wayne is threatened the loss of fresh water. We all have private wells. CN claims they are safe. Look at their Canadian record and reports from Canadian residents.

Will the trains really be bigger and longer? New ships being built are bigger, bigger to carry up to five times the freight car units. U.S. ports can't handle them so they go to the Port of Prince Rupert. CN plans to increase freight car units, their freight car units, from 500,000 to 3 million. They have ordered 50 new locomotives and 2,000 new rail cars. They expect to make billions moving freight on EJ&E. They offer 40 million in mitigation, not enough for even one overpass. They do not believe

overpasses are needed. I believe that's been -- they stated that.

CN maintains the property for accident -- pardon me. CN maintains the probability for accident is very low. Where is the study for that with quadruple traffic? What does it say in the documents that CN will be held responsible for? What are remedies required or structures built to prevent accident? Where are these required.

To bring up property values, we are wondering if our homes will have any value. We say to each other and we have to say it, I wouldn't buy a house in Wayne. Thank you.

MS. ADAMS: Joan Solms, Matt Cipolla, Lawrence Ladner.

MS. SOLMS: Thank you. I'm Joan Solms, and I'm running for state representative in the 83rd District, and what I want to address is something about the long-term impact this may have on our country, not only what happens here, because what we do and say here may have a long-term impact on our country.

I worked for the railroad. I love the railroad. I get my pension from the railroad, but I have not -- I don't think you can hear me. I have not been shown what financial gains this sale would bring to our taxpayers, to our homeowners or to labor. I was told a few jobs would be gained.

On the other hand, on the other hand, rumor has it that in the future plan by the industrialists, it is to bypass the California ports and bring these ships and their cargoes into Canada across Canada by rail and down through the U.S. Now, we already know that this is in the plans for the southwest where they're building the

Super Highway or they hope to build it where they will bypass our California ports, bring the cargo into Mexico and then up by truck through the United States, one of the big terminals being Kansas City.

Now, we were second punched by the industrialists who -- the world industrialists, I should say, on and a NAFTA. This could be a spitball right between our eyes. If we lose California we're going to lose thousands of jobs through the California ports; and this is at a time in our economy we need more jobs not less, and I just wish there was some labor representative here to address this issue.

And all I could say is I cannot support this sale at this time. We know so little about it. Thank you.

MR. CIPOLLA: Matt Cipolla. I'm a resident and a commuter of Plainfield. And

like Linda Holmes mentioned, they each -- there's going to be 18 trains expanded to 42. And that's just by the tracks closest to me.

I'm going to speak from the transportation industry. I've worked with heavy equipment for over five years. Like the one speaker mentioned, that those numbers that CN is proposing on the increase of traffic, it is skewed. I'm telling you right now.

Freight is down, because of the high diesel prices. And that's the reason why this is getting all proposed, is because of increased freight traffic.

And all the shippers and suppliers, that's where it's going to. That's where they're cutting their costs at. So all that -- all the freight trains coming through, all these services everyone is talking about -- and you're looking at those numbers, I tell you what, double it.

I'm telling you right now. And that's the reason. And that's going to be increased over the next ten years.

We have 16 at grade crossings at Plainfield. Not five, not six. Seven,

eight, nine, ten, eleven, twelve, thirteen, fourteen, fifteen, sixteen. Plainfield will suffer.

And the Board has to understand and have compassion for the commuters and homeowners like everybody else with all the other cities and villages out here. Thank you.

MR. LADNER: I'm Lawrence Ladner. I'm a ten-year resident of the east side of Aurora. I'd like to thank the Board for giving us the opportunity to speak against this acquisition of the EJ&E by CN.

I'm here to talk against the acquisition for a variety of reasons.

Number one is cost. Not the purchase price by CN, but by the cost that will be borne by us, the tax payers and the voters and citizens of the effected communities.

Now, the cost is going to be, what, $300 million for CN to acquire the right of way of the EJ&E.

It will cost the tax payers of the effected communities, what, approximately $1.5 billion in order to build the infrastructure just so we can have overpasses.

I'm a business man. But if I went to the city of Aurora and said I want to spend some money on something, and I

want you to spend five times as much money to facilitate that improvement, they would throw me out the door. And I wouldn't blame them.

Now, even if we can never really account for the amount of money that it's going to cost us as tax payers, we will notice the traffic delays. We can see increased traffic on the rail lines and will increase two and a half to three times. Those trains are going to be twice

as long as they are now.

Now, I live near Liberty Street. And I cross that grade crossing sometimes many times a day. I get struck by the train; I live with it. That's just too bad.

Now, I have to ask who is going to benefit from this? The citizens and the tax payers or a foreign corporation?

If they want to buy EJ&E, if infrastructure upgrades have to be done, they should pay for it. Not 50 percent, but 100 percent.

Now, for benefits, the Star Line would never be built. The Star Line is a rail commuter line that would be of genuine benefit to the people of the effected area.

Me, I'm going to vote for something that's actually going to be a benefit to the people who are here in the area.

And am I to understand that the environmental impact studies have not yet been completed? Well, if they're not substantially completed, read that 80 percent, 90 percent, they're not going to be finished by the end of the year.

And if they're not finished by the end of the year and they're not nearly finished now, they won't be believable. I ask the Board to reject the acquisition of EJ&E by CN.

MR. BOLWIN: My name is Charles Bolwin. I work for the Illinois Department of Transportation. And I feel that the roads are being impacted, and I feel our jobs are in trouble.

And we plow these roads in the winter. Safety is a problem. And traffic backup would be a big problem on these roads, that this would hurt our school system as far as time and our buses that take our children back and forth to schools.

How close are -- our stop-and-go lights are very close and to these railroads. How many blocks or miles can traffic be backed up? I've got to do my job. Firefighters have to do their job.

I plow snow in the winter. Ambulances and hospitals are in Aurora, Naperville, Plainfield area and all of Illinois. What can we do or what do we want as a citizen of the United States of America?

I do not want this railroad in

my backyard and not in the United States. Stay in Canada and build your own railroad there.

How many bridges and more roads would we have to flip for the cost for CN and EJ&E? And at 3:00 in the morning, I hear the train whistle; the train sound go off. And I live on Frontanac and Odgen.

I'm a committeeman. And a certain area there's condos right on the railroad. How many bridges otherwise -- excuse me -- we also have noise. And we have to get some type of soundproofing that are used in all neighborhoods like Bensonville and other areas. This has to do with the airports and our states.

We just don't have the areas -- we do not want you in our backyard. So it's not easy to talk up here to people

that don't understand what we go through living by the railroads.

Thank you.

MR. SELK: Rick Selk. I'm here representing my family. Please don't send me back -- no. I'm Rick Selk.

What benefits will we derive from this sale and the increase in the train traffic? We live approximately a mile away from the train tracks.

The increased traffic -- closest underpasses that we have are five miles to the north and ten miles to the south. All of our emergency and nonemergency medical facilities are on the opposite side of the railroad tracks.

We've been asking for some time for quiet zones for the tracks. And that is not going to be a reality now.

We are actually looking forward to the Star Line so that I could take my kids down to the lake or we could go to the zoo or do something else instead of driving all over the place, because that is a problem in the metropolitan area.

So basically we're moving from

an estimated -- and I'm just going to repeat that again -- an estimated three-fold increase in the number of trains.

And we're also -- you said six. I looked at the figures. And the ones that I looked at said three in my area anyway. We're also looking at the length of the trains to be two and a half times what they currently are. And again, I'm going to repeat estimated, so it could be more or less.

And as I have heard, this report was done by CN, so I'm going to leave it at that.

If you've ever been stuck waiting for a train at Odgen Avenue, you'd understand the impact that this increased train traffic is going to have.

There is a meridian that goes at least a half mile to the west. There is no way to turn around. You are stuck. The longer that you sit -- the longer the trains, the longer you're going to sit

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there.

And it's not acceptable in a situation where somebody has a medical emergency, and they have to get on the other side.

This leads me into the emissions concerns that I have. If you would, please, look at the fastest growing communities in Illinois.

Aurora and Naperville had had a little friendly competition over the years on who is second in the state. And it's been going on for some time. And all I can say is sorry, Naperville.

Chicagoland has been recognized historically as having high levels of emissions; otherwise, we wouldn't be using reformulated gas.

Where I work, if you take a vehicle, you cannot have it idle anywhere. As a matter of fact, I believe state law says that you can't idle outside of business any longer either. So it seems to me that that would be a problem for idling

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so many more cars.

And thank you for your time.

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MR. SANDSCHAFER: My name is Scott Sandschafer. Good evening. And I apologize that I do not have a formal statement, but would like to share some of

my concerns and feelings.

I live in Pagoda Court, Naperville, Illinois, which is only less than 200 yards away from the railroad. I live in between the 111th crossing and 119th. So I'm a neighbor of Plainfield, Aurora, Naperville, Oswego.

And I've only lived in my home for approximately twelve months. I have not and was not aware because the merger was announced, as far as I understand, after I moved.

But, of course, it has a direct impact of my American dream. One, my wife and I had saved and saved for ten years after we've lived in Chicago, built our dream home, understanding that we were going to be close to the railroad, but knowing that it would only be 15 minutes every two hours where we would have some

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inconvenience in regards to noise.

Of course the quality of life of my family, my children, my four year old, my three year old and my one year old will be directly impacted based on the noise, as well as the concerns that have been mentioned this evening.

Also my other concern is, one, whereas part of a -- our home, there's a new school Peterson, Peterson Grade School, which is less than -- I would say less than 50 feet or extremely close to the railroad where my children will be going to school.

Of course this increased rail traffic, of course, provides an impact not only to the quality of being outside, which is what I enjoyed when I was a kid, but of course the safety concerns that have been mentioned numerous times tonight.

One last point, fortunately I've been able to provide for my family and my wife doesn't have to work now. Of course with the taxes that I pay and I can justify associated to schools, the infrastructure

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in regards to roads and the libraries, et cetera, living in a great community that we live in, based on the payment that I might have to make based on the new taxes that I will have to pay, we'll have to reconsider how we approach our lifestyle and raise our children.

The other point is, one, I've lived in Chicago for over ten years. Of course I wasn't even aware living in five

different neighborhoods of the freight traffic. So obviously the infrastructure and how they approach the train traffic there is a way that it's not effecting the community.

So I would strongly oppose and I urge -- I urge the people and I look into the camera hoping that I will be heard, as well as the people that are sitting up here taking notes that I strongly oppose this acquisition.

And, please, consider the families and the dreams that people have that will be impacted as part of this

decision.

Thank you very much.

MS. DECKER: Hello. My name is Shirley Decker. I live on Frontanac backing up to the berm and also right by the Montgomery crossing and the Odgen crossing.

I have a couple of concerns tonight. And I'd like to tell you a little bit about what happens to us now.

Currently when -- I work also at a clinic, which is just three miles from me. It now takes us 15 minutes to get just to work, which is down Frontanac and Odgen. And whenever -- that's just one of the issues.

Another issue is where I work, the patients that actually have to wait for

trains currently are delayed already getting to their appointments, because I work for a health facility. And I see that every day in my job.

The other thing I'd like to talk to you about is what happens to me now? I only learned about this meeting today because of a politician's thing that was

mailed to me, one of their mailings. And I did not hear about this meeting at all.

I live -- I'm directly affected; yet I knew nothing about this meeting, other than I got this in the mail. And it wasn't from the Surface Transportation Board. I don't know that that's your obligation.

However, I think it would be important that they do send us some kind of mailing to let us know about these meetings since it so directly effects us.

I'd also like to implore you to, please, take a bus trip, if nothing else, to the intersection of Odgen where that crossing is and just sit there and look at what happens on a daily basis in that area.

I was really involved in a school district in my early years and have

been in District 204. I've been in the area since 1985. And I saw the growth there.

And one of the things from being part of that growth and on some of those

committees is people would tell us how terrible it is. But until we actually went to those areas and we saw them for ourselves and we saw what happens on a daily basis, a picture and a piece of paper doesn't really show you what that's like.

So if you could get mailings out to us and you can visit these sites, it would be greatly appreciated.

Currently also from a tax standpoint, this is a personal note, I pay over $9,000 a year. That has a lot to do with everything in the area. But if you add on to me, as well, this tax burden that this purchase could do to me, I would hope that you would consider that in your decision making.

Thank you very much.

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MR. SCHOEN: My name is Bob Schoen. I'm a resident of Wayne, Illinois. I'm here with my wife, Debbie, to address the recent couple of issues that concern us in the draft report.

The first one is the environmental impact statement appears to significantly understate the cost of mitigation.

We have heard that there was a study done by a DuPage County board that said the mitigation costs could be as high a $700 million. Tonight I hear it could be as high as $1.5 billion.

And that's probably not the only mitigation costs that have to be addressed. Whose going to pay for these costs? Both IDOT and the ICC have already said they're not able to fund any mitigation costs.

The federal government doesn't have funds to even finish the Sterns Road project. And the amount that CN has proposed to pay for is a joke.

To make things even worse, in

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addition to the amount offered by CN being a ridiculously low dollar amount, apparently there's no law in place to force CN to ever follow through on these mitigations.

And when is it going to happen? Is it going to happen before they start running ten times the number of train cars that they run now, or is it going to be ten years from now.

Of course based on other comments we've heard, it may be decades before they even consider spending any money on it.

And then apparently even after our home values are going to plummet, we as homeowners are going to be expected to come up with this $700 million plus in mitigation costs to attempt to mitigate the significant health, safety and quality of life issues that this transaction is going to create.

Secondly, the study totally discounts the significant and devastating

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effects on home values. According to the summary I read, some homes within 250 feet of the railroad could experience a decrease in value.

And by the way, the study goes on to say the effects would be only minor and negligible. The tone of that study makes me sick.

We all know that our entire way of life is going to change if the transaction goes through. Our property value is going to be drastically effected.

A significant factor in determining the value of our homes is the nature of the communities we live in. And our quiet country-like communities will essentially be turned into train yards.

And by the way, I live in the Wayne triangle of death that you heard people talk about earlier. We could be totally cut off with one train that could block any exit or entrance to our home area.

And by the way, I live within 45

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feet -- my lot line is 45 feet away from the train crossing. So nobody can tell me

this is not going to destroy my property value.

Thank you.

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MR. DAVIS: My name is Jeff Davis. I live in Naperville, Illinois. I work for a company called Phoenix Closures. I've been there for 14 years. And they're a significant user of the railroad freight.

So we -- and that's critical to our company.

Although this acquisition really has no effect on Phoenix Closures, although there's 250 people that work in manufacturing. And one of the things we haven't heard here tonight is really the whole story.

A lot of what we've heard is what affected us grossly. But on a national basis, the national chamber of commerce has supported this acquisition.

And why do they support the acquisition? Because it's jobs and it's commerce. And it's jobs and commerce on manufacturing.

Manufacturing has lost a lot of jobs. The state chamber of commerce has supported this acquisition. So part of

this story hasn't been completely told. And a lot of people need to understand that.

I'll give you another example. The Burlington Northern presently runs through and has for since -- the Burlington Northern was built to the cities of Aurora and Naperville.

They have a triple line main. I don't know how many trains they run, but it's way, way, way more than the Canadian National. They have hazardous waste. They block crossings. They do all that stuff. We have a great quality of life here.

So do not paint this all the doom and gloom. Before I got with Phoenix Closures -- and again, I've been there for 14 years, I spent seven years from '81 through 1988 with the Chicago Northwestern Railroad.

I was in the sales and marketing department selling railroad freight. I was in

Green Bay, Wisconsin; Pittsburgh,

Pennsylvania; Atlanta, Georgia.

I left there in frustration and disgust and I spent five years with the Canadian National Railroad in Atlanta, Georgia and then in Chicago. I'm a Chicago boy, so I came back home.

But the reason I'm not in the railroad business any more -- and again, I spent 12 years there -- is jobs. The manufacturing jobs left North America. They went to Asia. And we don't need jobs

like what I had when I was a younger man.

So I applaud this public meeting. And I know you will take those other considerations. There's local issues, too.

But what you don't hear tonight is solutions. I know there's other cities that have supported this acquisition. Villages such as Schiller Park, Des Plaines, Vernon Hills, Buffalo Grove.

And there is a lot of things here and not just a local issue. So don't paint this as doom and gloom, because it's

not. It's something that we need more commerce and better commerce. And not fewer. Thank you.

MS. ADAMS: I just want to remind you again that all methods of comment received by September 30th will be taken into equal consideration, and that includes the toll free number, the website, the mailing address, the comment forms here in the lobby and in the open house area as well as the court reporters.

MR. SIMMONS: My name is Rick Simmons. I live over in East Aurora. I'm a civil engineer. I live one mile from the EJ&E track. I live a little over half a mile from the Metra track and the switching yard over in East Aurora.

Everybody has heard a thousand times, right, buyer beware. We moved in, we were quite a bit away from the railroad track; we knew exactly where we were relative to the railroad track. We moved in, it was a nice night, we opened the windows, all night long the trains were blowing their horns, revving up their motors. A mile away you could hear it just like you're in their backyard. Let me assure you, you can when the winds are

right and the atmospheric conditions are right and even when they're wrong, sometimes you can hear all of that. It's very noisy.

Everybody says, buyer beware, right? Okay. Does anybody now have the right to come in here and put five times as

many trains on the track, four times, whatever it is, rev up the motors, blow the horn, diesel smoke blowing. You can smell the stuff three-quarters of a mile, half a mile, or a mile away, you actually can smell the diesel smoke at times.

So I urge the authority, Stop it. Block it. Block it tonight. Don't be a chicken. Do it. Just do it. You heard all of this, just do it.

Thank you.

And then last but not least, I mention the Metra line. The Metra line, EJ&E line is a grade crossing. What are you going to do about that? Going to put an elevated crossing there, a separated crossing? You better, or you're going to be sitting on the Metra line waiting on the 5-, 10-, 15-minute trains. That's got to be done.

What do you really have to do if the authority doesn't do the humanitarian thing, the ethical thing to block this thing, if you don't do that, you have to

have separated crossings all the way from Aurora to Plainfield and anywhere elsewhere you're going to impact life the way it's going to be impacted here. That's got to be done. I strongly urge the authority to take the appropriate action, and I encourage the authority, Don't be chicken, do the right thing.

And someone said earlier that the trains can do what they want, they have the legal authority. Well, they wouldn't have the legal authority if the commission blocks it, right, so I urge the commission to block it.

Last but not least, if someone wants to know how we feel when we're sitting there in the traffic all the time, break these trains up into short trains, let them stop and wait on the traffic during rush hour and stuff. Put a traffic light there and let the trains wait on the traffic, then you'll know how we feel.

And, finally -- I'm out of time,

and I've ran out of stuff to say.

Thank you.

THE AUDIENCE: You've got 30 seconds.

MR. SIMMONS: I forgot what I was going to say.

MR. KIESA: My name is David Kiesa. I'm a West Chicago resident for 25 years, and my wife and I have lived there, again, 25 years. I'm just a couple blocks away from EJ&E and also a couple blocks away from the UP tracks and there's an interlocking, I guess is what's it's called, between those two main lines three blocks away from my house, so I get to see the perfect storm that goes on when you got main line trains going in one of the -- you know, one direction waiting for main line trains in the other direction, the impact that that has on the neighborhoods just from an aspect of getting from one side of the town to the other.

And as I understand it right now, a grade separation at Geneva Road, which is where that interlocking that I'm talking about is near, Geneva Road, apparently, there's not a discussion about a separation there, which is just as well because I think if they put in a grade separation there, it would destroy the

fabric of the community there. We have a

100-year-old community of residences, old homes with children living in those homes, which kind of gets to the next point.

That simple little rail line, which is probably maxed out right now, is suddenly going to be stressed out having many, many more trains there, and I can't imagine the safety of the children, what that would be like with these additional trains.

I'm sure you folks know that the end of May of this year, a little three-year-old girl was struck on the EJ&E tracks, and I'm surprised more hasn't happened in the years past.

I'm sorry I don't have more official information like the other folks do. All this is just purely antidotal from living there 25 years.

I love trains. I grew up next to the Burlington Northern in Downers Grove. I love trains. To see what it does to the train and the traffic in the town

because of those two main lines right next to each other, I can't imagine this getting a hundred times worse.

Thank you very much.

MS. SCHOEN: My name is Debra Schoen. I'm a resident of Wayne.

I object to the proposed action and the EIS. There are many problems with the EIS. Let me describe one. The EIS should illustrate disaster scenarios. In other words, don't just tell us that it is

unlikely that catastrophic train wrecks will occur. Tell us how many people and children in Wayne and any other community will be injured and killed if there is a train derailment and a hazardous chemical release and fire and explosion results.

Of course, you have to account for the fact that emergency services will not be able to respond because, number one, they will be unable to cross over the tracks to help, and, number two, they will not even be available because our community does not have the infrastructure or resources to support emergency services. Don't think this doesn't happen, it does. Just go to www.stopcnrail.com and you can see what a Canadian Railway accident looks

like, and also the destructive force of a railcar explosion.

Finally, tell us who will be responsible for the injury and deaths resulting from accidents that will be caused by this plan.

Thank you.

MR. HEBREARD: My name is Dan Hebreard. I'm a lifelong DuPage County resident, current Aurora resident, and I'm here to talk about Chicagoland, which is approaching 10 million people.

This is going to affect at least 2, possibly up to $3 million people along the line. I'm going to read now from the Public Meeting Guide, page 6, paragraph 3: Because the Board determined that the CN EJ&E acquisition is a minor transaction.

Hundreds of millions of dollars, possibly billions of dollars, 2, maybe

3 million people. The Board decided it's a minor transaction.

You're here to serve the public. You're here to serve the American people. Do your job. Do the right thing.

MR. CASSIOPPI: My name is Gerry Cassioppi. I'm a candidate for DuPage County Board, District Five, which includes the railroad in question. I've also lived in Naperville for 18 years and been a member of the Naperville School District 203 School Board and also Naperville Transportation Advisory Board.

I'm certainly very much aware of the quality of life issues that this proposal would effect in this area. I'm also concerned about the safety and the children issues that this proposal would effect.

But I would look at -- having been on your side and listened to people in

these situations, I would, again, ask you to do your job. These people have done their job coming here tonight. I think you have plenty of information to go back, and I would look at it more not as a NIMBY issue but as a bully issue, and it's time for somebody to stand up to the CN Railroad.

Thank you.

MS. ADAMS: This concludes the public comment portion of our meeting tonight. We want to thank everyone for your comments. The next public meeting is tomorrow night in Gary, Indiana from 4:00 to 9:00 p.m.

Thank you.

THE AUDIENCE: I hope you've listened.

(End of meeting.)

D.7 Gary, Indiana

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

PUBLIC HEARING

September 10, 2008

6:00 P.M.

Conducted by:

Heather Tarczan, Meeting Facilitator - MWW Group Public Relations

Phillis Johnson-Ball, Deputy Chief of Staff, The Section of Environmental Analysis - STB

John Morton, Project Manager - HDR Engineering

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Reported by: Rachel F. Gard, Sharon Stuckly

MS. TARCZAN: Good evening, ladies and gentlemen. Can everybody hear me? Thank you for attending tonight's meeting. We are here tonight to hear your comments on the Draft Environmental Impact Statement that was released July 25th regarding Canadian National Railway's proposed acquisition of the EJ&E Railroad.

My name is Heather Tarczan, and I'll be facilitating the meeting tonight.

Before we get started, I would like to take this opportunity to review some protocol for tonight's meeting. For starters, I would like to ask that everyone please turn off your cell phones and please refrain from interrupting any speaker or commenter. In a moment, I will introduce those presiding over the meeting, and there will be a short presentation on the findings from the Draft Environmental Impact Statement.

Immediately following this, we will hear your comments. Each commenter

will be given up to three minutes to speak. The time clock will be displayed on the screen behind me; and a yellow card will be shown at 2 minutes and 30 seconds and a red card shown at 3 minutes. A list of speakers in the order they will speaking in will be displayed on the screen. Also I will call forward the next two speakers in line after each speaker so that we can be as efficient as possible.

If you are interested in speaking tonight and haven't yet registered, please proceed to the registration table located just outside this venue. A staff person will be able to assist you. Alternatively included in the program you received tonight, you may submit comments to the Surface Transportation Board through a toll-free number, website, or mailing address. There are also comment forms and drop boxes as well as court reporters located throughout the venue.

Please recognize that all

methods of comment received by September 30th will be taken into consideration and weighed equally.

Tonight we are here to listen to your comments on the draft EIS. This is not a question-and-answer session, though we invite you to return to the open house area if you have any questions or you would like to provide your comments in a more private setting with a court reporter there.

We appreciate your courtesy as we work to create an environment where everyone can be heard. If you disagree with a speaker, we ask that you not express your disagreement out loud. Likewise, please know that applause for a speaker may cut into that person's time and ultimately gives everybody less time to speak.

In the event that anyone is in need of a Spanish translator, please let a staff person know.

If you have any questions, we have a number of staff available to assist

you. Staff are identified with name tags and located throughout the venue.

One quick housekeeping matter: Emergency exits are located directly behind you.

I'd now like to introduce the people with me on stage: Phillis Johnson-Ball, deputy chief of the Section of Environmental Analysis for the Surface Transportation Board and John Morton, team

leader supporting the Section of Environmental Analysis.

Phillis Johnson-Ball will now make some remarks about the Draft EIS.

MS. JOHNSON-BALL: Welcome to our public meeting. My name is Phillis Johnson-Ball, and I'm with the Surface Transportation Board's Section of Environmental Analysis. The purpose for our meeting tonight is to receive your comments. This is your opportunity for your voice to be heard. I know many of you have concerns about this proposed transaction, so please use this opportunity

activity and industry performance, to take enforcement actions, and to provide information assisting to the public.

Many of you have already taken advantage of the board's consumer assistance project of office by calling in and asking questions and providing us with information. The Surface Transportation Board is made up of three members. They are appointed by the president, our chairman. And these people are our

say, take this opportunity to tell us what you want us to know. Tell us what we did in the Draft Environmental Impact Statement that was good, if any. Tell us what we did wrong. Tell us what we need to improve, and tell us what is yet to be done.

Responses or comments to the Draft Environmental Impact Statement must

issues. The merits consist of the economics, competitive issues, and transportation issues. Parallel with that process, we consider the environmental impacts of a proposed transaction. These

contractor, will give us a brief overview of the results of the DEIS. Thank you.

MR. MORTON: Thank you, Phillis. I'd like to briefly cover some of the results of the matters listed in the draft environmental statement. I know that the documents is a very voluminous document and there's a lot of information in there. But I'm only going to touch the surface of some of those.

If you have questions, if you want to, you know, look into any of the issues we talk about tonight in more detail, we're leaving the open house portion of it, and the displays and the maps are still out in the lobby. We have staff out there identified by the name tags that would be more than happy to answer any questions that you might have.

First, today is to talk about the applicant. CN is a Class 1 railroad. It is a major shipper of freight, both domestic and foreign. It operates five rail lines that converge in the Chicago area. Those are shown in this map in the dark color. They operate about 150 miles

of rail line in the Chicago area.

EJ&E is a regional rail line that operates in an arc around Chicago. I'm sorry. It's in the orange color around here (indicating). EJ&E has two major yards: The East Joliet Yard in Joliet, Indiana, and -- I'm sorry, Joliet Illinois, and Kirk Yard in Gary, Indiana.

CN has identified three primary purposes for acquiring the EJ&E. One is to connect their five rail lines and provide a continuous route around Chicago. The second one is to get the paying control and get use of Kirk Yard and East Joliet Yard. And the third is to develop a more extensive relationship with the shippers on the East Joliet Yard, EJ&E.

The Draft EIS evaluated a number of issues and information, and these are the resource categories. I'm only going to touch on just a few of those tonight. First, the changes in the operations: I'm going to talk about train traffic changes in just a moment. But in addition to the

train traffic changes, CN also proposes to construct six new connections. Three of those connections are here in Indiana: One at Griffith, one at Ivanhoe, and one at Kirk Yard. They also propose to construct 19 miles of new parallel second track along the existing main line. And actually all of that is going to be constructed in Illinois.

From an operational side, this is a density map, and I know it's a little hard to read. But I'll kind of walk through it. The CN rail lines are the ones converging in the center. This is a schematic of the map I showed you earlier. The light blue color shows the current train traffic levels. You know, it's indicative of the number of trains per day. The dark blue color shows the proposed train traffic. So from the map, it's easy to show that what CN proposes to do is divert some of the traffic moving through the city today to the EJ&E and going around the city. The expected increases are

somewhere between 15 and 24 trains per day.

As a result of the analysis, a couple of conclusions is that in certain areas, the EJ&E rail line would be at or very near its practical capacity. As a result, the EIS concludes that it's very unlikely that CN would operate -- or that more trains or that the train traffic would be higher than that estimated by CN.

The other finding from the EIS is that Metra on-time performance can be maintained with effective coordination.

The EIS evaluated train and roadway safety issues. On the EJ&E arc, because of the increased number of train miles, there would be an increased probability of train accidents and an increased probability of highway accidents. By the same token, on the CN rail lines inside the arc, because of the reduced number of freight trains, there would be a reduced -- a decreased probability of train accidents and highway accidents.

There are three roads or

highways that the EIS identified as having potential safety concerns, two of which are Indiana; and that's Lake Street and Miller Street in Griffith, Indiana.

The EIS evaluated passenger rail

and haz-mat safety. There's no passenger rail operating today on the EJ&E. There is passenger rail operating on the CN rail line segments. And because of the reduced number of freight trains, there would be an improvement or an increase in passenger rail safety. There will be a substantial increase in the amount of hazardous material shipped on the EJ&E rail line.

The EIS looked at transportation systems. It evaluated 155 highway rail at-grade crossings on the CN rail line segments inside the arc. Of those 125 -- Of those 155, 125 would show -- would have a reduced number of trains crossing them.

The EIS evaluated 112 highway at-grade crossings on the EJ&E. And of those 112, 87 of them met the board's threshold for environmental analysis. Of

those, 15 the EIS identified as being substantially affected; and those 15 are shown on the maps. And it includes Broad Street in Griffith, Indiana.

The EIS looked at air quality. The EJ&E rail line is a longer route and, consequently, there would be increase in fuel use. But that increase in fuel use

would be offset by a more efficient route and a freer flowing system. Consequently, the EIS concluded that the air emission changes in 2015 would not exceed current regulations and would not impact the region's air quality compliance.

The EIS also looked at emergency response and identified 11 emergency service providers: nine fire stations and two, you know, medical services providers that would be affected by the transaction; and those are shown on the map behind me. And we also identified them specifically on the boards out in the hallway, if you want to look at them.

The EIS looked at noise. There

would be about 3,000 residences that now would have a noise level above 65 dBA near the EJ&E. There would be about 2700 that would have less noise along the CN rail line segments. In addition, one quiet zone, the Barrington area quiet zone, without mitigation would lose its quiet zone status.

The EIS identified a number of mitigation measures, and these are listed both in the executive summary of the EIS as

well as in Chapter 6 of the Draft EIS. Part of that is that CN provided 76 voluntary mitigation measures. Those are all listed in there. Here are the categories that the mitigation falls in. But in addition to that and on top of that, CN identified 72 additional mitigation measures.

And, once again, those are the categories that those additional mitigation measures fall into. All the mitigation measures are listed in the Draft EIS in Chapter 6 and also in the executive

summary, which is once again available in the open house area in the lobby.

Finally, as Phillis and Heather noted, there's a number of ways to provide comments. And I encourage you all to take advantage of each and every one of those.

With that, I'd like to turn it back over to Heather.

MS. TARCZAN: We will now begin the comment portion of our meeting. Let me remind you that we will adhere to the three-minute rule, which begins as soon as you start speaking. If three minutes is not enough time for you, please feel free

to speak with the court reporter in the open house area to complete your remarks. We also invite you to submit your full written comments to the court reporter located on the left-hand side of the stage.

To be fair and consistent, if you speak beyond three minutes, I will begin to announce the next group of speakers. I would now like to ask the first commenter, Mark Lopez, to please come

to the microphone. Following Mr. Lopez will be Ann Valentine and Senator Karen Tallian.

MR. LOPEZ: On behalf of Congressman Pete Visclosky, I would like to read the following remarks in for the official record: I would like to thank the Surface Transportation Board's Section of Environmental Analysis (SEA) for hosting today's public meeting, and I would like to thank the residents and elected officials of Northwest Indiana for their attendance.

Since CN first announced its intention to acquire the EJ&E which will result in a three-fold increase in train traffic in the fall of 2007, I have sincerely tried to find a silver lining in the transaction for the people of Northwest Indiana. After months of fruitless searching and after reading the Draft Environmental Impact Statement, I have to concede there's not one benefit to be found.

There is no economic benefit to the region. The DEIS states that this transaction will result in a loss of 300 jobs in the region. There's no energy and

environmental benefits. The DEIS states that this transaction will not take trucks off the road and result in more burning of fuel and gasoline and diesel. There's no public safety benefit. The DEIS states this transaction will increase the likelihood of a train accident on the EJ&E line by 28 percent, which our area can ill afford.

While the DEIS identifies some major environmental detriments that will result from this acquisition, it in no way provides matching solutions. The Mitigation section of the 9-inch thick, multiple-volume DEIS is a meager 32 pages and is sorely lacking in detail and real relief for the citizens on the EJ&E line.

CN is quick to state that taxpayers should foot the bill for any necessary mitigation. The taxpayers should not be held financially responsible for mitigation expenses, which in this transaction could be in the hundreds of

millions of dollars.

So as it currently stands, this transaction will have absolutely no positive impacts on the communities on the EJ&E, and we are expected to merely accept that our lives will be dramatically altered for no reason other than it is good for CN's bottom line.

Congressman Visclosky urges the SEA to strengthen the DEIS and impose mitigation conditions on CN that will ensure the quality of life for Northwest Indiana.

In addition, the Congressman requests the SEA to hold an additional hearing in Northwest Indiana and to extend the public comment period an additional 30 days to allow the residents of the region ample opportunity to express their concerns with the impact of this transaction.

To that end, I would like to submit a letter from myself, Senator Lugar, Senator Bayh, Governor Daniels requesting that the STB take these actions. Congressman looks forward to continuing to

work with community leaders in Indiana to hopefully prevent this transaction from occurring and, at the very least, alleviated the burden the affected communities bear.

Thank you again for the opportunity to share my remarks on this very important matter.

MS. TARCZAN: Ann Valentine, Senator Karen Tallian, Mike Mohan. And let me ask everybody to please be sure to state your name, the office that you represent, or the city that you're from. Thank you.

MS. VALENTINE: I'm Ann Valentine,

Policy Director for Transportation with the Office of Indiana Governor Mitch Daniels. The following is the statement of Indiana Governor Mitch Daniels: Thank you for the opportunity to provide comments, and thank you to Congressman Visclosky for his leadership and engagement with the local community on this issue.

As the "Crossroads of America," Indiana has a particular interest in ensuring adequate infrastructure to maintain a vibrant economy. For transportation -- and specifically rail -- this means balancing the need to move people and freight safely and rapidly while ensuring Hoosiers have safe and livable communities.

First, despite the enormous concern about this transaction (unprecedented according to the Surface Transportation Board staff) and its significant impact on Northwest Indiana, I am disappointed the Surface Transportation

Joliet & Eastern Railroad has a significant impact on Northwest Indiana. While the majority of the rail crossings in this transaction are in Illinois, virtually all of the rail traffic will run through Northwest Indiana. Communities such as Griffith, Dyer, and East Chicago will see more trains more frequently and will experience longer delays at crossings. Economic development projects such as the expansion of the Gary Airport and extension of the South Shore Line are also impacted by this transaction.

After reviewing the STB's Draft Environmental Impact Statement, too many questions are left unanswered and significant safety and congestion concerns remain. This morning, I submitted detailed written comments on this matter to the STB. Chief among my concerns is that the DEIS

will rest entirely on affected communities and the State of Indiana.

This is not acceptable to the citizens and communities of Northwest Indiana, nor is it acceptable to me. I commit the expertise and service of the Indiana Department of Transportation to serve as a resource for CN and local communities as they determine appropriate safety improvement measures and congestion mitigation. I ask the STB to require CN to commit to mitigate at its own expense the safety and congestion impacts caused by this transaction. Thank you.

MS. TARCZAN: Senator Karen Tallian, Mike Mohan, Stan Hendricks.

Senator Tallian?

MR. MOHAN: My name is Michael Mohan, and I am CN's vice president of service. Thank you for the opportunity to speak this evening about CN's proposed acquisition of the major portion of the EJ&E.

CN is the fifth largest railroad in North America. In addition to our transcontinental operations across Canada, we operate in 16 states in the United States, including Indiana. CN currently has more than 250 employees in Indiana with an annual payroll of nearly $16 million,

and we spend another roughly $22 million annually in the state.

Our proposed acquisition of the major portions of the EJ&E is intended to help address the severe rail congestion plaguing the Chicago and Northwest Indiana regions. This transaction would enable CN to divert most of our trains that currently operate through downtown Chicago onto the underutilized EJ&E line. By doing so, this transaction would streamline CN's

operations while also providing a privately funded, partial remedy to the costly and inefficient rail congestion in Chicago.

Importantly, roughly 60 communities inside the EJ&E would also benefit from reduced train traffic as a result of the transaction, including the towns of Munster and Highland in Indiana.

In addition, Gary will see millions of dollars in new private investment to upgrade Kirk Yard to a major railcar classification facility. The related employment potential provides new opportunities for Gary and the region.

Finally, since filing our application last year, CN worked closely in

supporting the EJ&E in discussions with the Gary Chicago International Airport and other railroads regarding the airport's expansion plans. Those discussions successfully produced a signed four-party agreement that provides the framework for relocating the EJ&E line so that the airport may fully carry on its plans. Even

though CN was not signatory to the PMU, we will honor the agreement if the transaction is approved.

CN understands the concerns about increased train traffic that have been raised by communities along the EJ&E. CN has been an active participant in the SEA environment review process, and CN had done everything possible to help facilitate this process. CN has also undertaken an extensive community outreach effort with the goal of developing voluntary mitigation agreements with communities along the EJ&E.

My colleague, Eric, and I have met with every community located along the EJ&E line willing to meet with us including Gary, Griffith, Schererville, and Dyer. We have been successful in reaching agreements with other communities like Joliet, and we

have productive discussions ongoing with a number of other communities.

There's no dispute about the transportation benefits of the transaction and the lack of serious competitive issues.

What I want to emphasize this evening is CN's commitment to addressing legitimate environmental concerns related to train traffic increases.

At the same time, we are hopeful that people will recognize the benefits this transaction will bring to the Chicago and Northwest Indiana region generally as an important step to solving the rail congestion that plagues the region and to the more than 60 communities that will see train traffic decreases.

I thank you again for the opportunity to provide CN's perspective on this transaction.

MS. TARCZAN: Stan Hendricks. Fred Millar, Cheryl Satkus.

MR. HENDRICKS: Good evening. My name is Stan Hendricks. My property is located at 1832 Hart Street in Dyer, Indiana.

I've corresponded with this body on several occasions, and I appreciate the opportunity to voice my concern here.

I previously documented some of this information as it appears in the Draft Environmental Impact Statement, and I am here today to state why I feel that statement is flawed.

At the January 16th meeting, I spoke with someone who identified himself as an employee of the HDR Engineering firm. At that time, I verbally granted him access to my property for the purpose of placing vibration and noise-monitoring equipment. The person took my name and address. I was led to believe that this would be done.

Upon reviewing the Draft Environmental Impact Statement, I found that the monitoring equipment was placed nowhere near my building. My building sits

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10 feet from the center of the rail line, not 200 feet as indicated by the Draft Impact Environmental Statement.

As mentioned in my original documentation, not only is there a major concern with noise and vibration levels but there's added concern with safety. Derailment, which causes an accordion effect, or cars being knocked into my building is a real and serious concern.

The increase in rail traffic will not only negatively impact my building but will also negatively impact the ten people that work at the two companies that occupy that space.

Noise, vibration, and safety are three major issues which should have been addressed in the Draft Impact Statement at the Hart Street location, but they were not. These concerns, and I'm sure there are others, bring into question the reliability and validity of the statement.

Also in recent litigation, it's been found that local governments do not

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have authority over problems resulting in this type of infrastructure. Only the federal government can take the best interests of individuals such as myself into concern.

Therefore, I would ask that the Surface Transportation Board review the Draft Impact Statement for its validity and deny the Canadian National proposed purchase EJ&E rail line. Thank you.

MS. TARCZAN: Fred Millar, Cheryl Satkus, George Van Til. Fred Millar? Cheryl Satkus.

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MS. SATKUS: Hi. My name is Cheryl Satkus, and I live at 330 North

Indiana Street in Griffith, Indiana.

I've lived at 330 North Indiana for 23 years. Across the street from my home is Tot Park. Tot, that's T O T, as in kiddie park. For 23 years I've watched small children play in that park. I've seen parents push their little ones in baby swings and watched kids play on the teeter-totters.

Currently, on some afternoons, you can see four-year-olds practicing soccer. Kids of all ages, and older kids too, play basketball at the basketball court there. And I've seen senior citizens come and go at the senior citizen center located just north of the basketball court.

On the other side of the park is the set of EJ&E Railroad tracks. And for 23 years, I've watched as the EJ&E hauled, and continues to haul, all kinds of hazardous materials along these tracks. Just last night at 8:20 p.m. two trains

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hauling various materials came rolling by at a pretty fast clip -- so fast I could barely read the placards.

I'd like to comment on just two of those hazardous materials that were on

those trains last night. Chlorine, according to the 2008 Emergency Response Guidebook, is placarded at 1017 and is toxic and may be fatal if inhaled. According to this Guidebook, "if tank, rail car, or tank truck is involved in a fire, consider initial evacuation for one-half mile radius."

Butane was another material I observed last night. Butane is placarded as 1075 and has a red placard to indicate a fire hazard. Butane is extremely flammable and can be easily ignited by heat or flames. Evacuation in this case would be a one-mile radius.

Members of the STB, the town of Griffith has a volunteer fire department and is already unprepared to appropriately respond to an incident from a leak or spill

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or derailment. Now the Canadian National Railroad wants to increase these hazards that are rolling past our parks, our children, and our senior citizens by four times what we already can't handle. With your permission, Canadian National will increase the chances of an incident at Tot Park by 30 percent.

That's -- Please do what's right and moral and deny the Canadian National requests to bring even more hazards and poisons through our residential communities and past our kids. Thank you.

MS. ADAMS: George Van Till. Stan Dobosz. Karen Kroczek.

MR. VAN TIL: My name is George Van Til. I'm a Lake County surveyor. My job involves dealing with quality of life issues for the people of Lake County. But what I'm here for tonight is the fact that my people, my family have been in the area that we're talking about, in the affected area, for more than 100 years and myself more than 50.

I found out tonight earlier that the railroad tracks that I live several

hundred feet away from are going to lose traffic, maybe down to only two or three trains a day. But I don't care. I'm still here because I totally, totally oppose this because of the quality of life that we're talking about.

The booklet says -- the STB says this is a minor transaction. Not for us it's not. Not for tens of thousands of people.

I go to work every day like so many thousands and tens of thousands of people do or come back. That will be

absolutely affected by this. Our recreation, our socialization, so many things will be affected by it.

You talk about the environment. Well, there is a lot of things that have been brought up here. Noise. Air pollution. Safety. What about the wasted time?

We're talking about going from eight or ten trains a day to 28 or 30 or more. That's an incredible amount. It's difficult now. The way that I travel and all the people in the west middle part of the county, we all the time are held up by

trains. I just cannot imagine how bad it will be.

I asked somebody out there before we came here, I said, tell me what positive benefit that can have for our area. And nobody out there could tell me that because there just isn't.

It's going to degrade our property values and our quality of life. There's no question about that.

It's just north and south is enough split up the way it is. You know, I was thinking, and you might -- think about this. Our steel mills are now owned out of England. Our tollway, Spain, Australia. Even our beer, by Belgium. And now we're talking about our good friends in Canada. It's not so much that they're foreign countries, but the farther away that you are from where we are here locally, the more you care about the profit margin instead of the quality of life. It's just human nature.

I beg you. The quality of life that we're talking about is something that would change dramatically, change traumatically in our area.

I believe this is one of the biggest threats that I have ever seen as a citizen or as an elected official for the west middle part of our county. I'm very worried about it. Please stop.

MS. ADAMS: Stan Dobosz. Karen Kroczek. B. Jackson.

MR. DOBOSZ: My name is Stan Dobosz. And I'm a councilman in the town of Griffith. We have filed our comments with the board many months ago, so we need the concerns of our public to be heard.

Also I'd like to thank the STB for rejecting the Canadian National requests to approve pending acquisition of the EJ&E before completing the environmental review process which is required by the National Environmental Policy Act.

Yesterday I was in Washington, D.C., and attended a hearing by the committee on transportation and infrastructure chaired by Chairman James Oberstar. They were hearing testimony on HR 6707 which is taking responsible action for community safety acts. The bill is sponsored also by Pete Visclosky.

The bill requires the STB to reject proposed acquisition if it finds the transactions have adverse impact on affected communities that outweigh the

transportation benefits of the transaction.

What I see now is that they're moving one problem to another problem without a solution.

With the proposed sale, the increased traffic, it appears the town of Griffith will be the most severely impacted community in Northwest Indiana going from nine trains a day to 38.

There are no economic benefits for the town of Griffith with this increased train traffic. The transaction would have an adverse effect on property values.

The environmental impact, noise, vibration, whistle blowing, air quality will be disruptive to those neighborhoods. A derailment would be catastrophic for those residents.

Trains reported to be 8,000 feet long would cut our town in two. In an emergency, the delay response time would double for police and fire department and

ambulance service with the total of these

trains coming from this area.

All three fire stations and police stations in the town of Griffith are located on the west side the tracks. If the crossings are blocked, response time could double.

The town of Griffith to protect their citizens would need to consider building a fire station on the east side of town, hire addition police to cover that side of town, a solution that we cannot afford.

The Broad Street crossing is a major north-south thoroughfare with 25,000 vehicles daily. It has been singled out by the transportation board that it will be seriously impacted by the proposed sale.

Delays at the Broad Street crossing will only aggravate a bad situation adding to a serious air quality situation, causing additional traffic problems for our downtown area which we're trying to revitalize.

Thank you for your time.

MS. ADAMS: Karen Kroczek. B. Jackson. Anne D. Collins.

MS. KROCZEK: Hello. My name is

Karen Kroczek. I'm from Munster, Indiana. I want to thank you for hosting this public hearing and for refusing to approve sale prior to the DEIS report.

I would like first and foremost to say that the human cost does not seem to be reflected in the DEIS report. And I'd like to see more attention paid to the issues of health as a consequence of increased diesel fuel and time spent waiting for the trains. We are going to have health impacts. And I think that that is a very tangible cost which needs to be measured in some positive sense.

Newspapers and periodicals now are talking more about incidents of chronic bronchial problems, cancer, et cetera, in areas on the east and west coast where we've had increased amounts of transportation. That needs to be measured and we need to gauge that down the line somewhere.

We live in cancer alley. From

Joliet through Gary, Indiana, there are higher rates of chronic and awful diseases like cancer than there are in the rest of the state. In our area, we already suffer

from industrial pollution. This is just another nail in our coffin.

I also feel that the hazardous material question needs to be considered very carefully since Canadian National does not have the best track record on that. I understand that they have a lawsuit against them right now in Canada for some area that they have not cleaned up after a hazardous spill. As Mr. Dobosz mentioned, that would be a tragedy in Griffith especially since emergency vehicle response times would be problematic.

Second, I want to emphasize this plan pits one northwestern Indiana community against another. This area is trying to recover from some very serious economic problems over the last 20 years. We need the network opportunity that were envisioned in the Marquette plan and the

Northwest Indiana Regional Planning Council.

This plan works against both of those opportunities. If this area is to thrive, we must work together to create a better economy, not be at loggerheads to snare a few jobs in Gary.

The motley crew of people that are supporting this from Mitch Daniels to Visclosky and Dick Durbin suggest that generally speaking we see no benefit to this program for Northwest Indiana and we really appreciate it if you would at least expand the number of meetings and the amount of time to study the problem.

Thank you very much.

MS. ADAMS: B. Jackson. Anne D. Collins. Steven Kramer.

B. Jackson. Anne D. Collins.

MS. COLLINS: Good evening. I came tonight to point out something that's been a problem in my town and I've learned a lot which I appreciate very much both from the presentation that you have made and from the information provided by Canadian National.

I was inspired to come because I had a problem in Merrillville for the last five years. I do live in Merrillville by

the way. When I go north, we have to go across the Canadian National tracks.

For five years, they were in the most deplorable condition. At times, you had a half mile at least back waiting to cross the tracks because the tracks were in such terrible condition, you had to just ease yourself across.

Merrillville schools, the Merrillville town, the Merrillville fire department and citizens begged for relief. Most of the time when we call the number we found for that, we had a busy signal or just a response that we will look into

that.

And I'm not kidding about the condition of the tracks. They were just absolutely horrible. And I'm not joking about easing across.

We run 78 school busses across that track every day. Some of our schools are on the north side of town and they have to cross those tracks. And needless to say that required a lot of maintenance.

My feeling on this is that if you have a neighbor who doesn't take care of his property, you don't want him buying

up other property in the neighborhood. And this is -- this is a strong feeling I have about this.

If they couldn't maintain the railroad tracks on 53 and 55 in the town of Merrillville which are our main north-south passages through town and also the evacuation route for the cities of Gary, Griffith and Highland, you cannot expect -- you have doubts about their ability to provide for these many, many more crossings

that they will be responsible for.

And I really do mean I appreciated the information from both groups tonight. It's very helpful. I am still against the acquisition because I think the mediation you were talking about and others have spoken to are something you really need to have an absolute guaranteed writing before you allow any acquisition at all.

There should be no question of who pays for what and what needs to be done.

Thank you very much.

MS. ADAMS: Steven Kramer. Joseph Svetanoff. Joseph Gomeztagle.

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MR. KRAMER: Good evening. My name is Steve Kramer. I live in Dyer, Indiana. I live at 1622 Magnolia which is right next to the railroad tracks. And I'm here on behalf of the town of Dyer residents, as a tax payer, as a father. I have four kids that live at my house with my wife. They're 17, 18, 19 and 21.

For Dyer, Indiana, the first thing I found strange was nothing was listed in the documentation that I've seen, nothing was listed out in the hallways on all your pamphlets. I talked to one gentleman and he said it's probably buried very deep. Take a look. Well, I'm tired of Dyer being buried very deep.

We have several unique problems in town that have not been addressed. I cannot believe that no one seen the largest

hospital in the area right at State Line and Route 30 just a block or two away from a major intersection.

It's not listed on your emergency response. Neither is the town's

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fire department or police department. It is within blocks of three different rail crossings.

The other problem is Route 30 is a major alternative route for 80-94. Whenever there's a problem, all of the traffic and all of the truck traffic is directed down Route 30.

I'm not a lawyer. I'm not a speaker I'm just coming here on behalf of the town residents. Our town which if this proposed rail line is coming through is going to bisect it running east and west. We have one east and west artery. That is Route 30. The other is Lake and Hart Street.

What is unique to it is we have the CSX Rail Line that runs north and south parallel. This line crosses the CN -- proposed CN which is the EJ&E right now. It hauls freight and it also hauls the passenger train Amtrak. We have an Amtrak

station in town. That's not listed.

We have school busses that need

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to cross there, emergency vehicles. We can't possibly be rail locked where there's no emergency availability, no connection to the hospital, nothing.

I don't understand why these things were not addressed in any of your studies. And I see this yellow card coming, so I'm going to tell you our environmental study that we done. Imagine that table shaking. Imagine those glasses banging back and forth. This is in the middle of the night or all day, early morning. In the middle of your sleep, what we hear is ERRRRRRRRRRRRRRR. Thank you.

MS. ADAMS: Joseph Svetanoff. Joseph Gomeztagle. Judi Schoon.

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MR. SVETANOFF: Good evening. My name is Joseph Svetanoff. And I'm an attorney with Austgen, Kuiper and Associates here representing the town of Schererville.

First before I begin, I would like to thank both Edmund Malinowski who is the director of planning and building and Joseph Kruzan who is a fire chief within the town of Schererville for accompanying me here tonight to view everything and to hear all the comments that are coming before you.

For nearly one year, the local news media has reported on the potential acquisition of the Elgin, Joliet and Eastern Railway Company by the Canadian National Railway Corporation.

The Canadian National Railway Corporation has continued to represent to the Surface Transportation Board that it contemplates through this acquisition that there will be improved railway operations, more efficient train movements and the

reduction of congestion with favorable economic and environmental impact upon northwest Indiana.

Moreover, the Canadian National has indicated that there will be no anticipated adverse safety impact concerning the potential increase in train traffic.

The town completely disagrees with the above-mentioned claimed benefits presented by the Canadian National and has consistently raised the following concerns regarding this acquisition to the Surface Transportation Board which are as follows: The increase in train traffic upon the safety of the citizens within the town of Schererville. The impact and delay upon transportation systems specifically concerning our most important emergency responders. The increase of noise and vibration. The increase of air pollution. The increase of hazardous waste transport.

And mitigation steps requested of Canadian National Railway by the town

are namely a grade separation of Kennedy Avenue, acquiring a train location

monitoring system for the town and creating a new quiet zone corridor for the 213th Street crossing.

Furthermore, Schererville town officials along with their attorneys have identified definite impacts which will occur affecting the quality of life of the town resident citizens based upon the above-mentioned concerns.

Moreover, the town council has passed two town council resolutions and collected approximately 6,352 signatures of citizens in and around the town which have opposed this acquisition and its negative effects.

Additionally, the town while voicing its concerns directly to the Canadian National has never been approached, contacted or presented any type of mutually-acceptable agreement which was encouraged by the Surface Transportation Board within the DEIS.

In closing, we encourage the Surface Transportation Board to review our environmental response and attached exhibits. Thank you.

MS. ADAMS: Joseph Gomeztagle. Judi

Schoon. Dennis Ruthrauff.

MR. GOMEZTAGLE: Thank you very much for --

MS. ADAMS: Please state your name.

MR. GOMEZTAGLE: Joe Gomeztagle. Just today, September the 10th, a local newspaper announced that Lear, a plant located in Hammond will lay off approximately 121 workers. That's due

November the 3rd.

Several months prior to that, Union Tank located in East Chicago closed its plant laying off approximately 400 employees.

Canadian National Railroad Company provides Lake County with an opportunity we have all been waiting for. The opportunity. On October 30th, we all know that Canadian National Railway Company and Grand Trunk filed application with Surface Transportation which is STB seeking the board's approval to acquire control of the EJ&E.

On July 23rd, STB provided a draft of the environmental impact statement

which is the EIS.

This potential purchase provided Northwest Indiana with an opportunity to first understand what is EIS study. How it affects not only one community in regards to jobs but how it enhances our quality of life. We must learn to collaborate and cooperate, to mediate issues in an effective and efficient method.

America and Indiana is faced with a global economy, a competitive

market. Location, location, location is the most important element in real estate.

Northwest Indiana is in a pivotal position because of its location. We must understand rights and responsibilities to our communities.

To be competitive and provide a future for our children and capitalize on this opportunity, we must make an effort to understand our rights and responsibilities associated with them. We can relate to our rights the right to speak, the right to live in any way we want and the right to

vote. But all too often we forget about our responsibilities.

In this case, our responsibility is to be well informed about EIS, to participate in a dialogue, not discussion. I often see discussions as concussions. To listen and learn about issues that bring an opportunity to the community. A big part of this communication -- a big part of this. Communication. It's important in order to achieve our goal. Complaining does not work as a strategy. We have to work as a community.

Northwest Indiana has an

opportunity to provide awareness about the possibilities that are before us. Thank you very much.

MS. ADAMS: Judi Schoon. Dennis Ruthrauff. Ron Bartnicki.

MS. SCHOON: Hi. My name is Judi Schoon. I live at 304 North Wiggins, Indiana -- Griffith, Indiana. I'd like to thank the board today for giving me the opportunity to speak to you.

After listening to the comments out there and listening to the boards and seeing all the maps and everything, I felt compelled that I really needed to get my comments out to you today.

I come to you today as a concerned mom. I live on Lake Street in Griffith. That is -- you literally -- if these tracks go through, they will literally separate us from the community that we live in.

When I bought my house, we spent

a great deal of time researching the communities, the emergency services and everything that each community had to offer to us. Because at that time I had one child with insulin-dependent diabetes, so making sure that I had emergency services close to me was probably one of the most

important things that I asked for. And the schools. We researched all of this.

If you put those railroad tracks between us, that's going to separate us from the schools, from the emergency services, from everything else.

Shortly after we moved into our house, our second child got insulin-dependent diabetes. Now the emergency services became so vital it was ridiculous.

Shortly after that, our third child then developed juvenile diabetes. Now emergency services are so vital, it's unbelievable.

You asked today when the comments were made what have we missed, what can we do to make this better. The one thing that you missed is how are the emergency services going to get from on

that side of those railroad tracks to on my side. How is my children going to be protected. How are the children that are playing in Tot Park, how are they going to

be protected.

I have literally witnessed where the police officers have had to take children out from underneath the trains that were stopped on those tracks waiting to get in to exchange. These children get bored. They're kids. They're going to play. They literally pulled them from out underneath those trains that are sitting on those tracks. That is not safe.

I disagree. I think our fire department is an extremely, extremely good fire department. But if you separate us from those -- from that fire department, how are our firemen on this side of the tracks supposed to get to those fire stations that are on that side of the tracks. They can't. You're literally dividing our town.

I agree with Congressman Visclosky. This will dramatically affect our lives for no important reason. I beg you today as the board please deny this

petition. Thank you very much.

MS. ADAMS: Dennis Ruthrauff. Ron Bartnicki. Joreen Decker.

MR. RUTHRAUFF: Hello. My name is Dennis Ruthrauff. I live in Schererville, Indiana. My home is located at the Auburn Meadow subdivision at Janice Drive and Deer Creek Drive. This is one quarter mile south of the EJ&E Railroad Line. The only area between my home and the railroad tracks is a wild life area and wetlands.

Since 2002, the train traffic on EJ&E Line has already increased by four times the amount of trains. The noise and vibrations and horn blowing are already a very big nuisance, not to mention the safety issues and the hazardous material concerns.

I cannot imagine these amounts being quadrupled again. The EJ&E make up their trains on this line all day and all night with banging noise and horn blowing.

For these reasons alone, I am against the acquisition of the EJ&E and Canadian National railroad. Please deny this acquisition. Thank you.

MS. ADAMS: Ron Bartnicki. Joreen

Decker. Carolyn Marsh.

MR. BARTNICKI: I'm Ron Bartnicki. I'm the president of the Emergency Medical Services Board of Control for Griffith. I have been in that position for almost 15

years. And never have I come across a more vexing and important issue than this. And like Cheryl Satkus and Judi Schoon before me, I'd like to represent not only the Board of Control's concern but also citizens of Griffith.

There are many issues that I think would affect Griffith if this acquisition went through. Environmental issue would be the No. 1 concern on my part. It would have a critical impact on the emergency ambulance services for Griffith.

Right now currently we only have one dedicated ambulance in our town at any one time. An ambulance is there 7 11. If an ambulance is stopped by a 200-car train, it will entail a delay to get a back-up ambulance from elsewhere to the scene on the other side of the tracks.

Prompt Ambulance has even said that if we wanted to purchase or contract another second ambulance, and it wouldn't be justified because of the volume of calls that we have, it would cost up to $400,000 a year for that second dedicated ambulance in our town.

Now our current contract with our emergency services provider is good for nine more years. It stipulates that Prompt will average less than four minutes for emergency calls to the scene for every month.

This will become impossible in some critical situations if there's a 200-car train going by. And when a patient that needs advanced life support, a heart patient comes and needs help, that ambulance is going to be delayed extra minutes. For every minute that that ambulance is delayed, that person has a 10 percent less chance of survival.

Even though we do not have the call volume to justify that contracting an

additional ambulance in our town, we would be forced to actually renegotiate our contract and add an ambulance at that cost that I mentioned. And still have to remove response time criteria in the contract which is currently at less than four minutes average per month.

Now, the second issue is quality. I know I'm getting -- my time is short, but it will literally cut our town

in half. It will have -- it will increase the noise and vibration by six times because the proposal is for three times the number of trains and they would be double the length.

Safety has been covered substantially by others.

Thank you for the opportunity to express these issues.

MS. ADAMS: Joreen Decker. Carolyn Marsh. Leonard Tomaszewski.

MS. DECKER: Hello. My name is Joreen Decker. And I'm here -- I'd sort of like to represent the south side of town near the South Park. That would definitely be very negatively impacted.

I remember as a child going to Franklin School, and once in a while you'd get held up. And I know there's high school students, the bus comes down there a lot and students I believe probably still walk to Franklin over there. And I just remember being late. A few times you couldn't wait -- back in the days of the

caboose, you couldn't wait to see it because a lot of times it would be quite long.

And I would -- also as everybody has stated today that not only would you have delays for school and work but also for emergencies which would be quite frightening in a lot of situations.

The noise factor of course would be unbearable at that amount of trains being quadrupled like that. I'd hate to

see that. I'd be concerned about like senior citizens and people like that.

Another thing I haven't heard brought up but that I would also be a little frightened of is maybe the possibility of more fatal accidents. As a person, a member of the family -- a member of my family that was killed by a train many years before I was born, but a possibility would definitely increase with having that amount of train traffic. And I certainly wouldn't want another family to have to go through that.

Basically it's just a matter of noise and also environment. I'm sure there would be some kind of pollution coming with

that. And I'm sure that's why most of us are here because we don't want to see, you know, this mass increase in the train traffic.

You know, you'd probably have people maybe trying to go around the train tracks or something like that that of course none of us would like to see. They

might also try to go through other towns or something like that. And I just don't think any of us really want to see this great increase in the amount of train traffic going through our town.

I think it would have nothing but a negative impact and it sounds like they're basically trying to divert the traffic from maybe the Chicago area to Griffith. And I just don't want to see that.

As somebody that grew up around there, went to school there, I just don't want to see that happen to the town. Thank you.

MS. ADAMS: Carolyn Marsh. Leonard Tomaszewski. Thomas Frank.

MS. MARSH: Carolyn Marsh. I live in Whiting, Indiana. And there is an EJ&E spur that runs along the lake front into Chicago, 87th Street, US Steel, the old US Steel plant.

Now, this spur is basically inactive, but it is close to four other major rail lines that run along the Indiana shoreline. I live there. I know what vibrations are. I know what noise is because of these four major lines that run through there. There is a lot of hazardous waste already on these existing lines. I'd like to know how much hazardous waste is also coming from these other rail major rail lines.

In regards to the Marquette plan, I'd like to know why this spur along -- it's called the -- I find out it's called the Lake Shore Line, what exactly does Representative Visclosky -- what is his problem with this CN purchase of the

EJ&E, how it conflicts with the Marquette plan because I see the Marquette plan as a

polluter as something degrading our quality of life.

They want to take away our Whiting Park for a marine. And you have to remember, I live next to British Petroleum. I have not heard any politicians concerned about the pollution coming out of British Petroleum as they are concerned about this acquisition. I find there's some hypocrisy going on here when it comes to pollution. But I really would like to know more what Visclosky -- what his objections are that is going to hurt his Marquette plan because his Marquette plan hurts the communities of East Chicago, Gary, Whiting and Hammond, and it encloses and privatizes that lake shore. So I wonder why it is not in the environmental assessment. They pulled it out because they said it's inactive, but I think that there should be an environment assessment if they make a lake shore drive there instead because there are plans to make -- where they want that moved, that EJ&E line moved so they could put a lake

shore drive there so that there is a way of getting to condos and marinas along the shoreline which is going to add pollution to our communities. It threatens our quality of life.

So I think there's another angle here that people have to consider why Visclosky is opposing this acquisition. It's not just about the quality of life as he claims because he's threatening our quality of life in Whiting, Hammond and the shoreline communities.

MS. ADAMS: Leonard Tomaszewski. Thomas Frank.

MR. TOMASZEWSKI: My name is Leonard Tomaszewski. I'm a resident of Gary, Indiana, for 77 years and two months. This is a long history of an EJ&E and US Steel over the years. It was 59 years ago and four months that I began at US steel. It was a good industry to work for. The EJ&E was owned originally by US Steel.

In 1896, my grandfather lived in South Chicago, Illinois, and come to Gary to help build that slip. And I look at this whole situation. My question is economically how many jobs will this produce. I haven't heard that brought up this evening. If this acquisition would go through, I would like to know how many jobs are they going to produce, and good paying jobs in this community.

We look on the lake front like the lady stated coming from Whiting, East Chicago, Gary and so forth. The long-term plan over the next 25 years, this going to be what they call a gambling mecca. Have you folks been in Vegas? You know what

it's all about. The steel mills are going to close down. They're going to sell those

steel mills. And they're going to let them go. And they're going -- people are going to be bidding for them like on the stock market. You are going to bid for these jobs.

And the people don't know what's going to go on in this community in the next 25 years. I'll be resting over at Calvary, but my grandchildren and my great grandchildren, I'd like to see them have a quality of life.

And if this is in the interest of jobs and also the people in Griffith, the people in Dyer and so forth, the hospital over there, this all has got to be taken into consideration.

I live two blocks away from the railroad tracks and I time it at night. I sleep during the day. Every 20 minutes a train is going by in 24 hours plus in the day time. And all this rail traffic that they went to the government in the last 20

years and had a subsidy because they're going broke. Now they're making million of dollars and they want to come from Canada and buy into the EJ&E Railroad.

Why is EJ&E selling it and for

what price are they asking for that steel and the railroad. What is that railroad worth to them. What is it worth to the community. What is it worth to the people and the quality of life and the children going to the schools and so forth.

Like the lady said, the children are waiting in anticipation to go to the park and going onto that railroad tracks. They got automated systems where they don't have switchmen anymore. They turn around. They switch those cars from track and another track. And I've seen a number of fatalities because of automation. They took these people and they lost their lives because of that.

So I would ask the board to consider this very seriously as to what is being created here. Is this a monopoly or

is this something of interest for the community as a whole. Thank you.

MS. ADAMS: Thomas Frank.

MR. FRANK: Hello. I'm Thomas Frank from East Chicago, Indiana, and I just want to mention that in the last decade Northwest Indiana suffered from enormous amount of economic depression from the industries that have reaped a lot of benefit for the last hundred years.

The challenge for us in Northwest Indiana is to revitalize the region, retread our economy and that means attracting new types of investment,

residential, retail, commercial, office, et cetera, et cetera.

Right now Northwest Indiana is presently home to one of the densest highest volume corridor of freight in the world actually. And yet Northwest Indiana benefits very little from this. We have criss-crossed with enormous amount of rail lines all the way through the region that stops economic development in those communities.

Presently we're engaged and in the last 10 years have been engaged in an

effort to relocate and consolidate numerous number of rail lines off of at-grade crossings to begin to allow for inner city cores to revitalize. Right now if you go through our inner city cores -- let me give you an example. The CSX line that goes through East Chicago east west presently has I believe 56 trains per day. Now the train purchase of this line going through East Chicago will add an additional 39.

The aggregate number of trains that run through the corridor stops economic development in all different areas. And it's a challenge for us as

we're looking to revitalize the area and rationalize this poorly-designed infrastructure that we presently have and we wouldn't want to have CN be committed to this type of infrastructure before we're able to rationalize it. It is a poorly-designed system at present. And we need to alleviate much of that traffic off of the lake front and off of the inner city communities that are presently negatively

impacted enormously.

I want to thank you for this opportunity. Thank you.

MS. ADAMS: We have no more registered speakers at this time. We invite any additional commenters to register now.

In the meantime, we invite everyone to return to the open house area to review the boards and to ask questions.

The court reporter and at least one member of the Surface Transportation Board will remain here in the public area to receive additional comments from newly-registered speakers should we have any before 9:00 p.m. tonight.

Thank you all for your comments.

Our next public meeting and our final public meeting is in Joliet tomorrow from 4:00 to 9:00 p.m.

(WHEREUPON, the meeting adjourned at 7:13 p.m.)

D.8 Joliet, Illinois

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

PUBLIC MEETING

SEPTEMBER 11, 2008

HOLIDAY INN HOTEL & CONFERENCE CENTER
411 SOUTH LARKIN AVENUE
JOLIET, ILLINOIS

Conducted by:

Heather Tarczan, Meeting Facilitator - MWW Group Public Relations

Phillis Johnson-Ball, Deputy Chief of Staff, The Section of Environmental Analysis - STB

John Morton, Project Manager - HDR Engineering

CHIMNIAK REPORTING & VIDEO

Telephone: 312.781.9111

Reported by: Nicole M. Breytspraak, 084-003835

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MS. TARCZAN: Thank you for

attending tonight's meeting.

We are here tonight to hear your comments on the Draft Environmental Impact Statement that was released on July 25 regarding Canadian National Railway's proposed acquisition of the EJ&E Railroad.

My name is Heather Tarczan, and I will be facilitating tonight's meeting.

Before we get started, I would like to take this opportunity to review some protocol for tonight's meeting. For starters, I would like to ask everyone to please turn off your cell phones and please refrain from interrupting any speakers or commenters.

In a moment I will introduce those presiding over the meeting and there will be a short presentation on the findings from the Draft Environmental Impact Statement. Immediately following this, we will hear your comments. Each commenter will be given up to three minutes

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to speak. The time clock will be displayed on the screen and a yellow card will be shown at two minutes and 30 seconds and a red card shown at three minutes. A list of

speakers in the order they will be speaking in will be displayed on the screen. I will call forward the next two speakers in line after the speaker so that we may be as efficient as possible.

If you are interested in speaking and haven't registered yet, please proceed to the registration table or see a staff member who can assist you. Alternatively, included in the program you received tonight, you may submit comments to the Surface Transportation Board through a toll-free number, website, or mailing address. There are also comment forms and drop boxes as well as court reporters located in the open house area. Please recognize that all methods of comments received by September 30th will be taken into consideration and weighed equally.

Tonight we are here to listen to

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your comments on the Draft EIS. This is not a question-and-answer session, though we invite you to return to the open house area if you have any questions or you'd like to provide your comments in a more private setting with a court reporter there.

We appreciate your courtesy as we work to create an environment where everyone can be heard. If you disagree with a speaker, we ask that you not express your disagreement out loud. Likewise, please note that applause for speakers during his or her remarks gives that person less time to speak and, ultimately, limits the time for everyone else to speak.

In the event anyone is in need of a Spanish translator, please let a staff person know.

If you have any questions, we have a number of staff available to assist you. Again, staff are identified with a name tag and they're located throughout our venue.

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One quick housekeeping note, in an event of an emergency, exits are located on both sides of the room.

I'd now like to introduce the people with me on stage. Phillis Johnson-Ball, deputy chief of the Section of Environmental Analysis for the Surface Transportation Board. John Morton, team leader supporting the Surface Transportation Board's Section of

Environmental Analysis.

Phillis Johnson-Ball will now make some remarks on the Draft EIS.

MS. JOHNSON-BALL: Good evening, and welcome to our public meeting.

My name is Phillis Johnson-Ball, and I'm with the Board's -- Surface Transportation Board's Section of Environmental Analysis.

I know many of you have concerns about this proposed transaction on the community, and we're here to hear your comments and to record them. This is your opportunity to have your voice heard, so

please take the opportunity to sign up, speak tonight, or to leave us written comments.

I'd like to begin by giving a brief overview of the functions of the Surface Transportation Board. The Board authorizes carrier actions, resolves carrier disputes, conducts rule makings, adjudicates reasonableness of rates, monitors motor carrier activity, and it takes performance action, and, importantly, it provides assistance to the public. I know many of you have contacted our office

well, and what we still need to do. So, please, I ask again, take the opportunity to speak with us tonight or to leave comments.

Responses to our Draft Environmental Impact Statement are due to the Board by September 30th. If you mail in your comments, they must be postmarked

of assistance to ask questions and to receive information.

The Board is composed of three bipartisan members that are appointed by the President. The members are Charles Nottingham, who is our chairman; vice-chairman, Frances Mulvey; and Commissioner, Douglas Buttrey. These are our decision makers.

The Section of Environmental Analysis is the environmental arm of the

Board. We direct the Board's environmental review. We conduct independent analysis of all environmental data. We provide technical advice and recommendations to the Board and assistance to the public and information on the various environmental issues. The Section of Environmental Analysis also ensures that the agency complies with the National Environmental Policy Act or NEPA.

Public participation, which is why we're here tonight, is one of the most critical aspects of the process. This is your opportunity to have your voice heard. This is the time that we want you to tell us what we did well, what we did not so

by September 30th. If you provide them by phone, you can dial -- we have a 1-800 number, 1 (800) 347-0689. You can provide a written comment, again, that has to be postmarked by September 30th; you can email them to the Board; you can speak publicly tonight; or you can speak to one of the court reporters out in the hallways.

I'd like to talk a little bit about the acquisition process, what happens and how does this process get started. First, an application is received by the Board, it's received at the Board by an applicant. The Board then sets a procedural schedule where the Board considers the merits and the environmental issues.

The merits consist of competitive issues, economic issues, and

transportation. In a parallel, the Board considers the environmental impacts of the proposed transaction. So the Board is looking at the transaction from the merits and the environmental process at exactly

the same time. The Board cannot issue a decision until the process for analyzing the merits and the environmental process has been completed.

The Board, after reviewing all of the information from the merits and the environmental process can take three actions. The Board can deny the process, the Board can approve the transaction, or the Board can approve the transaction with conditions on the merits or conditions on the environmental part of it.

The Board -- we've had a lot of comments about the third-party process and exactly who is HDR. The Surface Transportation Board is composed of approximately 150 people, nine of those people work on the environmental staff. So the Board, like other small Federal agencies use the third-party process to assist us in the preparation of our environmental documentation. And in this

particular case, HDR is the Board's third-party contractor. The third-party

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contractor works under the sole supervision and direction of the Surface Transportation Board. They report directly to the Board on all environmental matters.

John Morton, who is with HDR, will give you an overview of the results of the Draft EIS.

Thank you.

MR. MORTON: Thank you, Phillis.

I'd like to talk a little bit about the Draft EIS and the conclusions of the Draft EIS, but before I do that, I would like to let you know that there is a lot of information in the EIS, and I understand that we're only going to touch on just a little bit of it tonight, I would encourage you to if you have questions, if you want to find out more, we're going to leave the open house portion of it back behind the divider there and those staff members will be back there, they'll be more than happy to answer any questions you might have, either as a result of the presentation that I give or as speakers

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come up tonight, if there are questions that, you know, occur to you, feel free to go back to the open house portion, look at the maps, and talk to any of the staff members, you know, that are wearing a name tag.

We encourage you to move forward if you can't see the slides, and if you, you know, need to have a better view, we do have seats up front.

CN is the applicant. CN is a major shipper of both domestic and foreign freight. They have five rail lines that converge on the Chicago area. Those rail lines are shown in the dark color on these maps. They operate about 150 miles of rail lines in the Chicago area. EJ&E is a regional rail line. They operate a rail line that covers an arc in the lighter brown color that -- around the City. They also operate two main rail yards, one is East Joliet Rail Yard here in Joliet and the other one is Kirk Yard in Gary, Indiana.

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CN has indicated three primary purposes for acquiring the EJ&E. The first is to increase the CN's operational flexibility by, essentially, providing a, you know, a continuous rail route around the City by connecting their five rail lines. The second reason is to make Kirk Yard and East Joliet Yard available to their operations, and the third is to develop a more extensive relationship with the various shippers on the EJ&E rail line.

The EIS evaluated a number of resource categories and a number of issues. I'm only going to talk about just a few of them tonight. If you have any questions about remaining issues, anything that I don't talk about, feel free, once again, to talk to anybody with a tag and look at the maps and the information back in the open house section.

The application included a number of changes in rail traffic, and I'll talk about those in a second. They also included six new connections, one, you

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know, is here in Joliet, and it included 19 miles of a second, you know,

construction of a second parallel track along the existing track, and, once again, a portion of that, you know, runs from East Joliet Yard to Frankfort.

From an operations standpoint, the EIS looked at a number of changes in CN's operating plan. This is a schematic, and I know it's a little difficult to read, but it's a schematic output from the analysis. The lines coming in are the five CN rail lines that we showed on the earlier map. The thick line on the outside is the EJ&E arc around the City. The light blue color is the current number of trains operating on those rail lines today. The thickness of the line indicates the number of trains per day. The darker blue color is the proposed changes from the operating plan. It's pretty easy to see that the major change is they're taking traffic that's operating through the City today and putting it on the EJ&E arc on the outside.

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They're looking at about 15 to 24 trains a day change.

As a result of the analysis that we did, the EIS concluded that in some sections the EJ&E rail line would be at or

near its practical capacity. The result of that is that it's unlikely that CN would operate more trains or that the traffic levels would be higher than estimated by CN in their operating plan. In addition, one of the conclusions is that Metra's on-time performance can be maintained with effective coordination between CN and Metra.

The EIS evaluated train and roadway safety. On the EJ&E arc because of the increased number of train miles operated on the EJ&E arc, there would be an increased probability of train accidents and an increased probability of highway/rail accidents. Conversely, on the CN Rail Line segments inside the arc, there would be a reduction of train miles and a reduction for the potential for train

accidents and highway/rail accidents.

The EIS identified three road crossings that would see a substantial -- potentially have a substantial increase in accident risk. One of them is Woodruff Road here in Joliet.

The EIS also evaluated passenger rail and hazmat safety. There is no

passenger rail that operates on the EJ&E, but there is passenger rail that operates on the CN Rail Lines where the traffic will go down improving passenger rail safety. The transaction would result in a significant increase in hazardous material transportation on the EJ&E Rail Line.

The EIS also looked at transportation systems. It evaluated 155 at-grade crossings on the CN Rail Line segments inside the arc, and of those, 125 would experience reduction in train traffic. It looked at 112 crossings on the EJ&E, of those, 87, you know, met the Board's criteria for analysis. Of those 87, 15 were considered to be, you know,

substantially affected. The 15 crossings are listed on a board back in the open house section, identified on the map in the open house section. I would encourage you that if you wanted to talk to any -- specifically about any of those, they, you know, talk with one of the staff members back in the open house section.

The EIS also looked at air quality findings. Because of the longer rail route used in the EJ&E, there would be

an increase in fuel use, but because of the more free-flowing aspects of it, it would be more efficient and there would be less idling time for locomotives; therefore, the conclusion was that the air emission changes in 2015 would not exceed current regulations or jeopardize the region's air quality compliance.

The EIS also looked at emergency response and emergency response providers and identified 11, you know, emergency service providers that would be affected. There's nine fire stations and two

hospitals that the EIS identified. Once again, those are listed specifically on a board back in the open house section and identified on the maps.

The EIS looked at noise. There would be about 3,000 homes/residences that would be within the 65 dba contour as a result of the transaction. On the EJ&E Rail Line there would be about 2700 on the CN Rail Line segments inside the arc where you would have a reduced noise level. In addition, the one quiet zone, the Barrington area quiet zone, without mitigation would lose its quiet zone status

because of the increased freight activity.

The EIS also identified a number of mitigation measures to offset the impacts identified. The applicant, CN, provided a list, 76 voluntary mitigation measures. Those are identified -- I'm sorry -- identified in the -- by topic there. We -- they are listed in the executive summary of the EIS and they're also listed in Chapter 6 of the EIS if you

wanted to look at any one of those 76. In addition to that and on top of the 76, SEA identified 72 mitigation measures, and, once again, we identified the specific resource category of those 72 measures.

Finally, I, once again, reiterate that there are a number of ways to file comments, and I encourage you to use all of those methods for filing comments.

Thank you.

Heather?

MS. TARCZAN: We will now begin the comment portion of our meeting. Let me remind you that we will adhere to the three-minute rule, which begins as soon as you start speaking. If three minutes is not enough time for you, please feel free to speak with the court reporter in the open-house area to complete your remarks. We also invite you to leave your full, written comments with the court reporter located in the front of the stage.

To be fair and consistent, if you speak beyond the three minutes, I will begin to announce the next speakers.

I would now like to ask that the first speaker, Margie Almanza, please come to the microphone. Margie will be followed by George L. Cutright, Jr., and Lee Ann Goodson. Each commenter should begin by stating their name and who you represent or

the town you are from.

MS. ALMANZA: My name is Margie Almanza, and I am here representing Congressman Jerry Weller. Congressman Weller regrets that he is unable to attend tonight but would just like to offer the following comments: He believes that events like these give representatives and other bodies a sense of public opinion on an issue, and the proposed acquisition of the EJ&E railroad is no different.

He understands that there are many concerns by members of the public that this proposed deal will have, the end result of which will undoubtedly be substantially increased train traffic, and, with it, an increase in traffic gridlock, noise pollution, and a decrease in the overall quality of life for the people living along the EJ&E railroad.

He is also concerned with the unknown environmental risks of this deal. He believes we cannot be too careful in protecting our environment for future

generations.

His desire is for Canadian National to spend quality time with each community affected by their proposal to learn of their negative impacts, and he urges the Surface Transportation Board to be extremely thorough in their review of this deal so that no problem is left on the doorsteps of our communities or our future generations. Thank you.

MS. TARCZAN: Thank you. Again, I would like to ask each speaker who is next in line to please form a line behind each microphone.

George L. Cutright, Jr., Lee Ann Goodson, Alex Harris. Mr. Cutright.

MR. CUTRIGHT: Yes. Good evening. My name is George Cutright, Jr. I appreciate the opportunity to come here tonight and voice my comments.

I have an entire folder here of pros and cons concerning this proposed acquisition. There is much talk about two-mile trains, several other things, who is going to pay for it, much conflict about how this should be done. There are some statements that are being made that, you know, the people who wish to have this go through have not been able to have their voices heard as well, and I'm hopeful that is not the case. I'm hopeful they, too, will be able to speak their side.

I will not take up time or anyone else's possible subject matter, being the second one called, and will speak strictly about the event of September 7th where the Surface Transportation Board was able to explain to Canadian National that they would not agree to go ahead with a final decision without the full impact of

the environmental study to be made

available to the board. I fully agree with that. I'm not talking tonight about the economics. I'm talking about the environment. I live next to a federally protected wetlands. I currently have frogs in my backyard. There's a lot of things that are causing this. The train track is right there. There's been encroachment of -- there's been some people moving in the subdivision.

I am an advocate for the environment. I know that if this goes through, one man says you will lose -- 100,000 homes will lose value. That would be a very difficult thing. I have been in my home for 21 years; but, at the same time, I understand that hopefully some kind of a provision can be made, if it does go through, that enough mitigation is done so that the effects to the environment are actually taken care of.

I do know that Canadian National is an organization that is in the

transportation stocks and is making good money. Their largest shareholder is Bill Gates. I'm not -- I thought he was more interested in the environment.

I am, again, encouraged that we will -- everyone will be able to be heard and that other people other than just myself will talk about the environmental impact. Thank you.

MS. TARCZAN: Lee Ann Goodson, Alex Harris, Eric Jakubowski.

MS. GOODSON: My name is Lee Ann Goodson. I serve as legislative coordinator for House Republican Leader Tom Cross, and I am elected to the Will County Board and serve as a commissioner for the Forest Preserve District of Will County.

My comments will be submitted in

greater detail in a letter from Representative Cross and myself, but I would like to thank you, thank the STB, for taking the time to conduct these hearings. I appreciate your recognition that this is a transaction of major concern for all of the citizens as well as the local county, state, and federal elected officials of this region.

Historically, the rail industry seems to have been given a pass on transparency all in the name of protecting information from competitors.

Now, the price of fuel in the U.S. is rapidly rising, with little relief in sight. As our federal elected officials search for alternative sources of energy,

the demand for cost-efficient methods of transport to transport good across the country has revived the rail industry. Projections show a growing demand for rail transport for the foreseeable future. With that increase in demand on rail services comes greater responsibility to all railroads and the STB to address the big picture.

CN's proposal to redirect some

trains from the densely populated suburbs of Chicago to the densely populated region of the collar counties is short-sighted. Shifting the burden of rail congestion from one community to another falls short of a real long-term solution.

This transaction benefits CN and their customers with faster service and delivery while increasing their bottom line, but it places a major burden on the backs of taxpayers unless CN is responsible for the challenges they create.

The DEIS fails to address the indirect and cumulative impacts of this

transaction, nor does it hold anyone liable for proper mitigation. Communities are encouraged to work with CN, yet CN has stated publicly and privately they will do only what is required of them and will not invest more than the customary 5 to 10 percent of the acquisition.

Costs for mitigation are estimated at several million dollars. CN has been quoted as saying we will have to look to our state and federal government for funds to mitigate. We all know, we are all well-aware of the financial status of

our state and federal government.

While we scramble to get costs and figures to substantiate our concerns, the DEIS provides for just three years of oversight following approval of this transaction. With all of the state and federal mandates on road projects, three years is barely enough time to conduct Phase I and Phase II engineering to split grade crossings.

The application is for the

purchase of approximately 198 miles of track with the capacity to hold two or more rails beside it. After three years of oversight, CN is free to develop these beds as they see fit.

I would encourage a minimum of 5, 10 years or even longer of the STB oversight. While this is not a common practice and demand, the rail transportation -- the demand for rail transportation necessitates the change.

House Republican Leader and I stand as opposed to this transaction and urge the STB to deny its approval without a long-term solution that can be found to mitigate the problems it creates.

MS. TARCZAN: Alex Harris, Eric Jakubowski, James Moustis.

MR. HARRIS: Thank you very much. Alex Harris, the village administrator for the Village of Plainfield, here on behalf of Mayor Waldorf, our trustees, and the 38,000 residents of the Village of Plainfield.

One, we want to thank the STB for coming back to Will County, HDR for their explanation this evening, and encourage you to visit the Village of Plainfield and sit down with us to understand the issues that we will address here this evening.

We were asked to summarize our comments, and we will submit from our Mayor Waldorf formal engineering and concerns regarding traffic counts; but tonight we wanted to, first, highlight the Village of Plainfield, talk about planning and then

the quality-of-life issues.

First, the Village of Plainfield is the oldest as well as the fastest growing community here in Will County. The Village of Plainfield was actually here

prior to the railroad, and it's something that we are very proud about. The fastest growing portion is something that we sincerely hope that the Surface Transportation Board takes a closer look at than just current projections that they have in the draft EIS.

To that end, we want to highlight planning. The Village of Plainfield has its future land-use plan as well as comprehensive plan approved, nearly ten years of how our community will grow. This does not incorporate the current transaction for Canadian National. As a matter of fact, we have looked at rail as recently as this year and addressed how we would handle future growth of rail but not to the degree that Canadian National is looking to represent.

Secondly, the county that we are in, Will County, actually has a transportation plan going out to 2030. In

that, they have not accounted for the Canadian National growth along the EJ&E

and, again, a great concern to us.

Finally, the State that actually has Route 30, Route 59, Route 126, as well as I-55 all through the Village of Plainfield that has not only its five-year plan but its engineering plan in place, all of that we strongly encourage the Surface Transportation Board and its consultants to take a closer look and make sure that, indeed, you are representing the good planning that has happened in this region and how best we address that with the current transaction.

Finally, quality of life. Two quick stories: We had a fire recently in the Village of Plainfield and our fire district, something that's completely separate as a taxing body, could not get to the house because of existing rail.

Then, secondly, we have one of the largest school districts, the fifth largest in the state, and with their 400 buses we feel that is a grave concern of getting kids to school on time and safely.

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Finally, all of this comes together with H.R. 6707. All of the legislators in this area as well as across the country are looking very closely, including Chairman Oberstar. We strongly support that you look at the support we see on planning, quality of life for the Village of Plainfield and our region. Thank you.

MS. TARCZAN: Eric Jakubowski, James Moustis, Lawrence Walsh.

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MR. JAKUBOWSKI: Good evening. I am Eric Jakubowski. I am a director with the CN. Thank you for the opportunity to present CN's perspective on the draft EIS.

This evening I would like to focus on CN's commitment to the environmental review process and our efforts with communities along the EJ&E line to reach voluntary mitigation agreements.

As you have heard from CN witnesses throughout these hearings on the draft EIS, CN has been taking very seriously the concerns of communities along EJ&E lines related to increased train traffic. We began meeting last fall with municipal leaders and staff and then launched substantial environmental outreach meetings earlier this year in an effort to construct voluntary mitigation agreements that will be responsive to community concerns now and into the future.

After identifying the unique characteristics and environmental concerns

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of each community, we have explored with them proposals covering a range of issues,

including safety, noise, rail operations, emergency response training, and coordination of emergency communications.

CN is committed to this effort, and the agreement that we have reached in late August with the City of Joliet is evidence of the fact that community concerns related to increased train traffic can be successfully mitigated.

CN is willing to address legitimate environmental concerns with communities willing to work in good faith with us to meet their needs while enabling this transaction to move forward. Our agreement with Joliet resolves the city's outstanding concerns related to quiet zones, operations, and communications surrounding the transaction and does involve significant investment in track improvements and roadway features along the route through Joliet.

CN is actively working with many

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other communities now, and we believe this will be the first of many voluntary mitigation agreements between CN and communities along the EJ&E.

CN also is fully committed to

completing this transaction. By acquiring the EJ&E, we are seeking to make CN and the rail system more efficient, easing rail congestion in the critical downtown Chicago gateway and making continued use of fuel-efficient, safe, and environmentally friendly freight rail transportation in this region a viable freight transportation option for the business community.

CN wants the most efficient transportation network possible. We understand the desire for a comprehensive congestion-relief solution for the region, such as CREATE, which we support.

Unfortunately, the government's funding for CREATE has not been forthcoming, and even under the most optimistic scenario, it will take many years before CREATE will produce meaningful

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congestion relief in the region.

CN's proposed acquisition of the EJ&E offers a private-sector solution to some of Chicago's ills. The more efficient rail operation that will result from this transaction, combined with the relief for 60 communities inside the EJ&E arc that will benefit from the reduced train traffic

are important benefits to the region that should not be overlooked. Thank you for this opportunity.

MS. TARCZAN: James Moustis, Lawrence Walsh, Chris Cartwright.

MR. MOUSTIS: I'm Jim Moustis, chairman of the Will County Board and supervisor of Frankfort Township. I would like to thank the Surface Transportation Board for hosting this event this evening.

The discussion to date, much of it has been on the traffic impacts to our communities that would be caused by the acquisition of the EJ&E by Canadian National Railway. Those are the problems the CN has the ability and resources to

solve, and the STB should absolutely require the CN to do so.

The CN purchase will also greatly increase the threat of hazardous material, threats due to potential accidental or incident -- intentional chemical leaks. The STB's own map shows that the CN acquisition of EJ&E will result in a tenfold increase to haz.mat. cargos on the northern half of the EJ&E line, including many communities in Will, DuPage, Cook and Lake Counties and a sevenfold increase to the southern half of the EJ&E

line.

According to the chlorine industry, the gas cloud from one 90-ton chlorine tank can spread out at a lethal level 15 miles downwind by 4 miles wide. The chemical release from even one railcar in an urban area would be an unprecedented toxic gas disaster for any community, whether the release is accidental or intentional, and the risk is unacceptable.

There are existing, alternative railroads that are well around and outside of the metropolitan Chicago area. Under the National Environmental Protection Act,

the STB should have considered these alternatives instead of limiting the choices of routing to the downtown Chicago line or the EJ&E suburban loop. Such alternatives are already used by major railroads in other regions of the country.

The Draft Environmental Impact Statement summarizes the six scenarios haz.mat. -- six serious haz.mat. railcar events that the CN and EJ&E reported in

Chicago from 2003 through 2007, with only a total of 89 people evacuated.

The draft ignores earlier, more serious local chemical railcar releases, and the EIS discusses further haz.mat. release by concluding that they will be minor.

It appears that the STB's basic stance is that the CN purchase merely will transfer the impacts of rail cargos from downtown Chicago to less-populated suburbs while dismissing other alternative routes because they don't give the CN what it desires. Yet, there is no guarantee from the Canadian National Railway, the STB, or anyone else that the EJ&E purchase will benefit the downtown Chicago lines with a

long-term lessening of rail freight, including haz.mat. cargos, or that either the EJ&E communities or Chicago will be at reduced risk from incidents of hazardous materials released.

MS. TARCZAN: Lawrence Walsh, Chris Cartwright, Karyn Robles.

Lawrence Walsh, Chris Cartwright, Karyn Robles, Allen Persons.

Again, I would like to ask everybody to please form a queue behind the microphones. Chris Cartwright.

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MR. CARTWRIGHT: Yes. My name is Chris Cartwright. I am the local chairman for the International Association of Machinists and Aerospace Workers. I represent the machinists on the EJ&E in Joliet. I can tell you for a fact in the last thirty days, we have had five delays at crossings. We have had one out at 135th Street out in Plainfield. We have had one at Woodruff Road. We have had one at Briggs Street. Briggs Street, I feel, is more critical than Woodruff as far as the impact. We have also had two at Rowell Avenue, right under I-80. That's the way I take to work. I'm stopped there at least five times a month with delayed trains.

The difficulty is with the Rock Crossing there, the trains coming in a lot of times can't make it in; the same with coming out of the yard.

I feel that with the CN's proposal that they are going to put a run-through track, a main line, right

through the center of our yard, and send it

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straight through up through the Rock and up into Frankfort. I feel this is not feasible. There is no way that they can do this without being affected by the Rock, as well as coming up the steep grade into Frankfort.

Not only does that endanger the lives of the men that work out in the yard, you have car inspectors looking over cars, you have crews switching, you've got a train going 40 miles an hour as they propose, that's quite a distance of speed, and they can't just stop if a guy is right there in the way or, you know, it could cost people's lives.

As well as I think the impact of the jobs in Joliet I don't think has been addressed either. I understand tonight that the CN wasn't aware that there are 11 locomotive department employees that work in Joliet they didn't know existed. They thought they worked out of Kirk yard. We very much live and work in Joliet. We work and live in this area. We will directly be

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affected by this. That worries me and my family.

The way I understand it, the CN is going to close the Woodcrest shop. That means all those jobs are going to leave Illinois. That does affect the environment as far as the community goes. If we don't have that money here, those people aren't making those decent-wage jobs, all that money goes over to Indiana.

So I strongly suggest you look into the Joliet issue as far as Briggs Street, as well as I live in Sugar Creek. Half my fire district is on the north side of the tracks. We don't have fire hydrants in our neighborhood. Our pump truck is actually on the north side, so if we have a fire, we have to get the pump truck from the north side, you know. This is something to look into, and I appreciate you giving us this opportunity. Thanks.

MS. TARCZAN: Karyn Robles, Allen Persons, Representative Renee Kosel.

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MS. ROBLES: Thank you. My name is

Karyn Robles. I am the transportation team leader for the City of Naperville. Thank you for letting us speak tonight.

The City of Naperville and other communities along EJ&E are facing serious impacts which will result from the increase in train traffic if the CN is allowed to move forward with this acquisition. There are major issues that need to be considered because of how they will impact the thousands of residents and businesses around the railroad as well as the many drivers who travel across the EJ&E on a daily basis.

In Naperville, we have three major roadways that cross the EJ&E, Diehl Road, Ogden Avenue, and 111th Street, all of which will see a significant increase in the number of train crossings, which will result in serious delays to our residents and businesses who live and work in our community.

In terms of day-to-day life for

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our residents, if a commuter who is traveling west along Ogden Avenue each day to get to work gets stopped by a train, this proposal would add an additional nine

minutes to their commute.

If the CN is permitted to acquire the railroad, they are anticipating that our train traffic will triple, which means three times as many people will have an additional nine minutes added on to their commute, one way.

In addition to the increase in commuting time that our residents will experience, the traffic delays caused on the main arterial roadways have a direct impact on the traffic on the surrounding streets as well as the residents and businesses located on them.

The draft EIS does talk about how traffic from the at-grade crossings can shift over to existing grade-separated crossings as people try to avoid the delays. However, there is no analysis done to see if the grade-separated crossings

that we currently have can accommodate this shift in traffic.

The adjacent grade-separated crossings have not been designed to accommodate the influx of traffic that we would experience from this acquisition. The solution cannot be that the vehicles will relocate to other roadways with grade-separated crossings, because those roadways are already congested.

The EIS must evaluate how many vehicles it expects to use an alternative route and calculate the impact those shifts will have on those roads and crossings if we are truly to understand the impacts of this acquisition.

Additionally, the methodologies used don't meet the federally established planning policies that look at impacts for the next 20 years, and we would like to see that further out.

A grade-separated crossing at Ogden Avenue will cost at least $55 million to construct, and Canadian National is

saying they will pay for 5 to 10 percent. Where is the rest of that money going to come from?

The state has said that they don't have it, which puts the burden on the municipalities. We feel that the CN should pay at least 50 percent of that cost due to the impacts that we are going to experience.

This proposed acquisition presents some serious consequences for our community, and we would ask the STB to carefully look at these impacts and either deny the acquisition or ensure that proper mitigation is required to minimize those impacts. Thank you for allowing me time to provide my comments.

MS. TARCZAN: Allen Persons, Representative Renee Kosel, Donald E. Bennett.

MR. PERSONS: My name is Allen Persons. I currently serve the Village of Plainfield as the Director of Public Works. I've served in this position for over ten years now.

I would like to thank the Surface Transportation Board for the opportunity to speak on this important issue. The Village's Public Works Department has serious concerns with specific sections of the Draft EIS, and I will outline a few of these concerns tonight, but we'll submit a whole list before the end of the comment period.

The first is the study indicates that the Village's population is 13,038 people. In fact, we are currently over 38,000 people as Administrator Harris had mentioned earlier. This type of error was common throughout the document. The similar incorrect data was utilize to underestimate current and future traffic demands.

Under the mitigation section

that was on the board here earlier, it recognizes that Plainfield's 135th Street at-grade crossing will need mitigation as it's only 605 feet from U.S. Route 30. If you apply the same type of thinking to other intersections or crossings in town, such as Naperville Road, Route 126, they're both within close proximity to Route 59, and the 127th Street railway crossing is only 45 feet from Route 30. We question why the EIS failed to recognize these other intersections and calculate the delays that would be presented. We believe that the EIS is deficient in this area.

Under the Transportation System Analysis Section, we believe that the

traffic data that was utilized is outdated and incorrect. For example, the EIS failed to recognize the significant traffic pattern changes that occurred within a section of our 143rd Street. Recently, the Illinois Department of Transportation redesignated 143rd Street as U.S. Route 30. At that time or at this time the traffic

volumes have more than doubled than the estimated traffic numbers that were in the EIS. Overall, we believe the EIS is deficient in this area currently as well as projected traffic volumes.

We believe that the EIS failed to address the costs that are needed for the associated grade separated crossings that will be needed in the future, and we can all agree that a grade separated crossing is the safest way and the most -- and the least congestive way to alleviate these problems.

Overall, as the EIS has failed to properly address many issues and is deficient in many areas, we recommend that the STB take the necessary time to complete an accurate study on the real impacts the proposed acquisition will have on our

residents in Plainfield.

Thank you.

MS. TARCZAN: On behalf of State Representative Renee Kosel, Roberta Burmeister; Donald E. Bennett; Fred Millar.

MS. BURMEISTER: My name is Roberta Burmeister, and I am Illinois State Representative Renee Kosel's legislative aide in her district office, which represents the 81st Legislative District.

Thank you for the opportunity to comment on behalf of Representative Kosel, who is in Springfield working on budgetary issues for our state.

As she can't be here tonight, she asked me to deliver this message to you on her behalf.

In the introduction it is mentioned that an Environmental Impact Statement must take a hard look at issues. During my brief time to speak tonight, I will comment on two issues that Representative Kosel believes requires a harder work before the final Environmental Impact Statement can be completed.

The Draft Environmental Impact Statement fails to take a hard look at the

source of funding mitigation costs, such as overpasses and underpasses. The Draft

Environmental Impact Statement suggests that the Canadian National Railway should only pay a small portion of these costs and Federal, State, and local governments should pay the majority of the costs.

Recently key Illinois state agencies, the Illinois Department of Transportation and the Illinois Commerce Commission, stated at a Congressional hearing in Chicago that they do not have funds for grade separations along the EJ&E railway tracks in their budget. The Canadian National's public financial statement shows that the company made over $2 billion last year on revenues of 8 billion. The taxpayers of the United States should not help this exceptionally profitable foreign railroad make even higher profits by subsidizing the mitigation that these actions require. Even if it is precedent setting, the STB should require the Canadian National to pay for all mitigation required. Final Environmental Impact Study should

identified the Canadian National Railway as the realistic source for funding mitigation, not the taxpayers of the State of Illinois.

State Representative Kosel is a former school board member. The Draft Environmental Impact Statement does not take a hard look at the needs of school children who will be required to cross the tracks on a daily basis. The Draft EIS does not mention mitigation measures such as restrictions on time of day for freight train operations to avoid conflicts with school bus traffic. The Environmental Impact Statement needs to direct the Canadian National to work with local school districts to avoid operating trains at highway crossings during peak school bus operating hours.

You may not be aware that our community is building a new high school with property that borders the EJ&E tracks. You may not be aware that the majority of growth from the Lincoln-Way High School

District south of the EJ&E tracks and all four high schools are located north of the EJ&E tracks. The disruption caused to educational programs caused by late buses is dramatic. The Final Environmental Impact Study needs to state how this disruption can be avoided.

She wishes you to take a hard look at the issues. Thank you.

MS. TARCZAN: Donald E. Bennett, Fred Millar, Dino Kapadia.

MR. BENNETT: Good evening. My name is Donald Bennett. I'm the Chief of Police

for the Village of Plainfield.

As chief for the last 23 years of the Village of Plainfield, I can assure you firsthand the real impact that this is going to have on our community. Train traffic through Plainfield will have a detrimental effect on the traffic movement that's already gridlocked, which is not being considered in your Environmental Study that interstate I-55 and its access through Illinois 126 will have a tremendous delay. In fact, the CN's proposal of having the trains come through at 30- to 34-minute intervals will not allow the volume of traffic to regroup before the next train comes through. This, in turn, will back up, which it already does with the current EJ&E when it comes through, the traffic on 126 backs up onto Illinois Route 59 causing delays for north and south movement as well as the east and west

movement on the 126. Having the two-mile train will cause tremendous impact. We do not feel we will be able to recuperate during those times.

An additional issue is that the

train when it comes through in the downtown portion will block all five crossings trapping emergency vehicles on one side of the community from getting to the other. Due to geographic restrictions, such as the rookery and other bodies of water, there is no simple way to get around, and, therefore, having this additional delays will you cause undue hardship for the emergency responsive people in the Village of Plainfield without having an above-grade or some other alternative to get over the tracks.

Second, or thirdly, as you're well aware or probably have, the Illinois Commerce Commission deals with train/vehicle collisions, and approximately 40 percent of all train collisions in the State of Illinois occur within the six

county Metro area. Having said that, the psychological makeup of today's drivers are not favorable to patience and calmness when out on the road and do not deal with unexpected delays well.

Rail studies show and indicate that basic signal improvements at traffic grade crossings have limited impact, and

the fact is in the last five years, more frequent reductions are slim due to the fact that 91 percent of the collisions are due to inattentive driving, people going around the rail crossings, disregarding the flashing lights.

I think the Safety Board needs to take this into consideration in dealing with anything with the City of Plainfield.

Thank you.

MS. TARCZAN: Fred Millar, Dino Kapadia, Marcella DeMauro.

Fred Millar. Dino Kapadia.

MR. KAPADIA: My name is Dino Kapadia and I'm from Frankfort.

These are my comments as a retired senior outlining consequences that I've not seen addressed as of yet. Thousands of people could go postal to Canadian National. Here is why. The Surface Transportation Board is structured to only evaluate changes in the surface environment, not the changes that will occur in the mental environment

of thousands of affected commuters who may go berserk. Why? Because after the purchase, repeatedly and unpredictably and due to absolutely no fault of their own, those innocent family supporters who suddenly find themselves living on the wrong side of the EJ&E tracks, such as myself, could be frequently late going to their work. So, like me, they will be written up and warned three times by their employers and them summarily fired.

About the tardiness fallout. Suppose that about 100,000 commuters in the

EJ&E communities drive daily to work. Now suppose that only 10 percent of them face loss of jobs, as I actually do, but that's over 10,000 drivers all the way from Mundelein to Aurora to Northwest, Indiana. Add to those commuters thousands of unfortunate rail commuters whose trains either share or cross EJ&E or Canadian National tracks, where signalman have long-standing instructions to always give priority to freight trains. Why? Because they pay the freight.

Now further suppose that only a fraction of those feeling confused and

helpless are predisposed to getting berserk, that could still be over a thousand people. What would those thousand people do? Hopefully, just honk their horns and not mimic Mayor Daley who sneakily during the middle of the night on March 30 of 2003, when frustrated with another Federal agency, the FAA, said, To heck with it, and took some very impressionable and illegal actions in

tearing up the landing strip to prevent more and more planes from flying in to downtown Chicago.

Now I'm definitely one of those thousands who will be fired because I deal with parents who have already dropped their kids off at the parking lot at the tutoring center where I work will be forced to come back again and again to take their kids back home.

So, Surface Transportation Board and Canadian National, please do what you can to preserve the status quo. Think of the midnight madness of Mayor Daley and do not cause thousands to go postal on Canadian National.

MS. TARCZAN: Marcella DeMauro,

Annette Bowden, Tim Baldermann.

MS. DeMAURO: Good evening. My name is Marcella DeMauro representing the forest preserve district of Will County.

My comments tonight will highlight some of the concerns that we have about impacts to our forest preserves.

The Forest Preserves District currently owns and manages over 20,000 acres and 100 miles of trails for the enjoyment of Will County residents.

The proposed acquisition of the EJ&E by the CN may affect four forest preserves, three dedicated state nature preserves, three existing recreational trails, and one proposed trail.

In general, the Draft EIS is inadequate by providing minimal detail about how a determination of no environmental impact was made. While

acknowledging there would be longterm impacts to natural resources, the Draft EIS offered no mechanism for monitoring, evaluating, or mitigating for these

acknowledged impacts. The Final EIS needs to provide quantifiable conclusions for impacts to biological resources and appropriate mitigation measures.

With respect to public safety, two of our preserves are transected by the rail line and limited to a single ingress/egress. The public may be trapped by a train during an emergency and be without access to emergency services.

The Draft EIS concludes that there could be an increase in hazardous material spills. Many Will County residents depend upon a shallow aquifer system to supply 100 percent of their drinking water. Some communities have no existing infrastructure to deliver water from an alternative source, like Lake Michigan, and this needs to be addressed.

Many of the areas along the EJ&E are environmentally sensitive preserves that would make a hazardous material spill

difficult to clean up, many of which

provide breeding habitat for documented occurrences of Federal and State endangered and threatened species. With large increases in freight volume and hazardous cargo load, this risk is very real.

The Final EIS needs to address mitigation for hazardous spills, including site cleanup, financial compensation for damages, and preserved closure timelines.

With respect to vibration and noise, the Final EIS needs to address specific vibration impacts to flood control structures and other preserved infrastructure, noise impacts to preserve users and visitors attending on site public programs.

With respect to wildlife, studies cited in the Draft EIS suggest birds at a distance of more than 500 feet will not be affected by additional train traffic. None of the cited studies were specific to the species present in the rookery at Lake Renwick Preserve, and the results are inappropriate generalized to

all avian species. This report does not acknowledge that critical foraging and potential breeding habitat for the rookery exists within the identified 500-foot sensitivity zone.

In closing, today the Forest Preserve Board of Commissioners adopted a resolution opposing the acquisition of the EJ&E by the Canadian National Railway Company. This resolution will be submitted along with my comments this evening.

The Forest Preserve District also intends to submit comprehensive written comments on the Draft EIS by the September 30th deadline.

Thank you.

MS. TARCZAN: Annette Bowden, Tim Baldermann, Brian Horvath.

MS. BOWDEN: As a trustee for the

Village of New Lenox, I represent myself and all of the residents opposing the CN acquisition.

New Lenox has always embraced the various rails that passed through our community. Even our Village seal is that of a locomotive. This seal was designed by a young student many years ago as a symbol of New Lenox. The trains have always been a part of our growing history. It's hard to imagine that CN trains may now become the striking sword splitting us in half.

With five at-grade crossings within a four-mile stretch, the safety, security, and quality of life of our community is now at risk. Silver Cross Hospital is currently building a new facility on the north side of our town. CN trains would make it near impossible to reach the hospital during any emergency situation south of the tracks. If you had a child or grandchild being transported to

Silver Cross and lost that child because you were waiting on train or trains, I'm sure you'll agree, putting as few trains as possible on at-grade crossings would be

considered the only choice.

Village Station, a proposed trans-oriented development of 225 acres, 1,000 residential units with an estimated population of 2500 is located less than one-quarter mile from the EJ&E. This is just one of several large parcels of property with commercial and residential approval that is south of the tracks. We have hundreds of existing homes and a brand new high school proposed to open in fall of '09. They are also within the quarter mile. I am sure you will agree that that is concerning.

Please reconsider the implications that this is for the greater good of the transportation industry. As a Board member, resident, mother, grandmother, I know this acquisition will leave our community of New Lenox, as well

as many others, with an enormous safety and financial burden and impact the quality of life and sense of security that we now have.

I respectfully urge you to look deeply at this acquisition and not compromise the ability to protect and serve

our community. The value of our homes may be in jeopardy just by the economics of our country today.

As a trustee, I cannot justify any reason to support this acquisition without appropriate funds or assurances that protect our community and maintain our quality of life.

Thank you.

MS. TARCZAN: Tim Baldermann, Brian Horvath, John Considine.

MR. BALDERMANN: Good evening. My name is Tim Baldermann. I'm the Mayor of the Village of New Lenox.

When I was first told the Canadian National was looking to acquire the EJ&E, we agreed to sit down with representatives from Canadian National and see exactly what their plan was. Obviously, I was very concerned about the amount of train traffic that was going to

increase through our community but still was willing to sit down and ask them what they were going to do to help us with this situation.

I was very disappointed to find out that even initially they were not open to doing very much. When they talked about at-grade crossings -- and we have five in our community, all of them are at-grade -- they stated that they would contribute, perhaps, 5 to 10 percent of the cost, perhaps, for maybe one or two of the crossings. They said the rest of that funding should come from the State

government or from the Federal government.

What turns out, as you know, in this State and in this country, there is no funding. We have major road projects that are going on in our community. We are about to lose millions of dollars of Federal funding because the State can't pass the Capital Bill and can't match those funds. Therefore, it falls back on the taxpayers of the Village of New Lenox.

What I also find interesting is that when I'm dealing with the Department of Transportation and we're looking at 20

or $30 million worth of roadwork near our mall development sites on the north side of town, they require us to build those roads to the standards set for the year 2030. It's on us to pay for those improvements because there are no state funds. Why is it that this foreign company can come in and not have to look at the projected population up to 2030 in our community?

New Lenox currently has a population of approximately 25,000 people.

It has a projected population in the year 2030 of 100,000. Yet, looking at the Impact, we don't make the grade, according to the Canadian National.

I'll leave you with one other story. I'm not only the Mayor of New Lenox, I'm the chief of police in another community, and I've been in law enforcement for 21 years. On two occasions, I had an issue with trains and safety of citizens. The first one was responding to a nine-month-old baby that wasn't breathing. I happened to make it through the crossing as the gates went down, unfortunately the ambulance was behind me and did not get there. That child did not survive. On

another occasion, I was headed over to a call of someone that was trying to enter into a home, peering through windows and trying to enter into a home. I couldn't get there because the train was stopped. What I ended up doing was walking down the train tracks looking for a dead body that night and never got over to that call. So

public safety is truly an issue as well.

Thank you for your time.

MS. TARCZAN: Brian Horvath, John Considine, Robert Olson.

MR. HORVATH: My name is Brian Horvath. I'm a resident of Mokena, and I am representing a newly developed area called The Bridges of Mokena townhomes, which is just located west of 116th Street, and it runs adjacent to the tracks.

The Bridges consists of 58 townhomes, 125 single-family homes, which is currently halfway through the phase of completion.

Our concern, first and foremost, is the safety of the residents in our community and all the communities that will be impacted by the sale or lease of the tracks to Canadian National. With the estimate of over 400-percent increase in train activity comes the added risk of derailments, pedestrian and vehicle accidents, transportation of hazardous cargo, both noise and air pollution, and the delay in response times of emergency vehicles due to the blocked crossings, not

to mention the daily congestion that this will add to the public for commuting back and forth to work, school, church, and other activities.

The proposed plan will devastate the growth and diminish the quality of life, severely impact the property values, adding the extra threat of disaster and tremendously elevating the risk of accidents.

My wife and I, as well as all of our neighbors, purchased our townhomes within the past two years knowing that the rail nearby was in operation approximately 6 times a day. This proposed plan will increase the numbers to a minimum of 28. That's more than one per hour, a number no community should be burdened with. Like my neighbors, we carefully considered this before we invested our equity and savings of 30-plus years. We purchased our home because we sought a community that would be conducive to retirement living. The railroad tracks did precede our community; however, communities build up knowing the ramifications of Class 2 regional railways,

not Class 1 superhighway trains.

Without any crossing gates, noise-dampening sound barriers, horn restrictions, and with the questionable safety record of Canadian National Rail Company, we have good reason to be concerned, especially with the middle school one-half mile to the south of the tracks and the Old Plank Trail bike trail one-quarter mile to the north.

The Bridges of Mokena presently is a quiet and peaceful community, and now Canadian National wants to destroy our dreams and our aspirations for their financial gain.

So, in closing, I am asking you to help us avoid this tragedy. Thank you.

MS. TARCZAN: John Considine, Robert Olson, Jack Lanigan.

John Considine, Robert Olson, Robert Olson, Jack Lanigan.

MR. LANIGAN: Good evening, ladies and gentlemen. My name is Jack Lanigan. I am the founder and chairman of the board of Mi-Jack Products. I am also on the board of the Southland Development Corporation, promoting businesses to relocate to the south Chicagoland area.

Mi-Jack came to Hazel Crest 35 years ago with 18 employees. Today, worldwide, we have approximately 3,000 employees. In the southland area we have over 1,000 employees from ITS, Mi-Jack, Greenfield Products, QSales and Leasing, and Payton Equipment in Riverdale.

The reason I have outlined our company's affiliations is to illustrate our dedication to the southland area and how vital it is for all of our employees who work in the southland area.

Mi-Jack manufactures and distributes gantry cranes used by the railroads and ports for transloading containers through four regional operation headquarters, five sales offices. We also

operate over 60 intermodal terminals throughout the country.

However, I am here today to talk about the benefits of this transaction and what it will create for the economy through the Chicago regional. Industries served by the CN and other major railroad carriers throughout the region will benefit from the reduction in congestion. Remember that word, "congestion," because pretty soon if we don't clear out the congestion, we won't be able to do anything, not even go to work. So what I'm trying to outline here is the benefits that the CN will no longer be operating some of the tracks that will relieve some of the congestion.

The impact of reducing rail congestion will get our products delivery faster to our customers, get paid faster, and through positive cash flow for maintaining our payroll.

All shippers will benefit from the improved flow of the rail network as well. We ship or receive over 3,600 parts

for manufacture and maintenance each year in our Hazel Crest facility, and transit time on this trip traffic will reduce our regions and will be very, very efficient.

What I'm trying to point out

here is that the probability and the dependability of traffic going from one area to another area will really relieve our managers' inventory, showing faster delivery, and actually put a profit to maintain our manpower.

CN is as much a U.S. company as a Canadian. U.S. financial institutes and shareholders own 50 percent of CN. CN's headquarters is in Homewood. They have a payroll of $97 million, so let's set the record straight.

MS. TARCZAN: Bill Lamb, Robert Donaldson, Bill Lamb.

MR. LAMB: My name is Bill Lamb. I am a trustee for the Village of Plainfield.

My personal review of the draft Environmental Impact Statement is that a serious effort was made to analyze the issues that arise with this particular minor transaction.

Unfortunately, this proposed

acquisition by Canadian National will truly have a major impact on the quality of life of residents. The reason is the very significant increase in the number and length of freight trains rolling along the tracks without any serious commitment by CN to mitigation.

Also seriously impacted are the many commuters who must pass over the various at-grade crossings as they head daily toward the expressways serving the Chicago metropolitan area.

Plainfield and surrounding towns have experienced explosive population growth in recent years. As a result, massive improvements in the regional road

system are already overdue because the infrastructure engineering design takes time, and the funds are just not available to handle all of the sorely needed projects. With so many at-grade EJ&E crossings, 16 alone in Plainfield, any significant decrease in the amount of time cars, school buses, and trucks can move over the tracks compounds an already serious problem.

Considering the current

situation, it is crucial that several important at-grade crossings be converted to above grade to facilitate the efficient movement of residents and emergency response teams throughout the region.

There is considerable information available to project the severity of the problem. For example, a state representative testified earlier this week at a conference in Washington that Des Plaines has three Class 1 railroads passing through town, and most crossings are at grade. She noted that the rail

traffic and at-grade crossings made it practically impossible to move around town. In addition, she indicated that they have been unsuccessfully seeking mitigation help for almost 20 years. My guess is that the towns along the EJ&E line will see the same result if mitigation is not required as part of the acquisition approval.

Looking towards the future, I believe that high fuel costs will ensure that railroads have a bright future in moving people and freight. Thus, it is important that the Chicago area embrace railroad growth. One important step in

this direction would be to have Canadian National make a firm commitment to assist in developing the STAR line along the EJ&E tracks.

To accommodate the often-mentioned growth in freight traffic, we all should support CREATE. From my perspective, this is the only effort so far that has the potential to provide the rail infrastructure that will be needed to move

massive amounts of freight efficiently.

In closing, I believe the Surface Transportation Board needs to make sure the Environmental Impact Statement is based on the best available information and that the STB staff takes the time needed to properly assess the major impact of this proposed acquisition. Thank you.

MS. TARCZAN: Robert Donaldson, John Bauer, Margretta Boersma.

Robert Donaldson, John Bauer, Margretta Boersma.

MS. BOERSMA: Good evening. My comments are more on a personal level.

MS. TARCZAN: I am sorry. Can you state your name and move closer to the mic.

MS. BOERSMA: My name is Margretta Boersma, and I represent the homeowner's association of Gateway Parks at Route 45 at Steger Road in Frankfort Township. We are just a little south of the Town of Frankfort.

As a community, we support and stand behind Mayor Jim Holland and the Town of Frankfort and all of its concerns. We are a community of 450 homes of seniors, 55 and older. Our concerns are the ability of the medical ambulance and so forth to get in and out of our community and get us to hospitals when it's necessary. There's not too many roads that we can either get to St. James in Chicago Heights or Olympia

Fields or in Joliet, Silver Cross.

The other concern we have is in case of an accident on the train tracks, it would be the hazardous materials that could

be in there. The safety of the viaduct at Route 45, north of Laraway, when I go through there sometimes, I look at that trestle and I think I hope there is no train going over it, because it doesn't look like it would hold up very long under a lot of train traffic.

And the other thing is from our area, there are about eight roads that go into the Frankfort area, and Frankfort is really our lifeline from where we live, and out of those eight roads, only Route 45 has a viaduct. Every other road is a grade crossing, a street-level crossing.

Those are the concerns that we have in our community of 450 homes, and I thank you for your time.

MS. TARCZAN: Matt Ciboa, Jeff Valenti, Terri Wintermute.

MR. CIBOA: Hello. My name is Matt Ciboa. I am a concerned homeowner of Plainfield, and it's pretty sad when you hear the name "profit." I guess that's always the point, isn't it? You know, it's getting real tough to live nowadays. With all the issues that Chicago and the suburbs, with everything that's going on, you know, the quality of life is really diminishing, and let me think for a moment. I am going to go off base here, but it's going to lead up to the point I'd like to make. You know, with Chicago ranked third for the worst traffic and construction congestion in the nation, Chicago ranked first in air traffic congestion, Chicago has the highest taxes, Chicago has the highest fuel taxes, and now we are looking at major train increased congestion, it's more than we can fathom.

Nobody can put a number on how much we.

Will lose in home values, fuel consumption, time, the cost of life away

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from work and our families. This is much more than we are talking about an acquisition here. It goes way beyond this. A year ago, I actually looked at some houses in Oswego, Montgomery, Plainfield, Naperville, and I'll tell you what, there are some houses against tracks, great deals. It was hard to pass up, and it went right into my head, noise, vibrations, whistle blows. I passed.

So the fact is already there. Nobody knows at what point and how much. This goes way beyond anybody's knowledge, studies, predictions on how it's going to affect all these communities. I would say deny any forward movement on this acquisition until further studies. Communities were built with train flow in mind of being acceptable, and now Canadian Railway wants to change that. We are not talking a few trains. We are talking big numbers. I have a solution to this: They expand somewhere else. Thank you.

MS. TARCZAN: Jeff Valenti, Terri

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Wintermte, John Petrosky.

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MR. VALENTI: My name is Jeff Valenti, and I am a resident of Plainfield. I thought I would come out today to support the people of my town. You know, I'm new

to this. I didn't know much about this topic, but I sit here and listen to what's being discussed and I hear about toxic railroad products. I hear about pollution. I hear about delays. I hear about injury to people. I hear about officials that are much more knowledgeable about this topic talk about their experiences with being stuck behind a railroad track with an infant that dies.

And every day I see things that I have slip away. I see less money in my pocket. I see less value to my home. I see less value to communities and to the towns and to the shops and to the businesses that were once there, and I think, you know, how much more will it be that the bigger guy gets more and the little person suffers? You know, that's just a feeling that I see every day now,

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and it seems like this kind of -- this merger would benefit a lot of people at the top, and most of the people in the communities would have devastating effects to their livelihood, to their lives, and I think that when you're taking into consideration the people and their lives

and their livings to go to work and their safety, it's all -- I think you should give more weight to that. You should look at that as being the most important thing is that if you don't have a community that can function, you don't have anything, and that's what I have to say.

MS. TARCZAN: Terri Wintermute, John Petrosky, Ken Miller.

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MS. WINTERMUTE: Good evening. Thank you for hearing my concerns about the proposed sale to Canadian National. My name is Terri Wintermute.

I live on the far west side of Bolingbrook where it meets the communities of Plainfield and Naperville.

As a retired, tenured member of the Will County Board, where I chaired their land-use committee and was also the

county's representative to the Northeastern Illinois Planning Commission, I have reviewed many land use and transportation plans over the years, and I have quality of life, traffic, and safety concerns about this proposal.

The proposed increase in rail traffic will negatively impact the quality of life in an area where the average one-way commute to work for the average person is already 35 minutes. If you study from the U.S. Census Bureau, you will see that is one of the largest commutes, longest commutes, in the entire United

States. More congestion will not be good for our communities. Our roadway system is already taxed to the max from the years when Will County was the fastest growing county in the State of Illinois and the 14th fastest growing county in the entire United States.

Additionally, the number of at-grade rail crossings and an increase in rail traffic creates an increased safety concern, not to mention the increase in hazardous materials that will be traveling on rail lines through residential areas.

You also need to know that not all first responders in these communities will have the necessary training nor the necessary equipment to prepare them for a haz.mat. emergency that they will have to respond to.

Communities such as Joliet and Plainfield will also find their emergency service facilities and personnel dissected by rail traffic.

This is not a good transaction

for our communities. I urge you to not approve it, and, if you must, there would be severe mitigation that would be required. Thank you.

MS. TARCZAN: John Petrosky, Ken Miller, Dick Furstenau.

MR. PETROSKY: Good evening. My name is John Petrosky. I'm a resident of the Village of New Lenox. I speak, I guess, not only for myself, but my wife and children and also for my in-laws, who are in the audience, but we'll get back to them in a moment.

This, first of all, as you say, is not about Not In My Backyard. The tracks are already there. This is about being a good neighbor.

We understand about the need for railroads. We all use the services that they carry, either directly as consumers or indirectly as they service industries that, in turn, take care of us. That's why we make accommodations. They were there when we moved in, we accommodated them. However, it seems unreasonable that we

should be accommodating a 400 percent increase in traffic on these rails and pay for it ourselves with taxes, especially when the City and surrounding areas already have infrastructure in place to handle this

traffic, even if it means putting the rail traffic through industrial areas and so forth.

At the local level, Zoning Boards and the like regulate growth, which Will County is seeing a lot of. They balance the interests of the public and the individuals. Likewise, it seems to me that that is the responsibility of the STB, to balance the interest of the company that stands to make a lot of money off this deal versus the interest of the individuals that it affects, who get nothing but increased opportunity for death, destruction, and other negative impacts.

On a personal level, I'm making a few examples. The entrance to our subdivision as it stands now is already blocked by traffic from stopped trains. Imagine what would happen when this traffic dramatically increases. Likewise, increase in idling cars just outside of our

neighborhoods where our kids play will undoubtedly effect air quality.

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As other folks have indicated, the tracks in New Lenox split -- split the community in half but also families. My in-laws live, unfortunately, on the wrong side of the tracks, even though their house is much nicer than mine. I would like to imagine my kids when they get older walking or riding their bike to see grandma and grandpa. Not with a 400 percent increase traffic. I care deeply about them, and I cannot imagine them, their house on fire; an intruder in their house while they wait for emergency services sitting on a train track, and that's why I have to take it to the Board personally.

Why don't you move into our community? It's a great place until the trains come, but you have to live on the south side. And you, sir, your house might be on fire while a fire truck sits at a railroad track. You, ma'am, you may have an intruder in your house, and while the cops sit at the railroad tracks, your intruder becomes an attacker. That's what

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we have to look forward to while CN reaps the profits.

MS. TARCZAN: Kenn Miller, Dick Furstenau, Kirk Zoellner.

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MR. MILLER: I'm Ken Miller, councilman for the City of Naperville, and also I live within a half mile of the EJ&E.

Thank you for allowing me to speak. The Draft EIS does not adequately speak to the impacts to our community in critical areas such as noise, hazardous materials, traffic delay, potential demise of the STAR line, and safety risk as well as impacts to emergency service providers, school districts, and to our property values. The prospect of rail traffic growing from 15 trains per day to more than 40 per day with 100- to over a 125-car trains almost immediately after the acquisition is an action that requires a much more in-depth look of these factors as well as some level of examination what might occurred in 10 to 20 years.

A significant area of concerns as well is that the Draft EIS does not include structured emergency response that

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detail how CN will respond to emergencies involving specific hazardous materials.

Even more importantly, the Draft EIS does not conform to the 2008 emergency response guide, which recommends an evacuation distance of one mile or more for chemicals such as anhydrous ammonia. The Draft EIS cites that they will only identify schools in a one-half mile buffer around the EJ&E right-of-way. This needs to be corrected in order to ensure our community's safety with this proposed increase in hazardous waste materials traveling through our communities.

Additionally, the Suburban Transit Access Route, or STAR line, is a solution to traffic problems that cannot be solved by merely continuing to build roads. The commuter rail service would connect more than 100 communities and link 1.6 million residents from the north, south, and western suburbs of Chicago.

With the price of gasoline at an all-time high, commuters need a cost

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effective alternative, like the STAR line, to connect their home and workplace. Without access to the EJ&E tracks, the STAR line will be derailed and millions of regional commuters will have no option but

to use their cars to travel from suburb to suburb.

There are serious questions about the financial and logistic feasibility of the STAR line if the CN's acquisition of the EJ&E is approved without STB requiring CN to allow commuter trains to operate on the rail line.

The CN has given us no assurance that it will accommodate the planned STAR line accommodations.

In addition to the negative impact on commuters's pocketbooks, taxpayers will also pay a price should the STAR line not be built. Many communities, including Naperville and Plainfield, have already purchased more than 100 acres of land and invested tens of millions of dollars preparing for the STAR line.

Not only has the City of Naperville invested $8 million but more businesses and residents have made their similar investments based on the future STAR line.

The City of Naperville requests that the STB impose some mitigation to ensure that the financial impacts of the

proposed acquisition to the STAR line are not borne by the communities, State of Illinois, or Metra.

And to answer Mr. Lanigan of Mi-Jack, reducing congestion in Chicago and moving it to the suburbs is no improvement.

Thank you.

MS. TARCZAN: Dick Furstenau, Kirk Zoellner, Ethan Bueno De Mesquita.

Dick Furstenau?

Kirk?

MR. ZOELLNER: Yes.

MR. ZOELLNER: I'm Kirk Zoellner, Village of Mokena -- representing the Village of Mokena.

In our opinion, the Final EIS needs to broadly address the following: First, review alternatives for relieving rail congestion in the Chicagoland area other than CN's proposed shipment of huge volumes of rail traffic from existing trackage to the EJ&E. More specifically, we feel that the EIS should reconsider

the create alternative as a comprehensive solution to the problem.

Secondly, assess realistically the ability of taxpayers to fund the mitigation recommendations contained in the DEIS as well as other mitigation measures citizens throughout the region may demand should CN's proposal ultimately be approved. We believe the environmental impact of the proposed transaction on the region will be far greater than implied in the DEIS, given the scarcity of the Federal, State, and local government

dollars to enact mitigation measures.

Thirdly, reevaluate the list of substantially affected crossings included in the DEIS. The limited time length projection of ADT counts in the DEIS on those roads crossing the EJ&E at grade level, in our opinion, fails to adequately consider the probable prospect of increased vehicle traffic on the roads and increased freight traffic on the EJ&E over the next 20 years, given current population growth patterns and every increasing volumes of freight traffic on the rails.

Now, on a more specific basis,

we'd ask the STB do the following in the Final EIS.

First, take a harder look at specific impacts on noise on residential homes located along the EJ&E that might be associated with larger and much more frequent freight traffic on the line.

Secondly, require CN to pay for the installation of berms or noise walls in areas where EJ&E trackage lies within the

projected 65 dba weighted daily average contour line for residential areas as a condition of approval for CN's acquisition of the EJ&E. Such noise barriers are necessary to help protect the property values of these residential areas. We believe it's unfair to ask Mokena residents with homes near the EJ&E to simply absorb the negative physical and economic impacts that will be imposed on them if this transaction is ultimately approved.

Third, take a harder look of the negative impacts on safety and traffic congestion at at-grade crossings that would be associated with this quadrupling of freight traffic on the EJ&E in our area.

Finally, require CN to pay for

the necessary crossing improvements, including grade separations or either quad gates or barrier medians as a condition of approval for the acquisition. With specific respect to Mokena and its at-grade crossing on Wolf Road, we believe the installation of barrier medians to be the

minimum acceptable crossing improvement.

Thank you.

MS. TARCZAN: Ethan Bueno De Mesquita, Mayor Jim Holland, Senator Linda Holmes.

Ethan Bueno De Mesquita.

Mayor Jim Holland.

MAYOR HOLLAND: Heather and fellows, my name is Jim Holland. I'm the mayor of the Village of Frankfort.

Tonight in the short time I have, I will only bring up one issue for you to consider. I ask this Surface Transportation Board to require the final EIS to take a hard look at the issue of who should pay for mitigation. The Draft EIS suggests STB might require the CN to pay only 5 to 10 percent of the cost of overpasses and underpasses that are needed. The CN expects the United States taxpayers to pick up the bill for the bulk of this cost. Why should the United States taxpayers subsidize this exceptionally profitable railroad?

A hard look at the cost of financing mitigation would show that the logical source of funds is the applicant, the CN, the entity that stands to gain the most from this transaction, and that is what the Final EIS should state.

If the CN had to pay for the

overpasses and underpasses, the CN would find it cheaper to follow the suggestions of the Create organization that has made proposals to correct rail congestion in Chicago.

They would also find it cheaper to build a whole new railroad further from the Chicago suburbs out in the rural areas.

Either of these programs could completely solve the Chicago rail congestion problem for all railroads, not just this one railroad, but, instead, the CN believes it can get the United States taxpayers to subsidize their purchase of the J, and so they proceed with this plan, even though it just moves a problem from Cook County to the collared counties.

It seems almost absurd for the taxpayers to help the CN when we consider the CN's China strategy. The CN recently built a new container port in Prince Rupert, British Columbia. This port is closer to China than ports in the United States. The CN hopes to run 200 car trains

from this port through the suburbs of Chicago to the CN's intermodal terminal in Memphis. Take a hard look at the fact that tax subsidies for items such as overpasses and underpasses will help the CN take jobs away from United States citizens who work for United States ports and for United States railroads.

In addition, these tax subsidies will help reduce the transportation costs and products made in China, making United States manufacturers less competitive. A tax subsidy for the CN is detrimental to United States citizens.

It can be corrected by having the STB order the CN to pay for mitigation such as overpasses and underpasses instead of the United States taxpayers.

Thank you.

MS. TARCZAN: Linda Holmes, Nancy Dye, Pam Helsel Hoffman.

Ladies and gentlemen, please come to order.

Senator Linda Holmes.

Nancy Dye.

MS. DYE: I'm Nancy Dye. Like the greater majority of people hear this evening, I'm opposed to CN. The trains are a-comin', they're multiplying. Emergency

vehicles are waiting. Is a house burning? Is there a child or someone who is deathly ill and needs medical attention?

In New Lenox, trains will increase from 8 to 30 or more trains per day. In addition to the emergency concern that I have, air quality as well as hazmat and noise control also exists.

I have to echo what Mayor Holland just said. Unless CN is going to pay or fund the mitigation for infrastructure changes when it's going to realize revenues, the STB should not approve this acquisition of the EJ&E. With all due respect, it is absolutely ludicrous for CN to expect taxpayers and the State and Federal governments to contribute any funds.

I implore the STB to ask CN for a list of all the funds that they're going

to give to the affected communities before any affirmative decision is made.

Thank you.

MS. TARCZAN: Pam Hoffman, Rick Ryfa, Arthur Reis.

MS. HELSEL HOFFMAN: My name is Pam Helsel Hoffman. I'm president of the Crete Rural Park District, and I'm also a candidate for the Will County Board from District One, which is the extreme easternmost portion of Will County.

How does the acquisition of the EJ&E by Canadian National affect people living in the eastern portion of Will County? Whenever there is a

community on one side of a railroad track with a hospital on the other side, it alters response time of emergency medical service providers.

People living in the Crete and Beecher areas who might normally travel down Route One to reach St. James Hospital in Chicago Heights would be delayed by increased train traffic on the EJ&E tracks in Chicago Heights. Emergency vehicles would need to take longer alternate routes to reach St. James's emergency facilities. Frankfort Village also has six grade crossings in their community that would

pose a similar problem for their emergency vehicles and would affect school bus traffic as well.

Additionally, only 5 to 10 percent of the cost of grade crossing mitigation is traditionally covered by the railroad. Federal, State and local government pays the bulk of the cost for grade crossing separations. Thus, a foreign company will reap profits at the expense of American taxpayers.

Some argue that Canadian National's purchase of the EJ&E tracks

would relieve train traffic congestion into and out of Chicago and that it would benefit the communities near Chicago --

MS. TARCZAN: Try this.

MS. HELSEL HOFFMAN: Should I start over?

Some argue that Canadian National's purchase of the EJ&E tracks would relieve train traffic congestion into and out of Chicago and would benefit those communities near Chicago. However, that

relief would be short lived because other trains would eventually fill the void vacated by Canadian National.

There are many other issues to be considered such as noise, pollution, transportation of hazardous materials, et cetera, but due to time constraints, I cannot go into that.

I thank you for letting us voice our opinions tonight at this public hearing.

Thank you.

MS. TARCZAN: Since we have one microphone down, if the speakers could please use the microphone that's to the right of where you're seated.

Rick Ryfa, Arthur Reis, Thomas Venskus.

MR. RYFA: My name is Rick Ryfa. I am the town council president in Griffith, Indiana. The Town of Griffith will be submitting a comprehensive response to the Environmental Impact Study. Tonight I just want to highlight a few areas where the impact study was deficient, and I am also making a request that the Surface Transportation Board hold additional hearings, one of which will be located in Griffith at a venue provided by the Town of Griffith.

While I agree with the recommendations from the impact study that suggest mitigation is needed at three of our at-grade crossings and two of our fire stations, I feel that the study falls terribly short in fully assessing the damage that will be done to our town if the

proposed merger goes through.

The study fails to mention that the EJ&E tracks traverse through our entire length of town through a very densely populated residential area which, given the

increased length of trains, will essentially cut our town in half.

Griffith will experience a tremendous increase in noise pollution. Hundreds of residents will literally be woken up from their sleep every night with the train whistles.

We see an immediate decrease in property values and an increase in hazardous waste risk at the proposed connecting station.

Broad Street will be gridlocked, as will 45th Avenue.

We have 4 schools within one-quarter mile of the EJ&E railroad tracks, as well as 15 schools and parks within 1.5 miles of the railroad tracks. These issues must be addressed.

The study also stated that our police department would be generally unaffected because they are considered mobile. While, in theory, this sounds

reasonable, locally we have determined that a minimum of one extra police squad would

be required to be on streets at all times to maintain the same level of protection we currently provide our residents. This is another issue that must be addressed.

In closing, I recognize there are benefits the reorganization will bring to many parts of North America; however, the cost of the present proposal will disproportionately burden the Town of Griffith and the communities represented here in such a manner that the gains do not outweigh the injustice of all our communities' losses combined.

MS. TARCZAN: Arthur Reis, Thomas Venskus, Margie Bonuchi.

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MR. REIS: Good evening. My name is Art Reis, and I am a resident of the Village of New Lenox for the last 25 1/2 years, and I have seen both the -- we have three railroad lines running through town, the Norfolk and Southern and the Chessie Rock Island in addition to the EJ&E.

Unlike most of you, I am not against the merger or the replacement or the acquisition of the rail line by EJ&E, but there are conditions, and many of them have already been raised in this meeting. The mitigation issue is key. It is supreme.

Understand that I don't believe "profit" is a dirty word. However, I do believe in giving back to the communities that you serve, and being that the railroad does make at least a 25-percent profit on what they are doing, according to the figures I've received, and the tax structure, which is beyond the scope of the STB hearing, is very much in favor of the railroad and needs to be mitigated at the

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state level, do you realize they only pay $4,068 per township for the trackage value that they have. That's less than I pay in my own property taxes. Give you a clue? Start there.

But I believe that the STB must make it a point that the railroad is to mitigate, as many of the speakers have said here, for the improvement which will be needed, and there will be improvements needed in every community that they cross.

Now, every 50 minutes seems like piking to me. I work in Hammond, Indiana, and anybody who is over here from over there knows what the Chessie System line does to Calumet Avenue. They have got a train running through every 15 minutes, which is ridiculous, but it could be mitigated with having the tracks moved up or the streets moved down. Whatever it is, the railroad needs to pay for it.

We don't have the money. The collar counties only get 30¢ back for every dollar they send to Springfield, and in the

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United States of America we only get 70¢ back for every dollar that the State of

Illinois puts into the federal coffers. Something needs to be done about that, but I think the issue should start with the railroad. They should give back to the communities that they are doing -- I don't think that the railroad is a bad thing. The future of this country is going to be more railroad oriented than you think, and the lifeblood of any community is the ability of them, of the transportation network, to work. That includes roads, railroads, and airports.

We just lost our airport in New Lenox that could have been developed into an economic benefit for the community. The railroad could be, too, with factories coming in, light industry using railroad sidings, hiring workers, local workers, not having to need that much of road.

I understand what happens when a railroad cuts a community in half. I get it; but it's going to have to be mitigated

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by the railroads and not by us. Thank you.

MS. TARCZAN: Thomas Venskus, Margie Bonuchi, Jason Mottl, and, before we proceed, I would also like to ask if anybody is interested in signing up to

speak tonight, we will still have some spots available.

Thomas.

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MR. VENSKUS: Good evening. Thank you for the opportunity to express my opinion and documentation regarding the pending sale.

My name is Thomas Venskus. I am a resident of Frankfort. I am here to represent the Prestwick Homeowners Association. I presently reside on

Aberdeen Road, which backs up 100 feet from the elevated train tracks behind my residence.

I, too, am an engineer by trade and have reviewed all of the documentation furnished to date by CNR's environmental engineers, consultants, SEA, and HDR.

I am here tonight to refute that the modeling information presented on the contrast and topo studies is insufficient, incorrect, misleading, outdated, and unequivocally incomplete.

Modeling information indicated 65 decibels. This, in fact, does not represent true actual readings. Quantitative analysis of true, onsite

seismic and decibel readings have not been acquired nor represented truthfully; case in point, decibel readings and seismic studies must be acquired, first and foremost, behind existing homeowners' properties, schools, parks, campgrounds, forest preserves, businesses, et cetera, adjacent to these tracks.

Again, the contract studies represent 65 decibels along the train tracks. This, in fact, is incorrect based

on various supporting documents that can easily be obtained from the Internet. Normal conversation at 2 meters is 60 decibels. A typical freight train is well over 100 decibels at 50 feet.

Based on these simple charts, which show various decibel readings of everyday noise, the charts portrayed by CNR are grossly misleading.

Additionally, these contract studies prepared by CNR purposely do not locate the proximity of residences, businesses, schools, camps, forest

preserves, parks, et cetera, in relationship to the existing EJ&E railroad tracks.

In the Prestwick subdivision, contract sheel L1, sheet 97 of 139, reflects that the residences are omitted as well as locating that the tracks are elevated along this section. The sound and decibel readings of the trains along this stretch of track is at even greater levels since the natural tree buffers cannot mitigate the trains' sounds. During the winter when the ground is frozen and the trees' foliage is not available to absorb

the natural buffer -- to act as a natural buffer to absorb these sounds, the decibel and seismic readings along -- during the season are even greater, probably doubled.

As a result of the aforementioned information, actual field testing and documentation must be taken along the entire length of the tracks to document these conditions.

If CNR trains are three miles in

length and carrying more freight, what do you think the decibel readings will be at that time?

I bet they will be well above the OSHA guidelines for what is considered safe noise.

In conclusion, I ask that further studies and testing be conducted before this sale is even approved, and, further, think about this: Would you want this in your community, behind your own homes? I say no.

MS. TARCZAN: Margie Bonuchi, Jason Mottl.

MS. BONUCHI: Good evening. My name is Margie Bonuchi, and I am a resident of the Village of Plainfield. I have been a resident for approximately 13 years and moved to that community and loved every minute of being there.

I am an active community volunteer, and one of my assignments is a member of the planning commission for the Village of Plainfield.

I am here tonight not with a lot of facts and figures, as many of my other counterparts have, but as a citizen who is coming forward to you as a board to ask you respectfully to please review the facts, consider the issues.

I chose the middle of Plainfield for my home because I wanted to be in the center of everything. We are near the railroad tracks. I grew up near railroad

tracks. This is not a case, as someone else stated, as a NIMBY situation. I'm used to having them there and that's not the issue; but when all of those crossings

are close together the way they are in the center of Plainfield, you're cutting through the heart of the village.

That town has experienced tremendous growth over the last several years because of people coming to Plainfield for the quality of life. They have worked hard for their homes there. Some have businesses there. Others commute a long distance into the city, which is stressful enough the way it is right now.

The way these trains would go through and the volume of trains that would stop any kind of movement in our community would make that commute nearly impossible.

As a member of a board who many times is listening to public comment and public hearings, I sit where you are and I hear people come to me and talk about all the different things, whether a business is going to open that's going to be in a commercial area that backs up to their home, and I have to separate out whether

it's I just don't want that store or

restaurant compared to is this really detrimental? One of the criteria on the planning commission is is this injurious to the quality of life to existing situations that are there, or wording to that effect. This is truly injurious.

The half of the town that I am on will no longer have adequate police or fire protection, which is very, very serious.

I am an administrator with the school district, so as I know someone has shown earlier, Plainfield School District covers 64 square miles with 30,000 students. You can imagine, with 30 buildings existing today, how difficult it is to move those students and traffic and people commuting.

So, as a citizen, I implore you to please look at the facts of this. Do not just settle for the route of the financial gain, because many times we have to take the route of the citizens over the financial gain in the Village of

Plainfield, and I ask that you make those considerations here. Thank you.

MS. TARCZAN: Jason Mottl, Cynthia James.

MR. MOTTL: Good evening. My name is

Jason Mottl. I am the secretary of the Homeowners' Association of Stone Creek, which is a collection of 110 homes on the very most northern part of Joliet. Many of our homes are literally within spitting distance of the tracks.

It's been proposed of an increase of approximately 24 trains just running along the four major grade crossings that run up to our subdivision. There are two to the west and two to the south, which means, literally, that only the 110 homes in my subdivision that I represent but literally the hundreds of other homes in the immediate area, all four of those crossings could be down at the same time, which means I can't go south or I can't go west, literally.

Unless the STB and CN knows of four-dimensional travel where we cannot go south or not go west in certain places, then I'm all for it; but 24 more trains, as estimated, will be blocking these

intersections. That's 24 more times you have to sit there and wait. That's 24 more trains that are blocking your way to school, your way to work, your way to

church. The STB really needs to take a hard look at this.

I lived in Joliet four years. Previously most of my life I lived off of another train rail line that, ironically, would be lessened, or the train traffic would be lessened by this merger, so it's just kind of robbing Peter to pay Paul, so to speak.

The major intersection by my subdivision is Renwick Road, which approximately now has 10,000 cars crossing it each day, which is, if you think about it, is the population of some of the very communities of people who have spoken here today. 10,000 cars in one intersection to have an increase of 24 trains in a 24-hour period is just too much.

I implore the STB to seriously review on your final draft and take into

illustrious senator, CN and the STB can spin this all the way they want, but, in the words of our senator, it's like lipstick on a pig. Thank you.

MS. TARCZAN: Cynthia James, Alan Logsdon.

MS. JAMES: Good evening. My name is Cynthia James. I live in New Lenox Township, and I am a special education teacher for elementary students. I currently live about 900 feet from the railroad tracks that run just south of my home.

In my small subdivision, it's more of a country subdivision than a formed subdivision. It's been there in New Lenox

Township for over 40 years. All of the homes, which are 122, are served by private wells for their private family water supplies. I know this number of 122 very well because last Saturday, my daughter and I hand delivered flyers to our little neighborhood to implore our neighbors to come to this meeting tonight. I had only run off 70 copies, because I didn't really realize how many neighbors I really did have. We all have a private well system.

The concerns that I have in our neighborhood are the fact -- is the fact that the increased train traffic, which

into the ground, it can leech into the soil and contaminate the public water supply.

Now, the special education students that I teach are behaviorally challenged. They are academically challenged and emotionally challenged. How many of those students that I teach every day that throw chairs, spit, and do other variety of unacceptable behaviors perhaps have been contaminated in some way by the toxic pollution that's in our air from

MR. LOGSDON: My name is Alan Logsdon. I am a 40-year resident of Frankfort. I would like to thank the panel here this evening for their patience in listening to all of us.

I didn't come here prepared to speak. I came here to listen and to hear, and some of what I have heard has stirred me to speak.

One of the things that I was not aware of before coming here tonight, and this was pointed out in the very beginning of the presentation, was a parallel rail line from Joliet to Frankfort, and, to me, this gives opportunity, double the opportunity, for backups on the grade rail crossings between Joliet and Frankfort.

There would be two reasons to have a parallel line: One would be to have

two trains running very, very close to each other.

The other would be for one train to pull over and stop while the others are passing. Either way, I see a much

increased delay time for trains or for cars waiting to cross at-grade crossings in that area.

The other reason that I was moved to speak was the other people have spoken very eloquently this evening about what they believe to be deficiencies in the CN plan or in the Environmental Impact Statement that has been presented.

I would like to take the other viewpoint here, and that is we are supposed to be balancing the good with the bad of this proposal, and it appears that the one good of the proposal that is being promoted here is this reduction of train traffic in the inner more areas of Chicago.

Well, I don't have a lot of experience with the railroads, but I do have experience, having lived here for 40 years, with roads in this area, and I think traffic is traffic, and in my time here, Interstate 80 was completed, and I

can tell you that that has not reduced the traffic on Route 30.

I was here when Interstate 57 was completed to give us better access into Chicago. That has not improved my ability to get into Chicago. It hasn't reduced the congestion on the Dan Ryan.

355 has been completed. That has not reduced my congestion and my travel time.

My travel time on Route 45 going up to Orland continues to get worse and worse, in spite of the building of better highways to reduce traffic. So I ask you to take that into consideration, and I thank you for your time.

MS. TARCZAN: We have no more registered speakers at this time. We invite any additional commenters to register now.

In the meantime, we invite everyone to return to the open-house area to review the boards or to ask questions.

The court reporter and at least one member of the STB team will remain here in the public meeting area to receive

additional comments from newly registered speakers, should we have any before 9:00 p.m. Thank you.

(WHEREUPON, the meeting adjourned at 8:04 p.m.)

Appendix E

Comments Received on the Draft Environmental Impact Statement

Attachments:

E.1 Comment Letter from United States Department of the Interior

E.2 Comment Letter from United States Department of Transportation

E.3 Comment Letter from United States Environmental Protection Agency

E.4 Comment Letter from the Applicants

E.5 Comments Received From All Others on the Draft EIS (CD only)

Appendix E
Comments Received on the Draft Environmental Impact Statement

SEA received and fully considered a total of over 9,500 comments on the Draft EIS. Of these comments, over 300 were oral comments received at the public meetings held August 25-28, 2008 and September 8-11, 2008 (See Appendix D) and over 9,200 were written comments that were emailed, faxed, e-filed, mailed to SEA, transcribed from the hotline, or submitted at the public meetings.

Appendix E presents these 9,200 written comments. Copies of comment letters received from the Department of Interior, Department of Transportation, and Environmental Protection Agency are reproduced and attached to this Final EIS in Appendix E, as is the Applicants' comment letter. However, because of the volume of comments received, all other comment letters have been included with Appendix E only with the electronic version of this Final EIS in numerical order. Parties not recieiving the electronic version of Appendix E may request an electronic copy by calling the Project Hotline at 1-800-347-0689.

Tables E-1 and E-2 present the names of those who submitted comments. The tables present the individual's name and title or name of organization, and the comment number of the comment. For private citizens, the tables show the individual's name and comment number. The comment number is needed to identify the individual's comment letter. Each individual's letter has been saved as an electronic file, with a file name that corresponds to its comment number. Tables E-1 and E-2 are organized alphabetically according to the follow categories:

- Elected Officials (Federal, state, and local)
- Agencies (Federal, state, tribal, and local)
- Passenger/Rail Service Providers
- Organizations
- Applicant
- Citizens

Several commenters faxed, or emailed written comments to SEA and then submitted the same comment letter by mail or messenger. When duplicate comments were submitted using different media, Tables E-1 and E-2 list the commenter name only once, but includes the unique comment numbers assigned to each submittal in the "Comment Number" column.

SEA identified over 2,000 distinct form letters submitted in the written comments. SEA is reprinting one copy of each of these form letters. The commenters who submitted form letters are included in Tables E-1 and E-2 with the parenthetical notation (*) to describe the applicable form letter that is printed in this Appendix.

Table E-1. Comments Received on the Draft EIS (inadvertentenly omitted from the Master List)

Commenter Name	Commenter Title/Organization	Comment Number
ELECTED OFFICIALS		
Local Government		
Ashmore, Adre B.	Village President, Village of Matteson	17157
Tolomei, John G.	Village of Lake Zurich, Village President	16346
AGENCIES		
Local Government		
McFarland, Thomas F.	City of West Chicago	15311
Brinegar, Kevin	Indiana Chamber of Commerce	15612
DeGraff, Mayor	Village of South Holland	16181
PASSENGER/RAIL SERVICE PROVIDERS		
Montague, R. Latane	Amtrak	15310
ORGANIZATIONS		
Unknown	Barrington High School Tennis Team	11941

CITIZENS

Commenter Name	Comment Number	Commenter Name	Comment Number	Commenter Name	Comment Number
Arata, Alyssa	12873	Henry, Gail	10382	Steffen, Mark	10792
Bolland, Wendy	15496	Johnson, Char	14157	Stirmell, Russ	17335
Brazalle, Cathy	10419	Kloos, Marguerite	14464	Thalheimer, Patsy	10776
Busekros, Eleanor	14367	Kosek, Michelle	14761	Unknown	10304
Collett, Linda	13636	Lawruk, Robert	13345	Unknown	10313
Correl, Chris	12852	Lehman, Daniel	15437	Unknown	10508
Cosgrove, Kelly	17332	Lyman, Dorothy	10321	Unknown	10611
Cosgrove, Marian	17333	Macari, Robert	15264	Unknown	10680
Cosgrove, Molly	17331	Markmann, Gregg	13739	Unknown	10775
Cumming, Karin	15350	Martin, Sandra	17338	Unknown	10790
Didulo, Sheilagh	17334	McFadden, Mary Jo	16286	Unknown	10918
Dioguardi, Charlotte	17230	McIntosh, Bruce	10796	Unknown	10925
Disalvo, Diane	13364	Meckert, Lauri	11992	Unknown	11048
Donohue, Caitlin	11004	Milne, Dawn	10799	Unknown	11074
Eastman, Mark	12957	Pull, Chuck	14136	Unknown	11108
Ellermann, Mandy	16080	Roach, Jim	11898	Unknown	11135
Ferner, C.O. “Clint”	12883	Rooth, Sandra	14107	Unknown	12893
Finney, Dennis R.	13818	Rossi, Morgan	10825	Unknown	12898
Frech, Thomas	12059	Serunen, Mary J.	14263	Vegter, Donna	13708
Gerritsen, Cindy	16963	Simond, Zoey	12618	Wilhoit, Jeff	13627
Glatz, Marvin	16630	Smith, Daniel	14562	Wisner, Paul	11507
Hagen, Michele	14104	Smith, Deb	14399		
Helle, Robert	16671	Stanker, Jean	14656		

Table E-2. Comments Received on the Draft EIS		
Commenter Name	**Commenter Title/Organization**	**Comment Number**
ELECTED OFFICIALS		
Federal Government		
Bayh, Evan	U.S. Senator	12550
Bean, Melissa	Member, U.S. House of Representatives	10229 10290 15308 15309
Biggert, Judy	Member, U.S. House of Representatives	10229 10290 14923 15309
Durbin, Richard	U.S. Senator	10067 10229 16193
Jackson Jr., Jesse	Member, U.S. House of Representatives	10291 10292
Jackson Jr., Jesse	Letters sent by Rick Bryant on behalf of the Office of Congressman Jesse Jackson, Jr.	10292
Lugar, Richard	U.S. Senator	12550
Manzullo, Don	Member, U.S. House of Representatives	10229 10290 15309
Roskam, Peter	Member, U.S. House of Representatives	10290 15071 15309
Visclosky, Peter	Member, U.S. House of Representatives	10290 12550 15309
State Government		
Cross, Tom	Member, Illinois House of Representatives, 84th District	16355
Daniels, Mitch	Governor, State of Indiana	12550 12798
Fortner, Mike	Member, Illinois House of Representatives, 95th District	15305 15862
Howard, Constance	Member, Illinois House of Representatives, 34th District	10066
Kosel, Renee	Member, Illinois House of Representatives, 81st District	10383
Miller, David	Member, Illinois House of Representatives, 29th District	12954
Nekritz, Elaine	Member, Illinois House of Representatives, 57th District	10045 10253 16345
Ryg, Kathleen	Member, Illinois House of Representatives, 59th District	10068
Local Government		
Abruscato, Judy	Trustee, City of Wheeling	16106
Arredia, Tony	Mayor, City of Des Plaines	10265
Asperger, Elizabeth	Village President, Village of La Grange	13253
Balderman, Tim	Mayor, Village of New Lenox	16356 16357
Beifuss, James	Alderman, City of West Chicago	12063

Table E-2. Comments Received on the Draft EIS		
Commenter Name	**Commenter Title/Organization**	**Comment Number**
Berman, Jeffrey	Village Trustee, Village of Buffalo Grove	12085 14864 14865
Biedron, Robert	Supervisor, Wheatland Township	12952
Bowden, Annette	Village Trustee, Village of New Lenox	13351
Brandon, Mae	Village Trustee, Village of Park Forest	10372
Brummel, David	Mayor, City of Warrenville	16599
Butterfield, David	Village Trustee, Village of New Lenox	15076
Byrne, Thomas	Commissioner, City of Chicago	12968
Calderone, Anthony	Mayor, Village of Park Forest	16349
Curry, Michael	Commissioner, Village of Forest Park	16351
Darch, Karen	Village President, Village of Barrington	16786
Dawson, Eugene R.	Supervisor, Barrington Township	12460
DeGraff, Don	President/Mayor, Village of South Holland	12254
Dement, Jeffrey	Village Trustee, Village of Plainfield	12540 13010
Dillard, Bonita	Village Trustee, Village of Park Forest	10423
Discipio, James	Village President, Village of La Grange	13254
Donaldson, Robert	Mayor, Village of Hazel Crest	13522
Dye, Nancy	Village Trustee, Village of New Lenox	15606
Edl, Margo	Commissioner, Village of Wayne	14819*
Franz, Mark	Village Manager, Village of Homewood	15979
Gattuso, Paul	Village President, Village of Westchester	12200
Gifford, Scott	Village President, Village of Deer Park	10596 12626
Goslin, Gregg	Commissioner, Cook County Board	13220
Hofeld, Richard	Village President	15989
Holland, Jim	Mayor, Village of Frankfort	15316
Horcher, Michael	Village Trustee, Village of Wheeling	16105
Horcher, Patrick	Village President, Village of Wheeling	16407
Hoskins, Rory	Commissioner, Village of Forest Park	16350
Hosty, Mark	Commissioner, Village of Forest Park	16352
Johnson, James	Village Trustee, Village of Lake Zurich	15929
Kellogg, Eric	Mayor, Village of Harvey	12951
Kessler, Kenneth	Mayor, Village of Mundelein	10250 16358
Kiedrow, Mary	Executive Director, Mount Greenwood	12221
Knoop, Steve	Village Trustee, Barrington Hills	13496
Koehler, Kenneth	Chairman, McHenry County Board	12336
Kopycinski, Gary	Village Trustee, Village of Park Forest	15318
Lamb, Bill	Village Trustee, Village of Plainfield	13495
Lyle, Freddrenna	Alderman, 6th Ward, Chicago City Council	16670
Mazurkiewicz, Donna	Village President, Concord Village	14316 16283
McCray, Robert	Village Trustee, Village of Park Forest	10365 15516

Table E-2. Comments Received on the Draft EIS		
Commenter Name	**Commenter Title/Organization**	**Comment Number**
McLeod, William	Village President, Village of Hoffman Estates	10029 10051 15320
Morgan, Neil	Village Trustee, Village of Hawthorn Woods	10433 10561
Moustis, James	Supervisor, Frankfort Township	13334
Munad, Frank	Village President, Village of South Barrington	10745
Olivo, Frank	Chicago City Council	13099
O'Neill, Georgia	Village Trustee, Village of Park Forest	10367 15514
Ostenburg, John	Mayor, Village of Park Forest	16341
Pasquale, Frank	Mayor, Village of Bellwood	12953
Pope, John	Alderman, 10th Ward, Chicago City Council	15608
Pradel, A.	Mayor, City of Naperville	16669
Prouty, Lacy	Supervisor, Ela Township	12216 12457
Rogers, Patrick	Supervisor, Township of Lyons	16347
Ruff, Paul	Assessor, Frankfort Township	10366
Scheck, Richard	Mayor, Village of North Riverside	12254
Schillerstrom, Robert	County Board Chairman, DuPage County	17056
Serpico, Ronald	Mayor, Village of Melrose Park	16342
Shields, Thomas	Village Trustee, Village of Riverside	15916
Siegel, Eugene	Mayor, Chicago Ridge	14746
Silvestri, Peter	Village of President, Village of Elmwood Park	10414
Tolomei, John	Village President, Village of Lake Zurich	10506 12785 15614* 17068
Weisner, Tom	Mayor, City of Aurora	15312
Werner, Joseph	Village President, Village of Mokena	15613
Wiaduck, Harold	Village President, Village of Riverside	16354
Zalewski, Michael	Alderman, 23rd Ward, Chicago City Council	13681
AGENCIES		
Federal Government		
Boardman, Joseph	Federal Railroad Administration	13680
Buhl, Lynn	United States Environmental Protection Agency	16595
Chezik, Michael	United States Department of the Interior	16668
Smith, Paul	United States Department of Transportation	15304
State Government		
Anderson, Tim	Illinois Commerce Commission	14860
Clune, Patricia	Indiana Department of Natural Resources	15605
Cole, Maggie	Illinois Department of Natural Resources	15306
Glass, PhD, James	Indiana Department of Natural Resources	13100
Haaker, Anne	Illinois Historic Preservation Agency	16343
Mullan, Jeffrey	Commonwealth of Massachusetts	12983

Table E-2. Comments Received on the Draft EIS		
Commenter Name	**Commenter Title/Organization**	**Comment Number**
Local Government		
Commenter Name	**Commenter Title/Organization**	**Comment Number**
Acey, Evan	Office of the Village Clerk	15987
Agnoletti, Janet	Barrington Area Council of Governments	15307
Amaro, Franca	School District 204	15137
Anders, Jackie	Northwestern Indiana Regional Planning Commission	12882
Anderson, Jim	Lake County Forest Preserve District	10005
Barnes, William	Plainfield Fire Protection District	13551
Beltrame, Richard	Melrose Park Fire District	14089
Benson, William	Village of Wheeling Police Department	16709
Berdelle, Cheryl	Riverside School District 96	15107
Bernero, Raymond	Village of River Grove	15952
Blanchard, Peggy	Village of Barrington Economics & Community Development	11403
Blankenhorn, Randall	Chicago Metropolitan Agency for Planning	14861
Blazer, Michael	Village of Bartlett	15313
Bosley, Maggie	Village of Barrington Community & Financial Services	11416
Cavallo, Louis	Forest Park School District #91	15915
Culloton, Daniel	West Chicago Public Library	15610
Cummings, Kerry	Northwest Municipal Conference	13924
Dallas, Mike	Village of Mount Prospect	15314
DeMauro, Marcella	Forest Preserve District of Will County	13926 15074
Dobbs, Kama	DuPage Mayors and Managers Conference	13459
Doss, Jerry	Thornton Township High Schools District 205	14194
Emat, Bill	Village of Homewood	16714
Felix, Jesse	City of West Chicago Parks District	12197
Finlon, Patrick	Village of Lake Zurich Police Department	11413
Fletcher, Rita	Bartlett Park District	15751*
Gill, Richard	South East Chicago Commission	14189
Gower, Edward	Will County	12955 15602
Hahn, Thomas	Lake County Forest Preserve District	15321
Hanas, Gerald	Northern Indiana Commuter Transportation District	14682 14859
Heine, Kevin	Bartlett Fire Protection District	14743
Helsel Hoffman, Pam	Crete Rural Park District	13353
Hough, David	Village of Franklin Park	15918
Jennings, Andrew	Village of Wheeling	16708
Kelly, James	Village of Wheeling	16710
Kingma, Hildy	Village of Park Forest	15523
Lamkey, Richard	Barrington Countryside Park District	10702
Lauro, Joe	Water Department	15988
Leipzig, Robert	Village of Wheeling Fire Department	16361
Lobaito, John	Village of Mundelein	10532

Table E-2. Comments Received on the Draft EIS		
Commenter Name	**Commenter Title/Organization**	**Comment Number**
Long, Thomas	Barrington Fire Department	10287
MacDougall, Gordon	Village of New Lenox	10069
Manning, Brent	Forest Preserve District of DuPage County	15604
Marinaro, Gary	West Cook Railroad Relocation and Redevelopment Authority	16596
Martin, Christopher	Village of Lake Barrington	15319 15863
Mastandrea, Terry	Village of Lake Zurich Fire Rescue Department	11401 11412 12594
Mattingly, Robert	Oswegoland Park District Board	15055
McCabe, Cynthia "Cindy"	Indian Prairie School District 204	14661
Merrihew, Timothy	Village of Wheeling	16598
Mick, Thomas	Village of Park Forest	10358 15317 15530
Mulligan, Kevin	Riverside Department of Fire/Rescue	14925
Nelson, Ken	Northwest Municipal Conference	13924
O'Halloran, Denis	City of Berwyn Fire Department	15913
Oldenburg, John	Forest Preserve District of DuPage County	15936 16194
Olson, Jane	Village of Buffalo Grove	14694
Paesel, Edward	South Suburban Mayors & Managers Association	10201
Panagakis, Peter	Village of Wheeling	16966
Persons, Allen	Village of Plainfield Department of Public Works	13335
Pierotti, Jr., D	Forest Preserve District of DuPage County	14190
Pineda, Julie	City of West Chicago	14819*
Prosise, Roger	Diamond Lake School District	10252
Quigley, Steven	Will County Governmental League	14001
Roberts, Jonathan	Prompt Ambulance, East Chicago EMS and Fire	12881
Roubik, Betty	City of Warrenville	14191
Ryan, Jim	Village of Forest Park Police Department	15914
Ryan, Richard	Board of Library Trustees	14747
Schlickman, Stephen	Regional Transport Authority	14480
Schoedel, Carl	Kane County	15075
Schwerd, Robert	Town of Griffith, Lake County, Indiana	15603
Sheys, Kevin	Village of Barrington	15601
Simpson, Elaine	Village of Wheeling	16107
Spiroff, Harlan	Village of Wayne	15315
Stavros, Anthony	Village of Wheeling Department of Public Works	16597
Steyskal, James	Reavis High School District 220	15077
Stone, John	Village of Wheeling Police Department	16360
Strahan, Dan	Village of Barrington Hills	15073
Summers, Greg	Village of Barrington Engineering & Building Department	11402
Szymanski, Susan	Village of Franklin Park	14983
Thurzo, Robert	Village of Bridgeview	16085

Table E-2. Comments Received on the Draft EIS		
Commenter Name	**Commenter Title/Organization**	**Comment Number**
Unknown, Kathy	Matteson Public Library	10182
Unknown, Information	Schaumberg District Public Library	10182
Vanderploeg, Wayne	Forest Preserve District of Cook County	16344
Vitas, Bob	Village of Lake Zurich	16163 16671
Volkmann, Robert	Town of Schererville	13323
Voto, Jared	City of St. Charles	14696
Waldorf, James	City of Plainfield	16359
Wallace, James	Village of Barrington	11404
Weitzel, Thomas	Riverside Police Department	13682
Wilkens, Edwin	Village of Matteson	10368
Wolfe, Thomas	Village of Franklin Park Police Department	14193
Zoellner, Kirk	Village of Mokena	16213
PASSENGER/RAIL SERVICE PROVIDERS		
Barenfanger, Charles	Effingham Railroad Company	15609
McDonald, Richard	C and NW Railroad	11437 16713 16994
Meyer, Gabriel	Union Pacific Railroad Company	15302
Morgan, Linda	Association of American Railroads	17003
Pagano, Phillip	Metra	15303
ORGANIZATIONS		
A., Wendy	Advocate Good Shepherd Hospital	16191* 17202*
Anastasio, Michael	North Country in Wayne Community Association	13131 14819* 15588
Andrew, Janet	Rolling Meadows Homeowners Association	14819* 15811
Asheim, Paul	Stonebridge Community Association	16694
Balbo, Sandie	Advocate Good Shepherd Hospital	16191* 17226
Banisaid, Sam	Advocate Good Shepherd Hospital	12423
Barnett, Terry	Underground Contractors Association of Illinois	10351
Bautista, Louis	Advocate Good Shepherd Hospital	14258
Beasley, Beth Ann	Advocate Good Shepherd Hospital	16190* 17205
Becker, Janet	Advocate Good Shepherd Hospital	16191* 17240
Beele, Todd	Homewood Area Chamber of Commerce	17043
Benigni, Nancy	Advocate Good Shepherd Hospital	16191* 17202*
Bennett, Victoria	Advocate Good Shepherd Hospital	13677
Berg, Patricia	Advocate Good Shepherd Hospital	13494
Bevilacqua, Jan	Advocate Good Shepherd Hospital	16191* 17233

Table E-2. Comments Received on the Draft EIS		
Commenter Name	**Commenter Title/Organization**	**Comment Number**
Bharaj, Avinder	Advocate Good Shepherd Hospital	12434
Blau, Joyce	Advocate Good Shepherd Hospital	13675
Boon, Edith	Fairhaven Homeowners Association	11434
Borre, Debra	Advocate Good Shepherd Hospital	16191*
Bower, Bethany	Advocate Good Shepherd Hospital	13676
Brady, Roseanne	Fairhaven Homeowners Association	11434
Brady, Y.	Fairhaven Homeowners Association	11434
Brawley, Mary	Advocate Good Shepherd Hospital	16191* 17220
Brinegar, Kevin	Indiana Chamber of Commerce	14924
Brubaker, Kevin	Environmental Law and Policy Center	15951
Buek, Man	Advocate Good Shepherd Hospital	14255
Burke, Gail	Advocate Good Shepherd Hospital	16191* 17202*
Burkhart, Richard	T.R.A.C.	11424 14435 15953 16192
Butler, Robin	Fairhaven Homeowners Association	11434 11550
Byhowski, Laura	Advocate Good Shepherd Hospital	16191* 17244
C, M	Advocate Good Shepherd Hospital	16190*
Cahill-Johnson, Sue	Advocate Good Shepherd Hospital	16191* 17219
Calcese, Barbara	Advocate Good Shepherd Hospital	14222
Campbell, Muhelle	Advocate Good Shepherd Hospital	16191* 17200*
Canaday, Sean	Advocate Good Shepherd Hospital	16191* 17221
Canzoneri, Debra	Advocate Good Shepherd Hospital	14229
Cappas, John	Fairhaven Homeowners Association	11434
Cappas, Katherine	Fairhaven Homeowners Association	11434
Captain, Meghan	Fairhaven Homeowners Association	11434
Captain, Reed	Fairhaven Homeowners Association	11434
Carroll, Joe	Fairhaven Homeowners Association	11434
Carroll, Martha	Fairhaven Homeowners Association	11434
Cebulka, Amanda	Advocate Good Shepherd Hospital	14248
Cebulka, Peter	Advocate Good Shepherd Hospital	16191* 17235
Charles, Mallory	Advocate Good Shepherd Hospital	14244
Christensen, Linda	Advocate Good Shepherd Hospital	16191* 17228
Chuyma, Rebecca	Advocate Good Shepherd Hospital	16191* 17229
Conway, Cheryl	Advocate Good Shepherd Hospital	13535
Cook, Gail	Advocate Good Shepherd Hospital	14261

Table E-2. Comments Received on the Draft EIS		
Commenter Name	**Commenter Title/Organization**	**Comment Number**
Cook, Noel	Advocate Good Shepherd Hospital	16191* 17250
Cornelius, Jillian	Advocate Good Shepherd Hospital	16190*
Crabb, Diana	Advocate Good Shepherd Hospital	16191* 17201*
Criss, Tara	Advocate Good Shepherd Hospital	16191* 17232
Davey, Kevin	Advocate Good Shepherd Hospital	16191* 17201*
Davis, Linda	Advocate Good Shepherd Hospital	13536
DeAvilla, Joan	Advocate Good Shepherd Hospital	16191* 17207
Deering, Michael	Advocate Good Shepherd Hospital	16400
Didek, Jenine	Fairhaven Homeowners Association	11434
Dioguardi, Charlotte	Advocate Good Shepherd Hospital	16191*
Dobson, Laura	Advocate Good Shepherd Hospital	16191* 17200*
Dolatre, Faye	Advocate Good Shepherd Hospital	16191* 17201*
Dorrington, Suzy	Advocate Good Shepherd Hospital	14224
Drazba, Vanessa	Advocate Good Shepherd Hospital	16191* 17236
Dunkel, Colleen	Fairhaven Homeowners Association	11434
Dunkel, Brian	Fairhaven Homeowners Association	11434
Eitel, David	FightRailCongestion.com	15142
Espino, M	Advocate Good Shepherd Hospital	16190*
F, G	Advocate Good Shepherd Hospital	16190*
Fega, C	Advocate Good Shepherd Hospital	14217
Fidale, Mary Sue	Advocate Good Shepherd Hospital	16191* 17231
Finney, Dennis	STOPCNRAIL.COM	14819*
Fisher, Linda	Advocate Good Shepherd Hospital	16191* 17209
Ford, Mike	Petition to Reduce Rail Congestion in the Chicago Region	12503 (Petition)
Fraterrigo, Colette	Advocate Good Shepherd Hospital	16191* 17248
Fry, Tom	Advocate Good Shepherd Hospital	14226
Fryter, Erica	Advocate Good Shepherd Hospital	13641
Garcia, Omar	Advocate Good Shepherd Hospital	14237
Gard, Alan	Warrenville Bicyclist and Pedestrian Advisory Commission	13925
Gardino, Lisa	Advocate Good Shepherd Hospital	16191* 17210
Gardner, Neil	Remington Crossing Community Association	16167
Garland, Dewey	Sheet Metal Workers' International Association	12710
George, Christopher	Summit Homeowners Association	12317
Gerholdt, Elizabeth	Advocate Good Shepherd Hospital	14242

Table E-2. Comments Received on the Draft EIS		
Commenter Name	**Commenter Title/Organization**	**Comment Number**
Giangrasso, Dr. Joseph	Advocate Good Sheppard Hospital	16191* 17249
Glab, Kathleen	Advocate Good Shepherd Hospital	14218
Gohmann, John	Small Railroad Business Owners of America	10087 10420 10585
Green, Margaret	Advocate Good Shepherd Hospital	14236
Greenberg, Steve	Greenberg for Congress	12046
Hack, Christine	Advocate Good Shepherd Hospital	16191*
Hansen, Dorothy	Fairhaven Homeowners Association	11434
Hansen, William	Fairhaven Homeowners Association	11434
Hauk, Eric	Fairhaven Homeowners Association	11434
Hauk, Eric	Fairhaven Homeowners Association	11434
Hauk, Kate	Fairhaven Homeowners Association	11434
Hayes, Marilyn	Maple Hill Condo Association	12428 13249
Hearns, David	Lakewood Homeowners Association	10359
Hegen, Debbie	Advocate Good Shepherd Hospital	14251
Hejonanowski, Barbara	Advocate Good Sheppard Hospital	16191* 17202*
Helgason, Edward	Fairhaven Homeowners Association	11434
Helgason, Janet	Fairhaven Homeowners Association	11434
Helmer, Taryn	Advocate Good Shepherd Hospital	14234
Hendrix, Katherine	Advocate Good Sheppard Hospital	16191*
Henry, Jacqueline	Advocate Good Sheppard Hospital	13659
Henry, Lucy	Fairhaven Homeowners Association	11434
Hoekstra, Kyle	Advocate Good Sheppard Hospital	16191* 17200*
Hoeltgen, Daniel	Advocate Good Sheppard Hospital	16190*
Hoffman, Linda	Heritage Knolls Homeowners	10166 13910
Hughes, Austin	Advocate Good Shepherd Hospital	14238
Huntzgr, Alexia	Advocate Good Shepherd Hospital	16190*
Irmiter, Brian	Advocate Good Shepherd Hospital	14225
Jefson, Robert	Advocate Good Shepherd Hospital	16191* 17202*
Johnson, Dean	Big Woods Manmon Neighborhood Association	12711
Jones, Lillian	Advocate Good Shepherd Hospital	16191* 17218
Kamm, Gilbert	Fairhaven Homeowners Association	11434
Keenan, Heidi	Historical Old Matteson Homeowners' Association	16410
Kelsch, Joseph	Barrington Area Development Council (BADC)	11409 12106
Klausing, Susan	Advocate Good Shepherd Hospital	14211 14220
Knop, Kathi	Advocate Good Shepherd Hospital	13674
Koepsel, Holly	Fairhaven Homeowners Association	11434

Table E-2. Comments Received on the Draft EIS		
Commenter Name	**Commenter Title/Organization**	**Comment Number**
Kolasinski, Art	Fairhaven Homeowners Association	11434
Kolodiej, Jacqueline	Advocate Good Shepherd Hospital	14216
Kopfer, Judy	Advocate Good Shepherd Hospital	14259
Kotsch, Catherine	Advocate Good Shepherd Hospital	14228
LaBelle, Jim	Chicago Metropolis 2020	15611
Lambert, Karen	Advocate Good Sheppard Hospital	15999
Lamothe, Gary	Advocate Good Shepherd Hospital	16191* 17213
Landis, Rashelle	Advocate Good Shepherd Hospital	16191* 17201*
Lau, Linda	Advocate Good Shepherd Hospital	11452 13650
Lederer, Shannon	Advocate Good Shepherd Hospital	14254
Leiding, Annie	Fairhaven Homeowners Association	11434
Leiding, Nick	Fairhaven Homeowners Association	11434
Leiding, Sara	Fairhaven Homeowners Association	11434
Leiding, Tom	Fairhaven Homeowners Association	11434
Leiding, Toni	Fairhaven Homeowners Association	11434
Lemke, Noel	Advocate Good Shepherd Hospital	16191* 17234
Leseth, Carrie	Advocate Good Shepherd Hospital	16191* 17238
Leydig, Deborah	Chamber of Commerce PFAFI-Norton's USA	10648
Lindrall, Laura	Advocate Good Shepherd Hospital	16191* 17227
Lionel, Pilate-Jean	Advocate Good Shepherd Hospital	16191* 17214
Lockhart, Anne	Advocate Good Shepherd Hospital	16191* 17215
Lohenry, Chuck	Maple Hill Condo Association, Board of Directors	13249
M, Cynthia	Fairhaven Homeowners Association	11434
MacNicol, Alan	Barrington Ridge Homeowners Association	12769 12823
Malinowski, Edmund	TRAC	16983
Mannos, Steven	Dearborn Tower Condominium Association	15917
Mansin, Chris	Advocate Good Shepherd Hospital	16191* 17211
Marczyk, Marlene	Fairhaven Homeowners Association	11434
Marczyk, Bruno	Fairhaven Homeowners Association	11434
Marks, Patricia	Advocate Good Shepherd Hospital	13669
Matheson, Amy	Advocate Good Shepherd Hospital	14243
McCafferty, Patricia	Fairhaven Homeowners Association	11434
McCarty, Jerry	Maple Hill Condo Association, Board of Directors	13249
McDonald, Brook	The Conservation Foundation	10147
Mendez, Esther	Advocate Good Shepherd Hospital	12414
Mercer, Anna	Advocate Good Shepherd Hospital	14213

Table E-2. Comments Received on the Draft EIS		
Commenter Name	**Commenter Title/Organization**	**Comment Number**
Mihelic, James	Oak Ridge Marsh Conservation Group	16101 16706
Mikosz, Marian	Fairhaven Homeowners Association	11434
Minner, Jill	Fairhaven Homeowners Association	11434
Mitchell, Cynthia	Advocate Good Shepherd Hospital	14246
Moeller, Dawn	Advocate Good Shepherd Hospital	10624 13649
Molony, Bill	Will County Historical Society	13453
Morton, Terry	Advocate Good Shepherd Hospital	12422
Muench, Meagan	Advocate Good Shepherd Hospital	14239
Mulac, Ruth	Advocate Good Shepherd Hospital	16191* 17239
Murphy, Alan	For the People Grass Roots Organization	12772 12773 12774 12775 12776 12777 12778
Nelson, Evamarie	Advocate Good Shepherd Hospital	14256
Neptun, Conrad	Fairhaven Homeowners Association	11434
Neptun, Kirsten	Fairhaven Homeowners Association	11434
Neptun, Sigrid	Fairhaven Homeowners Association	11434
Neptun, Steven	Fairhaven Homeowners Association	11434
Nick, Tim	Advocate Good Shepherd Hospital	14245
Niese, Roseanne	Advocate Good Shepherd Hospital	13648
Norberg, Renee	Advocate Good Shepherd Hospital	14219
Oliver, Mary	Advocate Good Shepherd Hospital	16191* 17241
Olson, Kate	Advocate Good Shepherd Hospital	16191* 17243
Ozinga, Marty	Marty Ozinga for Congress	13686
Pacholski, Donna	Advocate Good Shepherd Hospital	13671
Palmquist, Joyce	Barrington Area Council on Aging	11415
Patrick, Adrienne	Advocate Good Shepherd Hospital	14253
Perrin, Dale	Lake Zurich Area Chamber of Commerce	12304
Pescheret, Kathleen	Citizens to Fight Rail	15164
Peterson, Debbie	Advocate Good Shepherd Hospital	13643
Petruzzelli, Delores	Maple Hill Condo Association, Board of Directors	13249
Phelan, Kathleen	Advocate Good Shepherd Hospital	11966 12568 14252
Pichlik, Gayle	Advocate Good Shepherd Hospital	16191* 17222
Pichlik, Jennifer	Advocate Good Shepherd Hospital	16191* 17223

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Commenter Name	**Commenter Title/Organization**	**Comment Number**
Pichlik, Robert	Advocate Good Shepherd Hospital	16191* 17224
Pietrowski, Char	Advocate Good Shepherd Hospital	12426
Polahel, Susan	Fairhaven Homeowners Association	11434
Powroznyk, Steve	Fairhaven Homeowners Association	12049
Randolph, Jackie	Brotherhood of Locomotive Engineers and Trainmen	12879
Rathmann, Susan	Advocate Good Shepherd Hospital	14227
Regus, Cornelia	Advocate Good Shepherd Hospital	16191* 17201*
Renwall, Candace	Barrington Chamber of Commerce	10387
Roach, Weng	Advocate Good Shepherd Hospital	14257
Robbins, Jessica	Advocate Good Shepherd Hospital	14249
Rolle, Ewa	Advocate Good Shepherd Hospital	16190* 17206
Romolo, Robert	Advocate Good Shepherd Hospital	16191* 17251
Rozhon, Jacqueline	Advocate Good Shepherd Hospital	16190*
Rysso, Laura	Advocate Good Shepherd Hospital	16191* 17200*
Salb, M	Advocate Good Shepherd Hospital	14215
Sanchez-Carlson, Bonnie	Near South Planning Board	15607
Sarius, Jamie	Advocate Good Shepherd Hospital	14241
Sarius, Stephanie	Advocate Good Shepherd Hospital	14235
Savella, Rosalie	Advocate Good Shepherd Hospital	16191* 17245
Schauer, M.	Fairhaven Homeowners Association	11434
Schauer, Robert	Fairhaven Homeowners Association	11434
Schinkoeth, Sharon	Advocate Good Shepherd Hospital	14247
Schmidt, Linda	Advocate Good Shepherd Hospital	16191* 17242
Schneider, Lynne	Buffalo Grove Area Chamber of Commerce	14192
Schumm-Burgess, Nancy	Barrington Hills Conservation Trust	12572
Scott, Mary Rose	Advocate Good Shepherd Hospital	16191* 17247
See, Sherry	Longwood Homeowners Association	13912
Shah, Shishir	Advocate Good Shepherd Hospital	14214
Sheahan, Ruth	Blue Island Area Chamber of Commerce and Industry	16348
Shook, Steve	Advocate Good Shepherd Hospital	12424
Smith, Ashley	Advocate Good Shepherd Hospital	14233
Smith, Debbie	Advocate Good Shepherd Hospital	13645
Smith, Vicky	Chicago Southland Economic Development Corporation	12646
Spaeth, Raymond	Chicago Chinatown Chamber of Commerce	13587
Spiropoulos, Susan	Advocate Good Shepherd Hospital	14260
Stinson, Sue	Advocate Good Shepherd Hospital	16190*

Table E-2. Comments Received on the Draft EIS		
Commenter Name	**Commenter Title/Organization**	**Comment Number**
Stoinski, Meg	Advocate Good Shepherd Hospital	16191* 17200*
Stutz, Douglas	Fairhaven Homeowners Association	11434
Stutz, Susan	Fairhaven Homeowners Association	11434
Sullivan, Janice	Advocate Good Shepherd Hospital	13673
Svoboda, Robin	Advocate Good Shepherd Hospital	16207
Swanson, Jeri	Advocate Good Shepherd Hospital	16191* 17237
Swanson, Kristin	Advocate Good Shepherd Hospital	16191* 17201*
Swims, Elizabeth	Advocate Good Shepherd Hospital	16191* 17217
Symbal, Dennis	Fairhaven Homeowners Association	11434
Symbal, Sandra	Fairhaven Homeowners Association	11434
Talaga, Don	Maple Hill Condo Association, Board of Directors	13249
Tapri, Anna	Advocate Good Shepherd Hospital	13644
TeRonde, Michelle	Advocate Good Shepherd Hospital	14250
Thomlison, Jennifer	Advocate Good Shepherd Hospital	12425
Treanor, Peggy	Advocate Good Shepherd Hospital	16191* 17200*
Trujillo, Nancy	Advocate Good Shepherd Hospital	14221
Tsohas, Christine	Advocate Good Shepherd Hospital	13668
Ubrlgma, Deborah	Fairhaven Homeowners Association	11564
Unknown	Advocate Good Shepherd Hospital	13646
Unknown	Advocate Good Shepherd Hospital	13647
Unknown	Advocate Good Shepherd Hospital	14231
Unknown	Barrington Chamber of Commerce	10268
Unknown	Neighbors Against Noise	16568
Van Wambeke, Joseph	Advocate Good Shepherd Hospital	16191*
VanjenBosd, Gretchen	Advocate Good Shepherd Hospital	16191* 17216
Viera, Ana	Advocate Good Shepherd Hospital	16191* 17200*
Waldoch, Nicole	Advocate Good Shepherd Hospital	14232
Walker, Jean	Burnside Neighborhood Association	13973
Wb, Ronald	Fairhaven Homeowners Association	11178
Weandall, Elizabeth	Advocate Good Shepherd Hospital	14223
Wenching, Cynthia	Fairhaven Homeowners Association	11434
Westcott, Charles	Fairhaven Homeowners Association	11434
Westcott, Lorraine	Fairhaven Homeowners Association	11434
Widtmann, Barbara	Advocate Good Shepherd Hospital	16191* 17202*
Wierciak, Tammy	Solutions To Area Rail Traffic (START)	16181 (Transcript) 16182 (Transcript)

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Commenter Name	**Commenter Title/Organization**	**Comment Number**
Winters, Nadine	Advocate Good Shepherd Hospital	16191* 17225
Witkowski, Robert	Advocate Good Shepherd Hospital	16001 16190* 17204
Wojtas, Lynne	Advocate Good Shepherd Hospital	16191* 17212
Wolly, Michael	IBEW, IAM, ATDA, NCFO	10081
Woodlief, Paula	Advocate Good Shepherd Hospital	16191* 17200*
Wool, Daniel	Advocate Good Shepherd Hospital	16190* 17203
Yakowenko, Joanne	Advocate Good Shepherd Hospital	16191* 17200*
Yerushalmi, Rosemary	Advocate Good Shepherd Hospital	16191* 17208
Z, J	Advocate Good Shepherd Hospital	13642
Zambowski, J	Advocate Good Shepherd Hospital	16191* 17202*
Zaremba, Jim	Fairhaven Homeowners Association	11434
Zaremba, Wendy	Fairhaven Homeowners Association	11434
Zientara, Gary	Rolling Knolls Homeowner Assoc	12075
Ziessow, Janet	Fairhaven Homeowners Association	11434
Ziessow, Scott	Fairhaven Homeowners Association	11434
Zimmerman, Sharon	Advocate Good Shepherd Hospital	16191*
Zurke, Fern	Advocate Good Shepherd Hospital	13672
APPLICANT		
Cunningham, Paul	Harkins Cunningham, LLP	15801
Hirsh, David	Harkins Cunningham, LLP	10047 (Petition)
Unknown	Harkins Cunningham, LLP	10182

CITIZENS

Commenter Name	Comment Number	Commenter Name	Comment Number	Commenter Name	Comment Number
A, G	14819* 15751*	Aceret, Steven	12244 12712	Acuff, Kelly	16909
A, R	14819*	Acharya, Meetal	13104	Adair, Linda	12141 14162
Aaberg, Barb	15943	Acharya, Simbi	13146	Adamovic, Charles	10722
Abad, Mike	15602	Acke, Bob	14411	Adams, Bonnie	15614*
Abasolo, Anthony	12327	Acosta-Fiad, L	17051*	Adams, Damian	15751*
Abbate, Leo	15751*	Acsoa, William	15615	Adams, Daniel	15048
Abbinante, Elaine	14862*	Abramic, Ryan	11214	Adams, Deborah	13070
Abbinante, Sabino	14862*	Abry, Brian	12383	Adams, Deborah	14506
Abdo, Wa'El	15778	Abry, Karen	11897 12383	Adams, Mary	11918
Ablan, Maria	14207	Aceret, Mary	12718	Adams, Rick	15614*

Table E-2. Comments Received on the Draft EIS					
Commenter Name	**Comment Number**	**Commenter Name**	**Comment Number**	**Commenter Name**	**Comment Number**
Adkins, Louise	16133	Albert, Lori	12188	Almquist, Frank	14126
Adkins, Raymond	15616 16069	Alberts, Claudia	10042	Alongi, David	14819*
Adler, Daniel	13316	Albertson, Brian	10230	Alonzo, Jesus	16760
Adler, Jan	10118	Albrecht, Bonnie	15591	Altenberger, Christine	10609
Adona, Erik	14172	Albrecht, Ken	12077	Altenberger, Levin	10608
Adzia, Allan	13597	Albright, Clay	12927	Altenburg, Bonnie	11717
Adzia, Pat	13597	Albright, Shirley	12664	Alvinito, Virginia	13969
Aevermann, James	16066	Alderson, Yvonne	13595	Amadei, Jennifer	13285
Aglipay, Natalie	13002	Alexander, Andrew	16441	Amadei, Michael	13285
Agrawal, Ajay	14621	Alexander, Cyndi	11206	Amberg, John	13091
Aguayo, Kathy	10494	Alexander, Dee	11745	Amberg, Rosemary	13091
Aguilar, Jim	14379	Alexander, John	11206	Ambrosini, Anthony	13318
Aguilar, Sharon	14379	Alexander, Leon	11777	Ambrosio, Peter	15542
Aguili, Luz	14819*	Alexander, Martha	12402	Amelio, Barbara	12909
Aguirre, Melissa	15751*	Alexander, Tom	14862**	Amin, Jyoh	12935
Ahern, Karyn	15298	Alfini, Gale	14819*	Ammendoia, Barbara	16940
Ahlborn, Jim	14084	Alfonseca, Rafael	12723	Ammendola, Richard	16912 16940
Ahlborn, Pam	14083	Alguire, Sandra	15562	Amonino, Camille	16033
Ahlgrin, Sandra	15614* 17069	Ali, Akber	16067	Amoroso, Mary	11476 12599
Ahmad, Amy	14819*	Allar, Carol	11800 11828	Amsrud, Philip	11905
Aiello, Frank	14819*	Allar, Dennis	10978 11801	Anagnostopoulos, Cary	13566
Aiello, Janet	14819*	Allbee, Matthew	16934	Anagnostopoulos, Wendee	13566
Aievoli, Barbara	14753	Allegretti, Kenneth	14862*	Ancona, Patty	12619
Aigner, Antoinette	14819*	Allegretti, Paul	14862*	Ander, Karen	14999
Aigner, Curt	14819*	Alleman, William	16936	Anders, Michelle	12193
Aime, James	14862*	Allen, Cara	11627	Andersen, Cindy	14862*
Akers, Donald	17159	Allen, Lisa	11628	Andersen, Morgan	12055 12056
Akers, Lynn	17191	Allen, Meredith	14862*	Anderson, Bob	12765 16764 16768
Akers, Tom	16629	Allen, Patricia	15146	Anderson, Daren	10891
Aki, Michele	11569	Allen, Richelle	11069	Anderson, Ellen	12678
Alberchinski, Sara	13628	Allen, Robert	11068	Anderson, Ellen	14432
Alberg, James	16752	Allison, Katharine	11915	Anderson, John	16743
Albert, Grant	10543	Allison, Michael	12931	Anderson, Jon	11772
Albert, Karen	12437	Allison, Michael	14593	Anderson, Kate	10904
Albert, Kimberly	16617	Almieri, Steve	16756	Anderson, Kurt	11807

Table E-2. Comments Received on the Draft EIS					
Commenter Name	Comment Number	Commenter Name	Comment Number	Commenter Name	Comment Number
Anderson, Lisa	15614* 17073	Aprati, Marlene	14567	Atchison, Elaine	15751*
Anderson, Lou	14020	Arata, Alyssa	12973	Aubert, David	15751*
Anderson, Lynn	11842	Arata, Matthew	12870	Aubert, Lisa	15751*
Anderson, Mary	10603	Archeiser, H.	10435	Auchstetter, Kimberly	15044
Anderson, Maryann	10268	Arendarczyk, Rose	15614* 16716 17080	Audi, Suzann	12487
Anderson, Michael	15614*	Arendsee, Tucker	14295	Aurelio, Giuseppe	14015
Anderson, Petra	14900	Arendt, Jennifer	15488	Austgen, David	13323
Anderson, Robert	11863	Argiris, Dean	16417	Austriaco, Aurora	16027
Anderson, Robin	13415 13917	Arkolamberson, Jay	16772	Babbe, Deb	15130
Anderson, Sara	13398	Armagost, Betty	11554	Babcock, Lisa	16776
Anderson, Sheryl	15614*	Armagost, Leann	11542	Babiuk, Samantha	12055
Andrade, Graciel	10200	Armagost, Lee	11543	Bach, Beth	11150 12624
Andrews, Bob	10257	Armentano, Bob	14819*	Bach, Daniel	14819*
Andrews, Burt	12940	Armentano, Emily	14819*	Bach, G	10151
Andrews, Dorothy	12162	Armhurst, Dave	14819*	Bach, Greg	11151 15405
Andrews, Janice	15943	Armhurst, Yarurl	14819*	Bach, Greg	15165
Andrews, Patricia	16949	Armstrong, Cindy	11932	Bach, Gregory	10620
Andrews, Roberta	16489	Armstrong, Kent	12995	Bach, Judith	14819*
Angelina, Lisa	15849	Armstrong, Kevin	10538	Bach, Peyton	11152
Angermeier, Cynthia	13482	Armstrong, Nancy	15614* 17088	Bach, Susan	11685
Anonymous, A	16196 16998	Arneth, Jessica	13165	Bachelder, David	16141
Anora, Pinky	16484	Arnold, Robert	13558	Bachelder, Matthew	16141
Ansari, Maribel	16728	Arnold, Tammi	13218	Bachelder, Melissa	16141
Ansari, Mohammed	16921	Arstikys, Marija	14862*	Bachelder, Sandra	16141
Ansink, John	15455	Arthur, Jerry	14296	Bachler, Jeff	12668 16087
Antikiewicz, Ann	13062	Artis, Emma	15617	Bachler, Julie	12668
Antonacci, Margaret	12273 15151	Ashby, Jim	16209	Bachman, Kathy	11243
Antonietti, Brian	14862*	Asher, Janet	11468	Bachman, Ted	11243
Anzelmo, Robert	13971	Ashton, Kathleen	12195	Bachtel, David	15417
Appel, Carole	15751*	Ashton, Thomas	12195	Bacigalupo, Marie	10279
Appel, William	15751*	Askett, Paul	16499	Backe, Bridget	13095 13592
Appleby, Lisa	11038	Associate,	12441	Backus, Lyle	14538
Appleby, Sean	11035	Asturias, Concha	12201	Bacldy, Barbara	14819*

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Commenter Name	**Comment Number**	**Commenter Name**	**Comment Number**	**Commenter Name**	**Comment Number**
Bacon, Bob	15618	Ball, Roberta	11572	Bargmann, Jan	10063
Badsing, B.	10772	Ball, Roger	14641	Barillas, Constance	15655
Badskey, Katie	12055	Balla, David	13134	Baritko, Konstantin	13445
Baehr, Brenda	15614*	Balla, Elizabeth	13135	Barkach, James	15300
Bahl, Dharam	13895	Ballard, Carole	15959	Barkauski, Sr., Gary	14045
Baier, Bruce	15751*	Balone, Gino	14539	Barker, Casey	15880
Bailey, Benjamin	12555	Balsamo, Joyce	10653	Barker, Kim	11933
Bailey, Brad	15614* 17082	Balsamo, Nickolas	11758	Barker, Pat	16784
Bailey, Celeste	12621	Balsamo, Thomas	11706 17871	Barker, William	12430
Bailey, Emily	10874	Balsamo, Wade	10756 12055	Barnard, Dorothy	15184
Bailey, Griffin	10950	Baltz, John	14360	Barneke, Rose	15202
Bailey, Lori	15895	Balzer, Maureen	16780	Barner, Ezella	16232
Bailey, Melissa	15614* 17082	Banach, Maria	15751*	Barnes, Janice	13463
Bailey, Nancy	15937	Banda, Elsa	17110	Barnes, Karen	16924
Baily, Mary	12648	Banda, Jose	17110	Barnes, Marcella	14862*
Baird, David	16054	Banducci, Carlo	14819*	Barney, David	15017
Baker, Brad	14525	Banducci, Rina	14819*	Barney, Gwen	10854
Baker, Catherine	11797	Bandyk, Joseph	13325	Barney, Mary	15006
Baker, Delores	16230	Bandyk, Megan	13325	Barney, Regina	10859
Baker, Hal	15614*	Bank, Patty	13107	Barney, Regina	11683 12412 16788
Baker, John	11252	Bankowski, Donna	10317	Barney, Regina	15815
Baker, Jr., Arthur	10031 10089 14283	Banks, Harry	16231	Barnhart, Bill	16922
Baker, Kim	15614*	Bannon, Angela	14624	Barnhart, David	13800 14141 16727
Baker, Linda	11036	Baran, Joseph	10476	Barnhart, Rebecca	11511 16919
Baker, Marcus	15201	Baranski, Carole	10946	Barr, Dean	15614*
Baldacci, Florence	16628	Barba, Loretta	13376	Barr, Ellen	11140
Baldwin, Karen	14012	Barber, Andrea	13081	Barr, John	11140
Baldwin, Sara	12055	Barber, Pete	13081	Barr, Katie	15614*
Baldwin, Stephen	14417	Barber, Peter	16147	Barr, Robert	16412
Baldwin-O'Beirne, Virginia	15113	Barbier, John	13810	Barraza, Olga	15751*
Balgeman, Matt	15751*	Barczak, Mary	14507	Barrera, Jose	17123
Balgeman, Sara	15751*	Barda, Bozena	15751*	Barrett, James	15751*
Balistreri, Laura	12001	Barger, Julie	12052	Barrie, Richard	10516

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Commenter Name	**Comment Number**	**Commenter Name**	**Comment Number**	**Commenter Name**	**Comment Number**
Barron, Michael	16182	Bassett, Thomas	10064 10460	Beasley, Kelly	16753
Barrow, Barton	12076 13999 14819*	Bataille, Gerald	12660 15775	Beasley, Lawrence	16796
Barrow, Regina	14819*	Bataille, Lois	12660	Beasley, Robert	16761
Barry, Al	12601	Bates, Annette	10273	Beath, Marie	15357
Barry, Betsy	16608	Bates, Clantha	13760	Beattie, Scott	11785
Barry, Christopher	15148	Bates, Colleen	15751*	Beattie, Susan	10934
Barry, Clare	12681	Bathrick, Andrew	10964	Beaubien, Bob	11584
Barry, Deborah	12637	Bathrick, Lee	10966	Beaubien, Mary	11584
Barry, Donald	16625	Bathrick, Monnet	11556	Beaudoin, Kathy	14821
Barry, James	14684	Batson, Diane	16960	Beaudoin, Matt	14816
Barry, John	10226	Batson, Mark	16467	Beaulieu, James	16586
Barski, Evelyn	14862*	Battista, Pamela	13932	Beaumont, George	14049
Bartels, Margaret	12465	Bauer, Carolyn	10200	Beazley, Brian	16765
Bartlett, Lynda	16792	Bauer, Irene	11945	Beazley, Kathleen	16683
Bartnicki, Ron	12890	Bauer, June	10268	Beazley, Lawrence	16681
Barto, Mary	13097	Bauer, Mary	11740	Beazley, Robert	16682
Barto, Wayne	13096	Baughman, Christine	15570	Becca, Katherine	15619
Barton, Ty	15349	Baum, Cheryl	14789	Beck, Laura	10325 13873 15984
Bartos, Jim	12894	Baum, Donna	15614* 17087	Becker, Charles	11870 12083
Bartuch, Carmen	14862*	Baum, Joe	12921	Becker, Gary	12050 12083
Bartuch, Gilda	14862*	Baum, Karen	12921	Beckner, Ruth	15751*
Bartunek, Mary	14862*	Baumgartner, Kathryn	10827	Beda, Dorothy	11987
Barz, Lois	10296	Baumgartner, Linda	10888	Bedoe, Greg	12084
Basarich, Marie	15751*	Baumgartner, Susan	10650	Bedoe, Ronald	15751*
Basek, Geraldine	10531 14863	Bautista, Bal	14819*	Beemer, Bruce	10124
Basile, Merina	15751*	Bautista, Nenet	14819*	Beese, Carol	11927
Basile, Norman	16233	Bautista, Ruther	14810 15730	Begala, Andrea	12969
Basile, Paul	14090	Baxter, Jameson	15595	Behling, Ann	13303
Basile, Renu	14091	Beallis, Kelly	16549	Behm, Susan	15033
Basile, Rosemarie	15751*	Bean, Victoria	10610	Behrens, Eva	13907 15050
Baskind, Ellen Sopp	13893 14361 16011	Beard, Gladys	14837	Behrens, John	14819*
Bassett, Jr., Gerald	10579	Beasley, Kathleen	16757	Behrens, Priscilla	14819*

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Commenter Name	**Comment Number**	**Commenter Name**	**Comment Number**	**Commenter Name**	**Comment Number**
Behymer, Cheryl	13132	Bennett, Mary	16234 16416	Bergman, Sharon	16123
Behymer, J	12488	Bennett, Michelle	13734	Bergmann, Tina	12056
Beil, Alfreda	14862*	Bennett, Scott	12048	Bergroschtje, John	14819*
Beimal, Debbie	14862*	Bennett, Shirley	13015	Berkemeier, Danielle	12262
Beimal, Mark	14862*	Bennett, Tracy	16914	Berlin, Donald	13898
Belke, Bruce	14508	Benoit, Jeremy	14885	Berman, Anna	15614*
Belky, Celeste	13689	Benovic, Marc	16995	Berman, Randy	15614*
Bell, Janet	12510	Benson, Barbara	10975	Berman, Walter	15614*
Bell, Marilyn	15251	Benson, George	14819*	Bern, Dorrit	11790
Bell, Norman	13063	Benson, Gus	10136	Berna, Katherine	12183 14819*
Bellina, June	13880	Benson, Myrtice	14819*	Bernacchi, Jeffrey	10981
Bellows, Dena	11535	Benson, Tammy	15751*	Bernadisius, Vida	16538
Belmonte, Cathy	14862*	Bentham, Kathleen	10270	Bernard, Brian	16942
Belmonte, Guy	14862*	Bentham, Robert	10270	Bernard, Coleen	16941
Belmonte, Sherri	14862*	Bentz, Colin	14093	Bernardi, John	13141
Belovich, Sue	13190	Bentz, Timothy	14094	Bernardoni, Brenda	14780
Beltz, Bill	13538	Benyukhd, Inna	10510	Bernardoni, John	14780
Beltz, Frances	15751*	Beosler, Christina	14819*	Bernero, Frank	15432
Beltz, William	15751*	Berenz, Jerry	12314	Bernhagen, Linda	15903 16385
Bemis, Edward	12749 13755	Beresheim, John	14862*	Berrios, Samuel	15751*
Benaitis, Erin	15013	Beresheim, Nancy	14862*	Berrong, Gerald	10515
Benak, Jozef	15535	Berg, Akiko	16724	Berrong, Gerald	12418
Benes, Ronald	10284 12177 12328	Berg, Alex	16754	Berrong, Sandra	10515 12418
Benford, Candace	15620	Berg, Paul	16725	Berry, Constance	15751*
Benjamin, Annemarie	10666	Bergan, Diane	12004	Berry, Kim	14819*
Benjamin, Chris	10113	Bergan, Timothy	12005	Berry, Tom	15751*
Benjamin, Jennifer	13477	Berger, Bud	13968	Berscheid, Laura	14862*
Benjamin, Thomas	10155 13936 16751	Berger, Charlene	12300	Bertrand, Christy	13520
Benkendorf, R.	10760	Berger, Debra	15770	Bertrand, Jim	13533
Benman, Hal	15614*	Berger, Lora	10612	Bertrand, Judith	16999
Bennett, Davis	10268	Berggren, Jeffrey	15751*	Bertrand, Pam	13514
Bennett, Diane	11614	Bergman, Don	16123	Bertrand, Paul	13519 16999
Bennett, Donald	13332	Bergman, Kenneth	16123	Bertschy, Chris	17188
Bennett, Ken	16733	Bergman, R.	15049	Bertschy, Nancy	14588
Bennett, Kenneth	13015	Bergman, Robert	16123	Bestrain, Alexandria	15696

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Commenter Name	Comment Number	Commenter Name	Comment Number	Commenter Name	Comment Number
Bettanin, John	10200	Biggs, Loralee	15203	Bingham, Melissa	11589
Betts, Bruce	13352 13685	Biggs, Robin	12708	Bingham, Richard	10349 10491 12312
Beveridge, Gail	11713	Bigham, Elissa	12239	Bingham, Richard	12320 12321 12322 12323 12343
Beverley, Danae	10019	Bigos, Joan	17051*	Bingham, Scott	12936
Bhansari, Rakshak	15751*	Bigos, Michael	17051*	Bingham, Sharon	10496 12320 13416
Bhaskaran, Deepa	17044	Bijronia, Sanjay	17315	Binke, Kathleen	13913
Bhuva, Shefali	11271	Bilick, Shirley	14819*	Birch, Robert	10131 16938
Bianchi, Elizabeth	10200	Billick, Ed	14819*	Bird, Gregory	10203 16651
Biberian, Judy	12398	Billick, Shirley	16235 16236	Bird, John	16607 16652
Biberian, Lucy	12405	Billings, Christine	13003	Bird, John	15747 16650
Bic, Walter	15621	Billings, Joe	15857	Bird, Judith	10214
Bicking, Don	14874	Billisk, Ed	14819*	Bird, Lauren	16680
Bidielharpt, Angela	14819*	Billman, Alice	13350 14971	Bird, Lisa	10327 10400 12295
Biel, Kenneth	10307 10369	Billman, Earl	13349 14968	Bird, Marilyn	17036
Biel, Kenneth	12466	Bilski, John	15752*	Bird, Mark	10329
Biel, Sandra	10138	Bilski, MaryAnn	15752*	Bird, Ryan	16648
Biel, Sandra	10405 10421 12257	Bilsland, Delores	14862*	Biro, Michael	14862*
Bielinski, Linda	15751*	Bilyeu, Connie	15948	Biscan, Debra	12913
Bierig, Barbara	10573 15181	Binder, Linda	15751*	Biscan, Thomas	13049
Bierman, John	16755	Binder, Lisa	17308	Bishop, Betty	10200
Bierman, Raynette	16758	Binder, Warren	14862*	Bishop, Catherine	11710
Biga, Jr., Walter	14175	Binetti, Tamara	14819*	Bishop, David	11191
Biggs, Jeff	12708	Bingenheimer, Laurrie	16987	Bishop, Julia	11193 16153 16154 16155 16195 16422 16434

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Commenter Name	**Comment Number**	**Commenter Name**	**Comment Number**	**Commenter Name**	**Comment Number**
Bishop, Julia	16481 16482 16483	Blomquist, Jay	10800	Bolland, Mary	14509 16415
Bishop, Sue	13467	Blomquist, Margie	11611	Bolland, Terry	15469
Bishop, Willard	11120	Blomquist, Roger	11611	Bolland, Wendy	15312
Bisso, Gayle	10054	Bloom, Mary	10000 (Petition)	Bolles, Michael	14868
Bitoy, Annette	10243	Blount, Leslie	12363	Bolles, Patricia	14868
Bitoy, Rudolph	10242	Blue, Christine	15534	Bollini, Mary Beth	14941
Bjorkman, Stacy	14184	Blumberg, Sandra	15751*	Bollman, Marlen	14774
Blaauw, Heino	14890	Blumberg, Steven	15751*	Bollman, Patricia	14819*
Blaauw, Rev. Heino	15708	Blume, Wayne	15060	Bollman, Robert	14774
Black, Judy	15064	Bob, Vincent	16741	Bomba, Craig	14426
Black, Mimi	15614*	Bobrowski, Dan	11340 15614*	Bonasera, Janie	15031
Blackman, Keith	14819*	Bobrowski, Kelsey	11340	Bondi, Marianne	10658
Blackmon, Kathy	15252	Bobrowski, Ryan	11340	Bonow, Joan	16606
Blackwell, Karen	15614*	Bobrowski, Susan	11340 15614* 17095	Booker, Reginald	12524
Blaha, Melanie	13031	Boch, Carolyn	10475	Boomsma, Nancy	13500
Blaho, Susan	13473	Bocian, Eugene	10698	Boongaling, Evanswinda	15751*
Blair, Jenifer	15204	Bodnar, Raymond	13065	Boos, Eileen	11961 15406 16239
Blake, Jennifer	16237	Boerman-Cornell, Amy	16238	Booth, Beverly	14533
Blank, Norman	13848	Boersma, Margretta	16362 (Petition)	Booth, Brian	14796
Blanke, Dave	11081	Boesch, Linda	13498	Booth, David	10189
Blas, John	14862*	Bogaerts, John	11985	Boren, Geraldine	10224
Blatt, Janyl	16414	Bogard, Martha	11958 12561	Borgstrom, Pat	15614* 17072
Blatz, Deborah	16631	Bogard, Toni	11957 12579	Borkon, Ben	10636
Blazek, Florence	14862*	Bogdan, Mary	14431	Borkowski, Barbara	12709
Blecker, Thomas	13606	Bogdan, Ron	12791 13502	Borkowski, Dennis	12709
Bledsoe, Elonda	13377	Bogdanich, Minnie	14862*	Borkowski, Jack	15751*
Bletz-Hartmann, Sherry	15751*	Bogue, Jody	14862*	Borkowski, Martyna	15751*
Block, Mary Anne	12253 12372	Bohne, Alice	16216	Borow, Jennifer	14862*
Block, Stephanie	12034	Boiser, Marlene	10200	Borow, Pat	14862*
Bloedel, Allen	17051*	Bolanos, Alicia	13393 (Petition)	Borrico, Nicole	14168
Blomquist, Connie	16644	Bolland, David	15484	Borst, Cheryl	11608

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Commenter Name	Comment Number	Commenter Name	Comment Number	Commenter Name	Comment Number
Borst, Tom	11609	Bozarth, Maddy	10943	Bredesen, Dan	14662
Boshell, Raynette	16759	Braden, Jennifer	15751*	Bredesen, Dan	16030
Bosma, Marcia	15331	Braden, Wanda	15751*	Breidenbach, Amy	10902
Bosma, Randall	13019	Bradford, Alison	10753	Breither, Linda	11692 12399
Bostick, Ross	10455	Bradley, Jerry	16981	Breitlow, Charlene	12190 15931
Bostock, Amber	11141	Bradley, Margo	12636	Breitung, Arnold	10128
Bostock, Kenneth	11253	Bradshaw, Barry	17105	Brems, Ken	14879 14933
Boston, Granville	15751*	Bradshaw, James	12654	Brenczewski, Hallie	16766
Bostrom, Susan	16183	Bradshaw, Mary	17105	Brendemuehl, Mary	10409
Botkin-Karp, Laura	16762	Brady, Kenneth	16406	Brendlinger, Cynthia	15123
Botsford, Stephen	15166	Brancecum, Valerie	15751*	Breslin, Jenna	11212
Boucek, Barbara	12222	Branding, Frederick	15614* 17074	Breslin, Joe	11998
Boucek, William	12222	Branding, Katie	15614* 16624	Breslin, John	15289
Boulrece, Kijuana	16763	Branding, Suzanne	15614*	Breslin, Sandra	10238 10645
Bounds, Brad	10584	Brands, Beth	15751*	Brett, Carter	12584
Bounds, Patricia	10581	Brandt, Claudia	10664	Bretz, Greg	12970
Bournes, Jeanette	13191	Branham, Gina	16330	Brewster, Valerie	15740
Bowden, Lyle	17051*	Branshaw, Maryann	14449	Bridge, Dennis	14278
Bowen, William	11967	Branshaw, Philip	14449	Bridge, Teri	10191 13977
Bower, Wendy	11465	Branski, Eileen	14819*	Bridgeman, Ray	15943
Bowers, Penny	14292	Branski, Jerry	14819*	Bridgeman, Shirley	15943
Bowers, Tammy	16206	Brasini, Joycelyn	13272	Bridges Jr, Marvin	12223
Bowman, Carolyn	12269 15614*	Brauch, Bob	13382	Bridgett, Lee	15486
Bowman, Larry	12230 12270	Brauch, Helen	13382	Briese, Terrence	10316 15577
Bowman, Mark	11086	Brauch, Jennifer	11277	Briggs, Don	10179
Bowman, Mary Kay	12000	Braun, Denise	14819*	Brightwell, Daniel	10033
Boyd, Fabiola	15751*	Braun, Michael	16386	Briguglio, Charles	13181
Boyd, II, James	10445 13383	Braun, Tracey	11808	Brill, Paul	12757
Boyd, Paul	17051*	Braver, Monica	14577	Brinkmann-Busi, Angelika	16371
Boyle, Edwin	13979	Bravo, Susan	14840	Brinoise, Theresa	10597
Boyle, Norma	13979	Bravo, Susan	15622	Brischetto, Christopher	16167
Boyne, Karol	15322	Breckenridge, Josephine	10247	Britt, Michele	15249 15912

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Commenter Name	**Comment Number**	**Commenter Name**	**Comment Number**	**Commenter Name**	**Comment Number**
Britt, Thomas	15249 15912	Brown, Jeff	10797	Bruno, Joe	14081
Britton, Patty	12086	Brown, Jeff	12284	Bruno, John	14769
Britton, Raymond	12454	Brown, Jeffery	16543	Bruno, Patrick	14769
Brock, Billie	12947	Brown, Jeffrey	12240	Bruno, Thomas	14819* 16945
Broderick, William	15751*	Brown, Jerry	12653	Bruns, Robert	11872
Broj, Glenn	11577 15824	Brown, John	10733	Brusseau, Linda	10499
Broker, Christine	10395 10438	Brown, Kevin	13360	Bryant, Carter	15804
Bromet, David	10767	Brown, Linda	16204	Bryant, Richard	15802
Bromet, Elizabeth	15395	Brown, Lisa	16543	Bryant, Rick	10292
Brongiel Jr., Donald	16460 16468	Brown, Lucia	11811	Bryant, Shari	15803 15820
Brongiel, Anthony	16496	Brown, Mary	11947	Bryant, Sherry	16767
Brongiel, Tamara	16458	Brown, Michael	10209	BSF, APF and	10880
Bronke, Gwen	15168	Brown, Mildred	14844	Bubala, Robert	14995
Bronson, Bob	13033	Brown, Nora	12948	Buccola, Blake	12012
Broomfield, Adam	12055	Brown, Philip	14819*	Bucholtz, Alfred	17051*
Brophy, Matthew	13460	Brown, Richard	10251	Bucholtz, Margaret	17051*
Brosnan, Thomas	15779	Brown, Robbie	13935 15092	Buck, Bob	10200
Brosseau, Carole	14862*	Brown, Sandra	14929 17113	Buck, Cathie	10200
Brosseau, James	14862*	Brown, Suzanne	10425	Buck, Joey	10338
Brotnow, James	16036	Brownlee, Carol	11822	Buck, Steve	10338
Brottman, Sandra	11454 14978	Brown-Wyrick, Patricia	10148 14568	Buckley, Charles	14698
Brouge, Carl	14819*	Brozak, Amy	12803	Buckley, Colleen	12042
Brouge, Jane	14819*	Bruce, Ben	12055	Buckley, Melissa	11143
Brousseau, Andy	15614*	Brudrik, Stephanie	11661	Buckster, S	14443
Brousseau, J	15614* 17061	Bruecher, Bob	13690	Buckwald, Walter	10254
Browe, David	16497	Bruens, Michael	14531	Budzak, Annette	11545
Brown, Unknown	10875	Bruens, Michelle	15721	Buelow, Patrica	10627
Brown, Bradley	16576	Brumby, Annette	13609	Buetow, Marianne	16189*
Brown, Carolyn	12037	Brumund, George	14363	Buetow, Theo	16189*
Brown, Christy	13360	Brunka, Barb	13241	Bugasch, Dale	14794
Brown, Deana	15407	Brunka, L	16529	Bugasch, Elaine	14534
Brown, Donald	16368	Brunke, Pauline	16582	Buhai, Barbara	11185
Brown, Elizabeth	11645	Brunner, Orrin	10221	Buikema, Donna	14963 16990
Brown, Ellamae	12841	Bruno, Carol	14769	Buikema, Warren	14963 16990
Brown, Gwendolyn	14362	Bruno, Crystal	14769	Bukauskas, Kimberly	15751*

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Commenter Name	Comment Number	Commenter Name	Comment Number	Commenter Name	Comment Number
Bukovsky, JoAnn	16738	Burnham, Jane	11062	Cady, Craig	15400
Bulanda, Cameron	15566	Burnidge, David	11399	Cady, Craig	16961
Bulanda, Patty	10876	Burns, Denise	14611	Caez, Judith	15767
Buldak, Ann	15749	Burns, Jacqueline	17051*	Cageschulte, Phil	11536
Bulgarelli, Mary	12452	Burns, John	12211	Cagwin, Jennifer	13619
Bulgarelli, Michael	12452	Burns, Kathy	12212	Caiazza, Frank	11470
Bulk, Marney	12525	Burns, Kevin	10312	Caiazza, Lynne	11462
Bullion, James	11033	Burns, Kim	13179	Cain, Bernadette	14127
Bullion, Sharon	11034	Burny, George	15413	Calabra, Jane	16419
Bumber, Marilyn	16769	Burny, Joan	15441	Calabrese, David	15751*
Buniak, Karen	15751*	Burrows, Inger	12140 15419 16641	Calabrese, Denise	15751*
Buniak, Raymond	15751*	Burton, Sandra	14771	Calabrese, John	15751*
Bunya, Prinya	15652	Busekros, Eleanor	14366	Calandro, Patti	15022
Buonadonna, Chris	13078	Busi, Fabrizio	15521	Calcagno, Don	10836
Buonadonna, Mary Ann	13540	Busonri, Tom	14819*	Calderon, Eleanor	16240
Buonadonna, Robert	13540	Buss, Joyce	10272	Calderone, Joseph	13711
Buongiorno, Karla	12325 13320 13875	Busse, Chester	11005	Calderone, Monette	13662
Burchard, Darius	14677	Busse, Dawn	11003	Caldwell, Brenton	10558
Burg, Ellen	11414	Butler, David	11148	Calhoon, Max	15923
Burgeen, Ryan	12055	Butler, Jim	15751*	Caliendo, Patricia	14819*
Burgess, David	12207	Butler, June	12485	Calka, Erica	15153
Burich, Lawrence	14985	Butler, Mike	10093	Calka, Mike	15161
Burk, Laura	16478	Butterfield, Sue	13710	Callaghan, Maggie	13987
Burke, Adam	14364	Butvilas, Monica	15751*	Callahan, Steve	11600 15614*
Burke, Andrew	11482 12615	Buzard, Harry	13278	Callender, Corinne	15751*
Burke, Jeff	16167	Buzard, Rosalie	13277	Callow, Neal	13894
Burke, Kelly	13573	Buzinski, Martha	15751*	Caluskinski, Edward	15751*
Burke, Marylee	16744	Byerly, Robert	14811	Camacho, Andy	15614*
Burke, Mimi	11638	Byers, Danon	15751*	Cambalik, Joan	14862*
Burke, Nancy	14365	Byhre, Terese	11520	Cambalik, Robert	14862*
Burkhart, Rinold	14177	Byrne, Karyn	14862*	Camel, Julie	10968
Burks, Denise	14540	Byrne, William	16122	Camel, Julie, David, Grace and Olivia	10889
Burleigh, Merle	17167	Bysina, Mike	16070	Caminiti, Peter	11070
Burn, Laura	16426	Caba, Cindy	12603	Caminiti, Teresa	11903
Burnett, A.	12146	Cacich, Dan	12996	Caminiti, Teresa	12087

Table E-2. Comments Received on the Draft EIS					
Commenter Name	**Comment Number**	**Commenter Name**	**Comment Number**	**Commenter Name**	**Comment Number**
Cammarata, M	14064	Cardenas, Carmen	14819*	Carranza, Carmen	13183
Camodeca, Dorothy	10531	Caria, Darlene	16055	Carranza, Jose	17129
Camp, Victor	15174	Caria, Leonard	16095	Carr-Culotta, Alison	14819*
Campana, Peg	11944	Caria, Margie	16770	Carrel, Cathleen	15614*
Campanella, Peter	10589	Carl, Molly	14142	Carreon, Joan	16771
Campbell, Dewey	15205	Carli, Nanette	16523	Carreras, Denyse	15529
Campbell, Howard	12859	Carlini, Heide	11942	Carroll, Deeks	16146
Campbell, Ian	15751*	Carlini, Richard	11943	Carroll, Joseph	11079
Campbell, Kimberlee	15751*	Carlino, Adeline	15751*	Carroll, Leslie	14819*
Campbell, Michael	10662	Carlino, Julie	13944	Carroll, Martha	11084
Campbell, Susan	12176 14819* 16241	Carlinsky, Mark	14332	Carroll, Robert	14819*
Campera, Ned	10268	Carlos, Jucia	15751*	Carroll, Sara	12804
Campos, Ana	14862*	Carlson, Cindy	15751*	Carson, Eric	14705
Canavan, Patty	13869	Carlson, David	10133	Carter, Amy	14368
Cancio, Kim	12802	Carlson, Eleanor	11838	Carter, Doris	16773
Canino, Michael	16084	Carlson, Jo	12990	Carter, Dorothy	15206
Cannata, Leonard	13072	Carlson, Kurt	13552	Carter, Earl	10245
Cannell, Adele	15000	Carlson, Paige	12055 12056	Carter, Ginny	14423
Cannon, Mark	14522	Carlson, Terry	16056	Cartey, Christine	11358
Cantafil, Frank	10846	Carlstedt, Jen	13903	Cartolano, Curtis	15084
Cantafio, Marianne	10847	Carney, Margene	10174	Cartolano, Janet	15084
Cantu, Brooke	12871	Carney, Patricia	16243	Caruso, Tina	14862*
Cantwell, Vicki	14786	Carone, Gail	11273 12326	Caryniwsky, Valerie	11095
Cap, Annette	16952	Carpenter, Diane	16946	Cascia, Mark	13152
Capellos, Jean	11449	Carpenter, Kathleen	17165	Cascio, Joseph	16244
Capezzuto, Nancy	15058	Carr, Caitlyn	12055	Case, Jessica	15614*
Capiccioni, Dean	13831	Carr, Carrie	11687	Case, Larry	13280
Capitanellli, Claire	10763	Carr, Janice	14637 15641	Case, Matthew	15614*
Caplain, Belle	10625	Carr, Michael	15054	Case, Sharon	13313
Caraos, Celine	15751*	Carr, Theodore	11953 12068	Casey, Amy	11618 16775
Caravelli, Gregory	15020	Carr, Victoria	15054	Casey, Gloria	16774
Carbonara, Frank	14819*	Carr, Wil	11689	Casey, Karen	10960 13735 14815
Carbonaro, Lucy	14862*	Carrall, Joan	10268	Casey, Kevin	10956 13921 15623

Table E-2. Comments Received on the Draft EIS					
Commenter Name	Comment Number	Commenter Name	Comment Number	Commenter Name	Comment Number
Casey, Lillian	15723	Cecola, Stephanie	12554	Chase, Jane	14819*
Casey, Mike	14537	Cefali, Frank	16380	Chase, Thomas	14819*
Casey, Patty	15724	Centella, Jill	10704	Chatzidakis, Chris	11275
Casey, Paul	10955	Cerami, Heidi	15751*	Chatzidakis, Jayne	11436
Casey, Paul	14807	Cerami, Mike	15751*	Chatzidakis, Maria	11665
Casey, Steve	10957	Cerbin, Albert	13712 14541	Chatzidakis, Theodora	11664
Casey, Steve	14799 15624	Cerbin, Joyce	14541	Cheatham, Erla	15751*
Cash, John	11799	Cervanka, Diane	14862*	Cheatham, Thomas	15751*
Cashin, Jim	14862*	Cerven, James	16246	Cheek, Terry	13322
Cashin, Mary	14862*	Cerven, Linda	16247	Chen, Amanda	16917
Casper, Bob	17115	Cervenka, Marilynn	12758	Chen, Eric	16917
Casper, Donna	10255 10256 10599 12006 15755 16685	Chaben, Gerald	10244	Chen, Rose	14298
Casper, Frank	10256 11500 12006 15755 16685	Chadha, Kelly	13803	Chen, Shing	15666
Casper, Hazel	17115	Chambers, Richard	10864	Chen, Suki	13809
Cass, Karalyn	14989	Chan, Louisa	13175	Chen, Yu	15541
Cassady, Chip	15943	Chandler, Linda	17097	Chernik, Elizabeth	11423
Cassady, Regina	15943	Chandler, Marcia	16217	Chernik, Eric	11423
Cassidy, Marie	14369	Chandler, Mildred	15625	Cherwin, Jim	15751*
Cassioppi, Gerald	10086 12747	Chandor, S	11882	Chezem, Catherine	13511
Cassitas, Dennis	16245	Chaney, Marva	16248	Chhabra, Dinesh	13142 16572
Castelli, Sharon	15751*	Chang, Stacy	14270	Chiappetta, James	14862*
Castro, J	14006	Chang, Yuan	16500	Chickerillo, Carole	16932
Caulkins, Rene	14819*	Chaphalkar, Dhananjay	12652	Chiddister, Clark	15447
Caulkins, Zachery	14819*	Chaphalkar, Sunita	12652	Childress, Kenna	16215
Cavalieri, Sandra	14629	Chaphalkar, Vidya	12652	Chin, Amanda	12486
Cavanaugh, Michael	10436	Chapman, Debbie	15569	Chodri, Ghazala	15038
Cavanaugh, Nadine	10288	Chapman, Jeanine	11410	Choi, Ken	15751*
Cavin, Jackie	13178	Chapoy, Lawrence	11336	Chorley, Irene	10127
Cawley, Shirley	13263	Chapoy, Lisbet	10689	Chow, Paul	14591
Cecola, Mekala	12554 12563	Charles, Mallory	14244	Chriscufski, Greg	14819* 17130

Table E-2. Comments Received on the Draft EIS					
Commenter Name	**Comment Number**	**Commenter Name**	**Comment Number**	**Commenter Name**	**Comment Number**
Chrisman, Clayton	10432	Cipperoni, Joseph	14043	Cliffone, Joanne	11447
Christell, Jack	17051*	Cipperoni, Louis	14041	Clifford, Carolyn	11678
Christell, Shirley	17051*	Cipperoni, Marjorie	14038	Clifford, Kurt	15041
Christensen, Gary	14819*	Cipperoni, Mia	14039	Clifford, Michael	12055
Christensen, Karen	14819*	Cipriani, Cindy	13567	Clifford, Sarah	12055
Christensen, Laura	14520	Ciric, Michael	13762	Cloonan, Mike	15404
Christensen, Scott	14819*	Ciric, Patricia	14380	Clouse, Carl	16674
Christon, Kerry	14819*	Cissell, Laura	15789	Clouse, Claudia	16674
Chudoba, Sandy	16777	Cizek, Mary	14862*	Coakley, John	12261
Chulet, Calub	10003	Clancy, Lori	15614*	Cobb, Jim	14488
Church, Jeff	11993	Clark, Bonnie	11291	Cobb, Larry	16779
Church, Lydia	12055	Clark, Carol	11644	Cocanig, Lottie	13954
Churcha, Carol	16778	Clark, J.	13295	Cochefski, Cathryn	13483
Ciaglia, Craig	10156 12138	Clark, John	10613	Cochefski, Peter	13484
Ciardullo, Gene	15943	Clark, June	10200	Cochran, Daniel	12406
Ciardullo, Sharon	15943	Clark, Kimberly	16148	Cochran, Edward	14112 16977
Ciarlette, Michele	12361	Clark, Matthew	15160	Codianat, Lori	14819*
Ciastko, Susan	15848	Clark, Ruth	15943	Codianat, Vince	14819*
Cicenas, Kelly	14862*	Clarke, Dwight	11879	Codo, Gene	10305
Cicenas, Ray	14862*	Clarke, Sherri	13391	Cohen, Andrew	12342
Cich, Frank	13834	Clarkin, Suzanne	14892	Cohen, Jeremy	12341
Cichocki, Lynne	14442	Clausell, Katie	15207	Cohen, Marc	12339
Cidell, Lauren	15990	Clausky, Pam	13399	Colamosi, Ben	12055
Cidell, Linda	17101	Claustro, Maddie	12055	Cole, Barbara	16099
Cidell, William	15250	Clayman, Linda	14819*	Cole, Renee	16915
Cidulka, John	12089	Claypool, Jaqueline	10375	Cole, Sam	16915
Cidulka, Margot	10962	Clayton, Kelly	11742	Coleman, Kevin	15090
Ciffone, Michael	12553 12564	Cleary, Michael	11301	Coleman, Nora	15090
Cimaroli, Mark	10129	Clem, Jill	15177	Coleman, Sharon	15614*
Cimino, Eileen	12729	Clem, Mike	15177	Coleman, Tim	15614*
Cimino, Richard	12742	Clemens, Harry	14022	Coley, Tom	15751*
Ciner, Tina	16464	Clemens, June	14022	Collett, Lainie	12055
Cingrani, Debbie	16037	Clement, Bill	16508	Collett, Linda	13616
Cioffi, Joan	13988	Clement, Victoria	13941 15614* 16508	Colley, Dana	10085
Cioffi, Mary	16986	Clement, William	15614*	Colley, Michael	10085
Cipot, Stephen	14347	Clementi, Mette	14819*	Collins, Mary	12662
Cipperoni, Anthony	14040	Clesen, Helen	14783 15167	Collins, Michael	12701
Cipperoni, Gino	14042	Cleve, Michael	10039	Collins, P.Berdovkas	14862*

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Commenter Name	Comment Number	Commenter Name	Comment Number	Commenter Name	Comment Number
Collins, Terrence	17051*	Conway, Agnes	16114	Coryell, Pamela	14819*
Collom, Beth	12474	Conway, Annalisa	15563 15565 16781	Coryell, Scott	14819*
Colonero, Judith	13086	Cook, Anne	11747	Cosgrove, Matt	12520
Colwell, Chris	13827	Cook, John	15394	Cosgrove, Timothy	14079
Coly, Nayle	13660	Cook, Lisa	15902	Cossio, Helen	10898
Combs, Earle	10721	Cook, Lynn	13757	Cossio, Luis	12070
Combs, Karla	11184	Cook, Rachel	15472	Costa, Ty	10268
Comerford, Alice	11901	Cook, Valerie	15751*	Costabile, Catherine	14862*
Comerford, Gordon	11900	Cooke, Joan	10059	Costabile, Harriet	14862*
Compall, Tim	11504	Cooke, Milton	10059	Costantino, Denise	14446 16431
Conforti, Steven	14430 17176	Cooley, David	15800	Costello, Margaret	11969
Connelly, Joe	11014	Cooley, Suzanne	15800	Costis, Jan	11498
Connolly, Laurie	16249	Coombs, Julie	10144	Cotie, Gary	12158
Conrad, Dale	14489	Coon, Ann	11981 16165	Cotter, Kathy	11407 15328 16516
Conrad, Elaine	11845	Coon, Bill	11331 16165	Cotter, Lawrence	11407
Conrad, Elizabeth	14889	Coon, Jr, William	11305	Cottingim, Michelle	14370
Conrad, Eugene	14889	Coons, Peggy	16136	Cotton, Brunilda	14819*
Conrad, Greg	11163	Cooper, Kass	13556	Cotton, Paul	14819*
Conrad, Greg	11646	Cooper, Patricia	15136	Cottone, Brooke	14819*
Conrad, Paula	12680	Copher, Earldine	14763	Cottone, Debbie	14439
Conrad, Sandra	12680	Copley, Frances	14714	Cottone, Debbie	14819*
Conrad-Pegler, Carol	15657 16521	Copp, Jim	14862*	Cottone, Mark	14819*
Conrath, Allan	14490	Copp, Patricia	14862*	Cottrell, William	12997 13058
Conrath, Teri	16695	Corbin, Colleen	10028	Coulon, Nancy	11880
Considine, John	13004	Corbisiero, Charles	14140	Cousins, Brian	14959
Consiglio, Kristie	14819*	Corey, Dan	14542	Cousins, Rebecca	12831
Conte, Bonnie	15614*	Corley, Michael	15614*	Cox, Lisa	14582
Conti, Evelyn	16250	Cornik, Kathleen	13943	Coy, Dale	11350
Contos,	15208	Coronel, Angel	12056	Coyne, Chris	14082
Contractor, K	14649	Corral, Beatriz	16609	Coyne, James	15626
Contreras, Janet	15751*	Correl, Chris	11271	Cozzi, Mary	12689
Contreras, Michael	16935	Corres, Natalie	12214	Cozzone, Michelle	14862*
Contreras, Romeo	15751*	Coryell, Margaret	14819*	Crabtree, John	16782
Convelly, Brian	14819*	Coryell, Mathilda	14819*	Cracraft, Dian	13770
Convelly, WM	14819*	Coryell, Maximillian	14819*	Cracraft, Michael	13774 13775

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Commenter Name	**Comment Number**	**Commenter Name**	**Comment Number**	**Commenter Name**	**Comment Number**
Crandall, Debbie	15555 15558	Crouch, Rory	15470	Cunoita, Mark	14819*
Crandall, Elizabeth	13296 14299	Crowder, Charles	15100	Cupello, John	14826
Crandall, Gerald	10168	Crowe, Ann	16631	Curie, Chris	12604 16251
Crandall, Gerald	16189*	Crowl, Andrew	13713	Curie, David	12943
Crandall, Stephen	15821	Crowley, Annmarie	11716	Curie, Donna	13625
Crane, Daniel	13808	Crowther, Bruce	10912	Curie, Lauren	13624
Crawford, Sharon	17052 (Petition)	Crowther, Erin	10661	Curie, Nicole	12934
Creagan, Christine	16783	Crowther, Lynn	10652	Curin, Cynthia	11690
Creagh, Maria	12355	Crowther, Meg	11173	Curney, Tom	10914
Creamer, Barbara	15751*	Crowther, Ryan	10676	Curry, Dorothy	13896
Cree, Gary	15005 16442	Crum, Lee	12090 14300	Curtis, David	14669
Cree, Paula	13798	Crump, Megan	11844	Curtis, Jim	12526
Cress, Ken	11219	Crupper, John	15448	Cusick, Jackie	11012
Creswell, Nancy	10707	Cubalchini, Virginia	16189*	Cusick, Thomas	11011
Crewer, Mark	15209	Cuda, Peggy	14819*	Cusimano, Joseph	10695
Crez, Terrie	15752*	Cukale, Margaret	14862*	Cusimano, Margot	10488 10764
Crisci, Bob	10326 10333	Cull, Chuck	14136	Cuthbertson, Sarah	11876
Crissie, Frank	15614*	Culloton, Sherri	15751*	Cutrara, JoAnn	10241
Crnkovic, Chrissy	14819*	Cumbee, Dorothy	13526	Cutrara, Samuel	10241
Crnkovic, Mike	14819* 16121 16702	Cumbee, John	13526	Cutright Jr, George	17011
Cromwell, Sheila	15751*	Cumming, Karin	15340	Cutts, Kevin	15614*
Cronin, Chris	12056	Cunniff, Mary Ann	11352	Cutts, Pam	15614*
Cronin, Staci	10554	Cunningham, Barbara	11397 11398 17054	Cyko, Rose	13035
Cronwell, Alva	14371	Cunningham, Barbara	12459	Cysewski, Tracy	11666
Cross, Danielle	14635	Cunningham, Craig	12993	Czepiel, Robert	14265
Crost, Neal	16004	Cunningham, Jan	11578 12556	Czerwiec, Nancy	12667
Crotty, Jeff	11123	Cunningham, Judith	16409	Czerwinski, Jocelyn	15359
Crotty, Mary	11044	Cunningham, Melissa	12993	Czerwinski, Kenneth	15416
Crouch, Deirdre	15463	Cunningham, Steve	12199	Czerwinski, Nicholas	16593
Crouch, Peter	13687 15459	Cunnion, Tammy	10464	Czerwinski, Nick	16594

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Commenter Name	Comment Number	Commenter Name	Comment Number	Commenter Name	Comment Number
Czerwinski, Richard	16592	Dassatti, Peggy	10983	Dawson-Brucker, Penny	12511 16476
Daber, Manlen	13665	Dassatti, Reagan	12055	Day, Amy	14689
Daehler, Bill	10690	Daugherty, Jolene	12741	Day, Jon	16964
Daemond, Barry	14372 14381	Daugherty, Julie	12521	Day, Lauren	12055
Dahlberg, Daryl	15905	Daugherty, Margaret	10479	Dayer, Amy	15614*
Dahlberg, Theresa	15905	Daugherty, Michael	11886	Dayer, Mark	15614*
Dailey, Dayton	12605	Davalos, Jesus	14819*	De Filippis, Darlene	14888
Dailey, Joan	12608	Dave, Ami	14819*	De Guzman, Allan	12091
Dalbello, Emil	16785	Davern, Sandy	15614*	De Wolf, Barbara	13918
Dale, Charles	15582	Davey, John	16252	De Wolf, Gerald	13919
Dale, Mary	15537 16509	David, Marjorie	12874	De Young, David	12846
Dalessio, Lisa	14271	Davidson, Steven	17181	DeAnda, Lynn	15614*
Daley, Ursula	12416	Davis, Ann Marie	10528	DeBruyn, Sherrill	15797
Dalton, Jack	13904	Davis, Anthony	10165	DeBruyn, Tom	15797
Daly, Helen	14979	Davis, Arlene	14750	DeButch, Carl and Debbie	15806
Daly, Jack	15751*	Davis, Barbara	13246 13933	Dec, Madeline	15253
Daly, Thomas	13350 14972	Davis, Chris	15751*	DeCamp, Trinita	15369 16554
D'Amato, Ashley	14819*	Davis, Christine	17313	DeCampos, Jamile	15751*
Dambrosio, Donald	14862*	Davis, Gary	14751	DeCastro, Edith	11771
Damon, Barry	13339	Davis, Harlan	12362	deCastro, Nilo	14173
Dandason, Maureen	14819*	Davis, Heather	15751*	Decatorsmith, Lisa	11020
Danek, Leonard	11433	Davis, Janine	14186	Decker, Carolyn	15751*
Danforth, Kelly	15751*	Davis, Jodi	15751*	Decker, Richard	15751*
Danial, Al	10513	Davis, John	13246	Deckert, Brenda	13245
Danial, Cathy	13292	Davis, John	15751*	Declerck, Dan	11586
Daniello, Henrietta	14862*	Davis, Joyce	15751*	Decosola, Gary	14862*
Danihel, Edward	14862*	Davis, Kimberley	16395	Decosola, Mildred	14862*
Danihel, Sara	14862*	Davis, Penny	11215	Decosola, Sandra	14862*
Dankowski, Mary	15528	Davis, Ross	14862*	Decosola, Vicki	14862*
Dantuma, Peggy	15751*	Davis, Therese	12541 14086	Decraene, Diane	10678
Dantuma, Scott	15751*	Davitorio, Karen	16254	Decraene, Ray	11599
Daren, Michael	15614*	Davitorio, Rachel	16253	DeDecker, Don	12721
D'Argento, Chiara	14819*	Dawelz, Garrett	12055	Deemer, Patricia	15614*
Darras, Maureen	11255	Dawidiuk, Kathy	14667	Deemer, Pernetta	15614*
Darras, Nicholas	11938	Dawidiuk, Steve	14667	Deemer, Steve	15614*
Dash, Robert	16787	Dawkins, Leo	14268	Deering, Karen	11861 15323
Dassati, Carey	11294	Dawson, Matt	16445	Deering, Richard	16493

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Commenter Name	**Comment Number**	**Commenter Name**	**Comment Number**	**Commenter Name**	**Comment Number**
Defalio, Tiffany	14819*	Demetral, James	12259	Despotes, Joanne	17051*
DeForest, Richard	13149	Demos, Brian	13899 16210	Despotes, Theodore	17051*
DeFrenza, Marie	15751*	Demos, Kim	13900 16211	Deswick, Maris	13417
DeFrenza, Rocco	15751*	Dempsey, John	11158	Deszcz, Anthony	15045
Degand, Susan	14600	Demuth, Mark	10027	Deuschle, Julia	15627
DeGroot, Shannon	16144	den Ouden, David	10562	DeVera, Deborah	15751*
DeGustino, Amy	12818	Dendrinos, Sam	16957	Devganiya, Shara	12166
DeHaven, Michele	14513	Denison, Marie	17137	Devine, Judy	12315
Dehm, Jean	14102	Denison, Patrick	17137	Devine, Renae	14680
Dehnert, Allen	11563	Denk, Leesa	15751*	DeVito, Pam	15751*
Dehnert, Jeff	11198	Denney, Sharon	12180	Devitt, Tim	10143
Dehnert, Sarah	11197	Dennis, Ray	14066	Devore, Mary	12283
Deja, Brian	15843	Dennis, Theresa	14034	DeVos, David	13228
Deja, Kenneth	15845	Dennison, Amber	16046	DeVries, John	15940
Deja, Robert	15846	Dennison, Thomas	16046	DeVries, Sophia	10700
DeJohn, Richard	15943	DeNovo, Rose	10493	DeVries, Vicki	15940
DeJohn, Sheila	15943	Densmore, Marisue	14553	DeYoung, Cheryl	15254
DeJong, Annatta	13746	Denzel, Emma	15449	DeYoung, Harris	14759
DeJulio, Ken	14793	Deporte, Rachel	13157	DeYoung, Larry	14128
deKluyver, B.	10200	Deppen, Cynthia	10188	DeYoung, Marilyn	14759
Del Preto, Christine	15564	Deppen, Edward	16383	Dhaens, L	15337
Delacruz, Jessica	15751*	DePrez, Adam	15614*	Dhaens, R	15330
DeLaCuesta, MD, Esther	15614*	DePrez, Christine	15614*	Dicara, Mark	10194
Delahoz, Edmund	14625	Derderian, Alex	13310	Dichoso, Mary Ann	13168
Delaney, Doris	16117	Deroche, David	15389	Dickenson, Diane	10896
DelCampo, Erinn	15614*	Deroche, Katie	10511 11826 15909	Dickerhofe, Sandra	16103
DeLeonardis, Janet	14862*	Deroche, Michael	11400 12022	Dickerhofe, Stephen	16103
DeLeonardis, Martin	14862*	Derus, Myrel	15751*	Dickeson, Judy	14862*
DelFiacco, Theresa	13766	Desai, Rakesh	14819*	Dickinson, Blanca	15578
Delgado, Unknown	10697	DeSalvo, Lisa	10507	Dickinson, George	15580
Delia, Beth	12516	Desensi, Anthony	15751*	DiCosola, Paul	14003
Delli, Gregory	12911	Desensi, Susan	15751*	Diercks, Eileen	15478
Delli, Patricia	12912	DeSilva, Michele	15210	Dierking, Loane	13780
Demakis, John	15614*	Desjardins, Arnaud	15132	Dietz, Deb	16789
Dement, Jim	15614*	Desjardins, Heather	13884 14060 15131	Dietz, Lisa	15751*
Dement, Mary	15614*	Desmond, Lou	14563	Dietz, Ralph	15661

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Commenter Name	Comment Number	Commenter Name	Comment Number	Commenter Name	Comment Number
DiGiovanni, Diane	14612	Dockery, Brian	15492	Donohue, Jim	17289
Digironne, Mark	14373	Dockery, Bruce	10607 12287	Donohue, Laura	17178
DiGiulio, Carla	13479	Dockery, Sarah	11874 12287	Donohue, Susan	11885
Digiulio, Mary	11707	Dodge, III, Charles	11067	Donohue, Thomas	15191
Dilday, Lizabeth	16573	Dodge, Karen	10810	Donohue, Timothy	10598
Dillard, Jr., William	10150	Dodge, Trisha	12522 14687	Donovan, Thomas	16790
Dille, Kandye Lynn	10862	Doell, John	16189*	Doody, Gwen	10268
Dillon, Gerald	16701	Doell, Patricia	16189*	Doorn, James	14592
DiMaio, Rick	15291	Doerk, Grace	14129	Doorn, Margaret	14592
Dimarzo, Denise	12924	Doerrer, Corinne	15943	Doran, Nancy	15185
Dimas, Pat	11603	Doherty, Diane	15751*	Doran, Patrick	15185
Dimichael, Nicholas	12316	Doherty, Laura	15751*	D'Orazio, Dan	10592
Dincher, Tom	11021	Doherty, Mark	15494	D'Orazio, Debra	10593
Dinsmore, Daniel	15751*	Dohm, Lynn	14511	Dore, Jennifer	16746
Dinsmore, Lucille	15751*	Dolan Jr, Eugene	11923	Dore, Martin	16745
Dion, Bernard	14382	Dolan, Abby	12055	Dorey, Audrey	13307 16044
Dion, Mary	14382	Dolan, Kathleen	11812	Doria-Meredith, Darlene	13541
DiRienzo, Pat	15751*	Dolan, Nancy	11924	Dorik, Dean	16910
Dishong, Daryl	11703	Dolderer, Donald	15751*	Dornbos, Bob	17307
Dishong, Eileen	11530 12606	Dolezal, Annemarie	10200	Dornbos, Irene	17307
Dituri, Robert	13549	Dombek, Carole	10920	Dorney, Donna	17051*
Diverde, Heather	14269	Dombrowski, Rosemary	13418	Doss, Carole	12274
Divito, Steve	10574 10831	Domiano, Barbara	13105	Doty, Alan	15751*
Divitorio, Joseph	16331	Domiano, Jim	15832	Doubek, Donald	15334
Divitorio, Karen	16332	Domin, Linda	15751*	Doubek, Kellie	15332
Dixon, Barbara	17132	Domin, Michael	15751*	Dougal, Donald	12617 16457
Dixon, Karen	15614*	Dominick, Michael	15751*	Douglas, Charlie	12056
Dixon, Rich	14103	Dominick, Tamara	15751*	Doumouras, JoAnne	14819*
Djerke, Beverly	16255	Donaldson, Frederick	12220	Doumouras, Nick	14819*
Dobas, Nancy	14383	Donati, Nancy	10489 10860	Dovas, Kostas	13799
Dobbertin, Anne	15614*	Donelson, Vicki	14627	Dowden, Todd	15751*
Dobbs, Alison	17108	Donile, Melissa	16930	Dowdy, Sarah	11491
Dober, Dennis	13714	Donnan, Barbara	15614*	Doyle, Janice	14130
Dober, Judy	13691	Donnan, William	15614*	Doyle, Megan	11472
Dobosz, Stanley	12889	Donoghue, Meg	12942	Drag, Cherie	12357

Table E-2. Comments Received on the Draft EIS					
Commenter Name	**Comment Number**	**Commenter Name**	**Comment Number**	**Commenter Name**	**Comment Number**
Dralle, Karen	14434	Dunker, Elizabeth	13612 14765 14778 15947 15965 16013 16022	Dyke, Sue	15500
Draper, Robert	14862*	Dunker, Henry	14765 14778 15947 15965 16013 16022	Dyke, Sue	15501
Draus, Deborah	15752*	Dunn, Catherine	11827 10938	Dykes, Michelle	12629
Drazkowski, Robert	14603	Dunn, Cindie	13692	Dytrych, Christine	17184
Dreiling, Debra	11312	Dunn, Debbie	14524	Dytrych, Paul	17184
Drennan, Heather	14981	Dunn, Kristine	16404	Dziadus, Kelly	15037
Dronamraju, Srilu	15751*	Dunn, Tim	10939	Dzieginski, Casimir	16053
Drop, Patricia	16218	Dunne, Ed	13080	Dziewior, Chad	12056
Drost, Kenneth	10237	Dunne, Jane	12699	Dziuba, Tomasz	14156
Drover, Kelly	16793	Dunre, Melissa	14819*	E, Donna	16611
Druktenis, Wayne	17146	Dunsey, Joseph	16471	E, W.	14819*
Dua, Simean	16479	Dupree, Jennifer	14618	Eacles, Tom	15614*
Dubanowich, Richard	14862*	Durec, Becca	14862*	Eagleton, Catherine	13736 14048
Dubanowich, Sharon	14862*	Durec, Mary	14862*	Eagleton, John	14048 16219
Dubenic, Connie	13802	Durkins, Marilyn	16256	Earlenbaugh, Kim	14384
DuBois, Cameron	16541	Dushan, Sharon	13747	Earlev, Don	14819*
DuBois, Candace	16548	Dussaussoy, A	10531	East, James	16180
DuBois, Frank	16545	Dussaussoy, Carole	10531	Eaton, Hazel	16257
Ducay, Jerry	10311	Dutler, Sandy	12356	Eaton, Mark	14679
Duczak, Chris	11809	Duval, Julie	15554	Eaton, Taura	12455
Dudak, Sean	13308	Dux, Elisa	15751*	Eaton, Tina	11162
Dudek, Danette	14819*	Dux, Paul	15751*	Ebbens, Jori	15255
Duffield, Matt	16918	Dwivedi, Rajiv	15751*	Ebers, Sr., Brian	14616
Duffy, John	12840	Dwyer, Averill	10200	Ebert, Markus	11258
Dufour, Elizabeth	11217	Dwyer, Carol	15614* 17083	Ebner, Paul	15751*
Dugan, Christopher	12730	Dwyer, Edward	14949	Echito, Christine	11405
Duguid, Douglas	12557	Dwyer, Hope	14950	Echito, Cory	11405
Dulik, Edwin	14862*	Dwyer, Kenneth	16524	Echols, Loretta	12079
Dulik, Geraldine	14862*	Dyer, Kelly	14819*	Eckert, Barbara	14437 14438

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Commenter Name	Comment Number	Commenter Name	Comment Number	Commenter Name	Comment Number
Eckert, Brian	10176 15557 16258	Eisenstot, Arthur	13050	Ensign, Thomas	11367
Eckstein, Dawn	14896	Ekstrom, Pat	15152	Epperson, Robbie	10872
Ede, Jim	13715	Elfering, Garry	16450	Erann, Marty	17140
Edl, John	14819*	Elich, Alexandra	11460	Erann, Pamela	17140
Edwards, Barbara	13991	Elich-Krumpelt, Cheryl	14302	Erazo, Andrea	14681
Edwards, Dave	13991	Elisha, Louise	17151	Erdman, Grace	12056
Edwards, Kurt	10728	Elkins, Franicis	10001	Erickson, Frank	17051*
Egan, Kevin	15646	Ellefson, Genny	11464 12929	Erickson, Michael	13060
Egan, Stephan	11418 13455 14301	Ellefson, Keith	12135	Erickson, Scott	14819* 15589
Egle, Kristie	15697	Ellermann, Mandy	16086	Erjavec, Mary	16260
Egle, Roberta	16259	Elliot, Joseph	14569	Erjavic, Ron	16794
Ehlers, John	12647	Elliott, Pam	14267	Ernat, Bill	16714
Ehrenberg, Maegan	14862*	Ellis, Carole	13087	Ernst, Chad	15614*
Ehrhardt, Heler	15751*	Ellis, Sallie	15628	Ernst, Mark	15614*
Ehrhardt, Ron	15751*	Elmes, Margaret	11249	Erwin, Cliff	16171
Ehrich, Sonya	15122	Elmore, Tom	12759	Erwin, Leslee	15956
Ehrlich, Gail	12413	Elms, David	11975	Erwin, Rick	15957
Eich, Carol	11138	Elms, Jean	11835	Erwin, Shirley	16170
Eichelberger, Allen	17144	Elrod, Keith	15196	Eschenbaum, Lori	15614*
Eichelberger, Elizabeth	14512	Elsner, David	11704	Eschenbaum, Mike	15614* 17066
Eichler, Mary	14543	Ema, Marian	14887	Esposito, Armand	15752*
Eichwald, Lloyd	16542	Emanuel, Leo	15593	Esposito, Dominick	14862*
Eichwald, Nancy	16544	Emerick, Jean	15411	Esposito, Gwen	15752*
Eilks, Jessica	12055	Emminger, Susan	16522	Esposito, Peggy	16191*
Eilks, Juliet	13328 14974	Endean, George	14819*	Esposito, Peggy	17246
Einhorn, Michael	14842	Endres, Devlin	10527	Esquivel, David	15423
Einhorn, Robert	14566	Englert, Marcia	14188	Estrada, Arturo	16913
Eiring, Jay	11978	Englmann, Donald	11802	Estrada, Sheila	16913
Eisaman, Christine	13085	Englund, Richard	13315	Etherington, Mary	11361
Eisaman, Richard	13085	Englund, Shirley	14451	Ethridge, Margaret	14452 14481
Eisele, Margaret	11320	Englund, Susan	13315	Ethridge, Veree	14374
Eisen, Barry	15614*	Engstrom, Daniel	14819* 15844	Euchson, Lynn	14819*
Eisen, Sandra	12165 14819*	Engstrom, Patricia	14819* 15444	Eustace, Hollie	14780
Eisenbarth, Caroline	11524	Engstrom, Tracy	15751*	Eustace, John	16073

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Commenter Name	**Comment Number**	**Commenter Name**	**Comment Number**	**Commenter Name**	**Comment Number**
Eustace, Michael	14780	Falvey, Kevin	14601	Felleson, Joyce	11587
Eustace, Vicky	14780	Fanning, Jennifer	12319	Felleson, Paul	12650
Evans, Amy	14819*	Fannon, Jeffrey	10944 12989	Felleson, Roland	11581
Evans, Bruce	15980	Fannon, Riley	10942	Felleson, Shannon	12401
Evans, Cristin	10559	Fanta, Scott	14744	Felt, Rose Marie	11840
Evans, Don	13767	Fantangelo, Marsia	14544	Felton, Cheron	15751*
Evans, Floyd	14819*	Fardel, Unknown	15751*	Feltz, Irene	15630
Evans, Grace	10200	Farinella, Carmella	16428	Feltz, Sheila	12092
Evans, John	15629	Farley, Wendy	10415	Fen, Dan	11501
Evans, Judith	15980	Farmer, Ashley	10283	Fenlon, Christine	15946
Evans, Lana	13897	Farmer, James	10282	Fenlon, Mark	16800
Evans, Mickey	12056	Farmer, Lynnette	16798 16799	Ferguson, Diane	12156
Evans, Patricia	13076 13341	Farnetti, John	13962	Ferguson, Hillary	16801
Evans, RJ	15698	Farnetti, Mary Lynn	13397	Ferguson, Mary	14385
Evans, William	13343	Fassiotto, Shirley	16639	Ferguson, Michael	14819*
Evanson, Ann	14303	Faulk, Edwin	14376	Ferguson, Sandi	12057
Evasink, Dan	12033	Faulk, Gayle	14377	Fernandez, Ezequiel	14819*
Even, Lisa	11078	Faulkner, Irmgard	13274	Fernandez, Frances	14819*
Every, Jeanne	12925 16494	Faulls, Doug	15751*	Ferrantella, Kathryn	10660
Every, Joseph	12817	Faulls, Nancy	15751*	Ferreira, Conception	15631
Evon, Allison	12056	Faust, Thomas	15195	Ferrell, Walter	10200
Ewekawa, Betsy	16795	Fauth, Edward	15906	Ferry, Susan	12056
Ewing, Ronda	16797	Favaro, Charles	14545 14546	Fetzer, Eileen	12307
Extrom, Daniel	15614* 17075	Favilla, Catherine	14819*	Fey, Colette	10301
Eyer, Ken	15527	Favilla, Giuseppe	14819*	Fiandaca, Joseph	15756
Eyer, Kenneth	10371	Feare, Robert	14862*	Fiandaca, Marion	15756
Faber, Amanda	15614*	Federighi, Norma	15751*	Fichter, Gregory	15751*
Faber, Matt	14659	Federighi, Ric	15751*	Fichter, Lori	15751*
Fabri-Wall, Patricia	15650	Fedru, Joseph	10518	Fidler, Jane	16618
Faedtke, Diane	12447	Feeley, Tom	11724	Fieber, Walter	14304
Fahey, Patti	12145	Feemster, Tim	13148	Fields, Donald	13885
Fairbanks, Steven	10149	Feeney, Teresa	15211	Figurski, Denise	13570
Fait, Julie	16438	Fehir, Victor	14862*	Fijal, Phil	11612
Falat, Kristina	13456	Feigl, Josh	16072	Fijut, Linda	14547
Falco, Rocly	13088	Feigl, Wendy	16071	Filian, Isabel	11540
Falkenthal, Barbara	13716	Felice, Elizabeth	11973	Filippell, Mala	11114
Fallon, Robert	10439	Felice, Tina	14819*	Finely, Trinia	15256

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Commenter Name	Comment Number	Commenter Name	Comment Number	Commenter Name	Comment Number
Fingerman, Raegan	12055	Flagler, William	16462	Foley, Tim	15556
Finik, Jr., Richard	11856	Flaherty, Thomas	16989	Followell, Sr., M	15518
Fink, Heidi	11858	Flakus, Thomas	14387	Folz, Pamela	14862*
Fink, Jennifer	12788	Flanagan, Diane	17037	Foontas, Claire	10794
Fink, Jr., Ronald	12789	Flanagan, Dianne	15632	Ford, Colette	10497
Finley, Roger	11656	Flanagan, Mary	17051*	Ford, Wendy	12527
Finn, Karen	10233	Flanagan, Sharon	15614*	Foreman, John	15614*
Finn, William	15751*	Flanagan, Tim	13499	Forg, Gretchen	10482
Fischer, Brian	16992	Flauter, Jim	14813	Forner, Karen	12504
Fischer, Lauren	10919	Fleagle, Jill	14548	Fors, Debbie	15477
Fischer, Lori	16991	Fleagle, Russ	15212	Forsburg, Laura	12139
Fischer, Mike	14819*	Fledger, Ulysses	15258	Forsgren, Lars	16135
Fish, Louis	14386	Fleisher, Shelly	13163	Forster, Maureen	11911
Fisher, Abigail	14571	Fleisher, Steve	13162	Forster, Scott	11909
Fisher, Christine	11512	Fleming, John	15103	Forsyth, Liita	13505
Fisher, Gina	11902	Fleming, Tom	15526	Fort, Jaynai	17190
Fisher, John	13525	Flens, Ralph	15370	Fort, Steve	17198
Fisher, Judy	14453	Flens, Ralph	16262	Fortier, Amy	12919
Fisher, Lana	15257	Flight, Cathleen	15751*	Fortier, Shirley	16657
Fisher, Leah	11902 12056	Flinkow, Brianna	13247	Fossa, Timothy	10446 10447
Fisher, Linda	12073	Flinkow, Paul	13248	Foster, Bill	10229 10290
Fisher, Mary	12237	Flojo, Jocelyn	15660	Foster, Bill	15309
Fisher, Michael	10503 15510	Flolid, Alayna	11557	Foster, Carol	15751*
Fisher, Nancy	12857	Flolid, Andrea	11558	Foster, Charles	13118
Fisher, Pat	15431	Flor, Eve	13390	Foster, Robinson	16560
Fisher, Richard	12014	Flora, Dorothy	11009	Fountas, Camille	11097
Fisher, Robert	12674	Flora, Laurence	11009	Fournier, June	15614*
Fisher, Sherry	11002	Flores, R	15722	Fowler, Brendon	12967
Fisher, Tina	16261	Flores, Stacey	15497	Foy, Pet	13503
Fitzgerald, Daniel	11406	Florio, Karen	15751*	Foyet, Daniel	15614* 17086
Fitzgerald, John	16802	Florio, Pasquale	15751*	Frabizio, Denise	14375
Fitzgerald, Karen	11406 12093	Floyd, Michael	15382 15390	Frabizio, Mike	13419
Fitzharris, Ed	14305	Flynn, Helena	15751*	Frade, Marco	14805
Fitzpatrick, Karen	15019	Flynn, Kelly	13166	Frainey, Jean	12440
Fitzsimmons, Maureen	10355	Foertsch, John	15068	Frampton, Brian	14862*
Flack, Bill	11338	Fogelsong, Jan	16803	Frampton, Kristy	14862*
Flack, Marybeth	10401	Fogerty, Unknown	16189*	Franch, Ava	14819*
Flagler, Jane	17298	Fogerty, James	16189*	Franch, James	14819*

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Commenter Name	**Comment Number**	**Commenter Name**	**Comment Number**	**Commenter Name**	**Comment Number**
Francis, Barbara	15127 16220 17311	Free, Hollie	11894	Furiel, V.	13557
Francis, Colleette	15213 15214	Freeburg, Charles	11794	Furio, Unknown	10644
Francoeur, Lisa	14388	Freeburg, Leslie	11964	Furlan, Jeanne	12865
Frangos, Delaine	14280	Freed, Sandra	10671	Furman, Alexander	10673
Frank, Brian	12353 14306	Freed, Stephen	11697	Furman, Elizabeth	10674
Frank, Dean	15656	Freeman, William	14819*	Furman, JoAnn	14010
Frank, Michael	14882	Fremault, William	10249	Furman, Mark	10672
Frank, Renette	15424	French, Ron	10470	Furman, Sr., Scott	14010
Frankenberg, Blair	10857	Frenden, John	12225	Furmanek, Laura	12800
Frankenberg, Kari	13441	Freund, Barbara	11353	Furmanski, Marie	10024
Franklin, Jim	12517	Fribly, Dawn	16804	Futornick, Jodie	11475
Frankowski, Allison	16093	Fricke, Cindy	15751*	Gabbert, Bella	12018
Frankowski, Dan	16088	Fricke, Michael	15751*	Gabbert, Ben	12019
Frankowski, Ethan	16092	Fried, Bill	12471	Gabbert, Cindy	11989
Frankowski, Mary	16051	Friederich, Adam	12208	Gabbert, Keith	11989
Frankowski, P	16094	Friederich, Chris	12289	Gabrenya, Kristina	15751*
Franze, Kerry	11681 16515	Friederich, Kathleen	12461	Gabrenya, William	15751*
Franzen, Erica	15751*	Friederich, Robert	12291	Gabriel, Sean	13826
Franzen, Fred	15751*	Friedman, David	12346	Gabry, Wayne	14144
Frascone, Bernadine	15751*	Friedman, Murray	15751*	Gacki, Dale	13845
Frascone, James	15751*	Friend, Russell	13442	Gagarin, Frank	10998
Frascone, Tim	15751*	Fries, Sanford	13679	Gagliani, Vincentina	14819*
Fraser, Jayme	13055 13311	Friesema, Michael	16984	Gagliardi, Bonnie	16006
Frasier, Jamie	12489	Fritzler, Mike	15744	Gagne, John	11330
Freda, Charles	11671	Frommeyer, Maribeth	10614	Gagne, Julie	11441
Frederick, Beth	13400	Froude, Erika	13489	Gaines, Dianne	10102
Frederick, Dale	13309	Fry, Marc	13860	Gaiser, John	15633
Frederick, Diane	13309	Frye, Lonnie	13047	Gaj, Geri	15080
Frederick, Joseph	16263	Fuerst, Brendan	13580	Gaj, Ron	12809 14036 15085
Frederick, Mary	14758	Fuerst, Carol	13583	Gajdos, Denise	15539
Fredericksen, Scott	12958	Fuhrmann, Rudolf	16975	Galang, Elvira	17051*
Fredette, Sharon	13981	Fuller, Steve	15879	Galarneau, Michael	12245
Fredrick, Donald	13693	Fullhart, Todd	14819*	Galesi, Luciana	16589
Fredrickson, Nancy	15240	Fumo, James	13986	Gallagher, Marilyn	15499
Free, Alan	11720	Funovits, John	12095	Gallagher, Michael	15505

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Commenter Name	Comment Number	Commenter Name	Comment Number	Commenter Name	Comment Number
Gallagher, William	13365	Gardiner, Lora	14862*	Gehring, Mary	12651
Gallagher-Johnson, Dee	11341	Gardner, Jeanette	15751*	Gehrke, Downey	15751*
Gallaher, William	10318	Garfinkle, Kristine	14149	Gehrke, Steve	15751*
Gallien, Linda	15751*	Garibotti, Caroline	11813	Geib, Jessica	10924
Gallo, Kevin	13242	Garibotti, Caroline	12209	Geijer, Matt	12691
Gallo, Kim	14768	Garibotti, Domenick	11865	Geiling, Bruce	14862*
Galmines, Shannyn	13901	Garibotti, Domenick	12210	Gelatka, Coral	14777
Gangi, Tony	15777	Garland, Jason	15751*	Gelatka, William	14777
Gangwal, Mukesh	15742	Garland, Jeremy	11124	Gelrich, R.	14819*
Gangwal, Nita	14018	Garland, Oyan	15751*	Genova, Gary	10749
Gangwal, Veer	14016	Garland, Saralu	11045	Genova, Gary	14203
Ganns, Gregory	13420	Garnett, Joe	14788	Genova, Michele	10750 14202
Gantt, Clarence	16675	Garnett, Karen	17000	Gentile, Lori	14378
Garand, Michael	16487	Garrels, Jennifer	10949	Gentry, Susan	14958
Garbarski, Joe	14862*	Garrett, Norma	10200	Geoffroy, Michelle	13475
Garbarski, MaryAnn	14862*	Garrison, James	10216	Georgalidis, Maria	16805
Garbauski, MaryAnn	14862*	Garrity, Courtney	15751*	Georgopoulos, George	14862*
Garber, Annette	16734	Garvey, Anthony	14862*	Georgopoulos, Jennifer	14862*
Garcea, Diane	15287	Garza, Christine	13892	Gerak, Justin	10565
Garcia, Antonio	14819*	Garza, Lucy	13891	Gerali, LeRoy	17051*
Garcia, Carlos	14862*	Garza, Raymond	13336	Gerber, Cecilia	13276
Garcia, Carol	16423	Gass, Cathleen	16264	Gerber, Kristen	15156
Garcia, Carrissa	14819*	Gattone, Elizabeth	15861	Gerbich, Mary	13259
Garcia, Daniel	14910	Gattone, Joseph	12914	Gerdeman, Deborah	15567
Garcia, Denise	15401 16564	Gattone, Mary	12914	Gerecke, Herbert	15342
Garcia, DJ	14862*	Gavars, Guido	11201	Gerecke, Sharon	12218 13777
Garcia, Estelle	15745	Gavars, Samantha	11867	Gergely, Joe	14619
Garcia, Gerardo	14862*	Gavars, Suzy	11868	Gerlach, Helmut	10397
Garcia, Gordon	15751*	Gavin, Amy	13717	Germain, Pamela	14328
Garcia, Gregorio	14907	Gawron, Peggy	16451	Gerovac, Jill	15751*
Garcia, Melissa	14905	Gawron, Steve	16451	Gerritsen, Andy	15060
Garcia, Michael	10077	Gawthorpe, Philip	12549	Gerritsen, Greg	15060
Garcia, Michelle	12055	Gazdzik, Michael	16399	Gerstner, Robert	14862*
Garcia, Noel	14516	Geanconteri, Janice	15751*	Gesiorski, Christine	13321
Garcia, Olegari	14825	Gear, Robert	12393	Gettig, Jacob	16982
Garcia, Sharon	14906	Geen, Phyllis	16319	Ghaussy, Aimee	11636
Gardiner, Jane	14161	Gehler, Martha	11419	Ghelani, Aaushi	12055
Gardiner, John	14862*	Gehring, Ed	12400	Giacomin, Mark	14009

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Commenter Name	**Comment Number**	**Commenter Name**	**Comment Number**	**Commenter Name**	**Comment Number**
Giamalva, Kathleen	11913	Giroux, Grayson	12055	Goelitz, Erica	14455
Giancarlo, Richard	14491	Gissler, Kyle	16486	Goetz, Nancy	15614*
Giannelli, Marie	14862*	Gits, Kim	14639	Goetz, Steve	15614*
Giannetta, Mario	12528	Given, Charlotte	17195	Golab, Eileen	11999
Gianni, Franco	11496	Given, Kerry	13229	Golab, John	11043
Gianopulos, Skip	11385	Given, Kerry	17194	Golauil, Gary	14819*
Giarraputo, Kathleen	13983	Giza, Diane	16115	Gold, Brian	16455
Giblin, Jim	15072	Giza, Walter	16115	Gold, Marilyn	17175
Gibson, Kelly	11466	Glaser, Pam	11199 15082	Golden, Erica	14492
Gibson, Mark	11165	Glaser, Pam	12215	Golnick, Gary	12160
Gibson, Suzanne	11165	Glaser, Richard	11200 15082	Golnick, Peggy	12155 12694
Gidley, Brian	16265	Glaser, Richard	12215	Goluch, John	12543
Giesel, Joanne	11486	Glass, Daphne	12839	Goluszka, Richard	15040
Gilbert, Kathleen	10783	Glass, Mary-Elizabeth	11238 12627	Gomez, Adam	14819*
Gilbert, Susan	11604	Glawe, Rebecca	16189*	Gomorczak, Elizabeth	14862*
Giless, Lorna	15751*	Gleason, Dolores	12665	Gomorczak, James	14862*
Gill, Phil	12055	Gleason, Lauren	11386	Gonten, Marisen	16806
Gill, Tom	10056	Gleba, Jennifer	15751*	Gonzales, Don	15751*
Gillen, Gordon	15587	Gleba, Joe	15751*	Gonzalez, Earnest	10084
Gillen, Laura	14926	Glenn, Sandra	15751*	Gonzalez, Sandra	14862*
Gillespie, Jennifer	14683	Glicklich, Barry	12980	Gonzalez, Wilberto	15658
Gillette, Kenneth	10335 12833	Glienke, James	15751*	Goodman, Michael	10539 10973
Gillig, Dennis	12170 16026	Glorch, Robert and Betsy	11233	Goodson, Lee Ann	16642
Gillig, Linda	12172	Glord, Mary	10883	Goodwin, Karen	16427
Gilman, Dan	14819*	Gloss, Robert	10306	Goodwin, Luke	12017
Gilman, Michelle	14819*	Glowacki, Maureen	15751*	Goodwin, Maggie	11648
Gilman, Tracy	15429	Glowacki, Vic	15751*	Goodwin, Molly	12020
Gilmore, Rachel	15285	Glowaki, Olga	15259	Goodwin, Virginia	10345 12703
Gilson, Edith	14454	Glueckert, Carolyn	11546 15864	Goodwin, William	10343
Gilson, John	10744	Glynn, Patrick	16266	Gopon, Leon	10153
Gindville, Larry	13027 13150	Glynn, Susan	15699	Gora, Arthur	14205
Ginner, Bob	10192	Goddard, Carol	14862*	Gorczowski, Gregg	16177
Giovannelli, Frank	15751*	Goddard, Joseph	14862*	Gorczowski, Janice	16432
Giovannelli, Tammy	15751*	Godlewski, Joann	15751*	Gorczowski, Samantha	16177
Giovenco, John	15751*	Godziszewski, Pat	14913	Gordon, Aaron	14675

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Commenter Name	Comment Number	Commenter Name	Comment Number	Commenter Name	Comment Number
Gordon, Bonnie	11176	Granat, Laura	10478 12807	Greenawalt, Patricia	10406 13694
Gordon, Jane	10169	Granato, Giseli	14819*	Greenawalt, Susan	13422 13949
Gordon, Kevin	12055	Granato, Greg	14819*	Greenberg, Larry	12766
Gordon, Sela	12055	Granato, Melvin	14819*	Greene, Angela	15574
Gordus, Bernadine	14862*	Granato, Teri	14819*	Greenman, Mae Ann	15634
Gordy, Karen	13421 16971	Granato, Virgil	14819*	Greenwald, Jackie	14901
Gore, Bill	12917	Granholm, Jim	10463	Greenwood, Reggie	15559
Gore, Kandy	12542	Grant, Patti	11448	Greffin, John	12250
Gorgol, Valerie	14329	Granzow, Kathryn	15751*	Gregory, Bobbi	13786
Gorman, Bob	14549	Gras, Waldemar	12979	Gregory, Dahlas	13790
Gorniak, Christopher	14862*	Graske, George	13071	Gregory, Margaret	10337 10344
Gorniak, Marietta	14862*	Graske, Judith	13071	Gregory, Wayne	13136
Gornik, Rick	14201	Gravenhorst, Brian	12464	Greinke, Dorothy	17148
Gorski, Sherri	12518	Gravenhorst, Marice	12464	Greinke, Ernest	17148
Gossett, Joan	13718 13719	Graves, Patsy	10424 16679	Grelle, Cheryl	11387 14297
Gosswein, Blake	12016	Gray, Alan	12178	Grelle, Lawrence	11157 14314
Gosswein, Ellen	12558	Gray, Glen	15456	Grenchik, Amy	15198
Gosswein, Jim	11780	Gray, Glenn	16267	Gresham, Heather	11592
Gotfryd, William	11207	Gray, Jim	12820	Gretine, Alle	13661
Gottschalk, Betsy	15840	Gray, Julie	14819*	Greubel, Heather	13789
Gottschalk, Norma	15838	Gray, June	15751*	Grew, Jean	15614*
Gould, Jill	15548	Gray, Karen	12820	Griese, Tracy	15751*
Gould, Scott	12056	Gray, Ralph	14819*	Griesenauer, Bill	13853
Goveya, Steve	14530	Gray, S	11714	Griffin, Ann	15327
Grabinski, Karen	16469	Graybill, R.Scott	15614*	Griffin, Bill	11349
Graczyk, Amanda	16403	Graziadei, Barb	14819*	Griffin, Chris	15083
Graczyk, Michael	16402	Graziadei, Jeff	14819*	Griffin, Christine	11754
Graden, Joan	13658	Grazian, Len	12056	Griffin, James	14819* 16366 17039
Graff, Margaret	11104	Green, Bob	15421	Griffin, Jason	14862*
Graffia, David	12529	Green, Michael	15119	Griffin, John	11743
Graham, Bonnie	14862*	Green, Sabrina	16556	Griffin, Jr., Robert	10485 12096 12266
Graham, Keith	14285	Greenawalt, Matthew	14026	Griffin, Linda	11080

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Commenter Name	**Comment Number**	**Commenter Name**	**Comment Number**	**Commenter Name**	**Comment Number**
Griffin, Marilyn	14819*	Grover, Katherine	11098	Gullum, Lawrence	15614*
Griffin, Marilyn	16373	Groves, Barbara	14819*	Gulotta, Marcello	12812
Griffin, Marilyn	17039	Gruber, Margaret	12620 15354	Guntin, Ed	14421
Griffin, Michael	15805	Gruel, Rob	14828	Guntin, Jonathan	11735
Griffin, Sam	11345	Grunst, Steven	11293	Guntin, Marisel	11735
Griffin, Vanessa	10519 12903 15083	Gryka, Donna	13748	Guntin, Marisel	14422
Griffith, Beverly	11639	Gryzik, Greg	12150	Gurney, Kris	15495
Griffith, Martha	16048	Gryzlo, Dina	12097	Gurusamy, Shree	14870
Grill, Dolores	14862*	Gryzlo, Nina	10751	Guschina, Jenya	13288
Grill, Joseph	14862*	Grzesiakowski, Timothy	16270	Gustafson, Diane	14456
Grimes, Arlene	13765	Grzesik, Frank	15751*	Gustafson, Harold	12490
Grimpe, Glenn	14414	Guarise, Ivy	15930	Gustafson, James	11497
Grimpe, Veronica	14414	Guarise, Michael	15930	Gustafson, Jay	15751* 15752*
Grine, Dawn	13571	Guda, Erik	17055	Gustafson, Karen	11494
Grisco, Dorothy	15215	Guda, Kelly	17055	Gustafson, Kathleen	10931
Griswold, Bernadette	14330	Gudas, Gail	15614*	Gustafson, Kevin	16271
Grodoski, Laura	13024 15435	Gueller, Jeff	10974	Guthrie, Dave	10853
Groenewold, Laura	13909	Guenther, Alma	13255	Gutowsky, Catherine	14819*
Groller, Edwin	15260	Guenther, Harold	13255	Gutowsky, Jeff	14819* 15387
Groller, Joseph	16268	Guernsey, Susan	12902	Guy, Lisa	15096
Groller, Wayne	15700	Guerrero, Phil	15614*	Guyette, Barbara	15759
Grom, John	10908	Guildenzoph, Marjorie	15943	Guzaski, William	14944
Grom, Rob	11726	Guilford, Carolyn	15614* 17070	Guzdziol, Edward	12838 13401
Gronek, Patrick	14862*	Guilford, Mike	15614*	Gwiasda, Bob	11658
Grooms, Chris	15614*	Guldan, Cindi	15751* 15810	Haack, Barbara	16086
Grooms, Jr, Kenneth	10389 15614*	Gulino, Thomas	14954	Haack, Dean	16100
Grosch, Phillip	16269	Gull, Ellen	11313	Haan, Allison	12977
Gross, Nancy	10200 11280	Gullang, Doug	13359	Haan, Judi	12978
Gross, Randall	11192	Gullang, Walter	10566	Haas, Kenny	16688
Grosser, Susan	10693	Gulledge, Margaret	11617	Hack, Timothy	14447
Grossinger, Susan	13640	Gullicksen, Janet	16976	Hadgisava, Nancy	10988
Grossmann, Tomm	16637	Gullum, Elizabeth	15614*	Hadgisava, Nancy	15378 16020

Table E-2. Comments Received on the Draft EIS					
Commenter Name	Comment Number	Commenter Name	Comment Number	Commenter Name	Comment Number
Hadgisava, Steve	16020	Hamilton, Garth	17199	Hansen, Sharon	12078 17131
Haefner, Jason	16189*	Hamilton, Gregory	10172	Hansen, Sharon	14819*
Haeuser, Anthony	12246	Hamilton, Liz	12682	Hansen, Stacy	11819
Hafertepe, James	14819*	Hamlin, Robin	11850	Hansen, Sue	10765
Haff, Barbara	13953	Hamm, Courtney	10394	Hanson, Amy	13230
Haff, James	13953	Hamman, James	11329	Hanson, Jeanne	11798
Hagamann, Ray	16970	Hamman, Mary	10893	Hanson, Keith	11896
Hagamann, Sylvia	16970	Hammar, Cari	14676	Hanson, Laura	14686
Hagar, Joan	11499	Hamouz, Mildred	14862*	Hanson, Robert	13381
Hagen, Jennifer	13632	Hancock, Annette	12448	Hanson, Stephanie	11281
Hagen, Michelle	13237	Hancock, David	17051*	Hanson, Virginia	12395
Hahm, Daniel	13301	Hancock, Nathan	11113	Hapanovich, Gary	15614*
Hahn, Diane	14074	Hancock, Roger	15816	Hapawovich, Sharon	15614*
Hahn, Randy	14075 15751*	Handeland, Lyle	15140	Hardek, David	13635
Haider, Eram	15751*	Handeland, Nina	14407 15144	Harden, Michael	14436
Hailer, Kathryn	12715	Handler, Howard	16396	Hardesty, Barbara	13300
Haines, Larry	10200	Handley, Robert	15664	Harkless, Iverne	10692
Haines, Violet	10200	Handville, N. Seton	12923	Harmon, Jean	11659
Haire, Denise	15094	Handzlik, Luke	14151	Harms, Dennis	11488
Haire, Robert	15094	Haney, Shirley	15943	Harms, Georianne	11137
Hairenberg, Julie	12530	Hanifl, Darren	11180	Harnley, Gayle	15216
Haisch, C.	15751*	Hanifl, Suzanne	11175	Harper, Adam	14535
Hajek, Frances	15063	Hanify, Dennis	12864	Harper, Cynthia	17104
Hajek, John	15063	Hankins, Julie	15187 16208	Harper, Gregory	17104
Hale, James	10453	Hanlon, Alicia	12297	Harper, Meghan	17317
Hale, Todd	15121	Hann, Derick	13720	Harper, Merilyn	12685
Halford, Carie	14550	Hann, Donald	13721	Harper, Ryan	17109
Halka, Kathryn	15420	Hannon, Julie	15491	Harrington, Joe	12824
Halkh, Kathryn	11016	Hansen, Dave	14819* 17131	Harrington, Mike	16387
Hall, Devon	12098	Hansen, Dicie	16378	Harris, Alfred	11088
Hall, Hali	12055	Hansen, George	10845	Harris, Cynthia	14457
Hall, James	10586	Hansen, Jr., Philip	13756	Harris, Darren	16370
Hall, Richard	14570	Hansen, Kathy	11480	Harris, Emily	10798
Hall, Roger	14420	Hansen, Katy	11818	Harris, Jason	11292
Haller, Julie	10663 12607	Hansen, Lisa	13198	Harris, Karen	15348
Hallman, Kirie	16003	Hansen, Lois	16076	Harris, Letti	16272
Hallman, Thomas	16162	Hansen, Rich	15614*	Harris, Lisa	13139
Hamilton, Claire	11547	Hansen, Ruth	17051*	Harris, Margaret	11383 12099

Table E-2. Comments Received on the Draft EIS					
Commenter Name	Comment Number	Commenter Name	Comment Number	Commenter Name	Comment Number
Harris, Margaret	14862*	Hawke, Steve	10132	Hellrung, Sandy	14044
Harrison, Christine	14899	Hawking, Dana	12055	Helm, Roberta	15751*
Harrison, Crystal	14331	Hawkins, Janice	15822	Helm, Walter	15751*
Harrison, Jack	10713	Hawrysz, Karen	12491	Helminiak, Audrey	10542
Harrison, Jo	15362	Hayden, Kelly	15882	Helton, James	15129
Harrison, Nancy	11805	Hayden, Laura	14645	Helton, Lori	15128
Harrison, Richard	15362 16967	Hayes, Jane	14781	Henderson, Kelly	17149
Harrison, Stephen	12611	Hayes, John	14781	Henderson, Lorretta	10576
Hart, Brian	15430	Hayford, Timothy	10654	Henderson, Thomas	13782
Hart, Helen	14404	Hays, David	10173	Hendricks, Stanley	10266
Hartman, Karen	14559	Hays, Teresa	13116	Hendrickson, Laura	14819*
Hartman, Karl	13172	Hazelett, Debra	15751*	Hendrickson, Linda	10718
Hartmann, Sherry	13451	Heaberlin, Kim	14940	Hendrickson, Wayne	14819*
Hartmann, Tom	15751*	Hearst, Allison	11830	Hendrix, Kathy	15111 17201*
Hartstein, Elliot	15856 15896	Hearst, Jack	15807	Hengels-Pryor, Ramona	14819*
Hartwig, Julie	14862*	Heath, Alan	10204	Henke, Diane	15798
Harty, Susan	13037	Heaton, S	15614*	Henke, Ted	15798
Hartzel, Grace	11555	Hebreard, Daniel	10034	Hennelly, Nancy	10855
Hartzel, Kimberly	11190	Heckert, Mary	15751*	Hennelly, Patrick	10897
Harvey, Harold	15751*	Heer, Robert	16408	Henry, Barbara	13402
Harvey, Kris	12746	Heffernan, Andrea	10916	Henry, Kelly	15358
Harvey, Phil	11285	Heflen, Gary	14819*	Henry, Larry	10357
Hass, Patty	14704	Hegarty, Catherine	17051*	Hensel, Sarah	14819*
Hass, Rolin	13565	Heick, A.	11677	Henson, Michelle	12174 12182 15751*
Hassell, Catherine	13695	Heidner, Chase	12055	Henson, Scott	12194
Hastings, James	13806	Heim, Joan	16807	Hepner, Kimberly	15751*
Hatchett, Deborah	15982	Heimbach, Carolyn	12415	Hepner, Scott	15751*
Hatchett, Helen	15982	Hein, Cherie	10540	Hepner, Therese	12152 15751*
Hausen, Jack	11673	Heinrich, Barbara	14862*	Herbert, Bill	15791
Hauser, Stephanie	15751*	Heinzel, Barbara	17314*	Herbert, Susan	17051*
Havel, Dori	15751*	Heisen, Daniel	14994	Herbrand-Grovak, Debby	15751*
Havey, Edward	12224	Heiser, Brian	15751*	Herion, Diana	15751*
Hawe, Alyssa	11126	Heiser, Sue	15751*	Herion, Patrick	15751*
Hawe, Sara	11116	Hejtmanek, Rich	10398	Herlehy, Michael	15751*
Hawe, Yolanda	11117	Helgason, Edward	15379	Herman, Charlene	13791
Hawk, Margaret	12396	Hellrung, James	14044	Herman, JoAnne	15992

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Commenter Name	Comment Number	Commenter Name	Comment Number	Commenter Name	Comment Number
Herman, Mary Jo	12659	Hicks, Tracee	11959	Hinkle, Ron	11172
Hermanowicz, John	15614* 17067	Hiemenz, Heather	16440	Hinman, Barrie	10734
Hermanowicz, Pat	15614*	Higgins, Janis	15614*	Hipps, Joyce	15635
Hermsen, Tom	11302	Higgins, Joseph	15614*	Hirdes, Lisa	11579
Hernandez, Jose	16577	Higgins, Nicole	10746	Hirsch, Amanda	11382
Herr, Bill	16808	Higham, George	14819*	Hirsch, Fred	12704
Herrick, Dan	15614* 17096	Higham, Roberta	14819*	Hirsch, Judy	12704
Herrick, Jared	11591	Hightower, Jewell	10215	Hirschhorn, Eric	13073
Herrick, Lynn	15614* 17096	Hildrith, Jane	11505	Hirtz, Nancy	14057
Herrmann, Angela	12340	Hilgers, Dave	14307	Hirtz, Tom	14057
Herrmann, Tim	10754	Hill, Jill	14947	Hitchon, Lorraine	15614*
Herzog, Carl	11365	Hill, Jr., Woodrow	16810	Hlavacek, Kristin	14862*
Hess, Ertha	16809	Hill, Judy	14428	Hlavaty, Nick	10017
Hessel, Denise	11936	Hill, Lori	15961	Hoban, Sarah	15398
Hessel, Denise	12616	Hill, Matt	13655	Hobin, Olga	15751*
Hesselbein, David	11346	Hilliard, Joseph	11620 14308	Hochstein, Eric	15145
Hetelle, Jill	14819*	Hillier, Lynn	14572	Hockemeyer, Scott	14862*
Hetzler, Richard	10145	Hill-Martin, Marsha	14706	Hockett, Matthew	15189 15504
Heuser, Mark	14819*	Hills, John	11630	Hodge, Mark	10013
Hewes, Susane	14715	Hilton, Kathy	16811	Hodges, Lois	11467
Hewitt, Jan	15454 15464 15594 15665	Hilton, Steve	17174	Hodgkinson, Duane	11435
Hewitt, Janice	13231 13443 13480 14164 14410 14415 14416 14638 14643 14702 14884	Himes, Richard	12751	Hodgman, Kathleen	10684
Hibbott, Barbara	12984	Hines, Earnest	17051*	Hoerdeman, Robert	15286
Hibbott, Rick	13005	Hines, Kathleen	15751*	Hoerner, Paula	11519
Hickey, Gina	15614*	Hinkelman, Gerald	16064	Hoey, Edward	16015 16089 16152
Hickey, Robert	15614*	Hinkle, Grant	12036	Hoey, Mary	16015 16152
Hicks, Timothy	10091	Hinkle, Maddie	11188	Hoffman, Darbi	12905

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Commenter Name	**Comment Number**	**Commenter Name**	**Comment Number**	**Commenter Name**	**Comment Number**
Hoffman, David	15538	Holmes, Lisa	15751*	Horstmann, Kimberly	12926
Hoffman, Diane	11925	Holmgren, Elizabeth	14819*	Horstmann, Richard	12926
Hoffman, Marianne	10106	Holmgren, Michael	14819*	Horton, Annie	14458
Hoffman, Michael	14159	Holsen, Angie	10260	Horton, Barbara	12845
Hoffman, Scott	11925	Holsen, Stan	10263	Horton, Simone	11712
Hoffman, Sheri	12368	Holsteen, Mary Beth	12100	Horton, Veola	16273
Hoffmann, E	12055	Holt, Jonna	11377	Horvath, Brian	13333 13346 13387
Hoffmann, Margaret	16465	Holtec, P.	10264	Horvath, Elizabeth	14008
Hoffmann, Raymond	16465	Holtermann, David	16413	Horvath, Lynne	13337
Hogan, Daniel	11376	Holub, Joan	14862*	Hosticka, Suzanne	13158
Hogan, Richard	11831	Holuj, Amanda	13236	Houck, Richard	12013
Hoggins, Graham	14309	Holup, Mary Lou	10353	Hough, George	16149
Hogsett, Chris	16928	Holzknecht, A.	11613	Hough, Lynda	15586
Hoholik, Valerie	16559	Holzknecht, Annette	10717	Houlihan, Alda	15817
Hoist, Catherine	15751*	Holzknecht, Arthur	14622 16040	Houlihan, Frank	15817
Hoist, Peter	15751*	Homenn, Karl	13749	Houlihan, Pat	16098
Holay, Maya	12055	Homfeldt, Kent	15751*	Houndbeck, Helen	16814
Holck, Herbert	14716	Homfeldt, Sally	15751*	Hovde, Linda	10560
Holicky, Bernard	11332	Hooks, Thomas	13423 13424	Hovde, Steven	11211
Holland, James	11055	Hoots, Brent	12101	Hovey, Sharon	15751*
Holland, Joe	10895	Hopkins, Brian	10641	Howard, Elizabeth	16697
Holland, Jyl	11107	Hopkins, Jeff	15751*	Howard, Gail	10941
Holland, Paige	11049	Hopkins, Mark	13103 15751*	Howard, II, Donald	10227
Holland, Robert	10812	Horak, Laura	11935	Howard, Jim	11625
Holland, Stacy	10298	Horak, Ryan	12011	Howard, Joan	16815
Hollingsworth, Tammy	13874	Horan, R.	14294	Howard, Matthew	16697
Hollis, William	16812	Horcher, Kevin	10687	Howe, William	10115
Hollock, Barbara	12828	Horn, Cynthia	16029	Howell, Elizabeth	10404
Holly, Bill	16813	Horne, Barbara	16127	Howell, Harley	12915
Holm, Anni	12327	Horner, Jeff	16933	Howell, John	10404
Holm, Mary	15051	Hornik, David	10474	Howell, Michael	12916
Holman, Brian	11325	Horning, Carol	17314*	Howell, Susan	13291
Holman, Joann	11256	Horodeck, Jane	15451	Howland, Heather	15498
Holmes, Glenn	10492	Horslev, David	12371	Hoydn, Christina	16169

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Commenter Name	Comment Number	Commenter Name	Comment Number	Commenter Name	Comment Number
Hoyne, Doris	11952 12205	Hunter, Diane	11056	Interrante, Fina	16182
Hoyt, Sherman	11134	Hunter, John	12080	Ippolito, Judy	15751*
Hren, Susan	12999	Hunter, Tom	10759	Iqbal, Shamsudeen	12449
Hrobon, David	11251	Hurst, Bertha	14357	Irwin, Trish	11759
Hrobon, Debbie	11598	Hurtig, Sari	10428	Isaias, Fernando	11522
Hrobon, Rachel	11920	Hutchins, James	14019	Isaias, Heidi	11529
Hrusa, Joseph	14862*	Hutchins, Matt	14797	Ishikawa, Randall	13589
Hubbard, Marion	10146	Hutchinson, Beth	13454	Iskra, Christine	10200
Hubbard, Marion	12102	Hutchinson, Karen	10921	Issel, James	15509
Huber, Julie	15751*	Hutchison, Renee	10993 10994 10995 10996 10997 11202 11355	Isseu, James	14819*
Huckel, Jennie	15718	Hutter, Jean	10373	Ivanyi, Todd	15751*
Huddlestun, Glee	11890	Hyder, Ansar	10805	Ivec, Diane	14450
Huddlestun, Glee	12467	Hyland, Richard	15105	Iverhouse, Christine	15614*
Hudson, Eugene	14717	Hynes, Robert	13378	Iverhouse, James	15614* 16619
Hudson, III, Robert	11705	Iacullo, Renee	15467	Iverhouse, Kathy	15614*
Hudson, Sarah	11746	Ibbotson, Beryl	16024	Iverson, Dwight	11263
Huelskamp, Patricia	13450	Ibbotson, Brian	16025	Iverson, Giannina	10762
Huenecke, Todd	15007	Iglesias, Elma	14862*	Ives, Sarah	13634
Huerta, Xochitl	14862*	Ilko, Christa	14070	Jaber, Paula	15108
Hufford, Dave	15614*	Inda, Kenneth	12475 16943	Jackman, Andrew	12598
Hugg, Jenna	15614*	Inda, Ramona	13354 16916	Jackman, Kristine	12609
Hughart, Lyle	12344	Infantino, Joseph	13590	Jacknow, Harry	17051*
Hughes, Annette	13868	Infusino, Gerald	15751*	Jackson, Bobby	13057
Hughes, Marjorie	14819*	Infusino, Joan	15751*	Jackson, Carly	14943
Huguelet, James	13844	Ingallinera, RoseAnn	14862*	Jackson, Chad	14943
Huldin, Nelson	15377	Ingersoll, Claire	12825	Jackson, Isabella	14943
Hulina, Randy	14444	Ingersoll, Eric	12825	Jackson, Lisa	11693
Hull, Dale	10319	Innocentini, Anne	12055	Jackson, Lori	14598
Hull, Michaela	14281	Innocentini, Bonnie	11549	Jackson, Pamela	11810
Hunley, Cynthia	13696	Innocentini, Kathryn	11517	Jackson, Sharon	10302
Hunt, Courtney	13140	Insalato, Awanda	15751*	Jackson, Thomas	11699
Hunter, Catherine	15614*	Insalato, Vincent	15751*	Jacob, Shobha	13817

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Commenter Name	**Comment Number**	**Commenter Name**	**Comment Number**	**Commenter Name**	**Comment Number**
Jacobek, Jill	16673	Jankowski, Shirley	15751*	Jensen, Charlotte	15751*
Jacobs, Bruce	11226	Jannotta, Peter	13112	Jensen, III, William	14819*
Jacobs, Laurie	12684 15878	Janowick, Jennifer	11773	Jensen, John	15751*
Jacobs, Michael	11610	Janowick, Timothy	10715	Jensen, Ken	14058
Jacobs, Ray	14819*	Jansen, Greg	15614*	Jensen, Kris	14862*
Jacobs, Rolinda	11225	Jansen, Judy	15614*	Jensen, Marguerita	14819*
Jacobs, Todd	13425	Jansky, Marlene	14862*	Jensen, Marissa	14862*
Jacobs, Tracy	16498	Jansky, William	10112	Jensen, Nalani	14898
Jacobs, Valerie	14819*	Janssen, Alice	15781	Jensen, Natalie	14862*
Jacobsen, Virginia	16920	Jantz, Helen	11866	Jensen, Norma	15751*
Jacobson, Linda	14819*	Janus, Kristy	13167	Jensen, Pat	14897
Jacobson, Rose	11559	Jaquez, Alex	14819*	Jensen, Randy	15751*
Jacobson, Terry	11559	Jaquez, Susy	14819*	Jensen, Shari	14059
Jacobucci, Amy	13846 14389	Jaraczewski, Arleen	14862*	Jensen, Simone	12055
Jacoby, James	13754	Jaradat, Razan	16176	jensen, Susan	10830
Jacques, Russell	15751*	Jaramillo, Amelia	13815	Jenson, T	12056
Jaeggin, Rachael	11339	Jarecki, Catherine	14862*	Jesionowski, Sylvia	16189*
Jaguszewski, Sharon	14517	Jarman, Alis	12492	Jesse, Robert	14459
Jahncke, Nancy	15614*	Jarman, Chris	16388	Jeusar, Fay	12055
Jahncke, Tom	15614*	Jarman, Ellyse	16389	Ji, Nadia	15329
Jahnke, Jeremy	15751*	Jaros, Dorothy	13403 13404 14198	Jimerez, Alicia	15751*
Jahnke, Trisha	15751*	Jarosz, Sheila	13792	Jindoian, Sarkis	10200
Jahntz, Susan	14819*	Jarrard, Clisby	11633	Jindoian, V.	10200
Jajko, Ann	14718	Jarrard, Jessica	11635	Jindrich, William	13208
Jalota, Amit	15752*	Jarvie, Steve	10117	Jodoin, Allison	11100
Jalota, Prem	15752*	Javornik, Mark	10392	Jodoin, Christine	11101
Jalota, Veena	15752*	Jayaraman, Jay	11299	Jodoin, Christine	11855
James, Sandra	10240	Jecmen, Irene	10531	Jodoin, Gene	14720
James, Zagorka	10098	Jeffreys, Elizabeth	16502 16816	Jodoin, Grant	11849
Jamieson, D	15751*	Jeffries, Jr., James	15790	Jodoin, Jean	11852
Jamison, Derek	16993	Jeffries, Linda	15199 16817	Jodoin, Jean	15147
Jamrozy, Richard	16466	Jeleniewski, Phill	16724	Jodoin, John	11853 11854
Jamrozy, Romayne	16634	Jelinek, Darlene	14862*	Joe, Alvern	15751*
Janaes, David	15636	Jendraszkiewicz, Daryl	13159	Joe, Julie	15751*
Janczy, Theresa	14862*	Jenkins, Brian	11778	Joe, Stefan	15751*
Janczy, Theresa	14862*	Jenkins, Shawn	15426	Joe, Wayland	15751*

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Commenter Name	Comment Number	Commenter Name	Comment Number	Commenter Name	Comment Number
Johanson, Timothy	12159	Johnson, Leslie	14131	Jones, Kaeyan	14814
Johns, James	16661	Johnson, Lowell	12103	Jones, Kelly	14196
Johnson, Anne	16662	Johnson, Martha	11986	Jones, Mary	15719
Johnson, Anne	17142	Johnson, Mary	13585 14835	Jones, Nancy	13564
Johnson, Anthony	13967	Johnson, Matt	15614*	Jones, Shirley	13427
Johnson, Anthony	13998	Johnson, Maureen	14460	Jones, Suzanne	14462
Johnson, Betty	13769	Johnson, Millie	12104	Jones, Thomas	13082
Johnson, Brent	12045	Johnson, Nancy	17145	Jones, Tim	10268
Johnson, Brian	13209 13750	Johnson, Paul	13584 14849	Jones, Tony	14830
Johnson, Bruce	11333	Johnson, Peggy	15046	Jones, William	14196
Johnson, Cathy	16275	Johnson, Robert	11917	Jongsma, Allen	10206
Johnson, Char	14147	Johnson, Robert	11921	Jongsma, Patricia	10020
Johnson, Christina	15751*	Johnson, Robert	17145	Jordan, Dave	13902
Johnson, Cindy	15825	Johnson, Sara	16140	Jordt, Wendy	15614* 17091
Johnson, Craig	11928	Johnson, Sue	10549	Joseph, John	11025
Johnson, David	15970	Johnson, Sue	11968	Josupait, Linda	12767
Johnson, Debbie	11908	Johnson, Susan	13887 15183	Jovanovic, Vladimir	15751*
Johnson, Debra	15386	Johnson, Thomas	11363	Jovanovich, Deborah	10339
Johnson, Diana	13667	Johnson, Thomas	12686	Jovanovich, Turk	10340
Johnson, Diane	12293	Johnson, Virginia	14721	Joyce, Chris	12023
Johnson, Don	13193	Johnson, William	13426	Joyce, Dan	10945
Johnson, Don	15787	Johnson-Alonso, Anna	11669	Joyce, David	12024
Johnson, Donald	13886 15180	Johnston, Bill	12179 14819*	Joyce, John	15532
Johnson, Dorothy	11891	Johnston, Florence	16276	Joyce, John	15532
Johnson, Doug	14461	Johnston, Gladys	12179 14819*	Joyce, Liz	12027
Johnson, Dwight	12644	Johnston, Joan	12666	Joyce, Maddie	12026
Johnson, Jay	14719	Johnston, Michael	13204	Juarez, Frank	14824
Johnson, Jeff	15654	Johnston, Robert	12271	Juffernbruch, Daniel	12632
Johnson, Jerry	16561	Johnstone, Jr., Francis	11286	Julian, Kathryn	12055
Johnson, Jo Ann	12309	Jolie, Phil	13312	Junia, Joe	13304
Johnson, Joann	11660	Jollette, Kimberly	15751*	Junia, Sandra	13304
Johnson, Julie	15894	Jondahl, Thor	10500	Juracka, Donna	15427
Johnson, Karen	15261 16189*	Jones, Unknown	15269	Juraska, Alan	16818 17164
Johnson, Ken	14148	Jones, Daniel	15064	Jurs, Cheryl	15751*
Johnson, Kenneth	12293	Jones, Jerome	13056	Justak, Deana	15900

Table E-2. Comments Received on the Draft EIS					
Commenter Name	**Comment Number**	**Commenter Name**	**Comment Number**	**Commenter Name**	**Comment Number**
Justman, Pam	15847	Kaluzsa, Karen	12235 14819*	Kashyap, Soren	14955
K, S	14819*	Kalvelage, William	14596	Kasi, Andy	14819*
K, T	14862*	Kaminski, Charlene	15648	Kasiurak, Donna	15751*
Kabbes, Karen	10737	Kaminski, Lillian	14664	Kasmierski, Genevieve	14819*
Kabel, Danielle	14819*	Kamm, Gilbert	10152	Kaspar, Beverly	17051*
Kaboski, Hilary	11195	Kamm, Gilbert	11432	Kass, Christine	10601
Kacanowski, James	14181	Kanak, Richard	16459	Kass, Mary	13952
Kacmarek, Peter	15637	Kane, Brandon	14936	Kaswowski, Dave	13578
Kaczala, Sondra	16819	Kanehann, Susan	12928	Kaswowski, Kathryn	13578
Kaczmarek, Kim	10691	Kanji, Shabbir	13639	Kataoka, Eiko	15858
Kady, Craig	16277	Kannell-O'Neill, Jane	16820	Katcher, M	16640
Kagebein, Suzanne	15799	Kapadia, Dino	13008 13147	Katcher, Renee	15550 16562
Kahn, Cynthia	11767	Kapadoukakis, Julie	14819*	Katon, Victoria	16821
Kaiser, Pat	14264	Kapcheck, Jackie	13306	Katrakis, Christopher	11085
Kakadia, Yogesh	14819*	Kaplan, Alexander	15751*	Katrakis, Kathleen	11744
Kakareka, Karen	15614*	Kapusta, Nancy	14760	Katz, Lily	12055
Kakos, H	15087	Karales, Norma	15943	Katzen, Kimberly	13878
Kakos, James	15087	Karambelas, Dean	10449	Kaufman, Stuart	12463
Kalavagunta, Sucharitha	16588	Kareckas, Jerome	15639	Kaur, Navjot	14617
Kalchbrenner, Joanne	15751*	Kari, George	13841	Kaur, Sarvjeet	15751*
Kalck, Nancy	10269	Karija, Diane	15067	Kauser, Andrew	11425
Kaledich, Catherine	15638	Karlin, Cheryl	13294	Kauser, Carrie	11425
Kaliterna, Robert	10531	Karlin, Gary	12105 13294	Kavouras, Vickie	12932
Kalke, Heather	15659	Karolich, Nina	14493	Kawash, Amjad	15751*
Kalmes, Adrienne	10823	Karon, Patricia	10512 15640 16505 16512	Kawash, Florence	15751*
Kalmes, Paul	10987	Karon, Patricia	11421	Kay, Thomas	17051*
Kalodimos, Rosemary	10531 (Petition)	Karon, Thomas	10130 10514 16712	Kaylor, Connie	16931
Kalous, Dorothy	14146	Karp, Donald	10048	Kaylor, Cory	17009
Kaluzny, August	14862*	Kasal, Jane	14862*	Kazlauskas, Michael	13955
Kaluzny, Rosemary	14862*	Kasala, Julie	15295	Kazmier, Penny	12610
Kaluzsa, Karen	12167	Kashnowski, Linda	15751*	Keating, Ray	14953

Table E-2. Comments Received on the Draft EIS					
Commenter Name	Comment Number	Commenter Name	Comment Number	Commenter Name	Comment Number
Keating, Richard	15614*	Kellner, Rick	15751*	Kenrich, Gwen	12029
Keating, Suzanne	11041 15642	Kellum, Dean	10007 14167	Kenster, Noreen	14113
Keatins, Denise	15614*	Kelly, Brian	14166 15471	Kenyon-Panier, Jennifer	16449
Keca, Danna	12862	Kelly, Calvin	12717 12727	Kerchberger, Dawn	15004
Keca, Steven	16167	Kelly, Debra	17033	Kerekes, Diane	12107
Kedziora, Mildred	15751*	Kelly, Diane	14390 15011	Kerestes, Larrie	15531
Kee, Samuel	15892	Kelly, James	17187	Kereszturi, John	15751*
Kee, Shante	11606	Kelly, Jeanna	11655	Kerkooffs, Alejandro	15751*
Keefe, Sandra	15352	Kelly, Mary	12728 12768 12918	Kerkooffs, Rolando	15751*
Keenan, Jack	11521	Kelly, Methinee	17193	Kerkstra, Ray	15933
Keeter, Karon	15751*	Kelly, Nadia	15217	Kern, Annette	10268
Kegwin, Geneva	16278	Kelly, Patrick	15162	Kern, Ed	11513 12265 16390
Kehrmann, Cathy	11709	Kelly, Ronald	10434	Kern, Karen	11513 16390
Kehrmann, Michael	11736	Kelly, Tara	10268	Kern, Lisa	15751*
Keifen, Christine	13084	Kelsch, Scott	13697	Kerr, Cynthia	14333
Kein, Douglas	13839 15023	Kemp, Barbara	11417 14311	Kerr, James	11420
Kein, Laura	15061	Kemper, Marie	13293	Kerr, Julie	11420
Keiser, Deborah	11493	Kemper, Roy	14819*	Kerr, Susan	15751*
Keiser, Jeff	11337	Kenaga, Robert	16242	Kerrins, Martin	14722
Keisler, Paul	15751*	Kendzior, Anita	11688	Kerry, Nicole	16825
Keith, Leory	10076	Kenneally, Heather	14589	Kershner, Dave	15746
Keith, Rebecca	11445	Kenneally, Patrick	11063	Kershner, Ethan	10953
Keleher, Robert	10550	Kennedy, John	12181 15751*	Kershner, Gary	10958
Keller, Barbara	13781	Kennedy, John	13866	Kershner, Hannah	10952
Keller, Jim	10268	Kennedy, Tim	12965	Kershner, Jeff	15731
Keller, Jim	10268	Kennedy, Vincent	11734	Kershner, Jeffrey	10937 16826
Kellermann, Bob	16822	Kennelly, Christine	14806	Kershner, Julie	10948
Kelley, Austin	11381	Kennick, Carrie	15561 16823	Kershner, Julie	15734
Kelley, Kiara	11369	Kenny, David	14986	Kershner, Rachel	11619
Kelley, Maureen	10802	Kenny, Gerald	10037	Kesler, Joyce	14405
Kelley, Timothy	11374	Kenny, Geraldine	12303	Kesler, Sheila	13210
Kellner, Rick	15751*	Kenrich, Amy	16824	Kesselring, Larry	14991

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Commenter Name	**Comment Number**	**Commenter Name**	**Comment Number**	**Commenter Name**	**Comment Number**
Kevern, Darlene	15751*	Kilroy, Tom	12494	Kistner, Heather	13061
Kevern, Norman	15751*	Kilsdonk, Dennis	16178	Kitching, Patrick	13317
Kevern, Randall	15751*	Kilsdonk, Nancy	16179	Kitsos, Gus	11760
Kevorkian, Diana	11816	Kincaid, Lynne	14565	Kitzman, Elizabeth	11469
Kezler, Mary	12493	King, Joan	13389	Kiunbuh, Charisma	13652
Khan, Ahsma	15399	King, Lendell	13389	Klabisch, Gregory	13616 13990 14105
Khan, Davin	15751*	King, Mary	11093	Klabisch, Susan	13611
Khan, Sean	14605	King, Susan	10709	Klausen, Wendy	14819*
Kholamian, Garo	10537	Kingsley, Arthur	12064	Klavanowitch, Richard	14463
Kick, Kyle A.	15571	Kinn, Diane	11370	Klawitter, Joann	13975
Kickert, Theresa	16078	Kinsella, Elizabeth	12612 13261	Klebine, Dave	15481
Kickert, William	16079	Kinsella, William	13258	Kleiman, Aileen	15614*
Kidonakis, Jennifer	16715	Kinyon, John	14293	Kleiman, Ross	15614*
Kidonakis, Michael	16715	Kinzer, Barb	15614*	Klein, Douglas	12348
Kiefer, Michael	15009	Kinzer, Jackson	15614*	Klein, Margaret	15294
Kiehl, Sharon	16189*	Kipperman, Bonnie	15614*	Klein, Michael	14902
Kiehl, William	16189*	Kipperman, Steve	15614*	Klevorn, Joseph	12450
Kiehn, Dawn	14291	Kirchen, Glen	15751*	Klier, Linda	13506
Kiehn, Philip	14291	Kirchen, Janet	15751*	Klier, Warren	13506
Kien, Jennie	15614* 17077	Kirchner, Karen	15751*	Klimek, Nancy	14613
Kien, Jodie	15614* 17063	Kirchwehm, Raymond	12241	Kliment, Claudia	11982
Kieras, Karen	13997	Kirkland, Thelma	16659	Kliment, Paul	11111
Kijowski, Ellen	16104	Kirkpatrick, Linda	15751*	Kline, Janet	11422
Kilayko, Caroline	14631	Kirkpatrick, Lula	15751*	Klock, Angela	12531 12546
Kilayko, Christopher	14633	Kirkpatrick, Michael	15751*	Klokowski, Longin	14819*
Kilayko, Mark	12108 14628 14634	Kirn, Anne	15614*	Klokowski, Regina	14819*
Kilayko, Susan	11864 14630	Kirn, Katrine	15614*	Kloss, Noreen	15751*
Kilboy, Gloria	14002	Kirsch, Ed	13534	Kloss, Roy	15751*
Kiler, Linda	13722 13723	Kirsch, Judy	13515	Klouw, Jill	16364
Killick, Margaret	11083	Kirsch, Ken	13518	Klub, Phillip	14334
Killick, Mark	11091	Kirsch, Kenneth	14418	Klucina, Michael	14862*
Killinger, Patricia	13215	Kirsch, Mike	13531	Klug, Randall	10346
Killinger, Scott	13217	Kirsch, Pat	13516	Klupshas, III, Frank	14441
Kilmartin, Patricia	10163	Kirsch, Trisha	13517	Knapik, Doris	11039

Table E-2. Comments Received on the Draft EIS					
Commenter Name	Comment Number	Commenter Name	Comment Number	Commenter Name	Comment Number
Knaus, Eugene	15751*	Kolasinski, FUA	12010	Koselka, Cody	15751*
Knight, Lisa	10448	Kolasinski, Jr., John	12010	Koselka, James	15751*
Knightly, Tim	12868	Kolasinski, Julian	12010	Koselka, Jennifer	15751*
Knighton, Thomas	15262	Kolasinski, Kori	12010	Kosik-Cosenza, Laura	16134
Knot, Deborah	13405	Kolasinski, Pat	11434	Kosinski, Ken	13737 13738
Knudson, Hillary	11375	Kolasinski, Ray	11490	Kotas, Joseph	14647 15218
Ko, Jill	14335	Kolasinski, Sr., W. John	12010 12596	Kotowski, Bill	14073
Ko, Rebecca	15751*	Kolbe, Gary	10275	Kotowski, Kristie	14073
Kobs, Margo	15751*	Kolisz, Debby	10025	Kotsiris, Pota	12110
Koch, John	14673	Kollman, Norman	16626	Kouba, Barbara	12698
Koch, Kevin	15614*	Kollur, Ashok	14658	Koulakova, Alla	12973
Kochanny, Mary	10072	Komai, Kwaben	17051*	Kous II, William	15178
Kochis, Mary	17147	Koncel, Scott	16749	Koutny, George	14819*
Kocian, Timothy	15808	Koncel, Terry	16750	Koutsky, Caroline & Jerry	16827
Kocinski, James	12843 14839	Kondry, Lois	16911	Kowalski, Bea	14819*
Kocisko, Philip	15891	Konicek, Mary	12109	Kowalski, Diane	15614*
Kociunas, Marie	14862*	Konieczny, Walter	10410	Kowalski, Joe	14819*
Koehler, Donna	14854	Konkle, Mary	14654	Kowalski, Linda	14876
Koehler, Thomas	14853	Konrad, Betty	11994	Kowalski, Sabeeha	14819*
Koelling, Bill	10207	Konrath, Alan	15028	Kowalski, Tom	15614*
Koenig, Claudia	15751*	Kopec, Annette	14289 14290	Kownacki, Tina	13560
Koenig, Micah	12597	Kopp, Bob	10817	Koziel, Rose	15614*
Koenig, Venessa	16137	Kopp, Carol	10986	Kozlowski, Remi	14812
Koepsel, Holly	11761	Kopp, Dale	15036	Kozuchowski, Donna	15751*
Kohl, Andrea	15751*	Kopsian, Christine	10630	Kraegler, Daniel	10669
Kohl, Michelle	16167	Kopsian, John	10629	Kraegler, Robert	10935
Kohl, Peter	14595	Korak, Debbie	13144	Kraegler, Teresa	10668
Kohler, Connie	10657	Korbel, Barbara	10440	Kraemer, Tricia	12389
Kohler, Donald	11637	Korensky, Nicole	17196	Krafft, William	13270
Kohnke, Joan	14862*	Korn, Roger	13098	Kraft-Schmidt, Bobbie	15751*
Kohut, Shirley	14723	Korte, Lisa	14580	Kram, Thomas	12367
Kolar, Mary	11912 12613	Koscik, Nancy	15186	Kramer, Jennie	15381
Kolasa, Jenneen	12761	Koscik, Richard	15186	Kramer, Kenneth	10385 14938
Kolasa, Richard	12737	Kosek, Michelle	15308	Kramer, Samuel	10712
Kolasinski, Barbara	11287	Koselka, Barbara	15751*	Kramer, Steven	12876

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Commenter Name	**Comment Number**	**Commenter Name**	**Comment Number**	**Commenter Name**	**Comment Number**
Kramer, Tim	15452	Krnauth, Unknown	12153	Kuczek, Connie	13203 14052
Kramer, Walter	12782	Krolikowski, Kim	15751*	Kuczek, Larry	14052
Krantz, Mary	15701	Kroll, Teresa	15776	Kudla, John	11076
Krantz, Wesley	15702	Krolopp, Dorcas	15175	Kudla, Patty	11077
Kratschmer, Judy	14862*	Krolopp, Rudolph	15175	Kuehn, Linda	13176
Kratz, David	13250	Kroning, Colleen	13948	Kuen, Susan	10577
Kratz, Nancy	13252	Kroschel, Joanne	15751*	Kuenster, Noreen	14862*
Kraus, Janel	15751*	Krouse, Karen	13314	Kueper, Tim	15263
Kraus, Jeff	15751*	Kruchten, Christie	14626	Kufer, Jr., John	15962
Kraus, Kaia	14312	Krueger, Donald	11236 12625	Kugelberg, Kurt	15703
Krause, Fern	10984	Krueger, Lou	11328	Kuhlmann, Andy	15511
Krause, Jack	10982	Kruer, William	14564	Kuhn, Linda	13793
Krause, Lawrence	14494	Kruk, Deb	15614*	Kuhn, Paul	13793
Kravas, Chris	15922	Kruk, Ed	15614*	Kuhn, Whitford	10703
Krawulski, Cynthia	13222	Krummenacher, Bruce	11502	Kukowski, Barbara	11711 12901
Krawulski, Michael	16083	Krummenacher, Diane	11502	Kukowski, Barbara	12111
Krbec, Donald	15751*	Krupa, Diane	15088	Kukulka, John	15978
Krech, Elizabeth	10162 14934	Krupa, James	15089	Kukulka, Nancy	15978
Kregul, Timothy	14336 16049 16116	Krupske, Evelyn	14862*	Kulevich, Joanna	13491
Krehy, Anne	17111	Kruse, Robert	11463	Kulhanek, George	14862*
Krehy, Paul	17111	Kruse, Virginia	13664	Kulhanek, Vlasta	14862*
Kreider, Marty	14804	Kryszak, Katharine	15042	Kuli, Aladdin	14862*
Kreinz, Brian	15735	Krzeminski, Alma	11266	Kulpa, Carol	10109
Krendall, Russ	11028	Ksiag, Edyta	15751*	Kummerer, Jeff	15751*
Krenzien, Timothy	16189*	Ksiag, Krzysztof	15751*	Kummerer, Wendy	15751*
Kresach, Meg	14594	Ksobiech, Loni	15157	Kumrow, Brian	13138 13840
Kresin, Molly	12055	Kuba, Scott	16622	Kumrow, Jennifer	13138
Kreutzig, Marge	13916	Kubacki, Pamela	14819*	Kuna, Linda	12392
Kreuz, Jeanette	10342 10363	Kube, Fran	14510	Kunde, Ashwin	12801
Krevz, Jeannette	10205	Kubes, George	15751*	Kuniej, Ketra	16575
Krieman, Karen	13239	Kubinski, Bernie	14165	Kuniej, William	16570
Krieman, Thomas	13239	Kucera, Jamie	14862*	Kunka, Carol	16279
Kring, Jill	16012	Kucharski, Diana	15751*	Kunkolewski, Betsy	14886
Krishnamoorthy, Muthuswamy	12732	Kucharski, Kevin	15751*	Kupinski, Andra	14646
Kristmann, Deborah	13440	Kuchyt, Michael	15751*	Kuraitis, Viktoras	14657

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Commenter Name	Comment Number	Commenter Name	Comment Number	Commenter Name	Comment Number
Kuraitis, Viktoras	16492	LaBud, James	14819*	Lanam, James	14465
Kurcab, Linda	12112	LaCasse, Carol	10980	Lancaster, Blythe	10808
Kurek, Christine	10686 13302 15614*	Lacasse, David	10979	Lancaster, Carolyn	10816 16828
Kurek, Dana	10686 13302	Lacey, Jr., Edward	15751*	Lancaster, Patricia	11596
Kurek, Lindsey	10686 13302	Lacey, Kathleen	15751*	Lancaster, Roger	10814
Kurek, Michael	10686 13302	Lach, Gene	14004 14095	Lancelot, Bob	13122
Kurek, Paul	10686 13302	Lach, Iwona	15154	Lancelot, J	10877
Kurowski, Mara	14819*	Lach, Judy	14004 14114	Lancelot, Michael	13127
Kurowski, Richard	12907	LaCombe, Joan	16175	Lancelot, Robert	13123
Kurth, Trish	16555	Ladner, Kathleen	10418 1240 12760	Lancelot, Terri	13121
Kurtz, Cheri	14391 14495	Ladner, Lawrence	10418 12763	Lan-chi, Renee	16829
Kuruc, Renee	15751*	Laesch, Tim	15551	Lanci, Linda	15614*
Kusch, Joyce	15751*	Lageschulte, Eleni	11670	Landa, Donna	14862*
Kushner, Michele	11871	Lagowski, Nancy	10587 11149	Landers, Linda	16721
Kushner, William	17156	Lagowski, Nancy	12234	Landers, Mary	14578
Kut, Marnie	15751*	Lagro, Elizabeth	16472	Landers, Paul	13406
Kuta, Jack	11047	Lagro, Phillip	10742 16473	Landess, Cynthia	12805
Kuta, Linda	11051	Lallas, Mark	11440	Landin, Patricia	10116
Kuta, Matthew	10618	LaLonde, Laurel	12272	Landolo, Kelly	13804
Kuta, Mike	11054	Lamar III, Charles	16138	Landrowski, Angela	15143
Kuta, Nicole	15751*	Lamar, Barbara	17182	Lane, Amanda	10720
Kuta, Sam	10619	Lamar, Patrica	16139	Lane, Daniel	10819 11244
Kutsch, John	12816	Lambert, Elsa	14819*	Lane, Laura	11806
Kuzmanich, Bruce	13604	Lambert, Michael	12506	Lane, Luanne	11221
Kuzmanich, Eva	14337	Lamberty, Rosemary	14862*	Lane, MD, LD, MPH, Philip	15614* 17062
Kwell, Suzanne	12008	Lambur, Paula	10278	Lang, Andrea	10490
La Morte, Tara	13763	Lamich, Donna	14862*	Lang, Jeff	13153
LaBarbera, Sue	14586	LaMontagne, Risa	16506	Lange, Janet	10468
LaBarre, Robert	15751*	LaMorte, Ashley	15924	Langford, Paul	10110
Labb, Nancy	10323	LaMorte, Jack	15925	Langlois, Judith	14819*
LaBeau, Sylvia	13957	LaMorte, Tara	14392	Langlois, Robert	14819*
Labelle, Beth	11438	Lampert, Adele	10236	Lanigan, Marilyn	12547
Labelle, Robert	11984	Lampson, Eli	16398	Lanigan, Sr., Jack	15408

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Commenter Name	Comment Number	Commenter Name	Comment Number	Commenter Name	Comment Number
Lanken, Brad	14862*	Laudick, Susan	11534	Ledinsky, James	14313
Lanken, Cody	14862*	Laughlin, Debra	10839	Lee, Bob	16333 16334 16335 16336 16337
Lanken, Stephanie	14862*	Laughlin, Kyle	10840	Lee, Christine	11510
Lannantone, Gina	16491	Laughlin, Taylor	10841	Lee, Conlin	13115
Lannantone, John	16491	Laumer, Doraellen	10431 14651	Lee, Evan	11782
Lannin, William	12233	Launer, Inga	14820	Lee, Fiona	12476 12844
Lapacek, Kathy	11024	Lauzon, Michael	11995	Lee, Janet	11893
LaPapa, Carol	10407	Lavagie, Pat	13428	Lee, Joann	11701
LaPlume, Maria	15614*	LaVanne, William	12305	Lee, Jr, James	13698
Lara, Unknown	13026	Lavin, Patricia	15614* 17085	Lee, Len	14007
Lares, Nancy	14393	Lawrence, Kimberly	10635	Lee, Lucy	17314*
Larke, Margaret	15568	Lawruk, Patricia	12987	Lee, Mark	15015
Larkin, Barbara	12113	Lawruk, Robert	13429	Lee, Matt	11783
Larrabee, John	14982	Lawson, Mary Ann	10259	Lee, Rosalia	16726
Larsen, Leif	11115	Lawson, Susan	10096	Lee, Tracy	16280
Larsen, Lois	13305	laxmi, Unknown	12507	Lee, William	12435
Larsen, Rob	13305	Laystrom, Marilyn	10972	Leedstrom, Keith	11753
Larsen, Robert	14819*	Laz, Marcia	16010	Leedstrom, Nancy	11753
Larsen, Robert	16019	Lazich, Dorothy	10571	Leese, Kristin	10834
Larson, Curt	11262	Lazich, Michael	10370 10571	Leese, Robert	12055
Larson, Duane	14394	Lazich, Michael and Dorothy	10012	Legerski, Mark	14781
Larson, K.	11824	Leadley, Larry	14756	Legerski, Stacy	14781
Larson, Les	13832	Leadley, Lois	14080	Leggaro, Roger	10568
Lasher, Maria	15785	Leahy, Bill	14862*	Leggeru, Roger	10341
Laskowski, Mark	14819*	Leahy, Carolyn	14862* 15070	Lehane, Joshua	16128
Latebis, Deborah	15219	Leahy, Kelly	14862*	Lehman, Dan	10314 15347
Laterza, Nancy	10548	Leahy, William	12537 14862* 15069	Lehman, Kathleen	13095 13592
Lau, Jeannine	13145	Lebeck, Alison	13889	Lehman, Paul	15827
Lau, Marsha	10429 15093	Lebovic, Angela	11090	Lehman, Richard	15614*
Laubach, Jeffrey	11008	Lech, Renee	16437	Lehmen, Kathleen	13592
Lauber, Heidi	13577	LeClair, Randy	15751*	Lehr, Diane	14096
Lauderback, Mary	11626	Lederer, Lawrence	12074 16665	Lehr, Diane	14288

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Commenter Name	Comment Number	Commenter Name	Comment Number	Commenter Name	Comment Number
Lehr, Jessica	14098 14288	Lev, Michael	13287	Lindberg, Jennifer	15614* 17084
Lehr, Sarah	14097 14288	Levenberg, Bernard	10105	Lindberg, Lori	13221
Lehr, Tom	14115 14288	Levering, Al	16495	Linde, Alicia	12690
Leibel, Erin	16530	Levy, Joseph	15870	Lindeen, Ellen	10954
Leibel, James	12495 16569	Lewis, Anajean	13268	Lindeen, John	11481
Leick, Jocelyn	15926	Lewis, Gilbert	15751*	Linden, Allison	10682
Leick, Wendy	16421	Lewis, Greg	14819*	Linden, William	16424
Leighton, Cynthia	11684	Lewis, Kay	11153	Lindenmuth, Robert	15109
Leitner, Mark	11478	Lewis, Lindsay	13327	Lindgren, Pamela	15614*
Lemak, Jo	15155	Lewis, Mark	13265	Lindgren, William	15614*
Lemke, Al	13581	Lewis, Theodore	15751*	Lindlee, Julie	13363
Lemke, Martha	14209	Lezondra, Emill	15901	Lindley, Julie	12409
Lemon, Sharon	15117	Li, Xiaojin	15751*	Lindley, Tom	12350
Len, Eva	10008	Liautaud, Jack	14240	Lindley, Tom	12409
Lenartowicz, Laura	14819*	Liberty, Mary	17177	Lindsay, Emery	15220
Lenderman, Colleen	14171	Lichper, Randy	16281	Lindsay, Leslie	13171
Lendziszewska, Eva	10092 15021	Lichter, Randy	10719	Link, Dan	11186
Lenerville, Andrea	15284	Lichty, Ronald	14862*	Linke, Alex	13914
Leng, Richard	14180	Liedlich, Emma	11653	Linke, Bettylou	16962
Lenz, Anne	11820	Liedlich, Maria	12133	Linke, Kristi	12204 13915
Lenz, Christine	11910	Liedlich, Sarah	11196	Linke, Scott	12204
Lenz, Jack	11821	Liedlick, Maria	12559	Linke, Taryn	14101
Lenz, Janet	12819	Lies, Elizabeth	17051*	Linke, Warren	16962
Lenz, Jeffrey	10391 11721	Liesinger, Maxine	12762	Linsner, Lauren	14401
Lenz, Matthew	12028	Lieske, Katie	11064	Liou, Ben	12055
Lenz, Steve	15151	Lietwvininkas, Algin	14862*	Lipinski, William	13199
Lenz, Susan	11715	Ligeikis, Julian	14862*	Lipkovitch, Dona	12877
Leonard, James	11962	Light, Geraldine	16830	Lipsteuer, Beth	12687 14037
Leonardi, Wayne	14724	Ligman, Susan	15667	Liskey, Jennifer	16719
Leonelli, John	11956	Lilien, Thomas	16748	Liskey, Marcus	16719
Lerch-Davis, Genie	13937	Lincoln, Betty	12054	Liss, Catherine	13651
Leser, Patrick	13212	Lincoln, Larry	12054	Listwan, Frank	13751
Lesner-Salemi, Ruth	10731	Lind, Carl	10462	Livingston, James	15221
L'Esperance Skrypek, Michelle	13555	Lindberg, Barbara	12755	Lloyd, Bill	12697
Lesters, Melissa	13478	Lindberg, Chris	15614* 17084	Lloyd, Cheryl	14275

Table E-2. Comments Received on the Draft EIS					
Commenter Name	Comment Number	Commenter Name	Comment Number	Commenter Name	Comment Number
Lloyd, James	14272	Losoya, Christina	14862*	Lunn, Tammi	11139
Lloyd, Sherrie	14703	Lotz, Larry	13111	Lunt, Eric	10766
Locasto, Gerlinde	15614* 17065	Lotze, Mary	13312	Lunzaro, Mary	15222
Lockie, William	13090	Louder, Kathleen	13000	Lurgio, James	14429
Loecke, Colette	15950	Loughman, Valerie	10807	Lurgio, James	15795
Loecke, John	16028	Louis, Tracy	14819*	Luscombe, John	14585
Loeffel, Paul	10178	Lovati, Kimberly	16032	Lutsch, Doris	16832
Loerop, Janet	15193	Lovati, Robert	15971	Lutz, Mary	14187
Loerop, Richard	15193	Love, Amy	15584	Lux, Janet	15751*
Loesch, Kendagl	10622	Love, Catherine	10471	Lux, William	15751*
Loffredo, Katie	12496	Lovelace, Brian	12360	Lyczak, Jacqueline	15751*
Logan, Luretha	10200	Loveless, Chris	12164	Lykke, Peer	11388
Lohman, Steve	13366	Loveless, Dave	12168	Lyman, Dorothy	12258
Lohr, Bill	10473	Lovewell, Brian	15751*	Lyman, Mike	12227
Loizzo, Heather	17107	Lowe, Hal	13528	Lyman, Richard	10328 10572 15768
Lomax, Marianne	16831	Lowell, Lauren	17158	Lynch, Dan	15669
Lombard, Steven	15751*	Lowery, Linda	14425	Lynch, Susan	14993
Lombardo, Therese	10623	Lozinak, Amy	16584	Lynch, William	16097
Londrie, Shawn	16475	Luce, Barbara	15751*	Lynn, Cynthia	13367
Looff, Gerd	15614*	Luce, Gwen	15751*	Lyon, John	11368
Looff, Jill	10822 15614*	Luce, Sonja	10200	Lytle Sr., Stephen	17141
Loomis, Jessica	12055	Ludwig, Susan	10050	Lyzenga, Marvin	10208
Lopat, Donald	13281	Lueders, Bob	15883	M., R.	15751*
Lopat, Paula	13282	Luelin, Brian	12187	MacCartney, Donna	11680
Lopes, George	13344	Lueotke, Karen	11171	MacFarlane, Barbara	15751*
Lopes, Geraldine	13342	Luetkehans, Steven	12961	MacIver, Andrew	11289
Lopez, Adolfo	14620	Lukes, Kenneth	14099	Mack, Carolyn	10466
Lopez, Jr., David	16096	Lumbercini, Joyce	10157	Mack, Maureen	11052
Lopez, Santos	15963	Lumme, Gordon	10591	Mack, Nora	14832
Lorentz, Alice	14862*	Lumme, Heley	10590	MacKenzie, John	12906
Lorenz, Darrel	15736	Lundgaro, James	15668	Mackey, Carol	16704
Lorusso, Gloria	15751*	Lundmark, Heather	11727	Mackin, Melanie	13022
Lorusso, Joe	15751*	Lundmark, Jackson	11204	Mackowiak, John	16833
Losacco, Kenneth	15751*	Lundmark, James	10730	Macri, Maria	17312
Losacco, Maria	15751*	Lundmark, Patricia	11729	Macri, Martino	17312
LoSavio, Daniel	12861	Lundmark, Suzanne	11235	Macritchie, Laverne	15751*
Losinski, Julie	11284	Lundmark, Tyler	10882	Macygin, Steven	16612
Loske, Brooke	15751*	Lundy, Ruth	14046	Madden, Vanessa	16062

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Commenter Name	Comment Number	Commenter Name	Comment Number	Commenter Name	Comment Number
Maddox, Beckie	15751*	Malak, Steve	16377	Manzella, Kathy	15670
Maddox, James	15751*	Malec, Dennis	10899	Marasovich, Michael	10052
Madejczyk, Ken	15751*	Malek, Barbara	15751*	Maraval, Alexander	12302
Madejczyk, Mary	15751*	Malhotra, Rakesh	13984	Maraval, Gayle	12302
Madigan, Marleen	10714	Malia, Colin	12560	Maraval, Philippe	12302
Magee, Deborah	15614*	Malia, Thomas	16513	Maraval, Samantha	12302
Maggio, Jen	15751*	Malin, Cindarae	11129 12298	Marchetti, MaryLou	14862*
Magnanenzi, Jim	11270	Malin, Don	12411	Marchio, Nicole	15018
Magner, Anna	15751* 16834	Malinowski, Julie	16531	Marciniak, James	14183
Magner, Mike	15751*	Malito, Melissa	13610	Marciniak, Julie	12508
Magnusen, Steve	15884	Malizia, Mary	13125	Marcou, Beth	14862*
Mahaffey, Richard	13890	Mallett, Ada	14862*	Marcus, Tracie	14092
Mahala, Kenneth	13996	Mallory, J	16112	Marcussen, Maxine	11121
Mahalik, Rudolph	15704	Malloy, Colleen	13542	Marderosian, Kendra	10631
Maher, Mike	11142	Malone, Karen	14781	Marderosian, Steven	10631
Mahon, Diane	11651	Maloney, Charles	10134	Marik, Thomas	15190
Mahon, Graeme	11590	Malovany, Anton	12427	Marinello, Nancy	12770
Mainiero, Carmine	11575	Malovany, Bernadette	12429	Marino, Eileen	15751*
Mair, Christine	13493	Manago, Shirley	17122	Marino, Pat	16182
Maisonneuve, Sharon	15002	Mancini-Conway, David	15941	Marion, Brad	11112 16837
Majchrowski, Laurie	15751*	Manetti, Lawrence	14862*	Marion, Brian	13879 15052
Majewski, Paul	14942	Manfredini, Robert	11274	Marion, Laura	16535
Majka, Jennifer	14287	Mang, Shirley	13395 (Petition)	Mark, Vera	10842
Major, Cathy	17185	Mangan, Jr., Joseph	10647	Markham, Tom	13858
Majzan, Jayne	16835	Manganno, Jeff	16836	Markman, Gregg	13749 15480 16221 16282
Makar, Brian	15614*	Mangano, Jeff	10004 13461 14116	Markwell, Sherry	12379
Makar, Marian	15614*	Mangano, Lori	14206	Maropis, Debarah	10785
Makarowski, John	14030	Manika, Colleen	14862*	Marose, Prudence	10062
Maki, Debra	14862*	Manning, Carol	14132	Marra, Stephen	10469
Makovetsky, Lyudmila	14862*	Manning, Carol	15780	Marron, Deborah	11260
Malak, Jane	16374	Manzanna, Unknown	14466	Marron, Mark	11261

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Commenter Name	**Comment Number**	**Commenter Name**	**Comment Number**	**Commenter Name**	**Comment Number**
Marsala, Jenn	14819*	Mastalesh, Sheryl	14726	May, Darlene	15673
Marshall, Bert	15671	Masterson, Jessica	15751*	May, Elizabeth	10552 14315
Marshall, Jack	10181	Mastianne, Debbie	16839	May, Marilyn	16182
Marshall, Shreda	15751*	Mastores, Catherine	12229	May, Joshua	15672
Marsiglio, Anthony	14395	Mastores, Kathy	10158	May, Wilma	16284
Martenson, Dan	14532	Mastrangeli, G.	15751*	Mayer, James	10628
Martenson, Lorie	14817	Mastrangeli, Holly	15751*	Mayer, John	10852
Martenson, Lorraine	13929	Mathews, Josephine	15943	Mayer, Nicole	12468
Martin, Claudia	13829 16118	Mathias, Jenine	11629	Mayer, Shirley	10851
Martin, James	13871 16068	Mathias, John	14862*	Mayfield, C. David	10530
Martin, Jean	15997	Mathis, Sheri	13586	Mayr, Corinne	17034
Martin, Joann	15751*	Mathison, Mary	11319	Mayr, Peter	17034
Martin, Sherita	10324	Mathison, Steve	11319	Maytnier, Chris	11538
Martinez, David	16113	Maticic, Tracy	14440 15958	Mazelera, Emil	10268
Martinez, Erin	12055	Matlock, Lisa	13449 14787	Maziarka, Mark	15614*
Martinez, Francisca	16739	Matokar, G.	10332	Maziarka, Terry	15614*
Martinez, Shirley	16113	Matokar, Steve	10331 12813	Mazur, Mitchell	14063
Martinez, Suzanne	12382	Matokar, Y.	12397	Mazur, Rebecca	10276
Martinkus, Helen	14862*	Matonik, Kelly	15751*	Mazzalani, Corinne	15751*
Martino, Donna	11297	Matousek, Julie	17126	Mazzei, Carol	17314*
Martino, Peter	11109 13457	Matsuda, Fumiko	11788	Mazzone, Joseph	17051*
Martino, Sylvia	15614* 17071	Matter, April	15614*	Mazzone, Lisa	17051*
Martorano, Michelle	16838	Matter, Craig	15614*	Mazzone, Natalie	17051*
Marzano, Ann	12335	Mattes, Craig	16566	Mazzone, Tina	17051*
Mascari, Frank	10088	Matthews, Cindy	11616	McAllister, David	14755
Mascari, Patrick	12497 12826	Matthies, Jeff	10881	McAllister, Maureen	10040
Masiulis, Joseph	14819*	Mattson, Jackie	15751*	McAllister, Susan	14754
Masiulis, Kristina	14819*	Matustik, Jean	14819*	McAllister, William	12148
Mason, Bruce	15774	Matustik, Joe	14819*	McAlpine, Kimberley	15751*
Mason, Jenetta	15893	Matyka, Raymond	16979	McAlpine, Patrick	15751*
Massey, Daryl	15751*	Mauro, Louis	12369 13124	McAndrews, Beth	16677
Massey, Patrick	15751*	Maxeiner, Douglas	15057	McAndrews, Matt	16677
Massion, Harold	10430	Maxeiner, Terri	15057	McAnelly, Les	12808
Mastalesh, John	14725	Maxwell, Elizabeth	15792	McArdle, Daniel	15977

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Commenter Name	Comment Number	Commenter Name	Comment Number	Commenter Name	Comment Number
McArdle, Diane	11623	McDonald, Bryan	10856	McGrath, Thomas	15288
McArdle, Kevin	11624	McDonald, Carole	15960	McGraw, Martin	12334
McArdle, Kimberly	16129	McDonald, Keith	15960	McGraw, Martin	12446
McAvoy, Stephen	11105	McDonald, Tamara	16050	McGreevy, David	12025
McBride, Amber	15614*	McDonald, William	11344	McGreevy, Kim	11878 15859
McBurney, Conor	14862*	McDonnell, Morgan	12072	McGuire, Chris	13431
McCain, Janet	15751*	McDonough, David	11366	McGuire, Christine	16463
McCall, Dominique	14819*	McDonough, Judy	11881	McGuire, Daniel	16391
McCarthy, Chris	14143	McDowell, Brian	12443	McGuire, Elizabeth	15751*
McCarthy, Cynthia	14819*	McEnany, Larry	12296	McGuire, Karen	13524 14163
McCarthy, Karen	12114	McEntee, Mary	12771	McGuire, Kevin	13430
McCarthy, Karen	16214	McFadden, Lois	14031	McGuire, Michael	16546
McCarthy, Mary	12562	McFadden, Michael	16014	McGuire, Paulette	13563
McCarthy, Matt	16285	McFadden, Susan	16014	McGuire, Stardia	15751*
McCarthy, Pat	11395	McFarland, Sandra	15374	McHargue, Sonia	16525
McCarthy, Patrick	15614*	McFarland, Thomas	10461	McInerney, Joseph	12432
McCarthy, Ross	14819*	McGarry, Joyce	15106	McInerney, Nancy	12432
McCarthy, Valerie	14819*	McGarry, Stephen	15106	McIntosh, Priscilla	11774
McCarty, Daniel	13883	McGee, Judith	12231	McIver, Ian	12956
McCarty, Jerry	16600	McGill, Brian	10615	McKechnie, Christine	14338
McCarty, Lynn	16452	McGill, Deanna	11102	McKechnie, Kathryn	12856
McCarty, Toni	13883	McGillicuddy, Mary	14862*	McKernin, Barbara	13130
McCauley, Edward	11487	McGinn, Joseph	11691	McKiernan, Mary	10016
McCauley, Emil	16536	McGinn, Kory	11686	McKillip, Brendan	13173
McClure, Carol	16840	McGinn, Suzanne	12301	McKneally, A.	11000
McCollum, William	13347	McGonigal, Bryan	15647	McKoulsky, Wanda	14727
McConnell, Jill	11877	McGowan, Arlene	15265	McLain, Sandy	13582
McCord, Pam	11160	McGowan, Virginia	15751*	McLaughlin, Barbara	11168
McCormick, Brooks	11919	McGrath, Elaine	15881	McLaughlin, Carrie	15751*
McCoy, Kristin	17051*	McGrath, Elizabeth	12116	McLaughlin, Dorothy	17329
McCullough, Mariana	14819*	McGrath, J	15065	McLaughlin, Ellen	14406
McCullough, Nancy	13940	McGrath, Jacolyn	15102	McLaughlin, Ryan	15751*
McCullough, Richard	14819*	McGrath, Lucy	11209 15066	McLaughlin, Sean	15614*
McDaniel, Ann	15751*	McGrath, Robert	10450	McLaughlin, Stephany	14071
McDaniel, Charles	15751*	McGrath, Susan	14895	McLaughlin, Thomas	14403

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Commenter Name	**Comment Number**	**Commenter Name**	**Comment Number**	**Commenter Name**	**Comment Number**
McLawhorn, Amy	16663	Megremis, Cheryl	10121	Meron, Elizabeth	11473
McLawhorn, Sherman	16647	Mehok, Leona	15751*	Mesker, Christina	15614*
Mclean, Carl	12944	Mehringer, Anna	12055	Messer, Joe	14021
McLean, Susan	12944	Meier, Robin	10522	Messick, Todd	15101
McLeod, Chris	16447	Meiler, Edward	16188	Messina, Marcela	12055
McLinn, John	14644 14893 15434 15854	Meilner, Eda Phyllis	16188	Messler, Janie	15751*
McLoughlin, Edward	11264	Melchiorre, Frank	12081 15751*	Messman, Terese	11752
McMahon, Heidi	12431	Melendy, Marcie	15614*	Metzgar, Bill	15751*
McMahon, Jennifer	10467	Melendy, Tim	15614*	Metzgar, Bill	15751*
McMahon, Robert	12677	Melnyk, Mike	16658	Metzger, Mark	12477
McManaman, Terry	15751*	Melnyk, Pam	16658	Meyer, Bob	15897
McManamon, Martina	12185	Melone, Gina	14862*	Meyer, Carl	16844
McMillan, Blanche	14067	Melone, Linn	10014	Meyer, Carolyn	10384
McMullin, Michel	12715	Mena, Chrissie	15853	Meyer, Cheryl	16287
McNally, Thomas	15192	Menconi, Karen	17166	Meyer, John	10376
McNamara, Augustino	15751*	Mendez, Rosa	15830	Meyer, Melvin	10837
McNamara, Daniel	15614*	Mendiola, Jr., Fernando	15392 16842	Meyer, Peg	16843
McNamara, Jeanne	15614* 15751*	Menek, Caroline	16329	Meyer, Ralph	11514
McNamara, Joe	15614*	Menheer, Lorraine	10879	Mi, Chunjie	12854
McNare, Jerry	16841	Menikoff, Leslie	11906	Micci, Sandra	15493 16845
McNicholas, Michael	13432 14748	Menikoff, Noah	11906	Michael, Valerie	15674 15675
McNiece, Charles	17160	Mennecke, Carl	13779	Michaels, Kimberley	14891
McNulty, Katie	11940	Mennecke, Dolores	13778	Michaels, Ruby	10595
McQueen, Samantha	12056	Mensa, Gina	14339	Michalewski, Margie	16707
Meador, Jeff	16696	Menster, Robert	15034	Michalsen, Jamie	14819*
Mecker, Richard	14467	Merczil, Melissa	12055	Michalski, Pat	13492
Meckert, Lauri	12115	Meredith, Robert	13530	Michalski, Sandra	13042
Medenblik, Jackie	13054	Merkel, Alaina	14158	Michalski, Steve	13492
Medina, Jean	14200	Merkel, Alexandra	14158	Michalski, T	13040
Meek, Kari	14691	Merkel, James	14158 16666	Michalski, Thomas	13041
Meewes, Jackie	14939	Merkel, Maureen	14158	Michalski, Tiegan	13039
Mefford, Robert	15751*	Merkle, Alan	12445	Michehl, George	15059

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Commenter Name	Comment Number	Commenter Name	Comment Number	Commenter Name	Comment Number
Michelassi, Tony	12752	Milkert, Kathy	14707	Miller, Michelle	15483
Michelson, Bradley	11296	Milleat, Maigo	10268	Miller, Mike	15614*
Michelson, Susan	11298	Miller, Amy	13264 14000	Miller, Paul	10486
Michuda, Anne	12306 15243	Miller, Ann	13972	Miller, Phillip	15425
Michuda, Brenda	12910	Miller, Bobby	16090	Miller, Rachel	16729
Michuda, Josef	10142	Miller, Carol	17051*	Miller, Richelle	15751*
Michuda, Leo	12306	Miller, Catherene	16616	Miller, Rick	15614*
Michuda, Mark	12910	Miller, Chad	11347	Miller, Teri	16091
Mickie, Alice	14862*	Miller, Chris	12878 12892 12895	Milo, Richard	14862*
Mielcarz, Anthony	13468	Miller, Cindy	10716	Milostan, Judith	12992
Mieloszyk, Heather	12976	Miller, Colin	10757	Milovic, Michael	16958
Mieritz, M.	10083	Miller, Debbie	11991 14980	Milovic, Nancy	15056
Mierzwa, Philip	12498	Miller, Debbie	15614*	Milton, Lynn	16849
Miesmer, Melissa	13213	Miller, Diane	15614*	Minaglia, Donna	14819*
Mignano, Linda	11674	Miller, Donald	10441	Minaglia, Donna	15751*
Mignano, Rick	11674	Miller, Donald	11960	Minaglia, Richard	14819*
Mikala, Kyra	15001	Miller, Donald	13264 14179	Minaglia, Richard	15751*
Mikashus, Nancy	13833	Miller, Dorothy	10413	Minahan, Eileen	14632
Mikelenas, Rhonda	14862*	Miller, Elysa	16047	Minardi, Paula	15748
Miklos, Joan	16846	Miller, Evette	15614*	Minchin, Claire	14862*
Mikrut, Mary	15928	Miller, Gary	10107	Minkel, Victoria	14106
Mikulan, Sharon	14274	Miller, George	14945	Minnich, Carolyn	16635
Milanovich, Michael	14340	Miller, James	11615	Minnifield, Mathew	15751*
Milazzo, Matthew	13598	Miller, James	15751*	Minton, Jason	13374
Milazzo, Tiash	13598	Miller, Jason	15533	Minton, Lynn	11718
Milbourn, Guy	15614* 15837	Miller, Jennifer	10758	Minton, Michael	11718
Milbourn, Tami	15614*	Miller, Joan	10442	Mioduszewski, Corliss	15751*
Miler, Gary	11189	Miller, Kary	10748	Mioduszewski, Stanley	15751*
Miles, Michael	10866	Miller, Kathryn	16365	Mirabella, Marie	15375
Milewski, Carol	14862*	Miller, Kathy	16848	Mirabella, Tim	15373 16288
Milewski, Leonard	14862*	Miller, Kimberly	16528	Miraglia, Meredith	15751*
Militello, Joseph	16847	Miller, MaryAnn	14819*	Miranda, Martha	16289
Milkeris, Jean	13699	Miller, Matthew	15653	Mirski, Christopher	13963
Milkeris, Richard	13433	Miller, Michelle	11641	Mischnick, Beth	13771

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Commenter Name	**Comment Number**	**Commenter Name**	**Comment Number**	**Commenter Name**	**Comment Number**
Misewicz, David	16655	Molidor, Paul	14819*	Moran, Eileen	14152
Misiorowski, Richard	14833 14834	Molnar, Tom	15179	Moran, Mary	15762
Mislevy, Cynthia	15751*	Molski, Doug	15380	Moravec, M.Michael	14862*
Miszewski, Roy	12281	Monaco, Jan	11444	Moravek, Marianne	10531
Mitchell, Alton	13591	Monaco, Lou	11443	Moreau, David	14145
Mitchell, Clare	11495	Monahan, JoAnne	15751*	Morehead, Lisa	12716
Mitchell, Dayna	16656	Monahan, Martin	10320	Morehead, Patricia	15224
Mitchell, Denise	11389	Moncek, Jaclyn	12055	Morell, Sherri	15158 16290
Mitchell, Don	11174	Mondane, Brenda	15598 16850	Morell, Steve	16109
Mitchell, Frankie	15266	Monehan, Louise	16016	Morevek, Mary Ann	10154
Mitchell, Joanne	16504	Money, Douglas	12419	Morford, Joye	10200
Mitchell, Judy	13032	Money, Kathleen	11037	Morgan II, Robert	11766
Mitchell, Monica	14819*	Monie, Ian	10911	Morgan, Anthea	10090
Mitchell, Ryan	12858	Montagner, Sagrario	12433	Morgan, Donna	12551
Mitchell, Shirley	11825	Montague, R.	15301	Morgan, James	16723
Mitchell, Sue	17192	Montalbano, Corinne	13407	Morin, Joe	15899
Mitchell, Tom	16504	Montalbano, Michael	15223	Morris, Marilyn	13017
Mitlraj, Mark	14728	Montemurno, Patricia	14195	Morris, Willie	13018
Mitten, Patrick	11130	Montgomery, Nichole	10541 14819*	Morrison, Brett	12056
Mitu, Signor	15267	Montini, Angie	13724	Morrison, Byron	12238
Mizuta, Takanori	15676	Mooney, Thomas	13011 13012 13331	Morrison, Jennifer	13812 13813 14819* 16059
Mjolsness, Cindy	10894	Moore, Candy	14468	Morrison, John	10967
Mjolsness, Dan	10903	Moore, Jeannine	12939	Morrison, Julie	15829
Mlaeic, Jeff	14729	Moore, Krista	12055	Morrison, Kelly	12056
Modesitt, Sandy	16189*	Moore, Letitia	10694	Morrison, Rebekah	16711
Moehlmann, Deborah	16676	Moore, Sally	10187	Morrison, Steve	16058
Moehlmann, Kurt	16676	Moore, Terri	11356	Morrison, Wayne	15506
Moeller, Diane	10869	Moore, Terry	11335	Morrissey, Gail	14862*
Moews, Douglas	10708	Moore, William	15841	Morrissey, James	14862*
Moews, Traci	10711	Moorman, Carol	11018	Morrissey, Laura	11652
Mohan, Tarie	15993	Moorman, Mike	11006	Morrissey, Steve	11652
Mohr, Dodd	11779	Moradi, Houshi	11300	Morrissey, Thomas	11851
Moler, Heathre	16185	Morajda, Richard	16501	Morrissey-Kochanny, Mary	11515
Molidor, Christy	14819*	Morales, Kathleen	13811	Morrone, Michael	10461

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Commenter Name	Comment Number	Commenter Name	Comment Number	Commenter Name	Comment Number
Mortimer, George	10374	Moy, Wanda	14862*	Mullins, Tina	10826
Morton, Cheryl	15966	Moyer, Lane	11250	Munao, Connie	10803
Morton, Doug	12385	Moyer, Patty	11248 11250	Munnelyn, Patrick	14867 16052
Morton, Jessica	12536	Moyers, Marguerite	11930	Muno, Jean	13574
Mosack, Lisa	16851	Moylan, Marty	10258	Munro, Mark	10135
Mosca, III, Frank	17158	Mrizek, Stanley	10477	Munson, Melanie	15438
Mosca, Jr., Frank	17158	Mroz, Roisin	13452	Murawski, Joan	14573
Mosca, Victoria	17158	Mrstina, Lubos	14862*	Murdoch, Kari	16291
Mosebach, Paul	11485	Mrugala, Julie	14695	Murdock, Catherine	16222
Moser, Deanna	11643	Mucia, Diane	12814	Murdock, Howard	14730 16223
Moser, Diana	13299	Muckian, Brian	12982	Murgan, Fran	11757
Moser, George	13299	Muckian, Brian	14757	Murphy, Deborah	13143 13638
Moser, Griffin	12030	Muehl, Eleanore	16042	Murphy, Diane	13994
Moser, Patricia	12031	Muehlman, Carl	17136	Murphy, Gail	14819*
Moses, Lisa	17121	Mueller, Amy	15645	Murphy, Gale	10347 12329 16189*
Mosley, Gail	16740	Mueller, Krystal	13629	Murphy, Jennifer	14819*
Mosley, Rodney	16740	Mueller, Sylvia	14862*	Murphy, Jill	12330 16189*
Moss, Michelle	10870	Mui, Wanchalee	14402	Murphy, Kevin	12203
Moss, Scott	13594	Muir, Dave	15614*	Murphy, Kevin	12849
Moss, Sheila	10873	Muir, Pat	15614*	Murphy, Lindsey	12331
Moss, Thomas	11254	Mujica, Carmella	14862*	Murphy, Lisa	12834
Moston, Peggy	12117	Mujica, Lou	14862*	Murphy, Logan	12333
Mott, Delores	12532	Mukai, Kevin	15614* 16436 17093	Murphy, Michael	13216
Mottashed, Billy	14819*	Mukai, Kristen	15614* 17092 17171	Murphy, Myra	16065
Mottashed, Elizabeth	14819*	Mulcrone, Lee	10701	Murphy, Nancy	15835
Mottashed, Mike	14819*	Mulcrone, Wendy	10699	Murphy, Thomas	13994
Mottashed, William	14819*	Mulholland, Donna	11431	Murray, Cindy	12738
Motyka, Bonnie	14056	Muligan, Greg	15737	Murray, James	13521 14766 16433 17098 17309
Mourousias, Peter	13324	Mulligan, John	14800	Murvine, Douglas	13927
Movetti, Lillian	14819*	Mulligan, Matt	14014	Muskat, Julian	16852 16853

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Commenter Name	**Comment Number**	**Commenter Name**	**Comment Number**	**Commenter Name**	**Comment Number**
Musschoot, Judith	10868	Navarro, Ruth	14133	Neri, Jackie	14604
Musuraca, Joe	10726	Nawrocki, Marlene	13854 14448	Neri, Paulette	13266
Myer, Michelle	13603	Nazerian, Farzaneh	16201	Ness, Nancy	15751*
Myers, Bertha	12950	Nazerian, Keyvan	16201	Nester, Barbara	11237
Myers, Betty	10752	Neally, Rachel	16392	Nester, Dennis	10871
Myers, Charles	11560	Nebel, Luis	14469	Nestrud, Janet	11568
Myers, Fred	15522	Neff, Lori	11553	Nettles, Karon	14862*
Myers, Fred	16527	Neil, Karen	12478 13911 16120	Neubauer, Bob	15600
Myers, Gregory	15751*	Neises, Donna	11594 12566	Neubecker, Dennis	15751*
Myers, Penelope	16527	Neises, Joseph	15268	Neubecker, Michelle	15751*
Mylin, V.	11073	Nelander, Kathy	12614	Neuenfeld, Irene	15783
Myren, Margaret	10922	Nelson, Barbara	16009	Neuman-Javornik, Emy	12750
Mytada, Enice	12512	Nelson, Carlotta	10638	Neumann, Laurie	15751*
Nadelhoffer, Laura	11694	Nelson, Carol	12003	Neumann, Michael	15751*
Nader, Sharon	10140	Nelson, Carol	15784	Neumann, Richard	13251
Nadig, Nancy	16854	Nelson, Eric	15614*	Neumann, Shirley	13251
Nadler, Kirsten	15388	Nelson, Georgia	12622	Newell, Jonathan	14518
Nadler, Richard	15458	Nelson, Jillian	11232	Newell, Lisa	14518
Nagel, William	12962	Nelson, Joel	10651	Newman, Amy	15932
Nagler-Sonnenberg, Paula	11791	Nelson, Karen	13048	Newman, Carolyn	11833 12592
Najewski, Amy	16959	Nelson, Kathleen	16614	Newman, George	15226
Nakas, Gitana	15047	Nelson, Kathryn	12436	Newman, Laura	10789
Nannizzi, Cesar	14665 14668	Nelson, Nancy	11247	Newman, Lisa	14869
Nannizzi, Jane	14663	Nelson, Ronald	12438	Newman, Ted	11741
Naples, Caroline	16420	Nelson, Sandra	15765	Newman, Virginia	11446
Naranjo, Daniel	15461	Nelson, Vernette	10286	Newson, Elizabeth	14847
Nassimi, Mike	13684	Nemec, Nancy	13329 14973	Newton, Andrew	12410
Nasui, Dorel	15662	Nemec, Patricia	15753	Ngo, Kim	14862*
Natera-Sandoval, Zoila	14862*	Nemeek, Christine	14819*	Nicholas, V.	10021
Natkin, Joyce	15919	Nemz, John	11526	Nichols, Catherine	13823
Naughten, Nancy	10890	Nenn, Indy	12055	Nichols, Greta	15543
Naulty, Sandra	15225	Nepomucenos, Daniel	11094	Nichols, Jennifer	11602
Nauth, Ana	12191	Nepomucenos, Jenie	11119	Nichols, Lola	14342
Nauth, Steve	12189	Neri, Donald	13266	Nichols, Michael	13822 14343

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Commenter Name	Comment Number	Commenter Name	Comment Number	Commenter Name	Comment Number
Nichols, Troy	10824	Noonan, Barbara	10285	Nyquist, Melissa	15751*
Nicholson, Mike	13169	Noonan, Frank	10280	Nystra, John	10427
Nichols-Yehling, Michelle	13030	Noonan, Josette	10271	Nytko, Deborah	11843
Nicol, Paul	10183	Noonan, Tom	15228	Obernesser, Kathleen	11010
Nicol, Susan	14965	Norbut, Stanley	16189*	Obernesser, Robert	10977
Nieds, Catherine	15614*	Nordengren, Jerry	12184	Obi, Amalia	12378
Niekamp, John	15012	Nordman, Mark	11295	Obrecht, Debra	15996
Niemann, Judy	13599	Nordquist, Jeff	13807 16041	Obrecht, Jennifer	16477
Niemi, Jason	15614*	Nori, Dolores	14640	Obrecht, Michael	16108
Niepomnik, Emily	14873	Noria, Norish	12513	O'Brian, Betty	12792
Nierman, Judy	10262	Norise, Gregory	14117	O'Brien, Adrienne	11155
Niese, Roseanne	10732	Norise, Myra	13375	O'Brien, Hatley	12056
Nieves, Daniel	10835	Norlin, Georgia	10200 11963	O'Brien, Lou	10234 11786
Nilsson, Loring	12351	Norton, Simone	12118	O'Brien, Richard	10909
Niswonger, Maureen	16689	Norton, Simone	14061	O'Brochta, Christy	14433 15345
Niven, Leigh	12404	Nosbisch, Bobbi	13923 14764	O'Callaghan, Jan	12120
Niwa, Karen	11815	Nosbisch, Nicholas	13923 14764	O'Callaghan, Tracy	15368
Nixon, Leela	10114	Notwell, Edwina	14862*	Ochoa, Criag	15751*
Nixon, Lester	17051*	Novak, Kristina	15751*	Ochs, Jeffrey	17051*
Niziolek, Anthony	14033	Novak, Paul	12242	O'Connell, Julie	15029
Noble, James	14317	Novak, Shaun	15751*	O'Connell, Maryanne	13029
Nodo, Linda	12523	Novinger, Richard	12736 15547	O'Connor, Frances	13814
Noeltener, James	15677	Novogroder, George	13394 (Petition)	O'Connor, Hetti	13368
Noffert, Anne	15597	Novosel, Janet	14068	O'Connor, Jane	15229
Noh, Jay	12679	Novotny, Joan	14470	O'Connor, Kevin	14697
Noh, Un Hui	12675	Novotny, Thomas	13700	Odom, Stan	10378
Nolan, David	11106	Nowak, Rita	13701	O'Donnell, Amy	11017
Nolan, Judith	10547	Nowocin, Debra	15766	O'Donnell, Bill	10970 12121
Nolan, Kathleen	11561	Nuakawa, Glenn	16855	O'Donnell, Kevin	15751*
Nolan, Lori	11326	Nuetzmann, Harold	14937	O'Donnell, Maggie	12021
Nolan, Nikki	11859	Nurre, Bonnie	12119	O'Donnell, Marichu	12352
Noland, Amy	13388	Nurre, William	12630	O'Donnell, Patricia	16856
Noland, Doug	13388	Nuyttens, Jason	15026	O'Donnell, Patrick	13614
Nommesch, Barbara	14341	Nylander, Donna	14396	O'Donnell, Sarah	11167

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Commenter Name	**Comment Number**	**Commenter Name**	**Comment Number**	**Commenter Name**	**Comment Number**
O'Donnell, Tim	11731	Olson, Kathleen	15751*	Ortiz, Edwin	15150
Oehlerking, Michelle	10352	Olson, Mary	11426 12590	Osberg, John	14829
Ofloy, Beverly	10200	Olson, Robert	13009	O'Shea, Daniel	12349
Ogando, Julie	14819*	Olthoff, Donna	16293	Osmus, Howard	17179
Ogorzalek, Geraldine	12311	Oltman, Tammy	10225	Osmus, Virginia	10570
Ogorzalek, Joe	12311	O'Malley, Josephine	12154 15751*	Oster, Joe	12373
Ohara, Cara	12945	O'Malley, Lorianne	10125	Ostis, Ronald	12714
O'Hara, Theresa	13768	O'Malley, Mark	15194	Ostler, Cathleen	16295
Okafo, Nneka	16923	O'Neal, Susan	13067	Ostwald, Scott	14803
O'Kare, Kimberly	14862*	O'Neil, Jeanne	14170	O'Sullivan, Joyce	11147
O'Keefe, Joseph	10850	O'Neill, LeVerne	11450	OSullivan, Kathleen	13192
Oker, Donna	14344	O'Neill, M	16490	O'Sullivan, Kevin	15678
Okrogelnik, Ivan	16292	O'Neill, Michael	10388 10815	Oswald, Karen	12173 15751*
O'Leary, Lynn	15910	O'Neill, Susan	11477	Otte, Brian	14767
Olejniczak, Carl	16043	Oostman, Carl	17050	Ouzounian, Patricia	11755
Olejniczak, Sharon	16043	Oostmann, Leona	15975	Ouzounian, Robert	11755
Olenek, Larry	17128	Opalinski, Ron	15782	Overbeek, Steve	14345
Olenek, Susan	17119	Opatts, Jennifer	14819*	Overberg, RaeAnn	11804 15466
Oliva, Elizabeth	15546	Orban, Roger	15097	Overheu, Arlene	11739
Oliva, Mary	15751*	Orchard, Mark	11131 14208 15549	Overton, Daniel	15270
Oliver, Mary	13702	Orchard, Nancy	14204	Overton, Debra	13670
Olivieri, Donald	12908	Ordoqui, Frank	15751*	Owczarzak, Ronald	12966
Olivieri, Mindy	12908	Ordoqui, Laurie	15751*	Owen, Deborah	15887
Olmsted, Tim	15839	O'Reilly, Kim	15751*	Owen, Nancy	14819*
Olness, Andrea	10795	Oremus, Rubina	14819* 15172 15440 15705 16294	Owen, Sandra	15271
Olsen, Bernadine	10197	Orico, Kelly	14731	Owens, Carol	12232
Olson, B.	15751*	Orlando, Michael	10177	Owens, John	16737
Olson, Christine	15139	Orloff, Joan	16700	Owens, Jr., Melvin	15679
Olson, Donald	12937	O'Rourke, Brendan	13109	Owens, Kim	12122
Olson, Dorothy	15751*	O'Rourke, Jim	13133	Owens, Roger	14155
Olson, George	15751*	O'Rourke, Julie	13120	Ozcan, Sheila	14749
Olson, Harold	13106	O'Rourke, Mary	13110	Ozinga-Istel, Marilyn	10412
Olson, James	15751*	Orr, Sharon	15344	P., Yebba	15751*
Olson, Joan	12937	Orsini, Lisa	15751*	Pace, Harlan	14862*

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Commenter Name	Comment Number	Commenter Name	Comment Number	Commenter Name	Comment Number
Pace, Kerry	14992	Palmer, Suzy	11580 11836 12815	Parise, Debra	14775
Pacholski, Kevin	14496	Palmer, Thomas	11457	Parise, Michael	14775
Pacion, Nina	11146	Palmer, William	11208 12582	Parker, Charles	14862*
Pacyga, Joyelle	14961	Palmiter, Barbara	14072	Parker, Cheryl	12744
Paddock, Joan	12123	Palmiter, George	14035	Parker, Norma	17051*
Padhy, Prashant	14872	Paluch, Mark	15614*	Parker, Tim	10524
Padlo, Barbara	12796	Paluch, Rose	15614*	Parkinson, Robert	17004
Padron, Annette	14279	Pampel, Dorothy	13233	Parks, Bernard	12891
Padula, Susan	11234	Panacchia, David	13284	Parma, Carmella	14862*
Page, Martin	15751*	Panagos, Jacquelyn	14062	Parma, Sr, Sam	14118 14862*
Pagoria, Nicholas	16189*	Pandey, Tanu	17180	Parrino, Joseph	13262
Pagoria, Patricia	16189*	Pangilinan, Roger	14554	Parrino, Lucille	12290
Pahlke, Barb	13197	Pankiw, Nancy	16610	Parrish, David	10743
Paitl, Julie	14862*	Pankuch, Leanne	13180	Parro, David	11110
Pajeau, Kristina	15751*	Paolella, Elaine	10009 10010 10119 10120 13227 15325	Parsons, Letty	13384
Pajih, Rebecca	11875	Paolella, Massimo	13464	Partridge, Michael	12963
Pakledinaz, John	15614*	Paolella, Robert	12589	Patchan, Jo Ann	16002
Pal., Sandra	15751*	Paone, Anne	10818	Patel, Anand	16200
Palarz, Mike	11793	Papa, Anthony	16124	Patel, Bharat	12692 12693
Palarz, Therese	11792	Papa, Theresa	16124	Patel, Govind	15751*
Palella, Michelangelo	15751*	Papierniak, Susan	10553	Patel, Hermant	14005
Palemik, Mary	14134	Pappas, Chris	11128 15412	Patel, Hitesh	16988
Paleothodoros, Angelo	14862*	Pappas, Elizabeth	12056	Patel, Jaymin	15104
Paliuos, Vicky	16520	Pappas, Paul	12056	Patel, Krishna	12055
Palka, Wanda	17314*	Parchman, Whitney	17051*	Patel, Nell	12055
Pallan, Victoria	11351	Parekh, Kiran	14557	Patel, Pallavi	12692
Palmblad, Gloria	16430	Parello, Ray	14770	Patel, Rajani	12171 15751*
Palmblad, Rich	15614*	Parenti, Dino	11223	Patel, Shailesh	14819*
Palmer, Carol	11457 14977	Parikh, Binita	17045	Patel, Tusher	15751*
Palmer, Nathan	11836 12565 12815	Parikh, Dipesh	17045	Patel, Umesh	15751*

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Commenter Name	**Comment Number**	**Commenter Name**	**Comment Number**	**Commenter Name**	**Comment Number**
Patel, Vip	11566	Pearson, Dolores	11411 12263 16705	Perkis, Dan	14912
Patitsas, Nicholas	11229	Pearson, Donald	15396 16965	Perkis, Ed	14909
Patla, Mel	11733	Pearson, Jean	10167 14318	Perkis, Katie	14911
Patrick, Dianne	13020	Pechinski, Joyce	16161	Perkowitz, Mary	13439
Patrides, Luke	15680	Pecka, Edward	14862*	Perna, Cindy	13857
Patterson, Cynthia	16296	Pecka, Wilma	14862*	Perna, Therese	10289
Patterson, Kevin	10141	Pecucci, Bill	14827	Pernice, Chris	15751*
Patterson, Lucy	13630	Pecyna, Nicole	15751*	Perry, Kay	13801
Patterson, Mike	11075	Pedersen, Barrett	15904 15908	Pesek, Dorothy	14862*
Patterson, Pam	12226	Pedersen, Patricia	15751*	Pesek, Michael	14497
Patti, Melissa	14894	Pederson, Susan	11873	Pesina, Chandra	14819*
Paturalski, Sierra	11784	Peek, Nanci	14700	Pestrak, Stephanie	15490
Paturalski, W	11839	Pellegrini, Cari	14599	Peterkort, Molly	13579
Paul, Alex	15865	Peller, Julie	10022	Peterkort, Steve	13579
Paul, Gail	16514	Pelletiere, Jody	12933	Peternek, Ron	13742
Paul, Karen	10681	Pelletiere, Vincent	12933	Peters, Beata	11700 15095
Paul, Lori	15751*	Pence, Linda	14119	Peters, Beth	15751*
Paul, Mike	15751*	Pendola, Mildred	14862*	Peters, Bob	15751*
Paul, Peg	13434	Penegor, Sherri	15751*	Peters, Brad	15095
Paulon, Gerri	14932 17051*	Penkava, Daniel	10688	Peters, Jeff	15751*
Paver, Loretta	16034	Pennacchio, Gloria	14862*	Peters, John	11213
Pawlak, Rose	15751*	Penvari, Roselyn	14819*	Peters, Mary	15751*
Pawlowski, Gerald	17051*	Penza, Terese	16394	Petersen, Sarah	10927
Pawlowski, Joan	10061 10126	Pepper, Dave	10892	Petersen, Steve	10926
Pawlowski, Joan	10457	Pepper, Richard	16672	Peterson, Amy	16470
Pawlowski, Laura	17051*	Pepper, Roxelyn	12458	Peterson, Bruce	15751*
Pawlowski, Nancy	13951	Perea, Patricia	12186	Peterson, Chad	12252
Pawlowski, Paul	10210	Perez, Brenda	13683	Peterson, Deanna	16857
Paymaster, Bill	13602	Perez, Cecile	14135	Peterson, Dixon	10137
Payne, Jason	14792	Perez, J	14862*	Peterson, Greg	10951 15729
Pazzanita, Anthony	10053 10180	Pericak, Kathleen	15750	Peterson, James	12260
Pearce, Anne	12417	Perkins, Joanne	13195	Peterson, Jane	12247 15614*
Pearce, Michael	12417	Perkins, Kelly	13283	Peterson, Janet	17094
Pearlman, Laurence	14514 14602	Perkis, Cheryl	14908	Peterson, John	12286

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Commenter Name	Comment Number	Commenter Name	Comment Number	Commenter Name	Comment Number
Peterson, Kathy	14120	Philip, Knell	10605	Pinkus, Kathy	16534
Peterson, Kellie	12251	Philips, Christian	13529	Pintozzi, Nick	12055
Peterson, Kim	11552 15733 16297	Philips, Kimoy	13529	Pinzon, Lori	11803
Peterson, Lois	13273	Philips, Lynn	15751*	Pipala, Richard	10665 15614*
Peterson, Mary	11588	Phillip, Robert	14862*	Piscitello, Lisa	14472
Peterson, Matt	14017	Phillipp, Mark	15230	Pitcher, Ewa	11888
Peterson, Rebecca	12567	Phillips, Amy	17314*	Pittman, Cinda	11429 14319
Peterson, Torri	14025	Phillips, Birgit	15014	Pittman, David	11427
Peterson, William	14819* 15418	Phillips, Joyce	11240	Pitts, Claudia	11775
Petraitis, Dena	15414	Phillips, Richard	10078 11279	Pizzica, Carolyn	11317
Petras, Diane	15751*	Phillips, Theodore	14121	Pizzica, Kim	11318
Petras, Jim	15751*	Phipps, Nicole	14471	Place, Lorene	13947
Petrecca, Dana	14862*	Piatrawsie, Nick	15751*	Planek, Amber	13787
Petretti, Charles	16858	Piatrawsie, Susan	15751*	Planek, Nancy	13784
Petrey, Patricia	17051*	Picardi, Jim	15751*	Plas, Kelley	13862
Petrey, Rosemarie	17051*	Picardi, Lisa	15751*	Plas, Mathias	13862
Petric, Ann	14862*	Pickar, Kevin	15898	Platas, M.Ruben	15614*
Petrilli, Lisa	10535	Picker, Jan	15614*	Platas-Barrientos, Alma	15614*
Petropoulos, Suzanne	15024	Pickett, Sandy	12479	Plautz, Patricia	12275
Petrosky, Denise	14903 15290	Pickley, Ami	15751*	Plaza, Marion	15751*
Petrovic, Eleanor	10531	Pienkowski, Carmela	12899	Plebanski, Jr., Lea Ann	16031
Petsinger, Julie	13819	Pierce, Dana	14536	Plebanski, Robert	16031
Pettinelli, Lori	14069	Pierce, Lori	15739	Plechaty, Rosalie	14597
Pettit, Dawn	13867	Pierce, Nathan	14808	Plescia, John	11071
Pettit, John	13870	Pierce, Nick	14809	Plescia, Kristin	11071 11983
Petyko, Connie	14027	Pierce, Taylor	14013	Plescia, Nicole	11072
Pew, Corey	14556	Pierce, Warren	14823	Plessent, Eugene	15681
Pewitt, Gale	15347	Pietrucha, Daniel	10195	Plewtong, Lawan	15614*
Pfeifer, Scott	10348	Pietrucha, Linda	10198	Plewtong, Natee	15614*
Pfeiffer, Elizabeth	11668	Pignone, Carolyn	14346	Plice, Colin	15751*
Pfister, Elise	12055	Pina, Rich	16143	Plice, Gary	15751*
Pfohl, Robert	11007	Pingatore, James	14745	Plice, Joan	15751*
Phadke, Sangita	12652	Pingatore, Zoe	14745	Plonis, Anne	12811
Phelan, Ed	16189*	Pingry, Beth	14576	Plonka, Mike	12420
Phelan, Susan	16189*	Pinkerton, Val	16558	Plonka, Mike	12421
Phelps, Keith	13014	Pinkham, Lorraine	14819*	Plonka, Tami	12420

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Commenter Name	Comment Number	Commenter Name	Comment Number	Commenter Name	Comment Number
Plonka, Tami	12421	Polvere, Gary	11316	Pouliot, Dawn	12821
Plummer, Jay	16130	Polvere, Michele	11182 12595	Pouliot, Michael	12739
Plummer, Joanna	13856 16082 16142	Polvere, Stephanie	11183 12588	Poulos, Mary	14795
Plummer, Rich	12930	Pomes, Laura	12202	Powal, Karen	11607 12670 13764
Plummer, Rita	12930	Pomes, Lauren	10403	Powell, Dennis	15751*
Pochron, Linda	12657	Ponce, Amanda	13380	Powell, James	15751*
Podgorski, Anna	15751*	Ponx, Michael	16023	Powell, Jr., Roger	13240
Podgorski, Jenna	12055	Pool, Elaine	15442	Powell, Karen	12143
Podgorski, Thomas	15751*	Poplawski, John	10523 10526	Powell, Tara	13753
Podlesak, Lisa	15651	Porter, Charles	12124	Power, Edward	14692
Poe, Russell	15751*	Porter, David	13785	Powers, April	17038
Poe, Susan	15751*	Portugal, Alexis	10564	Powers, Diane	15439
Poetzinger, Daniel	15682	Posego, Jodi	14053	Powers, Elwood	15367
Pofahl, Jacqueline	12408	Postacchini, Jr., Giovanni	15540	Powers, Kathleen	12971
Pohlhammer, Don	10213	Postacchini, Pamela	12390 13052	Powers, Tom	17038
Pohlman, Jane	17116	Posuch, Donna	16699	Poynton, Thomas	11728 15614*
Pokorny, Cheryl	12719	Posuch, Edward	16699	Prahl, David	11696
Pokorny, Eric	12720	Potdar-Patel, Kamlini	14819*	Prahl, Kristen	11695
Pokorny, Gail	11442	Potell, Anita	16859	Pramaggiore, Anne	16387
Pokorny, Kevin	11230 11231 12043	Poteracki, G.	11391	Pratscher, Maureen	10738 14967
Pokraka, David	10531 12318 14424	Poteryaw, Kathryn	17008	Pray, Jen	15297
Pokraka, Michaele	10531 12318	Pott, Debra	14862*	Pray, Jerry	15751*
Polachek, Susan	12009	Potter, Janet	11057	Precilio, Joan	17035
Polch, Josephine	15943	Potter, Shari	14951	Prell, Jill	13188
Poliszczuk, Charles	11823 12602	Potter-Ho, Laura	15833	Prenn, Hopie	14819*
Poliszczuk, Nancy	11832 12593	Pottinger, George	15751*	Prenn, Laurence	14819*
Pollack, Joanne	16951	Pottinger, Georgia	15751*	Prentiss, Tom	10999
Pollack, Robert	16951	Potts, Eula	12783	Prettyman, Charles	10917
Pollock, Marilyn	17051*	Poulakidas, Thomas	16298	Prettyman, Maureen	10915

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Commenter Name	Comment Number	Commenter Name	Comment Number	Commenter Name	Comment Number
Price, Catherine	14085	Puhr, Lynn	11323	Quilitz, Ted	10075
Price, Jerry	13928	Pulkraber, Curtis	11023	Quinn, Ellen	17103
Price, John	13544	Purcell, Roberta	13006	Quinn, III, Glen	14862*
Price, Margaret	13989	Purnell, Gary	13201	Quinn, James	17103
Price, Steve	16860	Purucker, Roxanne	11508 12707	Quinn, Jr, Glen	14862*
Prietz, Roger	10070	Purucker, Steve	12706 14583	Quinn, Karen	14862*
Prigge, Rob	11342	Putnins, Andris	10832	Quintana, Nancy	11384
Prinos, Alla	14762	Puzon, Joseph	12332	R, Albert	11576
Prinos, Gary	13825 14348	Puzon, Sally	10293 12332 15376	R., Holly	15751*
Prislinger, Paula	15751*	Pylar, Darlene	10452	Rabin, Ellen	12713
Pritchett, Karen	14732	Pyle, Darla	12673	Rabin, Sheldon	12713
Privatsky, Marisa	11122	Pyri, Alice	14819*	Rachlin, Aaron	15581
Privatsy, Jenna	10804	Pyri, Jason	14819*	Radek, Matthew	14862*
Prochnow, Christopher	16401	Pyrzynski, Larry	13205	Radzienda, Jim	14648
Proulx, Robert	15614* 17090	Pytel, Jeff	10525 15517	Rafaty, Fred	11308
Provenzano, Sheila	15751*	Pytel, Jeff	11621	Raffanti, Charlotte	13548
Pruitt, Richard	10103	Pytel, Theresa	10502 11544 15513	Rago, Alexander	10248
Prusak, Jill	14581	Pytel, Therese	12051	Ragon, Hilda	15272
Pszczolkowski, David	13805 13821 14819*	Quade, Leesa	13490	Ragon, Robert	15272
Pszczolkowski, Laura	14819*	Quaid, James	13600	Ragsdale, Susan	16164 17049
Pszeniczka, Edward	11065	Quattrochi-Tubin, Susan	15968	Rahman, Eugene	10422
Ptack, Sherisse	13211	Queen, Brenda	14819*	Raider, Emma	11394
Pubins, Eileen	13357	Querrey, Charles	15751*	Raider, Sondra	11392
Puccio, Julie	15643	Querrey, Monica	15751*	Rainey, Mary	13226
Puccio, Mark	15866	Querry, Chris	15751*	Rajan, Fred	11459
Pudlo, Nancy	15751*	Querry, Stephanie	15751*	Rakow, Eldra	13772
Pugliese, Daniel	11380	Quick, Kevin	15231	Rakow, Ron	13773
Puglise, Joe	14919 14922	Quig, Deborah	11657	Ralson, Amanda	14833
Puglise, Nancy	14920	Quig, Thomas	12642	Ralson, Mandi	12784
Puhr, John	11323 15487	Quigg, Catherine	10035 10036 10992	Ramaiya, Deepan	14650

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Commenter Name	**Comment Number**	**Commenter Name**	**Comment Number**	**Commenter Name**	**Comment Number**
Ramirez, Victor	16197	Reda, Erin	14819*	Reichert, Dena	16189*
Ramnsie, Joanne	15751*	Reda, William	14819*	Reichert, Karen	12743
Ramono, Carol	16862	Redder, Debra	13232	Reichert, Stephen	12725
Ramos, Catalina	14608	Redemske, Lee	13271	Reichert-Krenzien, Dena	14614 16189*
Ranahan, Coleman	13512	Redemske, Ron	13271	Reid, Bobby	17051*
Ranahan, LaVerne	13512	Redman, Ferol	14047	Reid, Daniel	12880
Randolph, David	15773	Redmond, Melissa	16955	Reid, Linda	15751*
Randolph, James	16074	Redmond, Rosemary	15356	Reilly, Edgar	14964
Randolph, Meredith	15409 15773	Reece, Gloria	12243	Rein, Susy	15081
Ranieri, Kathy	14862*	Reed, Barbara	11241	Reineke, Leanna	13046
Ranke, R	16863	Reed, Donna	14819*	Reiner-Adler, Beth	12125
Ransom, Ken	12591	Reed, Donna	15293	Reinhard, Beth	15035
Rao, Beena	10923	Reed, Douglas	11288	Reinhart, Harold	11787
Rapinchuk, Daniel	13864	Reed, Joseph	13013	Reinhart, Mary	11787
Rappaport, Edward	13355	Reed, Nikki	14819*	Reinke, Rose	13223
Rappaport, Evelyn	10360	Reed, Prince	13101	Reis, Arthur	13007
Rasausser, Teresita	14862*	Reed, Robert	12147 14819*	Reiser-Loeber, Elizabeth	15921
Raseman, Steve	11050	Reed, Trish	14819*	Reith, Randall	11988
Rasiarmos, Angie	15283	Reedy, Cindy	15725	Reitsch, Julie	16299
Rasmussen, Marilyn	13978	Reedy, Geoffrey	14798	Renard, Gray	13550
Rastetter, Edith	16643	Reedy, Lynsey	14801	Render, Laura	16454
Rataj, Andrzej	15751*	Rees, John	10729	Reneau, Amanda	15752*
Ravelo, Robert	14262 14273	Rees, Kimberly	14320	Rengel, Linda	11144
Ravji, Jasmine	16199	Rees, Robert	13851	Rengel, Rick	11144
Ray, Janet	14819*	Rees, Sally	10723	Renick, Jeff	14349
Ray, Linda	11647	Reese, Christine	15751*	Renteria, Martie	15751*
Rayes, Diana	16791	Reese, Donna	15751*	Repp, Walter	14862*
Rayes, Segoinvina	16864	Regan, Edmund	15886	Rericha, Earl	14862*
Raynor, Cooper	11654	Regan, Elizabeth	14652 14819*	Resident, Unknown	15751*
Raynor, Max	12641	Regan, Frank	12779 14653	Resident, Unknown	15751*
Raza, Elias	14819*	Rehbein, Gale	10228	Restivo, Carol	13596
Re, Lee	10416	Rehbein, Gale	12345	Retza, Nicole	15751*
Reber, Cheryl	16553	Rehbein, Gale	15163	Retza, Tiffany	15751*
Reber, Dean	16553	Reich, Gilbert	11795	Reum, Bryson	14862*
Rectoris, Alice	10200	Reichert, Allyn	16189*	Rex, Frances	15751*

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Commenter Name	Comment Number	Commenter Name	Comment Number	Commenter Name	Comment Number
Reyes, Evelyn	16300	Riley, Dave	14819*	Roberts, Leslie	12126
Reyes, Frandolf	13797	Riley, Martin	15751*	Roberts, Mary	10139 13865 14160 15519
Reyes, Jose	11092 15644	Riley, Patricia	11434 11483	Roberts, Sandra	14997 15003
Reyes, Segundina	11092 14701	Riley, Sharon	16021	Robertson, Carol	14607 15232
Reynolds, Bruce	10171	Riley, Thomas	13021	Robertson, John	14474
Reynolds, Ken	14862*	Rilling, Carmen	13654	Robertstad, Edith	12733
Reynolds, Leslie	11892	Rimdzius, Kathryn	14862*	Robin, Mary	15366
Ribarchik, Lisa	15943	Rinaldi, Mark	14790	Robin, Mary	15752*
Ribarchik, Mark	15943	Rinaldi, Nancy	14790	Robinson, Ernest	10334
Ricchis, Renee	14862*	Ringer, Antoinette	14733	Robinson, George	13362
Rice, Chuck	15751*	Rion, Phyllis	10575	Robinson, Jessie	13093
Rice, Mary	10583	Rios, Louis	13761	Robson, N	11022
Rich, Perry	11585	Ripoli, Deanne	14819*	Rocco, Holly	10791
Richards, Aaron	16168	Risky, Clare	13881	Roche, John	13888 15032
Richards, Valerie	15954	Risky, Gary	13881	Roche, Patrick	14321
Richardson, Cara	11722	Rita, Amy	17051*	Rode, Donald	14780
Richardson, Jill	12847	Ritter, Tealia	16301	Rode, Wanda	14780
Richardson, Margie	15118	Rittgers, Mark	13618	Roder, Christian	10843
Richardson, Tracy	14690 16532	Riva, Jerry	14473	Roder, Priscilla	11702
Richie, Amy	11531	Rivera, Adriana	14862*	Roder, Susan	10679
Richie, Evan	11528	Rivera, Andrea	14734	Rodgers, Bruce	12386
Richie, Jordon	11527	Rivera, Esperanza	14819*	Rodgers, Juana	12388
Richie, Savannah	11523	Rizal, Walter	17051*	Rodriguez, A.	15751*
Richmond, Kimberly	11841	Rizzo, Anthony	16732	Rodriguez, Alex	10268
Ricker, Dan	15964	Rizzo, Christina	16735	Rodriguez, Daniel	15751*
Rieger, Elfriede	13497	Roach, Jim	10740 11898	Rodriguez, Nelson	15751*
Riendeau, Cheryl	11997	Robb, Christopher	12473	Rodriguez, Paul	10844
Riendeau, Wayne	11723	Robbeles, Jessie	14498	Rodriguez, Susan	12217
Rienstra-Kiracofe, Jon & Christine	11762	Roberg, Pat	10200	Rodriguez, Zulema	10277
Rifkin, Dana	15614* 17089	Roberson, Georgeann	15751*	Roe, Leodis	12544
Riha, Joseph	11970	Roberson, Paul	15751*	Roebke, Carol	15751*
Riker, Chuck	15885	Roberti, Ron	15614*	Roelofson, Phil	14831
Riley, Betty	14819*	Roberts, Chloe	11484	Roemer, Karen	11848
Riley, Darle	14819*	Roberts, Jane	12740	Roessler, MaryBeth	16865

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Commenter Name	**Comment Number**	**Commenter Name**	**Comment Number**	**Commenter Name**	**Comment Number**
Rogers, Edna	17124	Rooney, Donna	15751*	Rossi, Paul	15738
Rogers, Laura	13297	Rooney, James	15751*	Rossman, Belle	12007
Rogers, Sherry	13985	Rooney, Mark	16405	Roth, Catherine	10787
Rogers, Susan	11946	Root, Alan	14952 16224	Roth, Charles	15273
Roggeveen, Christine	11640 12639	Root, Elizabeth	10878	Rothchild, Greg	14990
Roggeveen, Robert	11539	Root, Michael	12900 13501 14527 14529	Rothgery, Lorraine	14054
Roggeveen, Wynn	12569 13465 16212	Root, Sandra	13608	Rothgery, PhD, Eugene	10211
Rohde, Jr., Donald	14781	Root, Sharon	12900 12994 13340 13501 13532 13576 13938 13950 14526 14528 14606	Rothman, Lisa	15475
Rohde, Sr., Donald	14781	Rorgenski, Robert	14735	Rotondi, Angelo	14427
Rohde, Wanda	14781	Rose, Carli	11222	Rouleau, Bryant	14862*
Roig, Joanne	15788	Rose, David	11663 16517	Rouleau, Jason	14862*
Roig, Robert	15786	Rose, Priscilla	12134	Rouleau, Jonathan	14862*
Rokusek, Edward	14499	Rose, Richard	12065	Rouleau, Karen	14862*
Rolbiecki, Glenn	14590	Rose, Russell	10556	Rouleau, Kenneth	14862*
Roller, William	16866	Roselli, John	10725	Rouleau, Mathew	14862*
Roman, Dave	17143	Roselli, Marilyn	10724	Rouse, Alexandra	11996
Roman, Dolores	17143	Rosen, Sue	11642	Rouse, Brad	11662
Romanazzi, Vince	12380	Rosenblum, Maryann	10364	Rouse, Debra	13186
Romano, Barbara	11246	Rosenthal, Chris	15120	Rouse, Denise	11593
Romano, Giusto	14819*	Rosetti, Sam	12381	Rousonelos, Deborah	10065
Romano, Olivia	12055	Ross, Bill	15751*	Rousseau, Melanie	12055
Romano, Pia	14819*	Ross, Doug	13234	Rowe, Carol	11949
Romozzi, Marlene	10200	Ross, LaVerne	13016	Rowe, Carol	14866 16110
Roney, Allie	14409	Rossa, Ray	13922	Rowe, Charles	14866 16110
Roney, Ed	14408	Rossi, Louis	13588	Rowe, Chris	11931
Roof, Kenneth	15460	Rossi, Mark	11304	Rowe, Dianne	13051

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Commenter Name	Comment Number	Commenter Name	Comment Number	Commenter Name	Comment Number
Rowe, Kevin	11650	Ruhde, William	12683	Ruzick, Robert	16996
Rowe, Mary	11649	Ruhl, Barbara	15110	Ryan, Beth	11971
Rowland, Susan	15512	Ruhl, Laura	16045	Ryan, Joan	15683 17051*
Rowley, Clementine	11537 11622	Rumoro, Linda	14862*	Ryan, MaryAnn	12206
Rowley, Don	11306	Rundle, Bary	16645	Ryan, Michael	11974
Rowley, Ed	11622	Rundle, Ellen	16646	Ryan, Nancy	10626
Rowley, Rick	13348 14969	Runtz, Julie	12038	Ryan, Robert	10182
Rowley, Susan	13330 14970	Runtz, Nicole	12047	Rych, Betty	13117 13959
Roy, Lisa	15751*	Rupprecht, Eileen	13286	Rych, Reginald	13119 13958
Rozgo, Bruce	16189*	Rusak, Waldemar	14877	Ryckman, David	12570 15974
Rozgo, Judy	16189*	Rush, Kathy	14819*	Ryder, Doug	11315
Roznik, Marcia	11283	Rusin, Mark	10219	Rygula, Anna	15663
Rubak, Betsy	11889	Ruskoski, Eric	14078 16947	Rykoff, Hildegard	12946
Rubien, Julie	14500	Ruskoski, Sandra	13137 13207 14077 16948	Rzasa, Helen	11582
Rubin, David	10458	Russell, Charleen	14523	Rzeznik, Dana	15614*
Rubin, Steven	13256	Russell, Duncan	12822	Saari, Laura	13523
Rubino, Donna	11458 15485	Russell, Gail	17189	Saavedra, Julie	14862*
Rubino, Frank	11456 15364	Russell, Valerie	17314*	Sabatino, Arlene	15614* 17081
Rubino, Melissa	13562	Russo, Christina	11899	Sabatino, Larry	15614* 17081
Rubinstein, Max	10354	Russo, Susan	10580	Sabbak, Virginia	11066
Ruder, Linda	11267	Rust, Nadine	10073	Sabo, Patty	15751*
Rudnicki, Paul	14322	Rusthoven, Marilyn	13539	Sachnoff, Steve	10509
Rudolph, Paul	13102	Rusthoven, Robert	13545	Sadauskas, Joe	16580
Rudolph, Susan	15751*	Ruth, Sandra	14107	Sadauskas, Katie	16578
Ruesch, Leroy	12696	Ruthard, Robert	13369	Sadler, Dawn	13358 14076
Ruesch, Mary Lou	12696	Rutherford, Elaine	12748 12748 12753	Saeed, Javed	15614*
Ruff, Sharon	13934	Rutherford, William	14475	Saeed, Sabah	15614*
Ruffino, Anthony	14397	Ruthrauff, Dennis	12884	Saez, Molly	11001
Ruffolo, Emilia	17290	Ruthrauff, Linda	15769	Saez, Molly	12127
Ruggeri-McArdle, Jodi	11479	Ruwe, Brad	15877	Safford, George	13289

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Commenter Name	**Comment Number**	**Commenter Name**	**Comment Number**	**Commenter Name**	**Comment Number**
Safran, Lisa	16382	Sandberg, Angela	16186	Sarnowski, Thomas	11583
Sagerian, Denise	15114	Sanders, Caroline	13704	Sarro, Alfonso	14862*
Sahlin, Roberta	11314	Sanders, Christine	14685	Sass, Darlene	11559
Saladine, Rosemarie	14819*	Sanders, James	14711	Sassanelli, Nick	16925
Saldivar, Monalinda	10082	Sanders, Joan	11562	Sasse, Jacklyn	17138
Salem, Rajesh	16590	Sanders, Ken	11156	Satkus, Cheryl	12885 15942
Salemi, Joseph	10736	Sanders, Kristin	16927	Sauceno, Nicole	14819*
Salerno, Joe	17197	Sanders, Marie	12998 13059	Sauer, Amy	12128
Salerno, Kristen	17197	Sanderson, Marlene	15338	Sauna, Joe	12499
Salgado, Enrique	13235	Sandoval, Christine	14862*	Saunders, Alison	14688
Salvadori, James	13238	Sands, Robert	15851	Savaglio, Angel	12827 14752
Salvadori, Marie	13238	Sandschafer, Scott	17047	Savaglio, Katrina	12795
Salvadori, Tammy	15751*	Sandstrom, Roger	15751*	Savaglio, Ralph	10484 14752
Salvatori, Pat	13703 14615	SanFilippa, Carol	14819*	Savaglio, Ralph	14752
Salvino, Bob	14736 16302	SanFilippo, Vito	14819*	Savaiano, James	13705
Salvino, Carolyn	16303	Sanger, John	14412	Savard, Cassandra	13444
Salz, Victor	15241	Sanger, Marjorie	14413	Savaria, Jeri	15384
Salzman, Rachel	14862*	Sankey, David	15785	Savino, Karen	15751*
Samaras, Judy	10032	Santangelo, Arthur	15867	Savino, Rosemarie	14862*
Samaras, Steve	10026	Santerelli, Lynn	14781	Sayeed, Fauzia	14819*
Samborski, Michael	11860	Santerelli, Steve	14781	Sayers, Donna	15138
Samburg, David	14956 16654	Santilli, Jane	14862*	Scacco, Ronald	13083
Samburg, Renee	16653	Santini, Fred	15751*	Scalzi, Franzesca	13408
Samonds, Cynthia	13876	Santini, Jennifer	15751*	Scalzitti, Judy	10773
Sampaleanu, Stefan	12055	Santoro, Anthony	14819*	Scanlan, Janet	12988
Samson, Linda	16189*	Santoro, Arnolfo	10058	Scardino, Diane	10640
Samson, Mark	16189*	Santoro, Joyce	14819*	Scardino, Jim	10639
Samz, Doug	15614*	Santoro, Rosemary	10531 14862*	Schaber, Trudy	14819*
Samz, Holly	15614*	Santos, Susie	16304	Schade, Sylvia	10531
Sanchez, Alexander	14819*	Santucci, Dana	14862*	Schaefer, Anthony	13816
Sanchez, Alexis	14819*	Saraceno, Dominic	15751*	Schafer, Gregory	11307
Sanchez, Charles	15934	Sarino, Jonathan	15751*	Schaff, Jennifer	10495
Sanchez, Esther	14819*	Sarino, Vicki	15751*	Schaffer, Peter	10393 10555 12276

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Commenter Name	Comment Number	Commenter Name	Comment Number	Commenter Name	Comment Number
Schaffer, Peter	13077 13372 13471	Schless, Mary Jenn	14819*	Scholten, Diane	10932
Schalk, Linda	16526	Schless, Robert	14819*	Scholtens, Barbara	12672
Schaller, Leonard	15972	Schmalz, Jan	10299	Scholtens, Edward	12671
Schaller, Suzanne	15972	Schmaus, James	16533	Scholtens-Kening, Sandra	13488
Scharama, Helen	17051*	Schmich, George	10268	Scholz, Holly	12127
Scharf, Charles	11601	Schmidt, Carol	10786	Schondorf, Sharon	15943
Scharf, Karen	10633	Schmidt, Claudia	10038	Schondorf, Sharon	15944
Schauer, Mary Jo	11177 11990 12571	Schmidt, Helen	10200	Schor, Amanda	16189*
Schauer, Robert	10074 15173	Schmidt, John	10887	Schor, Timothy	16189*
Schay, Cyndi	15025	Schmidt, Joe	12055	Schorp, Paula	13206
Scheck, Judith	14862*	Schmidt, Judie	17161	Schorp, Terry	13206
Scheck, Richard	14862*	Schmidt, Patricia	14819*	Schotzberger, James	14476
Scheckel, Agnes	10196	Schmidt, Paul	15751*	Schrader, Charles	15246
Scheffler, Celeste	10900	Schmidt, Sharon	11321	Schrader, Helen	15751*
Schehl, John	15341	Schmidt, Thomas	14819*	Schramek, Kevin	13373
Scheitlin, Cindy	10220 11194	Schmidtke, Bridget	15751*	Schroeck, Michael	12533
Schell, Kathryn	11169	Schmidtke, Karl	15751*	Schroeder, Deborah	13758 14350 14351
Schell, Mary	10971	Schmitt, Paul	15614*	Schroeder, Donald	13965
Schell, Ward	11166	Schmitz, Ellen	10465	Schroeder, Enid	10281
Schellhorn, Margot	15943	Schnaitman, Marie	12169 15751*	Schroeder, Eric	16703
Schiavone, Dolores	14087	Schneck, Patricia	15248	Schroeder, Kathleen	11525
Schick, James	13034	Schneider, Fred	10123 14916	Schroeder, Michelle	16703
Schick, William	12810	Schneider, Jacalyne	10642	Schroeder, Mike	17048
Schiewe, Bart	15360	Schneider, Jan	11053	Schuberth, Colleen	11269
Schiewe, Helen	15450	Schnell, Antoinette	12268	Schuberth, Gary	10886
Schild, Sandra	16381	Schneller, Margaret	16731	Schueler, D.	16166
Schild, Wayne	16375	Schnurbusch, Larry	12959	Schueman, Shawn	15553
Schiltz, James	12071	Schoen, Deborah	12066 14819* 16363	Schuldt, Carolyn	11309
Schiltz, Laura	14914	Schoen, Jaclyn	14819*	Schuldt, Paul	14666
Schilz, Patricia	15760	Schoendorf, Debra	10675	Schulke, Anne	16868
Schlamadinger, Diane	13364	Schoenly, Karen	13836	Schultz, Fritz	15614*

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Commenter Name	Comment Number	Commenter Name	Comment Number	Commenter Name	Comment Number
Schultz, Gerhad	10906	Scifo, Alice	11474	Selman, Karen	11631
Schultz, Megan	13633	Sclafani, Angela	12505	Seltzer, Jennifer	12764
Schultz, Rozzi	15614*	Sclafani, Joseph	10801	Selultz, James	14819*
Schultz, Sigrid	10905	Sclafani, Joseph	15149	Selvaggio, DeAnn	14819*
Schultz, William	10408	Sclafani, Renee	10806	Selvaggio, Pasquale	14819*
Schulze, Norma	15757	Scoby, Bella	10963	Semla, Donald	10637
Schulze, Sharon	12370	Scoby, Emily	11565	Semla, Faith	11210
Schuman, Jeff	12279	Scoby, Will	10965	Senate, Ruth	16305
Schuman, Sarah	15751*	Scott III, Edward	12142	Seng, Dehila	16869
Schuman, Teri	12280	Scott, Jeffrey	13161	Sennerud, Arnold	13023
Schumann, Andrea	12055	Scott, Norman	10813	Seno, Gail	14708
Schumann, Noel	15508	Scott, Shiela	13160	Sensendorf, Joann	15751*
Schumpp, David	16189*	Scott, Virginia	15596	Seper, Jeannine	15182
Schumpp, Virginia	16189*	Scouten, Charles	13828 16017	Sepos, Denise	16870
Schurmann, David	11218 15614*	Scully, Jacqueline	15599	Serikaku, Laurie	12794
Schurmann, Sue	11220 15614*	Scumaci Sr., Micheal	10531	Serna, Cherie	16448
Schuster, Barbara	13706	Seabolt, Elizabeth	14819*	Serpe, Anna	15751*
Schuster, Robert	13476	Seabolt, John	14819*	Setlik, Patricia	16173
Schutz, M.	11765	Seager, Carl	10454	Severin, Michael	13174
Schwab, Neil	15614*	Seagren, Joann	11324	Severino, Lizette	15751*
Schwab, Nila	15614*	Seagren, Scott	11327	Severino, Lucille	15751*
Schwantes, Jo-Anne	14857	Sealy, Sharon	14108 14109	Severino, William	15751*
Schwantes, Julie	15393	Searles, Debbie	15793	Severns, Diane	17031
Schwantes, Sr., Robert	14858	Searles, Ray	15793	Severson, Theresa	14674
Schwantz, Jeff	11099	Sears, Laurice	15234	Seveska, Kathy	12661
Schwartz, Donald	15751*	Seberger, Jeannette	12888	Seveska, Rich	12658
Schwartz, Jeff	14819*	Sedlack, Thomas	15752*	Seville, Kevin	14032
Schwartz, Terry	12255	Sedovic, David	13177	Seyk, Jr., Edward	10094
Schwarz, Andy	10030	Segal, Eleanor	14862*	Seymour, William	15981
Schwarz, Craig	14772	Seidel, Gail	10849	Shack, Jonathan	15422
Schwarz, Donnell	10175	Seigle, Harry	12922	Shackelford, Julie	14579
Schwarz, Janice	14773	Seizovic, Laura	12573	Shacter, Gerry	12354
Schwed, Mark	12228	Selesky, Gary	13038	Shadlen, Gerald	16306
Schweiger, Rick	16722	Selesky, Laura	13038	Shadlen, Jane	16306
Schweizer, John	12456 12539	Selig, Teresa	15751*	Shah, Alpesh	15751*
Sciafani, Joseph	10617	Selk, Rick	12754	Shah, Viresh	13835
Sciafani, Renee	10616	Selman, Jennifer	11634	Shahady, Edward	13170

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Commenter Name	Comment Number	Commenter Name	Comment Number	Commenter Name	Comment Number
Shaleen, David	14478	Sherwood, Kelly	15124 15125	Siepak, Paul	12480
Shambaugh, David	15468	Sheth, Chat	14693	Sierocki, Walter	16550
Shambaugh, Sharon	15468	Sheyka, Greg	12055	Sievert, Sandy	10274
Shanley, Catherine	16145	Shick, Henry	14024	Siewers, Jr., John	16872
Shannon, Robert	11303	Shields, Dawn	16189*	Sigg, Sabrina	14671
Shapiro, Abra	10829	Shields, II, Chris	16929	Siggins, Terri	15945
Shapiro, Abra	15482	Shimkus, Charlie	15614*	Sigmund, Breann	15955
Shapiro, Alfred	11276	Shimkus, Susan	15614*	Sikorski, Raymond	14819*
Sharpless, Janis	15361	Shindelar, CarolAnn	13196	Sikorski, Regina	14819*
Shastany, Timothy	15575	Shockey, Linda	15751*	Silvestri, Anthony	15335
Shattuck, Kim	15446	Shogren, Dennis	15751*	Silvestri, Barbara	14862*
Shechtman, Irwin	10472	Shogren, Sharon	15751*	Sim, James	14023
Sheedy, Emilie	10536	Sholeen, Heather	11781	Sim, Lois	14023
Sheehan, Mary	15943	Sholeen, Todd	10705	Simands, Martha	12055
Sheehan, Rosemary	17051*	Shore, Annette	14819*	Simmons, Leslie	14960
Sheehan, Tom	15943	Shoults, Kevin	13515	Simmons, Ricky	14957
Sheehan, W.	14819*	Showalter, John	14862*	Simms, Christina	17051*
Sheehan, W.	14862*	Shower, Helen	15274	Simms, Eric	16985 17051*
Sheets, Philip	14515	Shropshire, A.	11776	Simnick, Al	16686
Sheets, Ruth	11509	Shulman, Yury	15324	Simnick, Gayle	16686
Sheffler, Alvin	12451	Shust, Allen	14352	Simon, Peter	13409
Sheikh, Shahid	15967	Shuster, Scott	14122	Simond, Zoe	11939
Shelton, Bruce	14501 15245	Siapno, Janet	14737	Simone, John	11379
Shelton, Tanya	14850	Sibilsky, Kelly	10969	Simonetta, Dominic	17051*
Shemroske, Jim	16307	Sidenstick, Gerald	15242	Simpera, Walt	10268
Shepherd, Adam	13129	Sidenstick, Kathy	15242	Simpson, Greg	12960
Shepherd, Doyle	13537	Sidlow, Terry	12676	Simpson, Heather	14819*
Sheppard, Laura	16871	Sieger, Judy	12053 15336	Simpson, Jeff	15751*
Sherbakov, Alla	10504 15717	Sieger, Maureen	10632	Simpson, Lindy	15751*
Sherbakov, Vlad	10505 15717	Siek, Christopher	14584	Simpson, Thomas	13074
Shermulis, Jean	16005	Siek, Judy	13279	Sims, Cindy	11796 12574
Sherry, Dan	11396 15614*	Siemianowski, John	12294	Sims, Laurel	13882
Sherwood, Joshua	15124 15126 16225	Sienko, Angeline	14851	Sinclair, Robert	13743

Table E-2. Comments Received on the Draft EIS					
Commenter Name	**Comment Number**	**Commenter Name**	**Comment Number**	**Commenter Name**	**Comment Number**
Sincox, Elizabeth	11282	Skowronski, Tom	15684	Slope, Joe	15685
Sincox, Jim	11357	Skrbec, Karen	14739	Slowik, Erik	15489
Singer, Robin	10546	Skrycki, Scott	15751*	Slowik, Sean	12055
Singer, Rochelle	11667	Skryd, Michele	10531	Slozga, Thomas	16926
Singh, Amrit	15751*	Skulski, Sandra	12842	Smart, David	15614*
Singh, Chris	13410	Skupa, Robert	14862*	Smart, Linda	15614*
Singh, Taurike	15751*	Skurka, Michael	13615	Smederovac, Gloria	10015
Singraber, Kathleen	14738	Skurkis, David	14862*	Smeets, Greg	14398
Siniteran, John	15751*	Skwarek, Robert	14419	Smith, Andrea	16563
Siniteran, Lois	15751*	Skwirut, Sandra	10315 12941 13092 13745 15920	Smith, Barbara	14776
Sink, Nancy	16418	Sladcik, Erika	12986 13219	Smith, Barbara	15247
Sinnett, Edna	11492	Slager, Alyssa	12055	Smith, Bart	15112
Sinnoc, Fayne	14323	Slager, Sydney	10833 11451	Smith, Bernadette	16875
Sinnott, M. Faye	11179 12575	Slager, Tom	11245	Smith, Bonnie	12600
Sirotzki, Matt	15159	Slager, Tom	11439	Smith, Bret	12067
Sisk, Gabriela	13852	Slak, Linda	16954	Smith, Brian	12384
Sit, Phyllis	14862*	Slak, Robert	16954	Smith, Brian	17135
Sivak, Nancy	17134	Slanec, Marilyn	14862*	Smith, Connor	12040
Sivakumar, Anupama	15299	Slater, Gina	16308	Smith, Cooper	10710
Skaggs, Linda	14575	Slater, Ruth	14862*	Smith, Dan	16563
Skama, Kietstut	14862*	Slaughter, Howard	11096	Smith, Danielle	17135
Skanlan, Janet	16873	Slaughter, Julie	11548	Smith, Daria	15751*
Skarda, Bob	16874	Slauire, Catherine	14819*	Smith, David	14709
Skarnulis, Barbara	10200	Slavich, James	13392 (Petition)	Smith, Diane	15991
Skinner, Dwight	11708 15614*	Slaw, Laura	11118	Smith, Eric	15043
Skitchari, Alvera	13707	Slaw, Steve	11904	Smith, Gayla	15649
Sklade, Susan	15326	Slawny, Lisa	15524	Smith, Greg	14399
Skobel, Stan	15751*	Sleezer, Fran	11574	Smith, Hugh	15991
Skoda, Renee	16480	Slezak, Tony	14479	Smith, Jeff	14819*
Skordinski, Jim	14846	Slifko, Joanne	13396 (Petition)	Smith, Jennifer	10770
Skowronski, Clifford	14353	Slimak, Laurie	15751*	Smith, Jenny	16184
Skowronski, Loreen	14353	Sloan, Howard	16189*	Smith, Judith	13966
Skowronski, Robert	14819*	Slocum, Marjorie	10930	Smith, Katherine	16309

Table E-2. Comments Received on the Draft EIS					
Commenter Name	Comment Number	Commenter Name	Comment Number	Commenter Name	Comment Number
Smith, Kelly	15614*	Snyder-Nelson, Janet	15614*	Soske, Alix	13108
Smith, Kenneth	16972	Soares, Barb	14713	Souden, Gordon	16636
Smith, Kevin	15939	Sobun, Cheryl	16226	Soule, Laura	12734
Smith, Laurie	13338	Sochor, Gene	13184	Southhard, Valerie	12949
Smith, Marilyn	12469	Sochor, Phyllis	13182	Sovereign, David	14862*
Smith, Mary	10606	Soehren, Marti	16684	Sowa, Adam	14822
Smith, Matt	12519	Sofferman, Eva	15751*	Sowders, Rod	15383
Smith, Michael	14780	Sofferman, Marvin	15751*	Spand, Marcia	15751*
Smith, Michael	14862*	Soffit, Joan	13435	Spanier, Dan	16908
Smith, Roger	13298	Sofos, James	15402	Spanos, Nidia	14819*
Smith, Signe	14780	Sokol, Jeffrey	12863	Sparacio, Diane	15614*
Smith, Stephen	13783	Soldano, Cyndi	13905	Sparacio, Peter	15614*
Smith, Steven	11632	Solinski, Bella	16310	Sparing, Eugene	10361
Smith, Sue	13725	Solita, Joseph	14354	Sparks, Pamela	14819*
Smith, Susan	15751*	Solms, Joan	12726	Sparr, Robert	11916
Smith, Theresa	10656	Solomon, Daniel	13759	Sparr, Robert	14324
Smith, Theresa	16876	Solomon, Harry	10079	Spatoulas, Diana	11725
Smith, Walter	15706	Soltis, CJ	13575	Spatoulas, Diana	12249
Smith, William	15244	Somebody, Joe	12055	Spatoulas, Thanos	14178
Smith-Matteson, Janice	14678	Somen, Mary	10200	Spear, James	14212
Smolarczyk, Michelle	13025	Sommer, Jr., Wayne	15751*	Spearing, Brett	15560 15590 16379
Smuskiewicz, Daniel	13225	Sonka, Barbara	14862*	Spearing, Sarah	15340 17102
Smuskiewicz, Lucille	13824	Sonnenberg, John	10907	Speerly, Melissa	15592
Smutny, Roberta	10297	Sonnenberg, Susan	14011	Speichinger, Alison	15823
Sneed, Mary	10735	Sonnicksen, Pattie	11748	Spencer, Brian	17112
Snelgrove, Christine	16877	Sonricker, Ann	15333	Spencer, Kristan	17112
Snell, Jo Ann	10959	Sonricker, Dave	16227	Spencer, Ralph	17133
Snell, Shellie	14819*	Sons, Jason	13849	Spethmann, David	13850
Snider, Judy	12256	Sood, Frederich	15751*	Spica, Sarah	10621
Snodgrass, Karin	16198	Sood, Jane	15751*	Spicenger, Eric	16878
Snodgrass, Steven	16057	Sopher, Jeff	10095	Spicer, Kelly	10777
Snow, Devin	14781	Sorensen, Renea	15343	Spicuzza, Richard	11343
Snow, James	13946	Sorenson, Judy	11907	Spiess, Sheri	16151
Snow, Joanne	13527	Sorenson, Orville	14276	Spikings, Barbara	13863
Snow, Robert	14781	Sorice, Toni	16311	Spindes, Mario	14480
Snyder, Clare	17117	Sorkin, Kimberly	13656	Spindler, Tom	15751*
Snyder, Ruth	16633	Sorrentino, Teresa	12806	Spinelli, Antoinette	15686

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Commenter Name	**Comment Number**	**Commenter Name**	**Comment Number**	**Commenter Name**	**Comment Number**
Spinner, Mary	16503	Stanke, Mark	15351	Steinman, Dawn	15520
Spiroff, Patrick	16720	Stanke, Theresa	15351	Steinmetz, Linda	15751*
Spiroff, Rita	16557	Stanker, Jean	14605	Steinmetz, Robert	12628
Spratley, Gina	10101	Stanton, Sr., Robert	11372	Stelige, Emma	11146
Spring, Annette	15943	Stapleton, Carl	16518	Stelter, Michelle	16313
Spring, Keith	15943	Stapleton, Donna	16518	Stelter, Ron	16313
Springer, Carolyn	11884	Starkey, Robert	17152	Stephens, Janet	17051*
Springer, Ed	12129	Starks, Eva	14930 14931 15066	Stephens, Norval	11597
Springer, Judy	11518	Starr-Iorfida, Cynthia	14862*	Stephens, Phillip	10322
Springer, William	11883	Stasewich, Fred	11730	Stephens, Tad	14998
Sprinkle, Franklin	12643	Stasewich, Nancy	11732	Stephenson, William	15275
Sprungman, Hannah	17297	Stathakis, Cheryl	12130	Sterling, Heather	10685
Sprungman, Krista	17297	Stauffer, Noreen	10459	Sterling, Sandra	15751*
Sprungman, Robert	17297	Stavron, Allyson	17186	Stermer, Jana	14699
Squires-Cannon, Meryl	12088	Steadman, Joseph	10267	Sternad, Marjorie	14862*
Sramek, Rosetta	14672	Stearney, Julie	11125	Stetson, Judith	10670
Sreenivas, Boddu	14169	Stearney, Peter	11378	Stetson, Judith	12576
St Martin, Leah	15039	Stebbins, Richard	13036	Stevatorio, Joseph	16314
Stabosz, Fran	12359	Steen, LuAnn	15235	Stevens, Colleen	15355
Stabosz, Georgia	13386	Stefanovich, Susan	16189*	Stevens, Colleen	16747
Stabosz, Thomas	13386	Stefans, Erich	16660	Stevens, David	17139
Stachurski, Mary	12991	Stefans, Lisa	16660	Stevens, John	11371 15869
Stagnito, Maddy	12055	Steffen, John	10828	Stevens, Judith	10043 10044 13601
Staley, Don	15233	Steffen, Teresa	11181	Stevens, Karen	17139
Stallings, Heather	14819*	Steffes, Rebecca	12972	Stevens, Laura	11371
Stallone, Katherine	11869	Steger, Heidi	16446	Stevenson, Jimmie	10108
Stallone, Mary	11862	Steger, James	16444	Steward, Marcia	15010 17183
Stanciel, Sharon	16060	Stegmaier, Paul	17314*	Stewart, Darlene	15614* 17064
Standish, Russell	16490	Stegvik, Carrie	11322	Stewart, Margaret	14841
Staneart, Roseann	16605	Stein, Nick	15743	Stewart, Marlene	10159 10594
Stanek, Jim	16312	Steinecker, Lana	16615	Stewart, Thomas	15983
Stanfa, Anthony	13960	Steinhofer, Jill	15751*	Stewart, Wilbur	15614*
Stanfa, Gerri	13960	Steinhofer, Scott	15751*	Stffen, Mark	10792
Stanfield, Mary	16425	Steininger, Ed	14819*	Stickney, Jon	10865

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Commenter Name	**Comment Number**	**Commenter Name**	**Comment Number**	**Commenter Name**	**Comment Number**
Stieglitz, Joseph	15751*	Strahan, Catherine	14610	Sulak, Clifford	15476
Stien, Mary	16879	Strahl, David	17120	Suligoy, Andrew	16627
Stigter, Robert	14560 16081	Strahl, Julie	17114	Sulikowski, R	10861
Stigter, Sharon	14560	Strain, Christy	16008	Sulikowski, Wanda	11103
StLaske, David	14819*	Strain, Jason	16008	Sullivan, Barbara	11937
Stlaslo, Claudia	14819*	Stranges, Bernard	17310	Sullivan, Barbara	17051*
Stockley, Mark	15457	Stranges, Theresa	16667	Sullivan, David	16007
Stockman, Christopher	12985	Stratton, Alan	14028	Sullivan, Diana	14636
Stockton, Gail	14819* 14915	Stratton, Donna	14029	Sullivan, Emily	12055
Stockton, Steve	14819*	Strauss, Catherine	12860	Sullivan, Sean	13269
Stodden, Bridget	10443	Strauss, Jack	12055	Summers, Dawn	13371
Stohlquist, Eric	14819*	Streeter, Susan	10232	Summers, Eva	14210
Stojanoff, Stepan	15614*	Streit, Barbara	15687	Summit, Joan	14852
Stojanoff, Terri	15614*	Streit, Lori	14984	Sundaram, Seetha	15445
Stokely, Carole	13796	Stromberger, Cara	13837	Sunderlage, Carey	10071
Stokely, Craig	13796	Strong, John	11268	Sundholm, Kathy	14712
Stokley, Craig	10437	Stroude, Janice	13411	Suppes, George	13568
Stoll, Henry	15353	Strub, Cody	14819*	Suppes, Helen	13956
Stone, Eleanor	17051*	Struck, Maribeth	15751*	Suppes, Ingrid	12577
Stone, Gwendolyn	15751*	Strutzel, Phil	13312	Suppes, Penny	10604
Stone, Jean	17046	Strutzel, Yolanda	13312	Suppes, Thomas	11789
Stone, Jr., Ted	16585	Stryczek, Ken	15473	Susman, Harriet	12552 15796
Stonebraner, Katja	16510	Stubenrauch, Diana	11934	Sussman, Martin	15688
Stonehocker, Greg	14670	Stubenrauch, Michael	12015	Sustich, Richard	15614*
Stoor, Lisa	14065	Stubenvoll, Eric	16880	Sutkevicius, Dainius	13154
Stoor, Randy	14065	Stubenvoll, Jack	12039	Sutor, Aginishka	16638
Stoots, Randall	10411	Stubenvoll, Jill	16881 16882	Sutor, Agnieszka	14154
Stopka, Tommy	14819*	Stubig, Patricia	11817	Sutton, Hanna	12055
Stoppa, Christine	15751*	Studebaker, Elizabeth	14946	Svehlik, Maria	14862*
Storz, Carl	10544	Stukel, Sharon	14176	Svenningsen, Glen	11763
Stott, Kathleen	11027	Styrkowicz, Kelly	15614*	Svetanoff, Joseph	12886
Stovall, Sally	15428	Suarez, DeAnne	15889	Swanson, Alvin	14660
Stover III, Mervin	10097	Suba, Joanne	14862*	Swanson, Barrie	11362
Stover, Cheryl	13069	Suenningsen, Colleen	10761	Swanson, Bea	15727
Stover, Dave	13069	Suhs, Jill	12688	Swanson, Birgit	15099
Stowasser, Beth	16698	Suhs, Linda	14781	Swanson, Elaine	12131
Stowasser, Jim	16698	Suhs, Terrence	14781	Swanson, Joseph	11132

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Commenter Name	Comment Number	Commenter Name	Comment Number	Commenter Name	Comment Number
Swanson, Katie	15751*	Tabel, Tamara	10929	Tascone, Lisa	14987
Swanson, Lynn	15720	Tabel, Todd	10928	Tatgenhorst, Courtney	14502
Swanson, Rick	15751*	Taillon, Armand	15397	Tatum, Linda	16315
Swarbrick, Stacey	11770	Takacs, Dorothy	14355	Tatum, Roger	15707 16439
Swartz, Dan	12347 16372 16376	Talaga, Kelly	12981	Taub, Nancy	13466 15502
Sweas, Frank	13726	Talavera, Enrique	14819*	Taylor, Cynthia	12585
Sweeney, Brian	13961	Talbert, Michael	15614*	Taylor, Douglas	12364
Sweeney, Mari	14609	Talbett, Michael	17076	Taylor, Janell	15276
Sweet, Richard	14150 14153 15860	Talbott, Lori	15751*	Taylor, Judith	11954
Sweeta, Rosann	13727	Talbott, Ryan	15751*	Taylor, Kathryn	10350
Sweetman, Joanne	13370	Tams, Michael	15536	Taylor, Kevin	10223
Sweitzer, Debbie	14282	Tanaka, Cheryl	10936	Taylor, Margaret	14482
Sweno, Janet	10884	Tanaka, Stuart	11551	Taylor, Stuart	11228
Sweno, Janet	12132	Tang, Jinmei	11373	Taylor-Mikes, Terri	10480
Swenson, William	15890	Tanis, Karen	12887	Teague, Barbara	13621
Swigart, Loretta	14477	Tanking, David	11164	Teague, Beryl	13509 13728
Swiger, Calvin	12655	Tank-Murphy, Cindy	13164	Teague, Charles	13194
Swinehart, Jeff	12313	Tantillo, Don	15943	Teague, Lyman	13436 13508
Swinford, A	12310	Tantillo, Joanne	15943	Tedei, Sandy	14088
Swords, Patricia	12374	Tappen, Barbara	15751*	Teel, Tommy	11239
Sylvester, Steve	12872	Tarbet, James	11503	Teeter, Charles	14996
Symbal, Dennis	11026	Tarczynski, Meredith	15614*	Tegeder, Wayne	10961
Symbal, Kelly	15614*	Tardrew, Philip	12578	Tegtmeyer, Mike	15751*
Szczesny, Terry	15751*	Tardy, Lawrence	10239	Tegtmeyer, Tiffany	15751*
Szewczyk, Michelle	16883	Tardy, Lawrence	15346	Teichmiller, Alan	13830
Szusgen, Pauline	15751*	Tardy, Suzanne	10239	Tejan, Richard	15614*
Szydlowski, Mike	14123	Tarvid, Donna	10303 15479 15973 16035	Telfer, Michael	14137
Szymanek, David	17291	Tarvid, Russell	10330 12470 13752	Tellalian, Martin	16353
Tabac, Roberta	14819*	Tarwid, James	11749	Tendering, Scott	10739
Tabel, Bryce	11019	Tarwid, Robert	11750	Tenhoopen, Carrie	11159
Tabel, Ethan	11360	Tascone, Carl	16189*	Tenorio, Carlos	10788

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Commenter Name	Comment Number	Commenter Name	Comment Number	Commenter Name	Comment Number
Teodosi, Gina	14819*	Thompson, Diana	13356 15365	Threlkeld, Charlie	12964
Ter Haar, Donald	12793	Thompson, Jim	16039	Thrun, Scott	12580
Terrel, Alan	15751*	Thompson, Julian	14848	Thudium, Christine	16367
Terrel, Bea	15751*	Thompson, Mark	13472 14356	Thursland, Patricia	14819*
Tertler, Randy	16316	Thompson, Martin	10308 16456	Thursland, William	14819*
Teschke, John	14819*	Thompson, Nancy	15614* 17078	Thurston, Rita	11914
Tews, Carol	10417	Thompson, Pat	10399 10498	Thyfault, Brad	12055
Thaller, Michael	10501	Thompson, Pat	12219	Thyfault, Chuck	11922
Thanniakry, James	14875	Thompson, Rachel	15453	Tibble, Ron	16978
Theodore, Janice	13458	Thompson, Rita	14848	Tibensky, Gail	12175 14819* 15170
Therrien, Mary	16131	Thompson, Sandra	16456	Tibensky, James	15170
Therrien, Walter	16131	Thompson, Sheila	15689	Tichnor, Harry	15544
Thiess, David	10769	Thompson, Thomas	10481	Tichy, Pamela	11290
Thiess, Susan	11145 12586	Thompson, Ty	16884	Tichy, Robert	11290
Thiry, Timothy	15751*	Thoms, Sr, Christopher	14819*	Ticknor, Robert	14862*
Thode, Judith	15079 16435	Thomson, Robert	13438 15751*	Tidd, Rick	10111
Thode, Matthew	15078	Thomson, Sharon	11311	Tierney, Timothy	13861
Thomas, Carina	13820 14819*	Thomson, Shirleen	14819*	Tigges, Ann Marie	14819* 15751* 15819
Thomas, Colette	14883	Thorak, George	14862*	Tihinen, Lauren	11461
Thomas, Eugene	13089	Thoresen, Ron	10517	Tikwart, Robert	11737
Thomas, Kristin	15415	Thorndyke, Taylor	12055	Tillman, Janet	12731 12735
Thomas, Lindy	12403	Thorne, Mary	10099	Tillman, Joan	10218
Thomas, Rodney	14819*	Thorns, Dorothy	13275	Tillrock, Donna	14819*
Thomason, Juliann	15818	Thorns, William	13275	Tillrock, Ed	14819*
Thome, Ted	15572	Thornton II, Michael	16519	Tillrock, Ian	14819*
Thompson, Andrea	12904	Thornton, Elizabeth	11042 16317 16519	Tilly, Jennifer	11013
Thompson, Antonette	16889	Thornton, Renate	10913	Timmerman-Huenecke, Carrie	14988
Thompson, Bill	11698	Thorsen, Alfred	15751*	Tinaglia, Anthony	11133
Thompson, Christi	15752*	Thoss, Peter	12442	Tinaglia, Anthony	15614* 17057

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Commenter Name	**Comment Number**	**Commenter Name**	**Comment Number**	**Commenter Name**	**Comment Number**
Tingler, Michelle	15614*	Tomaszewski, Mary Lou	12394	Trebac, Marilea	11227
Tinogba, Tony	13312	Tomecek, Carolyn	10531	Trefil, Anna	10222
Tionff, John	16885	Tomecek, Michael	10483 10531	Trefil, Christina	10222
Tipsword, John	13202	Tomes, Otto	10295 10426	Trefil, Jo	10222
Tischauser, John	10456	Tomkiewicz, Mary	14819*	Trefil, Wayne	10222
Titus, Jr., Gordon	14862*	Tomkiewicz, Thaddeus	14819*	Trela, Doris	14286
Titus, Rose	14862*	Toppel, Monica	15732	Trela, Jerome	14284
Tkachuk, Nick	15754	Torkelson, Howard	16443	Tremblay, Julie	13617 13992
Tobin, Holly	16623	Torphy, Laura	15403	Tremblay, Kevin	13992
Tocke, Dale	15614*	Torres, Alex	14862*	Trenn, Robert	15751*
Tocke, Eileen	15614*	Torres, Larrissa	14819*	Trento, Claudio	12538
Todd, Frank	15585	Torrey, Janet	16318	Trevarthan, Michael	14197
Todd, Marsha	16886	Tortorelli, Julie	11814	Trevarthan, Sherry	14199
Tofighi, Shadon	12472	Tortorice, Ross	10006	Triphahn, Scott	14819*
Tognocchi, Dorothy	14862*	Tortorici, Mary	14819*	Trivelli, Jennifer	14819*
Toigo, Christine	14784	Toth, Alan	12044	Trivelli, Julie	14819*
Toigo, Gerald	14785	Toth, Margaret	12041	Trivelli, Mauro	14819*
Tokarski, Lupita	15868	Totsch, Beverly	16000	Trivelli, Richard	14819*
Tokman, Mila	10402 12548	Tourville, Ray	11955	Trivelli, Rosemary	14819* 15443
Tokman, Sam	10402 12548	Townsager, Bruce	10774	Troha, Christine	14862*
Tolani, Carrie	11031	Townsager, Mary	10774	Trom, Maureen	11756
Tolle, Judy	15771	Townsend, Kimberly	15583	Trotsky Bell, Kari	10164
Tolomei, John	10506	Tracy, Lorrie	15761	Trotta, Ian	12055
Tolomei, Sharon	15614*	Traeder, Terry	15907	Trotta, Ray	16887
Tolosko, Paul	12700	Trafelet, Terri	16997	Trotta, Sherry	16887
Tolva, Darla	15751*	Trajano, Ariel	15751*	Troup, Dianne	13855
Tolva, Kevin	15751*	Trallersall, Deborah	16736	Trout, Lisa	13064
Tom, Karen	10199	Tran, Tung	15751*	Troutsh, Tim	16888
Toman, Arne	13474	Trascritti, Karen	12481 16603 16604	Troy, Marie	11242
Toman, Julia	10057	Trautman, Carol	15614*	Trtan, Louis	10049
Tomany, Joan	13740	Trautman, John	15614*	True, Sezuan	13043
Tomany, Stephen	13843	Traver, Cynthia	14819*	True, Thomas	13044
Tomasik, Brian	12163 15751*	Traver, Dan	14819*	True, Thomas	13045
Tomaszek, Jim	15465	Trawinski, James	11929	Trujillo, Juan	14818*

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Commenter Name	Comment Number	Commenter Name	Comment Number	Commenter Name	Comment Number
Trujillo, Ramiro	15751*	Umbenhower, Mrs.Edward	14862*	Unknown	15657
Trumbull, Natalie	13385	Uminski, Maria	15030	Unknown	15657
Trusillo, Nancy	11516	Umlauf, Kathy	11719	Unknown	15662
Trusty, Brian	15935	Ungerer, Hillary	16893	Unknown	15664
Tsao, K	14266	Unknown	10060	Unknown	15691
Tsiapas, Lynn	15507 16471	Unknown	10212	Unknown	15751*
Tubin, Stephen	15969	Unknown	10235	Unknown	15794
Tucker, David	16742	Unknown	10531	Unknown	16297
Tudisco, Nicole	12867	Unknown	10588	Unknown	16320
Tudisco, Tony	12867	Unknown	10600	Unknown	16568
Tufano, Stacey	14819*	Unknown	10755	Unknown	16613
Tufo, John	14791	Unknown	10771	Unknown	16620
Tullos, Jon	13554	Unknown	11058	Unknown	16632
Tullos, Lisa	13553	Unknown	11203	Unknown	16894
Turay, Paul	13068	Unknown	11257	Unknown	16895
Turner, Barbara	17053	Unknown	11675	Unknown	16896
Turner, Bryan	15614*	Unknown	11926	Unknown, Cindy	13359
Turner, Daniel	15842	Unknown	11950	Unknown, Daniel	11127
Turner, Glenn	16338 16339	Unknown	11951	Unknown, Denna	13412
Turner, Lori	15850	Unknown	12002	Unknown, Information	15602
Turpin, Robin	16890 16891 16892	Unknown	12482	Unknown, Jane	10200
Tursi, Mike	10768	Unknown	12500	Unknown, Jeremy	12366
Tutecht, Debra	15690	Unknown	12832	Unknown, John	12514
Tvrdik, Dorothy	14862*	Unknown	13507	Unknown, Laura	11434
Tyler, John	11265	Unknown	13546	Unknown, Maria	10531
Tyler, Judith	11259	Unknown	13663	Unknown, Mary	13657
Uhran, Katelyn	11679	Unknown	14138	Unknown, Mayra	12453
Uhran, Kathleen	10727	Unknown	14487	Unknown, Natalie	16717
Uhran, Megan	12035	Unknown	14504	Unknown, Natasha	11948
Uhran, Michael	12032	Unknown	14921	Unknown, Ramone	16861
Uhrik, Angela	10747	Unknown	15086	Unknown, Regina	10531
Ukockis, Robert	10377 13729	Unknown	15098	Unknown, Richard	14555
Ullom, Lisa	14503	Unknown	15602	Unknown, Russ	16867
Ulmer, David	10300	Unknown	15602	Unknown, Sam	10200
Ulmer, David	10356	Unknown	15602	Unknown, Stephen	13075
Ulreich, Christina	15911	Unknown	15652	Urban, Eugene	15135
Umbenhower, Edward	14862*	Unknown	15653	Urban, Nadine	15715

Table E-2. Comments Received on the Draft EIS					
Commenter Name	**Comment Number**	**Commenter Name**	**Comment Number**	**Commenter Name**	**Comment Number**
Urban, Susan	17125	Van Broekhoven, Nancy	11489	Vari, Corrine	13920
Urbanczyk, Adriana	15363	Van Dam, Susannah	14326	Varkalis, Mary	16537
Urbanski, Lenore	14862*	Van Dyke, Elizabeth	16897	Varkalis, Michael	16537
Urben, Mark	12830 15831	Van Linden, William	12896	Varley, Madelyn	15188
Urben, Tracy	12829 15834	Van Milligan, Carl	14856	Varley, Roger	15188
Ure, Alisha	11980	Van Milligan, Marilyn	14855	Varrige, Julie	11187
Ure, John	11979	Van Poucke, Mike	12724 12787	Vasak, Glenda	14819*
Urick, Jenny	16583	Van Poucke, Mike	15828	Vasanthan, Arul	13028
Urlaub, Bret	15751*	Van Setten, Gerhardus	10362	Vasconez, Charles	16160
Utterback, Vera	15751*	Van Sloten, Alan	16718	Vashinko, Lorraine	14862*
Uwe, Frank	15614*	Van Wyk, Aletta	15852	Vaughan, Angela	14182
Uyekawa, Frank	14802	Van Wyk, Lettie	16322	Vaughn, Rheta	16485
Uyekawa, Glenn	15741	Van, Georgeanne	11205	Vaundry, Dean	13607
Vabro, Chelsea	14862*	Vaname, Tracy	12509	Vaziri, Ira	10217
Vabro, Katherine	14862*	VanBlake, Jan	10947	Vaziri, Nancy	10217
Vabro, Richard	14862*	Vanderbilt, DC, Brian	15614* 17058	Veerapaneni, Belle	15462
Vaccher, Pamela	11977	Vanderheyden, Michael	11682	Vega, Chris	12055
Vacco, Philip	13842 15998	Vanderheyden, Susan	11390 12635	Vega, Guadalupe	11573
Vacko, William	16730	Vanderplow, Paul	14710	Vega, Jesus	11571
Vahl, David	16547	VanderVelde, Mark	13114	Vegter, Donna	13705
Vahl, Kristy	16587	VanderVelde, Roxanne	13113	Vehymer, Mike	13361
Vainisi, Ann	12462	Vanderze, Don	13688	Veihl, Jr., Robert	14124
Vainisi, Frank	12462	Vanderzee, Jackie	12501	Veis, Randall	15943
Vajarsky, Joe	14819*	VanHooser, Kris	12848	Velde, Charles	16159
Vajda, Mike	14400	VanKampen, Kelly	12502	Velde, Shirley	16157
Valadez, Michael	13187	VanKampen, Michael	12502	Veldhuizen, Barabara	13572
Valente, Jeanne	13613	Vanlandingham, Michael	15545	Velleuer, Helen	10634
Valk, Marni	16038	Vanttory, Catrina	12055	Velleuer, Helen	11567
Vallmuth, Susan	12056	Varanasi, Ravi	15751*	Velleuer, Ron and Holly	11029 11030
Valskis, Andrew	11768	Varanasi, Sita	15751*	Venejlni, Michael	14740
Valskis, Sheri	11769	Vargo, Carol	13066	Venhuizen, Cornelius	13543

Table E-2. Comments Received on the Draft EIS					
Commenter Name	Comment Number	Commenter Name	Comment Number	Commenter Name	Comment Number
Venhuizen, Joanne	13547	Vogel, Karole	11965	Walker, Curt	15751*
Vera, Sherri	14862*	Vogel, Sharon	12060	Walker, Jane	15133
Verain, Roberta	15751*	Vogt, Bret	12055	Walker, Jennifer	11471
Verbeek, Karen	17106	Vogt, William	16075	Walker, Leroy	14781
Verbout, Kim	17163	Volkodan, Steve	16397	Walker, Lonnie	15237
Verhagen, Clint	15692	Vollmer, Simon	12545 14782	Walker, Mary	13561
Verrando, Robert	14587	Voltolina, Claudine	14976	Walker, Mary	13730
Verschoor, Curtis	10858	Voncina, Timothy	14819*	Walker, Roberta	14781
Verschoor, Marie	10863	Vonnahme, Tracey	16571	Walkowiak, Marilyn	10190
Vertelka, Gail	12797	Vontin, Howard	15763	Walkowiak, Robert	10190
Vescovi, Kathy	13709	Vosen, Susan	14358	Wall, Billy	16323
Vessos, Sharon	14862*	Voska, Molly	12055	Wall, Deborah	10381
Vidinich, Tricia	13470 14445	Vosloo, Meghan	13290	Wallace, Chris	11972
Vidricko, Joe	14139	Vosloo, Stephan	12663	Wallace, Chris	14230
Vietri, Joyce	14505	Voss, Annette	14904	Walls, Geoffrey	15751*
Vile, Allie	12056	Votanek, James	11136 12581	Walls, Kathleen	15751*
Villagomez, Daniela	14862*	Vuolo, Nicholas	15709	Walls, Michael	15751*
Villasenor, Lupe	15693	Vuolo, Tracy	15709	Wally, Claire	10885
Villers, Deborah	11672	W, Ronald	11178	Walsh, Charles	13485
Villwock, Nancy	14917	Waack, Christopher	11408	Walsh, Cynthia	16125
Vinicky, Kelli	17168	Waack, Kirsten	11408	Walsh, Jason	16126
Vinicky, Lin	12285 13980	Wach, Susan	13053	Walsh, Loretta	13731
Vinicky, Ronald	12836	Wadhwa, Manish	15751*	Walsh, Peter	13413 14050
Visconti, Christine	10933	Waggoner, John	14623	Walsh, Tim	13185
Vishanoff, Brenda	12338	Wagner, Blair	10268	Walsh, William	15751*
Vishanoff, Robert	12337	Wagoner, Anna Marie	12745 12786	Walterman, Jeff	12055
Visker, Susan	15985	Wahlund, Joseph	10545	Walterman, Stephanie	12055
Vitacco, Nancy	10444	Wakey, Gordon	15943	Walters, Laura	13243
Vitale, Heather	10567	Wakey, Patricia	15694 15943	Walton, Bob	12444
Vitale, Mark	10563	Walczak, Albert	16687	Walzak, Karen	16898
Vitas, Bob	10533	Waldack, Yvonne	14948	Wamble, Louis	16581
Vizin, Viktoria	12722	Walder, Donald and Juanita	15236	Wang, Frany	10390
Vlamis, Mary Jane	13945	Walding, Peggy	13942	Wang, Stephanie	15391
Vlcek, Elizabeth	13838	Wales, Ruth	13666	Wang, Yuan	15751*
Vlcek, Scott	14966	Walker, Berta	14100	Wangler, Taryn	14277
Voaden, Michael	12790	Walker, Bill	16649	Wanskak, Mary	13094

Table E-2. Comments Received on the Draft EIS					
Commenter Name	**Comment Number**	**Commenter Name**	**Comment Number**	**Commenter Name**	**Comment Number**
Ward, John	10534	Way, Wendy	15091	Weigand, Joan	15751*
Ward, Kelly	12623	Way, William	15091	Weigand, Kenneth	10569
Warner, Di	14819*	Wayne, Ann	15614*	Weigand, Mike	15751*
Warnock, Michael	14561	Wayne, Martin	10683 15614*	Weigand, Walter	15751*
Warren, Jerry	16228 16229	Weathered, Tom	11089	Weiler, Bonnie	13993
Warren, Renee	16228 16229	Weathers, Va Louise	14055	Weiler, Gerard	10578
Warren, Robert	16621	Weaver, Barbara	10310 16551 16552	Weinert, Pam	12058
Warwood, Chris	14519	Weaver, Cathy	15115	Weinert, Thomas	12059
Warwood, John	10487 14519 16061	Weaver, Dennis	15116	Weinstein, Richard	16369
Warzon, Gerald	10023 13126	Weaver, Jan	12213	Weir, Anthony	13906
Wascher, Jim	14935	Weaver, Keith	10309 16953 16956	Weis, Gina	14819*
Washburn, Jane	14310	Weaver, Olivia	12055	Weisman, Barry	14819*
Washburn, Theodore	14325	Webb, Marilyn	15758	Weiss, Lee	15751*
Washington, Kathy	16574	Webb, Rex	15758	Weiss, Mary	15751*
Washington, Ronald	16574	Webb, Robert	14185	Weissend-Wilson, Patricia	16968
Washington, Sharon	14819*	Webb-Capecci, Margaret	16950	Wekony, Madison	12055
Wasniewski, Unknown	15751*	Weber, Anthony	17100	Wekony, Morgan	12055
Waterman, Jennifer	15751*	Weber, Richard	12799	Welch, Linda	10940
Waterman, Todd	15751*	Weber, Sandra	17099	Welch, Sally	13732
Watkins, Jeff	11170 12633	Weber, Sheryl	14819*	Wellander, Pamela	14819*
Watkins, Jim	15751*	Weber, Thomas	12669	Wellander, Thomas	14819*
Watkins, Lori	10910 12634	Webster, David	12656	Weller, Kevin	13982
Watkins, Maureen	12082 15751*	Weeden, Walter	12756	Welling, Patricia	12267
Watkins, Tammy	15751*	Wegner, Gigi	14928	Wells, Caryll	14862*
Watson, Amy	15826	Wegner, Jennifer	12869	Welsh, Jennifer	11082
Watson, Fred	10901	Wegner, Troy	13128	Welsh, Suzanna	16899
Watson, John	11224	Wegrzyn, Janice	14819*	Welter, Diane	15994
Watson, Pamela	10901	Wegrzyn, Jodi	14819*	Welter, John	15995
Watt, Brian	10551	Weh, Jeanette	15943	Welter, Margaret	15751*
Way, Gerard	12055	Weick, Joanne	10261	Wendt, Ginny & Larry	10867

Table E-2. Comments Received on the Draft EIS					
Commenter Name	Comment Number	Commenter Name	Comment Number	Commenter Name	Comment Number
Wendt, Jr., William	12645	Wetterling, Leah	16172	Whitley, Doug	10202
Weng Ma, Lihsiang	14574	Wetterling, Suzanne	16174 16453	Whitlock, Mark	15372
Wenger, W	15949	Wever, Karen	11278	Whitmer, Chuck	10838
Wenner, Hardy	12264	Weyand, S.	15751*	Whitmer, Laurie	10838 16900
Wenner, Stella	10848 12264	Weyer, Elizabeth	12780	Whitney, John	12975
Wennerstrom, Nicholas	13678	Wheatley, David	10696	Wiaduck, Jack	12254
Wenz, Ann	10643 12144 16507	Wheatley, Stephanie	10784	Wiborg, Terri	16119
Wenz, Carl	10646 12144 16507	Wheeland, Eleanor	13788 17127	Wicker, Sandra	14359
Wenzel, Cheryl	16324	Wheeler, Alex	16540	Wickstrom, Amy	15371
Werez, Casey	12055	Wheeler, Rosalee	16565	Wickstrom, Richard	15371
Wermes, James	14483	Wheeler, Sandy	16539	Wideman, Susan	15614*
Werner, Gregg	11895	Whigham, Brianne	12055	Widlowski, Patricia	13510
Werner, James	10655	White, Adam	16393	Widlowski, Robert	16488
Werner, Jason	16980	White, Andrew	14551	Widmer, Steve	12062 15751*
Werner, Jen	12055 12056	White, Cathy	15176	Widmoyer, Danny	12055
Werner, Jennifer	16980	White, Darlene	13224	Wieborg, Terry	12483
Werner, Parveen	15385	White, Donna	13244	Wiechern, Charles	13486
Wertin, William	14862*	White, Eric	10055	Wiechern, Joan	15200
Wesolowski, Edward	10582	White, Joan	17051*	Wiedman, Renee	15943
West, Judy	11161	White, Lloyd	12282	Wiedow, Marilyn	17051*
West, Mike	13931	White, Lynn	10602	Wiehecl, Lee	10268
West, Susan	13931	White, Preston	16591	Wieland, Jered	10161 10170
Westbrook, April	13637	White, Rich	15410	Wielunski, Susan	14918
Westcott, Charles	11430 15171	White, Richard	13244 14819*	Wiencek, Tom	15474
Westcott, Lorraine	11428 15169	White, Thomas	12365	Wier, Larry	10531
Westerfield, James	10018	White, Tonya	15277	Wiercinski, Kathy	15436
Westerman, Cindy	11887	Whitehead, Linda	16102	Wiermanski, Marie	12161 14819*
Westlund, Jessica	13872	Whitehead, Robert	16102	Wiese, Christine	16937 17006
Weston, Florine	12974	Whitfield, Steve	13620	Wiggins, Michael	10451 13151 13326

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Commenter Name	**Comment Number**	**Commenter Name**	**Comment Number**	**Commenter Name**	**Comment Number**
Wilcox, Bob	15525	Williams, Rachel	13487	Wilson, Virginia	15710
Wilcox, James	11541 12638	Williams, Scott	15976	Wiltgen, Brenda	16944
Wilder, Sue	11434	Williams, Stephen	15751*	Wiltgen, Kevin	15062
Wilhelm, Scott	16901	Williams, Vera	14836	Wingate, Chris	13908
Wilhoit, Laurie	13623	Williams, Wesley	15134	Wingfield, Karen	13593
Wilk, Thomas	17051*	Williamson, Thomas	17005	Wink, Natalie	12055
Wilkes, Tina	17010	Williamson, Virginia	17005	Winke, Lawrence	15943
Wilkin, John	10122 10557 12439	Willis, Frank	16902	Winkelman, Pat	12288
Wilkin, Peter	10104	Willis, Lois	16902	Winkelman, Pat	16903
Will, Diane	12837	Willis, Rebecca	15027	Winker, Jenny	15239
Willemsen, Thomas	11354	Wills, Bernice	13653	Winkler, Kathleen	15614*
Willer, Craig	15751*	Wills, Carrie	17170	Winner, Greg	16973
Willer, Sheila	15751*	Wills, Joyce	11032	Winnick, Grace	13200
Willett, Mike	10386	Wills, Kevin	17169	Winnie, Jayne	13605
Williams, Ashley	15976	Wills, Mary	16474	Wintermute, Terri	15855
Williams, Catherine	12702	Wills, Peter	11272	Winthrop, Ira	15008
Williams, Claudia	15134	Wills, Thomas	16461	Winward, Mike	15836
Williams, Craig	12056	Willson, Robert	15938	Wirtz, John	10706
Williams, Edwina	14845	Wilmont, Nancy	15695	Wirtz, Lynn	10677
Williams, Henry	12897	Wilmot, Karen	10011	Wischart, William	16904
Williams, Holly	15976 16187	Wilson, Anne	13859	Wisdom, Jeff	13939
Williams, III, Benjamin	14845	Wilson, Carol	16150	Wisdom, Kristi	13569
Williams, Joel	13487	Wilson, Eric	13795	Wiselka, Karren	14741
Williams, Kathleen	15016	Wilson, James	11015	Wiseman, Susie	15751*
Williams, Kaylee	15976	Wilson, James	13847	Wishney, Pamela	10193
Williams, LaWanda	15751*	Wilson, James	15053	Wisner, Paul	10002 11506 12151 12192 12375 12695 13257 13446 13447 14110
Williams, Maggie	15976	Wilson, Linda	10821	Wisner, Paul	12149
Williams, Mark	12781	Wilson, Monica	15751*	Wisniewski, Breda	15751*
Williams, Mark	15751*	Wilson, Ronald	16325	Wisnioush, Jim	15614*
Williams, Meghan	12324	Wilson, Silas	16969	Wisnioush, Yolanda	15614*
Williams, Peter	12324	Wilson, Thomas	14819*	Witczak, Taylor	12055

Table E-2. Comments Received on the Draft EIS					
Commenter Name	Comment Number	Commenter Name	Comment Number	Commenter Name	Comment Number
Witek, Eric	12920	Wolf, Sharon	13437	Wooten, Marilyn	12649
Witek, Erin	12920	Wolfe, Paul	16132	Wooter, Charlene	12277
Witek, Mary	13877	Wolfe, Susan	16132	Worley, Greg	16567
Withrow, John	11570	Wolfe, Terese	15711	Worlsman, Deborah	11564
Witken, David	10531	Wolfe, Tom	15986	Worthen, Kathryn	16905
Witkowski, Jane	12866	Wolff, Bob	12583	Worthington, Kristine	13974
Witt, Lorrie	13930	Wolff, Gerald	13744 14111	Worthy, Susan	14871
Witt, Tammy	13930	Wolfgram, Daniel	11040	Wortmann, Tina	12484
Witt, Terry	15751*	Wollek, Stanley	15712	Wozniak, Ray	14862*
Witthoff, Nicole	15751*	Wollert, Brandt	14819*	Wozniak, Tamara	15751*
Wittle, Jacqueline	14779	Wollert, Kathleen	14819*	Wright, Jeff	15614*
Wittman, Paul	12358	Wollert, Kortney	14819*	Wright, John	10985
Witvoet, Eugene	15278	Wollert, Stacey	14819*	Wright, Ken	12587
Wloch, Cathy	11364	Wollney, Lois	10820	Wright, Tamu	13414 14843
Wodarz, Krista	11334	Wollney, Ruth	14975	Wroblewsi, Greg	16664
Wodarz, Peter	11334	Wolny, Danota	14819*	Wscolek, John	15764
Wodrich, Debbie	15614*	Wolter, Marlene	14862*	Wsol, Sharon	12534
Wodrich, Michael	15614*	Wonak, Janet	15751*	Wulff, Marion	10741 16111
Woerner, Carl	13079	Woodlock, Agnes	11751 16326	Wulff, Robert	10793
Woerner, Roberta	13079	Woodlock, Don	11216	Wycken, John	12515
Wofoun, Rick	11834	Woodlock, Rachel	10659	Wyckoff, Holly	12640
Wohler, Dina	15292	Woodlock, Ryan	11605	Wyrick, Pat	16018
Wojcicki, Rose	13319	Woodman, Tracy	13469	Wyrick, Rich	16018
Wojciechowski, Barbara	14742	Woods, Dan	11348	Wywialowski, Linda	15614* 17059
Wojciechowski, John	15576	Woods, Debra	15573	Wywialowski, Neil	15614* 17079
Wojciechowski, Karen	15339 15751*	Woods, Dorothy	10246	Xia, Simon	10811
Wojcik, Becky	15279	Woods, Ed	13970	Yachinich, Debbie	15751*
Wojcik, Tom	14862*	Woods, Helen	13970	Yager, Kelly	14174
Wojtowicz, Leonard	13776	Woods, James	16202	Yalden, Robert	16579
Wolak, Elizabeth	14862*	Woods, Kelly	16203	Yamamoto, Louise	11857
Wolf, Edward	12705	Woods, Patricia	16205	Yancey, Meghan	12055
Wolf, Greg	11087	Woods, Paula	10336 15772	Yanchick, Christine	13741 15197
Wolf, Heather	12248	Woosley, Eileen	17172	Yaney, John	15579
Wolf, Noel	13189	Woosley, Kevin	17173	Yanisch, Gail	15280

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Commenter Name	Comment Number	Commenter Name	Comment Number	Commenter Name	Comment Number
Yaniz, Analia	16189*	Zak, Adam	12631	Zelaitis, Marchelle	13964
Yaniz, Antonio	16189*	Zak, James	14862*	Zelaitis, Max	13964
Yaniz, Antonio	16189*	Zak, Myra	14862*	Zelenik, Cynthia	12196 12391 14819*
Yaniz, Nicole	16189*	Zakrzewski, Adam	16328	Zelenik, Robert	12061 12196 12198 12387 14819*
Yantes, LeAnn	12278	Zakrzewski, Sheila	11359	Zelenik, Robert	12236
Yarbrough, Pauline	15281	Zalewski, Dorothy	13631	Zelisko, Catherine	11976
Yarbrough, Regina	14962	Zambrano, Greg	15728	Zeller, Donald	17150
Yard, Patricia	14655	Zambrano, Kathy	15726	Zeller, Laura	17150
Yates, Arlene	15296	Zamzig, John	13733	Zemaitis, Stase	14862*
Yates, Maureen	10160 14521 16678	Zancho, William	12850 12851 12853 12855	Zemaitis, Vytautas	14862*
Yates, Peter	17118	Zanon, Gloria	15614*	Zemansky, Robert	16906
Yeagley, Jeanne	10989 10990 10991	Zanon, Louis	15614* 17060	Zerantky-Wolff, Wanda	14125
Yekek, Jeff	10529	Zanotti, Jean	10184	Zetek, Anne	14862*
Yeker, Elina	10379 15716	Zapotocky, Tony	16939	Zetek, Willard	14862*
Yeker, Jeff	10380 15716	Zaremba, Jim	11393	Zeugner, Christine	15751*
Yoder, Laurie	13622	Zaremba, Wendy	11154	Zgoda, Juliana	10649
Yoder, Paul	15614*	Zarosi, Geraldine	10809	Zgoda, Michael	10649
Young, Gregory	15751*	Zarosi, Robert	10809	Zgoda, Michael	11595
Young, Joan	11046	Zastro, Donna	12308	Zhang, Xiaolong	10396
Young, Michael	13995	Zastro, Earl	12835	Ziarnik, Andrew	11059
Younger, Jr., Cole	12157	Zatt, Earle	11453	Ziarnik, Natalie	11060
Yovan, Louis	13155	Zatt, Marguerite	11455	Ziarnik, Zachary	11061
Yovan, Nicole	13156	Zawacki, Thomas	14552	Ziegler, Colleen	13462
Yurcisin, Andy	12938	Zazzetti, Cynthia	14051	Ziegler, Mary	13379
Z, Robert	15614*	Zazzetti, Joseph	14051	Zientek, Theodore	14486
Zablocki, Rudolph	14819*	Zdarsky, Amanda	14862*	Ziessow, Janet	10080 14327
Zachrich, Craig	10976	Zdarsky, Michael	14862*	Zilke, Daniel	10185
Zahradnik, Fred	10667	Zegley, Margaret	15552	Zilke, Nancy	10186
Zaika, Elana	16327	Zei, Frederick	11676	Zimmer, Janice	11738 13260
Zajeski, Dan	13448	Zekich, Florence	16974	Zimmer, Mary	13267

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Commenter Name	**Comment Number**	**Commenter Name**	**Comment Number**	**Commenter Name**	**Comment Number**
Zimmer, Robert	11764 13626	Zizzo, Dean	12299	Zubrzycki, Norman	15751*
Zimmer, Sarah	10100	Zizzo, Sue	12292	Zuidema, Julie	11310
Zimmerman, Calvin	15503	Zolinski, Richard	15751*	Zukouski, Russell	17007
Zimmerman, Linda	14642	Zorko, Mark	10520	Zurales, Gregory	16158
Zimmerman, Patricia	13976	Zoufal, Genevieve	16321	Zurales, Lisa	14927
Zimmerman, Richard	14838	Zoumboulis, Dean	12069 13481 13794 14485 14819* 14878 14881 15433 15713 15714 16340	Zwieg, Hugh	11533
Zimmermann, Kristine	14819*	Zoumboulis, George	14484	Zwieg, Pamela	11532
Zine, Donna	10041	Zoumboulis, George	15238 15282	Zwiener, Doug	11837
Zipsie, Brandi	16591	Zovala, Mercedes	14862*	Zwiener, Elizabeth	11829
Zito, Stephanie	14819*	Zuback, Christopher	17051*	Zydek, Karen	16907
Zivak, Tamara	12056	Zubinski, Tony	14558	Zymali, Erin	15888

E.1 Comment Letter from United States Department of the Interior

United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
Custom House, Room 244
200 Chestnut Street
Philadelphia, Pennsylvania 19106-2904

IN REPLY REFER TO:

TAKE PRIDE IN AMERICA

September 29, 2008

ER 08/833

Ms. Phillis Johnson-Ball
Surface Transportation Board
395 E Street, SW
Washington, DC 20423
Ref: STB Finance Docket No. 35087

Dear Ms. Johnson-Ball:

The Department of the Interior (Department) has reviewed the July 2008 Draft Environmental Impact Statement (DEIS) for the proposed Canadian National Railway Company and Grand Trunk Corporation (Applicants) acquisition of the Elgin, Joliet, and Eastern Railway Company (EJ&E). Coordination between the Surface Transportation Board's (STB) Section of Environmental Analysis (SEA) and the U.S. Fish and Wildlife Service (Service) began during the scoping process. With respect to resources or issues for which the Department or its bureaus have jurisdiction or special expertise, we offer the following comments and recommendations for your consideration.

GENERAL COMMENTS

The DEIS provides a considerable amount of general information on issues of concern to the Department, but detailed analysis is often lacking. The proposed action and alternatives, which include the construction of six new connections and the installation of 19 miles of double track, would result in environmental impacts of varying severity depending on the particular location within the project area. All alternatives would result in greater environmental impacts than the no action alternative. The DEIS does not adequately identify adverse impacts to the Service's trust resources (federally listed species and migratory birds) and does not fully disclose impacts to other wildlife. As a result, the DEIS fails to consider and describe appropriate mitigation for these environmental impacts.

There is confusion about which agencies own or manage conservation lands in the two affected States, where conservation lands are located in relation to either the EJ&E or CN tracks, and about lands that have utilized Land and Water Conservation Fund monies, among other issues. A major problem in sections of the DEIS dealing with the Indiana portion of the project is a failure to provide adequate maps and descriptions of the main line and other tracks in the

Gary/Hammond/East Chicago/Whiting area (Lake Front Line, City Track, etc.) so that specific locations of important natural resources areas can be ascertained in relation to the tracks (Figures 2.1-1, 3.1-1, and 3.11-1 are not of sufficient detail to be adequate; Figure E-1, Sheets 29 through 32, provide better detail but do not name the tracks or provide the Segment numbers that are used throughout the text). The text does not clearly distinguish between the EJ&E main line and other EJ&E tracks in the discussion of project impacts. In particular, the proximity of any EJ&E tracks to the Indiana Dunes National Lakeshore is not clearly apparent, other than the Gaylord Tract in Griffith.

The specific comments below address these concerns in more detail and provide recommendations to correct these deficiencies in the final EIS. We also recommend that SEA coordinate further with the Service to resolve differences of opinion concerning project impacts to Service trust resources. If differences remain, SEA should ensure that the opposing views are disclosed and adequately discussed in the final EIS.

SPECIFIC COMMENTS

Proposed Action and Alternatives (Chapter 2)

Section 2.2.1.4, Planned Phased Integration of Applicants' Operating Plan: This section discusses the proposed phased implementation of the CN take-over of the EJ&E system. The Lake Front Line and Whiting Branch are mentioned several times, but no mention is made about the Hammond Branch, City Track, or the other tracks listed on Table 3.3-2 of Appendix E. It is indicated that service would not change on the Whiting Branch, but in Phase 3 there would be longer trains on the Lake Front Line, which essentially borders Lake Michigan through northwestern Gary and northern East Chicago, Whiting, and Hammond, Indiana to South Chicago, Illinois. These longer trains on the Lake Front Line are not discussed in Chapter 4, Environmental Consequences, section of the DEIS, despite the fact that these longer trains could adversely impact other existing and proposed uses of the Lake Michigan shoreline (e.g., the Marquette Plan, including a trail).

It is also not clear which track borders the north side of Clarke and Pine and Pine Station State Nature Preserves, west and east, respectively, of Clark Road in Gary. (Table 3.3-2 in Appendix E lists 2 at-grade crossings of Clark Road using names not found anywhere in the text.) Because these habitats are unique, this track and any changes or lack of changes in operation need to be mentioned here and discussed in Chapter 4, Environmental Consequences.

Section 2.4.1, Rail Connection Alternatives-Munger, Illinois: This section describes all of the alternatives considered for the six proposed rail connections, including the proposed and no-build alternatives. The Service supports the No-build at Munger alternative to avoid direct or indirect impacts (noise) to Service trust resources (migratory birds) that would result from the Munger build alternatives in Pratt's Wayne Woods Forest Preserve (PWWFP). As the DEIS notes in Section 3.11.6.3, PWWFP provides important habitat for state listed, wetland, and grassland birds. If a build alternative is chosen, the Service supports the Applicant's Proposed Munger Connection (Section 2.4.1.2) because changes were made to the Original Munger alternative to avoid PWWFP land (wetlands in particular). The Munger Alternative-UP Connection would also avoid wetland impacts at PWWFP; however, other offsite environmental

impacts (impacts to the southern end of Pratt's Wayne Woods and Brewster Creek Fen Nature Preserve) would result from this alternative.

Section 2.4.2, Rail Connection Alternatives-Joliet, Illinois: The Service supports the No-build at Joliet alternative to avoid direct impacts with the Hine's emerald dragonfly which occupies habitat in the vicinity of this alternative. This issue will be addressed in Section 4.11, Biological Resources and should be addressed in the final EIS.

Table 2-9: This table presents a summary of potential environmental impacts due to changes in rail operations. We disagree with several of the conclusions made by SEA in regard to impacts on biological resources. The conclusions are located in the proposed action column. Specifically, we disagree with SEA's conclusions that the proposed action would not have an adverse effect on plant communities, wildlife, conservation and natural areas, wetlands, federally listed species (including the Hine's emerald dragonfly), state listed species, and water resources. Since land not currently used for railroad purposes will be taken for the proposed rail connections, plant communities and wildlife habitat will be affected and, in some cases, wetlands will be filled. Stating that wetlands would not be affected "as no changes in drainage patterns would occur" is incorrect. The filling of wetlands will adversely affect the wetlands whether or not drainage patterns are modified by the filling. Some conservation lands will be adversely affected by increases in numbers of trains passing them, with resultant noise and air pollution impacts. We disagree with the conclusion that the noise level increase of 65 dBA or greater would not result in adverse effects. These statements in Table 2-9 do not agree with the discussion of project impacts in Chapter 4, Environmental Consequences. These discrepancies should be addressed in the final EIS.

Table 2-10: This table presents a summary of potential environmental impacts for the Munger Connection. We agree with SEA's conclusion that the Proposed Munger Connection would result in "increased noise and indirect loss of habitat, potentially decreasing the breeding activity of marsh birds." However, this conclusion should be made for the Munger-Original Proposal and Munger-Northwest Quadrant alternatives.

We disagree with SEA's conclusion that there would be no effects to federally listed species. This determination cannot be made for the eastern prairie fringed orchid without conducting a habitat assessment or surveys in suitable wetland habitat. The conclusion in the table should be revised in the final EIS. This issue is addressed in greater detail in our comments regarding Section 4.11, Biological Resources.

Table 2-11: This table presents a summary of potential environmental impacts for the Joliet Connection. We disagree with SEA's conclusion that there would be no effects to federally listed species. As noted above, the proposed construction could result in take of the Hine's emerald dragonfly. The conclusion in the table should be revised in the final EIS. This issue is addressed in greater detail in our comments regarding Section 4.11, Biological Resources.

Tables 2-12 and 2-16: These tables present summaries of potential environmental impacts for the Matteson Connection and for proposed double tracking. We disagree with SEA's conclusion that there would be no effects to federally listed species since this determination cannot be made for the eastern prairie fringed orchid without conducting a habitat assessment or surveys in

suitable wetland habitat. The conclusions in the tables should be revised in the final EIS. This issue is addressed in greater detail in our comments on Section 4.11, Biological Resources.

Table 2-13, Summary of Potential Environmental Impacts – Griffith Connection: This table indicates that there would not be an effect on local parks, but in Chapter 4, Environmental Consequences, it is acknowledged that the Griffith Historical Park and Depot Museum may be affected to some extent because it is immediately adjacent to the proposed connection. This table also states that there would be no effect on wildlife, despite the fact that several acres of prairie, woodland, and wetland habitat would be converted to railroad embankments and tracks. Chapter 4, Environmental Consequences, acknowledges that wildlife will be impacted by this connector. These discrepancies should be addressed in the final EIS.

Table 2-14, Summary of Potential Environmental Impacts – Ivanhoe Connection: This table also states that there will be no effect on wildlife. However, birds and small mammals that utilize the existing remnant prairie along the south side of the CSXT tracks will lose habitat. Under Biological Resources, it is indicated that there will be "potential effect on wetlands and dry woodlands species" of State-listed threatened and endangered species, but under Water Resources, it is stated that the project "would not affect wetlands." This inconsistency needs to be addressed.

Table 2-15, Summary of Potential Environmental Impact – Kirk Yard Connection: This table makes similar statements about potentially affecting wetland and prairie species of threatened wildlife, while not affecting wildlife or wetlands. These inconsistencies need to be corrected.

Affected Environment (Chapter 3)

Section 3.1.2.2, Yard Operations: This section states that the Whiting Yard in Indiana is located "just southeast of Kirk Yard," although it is actually about 6 miles northwest of Kirk Yard.

Section 3.3.1, Regional and Local Highway Systems: The discussion in this section, as well as in section 4.3.1, of existing conditions and with-the-project conditions of highway/rail at-grade crossings in Gary, Indiana, does not adequately describe the crossing situation in that community. At this time, the only grade-separated crossing of the EJ&E tracks with a roadway in Gary is Industrial Highway (former US 12) near Gary-Chicago International Airport. Industrial Highway has an at-grade crossing of the CSXT Railroad double main line track a short distance northwest of the EJ&E grade separation. However, Chicago Avenue intersects Industrial Highway in the same general area, parallel to the CSXT tracks, and has an interchange with Cline Avenue/SR912. This configuration will change, however, when the EJ&E tracks are moved around Gary-Chicago International Airport, at which time the grade-separation will be removed and at-grade crossings will be provided at Industrial Highway and Chicago Avenue. At some unknown date, a grade separation will again be provided over Industrial Highway and Chicago Avenue will be closed. However, the airport's ultimate plans, not covered under the 2005 FAA Record of Decision, are to close Industrial Highway entirely in order to lengthen the north-south runway.

Fifth Avenue (US 12-20) is a 4-lane highway that is the main entrance to the west side of Gary and includes an interchange with Cline Avenue about 0.5 mile west of the EJ&E at-grade crossing; it is a Department of Transportation designated heavy truck route that traverses the city

west to east. This highway is not even mentioned on page 3.3-37. Ninth Avenue is a 2-lane city street that crosses the EJ&E at-grade. It does not intersect with Cline Avenue and currently does not proceed into Hammond but connects with a service road parallel to Cline Avenue that connects with 15th Avenue. Therefore, it is not an alternative to either 5th or 15th Avenues. Fifteenth Avenue is a 2-lane city street serving commercial and industrial properties near the EJ&E at-grade crossing and mostly residential properties to the east; 15th Avenue intersects with Cline Avenue. Twenty-fifth Avenue is a 2-lane city street primarily serving residential areas; it does not intersect with Cline Avenue, but does proceed into Hammond. The seven unnamed roadways that have grade separated crossings of some part of the EJ&E tracks in Gary need to be named, and it should be acknowledged that they are not main entrances to the city from the west over the EJ&E double track main line.

Therefore, at this time, only Industrial Highway and Chicago Avenue are available to provide unobstructed access to the west side of Gary from Cline Avenue, which is the main north-south highway connection to Interstate Highways 80-94 and 90, area steel mills, and adjacent communities west of Gary. This unobstructed entrance will be lost during the unknown time period after the initial relocation of the EJ&E tracks around Gary-Chicago International Airport and before the construction of the Industrial Highway grade separation over the EJ&E (even though Industrial Highway may eventually be closed). With increased numbers of trains and longer trains on the EJ&E tracks with the project, access to and from the west side of Gary to Cline Avenue and adjacent communities could be significantly compromised unless another grade separation is provided.

This possible traffic impairment into and out of Gary is of concern to this Department because of the proximity of Ivanhoe Dune and Swale Nature Preserve and Ivanhoe South Dune and Swale to both the EJ&E tracks and 5th Avenue. Since 5th Avenue/US 12-20 is the major highway access for western Gary, it would appear that a grade separation will be needed at this location, regardless of the current and estimate traffic volumes (Level of Service) discussed in the DEIS. Either a grade separation of the EJ&E over 5th Avenue or 5th Avenue over the EJ&E would likely adversely impact the Ivanhoe Dune and Swale natural area complex. These preserves support the federally endangered Karner blue butterfly (*Lycaeides melissa samuelis*) and numerous Indiana-listed species of plants and animals. These dune and swale habitats are recognized as a Globally Imperiled Ecosystem.

Therefore, we request that the Surface Transportation Board provide a detailed discussion of the possible need for a grade separation at 5th Avenue/US 12-20 and the EJ&E Railroad, as well as the environmental consequences of such a separation, in the final EIS. Either grade separation structure would require retaining walls rather than side slopes in order to reduce the footprint of the structure and the impact on the Ivanhoe preserves. We believe that it is necessary for STB to address this issue because a grade separation would not be needed at this location "but for" the proposed project.

The discussions about Hammond, East Chicago, and Whiting need to make clear that the EJ&E lines being addressed are not the main line extending south and west from Kirk Yard into Illinois, which is the line that will experience the increases in numbers and sizes of trains. These cities are instead along lightly used spur lines that apparently would not have increased traffic as a consequence of the project.

Section 3.3.4, Airports: This section, as well as section 4.3.4, needs to discuss the ultimate plans of Gary-Chicago International Airport to close Industrial Highway at some unknown time in the future if the north-south runway is to be extended.

Section 3.5, Land Use: This section describes the land at the proposed Griffith connection between the CN and EJ&E Railroads as "vacant land." This land is apparently not zoned but is just there, unoccupied by a specific use. Based upon the Service's review of the area, it would more naturally be called "open space" since it consists of dry sand prairie, wetland, and savanna/woodland. Several abandoned rail rights-of-way cross the site, but native habitats dominate. Zoned "land use" does not necessarily describe the current land use, as is the case at this site. This same type of distinction can be made at the proposed Ivanhoe connector site, which is apparently zoned "open space" but is primarily industrial land, except for remnant prairie along the south side of the CXST track. "Open space" is the correct designation for the Ivanhoe dune and swale complex north of the proposed Ivanhoe connector.

Section 3.5.5, Public Lands: This section discusses various types of public lands in the project area but leaves the reader very confused about the subject. Both Indiana and Illinois have Nature Preserve systems; Indiana has County Park systems and no Forest Preserve systems; Illinois has Forest Preserve systems and no County Park systems within the counties affected by the proposed project. These distinctions are not made clear in this Public Lands discussion. This section needs to clearly explain the similarities and differences in the public land systems between Indiana and Illinois. For example, Table 3.5-2, Forest Preserves Adjacent to the EJ&E Rail Line, does not make clear that this system exists only in Illinois; all it states is that there are no forest preserves located near the EJ&E rail line in Lake County, Indiana. A reviewer unfamiliar with the distinctions between the two State systems would therefore believe that there are no designated, significant natural habitats along the EJ&E line in Indiana, which is not the case.

Section 3.5.5.6, Nature Preserves, and Table 3.5-3: The information provided in this section is also confusing. Listed lands are described as "south of" or "west of" the EJ& E line, but there is no indication if they are immediately adjacent to the main rail line or one of the spur lines, which is the important issue. Hoosier Prairie in Griffith is, in fact, along both the CN line and the EJ&E line. When the entire site is considered, it is about 600 acres in size, not the 430 acres listed in the table. Ivanhoe Dune and Swale is east, not west, of the EJ&E main line. Clarke and Pine and Pine Station Nature Preserves are along the south side of one of the spur lines of the EJ&E; this line should be named in the table.

Table 3.5-4, Resource-Rich and Protected Areas Adjacent to the EJ&E Rail Line: This table is also very confusing. Apparently, this terminology is used only in Illinois for specific resources; however, this is not made clear either in the discussion or in this Table. The last line of the table states that "No protected areas are located near the EJ&E rail line in Lake County, Indiana." This would lead the reviewer to conclude that there is nothing of importance along the EJ&E Railroad in Indiana, which is clearly not the case. Therefore, it must be made clear that this Resource-Rich and Protected Areas designation refers only to Illinois; any references to Indiana need to be removed.

Table 3.5-9, Trails and Greenways in Lake County, Indiana: This table is incorrect about most of the trails. The Northwest Indiana Regional Planning Commission (NIRPC) does not manage

the trails, although they published the regional trail map and are involved in trail planning. The Little Calumet River Trail is a component of the Little Calumet River Flood Protection and Recreation Project being constructed by the Chicago District, U.S. Army Corps of Engineers, with the Little Calumet River Basin Development Commission (LCRBDC) being the local sponsor and the trail manager, in conjunction with the cities and towns the trail passes through. The trail is located, or will be located, along levees either north or south of the river and crosses the EJ&E min line tracks in Griffith. The Grand Calumet River and Marquette Corridor Trails do not exist, although there is a Marquette Trail on a portion of an abandoned Indiana Harbor Belt (IHB) rail corridor within the Indiana Dunes National Lakeshore (INDU) in Gary. The Marquette Trail is administered by INDU. The plan is for a trail near the Lake Michigan shoreline of Indiana between Illinois and Michigan, not Ohio. The only part presently existing is in the vicinity of Whihala Beach County Park in Whiting, which may mean it is near the EJ&E Lake Front Line. Portions of the Grand Calumet River trail are in the planning stage; it will be constructed on city streets and the river shoreline both north and south of I-90/Indiana Toll Road. The Oak Savanna Trail is along an abandoned railroad grade and is administered by the Lake County Parks and Recreation Department. The Prairie Duneland Trail is also along an abandoned railroad grade and is administered by Portage, Chesterton, and Porter County.

Table 3.5-11, Land and Water Conservation Fund Properties: This table omits Hoosier Prairie and Clarke and Pine Nature Preserves, although both have received funding from the Land and Water Conservation Fund. We acknowledge that the National Park Service Website references (http://waso-lwcf.ncrc.nps.gov/public/index.cfm) do not list these two properties, but information about the funding is available from the Indiana Department of Natural Resources, Divisions of Outdoor Recreation and Nature Preserves.

Section 3.10.2, Existing Conditions: This section describes the existing conditions with respect to noise and vibration. It describes the Kirk Yard as being "between the shore of Lake Michigan to the north, the US Steel Gary Works to the east, an interstate highway to the south, and rail lines to the west." However, Kirk Yard is not along the shoreline of Lake Michigan; it is inland about a mile and the US Steel Gary Works is between it and the Lake.

Section 3.11, Biological Resources: This section describes the biological resources of the Study Area, which is a 1-mile-wide corridor centered on the EJ&E and CN rail lines.

Section 3.11.1, Background, and 3.11.6, Conservation and Natural Areas within the Illinois Study Area: Figure 3.11-1 in section 3.11.1 displays natural areas that would be affected by the proposed action and section 3.11.6 describes the natural areas. We note that the northern portions of MacArthur Woods and Middle Fork Savanna were not highlighted on the figure and were not described in these sections. These forest preserves are located along the EJ&E arch and provide habitat for Service trust resources. Therefore, the final EIS should highlight and describe these natural areas.

Figure 3.11-1 should be revised to designate the rail lines by segment number, since segment numbers are used in the text.

Table 3.11-1, Invasive and Nonnative Plant Species: Spotted knapweed (*Centaurea maculosa*) is another significant nonnative, invasive plant species that should be added to the list in this table and discussed in section 3.11.3.2, particularly since it is prevalent along railroad rights-of-way.

Table 3.11-2, Common Wildlife Species in the Study Area, and Table 3.11-3, Common Migratory Birds in the Study Area: These tables actually list many species that are very uncommon in the area, including those that are Indiana and/or Illinois listed rare species, as shown in Table 3.11-7, State-listed Threatened & Endangered Species Potentially within Illinois and Indiana Study Area. Common species would instead include American robin, blue jay, gray squirrel, white-tailed deer, and similar species that have adapted to living in human-dominated habitats. The rarer species are most often found within the Nature Preserves, Forest Preserves, and other significant habitats. Osprey, black-crowned night heron, and common loon are not "common" migratory birds within the study area (Table 3.11-3). Some of the birds listed migrate through the area but are not known to nest, while others on the list are known nesters.

There is also a large heron rookery in Lake County, Indiana, west of Cline Avenue and south of the Little Calumet River, which is about a mile west of the EJ&E main line. Although the rookery itself is outside of the mile-wide Study Area, the birds feed along the river in the vicinity of the railroad river bridge and numerous other locations along the river and area wetlands. Great blue heron, great egret, green heron, and black-crowned night heron have been known to nest at this rookery.

Section 3.11.7, Conservation and Natural Areas within the Indiana Study Area: This section mentions "county forest preserves," but Indiana does not have a County Forest Preserve system, instead having a County Park system. This section continues the confusing conservation land discussions mentioned previously in our comments and needs clarification. Table 3.11-5 and the discussion in this section need to indicate what community the various lands are located in, particularly since some of them are not shown on Figure 3.11-1. We have no idea if any of the unnamed high quality natural communities discussed include the EJ&E prairie, which is located east of Clark Road at the west end of the Kirk Yard. This sand prairie and wetland complex is a remnant dune and swale habitat not far from Clarke and Pine and Pine Station Nature Preserves and is an area the Indiana natural resources agencies are interested in preserving and enhancing, possibly as mitigation for the impacts of this STB project. This area is discussed further in our comments on Chapter 6, Mitigation.

Except for the Gaylord Butterfly Tract, the Hoosier Prairie State Nature Preserve is owned and managed by the Indiana Division of Nature Preserves, even though it is a component of the Indiana Dunes National Lakeshore and a National Natural Landmark. The Gaylord parcel is south of the main section of Hoosier Prairie and is adjacent to the south side of the EJ&E right-of-way in Segment 5B. Hoosier Prairie also includes an 18-acre parcel adjacent to the south side of the EJ&E main line immediately west of Kennedy Avenue.

The discussion of Clarke and Pine and Pine Station Nature Preserves should identify which EJ&E track is adjacent to the properties. Pine Station is both north and south of the Grand Calumet River and it is both owned and managed by the Indiana Division of Nature Preserves.

It is not clear why the Indiana Dunes National Lakeshore is mentioned, because other than owning the Gaylord Butterfly Tract in Griffith, it appears that INDU is not located along any of the EJ&E tracks. Therefore, the proximity of INDU to any of the EJ&E tracks needs to be clarified.

Section 3.11.8, Threatened, Endangered, and Sensitive Species: This section describes the federally listed species that have the potential to occur in the study area. In reference to the Hine's emerald dragonfly, it is noted that the Service has an agreement with EJ&E rail line for train operations on the Paul Ales Branch and that trains operate between 4 to 6 miles per hour to reduce adult mortality from direct train collisions. Furthermore, the DEIS notes that the reduced speeds minimize impacts to larval Hine's emerald dragonflies from "squishing" ground water from beneath the railbed, releasing sediments into larval habitat next to the railroad embankment. The final EIS should clarify that the speed limits were imposed by the special conditions of the 1996 U.S. Army Corps of Engineers (COE) permit (Permit # 199600211). Additionally, it should be clarified that the there is not an agreement in place between EJ&E and the Service; Commonwealth Edison was the applicant for the 1996 permit. It is our understanding that EJ&E operates trains on the line, the Metropolitan Water Reclamation District owns the land within the right-of-way, and Midwest Generation owns the rail line.

In reference to habitat for the eastern prairie fringed orchid, the EIS should also list wet to mesic prairie and marsh edges as suitable habitats. The DEIS notes two locations where the orchid was last recorded in the vicinity of the EJ&E. However, the orchid could be found in suitable wetland habitat throughout the study area and, as noted above, habitat assessments need to be conducted to determine whether suitable habitat is present.

Concerning the Karner blue butterfly, no critical habitat has been designated for the species anywhere throughout its range, so the Study Area is not the only area with no designated critical habitat. All of the Karner blue's larval stages utilize wild lupine (*Lupinus perennis*) as their sole food source, not just "several" of them.

In its February 12, 2008, letter to STB concerning the Draft Scope of Study for Finance Docket No. 35087, the Service's Bloomington, Indiana, Ecological Services Field Office stated that the proposed project area is within the range of the federally endangered Indiana bat (*Myotis sodalis*). The Service indicated that this species may be found along the floodplain of the Little Calumet River, which is crossed by the EJ&E main line tracks. However, this species is not listed on table 3.11-6 and is not discussed in this section of the DEIS. Based upon knowledge of the species, it is the position of the Service that the Indiana bat is considered to be present in suitable habitat unless proven otherwise. The Little Calumet River floodplain is considered suitable habitat although no studies have been undertaken along the river corridor in Lake County to prove or disprove the presence of the Indiana bat. The species is known along the East Branch of the river in adjacent Porter County. We therefore request that the Indiana bat be addressed in this section of the final EIS, as well as in section 4.11.

Section 3.12, Water Resources: This section discusses the various permits that may be needed by the Applicants because of project impacts to wetlands and/or Waters of the United States or Waters of the States. However, it confuses the Indiana Department of Environmental Management's (IDEM) Section 401 authority with the Federal Consistency Review requirements of the Indiana Department of Natural Resources. These are two separate and distinct reviews done by different agencies. Also, the discussion only addresses use of Nationwide Permits or the Indiana Regional General Permit No. 1, not the procedure if an individual permit is required under Section 404 of the Clean Water Act or Section 10 of the 1899 Rivers and Harbors Act. Both types of permits need to be discussed.

Section 3.12.5, Wetlands: This section notes that the Applicants would be required to conduct wetland delineations as part of Section 404 of the Clean Water Act. The Service recommends that the delineations and habitat assessments (e.g., Floristic Quality Assessments) be conducted during the growing season for greatest accuracy and reliability.

This section also needs to acknowledge publicly owned wetlands along the Little Calumet River in Lake County, Indiana. These wetlands are owned by the LCRBDC as part of the flood control project lands.

Environmental Consequences (Chapter 4)
As stated previously, we believe that a grade separation will likely be needed at 5th Avenue in Gary, Indiana, because it is the main west-side access into and out of the city. Therefore, the consequences of such a structure need to be addressed in this section.

Section 4.2.5, Hazardous Material Transportation Safety: This section needs to indicate whether or not herbicides and pesticides that could impact wildlife will be carried by the trains and may be released in an accident. If such materials spilled near a site containing endangered wildlife, such as the Karner blue butterfly, the population could be decimated before containment and clean-up is achieved. Temporarily restricting use of a water body that has received a spill may help keep humans away, but it will not help the wildlife that utilize the water body and cannot escape it.

Section 4.5, Land Use: This section states that the proposed action would not affect public lands in Indiana (page 4.5-3). We disagree. The Gaylord Butterfly Tract and the Hoosier Prairie 18-acre Kennedy Avenue tract would be affected by proximity effects, such as increased noise, because they are immediately adjacent to the EJ&E main line. The 18-acre Kennedy Avenue tract could also be impacted by any changes to the at-grade crossing at location. As previously noted, both Clarke and Pine and Hoosier Prairie Nature Preserves are Section 6(f) Land and Water Conservation Fund properties.

Construction of the Griffith connector (page 4.5-11) may not impact land use patterns, but it would certainly impact current use at the site, which is undeveloped open space. This is described as 3.25 acres of vacant land, which is actually sand prairie, wetland, and savanna/woodland. Section 4.11, Biological Resources, states that although there are natural habitats in the proposed connection areas, "the affected wildlife habitat is general minor [sic] and wildlife is mobile" so the proposed construction would not affect wildlife. This no-effect is not accurate. Wildlife forced to move from their habitat or die are "affected"; any eggs or immobile individuals will be killed. Wildlife do not necessarily have other habitats to move into because those habitats are already occupied. Wildlife have specific home ranges of certain sizes, and wildlife cannot be "stacked" into remaining habitats. Therefore, all of the wildlife species utilizing the 3.25 acres of natural habitat at the Griffith connector will be adversely affected through loss of habitat. These wildlife include insects, amphibians, reptiles, birds, and mammals. More detailed descriptions of the habitats at the Griffith connector site are necessary (page 4.11-16). The wetland at the Griffith connector site is not just a palustrine emergent seasonal type; it also includes scrub-shrub and forested components (Table 4.12-7, Wetland Effects from Proposed Connections). We agree that a botanical survey is necessary at the Griffith connector site prior to construction. Such a survey is also needed at the Ivanhoe connector site because of the remnant prairie along the south side of the CSXT tracks.

Section 4.10, Noise and Vibration: This section discusses noise impacts from the proposed action and estimates the number of noise-sensitive receptors that would be affected by increased average noise levels (in dBA). However, SEA's analyses only considered noise impacts on humans and did not consider the effects of noise on wildlife (specifically migratory birds), although the effects on wildlife are mentioned in Section 4.11. In this section, SEA determined that noise levels less than 65 dBA are generally not considered adverse to human health and welfare. SEA also determined that the majority of the EJ&E segments would experience noise levels of 65 dBA or greater and that seven of the segments would experience noise levels of 70 dBA or greater. The noise levels for some of these segments could approach 100 dBA since the existing noise levels at some of the monitoring stations in Table 3.10-2 show dBAs currently above 80 dBA and up to 92 dBA. In addition, average sound exposure levels (SEL) for locomotives horns, locomotives, and rail cars along the EJ&E are 104.1 dBA, 93.9 dBA, and 91.7 dBA, respectively.

Section 4.10.1.1 of the DEIS notes that the Board requires an evaluation of potential noise effects as part of an environmental analysis. However, SEA did not evaluate the potential noise effects on a major component of the environment, wildlife. Research exists that indicates thresholds for which adverse effects would be seen in wildlife, particularly in migratory birds. The issue of noise impacts to migratory birds is discussed in more detail in our comments on Section 4.11. Because of the numerous natural areas located adjacent to the EJ&E arch and the potential for adverse effects from the increased noise levels, noise impacts and their effects on wildlife should be considered and discussed in this section of the final EIS.

Sections 4.11.1 and 4.11.3, Biological Resources: These sections present the methodology SEA used to determine potential effects from the proposed action on biological resources and details the potential effects by category. In the summary of findings, we agree with the statement that wildlife and natural areas would experience a higher probability of exposure to hazardous material spills and that bird populations may experience behavioral or physiological effects and masking of communication signals because of increased noise. We also agree that several forest preserves, nature preserves, and state parks would be affected by the increased train traffic. However, we do not agree with the determination that only bird populations within 500 feet of the rail line could be affected. This issue is discussed in greater detail in our comments below on Section 4.11.3.1, Proposed Changes in Rail Line Operations-Wildlife.

We disagree with the finding that only the Hine's emerald dragonfly and Karner blue butterfly could be affected by the proposed action. As noted above, determinations about the eastern prairie fringed orchid cannot be made without surveys or habitat assessments such as a Floristic Quality Assessment. We also disagree with the finding that changes in rail operations would not affect the Hine's emerald dragonfly and that the orchid only has the potential to occur at the Proposed Griffith Connection.

We disagree with several of the conclusions at the end of section 4.11.3, which are:
(1) the risk of hazardous materials spills would increase but the probability is still remote,
(2) the probability of train/animal collisions would increase but would remain low,
(3) the noise effects to wildlife, particularly migratory birds, would increase but effects are expected to remain slight, and
(4) impacts to the Hine's emerald dragonfly from ground vibration are not expected to change.

The final EIS should discuss the benefits of the proposed actions on wildlife, as a result of reduced train activity inside of the EJ&E arch. For example, based on maps provided, existing adverse impacts (e.g., noise, collisions) to wildlife would be reduced on the Freeport Subdivision (south of Schiller Woods Forest Preserve), the Joliet Subdivision (along the Palos Preserves), and the South Bend Subdivision (north of Wampum Lake Woods and Thornton Lansing Road Nature Preserve).

Section 4.11.3.1, Proposed Changes in Rail Line Operations -Wildlife: This section acknowledges that rail line operations would lead to increased noise (see above). Numerous studies investigating the effect of noise on wildlife have been conducted. In this regard, birds have been studied the most (with most of those studies involving the effects of traffic on birds). Very little research has been completed showing the affect of railroad noise on birds. However, a recent study by Waterman et al. (2004) on meadow birds in the Netherlands showed that wetland birds were adversely affected by railroad noise levels ranging from 42 to 49 dBA.

The DEIS notes that several of the highway studies documented lower species diversity and lower breeding densities near roads and highway traffic. However, most of these studies do not conclusively show that noise is the main cause of these effects and that other variables associated with noise (e.g., visual disturbance) are not factors. In a series of studies in the Netherlands, Reijnen et al. (1987, 1995, 1996, 1997), Reijnen and Foppen (1994, 1995), and Foppen and Reijnen (1994) have shown that the number of breeding woodland and grassland birds have declined significantly near roads as a result of noise. The farthest distance for which reductions in the numbers of breeding birds were still observed from the roads was 1500 meters (4,921 feet). These studies also showed that noise levels as low as 50 dBA resulted in an adverse effect on breeding birds (with several studies showing an effect below 60 dBA). In these studies, 33 of 45 investigated woodland bird species were adversely affected by noise and 7 of 12 grassland species were adversely affected. Forman et al. (2002) also showed that several species of grassland birds (especially bobolink and eastern meadowlark) decreased in numbers and breeding densities near roads. Waterman et al. (2004) found adverse effects of railway noise in meadow/wetland bird species within 15 areas along existing railroads. These birds consisted mostly of shorebirds and ducks. The threshold noise level at which bird densities were adversely affected varied little among the species studied and, as noted above, ranged from 42 to 49 dBA.

Although it can be argued that the studies indicating an adverse effect on birds do not clearly isolate noise as an exclusive source of disturbance, it is widely agreed that noise has a negative effect on birds. The reference to the 500-foot distance as a threshold for reduction of adverse effects to birds can be disputed based on other studies showing an effect at longer distances (up to 1500 meters).

The DEIS identifies the numerous natural areas along the EJ&E arch and describes the vast numbers of migratory birds (including state listed species) that frequent these natural areas. Thus, the DEIS highlights the importance of these natural areas as bird concentration areas.

The final EIS should compare the predicted noises levels from the proposed action (including the increased number and frequency of trains) to noise levels and distances that have shown an adverse effect on migratory birds. Based on the studies reviewed by the Service showing adverse effects at greater distances than noted in the DEIS and adverse effects on breeding bird

densities at lower noise levels than noted in the DEIS, the proposed action would adversely affect migratory birds.

This section also notes that wildlife and natural areas would experience a higher probability of exposure to hazardous material spills and train collisions. SEA acknowledges the potential increase in the possibility of hazardous materials releases; however, due to regulatory and other safeguards in place, SEA believes the possibility of hazardous materials releases are remote. We disagree with this conclusion because, as SEA highlights, the increase in hazardous materials releases would increase with the increased amount of train activity. This increased probability would occur regardless of the regulatory safeguards currently in place. SEA evaluated the frequency of release (before and after the proposed action) of hazardous materials based on statistics provided by the Applicants. The results are shown in Table 4.2-23. However, these results and other results fail to support SEA's determination that hazardous releases are remote. The final EIS should provide data that shows the potential frequency of spills with the proposed number of carloads transporting hazardous materials per day (anticipated at up to 500 carloads per day). Table 4.2-23 shows potential intervals between anticipated hazardous material releases in years. The final EIS should also provide data that compares the frequency of spills (with the proposed number of carloads) with other rail lines transporting comparable numbers of cars per day over similar distances. This comparison of data could show whether the possibility of hazardous materials releases is remote.

Section 4.11.3.1, Proposed Changes in Rail Line Operations - Natural Areas: This section identifies four categories of risk to natural areas. Again, the 500-foot distance is provided; however, it is noted that animals in the area already live with daily noise from trains and therefore, noise could only have minor effects on wildlife and natural areas adjacent to the EJ&E arch. These statements do not take into account the increased number of trains proposed to operate on the EJ&E arch and the subsequent increased frequency of disturbance. Although it is acknowledged that some bird species habituate to increased noise levels, this ability to avoid the impacts of noise may be due to the fact that species able to habituate are native generalists or non-native colonizers (Kasloo and Tyson 2004, Slabbekoorn and Ripmeester 2008). Slabbekoorn and Ripmeester (2008) note that several of the native generalists or non-native colonizers are able to adapt to urban noise conditions. Rare and declining bird species along the EJ&E arch that would be subject to the increased number of trains may not be able to habituate to the increased disturbance levels because they are not native generalists, non-native colonizers, or urban species. Several of these species are on the Service's Region 3 Fish and Wildlife Resource Conservation Priorities (RCP) list and have also been identified as focal species by the Service's "Focal Species Strategy for Migratory Birds." In addition, several of these bird species are listed as endangered or threatened species by the state of Illinois.

The DEIS also notes that animals living in and passing along the EJ&E arch may be at higher risk of being struck by trains due to increased traffic. However, the DEIS goes on to state that these animals have adapted to the existing train traffic, and there would not be an effect on animal populations. For both conclusions, the final EIS should use analyses to support these claims, factoring in the increased number of trains and increased frequency of the trains traveling along the EJ&E arch. Lower densities and diversity of wildlife near roadways may be due in part to increased mortality from collisions with vehicles. We would expect to see increased mortality from collisions with trains if there is an increase in the number of trains.

Section 4.11.3.1, Proposed Changes in Rail Line Operations - Federally Listed Species: This section notes that vibration of the tracks causes sediments to be pushed from the rail bed into larval Hine's emerald dragonfly habitat, resulting in adverse impacts to Hine's emerald dragonfly larvae. It is also noted that the proposed action would not change operations on the Paul Ales Branch; therefore, the DEIS concludes that Hine's emerald dragonfly larvae would not be affected beyond current operations.

The DEIS notes the dispersal ability of adults, indicates (in Figure 2.2-1) that 42.3 trains would pass through the area per day, and that the risk of collisions for adults could increase in EJ&E Segment 9B (at the southern most end of designated Critical Habitat). A study in Door County Wisconsin demonstrated Hine's emerald dragonfly mortality that resulted from collisions with vehicles (Soluk and Moss 2003). We believe that Hine's emerald dragonflies would also be vulnerable to passing trains and that more trains would increase this risk. However, SEA concludes that increases in traffic on this segment are not likely to adversely affect the Hine's emerald dragonfly. The Service disagrees with this conclusion and questions how SEA made this determination given the information provided to them. As noted in Section 3.11.8.1, adult Hine's emerald dragonflies were observed in 2004 in the area of Segment 9B. More recent surveys in 2007 also identified adults in this area, which is less than 0.12 miles north of Segment 9B, well within the flight distance of an adult dragonfly.

We do not concur with SEA's conclusion that the proposed action would not adversely affect the Hine's emerald dragonfly. For this reason, we recommend that SEA consider requesting formal consultation as described in section 7 of the Endangered Species Act of 1973, as amended. We recommend that SEA inform the Applicants to consider carrying out actions that would enhance the habitat for Hine's emerald dragonflies, but that would not create an attractive nuisance near railroad tracks. SEA should request formal consultation if its actions would result in adverse effects to the listed species. For example, if SEA's actions would modify train speeds or modify numbers of trains on specific lines, then SEA's actions would directly or indirectly lead to adverse effects on the Hine's emerald dragonfly. SEA and the Applicants should also seriously consider joining in the effort to develop a Habitat Conservation Plan (HCP) in the lower Des Plaines River Valley. At present, the Applicants do not have the permission to take the federally listed species. The Endangered Species Act provides two possible approaches to an applicant to gain permission from the Service to take listed species. That permission may be granted after conducting a review necessary as part of a formal consultation. Permission to take may also be granted following review and approval of an HCP and accompanying section 10(a)(1)(b) permit application.

Table 4.11-2, Potential Effects on Federally Listed Species Along the EJ&E Rail Line Due to Operational Changes: Contrary to the information provided in this table, the Karner blue butterfly is not present in EJ&E Segment 5B.

Section 4.11.3.1, Proposed Changes in Rail Line Operations - State Listed Species: This section discusses the state listed species that occur in the study area. Although this section discusses state listed species, we provide comment because all the grassland, marsh, and rookery bird species listed in Table 4.11-3 are Service trust resources and most of them are listed as rare and declining bird species by the Service. Of the species listed in Table 4.11-3, Henslow's sparrow, short-eared owl, upland sandpiper, and king rail are on the Service's RCP and Focal Species lists. Black tern, common moorhen, least bittern, black-crowned night heron, and American

bittern are on the RCP list. Sandhill crane is on the Focal Species list. All of the birds on the RCP list are listed due to their rare or declining status and, therefore, have a need for special conservation attention. Focal species are those the Service is targeting for a return to healthy and sustainable levels.

Table 4.11-3 needs to include black-crowned night heron and Franklin's ground squirrel in the segment along Clarke and Pine and Pine Station Nature Preserves, since both species are found at these preserves. Henslow's sparrow is listed in the table as likely being present in Segment 4, which is the developed town of Griffith. We strongly doubt that this grassland species is present in the developed community, although it may be present along the CN Segment 33 at Oak Ridge County Park or CN Segment 23A at Hoosier Prairie.

This section also discusses increased Blanding's and spotted turtle mortality due to increased rail traffic. Although we agree with this assessment, we do not agree with SEA's conclusion that only minor effects are expected because habitat structure would not change and both species currently occur in the rail environment. The final EIS should address turtles being trapped between railroad rails and how increased train activity would result in longer periods of being trapped. Research has shown that prolonged periods of being trapped between railroad rails can result in mortality and physiological stress (overheating) on turtles (Kornilev et al. 2006).

Rookery species of birds could be adversely impacted by any activity that adversely impacts the Grand Calumet River and Little Calumet River, because herons and egrets regularly feed along these rivers, including near the EJ&E bridges.

Concerning Dune Invertebrate Species (page 4.11-13), the Gaylord Butterfly Tract and Hoosier Prairie Kennedy Avenue tract are directly adjacent to the EJ&E main line tracks and are not buffered from them by petroleum storage facilities.

Section 4.11.3.2, Proposed New Constructions/Connections - Wildlife: As noted above and in the DEIS, PWWFP is an important bird area and noise would adversely affect birds in the area. In addition to the increased numbers of trains, noise from construction could adversely affect breeding birds during the breeding season. This could be minimized by restricting construction during the breeding season (April – August). This recommendation holds true for all Munger alternatives except for the Munger-UP Connection alternative.

The section also states that "because the affected wildlife habitat is generally minor and wildlife is mobile, SEA determined the construction of the connections would not affect wildlife." We disagree with the determination and again note that the DEIS emphasizes the habitat value and diversity of state listed bird species at the Munger location. The presence of the high number of state listed species does not support the conclusion that the affected habitat is generally minor. Furthermore, no wildlife survey data have been provided for the Matteson alternatives, although the DEIS indicates that wetlands and wetland birds are likely present in the area of this connection. Therefore, based on the lack of supporting information, we cannot concur with SEA's determination. The final EIS should address these issues.

Section 4.11.3.2, Proposed New Constructions/Connections - Natural Areas: Refer to the comments above.

Section 4.11.3.2, Proposed New Constructions/Connections - Federally Listed Species: Figure 2.2-1 indicates that train activity would increase to two trains per day along the Joliet Subdivision, in the area of the Proposed Joliet Connection. Take of adult Hine's emerald dragonflies may be currently occurring on the Joliet Subdivision. An increase in train activity would result in further take. Adult Hine's emerald dragonflies were observed approximately 0.17 miles west of the Joliet Subdivision and approximately 1.10 miles northwest of the Proposed Joliet Connection in 2004. The Service has tried unsuccessfully to address the issue of take with Canadian National in the past (see enclosed letter). Due to the proposed increased train activity within the flight distance of an adult dragonfly, the Service concludes that the proposed action would likely adversely affect the Hine's emerald dragonfly and take could occur.

The DEIS notes that the eastern prairie fringed orchid could occur at the proposed Griffith Connection or wetland margins. As stated above, the orchid could be found in suitable wetland habitat throughout the study area, and surveys or habitat assessments need to be conducted in areas of new construction or double tracking to determine whether suitable habitat is present. Therefore, there is insufficient information to conclude that the orchid is not likely to be adversely affected.

Section 4.11.3.2, Proposed New Constructions/Connections - State Listed Species: Refer to the comments above.

Section 4.11.3.2, Proposed New Constructions/Double Track - Federally Listed Species: The Service agrees with SEA's determination that the orchid, mead's milkweed, and prairie bush clover could be affected by double track construction if suitable habitat is present. In addition to the proposed surveys, wetland delineations and habitat assessments should be conducted in wetland areas.

Section 4.12 and 4.12.3.2, Water Resources: The Service agrees with SEA's findings in this section that increases in rail traffic would result in a corresponding increase in the risk of hazardous spills, which could affect water resources. The DEIS notes that wetlands would be directly impacted during construction of connections and double tracking and that wetland delineations would be conducted as part of the permitting process. The final EIS should also indicate that habitat assessments should be conducted as well to determine if suitable habitat is present for the orchid and to help determine mitigation ratios for proposed wetland impacts.

Table 4.12-1, Potentially Affected Lakes and Preserves: This table lists conservation lands that contain water but fails to include Ivanhoe Dune and Swale and Ivanhoe South. These areas contain water/wetlands in the form of interdunal swales and should be listed on this table and discussed in the text.

Indirect and Cumulative Effects (Chapter 5)

Section 5.3, Potential Indirect Effects of the Proposed Action: In Section 5.3, SEA concludes that the proposed action could result in indirect effects from increased rail activity in the East Joliet and Kirk Yards and general indirect effects throughout the region. Section 5.3.1 discusses the general indirect effects of the project, **but does not** address any potential indirect effects on biological resources. This section does not disclose indirect impacts from the proposed action

and does not address indirect impacts to biological resources in the study area. The final EIS should address indirect effects to all biological resources listed in Chapter 4, or provide substantial documentation if the conclusion is that the proposed action would not result in indirect effects on biological resources.

Section 5.4, Related Projects, and Section 5.5, Site-Specific Cumulative Effects Analysis of Related Projects: These sections discuss past, present, and foreseeable cumulative effects on natural resources from the proposed action and at other areas outside the EJ&E right-of-way which should be considered in the cumulative impacts analysis as described in the National Environmental Policy Act (NEPA). In section 5.5.1, SEA concludes that the interaction between the proposed action impacts and the proposed Metra Star Line could result in minor cumulative impacts. Table 5.5-1 indicates that PWWFP would be affected and effects to biological resources would be minor. We believe that the impacts will be far more substantial than indicated in the DEIS. Departmental comments regarding Chapter 4 describe our concerns with respect to impacts of the proposed project to biological resources, particularly migratory birds. The impacts from the proposed action and the proposed Metra Star Line would occur along the same areas of the EJ&E arch and would adversely impact (specifically via noise) migratory birds in the same natural areas along the EJ&E arch. Furthermore, it is noted that the proposed Metra Star Line could result in a new dedicated track within the EJ&E right-of-way. A new track could have far greater direct construction impacts than the Applicants' proposal. The final EIS should more fully disclose the cumulative effects of the proposed Metra Star Line and the proposed project. The final EIS should address increased noise impacts and the increased probability of collisions with wildlife. Additionally, in the final EIS, Section 5.5.2 should provide figures depicting the locations of the proposed Star Line commuter stations so that determinations could be made about potential adverse impacts to natural areas and wildlife.

Mitigation (Chapter 6)

Section 6.2, Applicants' Voluntary Mitigation Measures: Chapter 6 discusses mitigation, including proposed voluntary mitigation measures offered by the Applicants as described in this section. We believe that a significant number of the Applicants' proposed mitigation measures are, in fact, best management practices that should be automatically required as part of the proposed action. Others, such as VM 64 concerning wetland fills and VM 65 concerning NPDES permits, are actions that are required by law and are not voluntary. Air quality VM 43, concerning switching to locomotives that emit fewer air pollutants, is commendable, but a time table needs to be established and adhered to. As stated, the proposal is open-ended on when it will occur, which could be many years away. The Applicants did not propose any mitigation measures to compensate for unavoidable impacts to biological resources.

Section 6.3, SEA's Preliminary Environmental Mitigation Measures: This section discusses the preliminary recommended environmental mitigation measures that are based on SEA's environmental analysis of the proposed action. SEA proposes mitigation measures to address effects not addressed by the Applicants' voluntary mitigation. We do not understand why adherence to required safety plans, including Occupational Safety and Health Administration (OSHA) requirements, is considered mitigation.

Several of the SEA proposed mitigation measures use terms such as "regularly inspect" or "communicate regularly" with other entities concerning noise and vibration (Nos. 24 and 26),

without defining "regularly". Noise and possibly vibration also affect wildlife, so a clearly defined inspection schedule should be required.

The Department's Recommendations for Additional Mitigation

As noted in our above comments, we believe that the DEIS does not fully disclose all potential project impacts to natural resources. To address these potential impacts, as well as to augment some of SEA's proposed mitigation measures, we offer the recommendations below. These recommendations should be added to the indicated subsections in Chapter 6 in the final EIS.

Section 6.3.10.1, Noise:

- The Applicants should construct noise barriers in all locations where the EJ&E arch crosses through or is adjacent to a natural area that has been identified in the DEIS as an area where birds are concentrated. These areas have been discussed previously and are identified in various places in the DEIS. The noise barriers should be constructed on the outside of the existing or proposed tracks (both sides) and the Applicants should review existing research that discusses the heights, shapes, and materials used to construct the barriers (e.g., use of absorbent material) in order to mitigate noise impacts to birds and wildlife. These should be designed in association with designated wildlife crossings to permit the safe crossing by wildlife. The Service can provide technical assistance in the noise barrier review. The Applicants should construct these barriers to keep the noise levels below 50 dBA in these areas. Noise barriers should also be discussed as a potential mitigation measure in section 6.3.11.2.

Section 6.3.11.3, Federally-Listed and State-Listed Threatened and Endangered Species:

- The Applicants should continue to abide by the special conditions of the 1996 COE Permit # 199600211 for train operations on the Paul Ales Branch in order to minimize further impacts to larval Hine's emerald dragonflies.

- The Applicants should conduct wetland delineations and habitat assessments in all construction areas to determine if suitable habitat is present for the eastern prairie fringed orchid. If suitable habitat is present, the Applicants should conduct orchid searches during the bloom date: June 28 through July 11, with searches conducted a minimum of three non-consecutive days within this time period.

- The Applicants should construct turtle ramps, drop boxes, or other structures that reduce the possibility of turtles becoming trapped within railroad rails, in all locations where the EJ&E arch crosses through or is adjacent to wetland areas. These structures should be placed at regular intervals in identified wetland areas. The Applicants should also construct turtle crossings in areas where turtles are concentrated (e.g., PWWFP). The Service can provide technical assistance in the selection and placement of these structures.

Section 6.3.14.6, Biological Resources:

- We agree with proposed Mitigation 30 concerning the Karner blue butterfly in the West Gary Recovery Unit. However, we do not agree with proposed Mitigation 57 concerning development and implementation of a plan for the restoration of dune and swale in the Ivanhoe connector area.

Based upon experience with attempts to recreate dune and swale habitat, we know that it has not been successful, even in areas not as heavily disturbed as the industrial property that would be affected by most of the connector. Therefore, we request that this proposed mitigation be deleted and replaced with mitigation to require the preservation and enhancement of the EJ&E prairie at the northwest end of the Kirk Yard. As previously mentioned, this area retains many natural qualities and is considered significant habitat for native plants and animals. It also supports wetlands, which likely need enhancement due to the encroachment of invasive species of plants and possibly animals. Therefore, it may be suitable to serve as required mitigation for the loss of wetlands at the Griffith connector, subject to approval by the regulatory agencies. Preservation of this prairie/wetland complex could be through a deed restriction and management agreement with the Indiana Division of Nature Preserves or through gift or sale to that agency.

- As discussed in our comments regarding section 3.3.1, we believe that a grade separation of the EJ&E over 5th Avenue or 5th Avenue over the EJ&E in Gary will likely be needed, resulting in impacts to the Ivanhoe dune and swale preserves. Mitigation measures to avoid, minimize, and offset any impacts need to be developed and included in the final EIS.

- The Applicants should avoid construction at PWWFP during the bird breeding season (April – August) to avoid disturbance of breeding birds in the vicinity.

- The Applicants should construct a hazardous materials containment system at PWWFP to capture hazardous materials in the event an accidental spill in this important wetland and bird habitat.

- We agree that Mitigation 62, concerning clearing of all equipment to reduce or prevent spread of invasive plant species, is necessary and desirable. However, the equipment would also need to be cleaned to remove invasive animal species, many of which are microscopic, such as veligers of invasive mussels that could spread into natural lakes and streams.

Section 6.3.14.7, Water Resources:

- The Applicants should conduct wetland delineations and associated habitat assessments to determine the floristic quality of wetlands that would be impacted by construction activities. The habitat assessments would be useful in determining the wetland mitigation replacement ratios, which could be higher than the 3:1 ratio noted in section 6.3.14.7.

- The Service believes that areas adjacent to the existing rail lines that currently support breeding grassland and wetland birds would become less suitable due to the increased number of trains and associated noise. We recommend that the Applicants consider conducting wetland and habitat restoration at one or more sites more remote from the rail lines to offset any reduced breeding bird productivity. There are a number of publically owned sites near the EJ&E arch that are currently undergoing habitat restoration or may be suitable candidates for restoration where impacts could be adequately offset. If this option is pursued, the Service could provide technical assistance in identifying potential sites.

Short-Term Use versus Long-Term Productivity of the Environment (Chapter 7)

In this chapter, SEA concludes that there would be some short-term construction disturbance which could have some impacts on resources. However, these would be eliminated upon completion of the construction activities. SEA also concludes that there would be no long-term impacts to resources. We disagree with SEA's conclusion that there would be no long-term impacts to resources and that short-term or long-term impacts would only result from disturbance associated with construction.

We believe that noise impacts to birds would be a long-term impact on birds. In addition, mortality of wildlife from train collisions and wildlife being trapped for longer periods between rails would also be long-term impacts. The final EIS should address these impacts on resources.

Section 7.2, Potential Hazardous Material Release: We disagree with SEA's conclusion that there would be no short or long-term impacts resulting from hazardous materials releases in the proposed construction areas. Due to the increased number of trains, the proposed action would create long-term impacts on resources (e.g., at PWWFP). The final EIS should address this issue more thoroughly.

Section 7.3.1, Wetlands: We agree with SEA's statement in section 7.3 that wetland productivity could be affected through permanent losses and adverse impacts to wetland function. However, section 7.3.1 states that long-term productivity would not be affected because the wetlands and wetland functions would be restored or replaced via mitigation. In addition, SEA states that wetlands and wetland functions would be protected by best management practices. We disagree with both conclusions.

Typically, wetland mitigation through section 404 of the Clean Water Act has focused on mitigating direct loss of habitat. However, we have suggested that increased noise would have a long-term impact on breeding bird productivity, which would not likely be considered during permit review, nor is it adequately considered in the DEIS. Offsite bird habitat restoration, as suggested previously in our comments, should be considered as a means of maintaining wetland bird productivity. Similarly, best management practices would offset some water quality and quantity impacts at the area of impact but would not address the impacts to wetland wildlife associated with increased rail noise. The final EIS should address these issues.

Irreversible and Irretrievable Commitments of Resources (Chapter 8)

Section 8.1.3, Protected Species: We disagree with SEA's conclusion that the proposed action would not irreversibly or irretrievably affect any particular animal populations. We believe that there would be ongoing impacts to wildlife that would not be fully mitigated with the mitigation measures presently proposed in the EIS. Our comments include recommendations that could improve the mitigation and lend support to SEA's conclusions.

Appendix M – Biological Resources Analysis

Section M.3.1, Natural Areas with Potential for Impacts: As noted previously, Middlefork Savanna Forest Preserve and MacArthur Woods Forest Preserve should be added to this section

and other applicable sections in the final EIS. Descriptions of these areas and the resources that could be affected should also be included in the final EIS.

For most of the natural areas listed in the section, SEA makes the same determinations that increased noise could only affect animal behavior within 500 feet of the rail line (and these animals already live with daily noise) and that the increased potential for animal/train collisions is not likely to adversely affect any particular animal populations. Again, we disagree with these conclusions. The language in the final EIS should be changed in this section to reflect our other requested changes listed throughout our comment letter.

Section M.3.1.1.9, Lake Renwick Forest Preserve: This section discusses the significance of the Lake Renwick Heron Rookery Nature Preserve. This section also acknowledges that flushing events from trains or train noise have been documented at the rookery. We do not agree with SEA's conclusion that there would not be a measurable impact on birds in the rookery from increased train noise. We also do not agree that SEA's determination that the increased potential for animal/train collisions would not likely adversely affect the rookery. The final EIS should address these issues.

Section M.3.1.1.14, Sauk Trail Woods and Indian Woods Forest Preserve: We disagree with SEA's determination that minimal impacts from increased noise and collisions on wildlife or habitat because this area is not being managed for wildlife or habitat. Just because a natural area is not being managed for wildlife or habitat does not mean wildlife is not present (and could be adversely affected). This language should be changed in the final EIS for this section and any other section for which this determination was made.

Table M.3.2-1, Natural Areas with No Impacts from the Proposed Action: We do not agree with SEA's inclusion in this section of natural areas that provide habitat for migratory birds and which are in close proximity to the EJ&E arch. The final EIS should address these issues.

SUMMARY COMMENTS

The DEIS provides general information on natural resources of concern to the Department, but detailed information and associated analysis is often lacking. Confusing information is presented about which agencies own or manage conservation lands in the two affected States and where conservation lands are located in relation to either the EJ&E or CN tracks. The DEIS inadequately identifies adverse impacts to the Service's trust resources (federally listed species and migratory birds) and does not fully disclose impacts to other wildlife. As a result, the DEIS inadequately identifies appropriate mitigation for these environmental impacts.

We offered numerous recommendations in these comments to address the aforementioned inadequacies of the environmental impact statement and thereby assist the SEA in fully disclosing and appropriately mitigating anticipated adverse environmental impacts.

The Department recommends that SEA coordinate with the appropriate Service field office(s) to discuss the concerns expressed and attempt to resolve the opposing views of the two agencies about anticipated project impacts to Service trust resources and mitigation needed to address the impacts. The results of the coordination, particularly any remaining differences of opinion, should be disclosed and adequately discussed in the final EIS.

The Department looks forward to continued coordination with SEA and the Applicants to ensure that project impacts to resources of concern to the Department are adequately addressed. For matters related to fish and wildlife resources and federally listed threatened and endangered species in the Illinois portion of the study area, please continue to coordinate with Mr. Shawn Cirton, U.S. Fish and Wildlife Service, 1250 South Grove Ave., Suite 103, Barrington, Illinois 60010, phone (847) 381-2253, extension 19, fax (847) 381-2285. For the Indiana portion of the study area, please continue to coordinate with Ms. Elizabeth McCloskey, P.O. Box 2616, Chesterton, Indiana 46304, phone (219) 983-9753, fax: 219-983-9816.

We appreciate the opportunity to review the document and provide comments.

Sincerely,

Michael T. Chezik
Regional Environmental Officer

Enclosure

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cc:
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S. Cirton, FWS, Barrington, IL
E. McCloskey, Chesterton, IN

E.2 Comment Letter from United States Department of Transportation

15304

U.S. Department of Transportation
Office of the Secretary of Transportation

General Counsel

1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

September 30, 2008

Hon. Anne K. Quinlan, Acting Secretary
Surface Transportation Board
395 E Street, S.W.
Washington, D.C. 20423

Re: Finance Docket No. 35087

Dear Secretary Quinlan:

Enclosed herewith for filing in the above-referenced proceeding please find the Comments of the United States Department of Transportation on the Draft Environmental Impact Statement (designated as DOT-6). Please contact me if you have any questions.

Respectfully,

PAUL SAMUEL SMITH
Senior Trial Attorney

(202) 366-9280

Enclosure

DOT-6

Before the
Surface Transportation Board
Washington, D.C.

Canadian National Railway Company, and Grand Trunk Corporation -- Control -- EJ&E West Company	)	Finance Docket No. 35087

Comments of the
United States Department of Transportation
On the Draft Environmental Impact Statement

Introduction

The acquisition of the Elgin, Joliet & Eastern Railway Company ("EJ&E") by the Canadian National Railway Company and the Grand Trunk Corporation (collectively, "Applicants" or "CN") would result in the shift of significant amounts of traffic from rail lines that traverse the central urban core of Chicago to lines that run through suburban and exurban communities and other areas in the region. That shift would yield significant benefits as well as burdens, which would fall unevenly over the metropolitan area.

In this portion of the proceeding the Surface Transportation Board ("STB" or "Board") considers the transaction's environmental effects. The National Environmental Policy Act ("NEPA") requires the agency to take a "hard look" at the environmental consequences of the proposed acquisition, but does not demand that environmental values outweigh all others. *Robertson v. Merthow Valley Citizens Council*, 490 U.S. 332, 350-51 (1989). The Board accordingly fulfills its statutory obligations overall by weighing

"the anticipated public benefits against the potential adverse effects to the national transportation system, interstate commerce, and affected regions and communities." Draft Environmental Impact Statement ("DEIS") at 6-2, 6-3; *see* 42 U.S.C. §§ 4321 et seq.; 49 U.S.C. § 11324(d).

The United States Department of Transportation ("DOT" or "Department") has already expressed its view that the transaction warrants approval (subject to fairly minor conditions) pursuant to the underlying regulatory standard. 49 U.S.C. § 11324(d); DOT-4 (filed March 13, 2008). The Section of Environmental Analysis ("SEA") has now prepared a comprehensive analysis of the environmental and related impacts of the proposed acquisition. DOT comments herein only on specified portions of the DEIS, notably the prospects for rail congestion on the EJ&E lines and its consequences. We offer as well recommendations on mitigation efforts and responsibilities appropriate to this case. [1]

Before turning to the DEIS, however, DOT wishes to note a basic apprehension with the potential for processes like this one to impede clearly beneficial transportation projects because of very localized concerns.

The Uses of NEPA

Addressing the environmental concerns arising from this transaction raises a key issue vital to providing the rail capacity needed to meet growing transportation demands in an environmentally benign manner. That issue requires weighing potentially

[1]/ DOT takes no position with respect to matters covered in the DEIS that are not mentioned herein.

significant localized environmental impacts with a project's clear national and local environmental, economic, and other benefits.

Using EJ&E tracks to divert traffic currently passing through downtown Chicago, and investing to expand the capacity of the EJ&E, will provide significant benefits to businesses and consumers throughout the country, as well as to large numbers of residents in the Chicago area. On the other hand, as the DEIS indicates, the significant traffic shifts that make this merger beneficial from a national and regional transportation perspective negatively affect communities along the EJ&E.

The DEIS identifies a great many impacts of varying character and consequence, and lists mitigation options that might be implemented. The task at hand is to identify those impacts that are sufficiently meaningful to warrant mitigation, the most appropriate mitigation measure(s) in each case, and -- for those instances in which mitigation requires a financial (rather than, say, an operational) commitment -- sources of funding.

In commenting on the scope of the EIS earlier in this proceeding, DOT stressed that:

> It is simply not possible as a financial or operational matter to mitigate, for example, all vehicular safety and delay issues by a grade-separation at every crossing, or all noise issues by barring the use of train horns within earshot of homes or offices. Moreover, such a narrow perspective tends to emphasize more parochial concerns at the expense of others who are similarly situated with interests no less legitimate. By contrast, a more inclusive focus allows for a more realistic and efficient approach to mitigate adverse effects in cases, like this one, involving large traffic flows, numerous communities and even more numerous grade crossings, and finite resources.

DOT-3 at 3-4 (filed February 15, 2008).

This broad perspective properly serves the Board and the public interest, and helps to avoid more narrowly based decisionmaking. *See, e.g., CSX Corp., et. al, -- Control -- Conrail Inc,. et al.,* 3 S.T.B. 196, at 356-59 (1998). We urge the Board to adhere to this perspective as it considers possible mitigation measures for impacts that cannot be resolved by agreement among the parties. Delays in approval and/or the imposition of overwhelming mitigation costs on participating carriers could also provide an unintended and unfortunate incentive to railroads to forego otherwise beneficial transactions or seek alternatives that do not require regulatory approval. [2]

In sum, the overarching standard for the STB in this proceeding should be to assure that the transaction has net positive benefits, that significant impacts are fully disclosed and addressed where feasible, and that the Applicants take what steps they can to minimize impacts for which they are responsible. The Department agrees with SEA that it would be unreasonable to impose on the Applicants all the burdens required to mitigate virtually every impact in this case. DEIS, at 6-17. NEPA does not require this, [3] and sound public policy counsels against it, for it would frustrate the rationalization of the rail industry and deprive the public of the manifest benefits of that process -- higher efficiency, lower costs, reduced emissions, etc.

[2]/ For example, most of the traffic currently on the more congested parts of the EJ&E stems not from that carrier's own trains but from Union Pacific ("UP") and BNSF Railway ("BNSF") trains operating via trackage rights. DEIS, at 4.1-9. CN as well as these other railroads could potentially route additional trains over an independent EJ&E without need for STB approval. The impacts of any resulting increases in traffic over the line in that event would be neither studied nor mitigated.

[3]/ *See Robertson*, 490 U.S. at 352 ("There is a fundamental distinction [ ] between a requirement that mitigation be discussed in significant detail to ensure that environmental consequences have been fairly evaluated, on the one hand, and a substantive requirement that a complete mitigation plan be actually formulated and adopted, on the other.")

CN should not be held responsible for mitigation measures that are beyond its authority to implement, nor should it alone bear the costs of mitigating impacts that arise from a combination of the proposed transaction and other sources. The Department sets forth below recommendations on both reasonable mitigation options for the impacts we address, and appropriate funding mechanisms.

The Transaction's Public Benefits

Chicago has long been the nation's single most important railroad center, where all major carriers on the continent come together. It is unfortunately also the country's principal rail bottleneck. Moving traffic through the metropolitan area can add more than one day to transit time, with attendant costs to railroads, shippers, consumers, and the environment. *Id.* at 1.2-5. In recent years major public and private sector stakeholders have joined to form the Chicago Region Environmental and Transportation Efficiency ("CREATE") project, a massive undertaking to enhance transportation efficiency and safety in the area by improving and maximizing use of certain rail corridors, constructing multiple grade separations and rail over- and underpasses, upgrading rail facilities, etc. [4]

A lack of adequate funding has impaired CREATE's progress, but the pending transaction would effectively relieve some of the problems CREATE was meant to resolve. The shift in rail traffic from the CN to the EJ&E would make greater use of and expand existing capacity, reduce rail congestion, increase transportation efficiency, and enhance safety. *See, e.g.,* CN-2 at 23, Operating Plan (Exhibit 15), Verified Statement ("VS") of David L. Novak. Benefits will accrue to CN, of course, but also to shippers in

[4]/ For a fuller explanation, see www.createprogram.org.

the form of faster and more reliable service and lower logistics costs, and eventually to consumers in the form of lower prices. [5]

The transaction also will benefit the public by enhancing safety on a net basis even without any mitigation measures in place. The DEIS finds that both the rate and the number of train accidents overall will decline. DEIS, at 4.2-4; Table 4.2-3. [6] Accidents between motor vehicles and trains at grade crossings would also decrease. *Id.* at 4.2-17. SEA found there would be a substantial reduction in the risk of release of hazardous materials on the CN lines and a potential increase on the EJ&E, but the possibility "would remain remote." *Id.* at 4.2-38. Finally, the number of people exposed to the varied burdens of significant levels of rail traffic -- vehicular delays, risks to safety and air quality, etc. -- will be cut substantially, from more than 900,000 to about 335,000. *Id.* at 4.2-37.

But these benefits are not unalloyed. The shift in rail operations that is the driving force for the transaction often means that a benefit for one localized area entails a detriment for another. Simply put, a reduction in trains on the CN's urban tracks and the addition of trains on the EJ&E's suburban tracks commonly improves the quality of life for the former and decreases it for the latter. *Id.* at ES-12, -14. The significant adverse impacts must be addressed and mitigated to the extent feasible. In these times of strained rail capacity, DOT concentrates on the DEIS's treatment of rail congestion on the EJ&E and its consequences.

[5]/ As it has since the Staggers Act, competition from other railroads and modes of transportation will ensure that much of the benefit will be passed on to consumers.

[6]/ Rail accidents on the pertinent lines would decline by 8%, while accidents in rail yards would increase slightly because of increased switching activity because of the merger. DEIS, at 4.2-7. The SEA proposes mitigation conditions that should reduce the risk of such accidents.

Rail and Vehicular Congestion

The SEA measures the capacity of the EJ&E line to accommodate the train volumes projected by Applicants in their Operating Plan and finds that, even after completion of the proposed capital projects, such traffic levels would put the EJ&E "at or very near to capacity." DEIS, at 4.1-39. On this basis SEA considers that the Applicants' traffic projections "while optimistic, present a reasonable basis on which to conduct the environmental impacts analysis." *Id.* The Department, however, believes that the DEIS finding depends to some degree upon unrealistic assumptions, and thus may understate the likely extent of rail congestion on the EJ&E and its consequences.

The DEIS assesses the capacity of the EJ&E using three different analytical techniques. The first is a "bottleneck analysis" of a line segment over which the capacity to add trains cannot be readily or inexpensively increased. DEIS, at 4.1-21. SEA chose to study an eleven mile segment between Walker (near Plainfield, IL) and Rock Island Junction (near Joliet, IL), which includes the Des Plaines River Bridge, the EJ&E's East Joliet Yard, and other operational and physical constraints. SEA concluded that "the Applicants' Operating Plan would consume all or nearly all of the main line capacity of this bottleneck." *Id.* at 4.1-26.

This statement implies there will be no adverse impacts on the segment, but that will be the case only if pertinent assumptions hold true. However, consideration of just one of the factors included in the study -- the Des Plaines River Bridge -- leads DOT to believe that congestion and its consequences are virtually inevitable on this segment as a practical matter.

The bridge currently opens an average of 17 times a day, and river traffic has the right-of-way; if boats arrive when trains are approaching the bridge, those trains must be held. There are limited locations to hold trains on each side of the river that have sufficient length to park waiting trains without blocking highway grade crossings. *Id.* at 4.1-23. Given the Applicants' plan to operate 42 trains a day over this segment, and the other related problems noted in the DEIS, it is very likely that trains will be delayed, that the above sidings will prove inadequate, and that stopped trains will block roadway grade crossings. *Id.* at 4.1-21, -26

The second analytical technique SEA used to measure the adequacy of the EJ&E to absorb the traffic projected by the Applicants is the Line Occupancy Index ("LOI") Analysis, which compares a rail line's nominal capacity (involving train speed, methods of operation, etc.) with the actual number of trains that will occupy the line. *Id.* at 4.1-27. LOIs "between 70 and 100 indicate that the rail line segment has exceeded its practical capacity, and maintenance activities will likely result in interruption to train traffic, or rerouting of train traffic to other lines, or temporary reductions in rail service levels offered to shippers, or all three." *Id.*

The results of this analysis show a dramatic increase in LOIs with multiple EJ&E segments rising to or well into the 70 to 100 range. Figure 4.1-8. Although SEA again concludes that the Applicants' Operating Plan "would consume nearly all of the main line capacity" of the EJ&E (but only under ideal conditions), the DEIS also finds that the EJ&E "could have insufficient capacity to allow for non-interference with the existing trains of other railroads that cross the EJ&E rail line without incurring delays to Applicants' trains." DEIS, at 4.1-29. Clearly, it will be very difficult to operate the

number of trains CN proposes in a timely manner over these segments without adversely affecting vehicle travel.

The third analytical tool used in the DEIS is the Rail Traffic Controller ("RTC") Model, reportedly industry dispatching software which runs simulations based on a railroad's physical plant, train characteristics, etc. *Id.* at 4.1-32. RTC model results are primarily expressed in "delay ratios," which measure time lost in rail operations as trains wait for a clear track. *Id.* A delay ratio of 20 or higher is generally avoided in the industry. *Id.* [7]

Applying the RTC model to the Applicants' Operating Plan yielded a delay ratio of 28; adding more trains from any source (such as Metra or UP) would multiply the ratio dramatically. *Id.*, Table 4.1-2. Another RTC output ("stringline diagrams") confirmed that implementing the Applicants' Operating Plan would produce "major delays at several locations" on the EJ&E. *Id.* at 4.1-33.

DOT believes even these findings and conclusions to be overly optimistic because of the assumptions employed in the study. For instance, in the RTC exercise SEA assumed: that freight trains crossing the EJ&E main line at grade are given precedence over trains on the EJ&E main line, that these trains are evenly spaced throughout each 24-hour period, that bridge lifts at Joliet operate 20 times per day at equal intervals over 24 hours, and that trains leaving the EJ&E would promptly be accepted by the CN and other railroads. *Id.* at 4.1-32.

[7] "High delay ratios indicate a rail system that is overloaded with trains, or that trains are of excessive length or insufficient horsepower for the system, or all three." DEIS, at 4.1-32. They reflect a system operating close to capacity and thus very vulnerable to factors, like mechanical malfunctions or track maintenance, that commonly hinder trains. *Id.* at 4.1-33.

But such assumptions would make scheduling trains on the EJ&E much simpler than it really is, for they do not reflect the reality of more nearly random train arrivals, inconsistent times between bridge lifts, and delays due to connecting carriers failing to accept trains promptly. In other words, they do not recognize the inevitable clustering of events that would result in trains on the EJ&E main line having to stop for potentially longer periods than planned.

Naturally, the consequences of delayed trains are not limited to the CN. As already noted, a significant number of trains from other railroads (*e.g.,* BNSF, UP) now operate over the EJ&E and would likely feel the effect of operating "at or near capacity." *Id.* at 4.1-3, -27, -33. Moreover, some Amtrak trains and significant numbers of Metra commuter trains cross certain of these potentially congested spots; if rail-to-rail crossings are blocked, passengers may face delays. Finally, there are only a very limited number of sidings with both sufficient length for the longer trains proposed and no highway grade crossings nearby. If major train congestion develops on the line, highway-rail grade crossings may be blocked, with resulting vehicular delays.

The SEA found that 15 at-grade highway crossings and 11 providers of emergency services would experience such considerable traffic delays as a result of the transaction as to be "substantially affected." DEIS, at 4.3-2; Tables 6.3-1 and 6.3-2, at 6-18, -21. [8] The SEA estimated that the proposed merger and incremental growth rates would impose a net increase of 475 vehicle-hour delays per day at these crossings by 2015. *Id.*, Table 4.3-3. It must be remembered that these calculations assume a particular

[8] A crossing is "substantially affected" if the proposed consolidation caused blockage or resulted in more than 40 hours of delay per day, or if the crossing would be at or over capacity. *Id.*

train speed; if trains must proceed more slowly because of congestion or some other factor, total delays will increase. If trains must actually stop when they are not at sidings, crossings may be blocked for more extended periods. Although such blockages can occasionally occur anywhere due to mechanical problems, accidents, or other unavoidable circumstances, it is unacceptable for rail carriers to block crossings routinely due to inadequate system capacity. DOT urges the SEA to ground the final EIS on reasonable operating assumptions and to ensure that it fully address the extent of rail congestion on the EJ&E and its consequences.

Mitigation – Funding

Virtually all rail consolidations entail adverse impacts of one sort or another. Demonstrable reductions in competition are relatively easily identified and resolved; negative environmental consequences on communities are more difficult to mitigate. Very often the best resolutions are those reached by agreements among the parties themselves, and DOT continues to encourage these. But in the absence of such agreements, the STB must choose appropriate conditions.

The Department believes that applicants in rail consolidation cases should adopt operational practices that are sensitive to local conditions, and should participate in the funding required to mitigate other transaction-related impacts. Pre-existing conditions are not the responsibility of such applicants, even though they may add to a merger's effects. That is the case here: there is already traffic congestion at rail crossings in many communities along the EJ&E, by no means all of it caused by EJ&E trains. DEIS, at 6-

17. Thus, remedial measures should be funded only partially by the Applicants and partially by affected communities.

SEA is considering a range of mitigation options for the highway/at-grade rail crossings and emergency service providers it identified as "substantially affected." *Id.* at 6-19, -21. DOT agrees with the DEIS that the identified crossings and emergency service providers each warrant mitigation measures. One of the options listed is a "Traffic Impact Mitigation Fund," which would require the Applicants to work with appropriate public agencies to establish a pool of money (including a one-time contribution from CN) to be administered by interested agencies to redress the delay and safety impacts of the proposed transaction. *Id.*, at 6-20.

The Department supports this option. A regional mitigation fund, with monies from the Applicants and other local, state, and federal sources, could finance those mitigation measures and projects that make the most sense from the proper (broader) perspective. We acknowledge that between the townships, counties, and states involved in this proceeding, developing and implementing such a fund would not be simple, but we share SEA's hope that such an approach offers an attractive opportunity for effective solutions. *Id.* at 6-19. Since most of the environmental benefits from reduced traffic through Chicago occur in the same state as the negative impacts on the suburban counties, one obvious participant in and potential contributor to a Traffic Mitigation Fund would be the Illinois Department of Transportation.

DOT also wishes to suggest a possible means to determine the approximate appropriate size of a fund insofar as it is devoted to vehicular delays. This approach would determine the present monetary value of the annual cost of delays over the

foreseeable future by multiplying the annual cost by an appropriate discounting factor. [9] The Applicants' share of that amount would depend upon the STB's view of the extent to which CN's post-merger operations contributed to the delays.

The Department also suggests imposing a time restriction on the use of Applicants' money in any mandated general mitigation fund. If that money cannot be committed to particular projects within a certain period (*e.g.*, five years), it should revert to the Applicants. Reaching agreement among the various entities on allocating the fund will be difficult. The threat of loss of a significant amount of money will give them an incentive to work cooperatively. It will also assure that the mitigation is provided in a timely manner, as the impacts are felt.

Mitigation – Operational Limits

The Applicants have made the fairly standard representation that they can operate the merged railroads efficiently and without untoward consequences. CN-2 at 209-211, Operating Plan (Exhibit 15). Nonetheless, operational problems have resulted from past mergers, and these can reduce or defer the anticipated public benefits from a given transaction. Moreover, the Department has indicated its expectation that implementation of the Applicants' Operating Plan under current and projected circumstances will produce

[9] We do not advocate any particular value, but simply to illustrate this concept one would accept the DEIS estimate that total net delays would increase by 475 vehicle hours per day by 2015 as a result of the proposed merger and incremental growth. Table 4.3-3. Assuming (1) that each vehicle has one person (the average is probably higher), and (2) that the value of that person's time on an hourly basis is $21.69 (the approximate average wage rate), yields a delay cost of $10,302 per day, or about $3.86 million a year. The present value would of course depend on discount rate used. A ten percent rate over a twenty year period would produce a present delay value of nearly $33 million. Use of 2015 projections in the DEIS (at the request of various parties) supports adjusting the discounting to take into account when delays actually begin and when mitigation measures are funded.

congestion on the EJ&E beyond that forecast by the SEA, and that vehicular delays will increase commensurately.

Applicants in rail consolidation proceedings should generally be held to their representations. But even when they make none, such carriers should not be permitted to implement their mergers in a way that results in persistent roadway blockages or other substantial vehicular delays. In these circumstances, if delays materially in excess of SEA's projections occur with any consistency, DOT proposes that the Board adopt a condition that would require CN to limit its train operations over the EJ&E to the level necessary to redress transaction-related delays. [10]

CN could readily divert trains to its existing lines in the Chicago area to relieve problems beyond those foreseen in the DEIS. The prospect of this sanction and its operational disadvantages vis-à-vis use of the EJ&E line should provide a clear incentive to the Applicants to align traffic shifts more carefully with the capacity available on the EJ&E at any given time.

Mitigation - West Chicago

Departmental personnel visited several of the areas studied in the DEIS and noted that the City of West Chicago in particular is apt to face considerable impacts that may not be easily mitigated. Specifically, the fact that the EJ&E crosses the main line of the UP in West Chicago at grade, where both railroads also cross a number of roadways,

[10] The affected communities could document such instances and petition the Board in the oversight period we have previously recommended to impose this measure. *See Union Pacific/Southern Pacific Merger*, 1 S.T.B. 233, 515-518 (1996), in which the STB did not permit the level of rail operations through the city of Reno, Nevada, called for in the Operating Plan in order to preserve the environmental status quo while studies were underway to determine the precise number and location of grade separations. Here, such a limit would be put in place only after other mitigation measures failed to prevent substantial vehicular delays beyond those estimated in the DEIS.

makes any solution difficult. We urge careful attention to address the complex potential problems at this location when more trains will be using the EJ&E line.

DOT is especially concerned that the pedestrian crossing at West Chicago High School (south of the crossing between UP's main line and the EJ&E) may be blocked by standing trains waiting to proceed across the UP line. Students and others may be tempted to cross under the standing EJ&E trains, a particularly dangerous activity. Yet this crossing is not even mentioned in the DEIS inventory of pedestrian crossings. DEIS, at 4.2.-35. We recommend a specific condition here, such as a lit pedestrian underpass, to avoid a tragedy.

Mitigation – Gary/Chicago International Airport

The EJ&E line is immediately adjacent to the end of the main runway at Gary/Chicago International Airport ("GCIA"). The Federal Aviation Administration has previously studied and agreed to fund an extension of that runway to enable GCIA to meet federal airport safety standards, which project would require the relocation of the EJ&E track. DEIS, at 3.3-94, -96. The SEA observes that the merger would not affect existing operations at GCIA, and that as a result of a Preliminary Memorandum of Understanding ("PMOU") that CN has committed to honor, the transaction would not affect the runway extension project. Id. at 4.3-91.

The PMOU was entered into by the airport, EJ&E, and two other rail carriers involved in the relocation (CSX and Norfolk Southern). By its terms it is "non-binding" on the parties (and thus on CN), but it establishes a clear framework leading to "future binding agreements" by which the parties clearly anticipate successful completion of the

runway project and relocation of the EJ&E and related rail facilities. PMOU at 2-7. Through the PMOU the rail carriers have expressed their willingness to accommodate the project so long as their operations and legal interests are not affected and GCIA provides the funding. *E.g., id.* at 13, 16. The FAA has already committed funds to relocate the rail line and issued a letter of intent to reflect its preliminary support for additional financing in the amount of roughly $20 million. DOT-3 at 2. If more is necessary, GCIA is responsible for that funding; it may return to the FAA and/or seek other sources.

Particularly insofar as the Applicants have voluntarily agreed to comply with the PMOU, DOT fully anticipates that CN would use its good faith best efforts in carrying out this undertaking. Although the PMOU does not itself guarantee the completion of the rail line relocation/runway project, with no apparent operational or financial reason for opposition, there would be every reason to expect that the parties could resolve any remaining issues. The Board would of course be available during the oversight period we have recommended to consider documented complaints that the Applicants are not abiding by their representations in this regard.

Metra Star Line

Specific mitigation action at this point with respect to Metra's planned "Star Line" is premature. If that line comes to pass, however, the Department will be concerned with the addition of a substantial number of trains to the EJ&E line during rush hours. They will be running more or less at right angles to the large numbers of existing Metra commuter trains during those same periods. DOT for now will continue

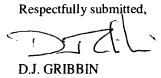
to monitor developments through its directly concerned program offices, the Federal Railroad Administration and the Federal Transit Administration.

Conclusion

The pending transaction promises both substantial public benefits and significant adverse environmental burdens. The Board should consider its overall responsibilities under both applicable regulatory standards and NEPA and approve the consolidation of the CN and EJ&E subject to conditions addressing competitive and environmental impacts.

Those conditions that are appropriate here are familiar. They proceed from a broader rather than a narrower perspective. They also require the Applicants to maintain the status quo and, where that is not feasible (as it is not with respect to certain environmental matters), to work in good faith with affected parties and to contribute financially to mitigate impacts that threaten serious disruptions. If and when these efforts fail to prevent substantial vehicular delays beyond those projected, the train volumes that give rise to such impacts should be reduced.

Respectfully submitted,

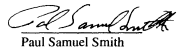


D.J. GRIBBIN
General Counsel

September 30, 2008

CERTIFICATE OF SERVICE

I hereby certify that on this date I have caused a copy of the Comments of the United States Department of Transportation on the Draft Environmental Impact Statement in Finance Docket No. 35087 to be served by first class mail, postage prepaid, upon all Parties of Record in this proceeding.



Paul Samuel Smith

September 30, 2008

E.3 Comment Letter from United States Environmental Protection Agency

16595

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION V
77 West Jackson Boulevard
Chicago, IL 60604

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NEPA Implementation
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To: Phillis Johnson-Ball
Section of Environmental Analysis
Surface Transportation Board
Department of Transportation
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Washington, D.C. 20423

Phone: 202 - 245 - 0304 Fax: **202 - 245 - 0454**

From: Norm West

Phone: **312 - 353 - 5692** Fax: as above

Date: 10 / 3 / 2008 Number of pages, including this cover sheet: **13**

Comments:

On behalf of the U.S. EPA we provide the following comments to the DEIS your office published for public and agency comment, regarding the Canadian National Railway Company Acquisition of the Elgin, Joliet & Eastern Railway Company. We appreciate the extension afforded us for obtaining review and concurrence by our Administrator's offices at this time of the federal fiscal year. We look forward to a phone conversation with your office, I believe we settled on 2:00 pm your time, on Monday, October 6, 2008. If that turns out to be a problem, let us know. Thank you for the encouraging working relationship we have established through this project effort.

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

OCT 0 3 2008 REPLY TO THE ATTENTION OF

R-19J

Victoria J. Rutson
Chief
Section of Environmental Analysis
Surface Transportation Board
395 E Street, SW
Washington, D.C. 20423

Re: Comment on the Surface Transportation Board Draft Environmental Impact Statement for the Canadian National Railway Company Proposed Acquisition of the Elgin, Joliet and Eastern Railway.
CEQ #20080290

Dear Ms. Rutson:

In accordance with U.S. Environmental Protection Agency responsibilities under the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act (CAA), we have reviewed the Draft Environmental Impact Statement (DEIS) for the Canadian National Railway Company's (CN) proposed acquisition of the Elgin, Joliet and Eastern Railway Company (EJ&E) ("the proposal"). EJ&E operates approximately 200 miles of railroad that forms an arc around metropolitan Chicago from Waukegan, Illinois to Gary, Indiana.

The proposed acquisition would serve three purposes and needs:
1) improve CN operations in and beyond the Chicago area by providing a continuous rail route around the congested city center, a route that would be under their sole ownership and would connect with CN's five rail lines radiating from Chicago;
2) reduce CN dependency on purchasing use of the Belt Railway Company Clearing Yard in the city center and provide the Kirk (Gary, Indiana) and Joliet Yards and smaller rail facilities for train and railcar classification work and handling; and
3) provide CN a new business relationship with approximately 100 industrial and utility companies serviced by EJ&E, plus additional companies serving those industries.

EPA participated in a number of early public and agency scoping meetings and, on February 15, 2008, submitted comments on the Surface Transportation Board's (STB) Notice of Intent to Prepare an Environmental Impact Statement. EPA project staff toured the project area with STB's consultants in March 2008. We submitted detailed scoping comments on April 24, 2008. Our scoping comments

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discussed surface waters and stormwater run-off, air quality, environmental justice, railroad and highway crossings, coordination with other freight and passenger rail operations in the Chicago area, and cumulative impacts. Our scoping comments also requested that proposed mitigation actions be presented in the DEIS in detail, including measures to evaluate their success.

The following comments outline our major concerns. These comments are discussed in greater detail in the enclosed Detailed Comments on the Draft Environmental Impact Statement for the Proposed Canadian National Railway Acquisition of the Elgin, Joliet & Eastern Railway (detailed comments), which also comments on other issues, such as noise, climate change science, surface water, wetlands, stormwater run-off, floodplains, threatened and endangered species, invasive species / railway maintenance, cumulative / indirect impacts, and cultural resources. Based on these comments, we have rated the DEIS as "Environmental Concerns – Insufficient Information" (EC-2).

RAIL OPERATIONS

Because the projected level of rail operations will determine the level of all potential impacts, the Final Environmental Impact Statement (FEIS) should provide additional information to support the rail traffic projections put forth in the proposal. We commend the STB for providing three special analyses addressing this concern, i.e., a bottleneck assessment, a maximum capacity analysis, and Rail Traffic Controller modeling. The proposal clearly shows that rail operations on the EJ&E arc will be at capacity immediately if the proposal is implemented, with most of CN's traffic diverted from CN's existing lines. The capacity of the EJ&E arc may change if key bottlenecks are reduced. Future CN traffic growth in the Chicago area would either revert to the existing CN lines and/or be accommodated on the EJ&E arc if bottlenecks are reduced. We acknowledge the difficulty of forecasting long-term changes in traffic. Nonetheless, EPA recommends that the STB project traffic growth on the existing CN lines and on the EJ&E arc if its capacity changes due to bottleneck reductions. Please discuss in the FEIS the direct, indirect, and cumulative impacts of this potential future traffic growth.

The DEIS notes that most hazardous materials transported following this proposal, would move in "key trains" and that all EJ&E segments will be designated as "key routes" under Federal Railroad Administration regulations. These trains will move at mandated reduced speeds. Rail operations, capacity, and efficiency modeling for this proposal should consider these slower speeds in projecting traffic capacity on the EJ&E tracks, and how much traffic might need to remain on the existing CN lines through the City of Chicago and inner ring suburbs.

We recommend the STB include in the FEIS and Record of Decision (ROD) a requirement that if the proposal is approved, CN or its successors would initiate an adaptive management (AM) program. This AM program would stipulate that if any segment of the proposed rail system sustains an increase of some pre-specified number of average daily trains for a pre-designated period of time, then the applicant or its successors would re-evaluate the impacts of that increased traffic volume and provide mitigations as appropriate. These mitigation measures should be acceptable to the STB and compliant with any regulatory requirements applicable to specific impacts, as determined by the relevant regulatory agency. We concur with the STB proposal to establish a public/private mitigation fund, and suggest it be part of the AM with an annual contribution by CN or its successors adequate to sustain needed mitigation measures. This fund would appropriately be managed by a state or regional

planning agency for the project area, and provide for possible receipt of other contributions as might be provided by federal, state, and/or local governments.

Further explanation is needed in the FEIS regarding how existing and future Metra and Amtrak passenger rail services will be accommodated under the proposal. The DEIS contains assurances that the planned Metra STAR line will be accommodated within the parameters of the proposal, but no specifics are provided. This is a concern, given that the EJ&E arc, which would host a portion of the STAR line, will operate at capacity as soon as the proposal is implemented.

The proposal calls for enhancing the existing rail-to-rail connection at Munger in DuPage County, Illinois. The DEIS indicates that this enhancement will provide little operational improvement, but would impact wetlands, biota, and a county forest preserve. We conclude that the hydrological impacts are potentially greater than described in the DEIS. Therefore, we recommend that the Munger connection enhancement component of the proposal be dropped from further consideration in the FEIS.

HAZARDOUS MATERIAL TRANSPORT AND RAIL SAFETY

The DEIS states that the railroad industry has a low risk of accidents and spills, and that should an accident or spill occur, rapid emergency response involving containment and clean-up would follow, led by local governments as first responders. These assurances apply to both public safety and natural resource impacts, including spills to water, when potential impacts could spread quickly. We note that all segments of the proposed project will be designated as hazardous key routes. Both CN and EJ&E have a history of higher incident rates than the railroad industry as a whole. The higher incident records for both railroads involved are not adequately explained in the DEIS. CN's corporate rail safety record, both in the United States and Canada, as well as EJ&E's, warrant further explanation in the FEIS. No installation of containment measures or preventative measures are proposed in the DEIS. We recommend the FEIS include procedures for spill prevention for CN's operations in the Chicago area and installation of containment measures near sensitive water resources (e.g., Cuba Marsh, the heron rookery near Plainfield, the Des Plaines River, and the Grand and Little Calumet Rivers).

The FEIS should provide a list of significant, geographically vulnerable natural areas that need special planning and possible structural measures for spill protection. This should be compiled in consultation with the U.S. Fish and Wildlife Service offices, the Departments of Natural Resources in Illinois and Indiana, and the STB convened Illinois Natural and Water Resources Stakeholder Group. A management plan for responders and any structural mitigation measures should be developed in consultation with hazardous waste programs at EPA, Illinois EPA and the Indiana Department of Environmental Management. This plan should be available for emergency use and incorporated into broader emergency planning at the local and regional levels.

AIR QUALITY

We appreciate that the DEIS includes a general conformity analysis and an air toxics assessment. However, diesel particulates were not included in the air toxics analysis, and should be added in the FEIS. Both the conformity analysis and the air toxics "hot spot" analysis should include

projected emissions for the Kirk and Joliet yards, which will experience significantly increased operations if the proposal is implemented. We recommend that the three at-grade crossings where the hot spot analysis shows that EPA reference levels will be exceeded be considered high priorities for grade separation mitigation. We commend CN for proposing voluntary air mitigation to include diesel emission reduction strategies, such as low-emission switching engines in the yards and anti-idling measures.

ENVIRONMENTAL JUSTICE

EPA recommends that STB provide clearer explanations in the FEIS of the methods used to evaluate potential for disproportionate impacts and use updated census data if available and appropriate. Impacts should be consistently evaluated across the entire project study area, including potential environmental justice communities.

We appreciate the opportunity to comment on the DEIS for this proposal. We welcome the opportunity to work with STB to address our comments prior to issuance of the FEIS. If you have questions regarding these comments, please contact me or my staff member, Norm West by phone at 312-353-5692, or at west.norman@epa.gov.

Sincerely,

Lynn Buhl
Regional Administrator

Enclosures:
1. Summary of Ratings Definitions and Follow-up Actions
2. Detailed Comments on the Draft Environmental Impact Statement for the Proposed Canadian National Railway Acquisition of the Elgin, Joliet & Eastern Railway

SUMMARY OF RATING DEFINITIONS AND FOLLOW UP ACTION*

Environmental Impact of the Action

LO-Lack of Objections
The EPA review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

EC-Environmental Concerns
The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impacts. EPA would like to work with the lead agency to reduce these impacts.

EO-Environmental Objections
The EPA review has identified significant environmental impacts that must be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

EU-Environmentally Unsatisfactory
The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potential unsatisfactory impacts are not corrected at the final EIS sate, this proposal will be recommended for referral to the CEQ.

Adequacy of the Impact Statement

Category 1-Adequate
The EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alterative and those of the alternatives reasonably available to the project or action. No further analysis or data collecting is necessary, but the reviewer may suggest the addition of clarifying language or information.

Category 2-Insufficient Information
The draft EIS does not contain sufficient information for the EPA to fully assess the environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analyzed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses, or discussion should be included in the final EIS.

Category 3-Inadequate
EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analyzed in the draft EIS, which should be analyzed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft FIS is adequate for the purposes of the NEPA and/or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft FIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

*From EPA Manual 1640 Policy and Procedures for the Review of the Federal Actions Impacting the Environment

Detailed Comments on the Draft Environmental Impact Statement for the Proposed Canadian National Railway (CN) Acquisition of the Elgin, Joliet & Elgin Railway (EJ&E)

The following detailed comments are provided by the U.S. Environmental Protection Agency (EPA) on the Surface Transportation Board (STB) draft Environmental Impact Statement (DEIS) published in the Federal Register under CEQ #20080290. We acknowledge the extensive mitigations proposed both voluntarily by the applicant and recommended by STB. Voluntary mitigation (VM) measures referenced in our comments are proposed by CN.

We commend STB for responding to EPA scoping comments on many issues, specifically including:

- Considerations of alternatives to improve train storage and train speed and reduce impacts are incorporated into the DEIS.
- The DEIS evaluates at-grade crossings and identifies crossings for various mitigations.
- The DEIS considers land use impacts and compliance with Indiana's Coastal Zone Management Act.
- The DEIS considers climate change impacts and greenhouse gas emissions.
- Some air quality hot spot analysis is provided, and VM is proposed to refit rail yard locomotives with EPA-recommended idling control systems.
- STB undertook an extensive analysis of existing and proposed project noise. Several VMs address these noise issues, including construction noise, wayside noise, and noise at rail-to-rail crossings and switches. Appropriate assessments for vibration impacts were included.
- VM #31 and VM #68 propose the use of native plant materials to cover construction site disruptions in consultation with local conservation offices.

The following discussion presents our detailed concerns, which should be addressed in the FEIS. These issues include some general observations regarding the DEIS sections on Purpose and Need, Alternatives, and Mitigation, and then specific details concerning hazardous materials transportation, rail and community safety, air emissions, environmental justice, noise, surface waters, wetlands, stormwater run-off, floodplains, threatened and endangered species, invasive species, cumulative and indirect impacts, and cultural resources.

Purpose and Need, Alternatives, and Mitigation

The Purpose and Need section essentially reiterates the proposed action. The FEIS should provide analyses and a clear explanation as to why the alternatives that were dismissed without detailed study fail to meet the purpose and need.

Our avoidance, minimization, and mitigation scoping comments requested delineation of all avoidance and minimization efforts, for the overall project, for project components, and for individual or specific impacts. We acknowledge the mitigation measures proposed; however, the DEIS mainly focuses on proposed mitigation measures and does not provide much explanation of other options for avoidance, minimization and mitigation that may have been considered but not selected. Our scoping

comments requested mitigation measures be presented in detail with follow-up measures for maintaining and evaluating mitigation success. These were typically not provided in the DEIS, and should be addressed in the FEIS.

Hazardous Materials Transport

Please include hazardous materials transport in the Rail Safety section of the FEIS for clearer understanding. The DEIS should be revised to reflect the Federal Railroad Administration's (FRA) June 1, 2008 guidance on "key routes" and "key trains." That guidance supersedes the DEIS statement, "Neither the number of daily trains nor the commodities carried are a factor in establishing the classification of the track." Spill mitigation measures in Section 6, including VM #15, should include adherence to EPA regulations 40 CFR Part 263, and should explicitly include working with EPA, state environmental agencies, and local agencies on spill responses.

The DEIS acknowledges that the proposal increases the potential for yard accidents due to increases in car handling activity. The DEIS only references that CN must prepare a Safety Integration Plan (SIP) and comply with applicable Federal and state regulations. EPA believes that STB should consider additional mitigation and explain that measures beyond the legal minimums may be appropriate to protect the public health and natural resources. We also recommend that the STB consider adding substantive mitigation measures that specifically contribute to spill prevention and strategic containment for the project area, especially near sensitive water bodies.

Recent research indicates that broken rails, particularly at weld points, are the leading cause of major derailments and accidental releases of hazardous materials on U.S. Class I railroads. Ongoing research, such as that being conducted by Professor Christopher Barkan of the Railroad Engineering Program at the University of Illinois, is developing new methods to locate and correct such rail problems. We recommend that these methods be considered for inclusion in the adaptive management program to enhance spill prevention.

The DEIS does not give much detail on potentially impacted vulnerable facilities, such as schools, hospitals, nursing homes, high density housing, and oil/chemical facilities, although it does provide detail regarding environmentally sensitive areas, hazardous waste sites, and regulated chemical handling facilities. We recommend the community sites be more fully addressed in the FEIS regarding hazard analysis and risk assessment.

The DEIS did not provide any detailed information or statement on CN's hazardous materials (HAZMAT) spill response capabilities. CN seems to rely totally on local responders, despite a wide variability of local HAZMAT response capabilities in the area. No CN equipment lists, contractors, or corporate HAZMAT teams are mentioned. The FEIS should provide more detail which would be useful in determining what impacts to human health and the environment might result from a delayed or under-supplied and understaffed response. We note that STB mitigation #10 states that CN will assist in providing training to the affected local community responders, with an option to perhaps offer training in Chicago. We recommend that such training be provided specifically for the Chicago area to maximize participation for all affected response local responders.

Rail and Community Safety

The DEIS identified that some rail-highway at-grade crossings could have a higher potential for vehicles to become trapped on the tracks between the warning devices, due to local conditions. This is a significant safety concern. EPA recommends that all at-grade crossings on the EJ&E are be evaluated for this risk, and that all crossings with a higher potential for such a risk be mitigated.

Air Emissions

The mobile source air toxics (MSAT) analysis was performed at railroad crossings for five air toxic compounds. The FEIS should supplement the MSAT analysis by adding diesel particulate matter (PM), which EPA considers a priority MSAT. However, while EPA considers diesel exhaust a likely human carcinogen, and available evidence supports this conclusion, EPA cannot at this time provide a cancer potency value, i.e., unit risk factor (URF), for diesel PM. However, in EPA's recent final rule setting standards for locomotive and marine diesel engines (73 Federal Register 37096, June 30, 2008), EPA conducted dispersion modeling to assess diesel PM concentrations near ports and rail yards across the nation. In that study, 0.2 and 2 ug/m^3 were employed as levels indicating elevated exposures.[1] For non-cancer effects, EPA has a reference concentration (RfC) of 5 ug/m^3 for diesel PM. These factors could be used to estimate exposures to diesel PM of potential health significance.

Climate Change Science

EPA recommends that the background and context for the climate change discussion in the DEIS be revised to reflect, in brief, the relevant climate change science at http://cpa.gov/climatechange/. EPA's site references reports from the Intergovernmental Panel on Climate Change, and provides links to the U.S. Climate Change Science program. The executive summary of the "Scientific Assessment of the Effects of Global Climate Change on the United States," by the National Science and Technology Council (May 2008), also synthesizes the climate change science.

Environmental Justice

The environmental justice (EJ) analysis should include citations for the "relevant orders and guidelines" and to the "environmental justice criteria" mentioned in the DEIS, and said to have been developed by EPA and STB. The EJ analysis should explain why census block groups were selected as the unit of analysis. This analysis should consider the availability of other demographic data to supplement the 2000 census data, and/or explain the decision not to use such data. EPA's April 1998 "Final Guidance for Incorporating Environmental Justice Concerns in EPA's NEPA Compliance Analyses" notes:

[1] ICF International, September 28, 2007. Estimation of diesel particulate matter concentration isopleths for marine harbor areas and rail yards. Memorandum to EPA under Work Assignment Number 0-3, Contract Number EP-C-06-094. This memo is available in Docket EPA-HQ-OAR-2003-0190. This analysis was published in the peer-reviewed proceedings of the Air & Waste Management Association's annual conference in 2008 (Paper #719).

> census data have been shown to be unreliable in some cases, in part because the level of aggregation may not offer a fine enough mesh to identify the existence of such communities. Also, census data are based on self-reporting. These data are not always consistent and are prone to undercounting minority populations and low-income populations due to a perceived reluctance for certain populations to divulge information.

The "Study Area" for the EJ analysis is defined as "census block groups along the EJ&E rail line within 1,500 feet of rail segments where the number of trains would increase by at least eight trains per day and that would be designated as key routes for hazardous material transportation" and "[a]long the CN rail line, …census block groups within 400 feet of rail segments where the number of trains would decrease by at least eight trains per day and the segments would not be designated key routes for hazardous materials transport." The EJ analysis should explain the rationale for this definition of the Study Area.

The FEIS analysis should explain why other types of impacts evaluated elsewhere in the DEIS are not evaluated in the EJ Analysis, or should include an evaluation of such impacts. Where a localized impact is found in the DEIS yet found not to be significant based on comparison to the overall DEIS Study Area, it may still merit evaluation in the EJ analysis. EPA's 1998 NEPA Guidance states:

> …Minority communities and low income communities may comprise a very small percentage of the total population and/or geographical area. Therefore, the assumptions and inputs used in conjunction with traditional analytical tools for studying potential impacts under NEPA, and the results of the analyses, may not fully reflect the impacts that may be borne by these smaller communities or populations. An analysis of disproportionate impacts will develop an understanding of how the total potential impacts vary across individual communities. This allows analysts to identify and understand what portion of the total impacts may be borne by minority or low-income communities, to assess whether they are disproportionately high and adverse, and to develop alternatives and mitigation measures if necessary.

Appendix I should provide additional information to explain the statistical analysis and the conclusion of the EJ analysis. In particular, the following questions are not answered by the provided information:

- How were the marginal probabilities derived?
- What do the different marginal probabilities demonstrate?
- Why are the marginal probabilities in Tables I.2-2 (Actual noise impacts) and I.2-3 (Expected noise impacts) identical?
- Why are there only 2 tables? Shouldn't there be four: minority/actual; minority/expected; low-income/actual; low-income/expected?
- The DEIS states, "Further analysis revealed that the high and adverse train noise impacts are not disproportionately borne by minority or low-income environmental justice populations." What analysis supports that statement?

Noise

Although several sensitive noise receptors, such as Fermi Lab, are identified, we suggest that the noise analysis be expanded to include specific information on any schools, libraries, eldercare facilities, hospitals, and churches that will be exposed to an Ldn of 65 dBA or greater.

EPA requests STB provide justification of its statement that mitigation at the Ldn of 65 dBA is unreasonable. Section 4.10 states that 1,559 noise-sensitive receptors would experience an Ldn of 70 dBA or greater along seven segments of the EJ&E rail line. In Section 4.10.3, there is discussion that states that it is appropriate that the applicant determine where noise walls could provide noise reductions for receptors that are predicted to experience an Ldn of 70 dBA or greater. We believe that the FEIS should provide more detail on the locations of possible noise walls along these segments (such as placing them on Figure L-1). The FEIS should also provide more information on which noise walls are likely to provide benefits and be both reasonable and feasible. We believe it is important that this mitigation be part of the EIS process and not be developed at a later time as currently proposed. The consideration of other options for noise mitigation should be discussed in the FEIS.

Surface Water, Wetlands, and Stormwater Run-off

CN will be responsible for applying for and securing any wetland Clean Water Act (CWA) Section 404 permits, including State water quality certification under CWA Section 401, which may be needed to construct CN's proposed connecting track and double track projects. However, information in the FEIS could support decision-making during the Section 404 permit review process, especially because the applicant must demonstrate compliance with the CWA Section 404(b)(1) Guidelines prior to obtaining an individual Section 404 permit. The Section 404 (b)(1) Guidelines require that projects be evaluated first to avoid and then minimize impacts to waters of the United States (including wetlands). Remaining impacts must then be mitigated. A permit cannot be issued if there is a practicable alternative that would have fewer adverse impacts on the aquatic ecosystem.

EPA recommends that the FEIS should fully discuss all of the alternatives for the proposed connecting track and double track projects. A number of the connecting track alternatives are able to avoid wetlands and waters entirely. Others have varying amounts and types of impacts to wetlands. Several of the preferred alternatives in the DEIS have higher impacts than some of those not preferred. The FEIS should explain the trade-offs of the selection process, especially at Munger and Matteson. Consideration of alternatives is less clear for the double tracking proposals. Please document in the FEIS what has been done to avoid and minimize wetland and water impacts, by refining the major alternatives.

The FEIS should explain how the proposal will comply with state and county wetland regulations. The States of Illinois and Indiana and many counties in the Chicago metropolitan region have developed rules to regulate wetlands that are outside of the Federal jurisdiction. For example, Lake County, Illinois requires buffers for all Federal and county jurisdictional waters. Buffers are areas of predominantly vegetated land adjacent to drainage ways, wetlands, lakes, ponds, or other surface waters, which may or may not be waters of the United States. Buffer width requirements are based on the quality and size of the wetland.

We note that wetlands in the DEIS are described predominantly in terms of their vegetative quality. A description of any other significant ecological services for these wetlands should be included in the FEIS to better inform mitigation.

The DEIS summarizes previous NEPA activities by the Federal Aviation Administration at the Gary International Airport, pertaining to the EIS/ROD on the runway extension and EJ&E track re-routing. That summary is helpful. Subsequent to the NEPA process, the Gary/Chicago International Airport applied for a Clean Water Act (CWA) Section 404 Permit from the Detroit District of the Corps of Engineers, which was published by the Detroit District as Public Notice No. 93-145-126-7 on January 22, 2007 (replacing the original publication of December 28, 2006). We understand that a decision on this permit is still pending. The project as proposed in the Public Notice reflected the wider loop of the final alignment, Alternative 1-D. However, the Public Notice did not indicate whether or not the proposed crossing of the CSX and Norfolk Southern Railroad (NS) rail tracks by the EJ&E tracks would be at grade or grade-separated. It is unclear whether or not the June 27, 2008, preliminary memorandum of understanding between the Gary/Chicago International Airport, EJ&E, CSX and NS would change what was proposed for Section 404 permitting by the Airport. The DEIS indicates that CN will abide by the Section 404 permit conditions if the permit is issued. The FEIS should report the status of these activities.

Aircraft at the Gary/Chicago International Airport cannot use the full length of the existing main runway because of the vertical impediment of the EJ&E tracks, which are elevated on an embankment. The physical location of these tracks further limits extension of the runway and its safety zone. Consequently, the EJ&E tracks currently limit flight operations. However, if the track relocation cannot be resolved, due to grade crossing problems or some other issue, can the operations under CN's proposed EJ&E acquisition (essentially tripling the number of trains traversing this section of track) proceed effectively over the existing track? How will the change in traffic on the EJ&E tracks under CN's proposal impact flight operations at this airport? Please address this scenario in the FEIS.

The DEIS refers to best management practices (BMPs) for construction run-off in special cases. These special cases and BMPs should be fully described in the FEIS. We recommend the FEIS should stipulate that sediment basins and other mitigations be designed for 100-year flood levels.

Floodplains

The DEIS (Table 4.12-3) indicates 28 surface water impacts from double track construction would result in increased flood elevations up to 1 foot, 9 of which are within FEMA floodplains. Nine others would exceed a 1-foot flood level elevation, 3 of which would be in FEMA-mapped floodplains. An additional 11 drainage structures (Table 4.12-4) are indicated as possibly causing moderate increases (5 to 10 feet per second) in hydraulic flow velocity; 18 could cause major increases (greater than 10 feet per second). The FEIS should include additional information for these floodplains, indicating the acreage and stream length of these impacts. The DEIS is unclear whether these figures represent potential impacts prior to avoidance and minimization or, as implied in the mitigation section, they are conditions proposed to be partially mitigated using BMP protection systems. Stream relocations are also indicated as a possibility. The FEIS should provide details for these impacts and

commit the applicant to negotiate with appropriate local jurisdictions and the Illinois Natural and Water Resources Stakeholder Group on these issues.

Threatened and Endangered Species /Wildlife and Habitat / Invasive Species

Based on the STB stakeholder meetings EPA attended with many federal, state and local representatives, we conclude that the DEIS understates the potential for impacts to threatened and endangered species, wildlife, and habitat, and the consequences of invasive species. We recommend that STB consult with this Illinois Natural and Water Resources Stakeholder Group to more fully identify impacts and formulate appropriate mitigation procedures to include both in the FEIS and in the recommended adaptive management program.

We understand that CN plans to follow some Canadian practices using herbicides in right-of-way maintenance. At a minimum, U.S. and state regulatory requirements for pesticide use must be followed. An expanded discussion of right-of-way maintenance practices should cover the entire EJ&E arc, from Gary to Waukegan. The portion of the EJ&E arc from Leithton to Waukegan is not presently included in the project area, but the impacts of right-of-way maintenance to several significant waters, including the Lake Michigan coastal area, should be addressed in the FEIS.

Cumulative and Indirect Impacts

The DEIS includes a section on Indirect and Cumulative Impacts; however, there is little analysis presented for these determinations. The FEIS should describe the accumulation of impacts to different natural resources and present how the proposed project could add to those impacts, or improve the status of those resources through mitigation for the impacts of the proposed project.

Cultural Resources

The DEIS indicates that during scoping, the applicant requested information from the public regarding historic resources that might be impacted by the proposal, and on the basis that no structures were presented, concludes there will be no impacts to these resources. However, a survey of historic resources has apparently not been undertaken by the applicant or STB. STB is responsible for complying with the National Historic Preservation Act, including determining the area of potential effects and evaluating all existing historic and archaeological resources that are listed or may be eligible for listing on the National Register of Historic Places. For example, EJ&E's Joliet Yard, which is proposed to be acquired by CN, contains an historic roundhouse that is currently in disrepair. Please note that vibration can be a source of impacts to historic structures, even if the construction activities are not directly adjacent The FEIS should provide a detailed discussion of STB's and the applicant's assessment of all historic resources and proposed mitigation measures, including coordination with the State Historic Preservation Officers (SHPO) in Illinois and Indiana.

E.4 Comment Letter from the Applicants

15801

Surface Transportation Board
Incoming Correspondence Record

#EI-14176

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Submitter's Comments

STB's Comments
See attachment

Image Attachment(s)

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September 30, 2008

BY E-FILING

Ms. Victoria J. Rutson, Chief
Section of Environmental Analysis
Surface Transportation Board
395 E Street, S.W.
Washington, D.C. 20423-0001

Re: ***Canadian National Railway Company and Grand Trunk Corporation – Control – EJ&E West Company*** **(STB Finance Docket No. 35087)**

Dear Ms. Rutson:

Pursuant to the July 25, 2008, decision of the Surface Transportation Board, Canadian National Railway Company and Grand Trunk Corporation submit the enclosed comments on the scope of the final environmental impact statement to be prepared in this proceeding.

Yours truly,

Paul A. Cunningham

Counsel for Canadian National Railway Company and Grand Trunk Corporation

Enclosures

BEFORE THE
SURFACE TRANSPORTATION BOARD

STB Finance Docket No. 35087

CANADIAN NATIONAL RAILWAY COMPANY
AND GRAND TRUNK CORPORATION
– CONTROL –
EJ&E WEST COMPANY

APPLICANTS' COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT STATEMENT

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September 30, 2008

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Part 1 – Applicants' Voluntary Mitigation Proposal

CN submitted a comprehensive Voluntary Mitigation Proposal ("VMP") to SEA on June 26, 2008, detailing the conditions that CN proposed that the Board impose to mitigate adverse environmental impacts both generally and at specific locations. This proposal, discussed in chapter 6 of the DEIS (at 6-3 through 6-12), was intended to cover communities that do not enter into individual mitigation agreements with CN.

Individual mitigation agreements are often preferable to Board-imposed mitigation, because they can cover issues and provide remedies that are outside the Board's authority or that or are not directly related to the Transaction. But for those communities for which CN is unable to reach an agreement, the voluntary mitigation plan serves as a backstop to ensure that adverse impacts are still subject to reasonable mitigation, regardless of whether the Board would have the power to impose those mitigation conditions absent CN's consent. The conditions CN has proposed were based on CN's extensive experience in past control transactions, conditions that were accepted by railroads in previous control proceedings, and conditions that were requested during the scoping process or CN's negotiations with affected communities.

CN's voluntary mitigation proposal is intended to provide for mitigation that meets the standards of relevance, reasonableness, and support set forth by the Board in previous cases: "any conditions the Board imposes must relate directly to the transaction before it, must be reasonable, and must be supported by the record before the Board."[1] Thus, CN's proposal is

[1] Draft Environmental Impact Statement at 6-1, *San Jacinto Rail Ltd. – Constr. & Operation Exemption – Build-Out to the Bayport Loop Near Houston, Harris County, TX*, STB Finance Docket No. 34079 (STB served Dec. 6, 2002) ("*Bayport Loop DEIS*"); Draft Environmental Impact Statement at 5-1, *S.W. Gulf R.R. – Constr. & Operation – In Medina County, TX*, STB Finance Docket No. 34284 (STB served Nov. 5, 2004) ("*SW Gulf DEIS*"). *See also* 1 Draft Environmental Impact Statement at 3-3, *CSX Corp. – Control & Operating Leases/Agreements – Conrail Inc.*, STB Finance Docket No. 33388 (STB served Dec. 12, 1997) ("*Conrail DEIS*") (for an environmental mitigation condition to be imposed without consent it "must be reasonable, must be directly related to the impact caused by the Acquisition, must be appropriate to the scope and degree of the environmental impact, and should not unduly frustrate the ability of the Applicants to realize the anticipated public benefits of the proposed . . . Acquisition.").

intended to provide for mitigation of all relevant environmental impacts which are shown to be likely as a result of the CN/EJ&EW Transaction, and which are significant when measured under the standards applied by the Board in previous cases. CN's voluntary mitigation proposal reasonably addresses the significant impacts of the Transaction, while not jeopardizing CN's ability to realize the public benefits anticipated as a result of the Transaction.

Based on SEA's thorough analysis and recommended mitigation in the DEIS, CN is now submitting a revised voluntary mitigation proposal that would provide further relief to impacted communities. Subject to a limited number of exceptions, CN agrees to almost all of the additional mitigation proposals included in the DEIS even though such extensive mitigation is not required by NEPA, by the Board's governing statute, the ICC Termination Act of 1995 ("ICCTA"), 49 U.S.C. §§ 10101 *et seq*, or by the rules of the Council on Environmental Quality ("CEQ") or the Board.[2] The list of voluntary mitigation measures CN is now agreeing[3] includes 101 discrete elements. CN expects the total cost of this revised program to be roughly $60 million.[4]

[2] CN's proposal may not include all specific items of SEA's proposed additional mitigation that relate to routine compliance with regulatory requirements in connection with implementation of mitigation or of the Transaction. CN intends, nevertheless, to comply fully with any applicable laws and regulations. If greater specificity is desired regarding this commitment, CN would appreciate the opportunity to comment on any further SEA proposals in that regard.

[3] Because CN is voluntarily agreeing to much of the mitigation suggested by SEA, uncertainties regarding the extent of the Board's authority to impose environmental conditions in minor transactions may not need not to be resolved. CN reserves its rights to challenge the Board's authority to impose any unreasonable conditions.

[4] Though CN believes the concerns raised by some of the more vocal local activists are largely overstated or unsupported, it continues to reach out to the affected communities in the hope of reaching some agreements, and has proposed a mitigation budget of $60 million – a full 20% of the acquisition cost of EJ&EW.

APPLICANTS' VOLUNTARY MITIGATION MEASURES

Applicants propose the following voluntary mitigation measures for the Board to consider in issuing its final decision. These measures refine and supplement the 70 voluntary measures Applicants listed on June 26, 2008, and include 32 of the additional measures which SEA, recommended should the Board authorize the Application. DEIS at 6-13—6-31. Applicants plan on implementing the proposed mitigation within the later of three years after approval of the Application or the completion of the capital improvements described in the operating plan.

The individual mitigation measures are organized by the Environmental Impact Categories found in the Corrected Final Scope of Study, served April 28, 2008.

1. SAFETY

Grade Crossings

VM 1. Applicants shall consult with appropriate agencies to determine the final design and other details of the grade crossing protections or rehabilitations on EJ&EW's rail line. Implementation of all grade crossing protections shall be subject to the review and approval of the Federal Railroad Administration ("FRA") and the appropriate state Departments of Transportation.

VM 2 Applicants shall coordinate with the appropriate state departments of transportation, counties, and affected communities along the EJ&E rail line to develop a program for installing temporary notification signs or message boards, where warranted, in railroad right-of-way ("ROW") at highway/rail at-grade crossings, clearly advising motorists of the increase in train traffic on affected rail line segments. The format and lettering of these signs shall comply with the Federal Highway Administration's (FHWA) *Manual on Uniform Traffic Control Devices* (FHWA 2007b) and shall be in place no less than 30 days before and six months after the acquisition by CN of the control of EJ&EW. The Applicants shall conduct a media campaign throughout the affected counties and communities surrounding the EJ&E rail line advising the public of increased operations along the EJ&E rail line. The campaign shall include the use of different media (radio, television, newspaper, Internet). Applicants shall distribute all information in both English and Spanish, where appropriate.

VM 3 Where necessary for implementation of a Quiet Zone, and in consultation with the affected community, FRA, and the appropriate state Department of Transportation, Applicants shall construct or install roadway median barriers to reduce the opportunity for vehicles to maneuver around a lowered gate.

VM 4 Applicants shall cooperate with the municipalities affected to determine which improvements would be necessary for existing Quiet Zone to maintain FRA compliance.

VM 5 Applicants shall cooperate with interested communities for the establishment of Quiet Zones and assist in identifying supplemental or alternative safety measures, practical operational methods, or technologies that may enable the community to establish Quiet Zones.

VM 6 Applicants shall consult with affected communities to improve visibility at highway rail at-grade crossings by clearing vegetation or installing lighting to illuminate passing or stopped trains.

VM 7 Within 6 months of acquisition by CN of the control of EJ&EW, Applicants shall cooperate with the Illinois Department of Transportation, Indiana Department of Transportation and other appropriate local agencies to coordinate a review of corridors surrounding highway/rail at-grade crossings to examine safety and adequacy of the existing warning devices, and identify remedies to improve safety for highway vehicles.

VM 8 Where grade-crossing rehabilitation is agreed to, Applicants shall assure that rehabilitated roadway approaches and rail line crossings meet or exceed the standards of the State Department of Transportation's rules, guidelines, or statutes, and the American Railway Engineering and Maintenance of Way Association ("AREMA") standards, with a goal of eliminating rough or humped crossings to the extent reasonably practicable.

VM 9 For each of the public grade crossings on EJ&EW's rail line, Applicants shall provide and maintain permanent signs prominently displaying both a toll-free telephone number and a unique grade-crossing identification number in compliance with Federal Highway Regulations (23 C.F.R. Part 655). The toll-free number shall enable drivers to report accidents, malfunctioning warning devices, stalled vehicles, or other dangerous conditions and shall be answered 24 hours per day by Applicants' personnel. At crossings where EJ&EW's ROW is close to another rail carrier's crossing, Applicants shall coordinate with the other rail carrier to establish a procedure and share information regarding reported accidents and grade-crossing device malfunctions.

VM 10 Within 6 months of acquisition by CN of the control of EJ&EW, Applicants shall cooperate with school and park districts to provide fencing where schools or parks are within one-quarter mile of the right of way and to identify at-grade crossings where additional pedestrian warning devices may be warranted.

VM11 Applicants shall continue ongoing efforts with community officials to identify elementary, middle, and high schools within 0.5 miles of EJ&EW's ROW and

provide, upon request, informational materials concerning railroad safety to such identified schools.

VM 12 Within 6 months of the effective date of the Board's final decision, Applicants shall initiate review of the locations of designated pedestrian and recreational trail at-grade crossings along the EJ&E rail line that would see an increase in train traffic under the Proposed Action. The Applicants shall cooperate in the review with local agencies and community trail groups to assess the adequacy of the existing warning devices, to ascertain if particular trail uses or issues reduce the effectiveness of these warning devices, and to identify appropriate remedies to improve safety of pedestrian and recreational trail users.

Construction

VM 13 Before starting any construction activities for the proposed connections or installation of double track, Applicants shall develop – in conjunction with the affected communities and local fire and emergency response departments along the EJ&E rail line – an adequate plan for fire prevention and suppression and subsequent land restoration during construction and operation along the EJ&E rail line. Applicants shall submit the plan to local communities and local fire and emergency response departments. Applicants' plan shall ensure that all non-turbocharged locomotives are equipped with functional spark arrestors on exhaust stacks, and carry fire extinguishers suitable for flammable liquid fires, electrical fires, and combustible materials fires, as well as provide for the installation of low-spark brake shoes on all locomotives.

2. HAZARDOUS MATERIALS TRANSPORTATION

VM 14 Applicants shall comply with the current Association of American Railroads ("AAR") "key route" guidelines, found in AAR Circular No. OT-55-I, and any subsequent revisions.

VM 15 Applicants shall comply with the current AAR "key train" guidelines, found in AAR Circular No. OT-55-I, and any subsequent revisions.

VM 16 To the extent permitted and subject to applicable confidentiality limitations, Applicants shall distribute to each local emergency response organization or coordinating body in the communities along the key routes a copy of the Applicants' current Hazardous Materials Emergency Response Plans.

VM 17 Applicants shall incorporate EJ&EW into their existing Hazardous Materials Emergency Response Plan.

VM 18 Applicants shall comply with all hazardous materials regulations of the United States Department of Transportation (including the Federal Railroad Administration and the

United States Pipeline and Hazardous Materials Safety Administration) and Department of Homeland Security (including the Transportation Security Administration). Applicants shall dispose of all materials that cannot be reused in accordance with applicable law

VM 19 Upon request, Applicants shall implement real-time or desktop simulation emergency response drills with the voluntary participation of local emergency response organizations.

VM 20 Applicants shall continue their ongoing efforts with community officials to identify the public emergency response teams located along EJ&EW and shall provide, upon request, hazardous material training.

VM 21 Applicants shall conduct Transportation Community Awareness and Emergency Response Program (TRANSCAER) workshops (training for communities through which dangerous goods are transported) in those communities along the EJ&E rail line that request this training.

VM 22 Applicants shall assist in the hazardous materials training emergency responders for affected communities that express an interest in such training. Applicants shall support through
funding or other means the training of one representative from each of the communities located along the EJ&E rail line segments where the transportation of hazardous materials would increase. Applicants shall complete the training within 3 years from the date that the Applicants initiate operational changes associated with the Proposed Action.

VM 23 Applicants shall develop internal emergency response plans to allow for agencies to be notified in an emergency, and to locate and inventory the appropriate emergency equipment. Applicants shall provide the emergency response plans to the relevant state and local authorities within 6 months of acquisition by CN of the control of EJ&EW.

VM 24 Applicants shall provide dedicated toll-free telephone number to the emergency response organizations or coordinating bodies responsible for communities located along the EJ&E rail line. This telephone number shall provide access to applicant personnel 24 hours per day, seven days a week, enabling local emergency response personnel to obtain and provide information quickly regarding the transport of hazardous materials on a given train and appropriate emergency response procedures should a train accident or hazardous materials release occur.

VM 25 In accordance with their Emergency Response Plan, Applicants shall make the required notifications to the appropriate Federal and state environmental agencies in the event of a reportable hazardous materials release. Applicants shall work with the appropriate agencies such as the United States Fish and Wildlife Service, Illinois Environmental Protection Agency and Indiana Department of Environmental

Management to respond to and remediate hazardous materials releases with the potential to affect wetlands or wildlife habitat(s), particularly those of federally threatened or endangered species.

VM 26 Prior to initiating any Transaction-related construction activities, Applicants shall develop a spill prevention plan for petroleum products or other hazardous materials during construction activities. At a minimum, the spill prevention plan shall address the following:

- Definition of what constitutes a reportable spill;
- Requirements and procedures for reporting spills to appropriate government agencies;
- Methods of containing, recovering, and cleaning up spilled material;
- Equipment available to respond to spills and location of such equipment; and
- List of government agencies and Applicants' management personnel to be contacted in the event of a spill. In the event of a reportable spill, Applicants shall comply with their spill prevention plan and applicable Federal, state, and local regulations pertaining to spill containment and appropriate clean-up.

3. TRANSPORTATION SYSTEMS

Grade Crossing Delay

VM 27 Applicants shall comply with the Voluntary Mitigation Agreement concluded with the City of Joliet, which among other things addresses delay at the public highway/rail at-grade crossings at Woodruff Road and Washington Street.

VM 28 Although Applicants have not identified any grade crossings, other than Woodruff Road and Washington Street, that would require mitigation under SEA's established standards, Applicants shall, upon request, cooperate with municipalities and counties in support of their efforts to secure funding, in conjunction with appropriate state agencies, for grade separations where they may be appropriate under criteria established by relevant state Department of Transportation. Applicants shall contribute their statutorily required amount of funding to the cost of the grade separation.

VM 29 Applicants shall examine train operations for ways of reducing highway/rail at grade crossing blockages,

VM 30 Applicants shall cooperate with the appropriate state and local agencies and municipalities to:

- Evaluate the possibility that one or more roadways listed in Table ES-1 could be closed at the point where it crosses the EJ&E rail line, in order to eliminate the at-grade crossing.

- Improve or identify modifications to roadways that would reduce vehicle delays by improving roadway capacity over the crossing by construction of additional lanes.

- Assist in a survey of highway/rail at-grade crossings for a determination of the adequacy of existing grade crossing signal systems, signage, roadway striping, traffic signaling inter-ties, and curbs and medians.

- Identify conditions and roadway, signal, and warning device configuration may trap vehicles between warning device gates on or near the highway/rail at-grade crossing.

- Cooperate with state and local agencies to develop and implement a plan to grade-separate the highway/rail crossing.

VM 31 Applicants shall install power switches along EJ&EW where Applicants determine that manual switches could cause stopped trains to block grade crossings for excessive periods of time and that power switches would increase the speed of rail traffic and reduce the likelihood of such blockages.

VM 32 In order to minimize the number of trains being stopped by operators at locations that block grade crossings on the EJ&EW system, Applicants shall work with other railroads to establish reasonable and effective policies and procedures to prevent other railroads' trains from interfering with Applicants' trains on EJ&EW.

VM 33 Applicants' design for wayside signaling systems shall be configured and implemented to minimize the length of time that trains or maintenance-of-way vehicles or activities occupy at-grade crossings or unnecessarily activate grade-crossing warning devices.

VM 34 Applicants shall install control signals ("A" block or absolute stop signals) at the ends of sidings, double track sections, crossovers, and other control switch locations (Applicants 2008a).

VM 35 Applicants shall operate under U.S. Operating Rule No. 526 (Public Crossings), which provides that a public crossing must not be blocked longer than 10 minutes unless it cannot be avoided and that, if possible, rail cars, engines, and rail equipment may not stand closer than 200 feet from a highway/rail at-grade crossing when there is an adjacent track (Applicants 2008a). If the blockage is likely to exceed this time frame, then the train shall then be promptly cut to clear the blocked crossing or crossings.

VM 36 Applicants shall develop and submit to SEA a report on frequency and duration of trains delay at crossing for a period covering the first three years of operational changes.

Commuter and passenger rail service

VM 37 Applicants shall abide by the commitment made to Amtrak in a letter dated March 10, 2008 concerning Amtrak's use of the St. Charles Air Line (Air Line). In general, the commitment allows Amtrak to remain indefinitely on the Air Line after CN's trains are re-routed from the Air Line onto the EJ&E rail line should the Proposed Action be approved and implemented, thereby preserving Amtrak's access to Chicago's Union Station and Amtrak's ability to continue to provide service to and from points such as Champaign and Carbondale, Illinois. Applicants shall abide by the commitment to capping the cost to Amtrak for maintaining the Air Line at the current level, indexed for inflation (Applicants 2008p).

VM 38 Applicants shall operate the key interlockings at West Chicago and Barrington, Illinois, according to the current agreements under which EJ&E operates. Those agreements require EJ&E to give priority to passenger trains over either UP or EJ&E freight trains (Applicants 2008k).

VM 39 Applicants shall work with Metra to explore all options for service on the proposed STAR Line, including use of the EJ&E rail line. The timing and implementation of STAR Line service remain subject to numerous variables, including securing government funding, but the Applicants are committed to continuing discussions with Metra on the STAR Line (Applicants 2008j).

VM 40 During and after construction, Applicants shall maintain the pedestrian tunnel from the Metra Park-n-Ride lot to the Metra train station on the east side of the Chicago Subdivision rail line at Matteson (Applicants 2008l).

VM 41 Applicants shall comply with any written and executed curfew agreements that are now in effect regarding operations affecting passenger or commuter train service.

Emergency vehicle delay

VM 42 Applicants shall notify Emergency Services Dispatching Centers for communities along the affected segments of all crossings blocked by trains that are stopped and may be unable to move for a significant period of time Applicants shall work with affected communities to minimize emergency vehicle delay by maintaining facilities for emergency communication with local Emergency Response Centers through a dedicated toll-free telephone number; and providing, upon request, dispatching monitors that allow Emergency Response Center dispatching personnel to see real-time train locations.,

VM 43 Applicants shall make Operation Lifesaver programs available to communities, schools, and other organizations located along the affected segments.

VM 44 For up to 3 years after acquisition by CN of the control of EJ&EW , Applicants shall provide Operation Lifesaver programs in Spanish, upon request.

Construction

VM 45 At least one month prior to initiation of Transaction-related construction activities, Applicants shall provide the information described below regarding Transaction-related construction of sidings, double-tracking, or connections, as well as any additional information, as appropriate, to fire departments and the Local Emergency Planning Commissions ("LEPC") for communities within or adjacent to the construction area:

- The schedule for construction throughout the project area, including the sequence of construction work relating to public grade crossings and approximate schedule for these activities at each crossing;
- A toll-free number to contact Applicants' personnel, to answer questions or attend meetings for the purpose of informing emergency-service providers about the project construction and operations; and
- Revisions to this information, including changes in construction schedule, as appropriate.

VM 46 In undertaking Transaction-related construction activities, Applicants shall use practices recommended by AREMA and recommended standards for track construction in the AREMA Manual for Railway Engineering.

VM 47 During Transaction-related construction concerning at-grade crossings, when reasonably practicable, Applicants shall consult with the appropriate state Department of Transportation regarding detours and associated signage, as appropriate, or maintain at least one open lane of traffic at all times to allow for the quick passage of emergency and other vehicles.

VM 48 Applicants shall minimize temporary road closures during construction activities associated with the connections and double track. Applicants shall manage construction schedules to:
- Minimize highway/rail at-grade crossing closures
- Relay highway/rail at-grade crossing closure schedules to local emergency service providers

4. LAND USE

General Land Use

VM 49 Before beginning construction activity, Applicants shall survey all suitable habitats potentially impacted by the construction activity for Federally- and state-listed threatened or endangered plant species. If any listed plant species are located,

Applicants shall implement a mitigation plan in consultation with the appropriate Federal and state agencies.

VM 50 If identified in the area, Applicants shall coordinate with USFWS-Indiana and The Nature Conservancy (TNC) to monitor effects on the Karner blue butterfly in the West Gary Recovery Unit.

VM 51 Applicants shall continue the existing agreements for Paul Ales Branch operation for the protection of the Federally-listed Hine's emerald dragonfly.

VM 52 Applicants shall identify suitable habitat for Franklin's ground squirrel within construction limits, and minimize mowing along the ROW beyond what is necessary for reasonable railroad maintenance and safety.

VM 53 Land areas that are directly disturbed by Applicants' Transaction-related construction and are not owned by the Applicants (such as access roads, haul roads, and crane pads) shall be restored to their original condition, as may be reasonably practicable, upon completion of Transaction-related construction.

VM 54 During construction, temporary barricades, fencing, and/or flagging shall be used in sensitive habitats to contain construction-related impacts to the area within the construction Right Of Way ("ROW"). Staging areas shall be located in previously disturbed sites and not in sensitive habitat areas.

VM 55 To the extent reasonably practicable, Applicants shall confine construction traffic to a temporary access road within the construction ROW or established public roads. Where traffic cannot be confined to temporary access roads or established public roads, Applicants shall make necessary arrangements with landowners to gain access from private roadways. The temporary access roads shall be used only during project-related construction. Any temporary access roads constructed outside the rail line ROW shall be removed and restored upon completion of construction unless otherwise agreed to with the landowners.

VM 56 During Transaction-related earthmoving activities, Applicants shall remove topsoil and segregate it from subsoil. Applicants shall also stockpile topsoil for later application during reclamation of disturbed areas along the ROW. Applicants shall place the topsoil stockpiles in areas that would minimize the potential for erosion and use appropriate erosion control measures around all stockpiles to prevent erosion.

VM 57 Applicants shall commence reclamation of disturbed areas as soon as reasonably practicable after Transaction-related construction ends along a particular stretch of rail line. The goal of reclamation shall be the rapid and permanent reestablishment of native ground cover on disturbed areas. If weather or season precludes the prompt reestablishment of vegetation, Applicants shall use measures such as mulching or erosion control blankets to prevent erosion until reseeding can be completed.

VM 58 Applicants shall limit ground disturbance to only the areas necessary for Transaction-related construction activities.

VM 59 Applicants shall review the limits of land disturbance prior to construction to determine whether any U.S. Department of Commerce, National Geodetic survey monuments (that is, a government owned permanent survey marker) would be disturbed. If any survey monuments would be disturbed, Applicants shall give a 90-day notification to the U.S. Department of Commerce.

VM 60 Applicants shall consult with the appropriate state, county personnel, Forest Preserve and trail managers prior to construction activities on state land and shall flag the boundaries of the ROW.

VM 61 Applicants shall notify the trail managers of new construction that intersects trails during final design. Where possible, Applicants shall maintain access to all existing trails, greenways, and scenic corridors during construction. If temporary trail closures are required during construction, Applicants shall provide appropriate signage to detour pedestrian and recreational trail users to a safe alternate route.

VM 62 Before construction of the Applicants' Proposed Munger Connection adjacent to the Pratt's Wayne Woods Forest Preserve, Applicants shall flag the boundaries of the CN ROW, the EJ&E ROW, and the portion of the Commonwealth Edison ROW required for construction. Applicant shall remain within the flagged boundaries. Unless agreed by the Forest Preserve Management, no construction shall take place outside of the flagged construction area. Where possible, Applicants shall maintain access during construction activities to all existing roads, trails, and facilities within the Pratt's Wayne Woods Forest Preserve.

VM 63 Applicants shall require contractors to dispose of waste generated during Transaction-related construction activities in accordance with all applicable Federal, State, and local regulations.

Community Outreach

VM 64 Prior to initiation of Transaction-related construction activities, Applicants shall name a Community Liaison to: consult with affected communities, businesses, and agencies; seek to develop cooperative solutions to local concerns regarding construction activities; be available for public meetings; and conduct periodic public outreach regarding Transaction-related construction activities. The Community Liaison shall be available to consult with businesses and agencies until all Transaction-related construction activities are complete. Applicants shall provide the name and phone number of the Community Liaison to mayors and other appropriate local officials in each community where Transaction-related construction activities will occur.

VM 65 Applicants shall continue their ongoing community outreach efforts by maintaining, throughout the period of construction of Transaction-related sidings, double-track, and connections, a website about the construction.

Residential

VM 66 Applicants' Transaction-related construction vehicles, equipment, and workers shall not access work areas by crossing residential properties without the permission of the property owner or occupant.

Business and Industrial

VM 67 Applicants' Transaction-related construction vehicles, equipment, and workers shall not access work areas by crossing business or industrial areas, including parking areas or driveways, without advance notice to the business owner.

VM 68 Applicants shall work with affected businesses or industries to appropriately redress Transaction-related construction activity issues affecting any business or industry.

VM 69 To the extent reasonably practicable, Applicants shall ensure that entrances and exits for businesses are not obstructed by Transaction-related construction activities, except as required to move equipment.

State Lands

VM 70 Applicants shall consult with the General Land Office ("GLO") of Illinois to coordinate an Easement Agreement for crossing State-owned parks to reach Transaction-related construction areas.

Utility Corridors

VM 71 Applicants shall make reasonable efforts to identify all utilities that are reasonably expected to be materially affected by the proposed construction within their existing ROW or that cross their existing ROW. Applicants shall notify the owner of each such utility identified prior to commencing Transaction-related construction activities and coordinate with the owner to minimize damage to utilities. Applicants shall also consult with utility owners to design the rail line so that utilities are reasonably protected during Transaction-related construction activities.

VM 72 Applicants shall use the services of a qualified pipeline engineering firm that is familiar with the project area to assist in the identification of the various pipeline crossings and to assist in the design of crossings as necessary for Transaction-related construction activities.

5. AIR QUALITY

VM 73 Applicants shall accelerate implementation of EPA locomotive emissions reduction efforts by installing idling control systems on their switching locomotives assigned to the Chicago area and shall accelerate replacement of switching locomotives that are excluded from EPA emission standards and are now in service at Chicago-area yards that will experience increased yard activity as a result of the Transaction with locomotives that are compliant with EPA Tier 0 or more stringent emission standards.

VM 74 Applicants, to the extent reasonably practicable, shall adopt efficient fuel saving practices that may include a range of operating practices that will help reduce locomotive emissions, such as shutting down locomotives when not in use and when temperatures are above 40 degrees.

VM 75 To minimize fugitive dust emissions created during Transaction-related construction activities, Applicants shall implement appropriate fugitive dust suppression controls, such as spraying water or other approved measures. Applicants shall also regularly operate water trucks on haul roads to reduce dust.

VM 76 Applicants shall work with their contractors to make sure that construction equipment is properly maintained and that mufflers and other required pollution-control devices are in working condition in order to limit construction-related air emissions.

6. NOISE AND VIBRATION

VM 77 Applicants shall work with affected communities that have sensitive receptors that would experience an increase of at least 5 dBA and reach 70 dBA to mitigate train noise to levels as low as 70 dBA by cost effective means as are agreed to by an affected community and Applicants. In the absence of such an agreement, Applicants shall implement cost effective mitigation that could include such measures as (1) constructing noise control devices such as noise barriers, (2) installing vegetation or berming, or (3) installing, or providing funding for installation of, enhanced warning devices in order to provide the level of warning necessary to allow the community to request a waiver from Federal Railroad Administration (FRA) of the requirement to sound the horn and achieve quiet zone requirements.

VM 78 Applicants shall consult with affected communities and work with their construction contractors to minimize, to the extent reasonably practicable, construction-related noise disturbances near any residential areas.

VM 79 Applicants shall work with their construction contractors to maintain Transaction-related construction and maintenance vehicles in good working order with properly functioning mufflers to control noise.

VM 80 In addition to the development of other noise mitigation measures, Applicants shall consider lubricating curves where doing so would both be consistent with safe and

5. AIR QUALITY

VM 73 Applicants shall accelerate implementation of EPA locomotive emissions reduction efforts by installing idling control systems on their switching locomotives assigned to the Chicago area and shall accelerate replacement of switching locomotives that are excluded from EPA emission standards and are now in service at Chicago-area yards that will experience increased yard activity as a result of the Transaction with locomotives that are compliant with EPA Tier 0 or more stringent emission standards.

VM 74 Applicants, to the extent reasonably practicable, shall adopt efficient fuel saving practices that may include a range of operating practices that will help reduce locomotive emissions, such as shutting down locomotives when not in use and when temperatures are above 40 degrees.

VM 75 To minimize fugitive dust emissions created during Transaction-related construction activities, Applicants shall implement appropriate fugitive dust suppression controls, such as spraying water or other approved measures. Applicants shall also regularly operate water trucks on haul roads to reduce dust.

VM 76 Applicants shall work with their contractors to make sure that construction equipment is properly maintained and that mufflers and other required pollution-control devices are in working condition in order to limit construction-related air emissions.

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VM 80 In addition to the development of other noise mitigation measures, Applicants shall consider lubricating curves where doing so would both be consistent with safe and

efficient operating practices and significantly reduce noise for residential or other noise sensitive receptors. Applicants shall also continue to employ safe and efficient operating procedures that, in lieu of, or as complement to, other noise mitigation measures can have the collateral benefit of effectively reducing noise from train operations. Such procedures include:

- inspecting rail car wheels to maintain wheels in good working order and minimize the development of wheel flats;
- inspecting new and existing rail for rough surfaces and, where appropriate, grinding these surfaces to provide a smooth rail surface during operations;
- regularly maintaining locomotives, and keeping mufflers in good working order; and
- removing or consolidating switches determined by Applicants to no longer be needed.

VM 81 To minimize noise and vibration, Applicants shall install and maintain rail and rail beds according to AREMA standards.

VM 82 Applicants shall comply with FRA regulations establishing decibel limits for train operations.

VM 83 Applicants shall install or relocate a Wheel Impact Load Detector (WILD) on the EJ&E rail line within three years of acquisition by CN of the control of EJ&EW.

7. BIOLOGICAL RESOURCES

VM 84 For impacts to non-jurisdictional isolated wetlands habitat along the new line, Applicants shall survey the route to determine if the Hines Emerald Dragonfly is present along the ROW.

VM 85 Upon consultation with U.S. Fish and Wildlife Service, should the Hines Emerald Dragonfly be observed on the site of Transaction-related construction activities, Applicants shall implement appropriate measures prior to and during construction to reduce or eliminate impacts on the Hines Emerald Dragonfly.

VM 86 Prior to initiating Transaction-related construction activities, Applicants shall consult with the local offices of the Natural Resource Conservation Service ("NRCS") to develop an appropriate plan for restoration and re-vegetation of the disturbed areas (including appropriate seed mix specifications).

VM 87 During construction activity, Applicants shall take reasonable steps to ensure contractors use fill material appropriate for the project area.

VM 88 Applicants shall, to the extent reasonably practicable, revegetate the bottom and sides of the drainage ditches using natural recruitment from the native seed sources in the stockpiled topsoil.

8. WATER RESOURCES

VM 89 In the case where there is a potential for a railroad drainage ditch to influence wetland hydrology, Applicants shall construct low permeability clay berms (wetland berms adjacent to the drainage channels that would be proximal to the isolated wetlands). These berms would minimize the impact to surface water drainage from the proposed drainage ditch.

VM 90 Applicants shall compensate in accordance with USACE regulations in both Illinois and Indiana for wetland impacts that cannot be avoided and for impacts that are determined by USACE to be on waters of the U.S. for construction related to the proposed action.

VM 91 Applicants shall maintain drainage ditches as permanent vegetated swales to provide storm water retention and treatment. Removal of accumulated sediments shall be conducted only as necessary to maintain storm water retention capacity and function.

VM 92 To minimize sedimentation into streams and waterways during construction, Applicants shall use best management practices, such as silt fences and straw bale dikes, to minimize soil erosion, sedimentation, runoff, and surface instability during project-related construction activities. Applicants shall seek to disturb the smallest area possible around any streams and shall conduct reseeding efforts to ensure proper revegetation of disturbed areas as soon as reasonably practicable following Transaction-related construction activities.

VM 93 In order to control erosion, Applicants shall establish staging and lay down areas for Transaction-related construction material and equipment at least 300 feet from jurisdictional waters of the United States and in areas that are not environmentally sensitive. Applicants shall not clear any vegetation between the staging area and the waterway or wetlands. To the extent reasonably practicable, areas with non-jurisdictional isolated waters will not be used for staging and lay down and will only be impacted when necessary for construction. When Transaction-related construction activities, such as culvert and bridgework, require work in streambeds, Applicants shall conduct these activities, to the extent reasonably practicable, during low-flow conditions.

VM 94 During Transaction-related construction activities, Applicants shall require all contractors to conduct daily inspections of all equipment for any fuel, lube oil, hydraulic, or antifreeze leaks. If leaks are found, Applicants shall require the contractor to immediately remove the equipment from service and repair or replace it.

VM 95 Applicants shall employ best management practices to control turbidity and disturbance to bottom sediments of surface waters during Transaction-related construction. Applicants shall implement best management practices in wetlands or other waters of the United States to avoid adverse downstream impacts on fish, mussels, and other aquatic biota.

VM 96 Applicants shall implement their current noxious weed control program during construction and operation of Transaction-related sidings, double-track, and connections. All herbicides used by Applicants shall be approved by the U.S. EPA.

VM 97 Applicants shall ensure that any herbicides used in ROW maintenance to control vegetation are approved by the U.S. EPA and are applied by licensed individuals who shall limit application to the extent necessary for rail operations. Herbicides shall be applied so as to prevent or minimize drift off of the ROW onto adjacent areas.

VM 98 During construction, Applicants shall prohibit Transaction-related construction vehicles from driving in or crossing streams at other than established crossing points.

VM 99 Applicants shall, to the extent reasonably practicable, ensure that any fill placed below the ordinary high water line of wetlands and streams is appropriate material selected to minimize impacts to the wetlands and streams. All stream crossing points shall be returned to their pre-construction contours to the extent reasonably practicable and the crossing banks will be reseeded or replanted with native species immediately following project-related construction.

VM 100 Applicants shall obtain a National Pollutant Discharge Elimination System ("NPDES") storm water discharge permit from U.S. EPA or appropriate State agencies for Transaction-related construction activities.

9. MONITORING AND ENFORCEMENT

VM 101 Applicants shall submit quarterly reports to SEA on the progress of, implementation of, and compliance with the mitigation measures for a period covering the first three years of operational changes.

Part 2 – Applicants' Comments on the Draft Environmental Impact Statement

I. Preface & Background

A. Preface

CN welcomes this opportunity to Comment on the DEIS. It offers this preface to put its comments in perspective.

There is no real question that the CN/EJ&EW Transaction[5] would further the public interest in meeting important national and regional transportation needs and improving the economy. The most significant question in this proceeding has become whether the Transaction will "survive" the length of the Board's environmental review.

At the outset, that seemed to be an easy question. The Transaction is a simple one – the acquisition of 158 route miles of operating railroad. It would have two principal sources of environmental impacts: 1) the shifting of trains from CN lines to under-utilized EJ&E lines (a shift that, as railroads respond to Chicago's rail congestion, might occur without the Transaction and without regulatory review); and 2) the construction of facilities not otherwise subject to the Board's jurisdiction to better accommodate those additional trains. And CN entered upon the Transaction ready and willing to mitigate all environmental impacts that might be reasonably attributed to the Transaction under the Board's existing standards for measuring and mitigating such impacts. CN was prepared for serious environmental review.

Thus, when the Board determined to conduct its first EIS for a "minor" transaction, CN agreed, without waiving any rights, to assist and fund the Board's EIS on the very reasonable

[5] Applicants incorporate by reference the short forms and abbreviations set forth in the Table of Abbreviations at CN-2 at 8-11.

assumption that the Board could readily complete the "hard look" it had undertaken with regard to the Transaction in time for CN to consummate the Transaction before the end of 2008. CN therefore saw little risk that the EIS would ultimately threaten termination of the Transaction at year's end under CN's Stock Purchase Agreement with EJ&E.

The Board, however, did not do what was necessary, as required by Congress and Supreme Court precedent, to conduct an expeditious and disciplined review process. Instead, the Board embarked on a review that may, in proportion to the substantive environmental issues presented, be the most time-consuming and expensive in the agency's history. The study is expected to cost $20 million or more just for SEA's consultants; the preparation of the DEIS alone consumed, for every route-mile of railroad being acquired, about $79,000.00 in consultant fees and 422 consultant hours.

In the course of this study, when it became clear that the Transaction might be at risk by virtue of delay, the Board rejected CN's requests for either an expedited process to allow the closing of the Transaction by year's end, or if expedition was beyond the Board's capacity, a bifurcated process that would allow the closing of the Transaction by year's end and the protection of the environmental status quo until the Board completed its environmental review. As a result, there is now a very real risk that the Transaction will be terminated before the Board's has finished its review.

While many legitimate concerns were raised in good faith about the Transaction prior to the DEIS, no one explicitly identified any matters that, in light of the Board's prior experience, could have warranted such an expenditure of money and time. The draft and final scope of study for the EIS took a long time to develop, but both were conventional. They presented no significant issues that had not been encountered by the Board or its consultants in the past. And

they required the consultants working under the Board's supervision to employ no science, methodologies, or technology that were not readily available to professional evaluators of environmental impacts. This was very familiar territory to an agency that had conducted many inquiries into the impacts of train operation and railroad construction on the environment.

With the production of the DEIS, however, it became clear that the extraordinary length and cost of the Board's process was almost entirely attributable to its response to the controversy over the Transaction's potential impacts that had been generated[6] by a number of opposing communities along the EJ&E. And that reaction appears also to have influenced the substance of the DEIS. Where controversy has been greatest, the DEIS appears to reflect more a reaction to that controversy than to an independent, professional environmental review.

Thus, the DEIS departs from established practice and precedent to include certain assessments that have little real basis in science, logic, or economics, that lack reasonable proportion or perspective, and have no predicate in law or generally applicable public policy. This is most obvious with respect to the increased delay at railroad grade crossings that would accompany a shift of trains from other lines to the EJ&EW. There, the DEIS appears to have abandoned rigorous objectivity with respect to the matters warranting study, the vehicle traffic data used to support its analyses, the proper measure of impacts that require mitigation, and the proper allocation of the cost of mitigation, and gives short shrift to the beneficial impacts of the Transaction on the majority of the impacted population in the region. In short, the DEIS's assessment of a few controversial subjects, is unreasonable.

The basis for CN's concerns about the impact of controversy on the DEIS process is well illustrated by the opposition of the Village of Barrington, Illinois, an affluent suburb of some

[6] *See e.g.*, CN-39 at 3.

10,000 residents located along the EJ&E. Barrington has been among the most vocal of the opponents of the Transaction, and its well-funded activism appears to have influenced the Board's approach to the Transaction in ways that are not necessarily in the broad public interest.

The village is traversed by the lines of EJ&E and UP and currently experiences about 60 freight and commuter trains a day on the UP line, and about 5 trains per day on EJ&E. After the Transaction, CN proposes to run an additional 13 trains a day through the village – for a total of approximately 18 trains per day over the EJ&E line. These 13 new trains would be about 17% of the total trains experienced daily by the citizens of Barrington.

From Barrington's reaction to these 13 new trains per day, one would never guess that what is at issue is an average delay of a few seconds a month for the average motorist using a railroad crossing. Yet, in an effort to whip up opposition and influence the Board's adjudicatory process, village leaders have characterized these impacts essentially as threatening to end life as it is now known in Barrington. The village president refers to the proposed Transaction, apparently without any irony, as "the greatest challenge we have ever faced."[7]

These efforts to influence the Board's focus in its environmental review appear to have had a profound impact. For example, the review process paid scant attention to the benefits of the Transaction to the many communities inside the EJ&E arc or to issues of environmental justice.[8]

There are many communities that now experience the trains that CN would like to shift to the EJ&E at traffic levels equivalent to those that communities along the EJ&E would experience

[7] Press Release, President Darch Gives State of the Village 2008 (May 19, 2008), http://www.ci.barrington.il.us/News/NewsReleaseDetail.asp?ID=232.

[8] C. Berry and E. Bueno de Mesquita, "Stalemate over Rail Plan Reflects Failure of Political Leadership," *available at* http://media1.dailysouthtown.com/multimedia/berrymesquitacn.pdf_20080911_13_16_26_47.imageContent.

if the Transaction were approved. For example, Harvey, in southern Cook County, has a population of 30,000 with a median income of roughly $32, 000. Harvey has 9 grade crossings on CN's line through the center of its town and CN proposes to reduce train traffic on that line from 15 trains a day to 1 train a day – a reduction almost directly equivalent to the increase in traffic through Barrington. According to calculations submitted to SEA by CN, Harvey will see a reduction in average delay per vehicle which almost exactly matches the average increase in delay per vehicle for Barrington.

Yet, reading the DEIS, one would be hard pressed to find any detailed discussion of this benefit and like benefits to the many citizens who would be positively affected by the Transaction. These citizens number far more than those who would be negatively affected. While the Board sponsored 6 scoping meetings and 7 open houses at communities along EJ&E, it made no attempt to reach out to the people of Harvey and similarly situated communities to solicit their input on the Transaction. Yet the need for such an assessment was obvious, as shown by Exhibit 1.

The lack of perspective in the DEIS concerning reciprocal benefits seems contrary to the purposes of NEPA. NEPA was not intended to be a tool to be used to prevent change that has demonstrable economic, environmental, and social benefits for the region generally and for minorities and other environmental justice communities in particular.

Fortunately, all of this is merely prologue to the next step in the process ordained by the Board. There is no requirement in NEPA or any other law or policy for the Board to continue to bend its standards in the face of controversy. The Board should revert to its prior standards and expeditiously produce an FEIS based on solid law, science, reason, and economics from a balanced perspective, informed by generally applicable public policies. Given the SEA's well-

established professional capacities, and proper Board direction, this should not be a difficult matter.

The good news is that most of the analyses conducted for the DEIS were not distorted by reaction to controversy and are reasonable. CN accordingly has generally endorsed and accepted, as part of its comprehensive Voluntary Mitigation Plan much of the analyses and mitigation recommended in the DEIS.

With respect to matters where the DEIS appears to be most affected by controversy, CN has made an effort to determine, and reflect in this response what a reasonable approach would indicate. It has sought to supply the most accurate data, to take into account the overall environmental impacts, and to use well-established indicators of impact, the need for mitigation, and the proper allocation of the costs of mitigation. On that basis, even though the Transaction will produce environmental impacts that, on a regional basis, are almost entirely positive, CN continues to stand by its commitment to voluntarily provide mitigation of all impacts at levels that would meet or exceed the Board's prior standards for impact analysis, prescription of mitigation, and sharing of mitigation costs.

Contrary to the early judgments of some observers, all of the environmental impacts that the Board has previously required to be mitigated can be reasonably mitigated here, albeit at great expense. This is reflected in CN's new Voluntary Mitigation Program, revised to reflect the DEIS and CN's own revised analyses, which would cost roughly $60 million -- a proportion of the Transaction's cost that is unprecedented in STB history.

Where there are real problems – such as at the two crossings in Joliet where the level of service would have been reduced to what has previously been recognized as an unacceptable level – CN has already agreed to mitigate them. Where other communities would be interested

in a grade separation, CN has already agreed to work with them to identify sources of funding and has committed to paying its fair share as established under long-standing practice and legal requirements. Where noise levels would exceed SEA's established levels for mitigation, and where CN is unable to reach a mitigation agreement with a community, it has agreed to work with the community to implement cost-effective mitigation.

CN cannot reasonably be expected to pay for mitigation imposed in response primarily to controversy. CN, however, fully recognizes that reasonable parties may differ as to the best approach to these matters. It continues to be willing to accept other mitigation proposed by the Board so long as the mitigation is reasonable, in light of sound science, logic and economics, and generally applicable public policies. It looks forward to working with the affected communities to implement all reasonable mitigation imposed by the Board's final EIS.

B. SEA's comprehensive assessment of the environmental impacts of the proposed transaction generally satisfies the requirements of NEPA and the Board's environmental regulations.

In preparing the five-volume Draft Environmental Impact Statement ("DEIS") for the proposed acquisition of EJ&E West Company ("EJ&EW") by Applicants Canadian National Railway Company and Grand Trunk Corporation (together, "CN" or "Applicants"),[9] SEA examined the potential environmental impacts of the Transaction with a level of scrutiny unprecedented in a "minor" control proceeding. As reported in the DEIS, that examination clearly took a "hard look" at the potential environmental impacts of the Transaction, and comprehensively addressed every environmental issue that the Board would be required to

[9] Applicants hereby incorporate by reference the short forms and abbreviations set forth in the Table of Abbreviations at CN-2 at 8-11.

analyze in satisfaction of its obligations under NEPA,[10] assuming it applies.[11] The DEIS accordingly provides a solid basis for expeditious completion of the environmental review, publication of the Final Environmental Impact Statement ("FEIS"), and issuance by the Board of a decision on the merits.

C. CN generally agrees with the factual analysis undertaken by SEA.

The DEIS supports the conclusion that in many respects the Transaction would have minor impacts, and in some cases would produce substantial environmental benefits. For virtually every adverse impact caused by increased train traffic on the EJ&E arc, the Transaction would cause a countervailing benefit from reduction of train traffic on lines used by CN through Chicago. For example, the DEIS recognizes that the Transaction would lead to region-wide decreases in freight rail accidents (8%), DEIS at 4.2-4, and highway/rail at-grade crossing accidents (9%), DEIS at 4.2-17. And because the communities adjacent to the lines with reduced traffic are more densely populated than those on the lines with increased traffic, the number of residents benefited is greater than those who would experience adverse environmental effects. Thus, the Transaction should be regarded as causing a net environmental benefit. This is true even without considering such factors as how increased rail capacity would make it more likely that any increases in freight traffic in the Chicago area would move on trains rather than trucks, which are acknowledged to cause greater environmental harm, because of higher fuel consumption and higher emissions of air pollutants per unit of freight transported.

[10] In fact, it might be argued that the analysis was far more extensive than NEPA would require for this relatively small transaction.

[11] On September 18, 2008, CN filed in the United States Court of Appeals for the D.C. Circuit a petition for a writ of mandamus making a legal challenge to the Board's application of NEPA. *In re Canadian Nat'l Ry.*, No. 08-1303 (D.C. Cir. Sept. 18, 2008). *See also* CN's assessment of the applicability and requirements of NEPA, discussed below in Section V.

Even in cases where the DEIS does not cite environmental benefits, it recognizes that the Transaction would have either no effect or no significant adverse impact (*e.g.*, commuter capacity and passenger rail service (*id.* at 4.1-41—4.1-49); intercity passenger rail service (*id.* at 4.1-50–4.1-51); rail operations (*id.* at 6-12); passenger rail safety (*id.* at 6-15); navigable waterways (*id.* at 6-22); airports (*id.* at 4.3-91); hazardous waste sites (*id.* at 6-23); prime farmland (*id.* at 4.5-1); socioeconomics (*id.* at 6-23); environmental justice (*id.* at 6-23); energy use (*id.* at 4.8-7); air quality (*id.* at 4.9-30); climate (*id.* at 4.9-31); wildlife (*id.* at 6-25); and other biological resources (*id.* at 4.11-26); floodplains and streams (*id.* at 4.12-7, 4.12-8); surface water quality; wetlands (*id.* at 4.12-7); and cultural resources (*id.* at 6-26)). Where the Transaction might lead to significant adverse impacts, the DEIS indicates that effective mitigation is possible. *See*, *e.g.*, *id.* at 4.4-4 (adequate procedures can mitigate impact to hazardous waste sites from construction).

CN agrees with these important conclusions, but believes that in many cases the true benefits of the Transaction – which must be weighed against its adverse impacts – are much greater than indicated in the DEIS. Additionally, CN takes exception to SEA's treatment of a relatively small number of issues, as described in more detail below. It appears that in some cases, portions of the DEIS are based on flawed data or faulty assumptions, thereby over-estimating the potential negative impacts and under estimating the potential positive impacts. In other cases, SEA proposes mitigation that might not be warranted if more accurate or relevant data and assumptions were used.

Subject to the modifications proposed by CN below, the DEIS provides a solid foundation for the Final Environmental Impact Statement ("FEIS"). In preparing the FEIS, SEA should carefully consider what recommendations for mitigation are factually warranted, within

the legal purview of the Board, and consistent with the appropriate balance of public benefits and interests related to this Transaction.

D. Given the substantial thoroughness of the DEIS and the goals of NEPA, SEA should complete its environmental review in time to permit a final decision by the Board that would be effective by December 31.

Despite the substantial and continuing opposition to the Transaction, the DEIS confirms that the impacts are neither unusual nor greater than those in previous railroad control proceedings. Even under some of the unwarranted or questionable assumptions made by SEA (including in some instances unreasonably altering the Board's established standards for mitigation, which are based on defensible criteria), few impacts exceed the established or new thresholds applied by SEA. Given the overall thorough job SEA did in preparing the DEIS and the superficial nature of most of the critical comments offered to date, there is no apparent reason why SEA should not complete its review in time to allow CN to close on the Transaction by the end of the year.

If, however, SEA determines that, despite the thoroughness of the study it has thus far made of the Transaction, yet further analysis of specific environmental effects is needed, then this requirement should not cause action on the Application to be delayed past December 31. The Board should instead act promptly on the Application, and assuming it finds that the Transaction otherwise qualifies for approval, condition that approval on CN's submitting to such additional environmental analysis as may reasonably be required, and to such reasonable further mitigation as the study indicates is necessary.[12]

[12] *Cf. Union Pacific Corp. – Control & Merger – Southern Pacific Rail Corp.*, 1 S.T.B. 233 (1996) (approval of major transaction conditioned on further study to determine appropriate mitigation of localized environmental impacts in Reno and Wichita; applicants required to maintain environmental status quo pending completion of study and determination of mitigation), *aff'd sub nom. Western Coal Traffic League v. STB*, 169 F.3d 775 (D.C. Cir. 1999).

II. CN's Outreach & Mitigation Agreements

A. CN's outreach efforts

CN has reached out to all potentially affected communities along the EJ&E line, and has offered reasonable measures to mitigate adverse environmental impacts of the Transaction. CN has already been able to reach a significant mutually acceptable agreement with one community, and is actively negotiating with others. CN remains willing to negotiate with any community that seeks to do so in good faith.

A.1 CN has sought to enter into agreements with all other communities on the EJ&E lines to provide reasonable mitigation of adverse environmental impacts potentially resulting from Transaction-related increases in rail traffic.

CN's outreach process began when CN and USS announced the Transaction in September 2007. CN contacted officials in communities along the line, offering briefings and other information on the Transaction. Prior to the scoping process, CN held at least 23 meetings with 14 of these communities, as well as with officials from DuPage, Will, Cook, and Lake counties.

Upon completion of the scoping meetings held by SEA earlier this year to receive comments on the scope of study of the proposed environmental impact statement, CN launched its formal community outreach program. A dedicated team of senior CN officers, along with environmental experts retained specifically for this purpose, offered to meet with any community along the EJ&E line to identify their environmental concerns associated with increased train traffic and to negotiate a voluntary mitigation agreement to address those concerns. Since SEA's

scoping meetings, CN officials have met with officials of 31 of the 33 communities[13] along the EJ&E line in connection with this initiative, with more than 80 meetings to date, along with numerous communications by telephone, e-mail, and letter. Discussions with the communities are at varying stages. CN has also held two "emergency response" seminars covering 12 towns in Will and Lake counties.

Any agreements that are signed as a result of this outreach process will be written to take effect upon CN's implementation of the Transaction, pursuant to a Board decision approving CN's application. CN is willing to have the Board's approval of the application be conditioned on CN's adherence to these agreements in lieu of any location-specific environmental conditions which the Board might otherwise impose.

A.2 CN has reached a mutually acceptable agreement that provides reasonable mitigation for the city of Joliet.

CN has successfully negotiated a settlement agreement with the City of Joliet, which was submitted to SEA on August 26, 2008, and which addresses all of Joliet's concerns regarding the environmental impacts of the Transaction, including delay at crossings on Washington Street and Woodruff Road, which the DEIS identified as potential candidates for mitigation. CN requests that the terms of the agreement be imposed as a condition in lieu of other location-specific mitigation SEA may otherwise impose.

III. The DEIS correctly identified alternatives to the proposed Transaction.

SEA identified two alternatives to approval of the Application (described in the DEIS as the "Proposed Action"). The first is approval of the Application with conditions, including

[13] Officials from Long Grove and Deer Park have declined to meet with CN.

environmental mitigation conditions, and the second is the "No-Action" alternative, which CEQ regulations require be examined in any EIS.[14] SEA appropriately omitted other alternatives that were suggested to it in the scoping process.

SEA properly discounted the Chicago Region Environmental And Transportation Efficiency Program ("CREATE") as an alternative to the Transaction, on the grounds that CREATE would not meet the Transaction's purposes of giving CN control of its own route around Chicago, giving CN access to EJ&E's Kirk and East Joliet Yards, and allowing CN to benefit from the supply line provided by EJ&E to various industries it now serves, including the steel, chemical, and petrochemical industries. But the most fundamental reason that CREATE is not an adequate alternative to the Transaction is that the one goal of the Transaction that CREATE has the potential to address – the reduction of congestion that slows down CN's trains (and others) within Chicago – cannot be realized if the elements of CREATE that benefit CN are not financed and implemented.

Its founders originally estimated in 2003 that CREATE would cost approximately $1.53 billion, with the rail participants collectively to contribute $232 million to pay for the estimated railroad benefits of the Project, and the remainder to be funded from federal, state, and local sources to pay for the Project's public benefits, including grade separations.[15] CN was the only railroad participating in CREATE that would be required to relocate its operations through

[14] 40 C.F.R. § 1502.14(d). CEQ has explained that consideration of the No-Action alternative is required even in cases (such as this one, *see* 49 U.S.C. § 11324(d) and discussion in section V.B., below) where "the agency is under a . . . legislative command to act." Forty Most Asked Questions Concerning CEQ's National Environmental Policy Act Regulations, 46 Fed. Reg. 18,026, 18,037 (1981) ("Forty Questions").

[15] *See, e.g.*, Joint Statement of Understandings Regarding the Proposed CREATE Project, Section II.6 (June 13, 2003), Chicago Region Environmental And Transportation Efficiency Program, Final Feasibility Plan 25 (Aug. 2005) ("CREATE Feasibility Plan"), *available at* http://www.createprogram.org/pdf/final_feasibility_plan.pdf.

Chicago to a new route to be constructed as part of the CREATE project. CN agreed to contribute $63.4 million toward the rail assets (rail, ties, ballast, and signals) required for the construction of that route, called the Central Corridor.[16] It was understood by the participants in the project that the railroads' financial contributions and their continuing participation were dependent upon full authorization and availability of the public funds required for the project.[17]

In 2005, however, in the SAFETEA-LU legislation,[18] Congress authorized significantly less federal funding for CREATE than its proponents had sought. The lower funding provided would enable only a very limited partial implementation of CREATE in the upcoming years, and, with continued funding uncertainties, leaves realization of the remainder of the project – including construction of a new CN Central Corridor route through Chicago – in serious question.

Thus, the availability of CREATE as an alternative to the Transaction is something that CN – or the Board – cannot count on in the near term or intermediate future, which means it is not presently able to satisfy any of CN's purposes in entering the proposed Transaction. The Transaction, on the other hand, could start meeting those purposes immediately upon approval by the Board.

[16] Under CREATE, the railroads would only be required to pay for those improvements that would actually benefit their operations, and thus the public, not the railroads, would be responsible for paying for grade separations in connection with the project. *See, e.g.*, CREATE Feasibility Plan at 25. This is true even though construction of the Central Corridor would have substantial environmental impacts on the adjacent communities, including the taking and demolition of local residences.

[17] CREATE Feasibility Plan at 9, 15 ("Except as provided in Section IV hereof [regarding $2.5 million to be provided for additional engineering], the Railroad Financial Contribution to the Project shall be contingent upon a binding commitment that establishes the availability, on terms and conditions satisfactory to the Participating Railroads, of all Additional Funding and of third-party properties necessary to complete the entire Project.").

[18] Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA–LU), Pub. L. No. 109-59, § 1301(m), 119 Stat. 1144, 1203 (2005).

Moreover, as neither CN nor the Board is in any position to implement CREATE, NEPA does not require its consideration as an alternative to CN's application. *See Envtl. Law & Policy Ctr. v. Nuclear Regulatory Comm'n*, 470 F.3d 676, 684 (7th Cir. 2006) (reasonable for agency to conclude that NEPA does not require consideration of alternatives that applicant is in no position to implement). And, as CN is a private applicant for a federal license, the Board can "accord substantial weight to the preferences of the applicant" because Congress, in drafting NEPA, "did not expect agencies to determine for the applicant what the goals of the applicant's proposal should be." *City of Grapevine v. Dep't of Transp.*, 17 F.3d 1502, 1506 (D.C. Cir. 1994) (quoting *Citizens Against Burlington, Inc. v. Busey*, 938 F.2d 190 (D.C. Cir. 1991)) (quotations omitted). Under NEPA, there is therefore no legal requirement for SEA to consider CREATE as an alternative.

SEA also properly rejected the vague suggestions of other commenters that construction of an outer rail bypass at some unspecified location should have been examined as an alternative to the Transaction. As SEA has observed, DEIS at 2-69, construction of a bypass would have much more damaging environmental impacts than the proposed Transaction, because it would require creation of a new right-of-way over potentially hundreds of miles far outside Chicago. Proponents of building a Chicago rail bypass further west have not provided the slightest indication of where it might be built (*i.e.*, in who else's back yard), how long it would be, how disruptive its construction would be, how long it would take before trains could use it, or, significantly, how much it would cost. Wherever it was proposed, the residents, businesses, and landowners in the affected communities could be expected to protest at least as vigorously as the much smaller number of people affected by the construction of DM&E's proposed new rail line into the Powder River Basin.

IV. Comments on specific "Environmental Resource Categories" addressed in the DEIS.

A. Rail Operations

CN generally concurs with SEA's assessment that the Transaction would have limited impacts on freight and passenger rail operations on the affected segments. However, CN wishes to respond to (1) SEA's characterization of the Suburban Transit Access Route ("STAR") Line, now under consideration by Metra, as "reasonably foreseeable" (DEIS at 4.1-39), requiring examination of the potential impacts of the Transaction on that project in connection with CN's proposed rail operations; (2) comments that have been made by opponents to the Transaction, to the effect that local communities would be devastated by the frequent passage of trains of 10,000 feet in length; and (3) comments that CN's traffic projections are unrealistically low.

A.1 Metra's proposed STAR Line project is not reasonably foreseeable.

In past environmental review proceedings, SEA and the Board have evaluated the impacts of proposed transactions on "reasonably foreseeable commuter rail inception or expansion plans (i.e., where capital improvements are planned, approved, and funded)." Notice of Final Scope of Environmental Impact Statement, *CSX Corp. – Control & Operating Leases/Agreements – Conrail Inc.*, STB Finance Docket No. 33388, slip op. at 5 (STB served Oct. 1, 1997). In this proceeding, however, SEA has deviated from its past practice in order to describe the impacts of the Transaction on the STAR Line, but provides no justification for this change in policy.[19] At the same time, however, the DEIS itself provides evidence of how speculative the proposed service is (DEIS at 4.1-45).

[19] *Cf. Bowen v. Georgetown Univ. Hosp.*, 488 U.S. 204, 209-13 (1988) (agency may not retroactively revise rule absent express authority).

The STAR Line is not "reasonably foreseeable" for at least three basic reasons. First, the threshold Alternatives Analysis under the Federal Transit Administration's New Starts program has not been completed, and the STAR Line has thus not yet been determined to be the preferred alternative to carry out the planned service so as to qualify for federal funding. Second, funding for the STAR Line is not complete. Metra's website notes that it is "currently seeking funding under the latest transportation bill" and that "state money will be a necessary component of the overall funding package."[20] Neither the Illinois legislature nor Illinois DOT has taken any steps toward funding the STAR Line. Implementation of the STAR Line, in the absence of the CN/EJ&EW Transaction, is, thus, far from "reasonably foreseeable," and should be regarded by SEA as at best speculative.

In any event, those who have attacked the Transaction as likely to kill the STAR Line are mistaken. As noted above, it is not at all certain that Metra's proposed service would ever come to life, whether or not the Transaction were implemented. In fact, CN's voluntary mitigation plan includes a commitment to "work with Metra to explore all options for service on the proposed STAR Line, including use of the EJ&E rail line" (VM 39) According to Philip Pagano, the executive director of Metra, while it would be easier to implement the STAR Line without CN running on EJ&E, he believes that Metra can "co-exist[] on a rail line with both freight and commuter traffic" and can do so "at a reasonable price."[21] Additionally, Metra has a long history of working cooperatively with freight railroads, including CN, which already shares two of its existing lines (the Joliet and Waukesha subdivisions) with Metra.

[20] *See* Frequently Asked Questions for the STAR Line, http://metraconnects.metrarail.com/faq.php?line=star (last visited Sep. 30, 2008).

[21] *See* Andre Salles, *Illinois Officials Still Think EJ&E Sale A Bad Idea*, Chic. Sun-Times, Aug. 6, 2008, *available at* http://www.ble.org/pr/news/headline.asp?id=23161.

A.2 Communities would not be divided by 10,000-foot CN trains after implementation of the Transaction, and in any event CN has proposed a mitigation condition to prevent lengthy blockages of road crossings by CN trains on the affected line.

Some commenters have raised the spectre of frequent 10,000 foot long CN trains running over the EJ&E line,[22] blocking several road crossings at a time, and potentially cutting a community in two if the train should stop while on those crossings. Such comments fail to recognize that 10,000 feet is the *maximum* length of the intermodal train moving to or from Prince Rupert, British Columbia, that CN expects to move over the Waukesha Subdivision (and, if the CN/EJ&EW Transaction is implemented, on the EJ&E line) once a day after Phase 1 of the Fairview Container Terminal at Prince Rupert is operating at full capacity. At that time, no more than two such trains per day are expected to move over the EJ&E line (one in each direction, with the westbound train (headed toward Price Rupert) largely carrying empty containers), and the average length of all trains moving on that line would be 6,321 feet (as compared to an average length of 6,423 feet for CN trains that would move on lines through Chicago in the absence of the CN/EJ&EW Transaction).[23]

Despite the false alarms raised by some commenters, the prospect of highway crossings being blocked for long periods by stopped 10,000-foot trains is not reasonable. As the DEIS

[22] *See, e.g.*, Kevin P. Cramer, *CN Rail Deal in Danger*, N.W. Herald, July 9, 2008, http://www.nwherald.com/articles/2008/07/09/news/nation_and_world/doc487443ccdb13f10834 2497.txt (Barrington Hills village president quoted as raising prospect of "a 10,000-, 12,000-foot freight train running through every 43 minutes" without citing any source).

[23] *See* Letter from Paul A. Cunningham, Counsel, CN, to Victoria J. Rutson, Chief, SEA, Exhibit A (Feb. 15, 2008), *available at* http://www.stbfinancedocket35087.com/html/inforequest.html; letter from Paul A Cunningham to Victoria J. Rutson, Exhibit A (Feb. 29, 2008), *available at* http://www.stbfinancedocket35087.com/html/inforequest.html.

explains,[24] the EJ&E line provides locations where trains as long as 10,000 feet could be held, without blocking any road crossings. Moreover, under CN's current operating procedures, dispatchers and locomotive engineers are required to follow U.S. Operating Rules No. 526 (Public Crossings),[25] which provides that a public crossing must not be blocked longer than 10 minutes unless it cannot be avoided and that, if possible, rail cars, engines, and equipment may not stand closer than 200 feet from a road crossing when there is an adjacent track. (In cases where a train nonetheless stops in such a way as to block a crossing, the crew would be required to cut the train at the crossing location so that the parts of the train would be clear of the crossing while the train was stopped, and then would have to reattach the cut cars once the train was cleared to proceed.)

In any event, CN has proposed, as part of its VMP, that adherence with U.S. Operating Rule No. 526 (Public Crossings) be imposed as a condition of Board approval of the Transaction (VM 35). If so imposed, it would be enforceable by the Board at the request of individuals or communities affected by blockages in violation of the condition.[26]

A.3 The rail traffic volumes reported in CN's Operating Plan are a reasonable basis for SEA's analysis of the environmental impacts of the Transaction.

Some commenters have challenged SEA's use of the post-Transaction rail traffic data reported in CN's Operating Plan as the basis for its analysis of environmental impacts caused by the Transaction. (It has been suggested, for example, that CN's projection that rail traffic in the

[24] *See* DEIS at 3.1-17 – 3.1-20, Table 3.1-3.

[25] *See* Letter from Paul A. Cunningham, Counsel, CN, to Victoria J. Rutson, Chief, SEA, Exhibit E (Feb. 15, 2008).

[26] Because it would be imposed by a federal agency, such a condition would not be subject to federal preemption, as would state and local laws prohibiting road crossing blockages. *Cf. Vill. of Mundelein v. Wisc. Cent. R.R.*, 882 N.E.2d 544 (Ill. 2008), *petition for cert. filed*, 76 U.S.L.W. 3597 (Apr. 24, 2008) (No. 07-1355).

Frankfort area will rise from 6 to 28 trains per day is "quite conservative," considering that CN could make improvements that would increase the capacity of the line after consummation of the Transaction, without subjecting those improvements to any environmental study.[27])

As CN has already explained to SEA, however, there appear to be no better indicators of the reasonably foreseeable relevant traffic flows than those reflected in the Operating Plan (which are comparable to those used by the Board in past environmental reviews), and any projection of greater flows would be both unreliably speculative and unnecessary for SEA's purposes.[28] While it is true that CN, like any owner of a rail line, can make capacity improvements without regulatory review, limited only by its financial resources and its ability to acquire any land that might be needed to widen its right-of-way, that fact provides little basis for determining how much traffic the railroad would carry. The theoretical ability to enhance capacity gives no reason to believe that the traffic would grow to fill it.

Finally, as CN explained above, and in its April 21 letter, SEA's analysis under NEPA is not required to evaluate impacts from action that the Board cannot, by denying approval of the Application, prevent. *Dep't of Transp. v. Pub. Citizen*, 541 U.S. 752, 767 (2004); *see also* section V.C, below. The traffic figures reported in CN's Operating Plan are, for reasons set forth in the April 21 letter, more than sufficient to provide a basis for analysis of impacts caused by such "but-for" trains.

Some commenters, however, have argued that the traffic accounted for in the Operating Plan is too low to serve as a basis for SEA's environmental review because it fails to include

[27] Susan Lafferty, *Frankfort: EJ&E study 'inadequate,'* Joliet Herald News, Sept. 17, 2008, *available at* http://www.suburbanchicagonews.com/heraldnews/news/1167497,4_1_JO17_FRRAIL_S1.article.

[28] Letter from Paul A. Cunningham, Counsel, CN, to Victoria J. Rutson, Chief, SEA, at 3 (Apr. 21, 2008) ("April 21, 2008 Letter"), *available at* http://www.stbfinancedocket35087.com/html/inforequest.html.

traffic moving through the Port of Prince Rupert after completion of the proposed Phase 2 of the Port's Fairview Container Terminal. If that expansion were completed, it is argued, then the capacity of the Port would rise from 500,000 truck-equivalent units ("TEUs") to 2 million TEUs, causing a proportionate increase in Prince Rupert intermodal traffic on CN lines through Chicago, and the environmental analysis of the Transaction should therefore extend to impacts of this additional traffic. But construction of Phase 2 is not reasonably foreseeable at present, and SEA was right to exclude it from its examination of impacts if the proposed Transaction.

Phase 1 of the Fairview Terminal began operations in October 2007. It currently handles 300,000 TEUs per year, which require five weekly trains in each direction. If the Terminal were to operate at the full capacity of Phase 1 (500,000 TEUs), it would require 10 trains a week (one train a day in each direction). CN assumed that Phase 1 would in fact eventually operate at capacity, and it factored the potentially resulting train traffic into its Operating Plan, which SEA relied on as the basis for its analysis of the impacts of the Transaction.

Although the Prince Rupert Port Authority has discussed expanding the Terminal beyond Phase 1, no decision to undertake that expansion has been made. The Port Authority does not have the funds necessary for the proposed expansion, and neither the federal nor provincial government has indicated that it would provide them. Thus, if the Terminal is to be expanded into Phase 2, that decision that must be made by RREEF Infrastructure, the new owner of Maher Terminals, which operates the Terminal.[29] RREEF is facing substantial uncertainty – even apart from the current financial uncertainties in the U.S. and elsewhere – as to whether to invest in the expansion for several reasons, including the following:

[29] *See RREEF Infrastructure Completes Maher Terminals Acquisition*, Bus. Wire, July 5, 2007; RREEF, Infrastructure, Business Overview, https://www.rreef.com/cps/rde/xchg/infr_en/hs.xsl/692.html.

1. Demand for trans-Pacific intermodal traffic is lower than previously expected. Growth in that traffic is now projected to grow at levels of 5 to 7% between 2010 and 2020, rather than between 10 and 20% as previously forecast.

2. West Coast ports at Vancouver, Tacoma, and Los Angeles, which compete with Prince Rupert, are expected to expand their capacity by up to 5.4 million TEUs between now and 2020, making demand for transportation through Prince Rupert even weaker. In addition, a new container facility has been proposed for construction in Mexico at Punta Colonet, with a capacity of 2 million TEUs per year. As these projects are completed, the demand for expansion at Prince Rupert could readily change.

3. Expansion beyond Phase I would require negotiations with the Canadian Department of Oceans and Fisheries for environmental permitting, because of possible negative impacts on fish and wildlife habitat. A satisfactory outcome of those negotiations is by no means assured.

4. The expansion would require deposit of fill on land and water to which First Nations (Canadian Native Americans) have asserted claims. Before construction could begin, those claims would need to be resolved, through a process of negotiating with five First Nations bands that have inconsistent positions regarding appropriate compensation. These negotiations are likely to be more complex than comparable negotiations with First Nations in connection with Phase 1 of the Terminal, which, unlike Phase 2, involved construction on the site of an existing terminal rather than one on undeveloped property.

For these reasons, CN believes that any statements by the Prince Rupert Port Authority regarding early commencement and completion of Phase 2, however optimistic, offer little basis for anyone to conclude that Phase 2 is reasonably foreseeable. In the end, it is not the Authority

that will determine to spend the money needed for the expansion. RREEF, which would be making the investment, has not yet determined to do so.

B. Freight Rail Safety

CN agrees with SEA's conclusion that there would be an overall system-wide decrease in accidents. DEIS at 4.2-1. As the DEIS makes clear, and the following tables illustrate, CN has a better safety record than EJ&E; consequently, the DEIS appropriately projects that the Transaction would lead to a decrease in number of accidents.

Railroad	Average Accident Rates per Million Train Miles[30]	Average Main Track Accident Rate per Million Train Miles[31]	Average Yard Accident Rate per Million Yard Switching Miles[32]
CN	4.2	1.5	11.7
EJ&E	18.2	3.1	33.3

CN, moreover, has an established history of improving safety and decreasing accidents on a line after assuming control. After CN's acquisition of both Illinois Central and Wisconsin Central, the safety record of each of those systems improved.[33] And to the extent that reduction in rail congestion in Chicago makes shippers less likely to shift from rail transportation to the inherently more unsafe truck transportation, it will enhance overall hazmat safety.

In addition to the thorough analysis provided in the DEIS, CN submitted a detailed Safety Integration Plan ("SIP"), pursuant to STB and FRA regulations, and FRA has declared that it is

[30] Source: DEIS Table 4.2-1

[31] Source: DEIS Table 4.2-2

[32] Source: DEIS Table 4.2-2

[33] Federal Railroad Administration, United States Department of Transportation, 2002 Railroad Safety Statistics: Final Report, Table 1-7, *available at* http://safetydata.fra.dot.gov/OfficeofSafety/publicsite/publications.aspx?itemno=7.05 (train accident rate on IC declined from 7.82 accidents per million train miles in 1998 (the year before its acquisition) to 6.13 in 2000 (the year after acquisition); train accident rate on WC declined from 8.27 in 2000 (the year before acquisition) to 5.21 (the year after acquisition)).

satisfied with the SIP, submitted by CN on June 27, 2008.[34] Some commenters have noted a Canadian Parliamentary report concerning past CN safety matters in Canada. While safety is always a top priority, CN's operations in Canada are subject to a different regulatory regime, and only statistics related to CN operations in the US are relevant for purposes of the DEIS because those are the only ones that can properly be compared with EJ&E.

In its Voluntary Mitigation Plan, CN has adopted (as VM 13), substantially all of SEA's proposed additional mitigation item no. 37 (regarding development of a fire prevention and suppression plan in connection with Transaction-related construction). SEA's proposal, however, is not reasonable to the extent that it would require installation of low-spark brake shoes on railcars in addition to locomotives. CN cannot require shippers and other railroads to install brake shoes on their equipment, yet must haul those cars if interchanged by other railroads or tendered by shippers. And, even as to CN's own cars, requiring retrofitting to install low-spark brake shoes would be prohibitively expensive, and not justified by the expected reduction in incident of accidental fires.

C. Vehicle Safety

CN agrees with SEA's analysis that vehicle safety would improve in the region as a result of the Transaction, DEIS at 4.2-17, and that no crossings would experience a significant increase in the frequency of accidents. DEIS at 4.2-19. SEA's proposed additional mitigation measure no. 4 (regarding a media campaign CN would be required to conduct about increased operations along the EJ&E rail line) is reasonable to the extent that it would require CN to use radio and

[34] Letter from Joseph Boardman, Administrator, FRA to Victoria J. Rutson, Chief, SEA (Sept. 12, 2008), *available at* http://www.stb.dot.gov/ect1/ecorrespondence.nsf/PublicIncomingByDateReceived/2AA0AD5F7FB0E15D852574CC007328E6/$File/13680.BOARDMAN.PDF?OpenElement

newspapers for that campaign, and CN has modified item VM 2 of its VMP to reflect SEA's item no. 4 to that extent.

However, it would be unreasonable to require that CN also hold public meetings to notify the public of increased operations. SEA has already held two rounds of meetings around the EJ&E arc, once in connection with the scope of its environmental review and once to receive comments on the DEIS. Any medium used to inform the communities about the public meetings could just as readily be employed to inform them about the fact of increased traffic volumes. There is no need for residents who have read or heard about those increases to come to a public meeting to hear about them again, nor is there any reason to require CN to bear the expense of setting up such superfluous meetings.

D. Hazardous Materials Transportation Safety

The DEIS determined that while "hazardous material releases have historically been, and should continue to be, extremely rare . . . there would be a potential increase in the possibility of a release because of increased train miles resulting from the longer route, and more carloads of hazardous materials, on the EJ&E rail line." DEIS at 4.2-38. CN agrees that the "possibility of a hazardous materials release would remain remote" both because of the existing regulatory requirements and CN's own safety-focused operating environment. Moreover, to the extent that reduction in rail congestion in Chicago makes shippers less likely to shift from rail transportation to the inherently more unsafe truck transportation, the Transaction would enhance overall hazardous materials safety.

In addition, as the DEIS properly observes, the Transaction would result in the movement of hazardous materials across the Chicago region more quickly than under the No-Action Alternative. DEIS at 4.2-38. Not only would this improve safety, by reducing the time during

which people in the vicinity of CN's lines would be exposed to risk, but it would also improve security, by reducing the time during which hazmat railcars would be vulnerable to vandalism, terrorism, or other malicious activities that could lead to a harmful release.

Moreover, the DEIS overlooked recent federal regulations that suggest that the Transaction may cause less of an increase in the volume of hazardous materials moving on the EJ&E line than assumed in the DEIS. Those regulations may require more of those materials to move on the EJ&E line, even under the No-Action Alternative.

In April 2008, the Pipeline and Hazardous Materials Safety Administration adopted an Interim Final Rule that could require rail carriers to alter their existing routes for hazardous materials in order to avoid dense urban populations. *See Hazardous Materials: Enhancing Rail Transportation Safety and Security for Hazardous Materials Shipments*, 73 Fed. Reg. 20,752, 20,771 (Apr. 16, 2008) (issuing 49 C.F.R. §§ 172.820, 172.822, 49 C.F.R. Part 172 Appendix D; revising 49 C.F.R. § 174.9). The new regulations require every rail carrier of certain hazardous materials to "analyze the safety and security for each route" that handles the materials, "identify practicable alternative routes over which it has the authority to operate," and then use the analysis to select the best route to be used. *Id.* In determining practicable alternative routes, railroads must consider the use of interchange agreements with other carriers. *Id.* at 20,766, 20,771. Because a "primary safety and security concern" addressed by the regulations is "the prevention of catastrophic release or explosion in proximity to densely populated areas, including urban areas," *id.* at 20,760, the regulations could well lead railroads such as CN to select alternatives routings for hazardous materials shipments rather than current ones through the city of Chicago, and to enter interchange agreements that would increase the hazardous materials traffic on EJ&E, even without acquiring EJ&E's lines.

It is thus entirely possible that a much higher volume of hazardous materials traffic would be transported over EJ&E under the No-Action alternative than the DEIS projects. While it may not be presently possible to quantify this potential increase in hazardous materials traffic, SEA's analysis does not appear to take it into account at all and is thus extremely conservative in this regard.

CN has added VM 23 to its Voluntary Mitigation Plan, to reflect the substance of SEA mitigation item no. 11 (regarding emergency response plans), except with regard to two points. Notification of individual residing in a community affected by a hazardous materials emergency is properly the responsibility of appropriate agencies, who are more familiar than the railroad with the community and its inhabitants, and with the best way to inform them in the event of an emergency. Also, it would be unreasonable to require CN to provide response plans to relevant agencies almost immediately (60 days) after the effective date of the Board's final decision, especially given the DEIS's conclusion that the expected interval between hazardous materials releases on the affected EJ&E lines would, at worst, decline to 71 years. VM 23 would therefore instead require CN to develop internal emergency response plans for the notification of agencies, not individuals, in an emergency and to provide its response plans to relevant authorities within six months of CN's acquisition of EJ&EW.

SEA has also proposed additional mitigation measure no. 12 (regarding provision of "toll-free telephone numbers" to the emergency response organizations or coordinating bodies responsible for each community located along the EJ&E rail line). The substance of this proposal has been incorporated into VM 24, in CN's voluntary mitigation plan. It would be unreasonable, however, to obligate CN to establish more than one toll-free number, and equally unreasonable to require CN to establish a Spanish-language option, as SEA proposal no. 12 does.

While official emergency response organizations and coordinating bodies in the United States may have bilingual capabilities, so that they may better serve those of their constituents who are not fluent in English, it would be unreasonable to assume that those organizations and bodies may themselves be unable to communicate in English. It would be even more unreasonable to impose extra costs and burdens on CN on the basis of such an unreasonable assumption.

E. Transportation Systems – Regional and Local Highway Systems

SEA evaluated the effects of the Transaction on the regional and local highway systems by estimating the change in vehicle delay at highway/rail at-grade crossings and then assessing how increased delays could affect regional mobility. SEA concluded that 15 grade crossings[35] would be "Potentially Substantially Affected" by the Transaction, meaning that, according to SEA, traffic congestion at those crossings would likely cause "a serious impact on the overall mobility of the respective communities under the Proposed Action" and that mitigation at those crossings was therefore "appropriate and warranted." DEIS at 6-18, 6-19. SEA did not recommend specific mitigation, but suggested "a menu of mitigation options" up to and including complete grade separation (*i.e.*, construction of an overpass or an underpass for the railroad or the highway), for which CN could be called on to pay up to 25 to 50 percent of the costs. *Id.* at 6-19—6-21.

SEA arrived at its list of 15 grade crossings for potential mitigation by applying not only its established Level of Service ("LOS") standard (under which only two grade crossings would

[35] In addition, two other crossings appear to meet aspects of SEA's standards for mitigation in this case, but were not included on the list of crossings that SEA determined required mitigation. Those two crossings are Diamond Lake Road (which Table 4.3-11 notes exceeds the queue length criterion) and IL 60&83, which table 4.3-4 notes exceeds the total delay criterion). Since those crossings present some common issues with the 15 listed, they are discussed below.

have been considered for grade separation),[36] but also other standards. SEA relied on Federal Highway Administration ("FHWA") guidelines that, according to SEA, "suggest that grade crossings should be considered for grade separation or otherwise eliminated across the railroad right-of-way whenever one or more" of 11 conditions exist. *Id.* at 4.2-14—4.2-15. Of those 11 conditions, SEA ultimately determined that, in application, only three indicated that mitigation might be required: "crossing exposure" (for three crossings); "total delay" (12 crossings), and high expected accident frequency (one crossing). *Id.* at 4.2-17—4.2.-19, 6-18—6-19.[37] In addition to the FHWA guidelines, SEA created a "queue length" standard, which it had not previously applied, under which a crossing was judged to be "seriously affected" if SEA determined, based on its projection of vehicular traffic volumes in 2015, that the queue of vehicles stopped at the crossing for a passing train would be long enough to block a major thoroughfare, *id.* at 6-18—6-19.

As discussed below, SEA's analysis of transportation systems was arbitrary and greatly overstated both the number of locations where mitigation, including grade separations, should be considered and the range of contribution that could reasonably be expected from CN for such grade crossings. There was no basis for SEA to alter the criteria it had previously used to identify grade crossings to be considered for mitigation, especially for grade separation. In

[36] DEIS at 6-18.

[37] The specific FHWA guidelines used are: (1) for vehicle crossing exposure, the product of the number of trains per day and ADT exceeds 1,000,000 in urban areas; (2) for "total delay," "vehicle delay exceeds 40 vehicle hours per day; and (3) for "accident frequency," the expected accident frequency for active devices with gates, as calculated by the USDOT Accident Prediction Formula, including 5-year history, exceeds 0.5. DEIS at 4.2-14—4.2-15; Federal Highway Administration, U.S. Department of Transportation, Railroad-Highway Grade Crossing Handbook 151 (rev. 2d ed. Aug. 2007) ("FHWA Handbook"), *available at* http://safety.fhwa.dot.gov/xings/07010/07010.pdf.

addition, SEA's data and methodology used to analyze traffic volumes were flawed and resulted in greatly overstated average daily vehicular traffic ("ADT"). Finally, it would be unreasonable, beyond the Board's authority, and contrary to good public policy, to require CN to pay more than the maximum fixed by statute and regulations for the railroad's share of grade separation costs or to otherwise apply to CN standards for assessing impacts, determining the need for mitigation, or allocating the cost of mitigation that are not generally applied to railroads causing similar impacts in the states and localities at issue.

E.1. CN has reached an agreement to assure mitigation of the only two vehicular crossing delay impacts of the Transaction that could reasonably be found to warrant grade separation under the standards previously applied by the Board for this purpose.

As discussed below, in past proceedings, SEA and the Board have determined that grade separation to mitigate Transaction-related vehicular delay should be considered at grade crossings where the following three criteria are met:

- Post-Transaction LOS would decrease at least one LOS grade and the Post-Transaction LOS would be at LOS E or F;
- Transaction-related train traffic would increase by at least eight trains per day; and
- Increased train speeds would appear not to be feasible or sufficient to mitigate Transaction-related delay impacts.

Draft Environmental Impact Statement at G-7, *Dakota, M. & E. R.R. Construction into the Powder River Basin*, STB Finance Docket No. 33407 (STB served Sept. 27, 2000) ("*DM&E DEIS*"); *accord*, *Conrail DEIS* at C-15.[38] Under these criteria, the only candidates for grade

[38] LOS is described in section E.2.a, below.

separations would be the crossings at Woodruff Road and Washington Street in Joliet.[39] CN has successfully negotiated a settlement agreement with the City of Joliet, which was submitted to SEA on August 26, 2008, and which addresses all of Joliet's concerns regarding the environmental impacts of the Transaction, including delay at the Woodruff Road and Washington Street crossings. CN requests that the terms of the agreement be imposed as a condition in lieu of other location-specific mitigation SEA may otherwise impose at these crossings.

E.2. SEA has offered no rational basis for the prescription of grade crossing separations where roadway performance is not impaired below levels of service as measured by generally accepted and roadway performance standards.

In previous environmental reviews, SEA has determined mitigation for vehicle delay at grade crossings based on the degradation in the LOS at the grade crossing. For the reasons discussed below, the LOS criterion is a reasonable and defensible standard for imposing mitigation that leads to predictable and rational results. In the absence of any demonstration that LOS is insufficient as a criterion for determining mitigation, it would be unreasonable to abandon its use and base mitigation on other standards.

[39] At both crossings, the projected number of daily trains would rise by 21.8. CN has determined that the LOS would fall from B to E at Woodruff Road and would fall from A to E at Washington Street. *See* letter from Paul A. Cunningham, Counsel, CN, to Victoria J. Rutson, Chief, SEA, Exhibit B (Sept. 26, 2008), *available at* http://www.stbfinancedocket35087.com/html/inforequest.html. SEA has calculated that LOS would fall to F at both crossings. DEIS, App. E., Att. E at 11. The current configuration of the tracks crossing these highways would not permit the movement of trains at speeds faster than 10 mph.

E.2.a. It would be arbitrary, capricious, and unreasonable for the Board, as suggested by SEA, to abandon its past practice of using LOS as the principal indicator of the need for mitigation due to potential vehicle delay.

LOS has long been used as a measure of operational efficiency for roadways and signalized intersections. The criteria for and descriptions of LOS are provided by the *Highway Capacity Manual*.[40] LOS is a measure of quality, describing operational conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience. HCM at 2-2. LOS is expressed as a letter grade ranging from LOS A (free flowing) to F (severely congested) and is measured quantitatively by the average delay for all vehicles. Each LOS designation is also intended to reflect and describe qualitatively the user's perception of the operational conditions within the traffic stream. *Id.* at 2-3. Thus, LOS encompasses both quantitative and qualitative elements.

Because of similarities between a signalized intersection and a railroad/highway at-grade crossing, SEA adopted the LOS methodology in the *Conrail* proceeding and applied it in its environmental review in that case. *Conrail DEIS* at C-14. SEA also incorporated the LOS methodology into its criteria for determining when grade separations could be warranted. *Id.* at C-15. Basing mitigation initially, if not conclusively, on a decline in LOS is reasonable because the LOS standard is heavily studied, well understood, and widely used. Most important, the LOS criterion takes into account the change in the overall performance of vehicular traffic at the crossing, as opposed to the exceedance of a single delay criterion, which may or may not indicate degradation in roadway performance that warrants mitigation. As SEA stated in *Conrail*, it chose the criterion to "identify grade crossings where there would be a significant *degradation* in

[40] Transportation Research Board, Highway Capacity Manual (2000) ("HCM"). According to SEA, each state uses the HCM for capacity-related analysis, which governs the functional facility parameters needed to meet specified levels of performance. DM&E DEIS at G-4.

level of service as a result of . . . significant increases in proposed train traffic." *Id.* at C-15 (emphasis added). While the LOS criterion used in the HCM may not be completely representative of the conditions at highway/rail at-grade crossings, SEA's use of it was logical because a decline to an LOS of E or F represents a level at which existing infrastructure is no longer sufficient to effectively handle both vehicles and trains and where delay becomes significantly noticeable to most people.

The LOS criterion has been used by SEA since *Conrail*, where it was the basis for the only grade separation ordered as part of that proceeding.[41] Only a few months before issuing the DEIS in this proceeding, in an Environmental Assessment ("EA"), SEA used the LOS criterion as the sole determinant of whether mitigation for vehicle delay was required.[42]

LOS is based on the level of delay experienced by each vehicle that passes through the crossing – including vehicles delayed and not delayed by a train – and is calculated by dividing the total amount of time vehicles are delayed at a crossing by the total number of vehicles that travel through the crossing in a 24-hour period.[43] In other words, it is a measure of the average

[41] Compare 6B Final Environmental Impact Statement, App. G, at G1, *CSX Corp. – Control & Operating Leases/Agreements – Conrail Inc.*, STB Finance Docket No. 33388 (STB served May 29, 1998) ("*Conrail FEIS*") (listing Randolph Street in Dekalb County, Indiana as the only crossing with a post-acquisition LOS of F) with 5 *Conrail FEIS* at 7-31 (imposing as a condition that CSX "continue negotiations . . . for the expeditious implementation of a grade separation at CSX's Randolph Street highway/rail at-grade crossing.").

[42] *See Ariz. E. Ry. – Constr. & Operation – In Graham County, AZ*, STB Finance Docket No. 34836, Draft Environmental Assessment at 4-8 & Appendix F (STB served Feb. 25, 2008) ("Traffic/transportation impacts would be considered significant if the Proposed Action resulted in excessive delay as characterized by an exceedance of LOS standards established in the Highway Capacity Manual." *Id.* at 4-8. The EA found that traffic would operate at a LOS of B or C at two relevant crossings, and that "LOS B and LOS C are considered acceptable levels of service for roads of this type. SEA has determined that no mitigation would be required." *Id.* at 4-10.)

[43] When calculating the average delay for all vehicles (on which LOS is based), SEA also multiplied the amount of time vehicles are delayed by 2 to produce "a conservative estimate of delay." DEIS, Appendix E, Attachment E1 at E-8—E-9.

amount of time a vehicle can reasonably be expected to be delayed each time it crosses a rail line. Some days a driver may not be delayed at all, while on others that same driver may be the first to arrive at a crossing as the gates are lowered. But over time, a driver will be delayed by a certain amount of average time each time he or she crosses that crossing.

The following table shows the LOS criteria used in the *HCM*:[44]

LOS	Average Delay per Vehicle Using the Crossing[45] (seconds/vehicle)
A	≤ 10
B	≥ 10-20
C	≥ 20-35
D	≥ 35-55
E	≥ 55-80
F	≥ 80

The following table shows the post-Transaction delay per vehicle using the crossing, as calculated by SEA and reported in the DEIS, and the corresponding LOS for each of the crossings identified by SEA as potentially requiring mitigation:

[44] *See also id.* at E-9, Table E.2-3.

[45] Delay per vehicle is the estimated average delay experienced for all vehicles at an affected grade crossing including vehicles not delayed by train traffic. It is most easily defined as the aggregate delay incurred by vehicles divided by total traffic at the crossing.

Post-Transaction Delay and Level of Service Calculations for Crossings Determined by SEA to Require Mitigation, as Reported in the DEIS[46]

Crossing	Post-Transaction Average Delay per Vehicle[47] (seconds/vehicle)	Level of Service
Allanson Road	19.4	B
Diamond Lake Road	13.2	B
IL 60 & 83	12.0	B
Old McHenry Road	9.6	A
Ela Road	7.8	A
Hough Street (IL 59 & 63)	6.6	A
Liberty Street	18.0	B
Ogden Avenue (US 34)	12.0	B
Montgomery Road/83rd Street	12.0	B
135th Street	12.0	B
Woodruff Road	108.0	F
Washington Street	102.0	F
Cicero Avenue	12.0	B
Western Avenue	12.0	B
Chicago Road	24.0	C
Lincoln Highway (US 30)	12.0	B
Broad Street (IN)	18.0	B

This table shows SEA's determination of post-Acquisition average delay as of 2015, and not merely the change attributable to the Transaction. The table shows that only two crossings, with a post-Transaction LOS of F, exceed SEA's established threshold for grade separations; performance is not even close to being substantially impaired for any other crossings. As discussed above, CN has already reached a negotiated agreement regarding these two crossings

[46] *See* Table E1.2-1, in Attachment E1 of Appendix E. These figures do not take into account the several ways, discussed below, in which the DEIS overestimates delay at grade crossings. As noted in footnote 34, Diamond Lake Road and IL 60&83 are included in this table and discussion although neither is listed in Table 6.3-1.

[47] Delay per vehicle is the estimated average delay experienced for all vehicles at an affected grade crossing including vehicles not delayed by train traffic. It is most easily defined as the aggregate delay incurred by vehicles divided by total traffic at the crossing

(Washington Street and Woodruff Road in Joliet), which are the only crossings that meet SEA's established LOS criteria of significance for consideration of mitigation.

E.2.b. The hyperbole of local opponents concerning the impacts of delay is starkly contrary to the facts and cannot justify SEA's departure from its prior use of established LOS standards for identifying crossings requiring mitigation.

Citing substantial percentage increases in traffic, rather than focusing on the more relevant absolute levels of traffic that are commonly found throughout the region, many Transaction opponents have argued that their communities would be virtually destroyed by vehicle delays at grade crossings absent multiple grade separations. To them, any analytic methodology used by the Board that does not justify grade separations for their communities is necessarily flawed. As discussed in this section, however, the facts are very different. When the impacts of vehicular delay are brought down to the level of specific impacts on individual drivers it becomes evident that grade separations beyond those that would be found using the Board's customary LOS criteria are unnecessary and cannot possibly be justified on the basis of costs and benefits. Opponents' hyperbolic descriptions of delay impacts provide no basis for the Board to deviate from its LOS standard by applying new and different standards for the identification of crossings potentially warranting mitigation.

The Village of Barrington provides one case on point. At SEA's open house in the Village of Barrington, its director of community and financial services said "there are actually three grade crossings that will be substantially impacted in Barrington if this acquisition is approved. Providing grade separations at each of these crossings is estimated to cost upwards of $80 million each which means that Barrington would have to have $240 million in funding for

grade separations."[48] All of this for a community that has only some 10,000 residents, many of whom are not old enough to drive.

The following table shows that in fact there would be minimal impacts attributable to the Transaction on the three crossings that Barrington believes will be "substantially impacted":

Delay Calculations for Three At-Grade Crossings in Barrington, as Reported in the DEIS[49]

	Northwest Highway	Hough Street	Lake/Cook Road
Total post-acquisition average delay for every vehicle that passes through the crossing (seconds per day)	6.6	6.6	6.6
Total post-acquisition average delay per vehicle delayed by a train (minutes per day)	1.6	1.6	1.6
Change in total time gates are down at crossing (minutes per day)	43.5	43.4	43.4
Change in the percent of the day gates are down at a crossing	3.0%	3.0%	3.0%
Total number of vehicles delayed per day	1,182	844	499
Total number of vehicles over the crossing per day	33,662	24,056	14,222

The average vehicle passing over these crossings would be delayed by a total of 6.6 seconds each time it passed over the crossing – or about the amount of time it takes to read this sentence. For each vehicle using the crossings, that is equivalent to an additional 40 minutes a year, assuming one crossing a day. The crossing itself would be blocked only an extra 44 minutes a day – equal to 3% of the day.

Thus, according to the calculations in the DEIS, a vehicle would be delayed at the three Barrington crossings because of a train once every 28.5 days, or 13 times a year – a little more

[48] Transcript of Scoping Meeting for the proposed Canadian National Railway Company Acquisition of the Elgin, Joliet & Eastern Railway Company (Aug. 27, 2008), *available at* http://www.stb.dot.gov/ect1/ecorrespondence.nsf/PublicIncomingByDateReceived/43533F042EC11BD8852574BB0042B1DB/$File/12377.BEAN.PDF?OpenElement. A subsequent speaker identified those three crossings as US Highway 14 (Northwest Highway), State Road 59 (Hough Street), and Lake Cook Road. *Id.* at 44. No one has identified the basis for the $80 million estimate.

[49] All numbers come from the DEIS, which overstates by 2 the number of trains (18.3) that would operate over EJ&E does not use updated train speeds, and projects ADT to 2015. The actual impacts upon implementation of the Transaction would therefore be even less.

than once a month.[50] When delayed by a train, a driver's trip would be delayed, on average, by 1.6 minutes. In other words, the "substantial impacts" that Barrington believes warrant $240 million in mitigation, would amount to a total of 1.6 minutes of delay every 4 weeks for each driver using those crossings.

To put that cost in perspective, the DEIS estimates that a total of 2,525 vehicles a day (3.5% of the total vehicles that cross on a given day) would be delayed at those three crossings. Across all three Barrington crossings, vehicles would experience a total increase of 3,721 minutes of delay a day,[51] or a total of 62 hours a day, or 22,630 hours per year, or about 678,900 hours in the 30 years over which the cost of the grade separation could be expected to be amortized. Given that Barrington believes it would be necessary to spend $240 million to mitigate the 30-year impact of 678,900 hours, in order to justify the mitigation cost on the basis of a cost benefit/benefit analysis, SEA would need to find that the opportunity cost of the time of the average vehicle occupant using the crossings in Barrington is at least $353 an hour.[52]

This is just one example of the how opponents of the Transaction have often grossly overstated the impacts the Transaction would have at crossings for communities along the EJ&E line. Minimal impacts are projected for most such crossings; daily delay per vehicle is projected to be a matter of seconds. The following table shows in detail (using DEIS data that, as is

[50] For example, at the Northwest Highway, SEA estimates an ADT of 33,662, with 1,182 drivers delayed per day. Assuming a different 1,182 drivers are delayed on day 2 than day 1 means that a single driver will be delayed every 33,662 / 1,182 = 28.5 days. Conversely, if it is the same 1,182 drivers that are delayed every day, then every other driver would not be delayed at all. Reality will likely be somewhere in the middle, with some drivers being delayed more frequently than others. But the average driver would be delayed every 28.5 days.

[51] *See* DEIS at 4.3-11—4.4-15 (Table 4.3-4) (difference between Proposed Action and No-Action alternatives at Northwest Highway equal to a total of 1,744 minutes of delay a day; at Hough Street, 1,243 minutes; and at Lake/Cook Road, 735 minutes).

[52] $240,000,000 divided by 678,900 hours equals $353 dollars/hour.

demonstrated below, overstates delay) the impacts of the Transaction on drivers using crossings in various jurisdictions on EJ&EW:

Selected Post-Transaction Delay Calculations, as Reported in the DEIS, for Jurisdictions Along EJ&E

	Weighted Average Delay per Vehicle[53] (seconds)	Weighted Average Delay per Delayed Vehicle[54] (minutes)	Average Gate Down Time[55] (% of a 24 hour period)
Overall	13.64	1.8	6.0%
By State			
Illinois	14.17	1.8	6.1%
Indiana	11.18	1.7	5.4%
By County			
Lake (IL)	8.92	1.8	4.0%
NW Cook (IL)	6.79	1.6	3.6%
Dupage (IL)	12.56	1.7	6.1%
Will (IL)	19.55	1.9	6.9%
SE Cook (IL)	16.14	2.0	7.1%
Lake (IN)	11.18	1.7	5.4%
By Community			
Libertyville (Lake)	13.20	2.3	4.9%
Mundelein (Lake)	12.00	2.1	4.6%
Hawthorn Woods (Lake)	9.38	1.9	4.1%
Lake Zurich (Lake)	9.29	1.9	4.2%
Barrington (Lake/Cook)	6.63	1.6	3.5%
Hoffman Estates (Cook)	7.20	1.7	3.7%
Elgin (Cook)	6.55	1.5	3.4%

[53] Delay per vehicle is the estimated average delay experienced for all vehicles at an affected grade crossing. In other words, it is the aggregate delay divided by total traffic at the crossing. This column shows the weighted average of delay per vehicle for all crossings in the listed jurisdiction.

[54] Average delay per delayed vehicle is the average amount of time that a driver would be delayed at a grade crossing as a result of a single train event, assuming uniform vehicle arrival. This column shows the weighted average of delay per delayed vehicle for all crossings in the listed jurisdiction.

[55] Average gate down time as a percentage of a 24 hour period measures the total time the crossing is blocked during a 24 hour period. Total gate down time is the product of the blocked crossing time per train and the number of trains per day. This column expresses that result as a percentage of a 24 hour period.

Selected Post-Transaction Delay Calculations, as Reported in the DEIS, for Jurisdictions Along EJ&E

	Weighted Average Delay per Vehicle[53] (seconds)	Weighted Average Delay per Delayed Vehicle[54] (minutes)	Average Gate Down Time[55] (% of a 24 hour period)
Bartlett (Dupage)	6.60	1.5	3.7%
Wayne (Dupage)	7.80	1.6	4.0%
West Chicago (Dupage)	15.08	2.0	6.5%
Naperville (Dupage)	12.00	1.6	5.4%
Aurora (Dupage)	13.30	1.6	6.8%
Plainfield (Will)	11.98	1.5	6.6%
Crest Hill (Will)	12.50	1.5	7.2%
Joliet (Will)	56.89	3.3	9.7%
New Lenox (Will)	12.00	1.7	5.2%
Frankfort (Will)	10.26	1.7	5.2%
Matteson (Cook)	13.05	2.0	5.9%
Park Forest (Cook)	12.00	1.9	6.3%
Chicago Heights (Cook)	24.58	2.4	8.2%
Sauk Village (Cook)	6.00	1.4	5.1%
Lynwood (Cook)	12.00	1.7	6.1%
Dyer (Lake, IN)	12.00	1.6	6.0%
Schererville (Lake, IN)	12.00	1.5	5.4%
Griffith (Lake, IN)	14.05	1.8	5.6%
Gary (Lake, IN)	6.00	1.5	4.7%

This table shows that, overall, vehicles using the crossings would, on average, experience less than 14 seconds of delay. When a vehicle is stopped at a crossing, the average wait time would be less than 2 minutes. Overall, gates would be down for an average of 6.0% of the day, for a total average of 86 minutes a day.[56]

[56] This analysis comes from the DEIS, which as discussed elsewhere, substantially overstates the impact of the Transaction on vehicle delay. Under CN's analysis, which was submitted to SEA on September 26, 2008, overall average delay per vehicle would be 5.9 seconds; average delay per delayed vehicle would be 1.7 minutes; and blocked crossing time per day would be 5.4%.

Such delays are not unusual for the region, as many communities see more traffic than CN proposes to route via EJ&E. The following chart compares the traffic on main lines of three of CN's competitors into Chicago:

Comparison of Major Rail Lines in the Chicago Region

Railroad (line)	Length of Line (miles)	Average Number of Trains (Freight & Commuter)	Number of Communities Impacted	Total Number of Public Grade Crossings	Total Number of Grade Separations
EJ&E Post-Transaction (Leithton to Gary)	105	20-40	33	99	42
BNSF (Eola to IHB)	19.5	142	9	23	15
UP West (West Chicago to Proviso)	15.9	107	8	28	8
UP North (Barrington to Mayfair)	24.3	67	8	33	7
CP (Mayfair to Roundout)	23.2	82	10	21	9

In sum, given the potential impacts of the proposed Transaction, there is no basis for concluding that the Board's LOS analysis fails to identify all grade crossing locations potentially warranting mitigation due to potential vehicle crossing delay. Accordingly, and for the reasons discussed further below, SEA's application of FHWA guideline criteria and use of a novel queue length analysis as an additional means of identifying crossing locations requiring mitigation (including possible grade separation) due to potential vehicle delay is unnecessary and unreasonable.

E.2.c. SEA has improperly used FHWA guidelines intended as non-binding threshold guidance to state transportation planners as a principal basis for prescribed mitigation.

SEA initially introduced the use of FHWA guidelines for the DEIS as relevant to its determination of whether the transaction "would significantly affect traffic safety." DEIS at 4.2-14.[57] It stated that the "guidelines suggest that grade crossings should be considered for grade separation or otherwise eliminated across the railroad right-of-way whenever one or more" of the eleven conditions listed by SEA exist. *Id.* Later in its analysis, it extended its use of FHWA guidelines to act as an independent basis for finding that mitigation is required on the basis of vehicle delay. *Id.* at 4.3-9.

SEA ultimately used three of the conditions from the FHWA guidelines – vehicular crossing exposure, vehicle delay in excess of 40 vehicle-hours per day, and "high incidence of predicted accidents" – as a basis to determine that a current grade crossing would be "substantially affected" by the Transaction and thus require mitigation, including possible grade separation. DEIS at 4.2-15. The one clearly safety-based crossing condition – high incidence of predicted accidents – was found by SEA to justify mitigation at only Woodruff Road in Joliet, which, as discussed above, already exceeded the established LOS criterion and is the subject of a settlement agreement.[58] By contrast, SEA's use of its FHWA-based "vehicle delay" guideline

[57] Similarly, in the *Bayport Loop* construction case, while SEA stated that it "conducted its grade crossings analysis in accordance with USDOT's Federal Highway Administration guidelines," Final Environmental Impact Statement at 4-23, *San Jacinto Rail Ltd. – Constr. & Operation Exemption – Build-Out to the Bayport Loop Near Houston, Harris County, TX*, STB Finance Docket No. 34079 (STB served May 2, 2003) ("*Bayport Loop FEIS*"), an examination of SEA's methodology shows that the FHWA guidelines were used in its analysis of safety impacts of the proposed new rail line, but not in evaluating delay. Instead, in assessing delay, SEA continued to rely exclusively on the LOS standard. *Compare Bayport Loop DEIS* at F-1—F-6 (grade crossing delay methodology) *with id.* at F-7 (traffic safety methodology, applying FHWA criteria).

[58] Although it should not be at issue due to the settlement, the STB should note that, in accordance with FHWA's own guidelines, Woodruff Road would not qualify as a candidate for

became the sole basis for including 7 crossings in the Board's list of 15 crossings requiring mitigation and, in combination with the volume-based "vehicle exposure" guideline, was responsible for the addition to that list of 2 more crossings. Thus, of the 13 crossings listed by SEA for mitigation that are not subject to a settlement agreement, 9 were added by SEA through its FHWA-based analysis.

This use of the FHWA guidelines was unprecedented, unwarranted, and based on a misapprehension of the purpose of the guidelines. The FHWA guidelines were neither developed nor intended to be used for the mandatory prescription of mitigation conditions, are ill-suited to that application, and were certainly not intended to be used as an independent justification for mitigation on the basis of traffic volumes or delay that would otherwise fail to meet the requirements for mitigation under the Board's LOS analysis.

The guidelines come from the FHWA Handbook. That handbook includes a list of conditions that highway planners may wish to use as guidelines when deciding whether and where to invest in traffic control devices or other measures at a highway-rail grade crossing. The conditions themselves are contained in a guidance document prepared by a Technical Working Group ("TWG") established by U.S. DOT.[59] The FHWA Handbook makes clear that

> [t]he TWG document is intended to provide guidance to assist engineers in the selection of traffic control devices or other measures at highway-rail grade crossings. It is not to be interpreted as policy or standards and is not mandatory. . . . A number of measures are included that may not have been supported by

mitigation based on high accident frequency. DEIS at 6-18. The FHWA guidelines suggest that a crossing should be considered for grade separation if "[t]he expected accident frequency for active devices with gates, as calculated by the USDOT Accident Prediction Formula, including 5-year history, exceeds 0.5." DEIS at 4.2-15; *see also* FHWA Handbook at 151. Yet according to the DEIS, the predicted frequency of accidents at Woodruff Road would be only 0.21359, or less than half the threshold that, under the FHWA guidelines, would call for consideration of grade separation.

[59] The TWG is led by representatives from FHWA, FRA, FTA, and NHTSA. The STB was not involved in the TWG.

> quantitative research but are being used by states and local agencies. These are included to inform practitioners of the array of tools being used or explored.

FHWA Handbook at 145. (Emphasis added.) The FHWA guidelines are essentially screening tools developed to provide a quick and easy means of ranking crossings so that a state can best focus its attention on crossings that could meet each state's criteria for separation. Use of these guidelines is only the first step in a multi-factor review process, which includes a benefit/cost analysis. For example, the FHWA Handbook notes that even using exposure as a "screening method should be [done] with caution and should be calibrated for values appropriate for the particular jurisdiction." FHWA Handbook at 77. Another report concludes that the exposure index is "insufficiently accurate to serve as a decision tool to provide a particular grade separation without further technical and administrative investigation."[60] While some states (but neither Illinois nor Indiana) do rely on the exposure index to rank crossings, no state uses it as an independently sufficient determinant to require a grade separation.[61]

Similarly, there is no basis for the unadulterated use of the 40-hours-of-delay guideline as a threshold for mitigation, especially since that guideline appears to be based on a "rule of thumb" that is unsupported by any quantitative analysis. The FHWA Handbook cites the *Guidance on Traffic Control Devices at Highway-Rail Grade Crossings*, Nov. 2002, (available at http://safety.fhwa.dot.gov/media/twgreport.htm) as the source of this criterion. That document, in turn, cites a San Gabriel Valley Grade Crossings Study, Final Report (1997), which was

[60] TransTech Group, Inc., A Procedure for the Provision of Highway-Railroad Grade Separations 26 (Apr. 2001), ("TransTech Report") *available at* http://www.transtechgroupinc.com/Full_Report_042008.doc. *See also* NCHRP 288, Evaluating Grade-Separated Rail and Highway Crossing Alternatives, Transp. Res. Board (1987) ("while few states have established warrants for crossing protection based on an exposure index, this approach is not recommended because an exposure index does not accurately reflect safety conditions at crossings, and, consequently, does not provide an adequate basis for decision-making").

[61] TransTech Report at 15-16 (reporting results of 50 state survey).

prepared for the San Gabriel Valley Council of Governments by Korve Engineering in connection with the Alameda Corridor project.[62] Part of the report describes a "literature search to identify criteria for grade separation." *Id.* This search indicated that there was "a variety of considerations for grade separation but few standards." *Id.* One of those considerations was a "rule of thumb" that 40 to 50 vehicle hours of delay per day is a threshold for separation. *Id.* Based on that "rule of thumb," the designers of the Alameda Corridor apparently chose the 40-hour threshold to determine when grade separations would be constructed. *Id.* This, in turn, was adopted by the TWG and included in the FHWA Handbook as one of the measures used by states and local agencies, included merely "to inform practitioners of the array of tools being used or explored."[63] No analysis or quantitative basis for this threshold appears to have been established. So far as CN is aware, the guideline has not been adopted by any state or federal agency as a primary determinant of whether a crossing should be grade-separated.

Moreover, SEA should not use the particular conditions under the FHWA guidelines relating to vehicle exposure and delay conditions as a basis for determining that mitigation is required where use of the Board's LOS criteria indicate otherwise. Those FHWA conditions are a crude means of considering the potential impacts of traffic volumes and delay. Those matters are encompassed within the more sophisticated and appropriate LOS criteria, which take into account both the existing conditions of the crossing and the future conditions.[64]

[62] *See* Brent Ogden, Engineering the Alameda Corridor – East Project (July 14, 2003), *available at* http://www.arema.org/eseries/scriptcontent/custom/e_arema/library/2003_Conference_Proceedings/0023.pdf

[63] FHWA Handbook at 145.

[64] As an example of this failing of the FHWA standards, consider total vehicle delay at Illinois Route 60&83 and Montgomery Road. Using the updated train counts supplied by CN, but holding all other aspects of SEA's analysis constant (even those which CN disputes, such as projected ADT), the calculated delay would be 43.2 hours at Illinois Route 60/83 and 41.6 hours

Further, requiring mitigation based on these conditions could misdirect the proper environmental focus – which, under NEPA is on changes to the environment caused by approval of CN's Application – to pre-existing conditions. This is because the traffic delays on which the DEIS's demand for mitigation focus are largely the product of past under-investment in local highway infrastructure, and/or in some instances community determinations to avoid or decline solutions. Some local officials are now seeking to use this proceeding as an opportunity to have someone else pay to resolve their pre-existing local problems.

For example, according to the Chief of Police for the Village of Plainfield, the population of the Village has increased from 5,000 to 40,000 in fifteen years.[65] However, investment in infrastructure has not kept pace with demand, to the point where "current vehicular traffic volumes far exceed their initial design capacity" making residents "unhappy with daily congestion within the community." *Id.* (emphasis added). Delay in this community is clearly a preexisting condition, and not something that CN would be creating. Indeed, the DEIS recognizes that CN would be causing at most, minimal impacts. See Table at section E.2.b, above, indicating that Plainfield drivers would on average experience 12 seconds of delay at

at Montgomery Road. Based on misapplication of the FHWA guidelines, both crossings would be candidates for grade separation. However, increasing train speeds at both crossings just 2 mph over the speeds SEA assumed (to 30 and 40 mph, respectively) would reduce delay at each crossing to 38.8 and 39.9 hours, respectively. This would remove both crossings as candidates for mitigation under the FHWA delay guideline. The Board need not rely on such a crude analysis in which a 2 mph difference in train speed is the difference between no imposed mitigation and a grade crossing costing potentially millions of dollars. By focusing on the change in service of the crossing, instead of an arbitrary threshold, the LOS mitigation standard avoids this problem.

[65] Letter from Donald E. Bennett, Chief of Police, Village of Plainfield, to Phillis Johnson-Ball, Deputy Chief, SEA, Sep. 8, 2008, *available at* http://www.stb.dot.gov/ect1/ecorrespondence.nsf/PublicIncomingByDateReceived/52CFC053256F5EEC852574C80047AAE6/$File/13332.BENNETT.PDF?OpenElement

crossings in their community. Nor is traffic congestion a particularly recent problem for most communities along EJ&E.[66]

Similarly, Hough Street in Barrington (identified by the DEIS as requiring mitigation) has long been plagued by traffic delays.[67] As long ago as 2000, traffic on the street has been operating well above capacity,[68] but Barrington has long opposed IDOT's preferred solution of widening the road from 2 to 4 lanes.[69] If Hough Street were a 4 lane road today, it would not have a queue length problem and therefore would not even be on SEA's list of crossings requiring mitigation.

Interestingly, Barrington has previously downplayed the effects of traffic congestion, with one member of the Barrington Area Council of Governments ("BACOG") stating that Barrington is "so unique that the level of traffic doesn't really compromise the quality of life;" and "you learn to live with the small area [of town] that backs up." *Id.* Moreover, Barrington subsequently (and unanimously) rejected a variety of bypass options that would take traffic off

[66] Kevin Barrett, *Local Leaders Gather to Press State for More Transportation Funding*, Chi. Daily Herald, July 29, 1999, at D3 (noting that Naperville city officials "warned that area roadways will not support exploding business and residential growth").

[67] Virginia Groark, *Barrington Committee Offers Ideas on Traffic; Hough Congestion a Longtime Problem*, Chi. Trib., Aug. 16, 2000 at Metro Northwest 1.

[68] *Id.* (noting that, in 2000, ADT on Hough was 22,000, or about 7,000 more than the ideal maximum of 15,000.)

[69] *See* http://www.ci.barrington.il.us/DocumentsAndForms/Documents/PDFs/Comp%20Plan/Chapter%208.pdf, 2000 Official Comprehensive Plan of the Village of Barrington, Ch. 8 Transportation, at 24. Widening Hough Street would have reduced delays by 24 seconds. Dennis Rodkin, *Barrington Continues to Sing Illinois 59 Traffic Blues*, Chicago Tribune, June 19, 2002, at 60. Conversely, CN's acquisition of EJ&E would increase delay in Barrington by approximately 6 seconds.

Hough Street and recommended that IDOT's "consideration of bypass options be limited to outside the BACOG area."[70]

LOS is also a better standard for determining the impacts on vehicle delay that are attributable to the increase in rail traffic that would result from the Transaction because it relates more closely to the actual experience of a driver waiting at or passing through the crossing. For example, a highway with high traffic volumes (such as Ogden Avenue) may reach the 40 hour threshold even though each individual driver is inconvenienced with only a minor delay. If tens of thousands of drivers are each delayed by a few seconds, a crossing could quickly reach the 40 hour threshold, even though each individual driver may not notice any difference in the functioning of the roadway.

Finally, to the extent there might be a safety element to the exposure criteria that is not fully encompassed by the LOS criteria, it would be adequately encompassed by the separate FHWA condition relating to frequency of accidents.[71] Thus, there is no need and no basis to use the additional FHWA conditions for exposure or delay where the Board has already applied its criteria based the frequency of accidents and LOS.

[70] http://www.ci.barrington.il.us/DocumentsAndForms/Documents/PDFs/Comp%20Plan/3rd_Amendment_(Traffic)_Ord_03-3095.pdf, Ordinance No. 03-3095, An Ordinance Amending the Official Comprehensive Plan of the Village of Barrington, Oct. 13, 2003.

[71] In fact, SEA's safety analysis in this case showed that no grade crossing would experience a substantial increase in accident frequency, and that the overall number of rail-highway accidents per year would decrease by 9% year. DEIS at 4.2-17—4.2-18.

E.2.d. The unreasonablenesss of prescribing crossing delay mitigation based on FHWA's delay standard is highlighted by the fact that doing so would undermine the public interest in funding of grade separations for vehicle/rail crossings that have significantly greater delay than the crossings at issue here.

SEA has also provided no principled reason why, if its application of the FHWA guidelines is appropriate in this proceeding, those guidelines would not be equally applicable to other railroad crossings in Illinois and Indiana. Presumably, in accordance with the FHWA guidelines applied by SEA, the crossings with the highest exposure and greatest amount of delay would be the first candidates for grade separation, and states would start at the top of the list and work their way down as funding became available. But that is not the case, and that reality underscores the fact that SEA's proposed use of the FHWA guidelines as the basis for grade separation of the EJ&EW crossing delay impacts would be aberrational and blatantly arbitrary, unreasonable, contrary to the public interest, and discriminatory as to CN.

It appears that SEA made no investigation of or attempt to rank all crossings in Illinois or Indiana on the basis of the FHWA relative exposure index. Had it done so, it would have learned that there are approximately 122 crossings in Illinois and 4 crossings in Indiana with exposure above the proposed guideline of 1,000,000.[72] It has also made no examination of the relative rank of crossings based on the FHWA delay guideline. Yet there are an estimated 133 crossings in Illinois that currently exceed the 40 hours per day threshold for delay.[73] The following table shows the relative rank of the three crossings identified in the DEIS that would remain

[72] CN's environmental consultant compiled this list with data from the FRA database, which reports both ADT and train counts for each grade crossing in Illinois and Indiana.

[73] To calculate delay at each crossing, CN's environmental consultant used data reported in the FRA database, but had to make certain assumptions regarding train length and speed. In accordance with the Illinois Commerce Commission's methodology, it was assumed that main line trains were 7,000 feet in length and operated at 30 mph or timetable speed, whichever was lower.

candidates for mitigation under the FHWA guidelines after updated train counts and speeds are applied to 2007 ADTs:[74]

Relative Rank and Hours of Delay at Three Crossings that would Exceed FHWA Delay Threshold Even with Updated Train Counts, Updated Train Speeds, and IDOT Actual 2007 ADT[75]

	Ogden Ave		Chicago Road		Lincoln Hwy	
	Rank in Illinois	Hours of Delay	Rank in Illinois	Hours of Delay	Rank in Illinois	Hours of Delay
IDOT Actual 2007 ADT	73	53.6	49	66.3	108	44.0
CMAP-based projection of 2015 ADT[76]	70	54.4	45	68.8	106	44.5
DEIS projected 2015 ADT	34	72.5	21	87.9	45	68.6

SEA's analysis provides no defensible reason for the starkly different outcome from state rankings that result when FHWA standards are applied at locations off the EJ&E line. In effect, the Board would be requiring the funding of mitigation at crossings that would not rank as top priorities as compared to other crossings within the same state. This strongly suggests that SEA's use of FHWA conditions as a basis for ordering mitigation of vehicle/rail crossings is flawed. If SEA were to persist in using the FHWA guidelines as it has, it would place CN at an unfair competitive disadvantage relative to other railroads not facing these standards and wrongly pressure the state and federal governments to reorder their funding priorities in an arbitrary manner.

Another indicator of how flawed the FHWA standards are as an indicator of significant impacts and the need for mitigation is that there are a number of highway/highway crossings in

[74] The reasonableness of these assumptions is described in more detail in Section E.3 below.

[75] As CN argues below, if SEA were to calculate delay using the LOS criteria, correct data, and reasonable assumptions, all crossings except for two in Joliet that are already subject to a voluntary mitigation agreement would no longer qualify for mitigation.

[76] As CN argues in more detail below, SEA should rely on IDOT's actual 2007 ADTs rather than projecting any positive ADT growth, but CN nonetheless includes projected ADTs in this table for purposes of comparison.

the affected communities that presently exceed 40 hours of delay per day. These crossings show that the communities themselves do not see that crossing the FHWA 40 hour delay threshold as much cause for concern. For example, the intersection of the Northwest Highway and IL Route 59 in Barrington causes traffic delays of 172 hours a day. Yet, Barrington has made no attempt to solve this much larger delay problem. Indeed, for each other highway/rail at-grade crossing identified in the DEIS as being substantially affected by the Transaction, there is a nearby highway/highway intersection that experiences significantly more delay than would occur at the rail crossing based on post-Transaction conditions.

Thus, if SEA were to persist in resting its decisions on the FHWA guidelines it would be seeking to impose on CN a duty to separate grade crossings that communities do not impose on themselves, that no state imposes on any other railroad, and that SEA has never sought to impose on anyone but CN. This would not be balanced regulation, but an unsustainable reactionary response to political pressure that would indefensibly discriminate against CN and put it at a competitive disadvantage to all other railroads operating in the region.

E.2.e. There can be no basis for requiring grade separation as mitigation for crossings delays without a proper determination that the value of the mitigation is warranted by the cost of the separation and by the relative value of the mitigation at one crossing as opposed to the value of mitigating delay at other crossings. SEA has not conducted that analysis.

There is also no rational basis for SEA to suggest use of the FHWA guidelines without undertaking or conditioning use of such guidelines upon undertaking a cost-benefit analysis of proposed crossings. FHWA, and the Illinois Department of Transportation ("IDOT"), either

recommend or require a cost-benefit analysis prior to deciding when to separate a crossing.[77] Other reports on grade separations have recognized that economics play an important role in grade separations.[78] As SEA itself has stated:

> The cost to grade separate a crossing can be substantial . . . and the decision should not be based solely upon the outcome of the screening criteria . . . . The decision to grade separate a crossing should be based on a benefit/cost analysis that takes into consideration the aggregate benefits from many factors.

DM&E DEIS at G-7. Likewise, FHWA recognizes that "[t]he decision to grade separate a highway-rail crossing is primarily a matter of economics" that should "be based on long-term, fully-allocated life-cycle costs." FHWA Handbook at 77. There is no rational basis to require grade separations in this case without reference to such a benefit/cost analysis. In *DM&E*, SEA recommended using a benefit/cost analysis "to assist in making informed decisions about when to grade separate a crossing." *DM&E DEIS* at G-7. Unless it conducts or even considers a cost/benefit analysis, SEA risks imposing conditions that could require construction of a grade separation where the costs would greatly outweigh the benefits.

IDOT's approach is a good example of the benefit/cost analysis. IDOT uses a relatively simple benefit/cost analysis to determine whether existing or proposed grade crossings should be eliminated and/or replaced with a grade-separation. It uses two criteria both of which must be met for a grade crossing to be considered.[79]

First, IDOT calculates the annual Expected Crash Frequency ("ECF"), expressed in crashes per year, for the crossing. To calculate the annual ECF, IDOT multiplies (1) a factor

[77] FHWA Handbook at 155-65; Illinois Department of Transportation, Bureau of Local Roads and Streets Manual at 40-1(7) (Nov. 2006) ("IDOT BLR Manual"), *available at* http://www.dot.state.il.us/blr/manuals/Chapter%2040.pdf.

[78] TransTech Report at 27 ("Cost of grade separation improvements compared to the value of expected benefits is an important component of the technical analysis.").

[79] IDOT BLR Manual at 40-1(7).

based on the average 10-year ADT, (2) a factor based on the existing crossing protections, and (3) the number of trains per day. If the annual ECF exceeds 0.02 (that is, one additional crash every 50 years), the crossing meets the first threshold for separating.

Second, IDOT calculates the annual benefit-cost ratio for grade separating the crossing. If the benefit-cost ratio exceeds 1.0 (that is, the annual benefits exceed the annual costs), it meets the second threshold for consideration for separation. To calculate the benefit-cost ratio, IDOT uses a four step process.

First, IDOT calculates the Annual ECF savings by subtracting current ECF (that is, without the separation) from the future ECF (with the separation). Second, IDOT calculates the expected annual benefit of the grade separation. The annual benefit is the cost of a crash which is based on statistics provided by the National Safety Council ("NSC") and the Illinois Commerce Commission, multiplied by the Annual ECF savings. Third, IDOT calculates the annual cost of the grade separation, which is the total cost of the grade separation divided by the expected life of the structure, plus the additional cost of maintaining the grade separation as opposed to gates. Fourth, IDOT compares the annual benefits to the annual costs. If the annual benefits exceed the annual costs, the crossing meets IDOT's criteria for separating.

The following table shows the results of IDOT's cost benefit analysis as applied to the crossings identified by SEA as requiring mitigation, using the same assumptions regarding ADTs and train counts as in the DEIS:

Application of IDOT's Benefit/Cost Criteria[80] to Crossings[81] Identified by SEA as Requiring Mitigation					
Crossing	CN's Estimate of Construction Cost of Grade Separation	Total Annual Cost[82]	Total Annual Benefit[83]	Benefit/Cost Ratio (must be higher than 1.0 to be considered for separation)	Does crossing qualify for separation under IDOT benefit/cost analysis?
Allanson Road	$12,250,000	$434,933	$30,557	0.070	No
Diamond Lake Road	$10,000,000	$359,933	$12,784	0.036	No
IL 60&83	$7,500,000	$264,400	$38,856	0.147	No
Old McHenry Road	$17,800,000	$619,933	$46,093	0.074	No
Ela Road	$8,800,000	$319,933	$32,477	0.102	No
Hough St (IL 59&63)	$10,000,000	$359,933	$32,477	0.090	No
Liberty Street	$9,600,000	$346,600	$63,194	0.182	No
Ogden Ave (U.S.34)	$9,000,000	$314,400	$127,543	0.406	No
Montgomery Road	$9,000,000	$326,600	$75,606	0.231	No
135th Street	$10,000,000	$359,933	$32,655	0.091	No
Woodruff Road	$12,500,000	$443,267	$34,970	0.079	No
Washington Street	$6,000,000	$214,400	$23,396	0.109	No
Cicero Avenue	$13,000,000	$459,933	$64,257	0.140	No
Western Avenue	$6,500,000	$231,067	$50,555	0.219	No
Chicago Road	$17,000,000	$593,267	$60,485	0.102	No
Lincoln Hwy (U.S. 30)	$15,500,000	$531,067	$88,579	0.167	No

None of the crossings identified by SEA would be justified under IDOT's existing benefit/cost formula, further highlighting the minimal impacts of the transaction. All parties recognize that capital transportation budgets are stretched thin; to waste scarce resources without

[80] IDOT uses two criteria to determine whether existing or proposed grade crossings should be eliminated and/or replaced with a grade separation: when the expected crash frequency (ECF) for grade crossing gates exceeds 0.02 and the benefit-cost ratio exceeds 1.0.

[81] Broad Street in Griffith is not included because it is in Indiana.

[82] Assumptions: annual maintenance costs are $14,400 for a railroad overpass and $26,600 for a railroad underpass and grade separation has a 30 year life. The annual cost is the total construction cost divided by the 30 year expected life, plus maintenance costs.

[83] Assumptions: cost of a crash equals $688,379 (based on most recently published data on crash probabilities from the Illinois Commerce Commission and crash damages from the NSC); crash frequency is calculated using the formula Expected Crash Frequency ("ECF") = A * B * T, where A is a factor based on ADT, B is a factor based on existing crossing protections, and T is the number of trains. The annual benefit equals the ECF multiplied by the cost of a crash.

determining whether a separation is economically justified would violate the purposes of NEPA, as well as common sense.

E.3. SEA did not properly analyze impacts on vehicular traffic and therefore overstated the Transaction's impact on delay at grade crossings.

SEA's analysis of grade crossing delay mistakenly used data and assumptions that significantly overstated the likely impacts of the Transaction. Specifically, (1) SEA failed to use the most recent data regarding train counts, train speeds, and ADT; (2) SEA unreasonably used projected ADT data; and (3) even if it were reasonable to use projections of future ADTs, SEA's methodology for projecting ADT was unreasonable. The more reasonable assumptions set forth below indicate that, even under the flawed FHWA guidelines, only 4 crossings are potential candidates for mitigation.

E.3.a. SEA should use the train counts most recently reported by CN.

SEA should use updated train counts provided by CN. The train counts used in the DEIS included two trains that, at the time the Application was filed, CN believed would be rerouted over EJ&EW for interchange with CSXT at Kirk Yard. However (as CN advised SEA in April and May), CN has been unable to obtain CSXT's consent to an interchange of those trains at Kirk Yard, and they will therefore not be rerouted.[84] The DEIS notes the updated train counts (see the note preceding Appendix C to the SIP, which is included as Appendix B of the DEIS),

[84] Letter from Paul A. Cunningham, Counsel, CN, to Victoria J. Rutson, Chief, SEA, at 2 & n.1 (May 23, 2008), *available at* http://www.STBfinancedocket35087.com/html/inforequest.html; April 21, 2008 Letter, ("at least two of the trains that CN projected just six months ago would move over EJ&EW following the Transaction are unlikely to do so"),; *id.*, Attachment 1 ("The figures reflected in the Operating Plan include two trains that CN interchanges with CSX that CN expected to route over EJ&EW from Leithton to Kirk Yard. However, as a result of conversations with CSX, CN no longer expects those trains to be operated over EJ&EW.")

but fails to update the data used in its analyses accordingly. For the FEIS, SEA's analysis of delay should take this change in train counts into account.

E.3.b. SEA should use updated train speeds.

CN has redesigned the connection between the CN and EJ&E lines at Matteson to allow faster operating speeds on the main line though the connection than would the configuration originally planned by CN and submitted in its Application. CN submitted the revised design to SEA on August 21, 2008. CN has also modified its plans for improving the connection between the CN and EJ&E lines at Leithton so that southbound trains coming onto EJ&E from CN's Waukesha subdivision and northbound trains moving onto the Waukesha subdivision from EJ&E would be able to move at higher speeds than the design CN originally submitted for its planned improvement to this connection. CN submitted the revised design to SEA on September 18, 2008. For both connections, CN used its Train Performance Calculator ("TPC") to recalculate speeds of trains over grade crossings near the connections, and reported those speeds to SEA on September 26, 2008. (The updated train speeds reported on September 26 also corrected an error in CN's earlier calculation of the weighted average of the CN, EJ&E, and other train speeds on the EJ&E line, which gave excessive weight to the "other" (i.e., non-CN, non-EJ&E) trains. Additionally, to increase the accuracy of the results, CN calculated the train speed at each crossing as the average of the speeds as the head end, the midpoint, and the tail end of the train passed over the crossing, and reported the train speed as the average of those three speeds, instead of simply reporting the speed of the midpoint of the train at each grade crossing, as was done in the calculations reported previously.) For the FEIS, SEA should use these updated train speeds in its analysis of delay at grade crossings. Using updated train speeds would remove

Liberty Street, Montgomery Avenue, Broad Street, Cicero Avenue, Illinois Route 60/83, and Allanson Road as candidates for mitigation under the FHWA guidelines.

E.3.c. SEA should use the most recent reports of Average Daily Vehicular Traffic ("ADT") information.

CN agrees that SEA should obtain ADT data from a reliable, regional source and not rely on local source that could potentially be biased or use methodologies to collect and record ADTs that are inconsistent with those used by other jurisdictions. To the extent that traffic counts throughout the region are collected by a single agency using a reliable methodology, SEA should rely on those data. Fortunately, IDOT regularly collects traffic counts for roads throughout the region, and supplies its data to FRA for inclusion in FRA's grade crossing database.[85]

To ensure the most accurate analysis, SEA should use the most recent information on ADT available from IDOT and reported in the FRA's grade crossing database. In Illinois, traffic is counted on state-maintained routes every other year, while county highways and township roads are generally counted every five years.[86] According to the records maintained by FRA, IDOT updated the ADT information for several roads (both state- and county-maintained) with grade crossings over EJ&E, and that information has been available from FRA since March 31, 2008. Where this information is available, SEA should use it, because, as discussed below in section E.3.3, SEA's estimated 2007 ADT was off by over 60% compared to ADTs actually observed by IDOT.

[85] *See, e.g.*, Illinois Department of Transportation, Illinois Highway Information System: Railroad Information and Procedure Manual at ii (Jan. 2002), *available at* http://www.dot.il.gov/irrismanual.pdf. With the updated train speeds noted in the preceding section, the one Indiana crossing as to which the DEIS recommended mitigation would no longer trip the threshold criteria.

[86] Illinois Department of Transportation, Illinois Traffic Monitoring Program at 37 (2005), *available at* http://www.dot.state.il.us/itmp.pdf

The following chart shows those crossings where IDOT has recently updated the reported ADT, and compares the 2007 ADTs projected by SEA (based on growth rates it assigned to each county) with the ADTs currently observed and reported by IDOT and available in the FRA database. (As discussed below, Current Roadway LOS is included in order to indicate which highways are currently at or near capacity.)

Comparison of SEA's Estimated 2007 ADTs with 2007 ADTs Reported by IDOT

Crossing	SEA 2007 estimated ADT	IDOT 2007 reported ADT	Previously reported year	Previously reported ADT	Current Roadway LOS[87]
Diamond Lake Road	7,103	4,900	2004	6,500	C
IL 60&83	23,413	22,900	2005	23,300	F
Gilmer Road	14,729	12,600	2004	12,700	E
Old McHenry Road	25,596	21,400	2004	21,400	D
Oakwood Road	5,354	3,750	2004	4,900	B
Main Street (Lake Zurich)	13,792	5,900	2005	13,000	D
Old Rand Road	8,414	5,900	2004	7,700	B
Ela Road	16,892	15,000	2004	14,300	E
Cuba Road	10,249	7,600	2004	8,300	D
Northwest Hwy	26,573	26,800	2005	25,600	D
Hough Street/ IL 59&63	18,990	17,800	2005	17,800	E
Ogden Ave	36,177	36,400	2005	34,100	F
Main Street (Plainfield)	17,505	15,800	2005	16,500	E
Nelson Road	5,791	1,009	2004	5,300	C
Cicero Ave	28,257	21,500	2005	27,700	E
Chicago Road	24,788	21,600	2005	24,300	D
Lincoln Hwy	36,622	27,000	2005	35,900	F

The table shows that, in many instances, ADT has either stayed relatively constant (Gilmer Road, Old McHenry Road, Hough Street) or has declined substantially (Diamond Lake Road, Cicero Avenue, Chicago Road, Lincoln Highway). This is not surprising, because, as the table above demonstrates, many of the roadways currently operate at or above capacity, which

[87] The roadway LOS (which is different from a crossing LOS) is determined by calculating the volume to capacity ratio, which is the total daily volume divided by the total capacity. Capacity is determined based on the type of road and the number of lanes. For roadways with an LOS of F, the ratio is greater than 1.0, meaning that volume exceeds capacity. DEIS at 3.3-27.

limits the potential for growth in traffic. It is unclear why ADT at some crossings has fallen, but among the possible reasons for the decrease are higher gas prices, changes in demographic or traffic patterns, or construction of additional alternative routes.[88] In any event, the ADT observed in 2007 for several crossings is substantially lower than the ADT that SEA projected for 2007, strongly indicating that SEA's projections based on assumed annual growth percentages significantly overstate actual 2007 ADTs for all other crossings on the EJ&E arc.

E.3.d. There is no rational basis for using projected ADTs; SEA should use 2007 ADTs.

It is unprecedented and unreasonable to base mitigation requirements on ADT projected for eight years, to 2015. It is one thing to discuss impacts in terms of taking a "hard look" at the Transaction, but it is a different matter when an agency uses highly questionable projections as the sole basis for imposing mandatory mitigation. SEA has never before based mitigation on impacts that would not be projected to occur until many years in the future, and might not occur

[88] The FHWA, which measures vehicle miles traveled ("VMT") on a monthly basis, reports that, as of March 2008, cumulative VMT had fallen by 17.3 billion miles since November 2006. Press Release, Federal Highway Administration, Americans Driving At Historic Lows (May 23, 2008), *available at* http://www.dot.gov/affairs/fhwa1108.htm. That trend has continued through the summer of 2008, and since November of 2007 Americans have driven 53.2 billion fewer miles than they did over the same period a year earlier – topping the 1970s' total decline of 49.3 billion miles. Press Release, Federal Highway Administration, American Driving Reaches Eighth Month of Steady Decline (Aug. 13, 2008), *available at* http://www.dot.gov/affairs/fhwa1708.htm.

at all.[89] In all previous EISs, SEA relied on currently available ADTs without projecting them into the future.[90]

There are good reasons why SEA has historically declined to project future vehicular traffic as a basis for prescribing environmental mitigation, and there are good reasons to again decline to do so now. Predictions with the level of precision and reliability necessary to serve as the basis for very costly mandatory mitigation would, as a practical matter, be exceedingly difficult or impossible to make for the reasons discussed in the attached memorandum by Professor Jeffrey Dubin of the University of California Anderson School of Management (Exhibit 2). These include the difficulty of reasonably forecasting ADTs for such a long period, the uncertainty regarding their actual growth rates, the problems with assuming that a single county growth rate can be applied to a specific crossing, and the particularly large variances and uncertainties regarding underlying factors such as population growth rates and gasoline prices that can be expected to strongly influence ADTs. He explains that each of these sources of uncertainty makes any effort to forecast route specific vehicular traffic highly problematic and of limited utility. Prof. Dubin Memo, Exhibit 2 at 12-13.

[89] CN is aware of only one instance in which SEA used projected ADTs, and that was an Environmental Assessment where the issue was not imposition of expensive mitigation, but confirmation of the absence of significant impacts. *See Arizona E. Ry. – Construction & Operation – In Graham County, AZ*, STB Finance Docket No. 34836, Draft Environmental Assessment at 4-10 & Appendix F (STB served Feb. 25, 2008).

[90] See *Bayport Loop DEIS* at F-8 (ADT information was provided by TxDOT and was based on 2001 data, with the exception of three crossings for which 1996 or 1992 data were used because 2001 data were not available); *SW Gulf DEIS* (served Nov. 2004) at 4-15 (ADTs based on 2002 figures from TxDOT or 2003 figures from Medina County Commissioner); *DM&E DEIS* at G-1 (SEA obtained data from the FRA database and supplemented it with field observations and information supplied by DM&E and state officials); *Conrail FEIS* at 4-32 (SEA used ADTs contained in FRA database, updated for locations where state or local government agencies provided that information).

In addition, based on the information available, it appears as likely or more likely that future changes in ADT will be zero or negative rather than positive for the affected roads. Accordingly, Professor Dubin concludes that a growth rate no higher than zero should be assumed for purposes of SEA's ADT analysis. *Id.* This evidence is compelling.

For example, recently observed data by both IDOT and FHWA indicates that Americans and the citizens of Illinois are driving less, a trend that may continue as gas prices remain at historically high levels. The following chart shows the actually observed growth rates on some roads in northeastern Illinois:

Growth Rate at Selected Intersections Based on Last Two ADT Measurements by IDOT

Crossing	2007 reported ADT	Previously reported year	Previously reported ADT	Observed Growth Rate
Diamond Lake Road	4,900	2004	6,500	-8.99%
IL 60&83	22,900	2005	23,300	-0.86%
Gilmer Road	12,600	2004	12,700	-0.26%
Old McHenry Road	21,000	2004	21,400	-0.63%
Oakwood Road	3,750	2004	4,900	-8.53%
Main Street (Lake Zurich)	5,900	2005	13,000	-32.63%
Old Rand Road	5,900	2004	7,700	-8.49%
Ela Road	15,000	2004	14,300	1.61%
Cuba Road	7,600	2004	8,300	-2.89%
Northwest Hwy	26,800	2005	25,600	2.32%
Hough Street/ IL 59&63	17,800	2005	17,800	0.00%
Ogden Ave	36,400	2005	34,100	3.32%
Main Street (Plainfield)	15,800	2005	16,500	-2.14%
Nelson Road	1,009	2004	5,300	-42.47%
Cicero Ave	21,500	2005	27,700	-11.90%
Chicago Road	21,600	2005	24,300	-5.72%
Lincoln Hwy	27,000	2005	35,900	-13.28%

This trend of flat to decreasing ADT is consistent with national and state-wide trends. The FHWA has noted that Americans and the citizens of Illinois and Indiana have been driving

less. The following chart shows the month-to-month change in vehicle miles traveled on urban arterial roads both nationally and in Illinois and Indiana, as reported by FHWA.[91]

Month-over-Month Change in Vehicle Miles Traveled on Urban Arterials			
Month	Nationwide Change in VMT (Urban Arterials)	Illinois-wide Change in VMT (Urban Arterials)	Indiana-wide Change in VMT (Urban Arterials)
Nov-07	-0.40%	0.90%	-1.0%
Dec-07	-3.80%	-6.30%	-6.1%
Jan-08	-1.70%	-1.30%	-2.7%
Feb-08	-0.40%	-1.90%	0.9%
Mar-08	-3.70%	-6.00%	-7.9%
Apr-08	-1.00%	-1.40%	-3.5%
May-08	-3.20%	-4.10%	-6.8%
Jun-08	-4.20%	-4.50%	-4.9%

VMT is a measure of demand for automobile travel and is thus closely related to ADT. Based on the data in the chart above, it would not be surprising for ADTs at many crossings to exhibit zero or negative growth rates going forward.

One obviuous source of decreased demand for automobile travel is increased gasoline prices. Unsurprisingly, gasoline prices have risen substantially over the period of time for which FHWA has reported decreased VMT. In the face of high gasoline prices, consumers have short, intermediate, and long term responses; each would have a negative effect on ADT.

In the short term, drivers can make fewer trips,[92] make shorter trips, or make more combined trips or they can choose to take transit, bike, or walk.[93] In the medium term,

[91] Traffic Volume Trends, from which this data is compiled, is a monthly report based on hourly traffic count data reported by the States, and is available at http://www.fhwa.dot.gov/ohim/tvtw/tvtpage.cfm. These data are collected at approximately 4,000 continuous traffic counting locations nationwide.

[92] National gasoline consumption has been declining, indicating motorists are driving less. *See* Energy Information Administration, Short-Term Energy Outlook (Sept. 4, 2008) 4, *available at* http://www.eia.doe.gov/emeu/steo/pub/sep08.pdf ("Total U.S. petroleum and other liquids consumption is projected to decline by 610,000 bbl/d, or about 3 percent, in 2008"). Since February 2007, month over month consumption has declined in Illinois. *See* http://tonto.eia.doe.gov/dnav/pet/hist/a103620171m.htm.

consumers may choose to purchase more fuel-efficient vehicles, which could have a positive effect on ADT growth (or a neutral one, if the new vehicles are used to replace existing ones).[94] In the long term, drivers may take more significant measures, such as moving to be closer to their jobs or mass transit. All of these responses will tend to drive down ADT.

This underscores another reason it would be unreasonable for SEA to base mitigation on effects expected at some arbitrary time in the future. If it is true that ADT growth is either flat or negative (as recently observed data suggests), then current 2007 ADT is actually a conservative estimate of impacts from delay. There are simply too many unknowns regarding important inputs into SEA's model to support conditions that would impose upon CN a duty to pay now to mitigate effects that may never actually occur. SEA's use of only current ADT in taking a "hard look" at delay impacts has been judicially upheld, and there is no sound reason to change that methodology now.

In light of such evidence and broad trends against ADT growth, SEA's assumptions of uniform positive growth rates are unsupportable. The Board should instead use the latest available actual ADT data from IDOT or other like sources.

E.3.e. Even if SEA projects growth in vehicular traffic, any projections should be based on reasonable growth assumptions and not on the arbitrary assumptions contained in the DEIS.

Even if SEA concludes that it must project ADT for the purpose of conducting a "hard look" at the impacts of the Transaction, it should use more appropriate growth rates for vehicular

[93] Metra, for example, has seen a significant increase in ridership. *See* Jon Hilkevitch and Richard Wronski, Record ridership strains CTA, Metra, Pace – and it's likely to get worse, Chic. Trib., Sept. 2, 2008 (noting that, "fueled by high gas prices," Metra ridership increased 5% for the first half of 2008 and that Metra expects 2008 to be its third straight record-setting year).

[94] Although supply of fuel efficient vehicles has yet to catch up with demand, by the time current fuel inefficient vehicles are replaced on a large scale by fuel efficient ones, long-term impacts from high gasoline prices may begin to influence ADT.

traffic than those applied in the DEIS. As discussed by Professor Dubin (Exhibit 2 at 4-5), one way to assess the accuracy of SEA's forecasts is by examining its estimates of 2007 ADT versus the actual 2007 ADT counts that have now been completed. The following chart shows the crossings where IDOT updated its ADTs for 2007 (as reported to and available in the FRA database) and compares those figures with SEA's projected 2007 ADTs.

Comparison of SEA Projected 2007 ADT to Actual 2007 ADT Reported by IDOT			
Crossing	SEA's 2007 Estimated ADT	IDOT's Reported Actual ADT	Percent Difference
Diamond Lake Road	7,103	4,900	45.0%
Gilmer Road	14,729	12,600	16.9%
Old McHenry Road	25,596	21,000	21.9%
Oakwood Road	5,354	3,750	42.8%
Main Street (Lake Zurich)	13,792	5,900	133.8%
Old Rand Road	8,414	5,900	42.6%
Cuba Road	10,249	7,600	34.9%
Northwest Hwy	26,573	26,800	-0.8%
Hough Street/ IL 59&63	18,990	17,800	6.7%
Ogden Ave	36,177	36,400	-0.6%
Main Street (Plainfield)	17,505	15,800	10.8%
Nelson Road	5,791	1,009	473.9%
Cicero Ave	28,257	21,500	31.4%
Chicago Road	24,788	21,600	14.8%
Lincoln Hwy	36,622	27,000	35.6%
Average SEA Percentage Error			**60.6%**

Sources: DEIS at 3.3-7-14; FRA, Office of Safety Analysis, http://safetydata.fra.dot.gov/officeofsafety/publicsite/crossing/XingLocResults.aspx?state=17&countycity=&railroad=EJE&radionm=County&street=.

As the table illustrates, SEA's growth assumptions begin with an average over-estimation of 2007 ADT of 60.6%. This suggests strongly that SEA's chosen growth rates are too high. Moreover, as noted by Professor Dubin, the fact that SEA's forecasts are so far in error during

the earliest years of the forecast suggests that the degree of error could compound radically as the forecast horizon is extended to 2015 and beyond. *Id.* at 5.

These poor results are not surprising given the fatally flawed approach used by SEA for forecasting ADT growth. First, using a single growth rate for an entire county is unrealistically simplistic, because, among other factors, population growth is not uniform throughout the county. Developable areas that are closer to jobs and retail may be built up before outlying areas, and real-world growth in ADT would reflect this uneven growth in a way that county-wide projections do not. Also, as roads become congested, drivers begin to avoid them in favor of alternative routes.[95] Thus, ADT on a congested road might stay relatively constant (at a level that represents the capacity of the road), while traffic on alternative routes would grow, at least until those roads also reached their capacity. Professor Dubin explains that use of macro data such as county-wide growth rates on a micro basis at individual crossings substantially undermines SEA's forecasts due to resulting disaggregation uncertainty. Memorandum of Professor Dubin, Exhibit 2 at 5-6.

Second, the growth rates used by SEA are not supported by current demographic trends. SEA states that growth rates for Cook and Lake (IL) Counties were supplied by county engineering offices.[96] For other counties, SEA "estimated the percentage of growth for each year and each county using data from the late 1980s to 2006 to project ADT for the year 2007."[97] The

[95] TransTech Report at 35 ("[A]s capacity of a road is approached, the traffic will spread over time to form longer peak periods, or will divert to less congested roads. This can work in reverse; a road that is not currently at capacity can have an abnormal increase of traffic due to diversion from a more congested parallel route.").

[96] DEIS at 3.3-4.

[97] *Id.*

following table shows population growth in each of the counties that would be impacted by the EJ&E Transaction.

Comparison of SEA's Estimated County-wide ADT Growth Rates to Historic and CMAP's Projected Population Growth Rates

County	SEA Applied ADT Growth Rate	1980-1990 Growth Rate	1990-2000 Growth Rate	2000-2007 Growth Rate	2007-2030 Projected Growth Rate
Cook	1-2%	-0.26%	0.51%	-0.25%	0.52%
Lake (IL)	3%	1.51%	2.17%	1.40%	0.74%
Dupage	3%	1.74%	1.41%	0.39%	0.34%
Will	3%	1.01%	3.41%	4.27%	2.06%
Lake (IN)	3%	-0.90%	0.17%	0.22%	0.54%

Source: U.S. Census data, except future growth data, which is from CMAP, http://www.chicagoareaplanning.org/data/forecast/2030_revised/ENDORSED_2030_forecasts_9-27-06.pdf

As the table indicates, SEA's ADT growth rates are substantially higher than the historical growth rates in population that one would expect to correlate with SEA's projections. The table also indicates that 4 of the 5 counties are substantially developed and are unlikely to exhibit high levels of future growth. Cook and Lake (IN) counties have been substantially developed since before 1980, and have historical and projected future growth rates that are significantly below those figures used by SEA. While Lake (IL) and Dupage counties experienced significant growth in the periods 1980-1990 and 1990-2000, that growth has tapered off as the counties have now become fully developed. Moreover, even in those periods of relatively high growth, neither county saw the level of explosive growth that SEA has projected between the present and 2015. SEA's selected growth rate for Will County, which is the least inconsistent with population growth rate, is still a full percentage point higher than projections provided by CMAP.[98] See discussion of CMAP projections below.

[98] CMAP is an official Metropolitan Planning Organization, and is created by and operates under state law. CMAP was created to address regional transportation planning issues in northeastern Illinois.

As Professor Dubin shows in his memorandum, one of the most unsupportable aspects of SEA's forecast is in fact its unwarranted assumption that growth rates will be constant and positive. Memorandum of Professor Dubin, Exhibit 2 at 10-12. The table below powerfully illustrates that growth factors vary across crossings within individual counties, and that overall growth rates have in recent experience largely been negative instead of positive.

Comparison of Recent Annual ADT Growth Rates with SEA's Assumed Growth Rates

Street	County	Start Year	Start ADT	End Year	End-ADT	Growth Rate	SEA's Assumed Annual Percentage Growth Factor
Allanson Road	Lake	2004	15,300	2007	14,400	-2.00%	3
Old McHenry Rd.	Lake	2004	21,400	2007	21,000	-0.63%	3
Ela Road	Lake	2004	14,300	2007	15,000	1.61%	3
Hough St. Ill (59&63)	Lake	2005	17,900	2007	17,800	-0.28%	3
Liberty Street	DuPage	2004	15,200	2005	15,400	1.32%	3
Ogden Ave. (U.S.34)	DuPage	2005	34,100	2007	36,400	3.32%	3
Cicero Ave.	SE Cook	2005	27,700	2007	21,500	-11.90%	1
Chicago Rd.	SE Cook	2005	24,300	2007	21,600	-5.72%	1
Lincoln Hwy.	SE Cook	2005	35,900	2007	27,000	-13.28%	1
					Simple Average	**-3.06%**	

Source: Developed from data collected by FRA's Office of Safety Analysis, http:/safety data.fra.dot.gov/officeofsafety/publicsite/crossing/xingqryloc.aspx.

This shows that SEA's assumption of constant positive growth rates is untenable. It also reinforces the point that negative or zero near term and long term growth rates are just as likely at crossings of interest as positive growth rates.

For all of the above reasons, there are no grounds for SEA to depart from prior precedent and attempt to forecast ADTs with positive growth. Given the recent lack of growth in ADT, and the added fact that the impacts of the tremendous rise in gasoline prices are just beginning to be seen in changes in driving patterns and data reflecting those changes, the Board has ample

grounds for relying on current ADTs as a conservative (*i.e.*, likely high) estimate of future ADTs.

Alternatively, if the Board believes it can develop its own reasonably reliable forecasts of ADTs, it should use a more reliable and accurate methodology than that used for the DEIS, so that its projections properly reflect the anticipated zero or negative growth in ADT for most or all crossings.

As discussed above, however, making any projections regarding ADTs is not a simple matter. Therefore, as a final and least supportable option, if the Board believes it is compelled to forecast ADTs rather than rely on the latest available IDOT information, and the Board also believes it cannot reasonably do so itself, it might consider as a last resort utilizing CMAP information to develop projected ADTs. CMAP, an official government planning agency, maintains a list of projected ADTs for roads in northeastern Illinois. Nonetheless, as noted by Professor Dubin, CMAP's data will suffer from both model and data lag, and thus will likely project ADT that is too high. *See* Memorandum of Professor Dubin, Exhibit 2 at 13 For example, the future impacts of greatly increased gasoline prices will not be fully reflected in the CMAP data. This is one of the chief reasons it would be more accurate and defensible for the Board to utilize the most recent IDOT data.

Nonetheless, as compared to the DEIS projection methodology, CMAP's projections have the benefit of being well-studied and widely used, and of taking into account many of the considerations discussed above. CMAP's projections use a professionally recognized four-step transportation model that takes into account: trip generation; trip distribution; modal split; and

trip assignment.[99] CMAP's projections also take into account the fact that all roads are not equally attractive to drivers, who select the most efficient routes and avoid those that become congested if faster options are available. In other words, CMAP maintains a reasonably-robust transportation planning model for predicting, on a roadway by roadway basis, future ADTs.

While CMAP projects ADTs to 2030 and not to any years between then and the present, implied growth rates can be used to calculate projected ADTs for 2015, as set forth in the following table.

Comparison of SEA's 2015 Projected ADT to CMAP's 2015 Projected ADT

Crossing	SEA 2015 projection	CMAP 2030 projection	Implied CMAP growth rate	CMAP 2015 projection	Difference from SEA 2015 projection
IL 60 & 83	29,659	27,000	0.72%	24,250	-5,409
Diamond Lake Road	8,998	7,000	1.56%	5,547	-3,451
Old McHenry Road	32,424	27,000	1.10%	22,918	-9,506
Ela Road	21,398	17,000	0.55%	15,667	-5,731
Hough Street (IL 59 & 63)	24,056	18,000	0.05%	17,869	-6,187
Liberty Street	20,696	18,000	0.68%	16,259	-4,437
Ogden Avenue (US 34)	45,828	38,000	0.19%	36,949	-8,879
Montgomery Road/83rd Street	27,131	24,000	0.88%	21,030	-6,101
135th Street	11,766	15,000	2.50%	10,357	-1,409
Woodruff Road	10,659	16,000	3.23%	9,930	-729
Washington Street	11,714	9,000	0.91%	7,851	-3,863
Cicero Avenue	30,598	32,000	1.74%	24,689	-5,909
Western Avenue	24,717	32,000	1.52%	25,506	+789
Chicago Road	26,842	24,000	0.46%	22,406	-4,436
Lincoln Highway (US 30)	39,656	28,000	0.16%	27,344	-12,312
Broad Street (IN)[100]	19,572	21,681	0.81%	16,484	-3,088

[99] *See, e.g.*, Illinois Department of Transportation, Transportation Research Center, *Developing Long Range Traffic Projection Models for Illinois* at 11 (June 2004) *available at* http://www.dot.state.il.us/materials/research/iva_h1_fy03.exe. ("The most commonly accepted procedure for performing travel demand modeling is the 4-step process of trip generation, trip distribution, mode split, and trip assignment. . . . Common applications of travel demand models [include] predicting changes in travel patterns that result from changes in demographic characteristics and transportation supply.").

[100] Information from Northern Indiana Regional Planning Commission.

Certainly, if any use of projections is warranted, use of these CMAP 2015 ADTs would be more reasonable than using SEA's constant annual growth factors. *See* Exhibit 2 at 13 (despite CMAP's data and model lag, it provides a more accurate indicator of future growth than SEA's approach). They are based on projections by a professional, local planning agency that has the experience, expertise, and ability to make these kinds of projections. Further, they are based on a rigorous transportation model that is widely used for planning purposes in the Chicago area and is route specific. Use of projections for 2015 derived from CMAP's projections would eliminate Old McHenry Road as a candidate for mitigation.

E.4. Queue length is not a rational basis to require mitigation, and even if it were indicative of a need for mitigation, it would not require a grade separation.

SEA evaluated the operations of roadways that cross rail line segments expected to experience a change in rail traffic in order to assess the impact on regional mobility. Part of this assessment was an analysis of queue lengths, which SEA studied "to determine effects on local access and circulation due to the queued vehicles blocking crossing roadways." DEIS at 4.3-9. SEA determined that there would be a "serious" effect if the queue length at a crossing blocks a roadway that is not blocked under the No-Action Alternative. DEIS at 4.3-10. SEA calculated the queue length by estimating the number of vehicles in line at the end of the blocked crossing time of a single train event and multiplying that by an average vehicle length. If the queue length was longer than the storage length,[101] SEA determined the crossing could be substantially affected. SEA has never previously required mitigation based on this criterion, and it should not do so here.

[101] Storage length is the roadway distance from the at-grade crossing to the major thoroughfare, multiplied by the number of lanes.

E.4.a. Queue length is not a rational basis for requiring mitigation

There are a number of reasons why the queue length criterion, as used by SEA, is inappropriate for determining mitigation, and would be especially inappropriate for requiring a grade separation. First, the queue length criterion is based on the impact of a single train; because it is independent of changes in rail traffic volume, it can lead to anomalous results. For example, even if CN were proposing to add just one train to EJ&E, the crossings at Ela Road, Hough Street, 135th Street, and Lincoln Highway would still require mitigation under the queue length standard. Under SEA's logic, there could be substantial impacts where applicants propose increasing train traffic by fewer than three trains per day, below SEA's established thresholds, which only require analysis where train traffic would double (in tonnage) or increase by three or more trains a day. *See* DEIS at 4.3-1.

Second, it would be excessive for the Board to order mitigation on the basis of its queue length analysis because it is against the law in Illinois for a driver to enter an intersection "unless there is sufficient space on the other side of the intersection . . . to accommodate the vehicle he is operating without obstructing the passage of other vehicles . . . notwithstanding any traffic-control signal indication to proceed." 625 ILCS 5/11-1425(a). Thus, queue length from a grade crossing would only affect operation of an intersecting roadway where motorists were in violation of Illinois law. Where motorists follow the law, they will not enter the intersection if there is not sufficient space to clear it, and would therefore not interfere with operation of the intersecting road.[102]

[102] There are other potential problems with the queue length analysis. For example, CN is aware of only one previous environmental review where SEA calculated the actual length of the affected queue (rather than merely calculating the number of vehicles in the queue), and in that draft EA, served only seven months ago, SEA estimated queue length using a length of 17 feet 8 inches per vehicle, instead of the 25 feet assumed for this review. *See Ariz. E. Ry. – Constr. & Operation – in Graham County, Ariz.*, STB Finance Docket No. 34836, Draft Environmental

E.4.b. Even if it were reasonable for SEA to use queue length as a basis for finding a grade crossing to be "potentially substantially affected," the DEIS properly recognizes that solutions other than grade separations are appropriate.

Even if use of queue length were an appropriate criterion for imposing mitigation, the DEIS properly recognizes that there are effective solutions other than designating a crossing for grade separation. The most cost-effective solution is simply installing signs reminding motorists of their legal obligation not to enter an intersection where there is not enough space to clear it. Such "don't block the box" measures have been successfully implemented in jurisdictions, including Washington, D.C., facing intersection gridlock. Another possibility, recognized by the DEIS, are traffic signal revisions to manage queuing, or signalization interconnection. Such revisions would entail forwarding preemption/notification of an approaching train to the roadway traffic signal controller and railroad active warning devices at the same time. This information would cause the signal to alter its phasing to limit the queue buildup at the grade crossing.

There is more than one way to limit queue buildup using signalization interconnection, but the simplest would be limiting any movements that would conflict with the train. Alternatively, a traffic detection loop could be installed that would permit conflicting movements (i.e., allowing cars to be added to the queue) until the queue reaches a particular length, and then stop all conflicting movements. If uncontrolled left or right turns exist and contribute to queue length problems, signage could be installed to limit this problem. Therefore, as properly recognized in the DEIS, grade separations are neither justified nor required at those intersections where queue length is the sole ground for imposition of mitigation.

Assessment at 4-9 (STB served Feb. 25, 2008). The DEIS provides no explanation for the change in SEA's queue length assumptions.

E.5. Use of updated data, corrected assumptions, and proper analysis in keeping with past precedent, eliminates all crossings as candidates for mitigation other than Washington Street and Woodruff Road.

The preceding sections discuss (1) why it is unreasonable to abandon the LOS criteria for determining the applicability of mitigation, (2) various data that can and should be updated as part of SEA's FEIS, and (3) assumptions and analyses that should be corrected, in order to reasonably analyze whether there are potential impacts at vehicular grade crossings of the EJ&E line to determine if mitigation is warranted.

In sum, correcting the data – specifically the train counts and train speeds – underlying SEA's analysis would remove 6 crossings (Allanson Road, IL 60&83, Liberty Street, Montgomery Road, Cicero Avenue, and Broad Street) as candidates for mitigation even under the flawed FHWA guidelines. Using 2007 ADTs, which, as CN demonstrates above is a more reasonable basis for analysis than the county-wide growth rates applied by SEA, would remove a further 2 crossings (Old McHenry Road and Western Avenue) as candidates for mitigation under those guidelines. Recognizing that the queue length criterion is an inappropriate basis for mitigation would eliminate 4 further crossings (Diamond Lake Road, Ela Road, Hough Street, and 135th Street) as candidates for mitigation. Finally, recognizing that the FHWA guidelines are inappropriate for determining mitigation would eliminate the final 3 crossings (Ogden Avenue, Chicago Road, and Lincoln Highway). None of the crossings identified by SEA, with the exception of Washington Street and Woodruff Road (which are already the subject of a voluntary mitigation agreement) are therefore properly candidates for mitigation.

The following table summarizes the above paragraph, with each "NMR" signifying that at the given crossing No Mitigation is Required based on the assumption in the column heading.

Summary of How Reasonable Assumptions Regarding SEA's Grade Crossing Analysis Eliminates Certain Crossings as Candidates for Mitigation (NMR: No Mitigaiton Required)							
Crossing	Mitigation Agreement	Update Train Counts*	Update Train Speeds	Use 2015 ADTs based on CMAP growth rates	Use 2007 ADTs	Eliminate Queue Length Analysis	Use Only LOS criteria
Allanson Road			NMR	NMR	NMR		NMR
IL 60 & 83			NMR	NMR	NMR		NMR
Diamond Lake Road						NMR	NMR
Old McHenry Road				NMR	NMR		NMR
Ela Road						NMR	NMR
Hough Street						NMR	NMR
Liberty Street			NMR	NMR	NMR		NMR
Ogden Avenue (US 34)							NMR
Montgomery Road/83rd Street			NMR	NMR	NMR		NMR
135th Street						NMR	NMR
Woodruff Road	NMR						
Washington Street	NMR						
Cicero Avenue			NMR	NMR	NMR		NMR
Western Avenue					NMR		NMR
Chicago Road (IL 1)							NMR
Lincoln Highway (US 30)							NMR
Broad Street			NMR	NMR	NMR		NMR

* Would reduce findings of impacts, but would not by itself result in the removal of any of the listed crossings as candidates for mitigation.

This table demonstrates that under a proper analysis, the only two vehicular-rail at grade crossings warranting potential mitigation are the two grade crossings in Joliet (Woodruff Road and Washington Street), both of which are already subject to the mitigation agreement between the City of Joliet and CN.

E.6. Even if there were a rational basis for prescribing grade separations at crossings other than those in Joliet, the allocation of responsibility for any such crossing should be that traditionally applied under federal and state law.

One of the mitigation options that SEA is considering is for CN to pay up to 50% of the cost of a grade separation. For the reasons discussed below, such an allocation would violate the equitable principles inherent in the Transaction because CN is reducing delay and queue length at a number of grade crossings from levels that would meet SEA's criteria under the No Action Alternative but would not under the Proposed Action. Any mitigation imposed by the Board must recognize and take into account the substantial savings for those crossings. Additionally, SEA's proposed allocation would be contrary to decades of established federal policy. Absent exceptional circumstances, which, as the DEIS indicates are not present here, SEA should adhere to the traditional cost allocations for grade separations.

E.6.a. In considering responsibility for funding grade separations, SEA should take into account reductions in crossing delays.

The following tables list crossings on current CN lines into Chicago that currently meet the same standards for grade separation that SEA proposed be applied to crossings on the EJ&E line, but which would cease to be candidates for mitigation under those standards if the Transaction were approved:

Crossings on CN Lines that Exceed the 40 Hours of Vehicle Delay Threshold Under the No-Action Alternative but Not the Proposed Action[103]		
Crossing	No-Action Delay (hours)	Proposed Action Delay (hours)
Golf Road (IL 58)	48.3	1.5
Rand Road (US 12)	44.7	1.3
95th Street (US 12/US 20)	42.5	0.0
170th Street	57.2	8.5

Crossings on CN Lines that Exceed the Queue Length Threshold Under the No-Action Alternative but Not the Proposed Action Alternative[104]	
Crossing	Queue would block the following major thoroughfare
1st Avenue	North Avenue (IL 64)
Euclid Avenue	Wolf Road
Butterfield Road	Townline Road (IL 60)
26th Street	Harlem Ave (IL 43)
Des Plaines Ave	Cermak
Cermak	1st Ave/Golfview Ave (IL 171)
Wolf Road	Harrison St
79th Street	Columbus Ave
103rd Street	Kedzie Ave
111th Street	Kedzie Ave
Kedzie Ave	95th Street
95th Street	Kedzie Ave
99th Street	Kedzie Ave
119th Street	Kedzie Ave
127th Street	Kedzie Ave
Oakton Street	Rand Road (US 12)
Thacker Road	Graceland
Rand Road (US 12)	Golf Road (IL 58)

As SEA is well aware, many of CN's trains operate via trackage rights to navigate their way through the Chicago Terminal District. As a result of the Transaction, CN would

[103] All calculations regarding pre- and post-Transaction delay are taken from the DEIS. *See* DEIS at Table 4.3-6.

[104] All information regarding which crossings would have queue lengths that block major thoroughfares under the No Action Alternative but not the Proposed Action is taken from the DEIS. *See* DEIS at Attachment E1 pages 106-24.

substantially reduce operations on these shared lines – some of which cause considerable delay at grade crossings. For example, in a 2002 report, the Illinois Commerce Commission identified 30 crossings that delayed the most motorists per day, and 30 crossings that caused the most total delay per day.[105] The following table lists the crossings included in that report where CN would reduce or cease operations as a result of the EJ&E Transaction:

Grade Crossings Identified by the Illinois Commerce Commission as Experiencing Excessive Delay That Would Benefit From Reduced CN Traffic[106]					
Crossing	Community	No Action Trains	Proposed Action Trains	No Action Delay (hours)	Proposed Action Delay (hours)
Cumberland Ave. (Metra)	River Grove	3.6	0.0	11.5	0.0
Marquette Road (BRC)	Chicago	5.6	0.0	7.5	0.0
Archer Ave. (BRC)	Chicago	10.1	4.0	37.4	2.7
63rd Street (BRC)	Chicago	5.6	0.0	7.1	0.0
55th Street (BRC)	Chicago	5.6	0.0	13.2	0.0
47th Street	LaGrange	10.2	1.0	15.7	0.9

Some of the grade separations that are planned as part of CREATE are current at-grade crossings over rail lines on which CN train volumes would decrease as a result of the Transaction. Consequently, if the Transaction were approved, it is possible that these crossings would no longer require a separation, and the public money allocated for those projects could be reallocated to other crossings. The following table lists grade separations planned in connection with CREATE on which CN would reduce operations:

[105] *See* Illinois Commerce Commission, *Motorist Delay at Public Highway – Rail Grade Crossings In Northeastern Illinois* at 18-19 (July 2002), available at www.icc.illinois.gov/downloads/public/rr/021114rrdelay.pdf.

[106] All information regarding train counts and pre-and post-Transaction delay is from CN's analysis of grade crossings, which was submitted to SEA on September 26, 2008.

Grade Separations Planned as Part of CREATE[107] that Will Benefit From Reduced Rail CN Traffic			
Crossing	Community	No Action Trains	Proposed Action Trains
Archer Ave. (BRC)	Chicago	10.1	4.0
47th Street (IHB)	LaGrange	10.2	1.0
East Ave. (IHB)	LaGrange	10.2	1.0
31st Street (IHB)	LaGrange	10.2	1.0
71st Street (IHB)	Bridgeview	9.6	1.0
115th Street (IHB)	Alsip	9.6	1.0

In its 2030 Regional Transportation Plan, CMAP has designated several roads in the Chicago area as forming what CMAP calls the Strategic Regional Arterial ("SRA") System.[108] Many of the grade crossings on CN's lines that would experience reduced rail traffic as a result of the Transaction are on the SRA roads, as illustrated by the following table (SRA's identified by boldface):

Grade Crossings That Are Part of CMAP's Strategic Regional Arterial System That Would Benefit from Reduced CN Rail Traffic[109]						
Crossing	Community	No-Action Trains	Proposed Action Trains	No-Action Delay (hours)	Proposed Action Delay (hours)	Queue would block the following thoroughfare
Crossings that meet SEA's Thresholds						
Golf Road (IL 56)	Des Plaines	19.1	4.0	48.3	1.5	n/a
Rand Road	Des Plaines	19.1	4.0	44.7	1.3	n/a
95th Street (US 12 / US 20)	Evergreen Park	3.4	0.0	42.5	0.0	Kedzie

[107] *See* CREATE Final Feasibility at 53-54. All information regarding train counts and pre-and post-Transaction delay is from CN's analysis of grade crossings, which was submitted to SEA on September 26, 2008.

[108] CMAP, SRA Map: http://www.cmap.illinois.gov/WorkArea/showcontent.aspx?id=5584; CMAP, 2030 Regional Transportation Plan for Northeastern Illinois, at 98 n.137, 252-254 (June 12, 2008), *available at* http://www.cmap.illinois.gov/WorkArea/showcontent.aspx?id=8726. (System Description and System List, respectively)..

[109] All information regarding train counts and pre-and post-Transaction delay is from the DEIS, *see* DEIS at Table 4.3-6, as is information regarding which crossings would have queue lengths that block major thoroughfares under the No Action Alternative but not the Proposed Action is taken from the DEIS, *see* DEIS at Attachment E1 pages 106-24.

1st Avenue	River Grove	3.5	0.0	6.6	0.0	**North Ave (IL 64)**
Butterfield Road	Vernon Hills	19.1	4.0	5.6	0.6	**Townline Road (IL 60)**
26th Street	North Riverside	4.4	1.7	6.7	0.7	**Harlem Ave (IL 43)**
Des Plaines Ave	North Riverside	4.4	1.7	7.4	0.8	**Cermak Ave**
Cermak Ave	North Riverside	4.4	1.7	16.9	1.8	**1st Ave/Golfview Ave (IL 171)**
Kedzie Ave	Evergreen Park	3.4	0.0	33.4	0.0	**95th Street**
127th Street	Blue Island	3.4	0.0	32.0	0.0	Kedzie
Other Crossings						
159th Street (US 6)	South Holland	19.5	1.0	30.4	1.4	n/a
55th Street	Chicago	5.6	0.0	35.9	0.0	n/a
87th Street	Chicago	3.4	0.0	27.4	0.0	n/a
Townline Road	Mundelein	19.1	4.0	12.7	1.3	n/a
Half Day Road (IL 22)	Prairie View	19.1	4.0	19.5	0.7	n/a
Touhy Ave	Des Plaines	19.1	4.0	37.7	1.0	n/a
IL 59	Bartlett	3.0	1.7	7.4	1.2	n/a
County Farm Road	Hanover Park	3.0	1.7	4.6	0.7	n/a
North Ave (IL 64)	Villa Park	3.0	1.7	8.3	1.5	n/a

Any mitigation that SEA might recommend must take these crossings into account. The purpose of mitigation is not to create a public windfall. As the above tables indicate, the rerouting of trains now operating on CN lines in Chicago would have substantial environmental benefits – benefits that would offset the adverse environmental impacts experienced by communities along the EJ&E line.[110] In deciding on an appropriate allocation of mitigation expenses, SEA should be cognizant of the fact that CN is creating net environmental and public benefits and it therefore would not be appropriate to allocate mitigation funding to CN. In the absence of a railroad creating a net public harm, it would be unreasonable to allocate mitigation

[110] *See* Letter from Paul A. Cunningham to Victoria J. Rutson (Sept. 26, 2008) (transmitting CN's grade crossing delay analysis, showing a net reduction of 228 hours of delay region-wide).

costs on that entity. Such an approach has the potential of deterring transactions for which the cost of mitigating the all problems over whatever threshold is set would be prohibitive, even for a transaction which would benefit the public overall.

E.6.b. There is no rational basis for imposing on a railroad the cost and burden of mitigation of the impacts of a control Transaction differently from the delay impacts of any other railroad operation.

The impacts described in the DEIS, for which SEA is proposing mitigation, are almost entirely the result of anticipated increases in train traffic on the affected lines. But increases in traffic on rail lines are not regulated events; they are part of the normal operation of a railroad. Railroads are free to increase traffic on their lines without federal authorization (and may even be required to increase that traffic, if that is the only way they can discharge their common carrier obligations). In particular, railroads are free to rationalize use of their systems to increase efficiency and provide much needed augmentation of capacity by shifting traffic from heavily congested lines to underutilized lines. Doing so also can have positive environmental effects (as in this case) by removing rail traffic from locations where noise, delay at grade crossings, and similar impacts fall on relatively more residents than in the locations to which the traffic is shifted.

CN's competitors are free to increase traffic on their lines, and become more efficient by shifting traffic from one line to another, without federal licensing and thus without agency environmental review, and with no obligation to mitigate impacts of those traffic shifts.[111] The

[111] For example: UP has increased traffic on the former CNW line through West Chicago to 85 to 90 trains a day, up from 55 to 60 trains per day in the mid-1990s. Judy Newman, *Midwest Bottlenecks Mean More Train Traffic in State*, Wisc. State J., June 1, 2008, at C6. Similarly, NS increased traffic over its line between Front Royal and Manassas, Virginia, in the early 1990s, without any regulatory or environmental review, from two trains a day to 18 a day, in connection

market for rail transportation will be distorted if, in the context of a control transaction, an agency requires environmental mitigation that prevents or deters an acquiring railroad from using its property in ways that will enhance the efficiency of its rail operations, when other railroads are free to use their property to make similar enhancements without incurring any mitigation costs or other regulatory obligations.

The reason that Congress requires railroads to obtain STB approval for "minor" control transactions is not so that the STB will have a hook it may use to regulate the environmental effects that may follow such transactions. It is, as the statutory standards of section 11324(d) indicate, to prevent transactions from going forward that would substantially impair competition, and where the transactions' contributions to meeting significant transportation needs would not outweigh the anticompetitive effects. In other words, Congress meant for the agency to address the kinds of adverse impacts that are particularly characteristic of control transactions. There is nothing in the text or legislative history of the Staggers Act, which established the statutory standard under which this Transaction must be evaluated, to indicate that Congress meant the agency to address the kinds of adverse impacts that are typical of rail operations generally. To the extent that control transactions may, incidentally, have environmental effects caused by the ordinary operations of the new rail system, those effects are identical, from an environmental point of view, to similar effects caused by ordinary operations of other railroads. There is therefore no good reason, as a matter of environmental policy, to regulate those effects differently in the different contexts in which they arise.

with its plan to use its existing underused lines more efficiently to provide a new routing for its traffic to the Northeast. Ann O'Hanlon, *Angry Resident Suspicious of Rail Study*, Wash. Post, June 13, 1996, at V01; Don Phillips, *Freight Railroads' Recovery Appears to Be for Long Haul*, Wash. Post, July 11, 1994, at A1.

If it is considered desirable, as a matter of public policy, to protect the interests of communities along railroad lines by prohibiting those railroads from increasing traffic on their lines (and CN doubts that it would be desirable to prevent railroads from responding to increased demand for rail service), then that prohibition should apply equally to all rail lines and should not be dependent on a nexus with a corporate transaction such as a merger or acquisition. The increases in rail traffic that result from a rail acquisition are qualitatively and quantitatively identical to impacts from increases of the same magnitude resulting from a railroad's improved marketing, better service, internal re-routing, or other causes that do not require or flow from a control transaction, or result in agency-imposed conditions, as are the impacts on surrounding communities from such increases. There is no good reason why they should be regulated indirectly in a way that allows them to occur freely under one but not the other set of circumstances.

E.6.c. Federal and state grade separation policies would limit the railroad contribution here to no more than 5% of the cost of grade crossing upgrades, including separation.

The subject of who should pay for grade separations has been actively debated for some time. The current consensus is that, because the public derives most, if not all, of the benefit from a grade crossing improvement, the public should bear most, if not all, of the cost for that improvement. In recognition of the relatively minor benefits accruing to the railroad and the relatively larger benefits accruing to the public,federal and state policies regard the proper allocation for grade crossing improvement to come primarily from governmental authorities.

Beginning in the early 1960s, the federal government became concerned with the frequency of accidents at grade crossings and began to study ways to improve safety and properly allocate costs for upgrades to crossing safety devices. In 1962, the Interstate Commerce

Commission ("ICC") (the predecessor to the Board), after a thorough investigation of the problem of highway/rail at-grade crossing safety, found that "the consensus supports a conclusion that the major costs of grade separation and protection at rail-highway grade crossings should be borne by the public since the public is the principal recipient of the benefits derived from grade-crossing protection." *Prevention of Rail-Highway Grade Crossing Accidents Involving Railway Trains and Motor Vehicles*, 322 I.C.C. 1, 83 (1964).[112]

Building on the ICC's report, Congress, in the Federal Railroad Safety Act of 1970,[113] directed the Secretary of Transportation to undertake "a comprehensive study of the problem of eliminating and protecting railroad grade crossings" and to provide "recommendations for appropriate action, including, if relevant, a recommendation for equitable allocation of the economic costs of any such program proposed as a result of such study."[114] The same year, Congress also passed the Highway Safety Act of 1970,[115] which called for "a full and complete investigation and study of the problem of providing increased highway safety at public and private ground-level rail-highway crossings . . . including the estimate of the cost of such a program."[116]

The result of these two pieces of legislation was a two-part report, jointly prepared by the staffs of FHWA and FRA, and submitted by the Secretary of Transportation to Congress. Part

[112] *See also id.* at 87 (because "highway users are the principal recipients of benefits flowing from rail-highway grade separations . . . the cost of installing and maintaining such separations and protective devices is a public responsibility and should be financed with public funds that same as highway traffic devices.").

[113] Pub. L. No. 91-458, 84 Stat. 971, 972.

[114] *Id.*

[115] Pub. L. No. 91-605, 84 Stat. 1713.

[116] *Id.* § 205(a), 84 Stat. 1713, 1743 (enacting 23 U.S.C. § 322(e)).

I[117] discussed the crossing safety problem, and Part II[118] provided recommendations, including that Congress create a federal funding program for highway/rail at-grade crossings and allocate costs for crossing upgrades (including separations) according to relative benefits. Part II included a specific discussion of the relative benefits accruing to railroads and the public from grade crossing upgrades, and the equitable allocation of costs for those upgrades. The primary benefits to the railroad were found to be reduced maintenance costs for existing grade protection devices and the reduction in cost of claims for personal injuries resulting from accidents at grade crossings.[119] Benefits to motorists included reduced accidents, reduced delay, and reduced operating costs.[120] Based on the Report, the Secretary recommended that for separations "where benefits accrue to the railroad . . . the railroad contribution would be 5 percent of the railroad benefit related portion of the project cost" and for separations "where no benefits accrue to the railroad . . . there would be no railroad contribution to the project costs."[121]

Based on these two reports, Congress passed the Highway Safety Act of 1973,[122] which established a categorical safety program (section 203) for the elimination or reduction of hazards at rail/highway at-grade crossings and further stipulated that the federal share of improvement costs was to be 90%.[123]

[117] U.S. DOT, *Railroad-Highway Safety, Part I: A Comprehensive Statement of the Problem, A Report to Congress* (Nov. 1971).

[118] United States Department of Transportation, *Railroad-Highway Safety, Part II: Recommendations for Resolving the Problem* (Aug. 1972) ("*DOT Recommendations*").

[119] *DOT Recommendations* at 104.

[120] *Id.*

[121] *Id.* at 105.

[122] Pub. L. No. 93-87, 87 Stat. 250, 282.

[123] The Act also included funds for several demonstration projects that were intended to determine the feasibility of increasing safety at highway/rail at-grade crossings in urban areas. For these projects, federal funds covered 95% of the costs, while state or local governments paid

Under the current scheme, 23 U.S.C. § 130(b) authorizes DOT to:

> classify the various types of projects involved in the elimination of hazards of railway-highway crossings, and . . . set for each such classification a percentage of the costs of construction which shall be deemed to represent the net benefit to the railroad or railroads for the purpose of determining the railroad's share of the cost of construction. The percentage so determined shall in no case exceed 10 per centum. The Secretary shall determine the appropriate classification of each project.

Pursuant to that statute, DOT has adopted regulations that explicitly stated what the ICC had recognized in the early 1960s – railroads receive no ascertainable net benefit from grade crossing improvements, including grade separations:

> Projects for grade crossing improvements are deemed to be of no ascertainable net benefit to the railroads and there shall be no required railroad share of the costs.

23 C.F.R. § 646.210(b). Thus, under the current funding scheme, a railroad's contribution to a grade separation is capped at 5% when federal dollars are used (representing the slight benefit to the railroad from the elimination of its responsibility for maintenance of existing active warning devices, and from the reduction of its potential liability for crossing accidents).

It is therefore unclear whether the Board has the authority to impose on CN a requirement that it pay more for a grade separation than the statutory maximum, or the maximum imposed by regulation. In any event, simply because a crossing has been identified as a candidate for grade separation in an environmental review does not provide any basis for imposing a greater burden on the Transaction than the law imposes on railroads generally when crossing delay call for separation.

the remaining 5%. In subsequent highway funding bills, Congress made funds available for all crossings (regardless of whether they were on federal highways) and continued to appropriate money for the section 203 program. With the Surface Transportation and Uniform Relocation Assistance Act of 1987, Pub. L. No. 100-17, 101 Stat. 132, 160, the Grade Crossing Safety Program became a permanent law, *see id.* § 121(a), 101 Stat. 132, 159 (enacting 23 U.S.C. § 130(d)-(h)).

E.6.d. The longstanding federal policy concerning the allocation of the costs of grade improvements should be maintained in this case.

Basic principles. The allocation under the federal highway assistance programs of all or most of the costs of grade improvements away from the railroads – an allocation arrived at after numerous studies over many years - is the correct allocation from the viewpoint of social welfare – in particular, allocative efficiency – and fairness. Because there is "no ascertainable net benefit to the railroad," 23 C.F.R. § 646.210(b)(1)-(2), there would be a mismatch of costs and benefits were the allocation otherwise.

The proper allocation does not change in the present circumstance, where the environmental effects at issue are the result of a minor control transaction.[124] Congress has determined that minor transactions without anticompetitive effects are in the national interest. The Application here amply demonstrates the substantial transportation benefits of this Transaction. Those benefits would accrue to shippers both on CN and on other railroads with which CN interchanges traffic or that otherwise utilize the new routings, in addition to the private benefits to CN's shareholders, who are financing the Transaction. From the viewpoint of national transportation policy, this is socially desirable investment, bringing substantial public benefits.

[124] In this section, CN discusses the public policy considerations without waiving its positions, expressed elsewhere in these Comments, that the Board may lack authority to impose environmental conditions on a minor transaction; that, under NEPA, the environmental impacts of increased train traffic are not the result of the federal action at issue (*i.e.*, the approval by the Board of the Application), which the agency is required to take in the absence of anticompetitive effects – even if the environmental impacts are, as a practical matter, the result of the Transaction itself; that the increase in train movements along the EJ&E line, including in particular hazardous materials movements, may not even be a result of the Transaction itself; and that the DEIS overstates some of the negative environmental impacts. Even if none of these positions were correct, the longstanding federal policy of allocating the costs of grade improvements away from the railroad would be the correct policy here.

In addition to transportation benefits, which include public benefits, the Transaction would have environmental effects. They are both negative and positive, and those benefits and burdens fall on different communities. Those facts may, at least superficially, complicate the question of the best allocation, but they do not change the basic principles.

From the viewpoint of allocative efficiency, investors will not invest unless the benefits they will realize exceed the costs to them, and then they will choose the investments that allow them to realize the greatest amount of net benefits. From the viewpoint of fairness, the cost of benefits should be assigned to those who benefit. Thus, the federal policy embedded in the highway assistance program implicitly reflects an answer to two related questions: Which allocation best matches costs and benefits? And, what will be the effect on socially desirable investment of allocating a greater share to the railroad than is warranted by the benefits to it?

Mismatch of costs and benefits. The benefits of grade improvements, including grade crossings, at the 15 locations identified in the DEIS, like grade improvements generally, would not benefit the railroad or its customers. The improvements will not enable trains to proceed more quickly through the crossings, and any reduction in the number of accidents would have minuscule effects on the overall efficiency of the rail system. As the regulations governing federal highway aid confirm, the benefits of the grade improvements accrue to the communities involved.

If, nonetheless, and contrary to past practice, a large share of the costs of grade improvements is assigned to CN, the result would be a mismatch of costs and benefits. It is no response to say that the proper perspective is with respect to the Transaction as a whole that benefits CN's shareholders. It is true that CN's shareholders would benefit from the Transaction, but so would CN's shippers, other shippers, and the public, including the communities that will

benefit environmentally. Moreover, CN would have already paid a market rate for the Transaction, and CN has expressed a willingness to pay the costs of reasonable mitigation in line with past Board practice. Thus, assigning more costs to CN would not bring about a match of costs and benefits even from a Transactional perspective; a Transactional perspective does not allow or provide for a matching of costs and benefits.

Effects on socially desirable investment. Moreover, assigning a large share of the costs to the railroad could have adverse systemic effects. It would not increase and could reduce the extent of socially desirable railroad investment. The proposed Transaction would bring about public benefits in the form of transportation benefits and environmental benefits. Even without precise quantification, it is reasonably evident that these public benefits together would outweigh the adverse environmental effects. Indeed, CN believes that, if the DEIS eliminated faulty data and overly conservative assumptions, it would show that the Transaction's environmental benefits alone are greater than its environmental burdens.

If a generator of net benefits to society is required to pay the costs of generating benefits that do not accrue to it, there cannot be a positive impact on overall social welfare. Instead, investment decisions will skew toward investments that have minimal public costs or that generate benefits that accrue entirely to the railroad. The fact that shareholders of the railroad might nonetheless benefit from an investment, even if a greater share of costs that do not benefit the railroad are assigned to the railroad, does not change the point that the systemic effects of such an allocation could reduce socially desirable investment.

Effects on efficient negotiation. The DEIS encourages negotiated outcomes with respect to the 15 crossings and recognizes that "agencies with a regional perspective" are important in such negotiations. *See* DEIS at ES-41—ES-42. CN agrees that, because the

benefits and burdens fall on different communities, a regional perspective that embraces both types of communities can be important. CN also agrees that negotiated outcomes can be fairer and more efficient than Board-imposed outcomes, but only if the parties to the negotiations are prepared to bear costs commensurate with the benefits they will receive. If the Village of Barrington negotiates from the implicit position that drivers in that community value their time at $353 an hour, and that Barrington should not bear the costs of the grade improvements necessary to generate a significant portion of that amount, a successful negotiation is unlikely.

Thus, while a given outcome is or is not cost-effective and cost-beneficial without regard to how the costs are allocated, the likelihood of a negotiation actually achieving a cost-beneficial and cost-effective outcome depends greatly on the allocation as understood by the parties when they enter the negotiation. When one party, in accordance with longstanding federal policy, sees "no ascertainable benefit," and the other sees large benefits, impasse is likely if the allocation of costs is the opposite of the expected benefits.

Conclusion. Longstanding federal policy regarding the allocation of the costs of grade improvements is the proper policy in the context of this minor Transaction. Other than by allocating virtually all of the costs of grade improvements to the communities that will otherwise sustain adverse environmental impacts, there is no way to align the costs with the benefits of the grade improvements.

From the perspective of all of the environmental impacts of the Transaction, both positive and negative, the participation in negotiations of a regional agency whose responsibilities include both the communities that will be negatively affected and those that will be positively affected may bring about the fairest and most efficient result. Allocating a large share of the costs to CN would not align costs and benefits; would, if anything, reduce socially desirable investment; and

would reduce the chances that negotiations would achieve cost-beneficial and cost-effective outcomes.

E.6.e. The fact that CN is a profitable company incorporated and headquartered in Canada should be irrelevant to the issues before the Board under ICCTA and NEPA

Some comments from residents of Chicago suburbs who may be affected by increased freight train traffic over the EJ&E line have displayed an unfortunate bias against companies that are profitable or have "foreign" connections. They cite no authority for the Board to treat CN differently because it is a profitable Canadian railroad. Such biases have no place in the Board's proceeding. ICCTA, NEPA, and STB's rules do not impose any nationality or profitability test on an applicant. Nor does the application of these authorities differ based on where the acquiring company is incorporated or headquartered, or its level of profitability. Indeed, in the United States' economic system it is generally regarded as a good thing for a company to be efficient and profitable.

To the extent relevant, CN notes that (1) CN or predecessor companies have been operating in the U.S. since 1880; (2) its CEO, several other key officers, and most of its U.S. employees are Americans; and (3) the Board has not deemed CN's status as a Canadian company relevant in its three prior control proceedings in the past 10 years.

Canada and the United States are long-standing allies and partners in commerce and trade who share a 5500-mile border, about 4000 miles shared with 12 states on Canada's south, and over 1500 miles with Alaska on its west.[125] Their close economic relationship is reflected in the North American Free Trade Agreement (NAFTA), which encourages trade between the U.S. and Canada. Under applicable law and STB rules, the involvement of cross-border rail traffic has no

[125] CRS, Report for Congress: United States International Borders: Brief Facts at 2 (Nov. 9, 2006).

relevance to approval of control. Similarly, CN's status as a company incorporated in Canada also has no relevance under ICCTA or STB rules, nor under NEPA or CEQ rules.

Some opponents of the Transaction have disparagingly referred to the traffic likely to move over CN's lines as nothing more than "cheap goods from China." That should be irrelevant even if it were true, because in our economic and regulatory system it is not up to the residents of Barrington, Frankfort, or other Chicago suburbs to pass judgment on what imports or other traffic CN or other railroads should be allowed or encouraged to carry on their lines. As a freight railroad lawfully operating in the U.S., CN has a historic, federally-mandated common carrier duty to move the freight that is offered to it.[126]

The freight to and from Asia that CN will be carrying over the EJ&E line will be very much like the inbound and outbound freight that other railroads serving West Coast U.S. ports are carrying now, aided by substantial public investment in the infrastructure required to do so. As a result of the CN Transaction, U.S. shippers and receivers in Chicago and other commercial centers in the central, southern, and eastern parts of the country will be better situated to handle such trade.

F. Transportation Systems – Effects on Emergency Response

CN has been actively reaching out to potentially affected communities to address emergency response issues. While SEA relied on the same formulas for analysis as have been used (and upheld)[127] in previous EISs, CN has determined, based on its discussions with affected communities, that the emergency response analysis could be more useful if it was more rigorous.

[126] CN notes that no one is before the STB complaining about the same goods carried to, from, or within the U.S. by other railroads

[127] *See Mid-States Coalition for Progress v. STB*, 345 F.3d 520, 540 (8th Cir. 2003) (finding that SEA's analysis of emergency vehicle delay in DM&E EIS complied with NEPA).

CN is therefore offering to fund a quantitative analysis of the impact of the transaction on the provision of emergency services among the communities listed in Table 4.3-13 of the DEIS (DEIS at 4.3-75). CN has contracted with Innovative Emergency Management, Inc. ("IEM"), a leading national provider of homeland security and emergency management services to federal, state, and local government, to conduct a quantitative study of the impact of grade crossing delay on emergency response times for the 11 emergency response providers identified in the DEIS. CN initially undertook this expense in order to facilitate its negotiations with some of the affected communities, but believes it has application for the EIS more generally. IEM has completed an analysis of Mundelein, which CN uses as an example below.

Based on its consultation with IEM, CN offers the following comments on the analysis of emergency response providers included in the DEIS.

F.1 The emergency response analysis included in the DEIS failed to accurately quantify impacts to emergency response.

Instead of directly measuring impacts on emergency response time, the DEIS used two measures as proxies for emergency response delay: D_A (average delay for delayed vehicles) and T (total daily blockage time at the crossing). If an at-grade crossing was within an arbitrary 2-mile radius of an emergency response facility and would experience an increase of 30 seconds or more in average delay per delayed vehicle and 30 minutes or more of total daily blocked crossing time SEA considered that facility to be potentially significantly impacted. For the reasons discussed below, this screening process was over-inclusive and likely included many emergency response provides whose response times would only be minimally impacted by the increase in train traffic that would result from the Transaction. Therefore, before mitigation can be imposed, a more detailed analysis of actual impacts on response time must be performed.

F.1.a SEA's simplistic analysis overstates effects on emergency response.

Modern traffic simulation models (such as the one created by IEM) can capture the interactive effects among vehicles, infrastructure, and traffic control devices, and the delay at a crossing can be better estimated using more realistic models of arrival patterns, queuing effects, and acceleration/deceleration behavior. These models allow for the quantification of existing emergency response times, in order to form a baseline for comparison, and can be used to demonstrate the incremental effect of an increase in train traffic on emergency response times in a community. Such models can overcome the deficiencies with SEA's simplistic analysis, which are discussed below.

First, SEA's assumptions are limiting with respect to traffic behavior, particularly as related to the determination of their value for average delay for delayed vehicles (D_A). Response time is affected by more variables than simply delay at a crossing – variability in traffic volume, traffic queues, and driver behavior can all have a direct impact on response times. A more rigorous characterization of these and other variables is potentially important.

Second, average delay for delayed vehicles does not consider the interactive effects of regular traffic and emergency vehicles at the rail/highway at-grade crossings. SEA's estimation of average delay for delayed vehicles is based on a simple formula, with the assumption that vehicles arrive in uniform patterns and a 1.3 factor for deceleration and acceleration of vehicles. This simplistic formula is acceptable for measuring effects on normal traffic, but emergency vehicles operate under a different set of rules.

Third, SEA's use of the total time the crossing is blocked does not reflect coupling effects of the train traffic, automobile traffic, and emergency call patterns as related to intersection blockage. There is only a conditional probability (which can be estimated) that a response would

be ongoing and involving an emergency vehicle already taking the specific route to the blocked crossing when that crossing is blocked. There appears to have been no part of SEA's analysis that focused on this conditional probability and thus the probability of the specific set of events at issue – the frequency of responses that are delayed at blocked crossings. SEA's analysis in the DEIS is similar to simply saying "a train could block the path of an emergency response vehicle at some point in a 24 hour period" instead of saying "how likely is it that a train would block the path of an emergency response vehicle." For example, if a given station handles 12 calls in a day, but only one of them requires the use of an at-grade crossing, then the probability that the crossing will be blocked the one time during the day when the emergency response vehicle needs to use it is extremely low.

Thus, average delay per delayed vehicle and total time the crossing is blocked do not directly indicate impacts on emergency vehicles. Rather, they indicate the impacts on regular vehicles (which accounts for the vast majority of traffic), which may at best serve as a very rough surrogate for the impacts on the relatively infrequent and episodic emergency vehicles. Instead, the DEIS should consider the special characteristics of emergency vehicles, such as having the right of way during a response or the ability to turn all traffic lights to green in the direction of travel. The DEIS should also take into account the fact that emergency vehicles can and do move to the front of the queue of vehicles stopped at a crossing and would thus have a lower average delay per delayed vehicle value than other vehicles.

SEA's simplistic model did not take these realities into account. In contrast, the response time output provided by IEM comes from a simulation that specifically treats emergency vehicle behavior and the interaction of those vehicles with normal traffic and the driving environment

(intersections, crossings, signals, etc.). IEM's model is therefore a defensible basis for deciding on what levels of mitigation may be necessary in a given community.

F.1.b The DEIS failed to consider in any meaningful way the possibility of coordination between potentially impacted facilities during a response.

Although the DEIS alluded to mutual response agreements, DEIS at 4.3-52, the analysis gave no consideration to coordination between potentially impacted facilities, which appears to be the operational norm in at least some of these communities. Thus, there is no way to judge, based just on the analysis provided in the DEIS, whether an emergency response provider could potentially lower its response time to a level below the screening response time thresholds used in the DEIS by invoking mutual aid or their own dispatch policies that would involve nearby facility resources in a response.

For example, according to its fire chief (who was not interviewed for the DEIS analysis), the Village of Mundelein typically responds with equipment from multiple stations and with equipment from both the Village and one or more of the adjacent fire districts. Thus, a response, per dispatch rules, could come from more than one station to a point outside the arbitrary two-mile radius used to identify facilities in the DEIS. In such a scenario, which happens regularly, it is possible that responders from a second or even third station could arrive faster than the screening threshold delay would imply for the station in question. The DEIS analysis does not appear to account for such a real-world coordination, which would have a direct bearing on emergency response. Thus, the impacts projected by the DEIS are overly inclusive and incomplete, and likely overstate the actual impacts on emergency response time.

Again, sophisticated models, like the one developed by IEM, can simulate these coordinated responses and more accurate estimate response times that are likely to occur if the Transaction were to be implemented.

F.2 SEA should have used a more sophisticated model to estimate impacts on those emergency response providers identified in the DEIS

As discussed above, CN has hired an expert consultant, IEM, to quantitatively assess existing and expected emergency response impacts for each of the 11 emergency response providers identified in the DEIS as likely to be substantially affected. The IEM report for Mundelein is attached as Exhibit 3, but a brief summary of IEM's analysis and results is included here.

IEM created a traffic model that was able to simulate the movements of normal vehicles and emergency vehicles on the roadways, and that further simulates the effects of delays on vehicle travel due to the presence of freight or commuter trains.[128] ADT information was provided by IDOT and CMAP, and for morning peak hour queue counts, by Parsons Transportation Group. Freight train volume, length, and velocity were collected from the DEIS, and information on commuter trains was collected from Metra's website.

Emergency response calls were assumed to originate during the peak traffic hour (as a conservative estimate of expected response time) and geographically based on the population of a given area. To accurately simulate response times, IEM assumed emergency response vehicles moved at the same speed as surrounding traffic on uncongested roads, faster than surrounding

[128] The model roadway network includes all major roads, all major roads leading to the nearest fire stations, and the road network geography, including number of lanes, number of turn lanes, location and timing of traffic controls.

vehicles on congested roadways (but slower than if unobstructed), and are allowed to bypass queues at red lights (but at a lower speed than if the light were green).

IEM carefully and thoroughly calibrated and validated the model by (1) comparing simulated peak hour queues with queues actually collected in the field, (2) comparing simulated travel times for a handful of routes to travel times observed in the field, and (3) reviewing an animated version of the model to ensure that congestion and queuing occurred in the model at the same locations and to the same extent as observed in the field.

Once the model was built, calibrated, and verified, IEM ran 3,600 Monte Carlo simulations (i.e. random samplings) for each of 4 scenarios: 2008 ADTs with existing train data; 2008 ADTs with post-Transaction train data; 2015 ADTs with existing train data; and 2015 ADTs with post-Transaction train data. The simulations indicate that the average response time by emergency vehicles in Mundelein would change very little, if at all, as a result of the Transaction. The following table shows the results of IEM's analysis:

Average Travel Time by Fire Station and Scenario (in seconds)

Scenario	Countryside Fire Station #1	Countryside Fire Station #2	Mundelein Fire Station #2
2008 No Action	383	288	247
2008 Proposed Action	385	286	250
2015 No Action	390	287	257
2015 Proposed Action	390	287	255
Difference Between 2008 No Action and 2015 Proposed Action	7	-1	8

Thus, according to IEM's analysis, increasing rail and vehicle traffic as contemplated by the DEIS would increase average response times at two fire stations by less than 10 seconds, and

would decrease average response time at the third.[129] The portion of that increased response time attributable to increased rail traffic (*i.e.*, the difference between traffic under the 2015 No-Action Alternative and under the 2015 Proposed Action) is comparable. Statistically there is not a significant difference in response times between the respective scenarios compared. Further statistical analysis and charts and graphs are available in IEM's report.

F.3 Any mitigation should be based on actual degradation in response time as estimated by the model created by IEM

The DEIS does not attempt to quantify existing emergency response times, nor does it attempt to estimate emergency response times once the Transaction has been implemented. The former is important because it provides a baseline against which the actual effects of the Transaction can be measured, allowing SEA to measure the estimated incremental impacts fairly attributable to the increase in train traffic. To the extent that any commenters or the DEIS relies on anecdotal evidence or lay speculation about past problems or possible future scenarios, the evidence is irrelevant without substantial evidence and careful analysis of a causal relationship.

In contrast, the model developed by IEM provides a defensible quantitative means for analyzing the impacts to emergency response time and assessing the need for mitigation in a given community. If SEA is to conclude that mitigation for impacts on emergency response time is warranted, it should base that mitigation on the results of the analysis in IEM's model and not on speculation or anecdotal or potentially biased information provided by commenters. While CN was only able to complete its analysis for one community in time for this comment, it is ready, willing, and able to apply its model to other communities identified in the DEIS as being potentially substantially affected, either upon their request or at the request of SEA. CN is

[129] It is not surprising that response times would slightly decrease at Countryside Fire Station #2 in the post-Transaction scenario, as that station is proximate to a CN line that would experience a decrease in rail traffic.

confident that a rigorous, quantitative analytical process will demonstrate that impacts to emergency response providers may be overestimated by opponents and by SEA in the DEIS.

G. Land Use

CN agrees with the assessment of the DEIS that impacts on land use would be minimal.

H. Socioeconomics

Among the common suburban critiques of the Transaction is the claim that the "Transaction does nothing more than shift the problem from one town to another." Nothing, however, could be further from the truth. The problems the Transaction is designed to reduce are delay, inefficiency, and unreliability caused by slow moving trains through and across the intersecting lines in the Chicago terminal district. These are the problems CREATE was intended to resolve. The problem motivating CREATE, and motivating CN in entering this Transaction, is not vehicle delay at crossings on CN's existing lines, which is the primary problem that communities believe is being shifted to them.

Shifting trains to the EJ&E line would allow them to move more efficiently and relatively unimpeded, thus saving time throughout the regional transportation system and reducing delay at crossings overall. Moving CN's trains through Kirk Yard would allow CN to, for the most part, bypass the congested terminal district in downtown Chicago and would free up additional capacity in the yards, at the rail/rail crossings, and on the shared trackage of the terminal district. Changes in routing and the addition of $100 million in infrastructure improvements would result in positive improvements in CN's operations and the operations and fuel use of other railroads that have to move their trains through the Chicago terminal district. It is thus evident that the Transaction would have substantial, and positive, socioeconomic impacts.

CN's Application in this case did not describe those socioeconomic benefits in detail, but that was because it focused instead on the factors relevant to the statutory standard for approval and the applicable rules. While applicants for approval of "major" control transactions are required to "enumerate and, where possible, quantify the net public benefits their merger would generate," including "cost savings . . . and other merger-related public interest benefits," 49 C.F.R. § 1180.6(b)(11), no such requirement is imposed on applicants for approval of "minor" transactions. Requiring such socioeconomic information in connection with minor transactions would be contrary to Congress's purpose in enacting the Staggers Rail Act and ICCTA, which was to reduce regulatory burdens on railroads, in part by limiting the factors to be considered in reviewing non-major transactions, effectively deregulating those transactions except where they would substantially impair competition.

NEPA also does not require the Board to examine the economic or sociological consequences of its actions. *Ass'n of Pub. Agency Customers v. Bonneville Power Admin.*, 126 F.3d 1158, 1186 (9th Cir. 1997). Under CEQ regulations, "[e]conomic or social effects are not intended by themselves to require preparation of an environmental impact statement." 40 C.F.R. § 1508.14. Where economic and social effects are interrelated with natural and physical environmental effects, the EIS must "discuss" those effects, but neither NEPA nor CEQ regulations require government agencies to take economic effects into account in making their decisions. *Town of Stratford, Conn. v. FAA*, 285 F.3d 84, 89 (D.C. Cir. 2002).

It was not appropriate, however, for the DEIS to include SEA's analysis of purported impacts from elimination of redundant jobs, because the abolition of those positions (unlike, for example, Transaction-related changes in train traffic) was not interrelated with any impacts on the natural or physical environment. *Cf.* 40 C.F.R. § 1508.14. NEPA does not authorize an

agency to use its environmental review as a wedge to open up an examination of socioeconomic impacts generally; such an examination would transform the environmental review of a non-major rail control transaction into something close to a full-bore public interest analysis of the kind required for major transactions, and undo the deregulatory work of the Staggers Act.

But if the Board is to evaluate socioeconomic impacts, albeit limited to those interrelated with the natural or physical environment, in its NEPA review, then SEA should examine a much broader range of positive economic impacts than those mentioned in the DEIS here. A few of the beneficial economic impacts that the DEIS completely overlooked are described below, and a conservative valuation of their benefits is estimated. Also, if SEA is going to stand by its approach in quantifying the socioeconomic impacts that are mentioned in the DEIS, it should correct the flaws in that quantification that are described below.

The DEIS recognizes that the proposed transaction has the potential, if approved, to create powerful socioeconomic benefits for the Chicago area and the nation as a whole. For example, the DEIS states that, "[f]rom a broad societal perspective, the Proposed Action would improve the efficiency of rail operations and reduce the cost of shipping goods through the Chicago metropolitan area. Benefits include improved rail efficiency and construction employment generated while the double track and connections are being constructed." DEIS at 4.6-1. Moreover, "[t]he Proposed Action would improve the operational efficiency of the North American freight rail system by reducing transit time through Chicago." *Id.* at 4.6-23. Balanced against these gains, the DEIS claims to identify no more than "minor, negligible [adverse socioeconomic] effects." *Id.* at 6-23.

Nonetheless, the DEIS does not quantify fully, or even substantially, many of the socioeconomic benefits that would accrue if the Transaction were implemented. As explained

below, the DEIS does not account for, among other things, (1) the full measure of job gains attributable to the Transaction, (2) the value of the reduction of waiting times at at-grade crossings, and (3) the benefits to be derived from greatly improved operational efficiency of the North American freight rail system by reducing transit time and increasing the reliability of trains passing through Chicago. Even an incomplete sampling of the benefits for which the DEIS does not account demonstrates additional societal benefits on the order of $1.2 million per year from reduction in the time motorists are delayed at grade crossings, and $23.5 million each year from supply chain cost savings to CN customers as a result of greater efficiency of operations through Chicago. Together, over a 25-year period, these savings have a net present value of more than $170 million. In addition, the supply chain savings to CN customers would have downstream beneficial impacts on the national economy, so that the cost savings would result in a total gain of $54.6 million in U.S. economic output. Moreover, the Transaction would increase employment by approximately 1,025 jobs during its two-year implementation period, resulting in increased total output to the local (Illinois) economy of $155 million in each of the two years, and could potentially result in savings of approximately 1,400 jobs by relieving congestion exacerbated by future growth in rail traffic. The quantification of these benefits is explained below.

Moreover, as demonstrated below, the DEIS erroneously quantifies adverse labor impacts that it attributes to the Transaction. It exaggerates even the "minor, negligible" impacts it identifies as a result of job losses, and it fails to take account of the economic benefit to the national economy resulting from the railroad's ability, after the Transaction, to provide the same level of transportation services as it did before, but using fewer labor resources.

H.1 The DEIS does not properly assess the labor impacts of the Transaction in the Chicago area; the Transaction would actually have a significant positive impact on employment in both the Chicago region and the national economy.

When assessing labor impacts of the proposed Transaction, the DEIS examined only three effects. First, it considered the anticipated elimination of 114 redundant positions, as described in the Operating Plan, CN-2 at 226, and applied various multipliers provided by the IMPLAN input-output model to conclude that this job reduction would cause further job losses in the local economy, resulting in a total reduction of 280 jobs. DEIS at 4.6-4, H-4 & n.1. Second, the DEIS estimates that construction of new connections and double-track as part of implementation of the Transaction would create 396 new jobs during the two-year construction period, and it applied the same IMPLAN model to conclude that total employment would rise by 708 jobs, but that this job growth would be temporary, ending with the completion of construction after two years. *Id.* at 6.4-13—6.4-14. Third, the DEIS appears to conclude that the Transaction would make rail transportation more attractive to some shippers who presently move their freight by truck, leading to a decrease in truck traffic and the loss of 109 jobs in the trucking industry, with a corresponding increase in rail traffic and an increase of 53 jobs in the rail industry. The DEIS concludes, again on the basis of the IMPLAN model, that the total net impact of the shift from truck to rail transportation would be a loss of 86 jobs. DEIS at H-4; *id.* App. H, Attachment H1 at 14.[130]

The socioeconomic impacts caused by elimination of redundant positions were not an appropriate subject for analysis in an EIS prepared under NEPA, because those job reductions would result from operational efficiencies gained by combining two formerly separate

[130] While the DEIS states that "there would be no effect from the Proposed Action on local trucking firms," DEIS at 4.6-5, a calculation of such impacts is reported in Appendix H.

workforces; they would not arise from or be "interrelated" with "natural or physical environmental effects." *See* 40 C.F.R. § 1508.14.

But even if it were appropriate to examine those job eliminations, the DEIS misinterpreted their economic impact, as explained below. Further, the DEIS underestimated the total potential job growth attributable to the proposed Transaction, from both the creation of new jobs and the prevention of job losses.

H.1.a The DEIS miscalculates the employment impacts of the Transaction.

The DEIS correctly states that the proposed Transaction would create jobs in the Chicago region by providing a basis for CN to undertake construction projects involving rail connections, extension of sidings, and installation of double track. But its estimate that the Proposed Action would permanently reduce total Chicago-area employment by 280 jobs, while temporarily generating only 708 total jobs, which would disappear after completion of Transaction-related construction (DEIS at 4.6-2), greatly understates the job creation that should reasonably be anticipated as a result of the Transaction.

The DEIS's underestimation of total job growth is attributable to several errors.

First, the DEIS fundamentally misinterprets the economic significance of the reduction of positions resulting from the Transaction. These reductions, unlike job reductions resulting from reductions in output, represent cost savings whose effect on the economy as a whole is beneficial. The eliminations of positions in this case would occur because the railroad would be able to produce the *same* output as before, but with fewer resources (employees).[131] This is the

[131] SEA claims that the elimination of the 114 jobs would have negative economic impacts that "may appear high," but that this is "[b]ecause the rail transportation sector requires relatively little labor to produce a million dollars of output and each job produces a great deal of business output and value added to the region," so that "the loss of jobs would reduce the gross regional

very definition of economic efficiency. When this happens, as the Board and its predecessor agency have well understood, the public realizes an economic *gain*. In the words of the ICC, "[c]ost reductions, regardless of whether they are passed on to shippers, are public benefits because they permit a railroad to provide the same level of rail services with fewer resources or a greater level of rail services with the same resources." *Burlington N., Inc. – Control & Merger – Santa Fe Pac. Corp.*, 10 I.C.C.2d 661, 724 (1995) ("*BN/Santa Fe*"), *aff'd sub nom. W. Resources, Inc. v. STB*, 109 F.3d 782 (D.C. Cir. 1997).

Those cost savings may be passed on to shippers, and as a matter of fact "[t]hese efficiency gains, in varying degrees depending on competitive conditions, have generally been passed on to shippers as reduced rates and/or improved services."[132] In any event, the capital conserved by these efficiency gains is made available for more productive uses elsewhere in the economy, with resulting, positive, multiplier effects on output and on employment. The DEIS's failure even to mention (let alone attempt to quantify) those beneficial effects, while calculating supposed negative multiplier effects, unsupported by economic theory previously accepted by the Board, misrepresents the impacts of the Transaction.

Second, the DEIS erred by basing its estimate of job creation solely on the $100 million that CN plans to spend on capital improvements to implement the Transaction, leading to "construction employment generated while the double track and connections are being

product by $32.72 million in total." DEIS at 4.6-2, 4.6-5 n.2. But this misses the point that the proposed job reduction would make it possible for CN to produce every $1 million of output with even *less* labor, so that each railroad job would produce even *more* business output and value added to the region than before, and so that there would be no reduction in the gross regional product.

[132] *Canadian Nat'l Ry. – Control – Ill. Cent. Corp.*, 4 S.T.B. 122, 139-40 (1999); *accord, CSX Corp. – Control & Operating Leases/Agreements – Conrail Inc.*, 3 S.T.B. 196, 246 (1998) ("*Conrail*"), *aff'd sub nom. Erie-Niagara Rail Steering Committee v STB*, 247 F.3d 437 (2d Cir. 2001); *BN/Santa Fe*, 10 I.C.C.2d at 724.

constructed," DEIS at 4.6-1, while ignoring the jobs that would be created by the roughly $60 million that CN expects to spend on mitigation of the environmental impacts of the Transaction.

The DEIS estimates that construction of new connections and double-track to implement the Transaction would create 396 new jobs during the two-year construction period. SEA used the IMPLAN input model, applying various multipliers to calculate the direct, indirect, and induced labor and economic impacts of that job creation, and concluded that total jobs would rise by 708 during the construction period. But if impacts from expenditures on mitigation are taken into account, the positive economic impacts of the Transaction in the Chicago area are shown to be considerably greater than reported in the DEIS.

At CN's request, Global Insight, Inc., an economic consulting firm that is widely recognized for its expertise in modeling and forecasting, used its proprietary input-output model to conduct its own multiplier analysis of the effects of a CN expenditure of $150 million (including mitigation costs) to implement the Transaction over two years.[133] Global Insight's conclusions[134] were that that expenditure would bring about a total gain of 1,025 jobs in each of

[133] CN originally estimated that it would spend approximately $100 million in capital improvements in order to implement the Transaction. It later estimated that it would spend approximately $40 million to mitigate the environmental impacts of the Transaction. As noted above, CN now estimates that implementing its voluntary mitigation plan would cost roughly $60 million dollars. While not all of the mitigation spending would go into the construction sector, and while the applicable multipliers would differ to some degree to the extent that the expenditure went to non-construction industries, $50 million is a conservative estimate of the amount that would be spent on construction. The important point to remember here is that SEA did not examine *any* multiplier impacts from mitigation spending, which is clearly erroneous. For the sake of simplicity, Global Insight modeled the entire economic impact based on economic data for the State of Illinois, rather than attempting, as SEA did, to split the job impacts and resulting economic effects between the two states. There is no reason to believe that the multiplier effect of employment gains or reductions would be materially different in Indiana than in Illinois. (In any event, the majority of the impacts would be felt in Illinois.)

[134] *See* Global Insight, Inc., Economic Analysis for Canadian National Railway: Scenario Impact on the Illinois Economy (Sept. 2008) (attached hereto as Exhibit 4).

the two years. In addition, the expenditure would increase total employment by 1,025, labor income by $59 million, economic output by $155 million, economic value added by $73.6 million, and state tax receipts by $22 million for each year.

Third, the DEIS fails to note that CN does not plan to eliminate the 114 positions through workforce reductions or layoffs, but instead over time, primarily through attrition, as current job incumbents retire or move on to other positions (including ones that open up on CN itself). CN-2 at 226; see also *id.* App., Att. B, at 248. Thus, the personal and local dislocations that often accompany even efficient job reductions should be substantially mitigated in this case. Moreover, the Board is required by law to impose *New York Dock* labor conditions to protect the interests of employees adversely affected by control transactions such as this one.[135] These conditions would require CN to provide payments to displaced or dismissed employees for up to six years, depending on length of service, to protect those employees from loss of income from Transaction-related personnel actions. (This requirement is a powerful incentive for CN to implement job reductions in this case through attrition rather than through sudden layoffs.)

Fourth, even if SEA's use of the IMPLAN model to calculate multiplier effects from CN's planned job reductions were conceptually sound, its actual results would overstate the negative effects. Global Insight found, when it applied its input-output model to the reduction of 114 positions, that if the expected job losses had cascading negative effects through the economy (which they would not, for reasons stated above), they would lead to a total loss of 193 jobs (rather than the 280 calculated by SEA).[136]

[135] 49 U.S.C. § 11326(a); *New York Dock Ry. – Control – Brooklyn E. Dist. Terminal*, 360 I.C.C. 60, *aff'd sub nom. New York Dock Ry. v. United States*, 609 F.2d 83 (2d Cir. 1979).

[136] *See* Global Insight, Inc., Economic Analysis for Canadian National Railway: Scenario Impact on the Illinois Economy (Sept. 2008) (attached hereto as Exhibit 4). As explained above, the

Fifth, even if it were appropriate to assume that the Transaction would cause traffic to shift from truck to rail transportation,[137] it would not be appropriate to calculate the economic impact of that shift, as SEA appears to have done DEIS, App. H, Attachment H at 13, simply by looking at the immediate job losses in the trucking industry and applying multipliers to project a total job loss, offset only by corresponding job gains in the rail industry. That approach does not take into account the value of the cost savings or service improvements (which have similar economic effects to those of cost savings) that impel shippers to make such a shift. The benefits to shippers redound in turn to the shippers' customers or owners and so have beneficial multiplier effects through the local and national economy.

H.1.b The DEIS does not take into account potential positive labor impacts other than those caused by CN's planned construction activity.

The DEIS calculation of the impacts of the Transaction on employment is also incomplete because it does not reflect economic activities flowing from the Transaction other than construction activities. It thus overlooks many positive impacts on employment.

One way of estimating some of those positive impacts is by reference to the benefits that have been projected in connection with the CREATE Program, a portion of which would be achieved by the proposed Transaction. As the DEIS states, CREATE is a partnership dedicated to implementing "critically needed improvements to increase efficiency of the region's rail

assumption that 114 jobs would be abolished in the first year does not reflect CN's actual intentions; it thus leads to an exaggeration of the immediate impact of the job reductions.

[137] CN has not assumed that there would be any diversions of freight from truck to rail, and it is unclear (as noted above) whether SEA actually makes such an assumption, as the discussion of socioeconomic impacts in chapter 4 appears inconsistent with Appendix H. If in fact, however, SEA means to assume traffic diversions from freight to rail, the SEA needs also to describe fully the beneficial net environmental effects of the shift from truck to rail, including reductions in fuel consumption, highway congestion, and risk of accidents, none of which is discussed in the DEIS.

infrastructure and the quality of life of Chicago-area residents." DEIS at 2-65 (quoting www.createprogram.org/index.html). Included among the economic impacts that CREATE has studied are the impacts on employment levels expected as a result of congestion-reducing improvements to the Chicago Terminal District. CREATE estimates that it would, among other things, prevent the loss of 17,000 jobs that would be lost over the next 20 years if rail congestion problems are not addressed.[138]

The proposed Transaction would achieve part of the transportation improvement envisioned by CREATE in that it would reduce congestion by removing CN trains from rail lines in the CREATE District in central Chicago. It is therefore reasonable to expect that these improvements by CN to fluidity within Chicago would provide partial benefits comparable to those envisioned by CREATE.[139] That would include a portion of the 17,000 jobs expected to be preserved by CREATE within the CREATE District. Whatever methodology SEA may choose to calculate a proportion of the CREATE benefits that could be attributed to the Transaction, it

[138] CREATE Final Feasibility Plan at 37 (Aug. 2005).

This estimate was based on the assumption that there would be a 78.7% increase in rail freight, measured by the number of railcars, over a 20-year period. CN has maintained that any projections of rail traffic over more than a very short time horizon are likely to be inaccurate and unreliable. *See* letter of Paul A. Cunningham to Victoria J. Rutson (Apr. 21, 2008) (responding to SEA Information and Data Request #3). Nevertheless, to the extent that SEA finds any part of CREATE's projections of total growth in Chicago-area traffic to be reliable, then it may reasonably conclude that CREATE would prevent the job loss caused by the resulting increase in rail congestion. SEA may further reasonably conclude that to the extent that the Transaction would relieve some of that future congestion, it would prevent loss of a proportionate number of jobs.

[139] CN proposes to remove a total of 48.9 trains per day from its five subdivisions within the CREATE District, or approximately 8.2% of the 600 total daily trains operating in that District On those portions of its lines within the CREATE District, CN expects to reduce train traffic from 19.1 trains per day to 2.0 trains per day on the Waukesha Subdivision, from 3.0 to 1.7 trains per day on the Freeport Subdivision, from 12.6 to 2.0 trains per day on the Chicago Subdivision, and from 22.1 to 2.0 trains per day on the Elsdon Subdivision. CN also plans to increase train traffic from 1.8 to 2.0 trains per day on that portion of the Joliet Subdivision within the CREATE District, for a net decrease of 48.9 trains per day on all its lines in the District.

should at least acknowledge the likelihood that the Transaction would accomplish some widely desired transportation improvements, with positive economic and employment consequences.

H.2 The Transaction would have economic benefits, which the DEIS overlooked, from the net reduction in vehicular delays at at-grade highway crossings in the Chicago area.

Focusing on "increased traffic delays at highway/rail at-grade crossings" at locations "where the EJ&E tracks run directly through a community," the DEIS recognizes that "impacts to community cohesion are not expected to be more than moderate." DEIS at 4.6-10. It also recognizes that "[t]raffic delays would be reduced along the CN rail lines that experience decreased rail traffic" and that "this would reduce any existing, adverse effect to community cohesion along these rail lines." It makes no attempt, however, to quantify the economic benefit to the Chicago region from reduced delay at grade crossings.

CN has calculated that the Transaction would cause a net decrease of 228 hours each day to vehicles stopped at affected rail-highway grade crossings.[140] The monetary value of this time saving can be calculated by using time-value factors prescribed by the United States Department of Transportation ("DOT") in its "Departmental Guidance for the Valuation of Travel Time in Economic Analysis,"[141] which provides an objective, readily available estimate of value of time

[140] *See* Letter from Paul A. Cunningham to Victoria J. Rutson at 4 (Sept. 26, 2008); *id.*, Exhibit B.

[141] Memorandum from Frank E. Kruesi, Assistant Secretary for Transportation Policy, DOT, to Secretarial Officers and Modal Administrators, "Departmental Guidance for the Valuation of Travel Time in Economic Analysis" (Apr. 9, 1997) ("1997 Departmental Guidance"), *available at* http://ostpxweb.dot.gov/policy/Data/VOT97guid.pdf; Memorandum from Emil H. Frankel, Assistant Secretary for Transportation Policy, DOT, to Assistant Secretaries and Modal Administrators, "Revised Departmental Guidance, Valuation of Travel Time in Economic Analysis" (Feb. 11, 2003) ("2003 Revision to Departmental Guidance"), *available at* http://ostpxweb.dot.gov/policy/Data/VOTrevision1_2-11-03.pdf.

to persons delayed in transportation. DOT has instructed its modal agencies[142] to use the values and procedures set forth in this guidance document "for future DOT cost-benefit and cost-effectiveness analyses that employ measures of the value of travel time lost or saved."[143] The guidance document specifies, among other factors, the recommended percentage of hourly income, as well as the dollar value, to be used for estimating the value of time lost or saved for personal and business trips by car, as well as truck trips.

In 2003, DOT revised its Departmental Guidance to reflect updated information on hourly income. Following these revisions, DOT's estimated hourly value of travel time savings per person-hour for local travel by surface mode (measured in 2000 dollars) is:

For Personal Travel[144]	-	$10.60
For Business Travel	-	$21.20
Weighted Average (above two)	-	$11.20
Truck Drivers	-	$18.10

Because the values calculated by DOT are per person-hour, they cannot be applied until CN's calculations of vehicle-hours saved are converted into person-hours. The CMAP assumes that the number of persons per vehicle is 1.2 for work trips and 1.4 for non-work trips.[145] The 2000 U.S. Census, however, shows a larger number of persons (approximately 1.4) per vehicle

[142] *I.e.*, the Federal Highway Administration (highways), Federal Transit Administration (urban mass transit), Federal Aviation Administration (air), and Federal Railroad Administration (rail). (The omission of the Board from this listing reflects the Board's different status as an independent agency, not any view that the document is less relevant to the Board's activities.)

[143] 1997 DOT Guidance, transmittal memorandum at 1.

[144] Includes trips to work.

[145] Chicago Area Transportation Study, *Conformity Analysis Documentation: 2030 Regional Transportation Plan, FY 2004 - 2009 Transportation Improvement Program* (Oct. 2003).

for work trips in the Chicago Metropolitan Area.[146] It is therefore reasonable to assume that the average number of persons per vehicle for all trips in the Chicago area is 1.4.

Finally, it may be assumed that trucks constitute approximately 7.5% of the vehicles delayed at grade crossings. (This number is derived from the FRA's inventory of highway-rail grade crossings, which reports that trucks constitute 7.503113% of the total number of vehicles at the grade crossings on the EJ&E arc and on the lines within the arc used by CN.)

Applying these assumptions to the 228 net travel time savings calculated by CN yields these results:

1. **Local Travel Savings (excluding trucks)**
   - Number of passenger vehicle-hours saved per day
     = 228 x 0.925= 210.9
   - Number of person-hours saved per day
     = 1.4 x 210.9 = 295.26
   - Number of person-hours saved per year[147]
     = 325 x 295.26 = 95,959.5
   - Annual savings (dollar values as of 2000)
     = $11.20 x 95,959.5 = $1,074,746
2. **Local Travel Savings (trucks only)**
   - Number of truck vehicle-hours saved per day
     = 228 x 0.075 = 17.1
   - Number of person-hours saved per year
     = 1 x 325 x 17.1 = 5,557.5
   - Annual savings (dollar values as of 2000)
     = $18.10 x 5,557.5 = 100,591

[146] U.S. Bureau of the Census, Department of Commerce, U.S. 2000 Census of Population and Housing - Long Form, Table P-30 ("Means of Transportation to Work for Workers 16 and Over"). (The calculation of 1.4 persons per vehicle was made by taking the weighted average of the counts of number of persons per car for Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will counties in Illinois and Lake County in Indiana.)

[147] The number of person-hours per day was multiplied by 325, rather than 365, as a conservative reflection of the lower vehicular traffic volumes on the affected roads on weekends.

3. **Total Annual Savings (dollar values as of 2000)**
   = $1,074,746 + $100,591 = $1,175,337

The present value of 25 years of these savings would amount to $15.0 million.

Thus, the quantification that the DEIS does not undertake demonstrates that the Transaction would annually contribute an additional $1,175,337 to the Chicago-area economy. (This estimate is a conservative one, because it is based on hourly income in 2000 and therefore does not reflect increases in income since that year.)

H.3 The Transaction would provide economic benefits to shippers as a result of reduced transit time and increased reliability of train service through Chicago.

CN's proposed acquisition of the EJ&E line around Chicago would allow CN to improve the fluidity and performance of the approximately 12,000 trains per year that it moves through the Chicago region. This fluidity translates into reduced transit times and improved system reliability, thereby lowering the overall supply chain costs for CN's customers whose freight must move through Chicago. SEA's analysis of the socioeconomic impacts of the Transaction does not acknowledge or account for any of these savings, even though they constitute clear socioeconomic benefits that would result from CN's re-routing of its trains over the EJ&E line in implementation of the Transaction.

Two of the most significant shipper savings made possible by improvement in CN's service and overlooked in the DEIS are reduced carrying cost of in-transit inventory and reduced safety stock costs. While goods are in transit, they are included on shippers' financial balance sheets, but they are not available for use in production or for sale. Time spent in transit thus imposes substantial carrying costs on shippers. If travel time is reduced, shipments arrive earlier at their destinations and are available for use or sale, and rail customers' inventory costs are

lowered. In addition, more reliable service enables customers to make further savings, because they are able to reduce their levels of safety stock levels (*i.e.*, additional inventory that is kept on hand as a hedge against fluctuations around mean transit time).

To develop estimates of these savings, CN retained Oliver Wyman, a global management consulting firm with extensive expertise in supply chain and logistics management and experience in advising the rail industry. Using CN data from 2006[148] and in consultation with CN personnel, Oliver Wyman determined pre-Transaction transit times, variability of transit times, and rail yard performance for each train type (*e.g.*, merchandise, intermodal, bulk) that CN now moves to, from, or through the Chicago terminal. CN personnel, using CN's Train Performance Calculator ("TPC"), statistics provided by EJ&E on actual operating performance on its line, and their own judgment based on their operating experience, provided their estimates of the post-Transaction speeds and variability of trains operating over the routes, including the EJ&EW line, that CN would use following implementation of the Transaction.

Using this information, Oliver Wyman was able to estimate the change that could be expected in mean transit time and variability for each train type on each applicable route. Reduction in transit time was a combination of reduced line-haul transit time and, where applicable, reduced dwell time in yards.[149] (Dwell time would not be applicable to unit trains, which do not require handling in yards.) Reduction in dwell time was an important factor in calculating reduction in transit time variability because longer time needed for car handling in a

[148] This year was chosen for the sake of consistency with the Operating Plan that was submitted as part of CN's Application, and which was constructed using data from 2006, the last full year for which data was available at the time the Plan was created.

[149] Because of time pressure, Oliver Wyman calculated the improvement in yard dwell time at CN's Markham Yard, and used Markham as a proxy for the other classification facilities used by the Chicago traffic under review. This approach gave a conservative estimate of the probability of making connections at non-CN yards.

yard means greater probability that a car will miss its connection with the outgoing train that is scheduled to take it to the next terminal. (Because at CN the connecting trains generally run once a day, if a car misses its departing train, even by as little as one or two hours, it will usually be delayed a full 24 additional hours. Long dwell times in a yard, by increasing the likelihood of missed train connections, can therefore multiply the variability of transit times over the length of a movement from origin to destination.

Oliver Wyman's calculations of improvements in transit time and reliability were conservative, because they omitted (a) reductions in time spent waiting by trains that have been made up and are awaiting a crew at locations outside the EJ&E arc for a route through Chicago (which often occurs today because the railroad is reluctant to pay for costs of a crew that is train that is only sitting on the track, so it waits until it knows the train can proceed before it calls a crew for a stopped train); (b) reduced transit time and variability of transit time for CN traffic within the Chicago terminal that would continue to use its current routes, but which would move more readily because of reduced traffic on the lines within Chicago; (c) downstream improvements in yard performance or transit time outside the EJ&E arc, resulting from improvements within the arc that make it more likely that a CN train will make its next connection on time at a downstream yard; and (d) improvements to traffic through Chicago that CN does not participate, but which would benefit from the reduction of CN's use of lines inside the arc.

An inventory carrying cost model was developed to estimate the savings to CN customers from reductions in transit times. This model applies the annual cost of capital and the reduced travel time to the total value of the goods in transit. Exhibit 5 ("Supply Chain Savings to CN Customers Resulting from acquisition of EJE: Model Results") presents Oliver Wyman's

calculations of the inventory carrying costs savings, both for all industries and for selected industries representing significant commodity groups (chemicals, metals, paper, and prepared food).[150]

In addition, Oliver Wyman developed a safety stock model, using transit time and transit time variability from origin to destination, and improvements to those factors, to estimate the pre- and post-Transaction safety stock levels. The post-Transaction reductions in safety stock were aggregated into commodity groups, and an average value per ton for each group was estimated. Oliver Wyman then calculated the annual dollars of savings to customers by multiplying the average value per ton by the safety stock reduction in tons multiplied by the cost of capital for the industry group multiplied by the average value per ton. Oliver Wyman's findings are reported in Exhibit 5, aggregated both for all industries and for the representative industries for which inventory carrying cost savings were reported.[151]

Thus, Oliver Wyman calculated the total savings that CN customers could expect from reductions in inventory carrying costs and safety stocks, as a result of the Transaction, is $23.5

[150] It was CN's judgment that a reasonable measure of pre-tax cost of capital for the affected industries would be 14% (8.7% after tax), and calculations based on that number are therefore reported in Exhibit 5. If, however, this number is regarded as too high, alternative calculations based on pre-tax costs of capital of 10 and 12% (6.2% and 7.4%, respectively, after tax) are also shown.

[151] If SEA wishes to inquire further into the methodology used by Oliver Wyman to arrive at these conclusions, CN is prepared to make members of the expert Oliver Wyman team that calculated them available to SEA.

million each year.[152] The present value of these savings over 25 years would be in excess of $160 million, at a 14% pre-tax cost of capital.[153]

These savings to CN's customers would have beneficial impacts throughout the national economy. In order to calculate the downstream impacts of these savings, CN asked Global Insight to calculate the multiplier effects that these savings could be expected to yield, if shippers used them to expand their manufacturing output by a corresponding level. Using its input-output model (described in section H.1.a, above), Global Insight calculated that an increase in manufacturing output of $100 million would lead to a total gain of 549 U.S. jobs, and $29.8 million in U.S. labor income. Moreover, it would lead to a total gain of $232.4 million in U.S. economic output, a total gain of $97.7 million in economic value added for the U.S. economy, and a total increase of $14.5 million in U.S. tax receipts.[154] For an increase in manufacturing output of only $23.5 million (the value of the yearly supply chain savings calculated by Oliver Wyman), the corresponding proportional results would be: a total gain of 129 U.S. jobs; increase in U.S. labor income of $7.0 million; a total gain of $54.6 million in U.S. economic output; a total gain of $23.0 million in economic value added for the U.S. economy; and a total increase of $3.4 million in U.S. tax receipts.

These savings are only a small portion of socioeconomic benefits that may be expected as a result of improved transit time and reliability caused by the Transaction. They exclude, for

[152] As noted above, this assumes a pre-tax cost of capital of 14%, but even at lower cost of capital assumptions, the savings are significant. A 10% pre-tax cost of capital would yield annual savings of $16.8 million, and a 12% pre-tax cost of capital would yield savings of $20.2 million.

[153] A pre-taxcost of capital of 10% or 12% would change the present value of the savings to approximately $160 million, or close to $160 million, respectively.

[154] These findings are reported in Exhibit 6 hereto ("Economic Analysis for Canadian National Railway: Manufacturing Scenario Impact on the U.S. Economy by Industry.")

example, the value that would be created for other railroads (both freight and passenger) operating in the Chicago area by increased fluidity of CN trains, greater line capacity, and improved on-time performance for interline connections. They also exclude the savings to CN from better crew and equipment utilization that would be made possible by improved transit times and reliability. They are, however, illustrative of the kinds of benefits that were overlooked in the DEIS's assessment of the socioeconomic impacts of the expected re-routing of CN trains, and that should be included if SEA intends its EIS to include such an analysis.

H.4 There is no basis for any determination that any negative effects of the transaction on property values would be other than minimal and offset by increases by positive impacts of property values where train operations are to be reduced

SEA apparently conducted a thorough literature search regarding the economic impact of increased rail traffic on property values. While the relevant data/literature supporting (or negating) adverse effects on property values from increased train traffic is sparse, DEIS at 4.6-6, in most respects SEA reasonably utilized existing literature to support its conclusions. The DEIS found that property values in the Chicago area overall will not be affected and there would be only "minor localized effects on property values," *id.* at 4.6-23 – which it did not quantify – while reduced traffic could bring beneficial effects to property values adjacent to the CN subdivisions, *id.* at 4.6-2. The DEIS does not, however, account for those beneficial effects in the various communities along CN's current lines. If that missing analysis were to be included, given that there are more properties adjacent to CN's existing lines, where traffic would be reduced, than adjacent to the EJ&E line, where traffic would be increased, there is every reason

to believe that the proposed Transaction's beneficial effects on property values equal or outweigh any adverse ones.[155]

The limited analysis contained in the DEIS is also subject to some significant problems and qualifications. The literature and data on "stigma" harm to property values due to nearby train traffic is too limited to form reliable quantitative conclusions – SEA found just one article addressing effects of train traffic levels on property values (Simons & El Jaouhari 2004 ("Simons article") – and several factors suggest that possible values SEA infers from the Simons article are on the high side.

First, in order to form any reliable conclusions, and in order to satisfy the minimum requirements of the Uniform Standards of Professional Appraisal Practice ("USPAP"), an opinion regarding property values must take into account local variables, including, where possible, relevant local market data. *See, e.g.,* USPAP Advisory Opinion No. 9, lines 179-81 (an analysis of environmental stigma "must be based on market data") (2006). SEA's purely mathematical extrapolation from the Simons article, DEIS Table 4.6-3, which addressed property values in entirely different communities in Ohio, does not do so. Local and individual data are likely to be highly significant here: for example, a plausible hypothesis is that residences and communities that are relatively upscale and that feature relatively modern construction may be well insulated by trees and modern windows from sound or other nuisances, and rail traffic may be less noticeable to potential buyers if rail lines are obscured by trees or other landscape

[155] It is also possible, although there is no evidence supporting such a conjecture, that because the communities along the EJ&E line are typically more affluent, with higher value residences, if – contrary to literature cited by SEA – additional train traffic has more effect on high-value residences than on low-value residences, the balance would go the other way. However, any suggestion that a possible decrease in value of a certain number of expensive residences outweighs a decrease in value of a larger number of less expensive residences would exacerbate the environmental justice concerns discussed below regarding SEA's analysis.

features. This hypothesis may explain Simons' finding of minimal or non-existent effects on property value for more upscale residences in the Ohio study.[156] It also suggests that negative property value effects reported in the Simons article, which involved a study of properties averaging 60 years old, *see id.* at 4.6-8, are likely to be greater than any effects that might be experienced in more recently built communities along the EJ&E line.

Second, in extrapolating from the Simons study, SEA assumed that each additional train would have the same property value effect, *i.e.,* 20 trains would have 20 times the property value effect of one new train. *See* DEIS 4.6-9 & Table 4.6-3. This assumption seems implausible on its face: at some point, it seems reasonable to expect the significance of additional trains to decline, as property owners either acclimatize to train noise or reach the threshold at which they opt to invest in improved sound insulation. Yet DEIS's analysis neither accounts for the likely reduced significance of the twentieth additional train as compared to the first, nor cites any

[156] Simons' finding profoundly undermines claims made by the Village Administrator of the Village of Lake Zurich at the August 26 Open House. As the DEIS notes, Simons found ***no*** statistically significant impact on property values for upscale properties (which Simons defined as those with more than 1,700 square feet) beyond 250 feet from the Ohio rail line, and only an average of 0.19% value decline per train for such properties within 250 feet of the rail line. *See* DEIS at 4.6-7, Table 4.6-3. Relying solely on the DEIS, the Lake Zurich Administrator asserted a 5-15% value decline in the value of all 364 Lake Zurich properties alleged to be within 500 feet of the EJ&E line. Statement of Bob Vitas, Village Administrator, Village of Lake Zurich, at 2, *available at* http://www.stb.dot.gov/Ect1/ecorrespondence.nsf/PublicIncomingByDocketNumber/D4B4A6DD0E13EE3E852574B40042F654/$File/10533.VITAS.PDF?OpenElement. He provided no basis whatsoever for that range, given that the range of value effects extrapolated in Table 4.6-3 of the DEIS is from no statistically significant impact to a maximum decline of 5.35% (for medium-sized properties within 250 feet of the rail line assuming an extra 20 trains a day). Moreover, while the Lake Zurich Administrator did not provide square footage data so that a direct comparison with the Simons study could be made, the value data he did provide strongly suggests that most of the 364 properties at issue (about 60% of which are alleged to be beyond 250 feet from the rail line, *see id.,* Ex. 2) would fall into the upscale category for which Simons found no significant impact. The mean value of the 340 residential properties for which the Lake Zurich Administrator provides fair market value data exceeds $324,700 ($110,408,403 / 340). (The remaining 24 properties either have no value assigned or have values assigned below $12,000.) *See id.*

literature nor makes any argument to justify treating all trains equally. Nor does it appear that DEIS's analysis takes any account of other factors likely to result in additional trains having different value effects, such as individual train noise, length, speed and timing (*e.g.,* night versus day).

Third, SEA's extrapolations from the Simons article should not be understood to predict any long-term effects. As SEA correctly notes, Simons "did not study whether property values would rebound over time." DEIS at 4.6-8. While the analogy is imperfect, the much richer appraisal literature that addresses "stigma" caused by environmental contamination suggests a likely answer to that question: that literature consistently finds that "stigma" declines – *i.e.,* property values recover – over time (often within a few months) as publicity dies down. *See, e.g.,* T. Jackson, "The Effects of Environmental Contamination on Real Estate: A literature Review," 9 *Jo. Real Est. Lit.* 93, 110 (2001) (reviewing 15 studies). This finding is unsurprising: property values reflect public perceptions which in turn reflect publicity, and the exaggerated claims of some property owners close to the EJ&E line who oppose the Transaction, and the adverse publicity they have generated, may be reflected in short-term stigma.

Thus, SEA's discussion of the Simons study from Ohio can generate nothing more than speculative suggestions about limited property value effects that are likely to be short-term, highly variable and individualized. Local property prices are no doubt affected by other factors extraneous to the proposed Transaction. For example, property prices in the region have declined recently, along with most of the rest of the United States. And, property prices along the EJ&E line may be negatively affected by the fact that those properties were built (almost invariably after the rail line) adjacent to a functioning rail line. But the pre-existing presence and type of use of the rail line – which the proposed Transaction would not change – should already

be built into property prices, and is anyway not attributable to the Transaction. Indeed, since no legal restriction currently limits traffic on the EJ&E line to its present levels, and since the level of freight traffic on the EJ&E line has fluctuated substantially over time, at least some risk of increased rail traffic should, if significant, already be built into local property values. Such pre-existing effects cannot be blamed on the proposed Transaction.

In summary, CN concurs with the finding of the DEIS indicates that, while there may be adverse effects on values of property adjacent to the EJ&E line, there would also be "a corresponding beneficial effect on property adjacent to the CN rail lines." DEIS at 4.6-9. Further, the DEIS finds that "the Proposed Action would not affect overall property values within the Study Area (the Chicago metropolitan area)." *Id.* Beyond those two conclusions, the analysis in the DEIS is speculative, and omits both the data necessary to reach any reliable affirmative finding of negative property value effects, and any examination of likely positive property value effects.

I. Environmental Justice

CN generally agrees with the conclusion in the DEIS that the Transaction would not cause significant environmental justice impacts. However, the DEIS appears to arbitrarily identify environmental justice communities falling only within 400-foot contours adjacent to CN lines inside the arc, but falling within 1,500-foot contours adjacent to the EJ&E arc. DEIS at 3.7-1. This different treatment is inexplicably discriminatory and potentially understates the impact of the No-Action alternative on environmental justice communities within the arc that are located more than 400 but fewer than 1,500 feet from existing CN lines. Additionally, the DEIS fails to analyze whether the No-Action alternative would have disproportionately high and adverse impacts on minority and low-income populations.

Even a cursory comparison of the demographics of the communities adjacent to the affected EJ&E lines, which would experience increased train traffic under the Proposed Action, with those of the communities adjacent to the existing CN lines, which would benefit from decreased train traffic, makes it extremely likely that SEA's analysis overlooked disproportionately high and adverse impacts of the No-Action alternative on the minority and low-income populations along the CN lines. Moreover, SEA should acknowledge the likelihood that imposition of costly environmental mitigation conditions itself could cause environmental injustice, by making the Transaction prohibitively expensive, and causing those disproportionately high and adverse impacts to fall upon the minority and low-income communities that would be deprived of the benefits of the Transaction.

After publication of the DEIS Christopher Berry and Ethan Bueno de Mesquita,[157] both of the University of Chicago, issued a report finding that the Transaction would benefit poorer areas with largely minority populations. Their report found that communities in Chicago that would experience a decrease in rail traffic have a population of about 1.25 million residents – 70 percent of them non-white, with a median household income of $46,000. In contrast, they report, the population of suburban communities along EJ&E is about 900,000 – 67% of whom are white, with a median income of $76,000.

With regard to mitigation, SEA's proposed additional item no. 20 (regarding "account[ing] for the special needs of minority and low-income populations adjacent to or in the immediate vicinity of the EJ&E rail line in the development of contingency or emergency plans such as the hazardous materials emergency response plan") is unreasonable. First of all, SEA

[157] C. Barry and E. Bueno de Mesquita, "Stalemate over Rail Plan Reflects Failure of Political Leadership," *available at* http://media1.dailysouthtown.com/multimedia/berrymesquitacn.pdf_20080911_13_16_26_47.imageContent.

does not explain how minority or low-income populations have "special needs" with regard to the railroad's emergency materials plans. CN would expect to respond in different ways depending on the nature of the emergency, but does not believe that its responses should differ materially with the demographics of the affected communities. But a more important point is that the DEIS identified no basis on which to impose mitigation for the sake of environmental justice. It found that "the potential for environmental justice communities to experience exposure due to a hazardous materials release would be slightly elevated, but not high and adverse," much less disproportionately high and adverse.[158] DEIS at 4.7-5. Exec. Order 12898 (1994), which provides the charter under which federal agencies evaluate environmental justice in conducting NEPA reviews, calls only for "identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of [agency] programs, policies, and activities on minority populations and low-income populations." Exec. Order No. 12898 § 1-101. The Executive Order is not a mandate for federal agencies to look for ways to benefit minority and low-income communities by imposition of conditions in licensing proceedings. In the absence of any disproportionately high and adverse impacts on minority or low-income populations from transportation of hazardous materials, there are no environmental justice effects regarding that transportation, and no basis for imposition of conditions to mitigate such effects. In any event, the greatest benefit the Board could confer on environmental justice communities is approval of CN's Application, which would allow CN to re-route trains that now run though those communities, and would lead to a reduction in the adverse noise, safety, and vehicular delay impacts now caused by those trains.

[158] In fact, the DEIS did not find that environmental justice communities would experience any disproportionately high and adverse impacts with respect to and of the effects it studied. DEIS at 4.7-3—4.7-5.

J. Noise & Vibration

When considering mitigation to noise impacts, SEA should, consistently with past practice, apply a "reasonableness" assessment to any mitigation measures proposed. SEA has historically proposed noise mitigation only where it was both feasible and reasonable. Feasibility issues considered by SEA include: technical practicability, site topography, the existing noise environment, and right-of-way and easement requirements. Reasonableness considerations include the extent of mitigation, the cost effectiveness, and the desires of local residents. 2 *Conrail FEIS* at 4-69.

SEA has also recognized that any noise increases on existing railroad rights-of-way from increased train operations that are unrelated to the proposed Transaction are not subject to any regulation or mitigation, as railroads have always been free to increase their operations and train traffic in the normal course of business without being constrained by the increased noise that might result.

SEA should apply the same reasonableness and feasibility determinations here. Feasible noise mitigation is that which can be implemented and provide a noise level reduction of at least 8 dBA to an impacted receiver. Additionally, to determine cost effectiveness, SEA should evaluate each impacted area where feasible noise mitigation could be provided and determine if the cost of such mitigation is $24,000 or less per benefiting receiver (residence). This is an IDOT standard[159] that is referenced in the Draft EIS. *See, e.g.*, DEIS at 4.10-14.

[159] *See* IDOT, Frequently Asked Questions – Noise Abatement, http://www.dot.state.il.us/desenv/noise/faqAbatement.html. While INDOT's standard is not referenced in the DEIS, it considers noise abatement to be feasible if a majority of first row receivers will experience at least a 7 dBA reduction in noise, and reasonable if it could be done for a cost of $25,000 or less per benefited receiver. *See* Indiana Department of Transportation, Traffic Noise Policy 7 (Jan. 2007), *available at* http://www.in.gov/indot/files/INDOTNoisePolicy(1).pdf

With regard to the analysis used in the DEIS, CN believes SEA used an unreasonably small sample size when conducting noise measurements, particularly given the wide range of results that were obtained. Only four EJ&E train passbys and eleven CN train passbys were measured. However, the range of the measured noise levels varied by 18 decibels for locomotives and 15 decibels for rail cars. This wide of a range indicates that there may be some outliers there that are skewing the results and suggests that averaging all of the measurements may not be appropriate. Alternatively, the CREATE Freight Noise Model (CREATE Model), available from FRA's website, could be used. This model was developed as part of the CREATE Program and includes reference source noise levels (SELs) developed for use in evaluating freight train operations. The CREATE Model is based on FTA's General Transit Noise Assessment spreadsheet, but incorporates a list of rail noise source categories that are more appropriate for the freight rail activity related to this proposed transaction. Additionally, it appears that SEA measured noise impacts based on EJ&E's existing operations. SEA's analysis does not take into account the fact the locomotives that CN would operate over EJ&E after the transaction is implemented are newer, better maintained, and much quieter than the locomotives that EJ&E currently operates.

CN cars are also better maintained, and use WILD detectors to eliminate flat spots on wheels, reducing wayside noise impacts. Thus, SEA's analysis of noise likely overstates that potential impact of the Transaction.

In addition to the proposals CN has made in items VM 77 through VM 83 of its VMP regarding noise and vibration, SEA has proposed additional measures nos. 23 through 27, many of which repeat the substance of CN's own proposals. However, SEA proposal no. 26 (regarding communication with Fermilab) is unreasonable as written, because it does not specify what kind

of "operational changes" could trigger a reporting requirement, and could even be construed to require notification every time CN modifies its train plan, regardless of any potential impact on the Fermilab. This requirement would be especially unreasonable because it has been proposed to mitigate vibration impacts that SEA has not even determined would take place. (The DEIS finds that "train-induced vibration would not affect current research activities at Fermilab (regardless of the number of trains per day on the EJ&E rail line), because current research activities are not located along the eastern property line near the EJ&E rail line." DEIS at 4.10-25. It then finds that train operations *could* affect future research activities, if Fermilab were to locate them within 500 feet of the EJ&E line. *Id.* It concedes, however, that "Fermilab has not selected specific locations for its future expansion projects." *Id.* It has not determined that expansion projects within 500 feet of the rail line are even likely, much less "reasonably foreseeable," let alone whether, if such projects were undertaken, "vibration from the Proposed Action would adversely affect Fermilab." In the absence of such a determination, there are no impacts to mitigate, and therefore no basis for the imposition of conditions on CN.

K. Biological Resources

While the DEIS discusses impacts of Transaction-related construction and changes in train operations on plant communities, wildlife, and conservation and natural areas, it generally concludes that those impacts would be "low" or "slight," or that they would lead to a "remote" probability of hazardous materials spills or wildfires. DEIS at 4.11-13, 4.11-26. To the extent that any of the impacts discussed rise above a minimal level, however, they would be adequately mitigated by the voluntary mitigation measures (VM 84 through VM 88) that CN would undertake if the Transaction were approved.

L. Water Resources

CN agrees with the conclusions of the DEIS indicating that impacts to water resources would be minimal. DEIS at 4.12-7, 4.12-48—4.12-49. In addition, CN has revised its Voluntary Mitigation Plan to incorporate much of the substance of SEA's proposed additional mitigation measures no. 63-68 into VM 89 through 100. CN, however, regards SEA's additional mitigation proposal no. 66 (regarding mitigation of impacts on isolated wetlands) as unreasonable to the extent that it imposes obligations in addition to CN's ordinary practice of consulting with the U.S. Army Corps of Engineers and following the Corps' guidance regarding obtaining all required wetlands permits from all levels of government. SEA proposal no. 66 should therefore be removed, or clarified to state that CN may follow that established practice, and that if the Corps advises it that any affected wetlands are subject to regulations of Kane and DuPage counties rather than to those of the Corps, then it will take such actions as may be required to conform to the local regulations.

M. Monitoring & Enforcement

SEA has proposed additional mitigation measure no. 72, requiring quarterly reports on the progress of, implementation of, and compliance with the mitigation conditions during the first three years of operational changes, or such other period as the Board may require. This requirement is considerably more burdensome than environmental monitoring and enforcement conditions imposed in other cases. For example, while the Board required applicants in the massive *Conrail* proceeding to certify their compliance with the environmental mitigation conditions imposed by the Board, *see generally CSX Corp. – Control & Operating Leases/Agreements – Conrail, Inc.*, 3 S.T.B. 196, 567-602 (1998), it only required periodic reporting with regard to one environmental condition, *id.* at 580 (Condition 8(A), requiring

quarterly reporting on quarterly reporting regarding grade crossing upgrades or improvements). In this case, if CN is to be required to report periodically on its progress in complying with all environmental mitigation conditions, it would be reasonable to require those reports no more frequently than semi-annually.

V. The Requirements of NEPA

A. NEPA does not require or authorize imposition of any mitigation.

It is axiomatic that NEPA is a procedural statute that does not require any particular outcome. *Robertson v. Methow Valley Citizens Council*, 490 U.S. 332, 350 (1989) ("NEPA itself does not mandate particular results, but simply prescribes the necessary process"). Where NEPA applies to a proposed action by a federal agency, its only requirement is that the "adverse environmental effects of the proposed action [be] adequately identified and evaluated," *id.*, and that the agency take a "hard look" at the environmental consequences of its action. *Kleppe v. Sierra Club*, 427 U.S. 390, 410 n.21 (1979). NEPA's goal is to promote more informed agency decision-making, "by focusing the agency's attention on the environmental consequences of a proposed project." *Robertson*, 490 U.S. at 349. However, an agency is free to decide that other benefits of a proposed transaction, such as the substantive transportation benefits here, outweigh the adverse environmental impacts and call for approval. *Id.* at 350. In sum, NEPA requires only that an agency consider the potential environmental impacts of its actions. *Id.* at 352-53.

NEPA does not "require" that any action be taken "to mitigate the adverse effects of major federal actions." *Robertson*, 490 U.S. at 353 (citations and quotations omitted). NEPA requires nothing more than that the EIS "contain a detailed discussion of *possible* mitigation measures." *Id.* at 351 (emphasis added). There is no requirement that the agency have the

authority or ability to impose that mitigation, nor that it do so.[160] Indeed, it would be "inconsistent with NEPA's reliance on procedural mechanisms – as opposed to substantive, result-based standards" – to hold that NEPA authorizes an agency to develop and implement a plan to mitigate environmental harm before it can act. *Id.* at 353. And, "[b]ecause NEPA imposes no substantive requirement that mitigation measures actually be taken, it should not be read to require agencies to obtain an assurance that third parties will implement particular measures." *Id.* at 353. Thus, any authority the Board may have to mitigate the environmental impacts of a control transaction must be found in the Board's own governing statute.[161]

The obligations of an agency with regard to mitigation in the context of an EIS are thus fundamentally different from its mitigation obligations in the context of an Environmental Assessment ("EA"). Since passage of the Staggers Rail Act of 1980, neither the Board nor its predecessor has ever prepared an EIS for a rail control transaction, other than the massive *Conrail* acquisition proceeding. Even for large acquisitions with national implications, such as the *UP/SP* merger,[162] only an EA was prepared.[163] The purpose of an EA is to determine

[160] *Id.* at 352 ("There is a fundamental distinction . . . between a requirement that mitigation be discussed in sufficient detail to ensure that environmental consequences have been fairly evaluated . . . and a substantive requirement that a complete mitigation plan be actually formulated and adopted").

[161] And CN has consistently reserved the right to challenge conditions that exceed the Board's authority under that statute. *See* April 21, 2008 Letter at 6 n.2; *see also* CN-49 at 12 n.7.

[162] *Union Pac. Corp. – Control & Merger – S. Pac. Rail Corp.*, 1 S.T.B. 233 (1996) ("*UP/SP*"), *aff'd sub nom. W. Coal Traffic League v. STB*, 169 F.3d 775 (D.C. Cir. 1999).

[163] For many control transactions, neither an EA nor an EIS was found necessary. *E.g., Fortress Investment Group LLC – Control – Florida E. Coast Ry.*, STB Finance Docket No. 35031, slip op. at 5 (STB served Sept. 28, 2007); *Kansas City S. – Control – Kansas City S. Ry.*, STB Finance Docket No. 34342, Decision No. 12, slip op. at 21-23 (STB served Nov. 23, 2004); *Canadian Nat'l Ry. – Control – Bessemer & L.E. R.R.*, STB Finance Docket No. 34424, Decision No. 7, slip op. at 20-23 (STB served Apr. 9, 2004). Even a "major" control transaction was approved without either an EA or an EIS. *Union Pac. Corp. – Control – Chicago & N.W. Transp. Co.*, Finance Docket No. 32133, Decision No. 25, 1995 ICC LEXIS 37, at *149 (ICC served Mar. 7, 1995).

whether the proposed federal action would have significant environmental impacts warranting the preparation of an EIS. For this reason, any significant adverse environmental impacts identified by an EA must be mitigated below a level of significance, or the agency must proceed to prepare an EIS. *See* Forty Questions, 46 Fed. Reg. at 18,037 (agencies can include enforceable mitigation measures to conclude that an action does not require preparation of an EIS).

In contrast, when an EIS is prepared, there is no corresponding requirement that all identified adverse impacts be mitigated. There is only the procedural requirement that the EIS include a "reasonably complete discussion of possible mitigation measures." *Robertson*, 490 U.S. at 352. In fact, the DEIS prepared by SEA in this case (in five volumes, containing over 3,500 pages and standing nearly 8-1/2 inches high when stacked – the same size as the DEIS in *Conrail*) clearly identifies and describes potential mitigation, and thus fully satisfies NEPA's requirements.

B. It is unclear whether ICCTA, the Board's governing statute, provides any authority to impose environmental review or mitigation conditions on a "minor" transaction such as the CN/EJ&EW transaction.

The Transaction is governed by 49 U.S.C. § 11324(d), which requires the Board to approve it *unless* it finds that (1) the Transaction would be likely to cause "substantial lessening of competition, creation of a monopoly, or restraint of trade in freight surface transportation in any region of the United States," *and* (2) the anticompetitive impacts of the Transaction outweigh the public interest in meeting significant transportation needs. If the Board cannot find serious anticompetitive impacts, as described in section 11324(d)(1), then its substantive inquiry

"is at an end." *Illinois v. ICC*, 687 F.2d 1047, 1053 (7th Cir. 1982). It is clear from the record in this case that there is no basis for such a finding of anticompetitive harm.[164]

While it might appear that 49 U.S.C. § 11324(c) authorizes the Board to impose conditions on its approval of a transaction subject to section 11324, it has been held judicially and by the Board's predecessor agency that any authority the agency might have to impose conditions is limited to those matters which it may consider in granting or denying approval of the transaction under review. *Lamoille Valley R.R. v. ICC*, 711 F.2d 295, 301 n.3 (D.C. Cir. 1983) ("We therefore reject the suggestions . . . that the Commission has broader discretion in imposing conditions on a merger than in approving or rejecting the merger as a whole."); *Norfolk & W. Ry. – Purchase – Ill. Terminal R.R.*, 363 I.C.C. 882, 891 (1981) ("*Norfolk & Western/IT*") ("[W]e should not attempt to impose a condition on our approval of a transaction related to a matter which we could not lawfully consider as a basis for withholding our approval of that transaction. . . . To give effect to the congressional intent [in enacting the predecessor to section 11324(d)], we will exercise our conditioning power only where a condition bears on issues we may consider in deciding whether to approve a transaction.").

Thus, in this case, governing precedent would appear to preclude the imposition of involuntary conditions (other than the statutorily mandated labor protective conditions, *see* 49 U.S.C. § 11326; *Norfolk & Western/IT*, 363 I.C.C. at 892 n.10) aimed at mitigating non-competitive impacts of the Transaction.

[164] *See* CN-29; CN-31.

C. NEPA does not require analysis of impacts for which the agency action is not the legally relevant cause.

NEPA requires no more than an examination of the reasonably foreseeable environmental impacts that are caused by the agency action. The Supreme Court has rejected the "unyielding variation of 'but for' causation, where an agency's action is considered a cause of an environmental effect even when the agency has no authority to prevent the effect." *Pub. Citizen*, 541 U.S. at 767. Therefore, "where an agency has no ability to prevent a certain effect due to its limited statutory authority over the relevant actions, the agency cannot be considered a legally relevant 'cause' of the effect." *Id.* at 770. Accordingly, under NEPA, the agency's environmental review need not consider effects the agency approval would not cause. *Id.*

As CN has previously argued, the Board's authority over "minor" transactions is limited; under 49 U.S.C. § 11324(d), the Board "shall" approve the Transaction unless it finds both (a) likely and substantial anticompetitive effects, and (b) that those effects are not outweighed by "the public interest in meeting significant transportation needs." So a minor transaction may not be disapproved on environmental grounds, and *Lamoille Valley* seriously calls into question the Board's authority to impose environmental mitigation conditions on such a transaction. Thus, as it is unclear whether the Board's decision regarding to a minor transaction may be affected by the findings of an EA or EIS, it remains unclear that NEPA properly applies to such a transaction at all. However, accepting for purposes of this comment only that NEPA does apply, what is clear from *Public Citizen* is that it does not require analysis of impacts that could occur in the absence of the Transaction.

Therefore, the base for any study required under NEPA (as construed by the Supreme Court in *Public Citizen*) are those changes in traffic that would not happen "but for" the license sought here by the Applicants. For this reason, the impacts are unlikely to be as far reaching as

many parties to this proceeding seem to assume. CN and other railroads (and their respective customers) are presently free to re-route, and EJ&E is free to accept, additional traffic from the urban Chicago routes of CN and other railroads. Indeed, EJ&E is legally free to accept as much traffic as it finds in its interest to accept. (And it is free, without Board approval, to make improvements to the capacity of its line, such as new or extended sidings, double-tracking, improved signaling, that might be necessary or desirable for it to handle the increased traffic, so long as the improvements do not constitute construction of rail lines that invade new territorial markets.[165]) And if CN and EJ&E were to make such alternative arrangements for re-routing CN's traffic, in lieu of the proposed Transaction, there would be, absent the need for rail construction subject to the Board's jurisdiction, no environmental review and no related voluntary or imposed mitigation.[166]

As CN has previously explained, many of the trains that it currently runs through Chicago, and that it anticipates would be rerouted to the EJ&E line following the acquisition of EJ&EW, could be rerouted to EJ&E line without any regulatory action by the Board and thus without any environmental review.[167]

[165] *Missouri Pac. R.R. & So. Pac. Transp. Co. – Constr. & Operation Exemption – Avondale, LA*, STB Finance Docket No. 33123 slip op. at 4 (STB served July 11, 1997); *Texas & Pac. Ry. v. Gulf, Colo. & Santa Fe Ry. Co.*, 270 U.S. 266 (1926).

[166] *See, e.g., Conrail FEIS* at 1-5 (noting that "a railroad may upgrade a portion of its system or add service to shippers without seeking the Board's approval. Thus, if [applicants] had not proposed this Acquisition, they could have increased the number of trains on their existing lines to any level they deemed appropriate to meet demand and/or to achieve efficiency without the Board's review or regulation.").

[167] *See* Letter from Paul A. Cunningham to Victoria A. Rutson (April 21, 2008), available at http://www.stbfinancedocket35087.com/html/inforequest/request3/08apr21response/08apr21Response_Letter.pdf. The only exceptions are trains that CN plans to route to and from Kirk or Joliet yards, which CN cannot acquire without regulatory approval from the Board. Even for those exceptions, though, the obstacle to the movement of the trains over EJ&E is a practical one, not a legal one. CN could legally send those trains over the EJ&E line, and EJ&E could

Respectfully submitted,

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September 30, 2008

legally handle them, without any regulatory action by the Board; the railroads would simply have no reason to do so.

/HARKINS-CUNNINGHAM –
ATTACHMENT TO
DCN 15801
RE- 14176

BEFORE THE
SURFACE TRANSPORTATION BOARD

STB Finance Docket No. 35087

CANADIAN NATIONAL RAILWAY COMPANY
AND GRAND TRUNK CORPORATION
– CONTROL –
EJ&E WEST COMPANY

APPENDIX TO APPLICANTS' COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT STATEMENT

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Exhibit 1: List of Communities that will Experience a Change in Rail Traffic if the Transaction is Approved.

The following lists include communities that will experience a change in train traffic as a result of the CN/EJ&E Transaction. A community was included on a list only if a rail line (CN, EJ&E, or a rail line over which CN operates, such as the BRC or IHB) that would experience a change in traffic either ran through a part of the community or formed a portion of the community's boundary.

Except for the City of Chicago Community Areas, only incorporated communities were included. Chicago is divided into 77 community areas, which have been widely used ever since their inception in the 1920s as a means of summarizing social and physical features of spatial units smaller than the city as a whole, with historically stable boundaries for the compilation of census data. Community areas serve as the basis for a variety of urban planning initiatives on both the local and regional levels.

Population figures from 2000 were used only because it is the most recent data that is comparable across all communities. The population figures show that the Community Areas have equivalent populations to other communities inside and on the EJ&E arc.

The primary data source for the following lists was the Chicago & Vicinity 6-County StreetFinder, published by Rand McNally. If the boundaries were in question, zoning and other maps available on-line at individual community web sites were used. Such other maps were also used for all of the communities along the EJ&E. The relevant Chicago Community Areas were determined using GIS files, provided by the City of Chicago, that include the Community Area boundaries. A GIS file is a standard of encoding geographical information into an electronic file. They are created mainly by government mapping agencies, such as the USGS.

Inside-the-Arc Communities That Will See A Decrease In Train Traffic[1]

Number	Community	2000 Population
1	Addison	35,914
2	Alsip	19,725
3	Bellwood	20,535
4	Berkeley	5,245
5	Berwyn	54,016
6	Bloomingdale	21,675
7	Blue Island	23,463
8	Bridgeview	15,335
9	Broadview	8,264
10	Buffalo Grove	42,909
11	Carol Stream	40,438
12	Chicago Ridge	14,127

[1] This list includes Community Areas of Chicago (which begin with #62, Archer Heights) and are designated with a grey background.

13	Cicero	85,616
14	Des Plaines	58,720
15	Dixmoor	3,934
16	East Hazel Crest	1,607
17	Elmhurst	42,762
18	Elmwood Park	25,405
19	Evergreen Park	20,821
20	Flossmoor	9,301
21	Forest Park	15,688
22	Forest View	778
23	Franklin Park	19,434
24	Glendale Heights	31,765
25	Hanover Park	38,278
26	Harvey	30,000
27	Hazel Crest	14,816
28	Highland, IN	23,546
29	Hillside	8,155
30	Homewood	19,543
31	Indian Creek	194
32	LaGrange	15,608
33	LaGrange Park	13,295
34	Lansing	28,332
35	Lincolnshire	6,108
36	Lombard	42,322
37	Markham	12,620
38	McCook	254
39	Melrose Park	23,171
40	Merrionette Park	1,999
41	Mount Prospect	56,265
42	Munster, IN	21,511
43	North Riverside	6,688
44	Oak Lawn	55,245
45	Oak Park	52,524
46	Olympia Fields	4,732
47	Phoenix	2,157
48	Posen	4,730
49	Prospect Heights	17,081
50	River Forest	11,635
51	River Grove	10,668
52	Riverdale	15,055
53	Riverside	8,895
54	Rosemont	4,224
55	Schiller Park	11,850
56	South Holland	22,147
57	Stickney	6,148

58	Summit	10,637
59	Villa Park	22,075
60	Westchester	16,824
61	Wheeling	34,496
62	Archer Heights	12,644
63	Armour Square	12,032
64	Ashburn	39,584
65	Austin	117,527
66	Avalon Park	11,147
67	Belmont-Cragin	78,144
68	Beverly	21,992
69	Bridgeport	33,694
70	Brighton Park	44,912
71	Burnside	3,294
72	Chatham	32,275
73	Chicago Lawn	61,412
74	Clearing	22,331
75	Douglas	26,470
76	Garfield Ridge	36,101
77	Greater Grand Crossing	38,619
78	Humboldt Park	65,835
79	Hyde Park	29,920
80	Kenwood	18,363
81	Lower West Side	44,031
82	McKinley Park	15,962
83	Montclare	12,646
84	Morgan Park	25,226
85	Mount Greenwood	18,820
86	Near South Side	9,509
87	North Lawndale	41,768
88	Oakland	6,110
89	O'Hare	11,956
90	Pullman	8,921
91	Riverdale	9,809
92	Roseland	52,723
93	South Lawndale	91,071
94	South Shore	61,556
95	West Elsdon	15,921
96	West Garfield	23,019
97	West Lawn	29,235
98	West Pullman	36,649
99	Woodlawn	27,086

Communities Along the EJ&E That Will See An Increase in Train Traffic

Number	Community	2000 Population
1	Aurora	142,990
2	Barrington	10,168
3	Barrington Hills	3,915
4	Chicago Heights	32,776
5	Crest Hill	13,329
6	Deer Park	3,102
7	Dyer, IN	13,895
8	Elgin	94,487
9	Ford Heights	3,456
10	Frankfort	10,391
11	Gary, IN	102,746
12	Hawthorn Woods	6,002
13	Hoffman Estates	49,495
14	Joliet	106,221
15	Lake Zurich	18,104
16	Long Grove	6,735
17	Lynwood	7,377
18	Mokena	14,583
19	Naperville	128,358
20	New Lenox	17,771
21	Plainfield	13,038
22	Richton Park	12,533
23	Sauk Village	10,411
24	Schererville, IN	24,851
25	Warrenville	13,363
26	Wayne	2,137
27	West Chicago	23,469

Communities Along the EJ&E That Will See Both An Increase & A Decrease in Train Traffic[2]

Number	Community	2000 Population	Relative Change in Traffic
1	Bartlett	36,706	CN decrease of 1.3 EJ&E increase of 17.0 Net INCREASE of 15.7
2	Griffith, IN	17,334	CN decrease of 19.2 EJ&E increase of 23.9 Net INCREASE of 4.7
3	Matteson	12,928	CN decrease of 2.6 EJ&E increase of 22.9 Net INCREASE of 20.3
4	Mundelein	30,935	CN decrease of 17.1 EJ&E increase of 15 Net DECREASE of 2.1
5	Park Forest	23,462	CN decrease of 2.6 EJ&E increase of 22.9 Net INCREASE of 20.3
6	Vernon Hills	20,120	CN decrease of 17.1 EJ&E increase of 15 Net DECREASE of 2.1

[2] These communities overlay a junction of a CN line with an EJ&E line. On the EJ&E line, the communities will experience an increase in traffic, while on the CN line inside the arc they will experience a decrease.

Exhibit 2: Dr. Jeffrey A. Dubin, Ph. D., Memorandum Concerning SEA's ADT Growth Projections (Sept. 29, 2008) and Curriculum Vitae.

M E M O R A N D U M

To: Harkins Cunningham LLP

From: Professor Jeffrey Alan Dubin

Date: September 29, 2008

Re: CN/EJ&E - SEA's ADT Growth Projections

BACKGROUND

You have asked me to review and comment on the use by the Section of Environmental Analysis of the Surface Transportation Board ("SEA") of annual percentage growth factors to forecast average daily traffic ("ADT") for highway/rail at-grade crossings in connection with SEA's Draft Environmental Impact Statement ("DEIS") for the proposed acquisition by Canadian National Railway Company and Grand Trunk Corporation (together, "CN") of the EJ&E West Company, a wholly owned subsidiary of Elgin Joliet & Eastern Railway Company ("EJ&E").

The DEIS indicates that SEA used fixed percentage growth factors to forecast ADTs to the common analysis years of 2007, 2015, and 2020. DEIS at 4.3-7, E-4. The DEIS explains that these growth percentages (3.0 for four of the counties, and 2.0 and 1.0 for the remaining two counties) were either (i) suggested by county officials, (ii) estimated from regional growth rates, adjacent roadway growth, and the rates for adjacent counties, or (iii) based on growth factors for adjacent crossing locations. *Id.*

SUMMARY OF CONCLUSIONS

For the reasons discussed below, I conclude that SEA's use of county-wide yearly percentage growth rates for ADT ranging from 1.0 to 3.0 was seriously flawed. If SEA must use any yearly percentage growth rate at all, use of a growth rate of zero would appear to provide a more accurate forecast. This would equate to SEA using the latest available actual ADT information (in most cases, apparently, IDOT information) for each crossing. As an alternative, and also preferable to SEA's use of 1-3 percent county-wide yearly percentage growth rates, SEA should consider developing ADT's for the years of interest by using CMAP's well-studied and more fundamentally sound projected ADTs.

DISCUSSION

I. BASIC PRINCIPLES OF FORECASTING

A prediction or forecast is a statement concerning unknown or future events. It is impossible to remove all uncertainty about the future. A forecast is useful when it reduces the uncertainty that prevailed before the forecast. A forecast that does not help reduce uncertainty is not helpful. It is not always the case that forecasts help reduce uncertainty. For instance, when the future to be forecast is inherently uncertain or when analysts attempt to forecast for long time horizons, forecasts become useless.

Most, but not all, forecasts have associated levels of certainty. For instance, statistical forecasts have so-called confidence bands. A statistician can make a statement that a given confidence band will contain the likely outcome being forecasted with a given degree of certainty. A 95 percent confidence interval is an interval that contains the true but unknown outcome with 95 percent certainty. In some cases the confidence band is simply too wide to be useful for decision making (*e.g.*, it includes a very large range of outcomes for a given

degree of certainty). In these situations, the forecast is not helpful. The mere existence of a forecast does not help determine whether it is helpful or not. The issue turns on the precision of the forecast.

All forecasts are subject to uncertainty. The components of this uncertainty include: (i) horizon uncertainty; (ii) model and parameter uncertainty; (iii) disaggregation uncertainty; and (iv) exogenous factor uncertainty. I discuss each of these forms of forecast uncertainty in turn.

(i) Horizon Uncertainty

There are well known statistical properties of so-called optimum forecasts. An optimum forecast uses all available information and has the greatest precision among all unbiased forecasts. While the mathematical development is not trivial the intuition is clear enough. The further ahead one forecasts, the less precise the forecast. An alternative way of saying this is that forecasts become less and less reliable the further they attempt to forecast into the future. At some point, forecasting become useless (or worse than useless, misleading) because currently available information ceases to contain anything of substantial relevance in performing the forecast.

The essential point is that the forecast variance increases dramatically with forecast length. This, in turn, means that as the forecast horizon increases the forecast itself must encompass a broader and broader range of values to maintain the same degree of confidence. Forecasts for longer horizons are simply less accurate than for short horizons.

(ii) Model and Parameter Uncertainty

The discussion above assumed that the model for the process that determines vehicular traffic is known, but in the real world it is not reasonable to presume that the model

parameters are known with certainty. The growth parameter is, in fact, unknown and requires estimation. Hence, in addition to the uncertainty that occurs due to horizon uncertainty, there is some uncertainty around the SEA's estimate of a percent growth rate (*e.g.*, 3 percent) assumed to be constant throughout an entire county and across time. This form of uncertainty compounds with the forecast horizon so that the confidence we can place on future traffic estimates diminishes with each additional year that is forecast.

While the SEA has not considered the accuracy of their forecasts, it is possible to assess this accuracy by examining the SEA estimates of 2007 vehicular traffic. The SEA estimated 2007 vehicular traffic based on their assumed constant growth rates and baseline levels previously reported typically two to three years prior (usually in 2004 or 2005). Now that 2007 data is available we may examine how well the SEA model did in determining the 2007 levels.

The following chart shows those crossings where IDOT has recently updated the reported ADT, and compares the 2007 ADT projected by SEA (based on growth rates it assigned to each county) with the ADT currently observed and reported by IDOT and available in the Federal Railway Administration ("FRA") database.

Comparison of SEA Projected 2007 ADT to Actual 2007 ADT Reported by FRA

Crossing	SEA's 2007 Estimated ADT	IDOT's Reported Actual ADT	Percent Difference
Diamond Lake Road	7,103	4,900	45.0%
Gilmer Road	14,729	12,600	16.9%
Old McHenry Road	25,596	21,000	21.9%
Oakwood Road	5,354	3,750	42.8%
Main Street (Lake Zurich)	13,792	5,900	133.8%
Old Rand Road	8,414	5,900	42.6%
Cuba Road	10,249	7,600	34.9%
Northwest Hwy	26,573	26,800	-0.8%
Hough Street/ IL 59&63	18,990	17,800	6.7%
Ogden Ave	36,177	36,400	-0.6%
Main Street (Plainfield)	17,505	15,800	10.8%
Nelson Road	5,791	1,009	473.9%
Cicero Ave	28,257	21,500	31.4%
Chicago Road	24,788	21,600	14.8%
Lincoln Hwy	36,622	27,000	35.6%
Average SEA Percentage Error			**60.6%**

Sources: DEIS at 3.3-7-14; FRA, Office of Safety Analysis, http://safetydata.fra.dot.gov/officeofsafety/publicsite/crossing/XingLocResults.aspx?state=17&countycity=&railroad=EJE&radionm=County&street=.

The chart shows that the SEA model overstates vehicular traffic on these road crossings (an average over-estimate) of 60.6 percent. Some segments such as Main Street (Lake Zurich) and Nelson Road are particularly poorly estimated by SEA assumptions even though the baseline for these estimates was not very long ago (2005 and 2004 respectively) and therefore relatively close in time to 2007. The degrees to which these segments have been over-estimated by the assumed SEA growth rate suggest that the latter is much too high at even 3 percent. Of equal importance, the forecast is off to a great degree at the very outset of the forecasting process, making it likely that this error will compound further as the forecast horizon is extended to 15 years and beyond. If the SEA assumed growth factors are

unworkable for year 2007, we cannot have any confidence that they will be of any use for longer horizons.

(iii) Disaggregation Uncertainty

SEA's use of a single growth factor across an entire county raises another significant issue. There is no basis in reality to assume, as SEA does, that a growth rate in Average Daily Trips (ADT) determined at the county level will be the same or even approximately the same across the many varied crossing points within a county. While uncertainty is generally reduced by aggregating smaller micro units to a larger aggregate, disaggregation generally works in the opposite direction – uncertainty is generally increased as one attempts to apply the aggregate (macro) to the individual (micro) level. Macro forecasting relies on the aggregation of many individual economic decisions. In that case, the law of large numbers comes into play to reduce the variability of the aggregate prediction and makes averages more precise as sample sizes are increased. The confidence band around the estimated average shrinks so that the range of uncertainty around the estimate is reduced. Conversely, the confidence band become wider (*i.e.*, the range of uncertainty becomes greater around a forecast) as one moves from the broader macro case dealing with more data and more observations to the more specific micro. Generally speaking, it is simply much more difficult to do useful and accurate individual level forecasting as compared to forecasting aggregates. The idiosyncratic variation from micro observation to micro observation makes the prediction effort difficult at best, and often unreliable.

In this case, SEA has simply assumed that crossing specific ADT volumes will be constant throughout a county, when one would clearly expect them to be subject to substantial variability. In counties experiencing new construction, for example, traffic growth can be

expected to be concentrated in adjacent roadways. Similarly, the construction of new roads or the completion of improvements on other roads can be expected to cause very specific traffic shifts as between roads. The failure of the SEA's methodology to account in any way for such differences substantially undermines its forecast.

(iv) Exogenous Factor Uncertainty

Even if a travel model were correctly specified and even if we could accurately determine the parameters of the model, there remains the issue of the degree of certainty with which we can forecast the underlying factors in the model. Many statistical and econometric models (as well as deterministic models, that is, models in which outcomes are precisely determined through known mathematical relationships among states and events) rely on underlying factors or drivers that are assumed to determine or somehow influence the variable of interest. These factors are called the model's exogenous factors. There are two polar assumptions that can be made about the exogenous factors: (1) one is that they are known with certainty and (2) the other is that the exogenous factors are as endogenous to the process being modeled as is the variable of interest. The reality lies somewhere between these two extremes, but exogenous factor uncertainty is as important as any other uncertainty in forecasting. It is another complexity ignored by the SEA's constant growth rate assumption.

Statisticians and econometricians attempt to use a model to substitute the uncertainties of the underlying factors that determine the particular variable of interest for the uncertainty in the variable of interest. By using a single growth rate, the SEA instead makes the untenable assumption that growth in vehicular traffic is constant across time and across all crossing points within a county. This assumption is clearly incorrect. As is well known, vehicular traffic depends on many factors including population, work and housing location decisions,

income levels, and the cost of gasoline. Modern approaches to vehicular traffic measurement, such as those used by the Chicago Metropolitan Agency for Planning ("CMAP"), include separate components for trip generation (how many trips will one take), destination choice (where is one going), mode choice (what transportation mode will one use), and route choice (which route will one use). Current empirical models are highly disaggregated and rely on separate exogenous factors at each level. It is unrealistic to assume, as the SEA has, that this highly complex process can be simplified into one constant growth number that (i) depends on no specifically expressed factors whatsoever and (ii) is constant for all routes within a large geographic area such as an entire county of the size of those at issue here.

Exogenous factor uncertainty makes long-term forecasting a difficult effort at best unless one assumes away the issue as has the SEA by assuming that growth rates are constant in the next year, the year after, fifteen years and even thirty years into the future. SEA growth rates are independent of gasoline prices or anything else that plausibly determines vehicular traffic. Moreover, by apparently basing these estimates on a long historical record, the SEA derives a growth factor for vehicular traffic that ignores the reality of the world in which people now drive where gasoline prices are higher than ever before and subject to significant volatility.

The factors that determine vehicular traffic growth are complex but fairly well understood. Certainly, exogenous factors such as population and gasoline prices affect vehicular trips. The trends respecting both, however, indicate strongly that the growth rates selected by SEA are far too high. As the following table illustrates, the reality is that population growth in Illinois Counties is not nearly as large as are the rates of growth presumed by the SEA for vehicular traffic.

Comparison of SEA's Estimated County-wide ADT Growth Rates to Historic and CMAP's Projected Population Growth Rates

County	SEA Applied ADT Growth Rate	1980-1990 Growth Rate	1990-2000 Growth Rate	2000-2007 Growth Rate	2007-2030 Projected Growth Rate
Cook	1-2%	-.26%	.51%	-.25%	.52%
Lake (IL)	3%	1.51%	2.17%	1.40%	.75%
Dupage	3%	1.74%	1.41%	.39%	.34%
Will	3%	1.01%	3.41%	4.27%	2.06%
Lake (IN)	3%	-.90%	.17%	.22%	.54%

Source: U.S. Census data, except future growth data, which is from CMAP, http://www.chicagoareaplanning.org/data/forecast/2030_revised/ENDORSED_2030_forecasts_9-27-06.pdf

Additionally, gasoline prices are at present increasing and have reached levels in real terms that have been previously unseen by consumers in Illinois and across the rest of the United States. These observations suggest that growth in vehicular trips is likely to arrest or perhaps reverse and turn negative.

Moreover, key factors such as prices for crude oil (and prices for their derivatives such as gasoline) are getting harder rather than easier to forecast. One measure of this is the volatility of the exogenous factor measured by the coefficient of variation in the factor. The coefficient of variation is the ratio of the factor's standard deviation to its mean. A large coefficient of variation means that the factor has occurred with large swings or volatility in its realized levels relative to its historical average. Factors, for which the volatility is increasing, reveal increasing levels of uncertainty, which then makes the *ex-ante* forecast even less precise.

Consider, for example, the present situation for crude oil. The energy market has become increasingly volatile. For instance, the coefficient of variation (standard deviation divided by average) for West Texas Intermediate crude real oil prices increased from 0.15 in the period 1986-1989 to 0.25 in the period 1990-1999, and to 0.36 in the period 2000-2006.

Clearly, the past two to three years have been particularly troublesome for worldwide petroleum consumers. The next decade is more likely to face increased price volatility.

As volatility has increased, the ability to do long-term forecasting of key factors has correspondingly diminished. The coefficient of variation for real oil prices has increased from 0.1 to 0.4 in the last 30 years alone. The backdrop of changing volatility does not portend well for stable forecasting, especially using overly simplistic simulations based on constant growth for long time frames. Neither have the sophisticated models of federal agencies shown any realized ability to forecast the future even for relatively short horizons.

Accordingly, there is no reason to suggest that a forecast of vehicular traffic which itself is driven by factors that are difficult to forecast will demonstrate any accuracy beyond even a few years into the future. Of course, this situation becomes even worse when a forecast is required for an individual street crossing, especially when the SEA has relied on an assumption that growth in such traffic is constant both over time and across all street crossings in a county.

II. ADDITIONAL ISSUES REGARDING THE USE OF CONSTANT GROWTH RATES

The application of constant growth rates to current baseline data is likely to produce an inaccurate forecast, particularly over a multi-year period. While the application of a constant growth rate is simple enough to understand, the situations in which this would be an optimal forecast are nearly nonexistent. In other words, a growth rate extrapolation is very unlikely to be correct unless the underlying process is extremely simplistic. In the case of vehicular traffic, it clearly is not.

The uncertainty in the forecast of future vehicular traffic that would result from application of a constant growth rate suggests that use of such a forecast for determining

environmental impact is subject to so much uncertainty that it should not be relied on. This is especially true because SEA's presumption of large and constant growth rates influences the preponderance of the resultant environmental impact.

By way of illustration I have assembled the exact growth rates in vehicular traffic at nine crossing points for which recent (post-2004) vehicular traffic data is available. I calculated the geometric mean growth rate using all available data after 2004. I do not include data prior to 2004 as such information is likely to produce a less reliable forecast than using the latest available actual ADTs. Unlike a mechanical general annual percentage increase, use of more recent ADTs will better reflect most recent growth rates as well as critical developments on the ground that may substantially impact traffic volumes at individual crossings, such as dwindling new development in largely built out communities, improvements and additions to road networks, the continued development and improvement of public transportation, and the rising cost of gasoline, to name just a few.

Comparison of Recent Annual ADT Growth Rates with SEA's Assumed Growth Rates

Street	County	Start Year	Start ADT	End Year	End-ADT	Growth Rate	SEA's Assumed Annual Percentage Growth Factor
Allanson Road	Lake	2004	15,300	2007	14,400	-2.00%	3
Old McHenry Rd.	Lake	2004	21,400	2007	21,000	-0.63%	3
Ela Road	Lake	2004	14,300	2007	15,000	1.61%	3
Hough St. Ill (59&63)	Lake	2005	17,900	2007	17,800	-0.28%	3
Liberty Street	DuPage	2004	15,200	2005	15,400	1.32%	3
Ogden Ave. (U.S.34)	DuPage	2005	34,100	2007	36,400	3.32%	3
Cicero Ave.	SE Cook	2005	27,700	2007	21,500	-11.90%	1
Chicago Rd.	SE Cook	2005	24,300	2007	21,600	-5.72%	1
Lincoln Hwy.	SE Cook	2005	35,900	2007	27,000	-13.28%	1
					Simple Average	**-3.06%**	

Source: Developed from data collected by FRA's Office of Safety Analysis, http:/safetydata.fra.dot.gov/officeofsafety/publicsite/crossing/xingqryloc.aspx.

While SEA determines that a historical growth rate of three percent is appropriate in all but Cook County, the table above clearly demonstrates that (i) vehicular traffic has growth factors that vary by crossing point within individual counties, and (ii) that the overall growth rate has been negative in recent experience rather than positive. The assumption of constant positive growth rates in this instance is not tenable. Moreover, it is as likely that for the routes of interest, the best estimate of the near term and long term growth rate is zero. The level of uncertainty in the likely future growth rate does not lead to any confidence that the presumed growth rate should be any positive number.

III. CONCLUSIONS

I see no value in extrapolating the vehicular traffic using an arbitrary constant growth rate. The uncertainty in the rate of growth in vehicular traffic is clear. Moreover, even if an accurate growth rate could be determined, there is no reason to believe that a county wide growth rate would have any applicability to specific routes within the county. There is no procedure available to the SEA that could give it any confidence in such a methodology. These problems are exacerbated as one moves from the macro to the micro level (*e.g.,* in the examination of specific crossing points).

Similarly, I have explained that forecasts are subject to various sources of uncertainty. These include model uncertainty, parameter uncertainty, horizon uncertainty, disaggregation uncertainty, and exogenous factor uncertainty. I have explained that each source of uncertainty in this instance makes efforts to forecast route specific vehicular traffic an exercise with very limited utility. Whether in the context of a statistical model or some other type of model, horizon uncertainty alone makes the reliability of forecasts problematic.

Additionally, we have seen that exogenous factor uncertainty has been increasing for many factors that plausibly affect vehicular traffic.

Given the route specific uncertainty in likely future vehicular traffic growth rates, and the strong indications that ADT growth may be zero or even negative, it is my opinion that at most a zero growth rate should be assumed in any environmental impact with respect to these key routes. This suggests that the SEA should simply rely on the most current available ADT information, such as that developed by IDOT, without assumed additional growth. Alternatively, I would argue that if SEA feels compelled to assume some growth rate higher than zero it should derive its growth rates from those projected by CMAP. Given the trends discussed above toward reduced growth and driving, CMAP's estimates are presumably high due to data and model lag. Nonetheless, CMAP's assignments of specific growth rates is a more likely indicator of future growth rates for route specific vehicular traffic, and CMAP's estimates are at least based on a rigorous transportation model that is route specific.

September 30, 2008

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Jeffrey A. Dubin is Adjunct Professor of Economics and Statistics at the University of California Anderson School of Management, where, among other things, he contributes to the Anderson School Forecast. He is Co-Founder of Pacific Economics Group and also a Senior Advisor to Navigant Consulting Inc. Formerly he was a tenured full Professor of Economics at the California Institute of Technology.

Professor Dubin's research focuses on microeconomic modeling with particular emphasis on discrete-choice econometrics. Current research topics include: discrete-choice econometrics, energy economics, tax compliance, sampling and survey methods, valuation of intangible assets, and studies of ballot proposition voting.

PROFESSIONAL ACTIVITIES

1996–present	Co-Founding Partner, Pacific Economics Group
1993–1996	Director of Statistics and Econometric Analysis, Arthur Andersen Economic Consulting
1992–1993	Senior Economist, Arthur Andersen Economic Consulting
1989–1992	Senior Advisor, Putnam, Hayes & Bartlett, Inc.

ACADEMIC APPOINTMENTS

2008–present	Adjunct Professor of Economics and Statistics, Global Economy and Management, University of California, Los Angeles, Anderson School of Management
2005–present	Visiting Professor of Economics, University of California, Santa Barbara
2005–2007	Professor of Economics, California Institute of Technology
2005	Visiting Professor of Economics, Occidental College
1988–2005	Associate Professor of Economics, California Institute of Technology
1982–1988	Assistant Professor of Economics, California Institute of Technology

EDITORIAL BOARDS

1986–1991	*The Energy Journal*

ADVISORY POSITIONS

2004	Technical Advisor under Rule 706 of the Federal Rule of Civil Procedure to

	advise a Los Angeles Federal District Court in matters of statistics
2001	Member, California State Auditors, Bureau of State Audits
1991	Advisory Panel on Biotechnology Opportunities, National Science Foundation, Member
1990	Lawrence Berkeley Laboratory Manufacturer Input Model for Department of Energy
1988–1995	University of California, University-Wide Energy Research Group
1987	California Energy Commission
1985	National Research Council, Committee on Behavior and Social Aspects of Energy Consumption and Production
1985	Lawrence Berkeley Laboratory, Energy Analysis Program
1984	Oakridge National Laboratory, Energy Policy Division
1984	Southern California Air Quality Management Board

EDUCATION

1982	Ph.D., Economics, Massachusetts Institute of Technology
1978	A.B., Economics, University of California, Berkeley, with Highest Honors and Great Distinction in General Scholarship

HONORS AND AWARDS

Econometric Society Frisch Medal, 1986.

Departmental Citation, U.C. Berkeley, Department of Economics, awarded to the author of the best undergraduate honors thesis in Economics, 1978.

CURRENT RESEARCH

Discrete-choice econometrics, energy economics, ballot proposition voting, tax compliance.

PUBLICATIONS

Books

The California Electricity Crisis: What, Why, and What's Next, *with Charles J. Cicchetti and Colin M. Long, Massachusetts: Springer Publishing Company, 2004. pdf (1,453 kb)*

Chapter 1:	Introduction
Chapter 2:	Power Production Economics
Chapter 3:	Principles of Traditional Regulation
Chapter 4:	Reconciling Marginal Cost and Revenue Requirements
Chapter 5:	Competitive Wholesale Markets for Electricity
Chapter 6:	California's Market Design: an Initial Success Followed by a "Perfect Storm"
Chapter 7:	Design Flaws and a Worsening Crisis
Chapter 8:	Testable Hypothesis
Chapter 9:	Survey of Electricity Models for California
Chapter 10:	An Economic Analysis of Natural Gas Price Movements During the Crisis
Chapter 11:	An Economic Analysis of Electricity Prices in California

Chapter 12:	Market Manipulation
Chapter 13:	Gaming and Cheating
Chapter 14:	Market Monitoring and Initial Regulatory Response
Chapter 15:	Refunds and Mitigation
Chapter 16:	California Responds
Chapter 17:	Handicapping Winners
Chapter 18:	Conclusion: Wrapping Up and Lessons Learned

Empirical Studies in Applied Economics, Boston, Massachusetts: Springer Publishing Company, 2001. pdf (1,040 kb)

Chapter 1:	The Revealed Market Power of a Natural Gas Pipeline
Chapter 2:	The Demand For NFL Football
Chapter 3:	Detecting and Measuring Shifts in the Demand for Direct Mail
Chapter 4:	Valuation of a Technology Patent–Scope, Duration, and Royalty
Chapter 5:	Statistical Analysis of the Additive and Multiplicative Hypotheses of Multiple Exposure Synergy for Cohort and Case-Control Studies
Chapter 6:	Tests of the Additive and Multiplicative Hypotheses of Multiple Exposure
Chapter 7:	Concentration and Competition in the Chemotherapy Drug Market
Chapter 8:	The Allocation of Police Services in Rural Alaska
Chapter 9:	Financial Market Reaction to the Fast Food Hamburger Health Scare of 1993

Studies in Consumer Demand—Econometric Methods Applied to Market Data. Boston, Massachusetts: Springer Publishing Company, 1998. pdf (2,792 kb)

Chapter 1:	The Demand for Addressed Admail and Complementary Products in Canada
Chapter 2:	The World Demand for Fractional Horsepower Direct-Current Motors
Chapter 3:	Estimation and Identification of the Worldwide Demand for Acetic Acid
Chapter 4:	The Demand for Branded and Unbranded Products—An Econometric Method for Valuing Intangible Assets
Chapter 5:	The Demand for Recreational Fishing in Montana
Chapter 6:	The Demand for Commercial Fishing in California
Chapter 7:	The Demand for Cameras by Consumers—A Model of Purchase Type Choice, and Brand Choice
Chapter 8:	The Demand for Transportation Services in Natural Gas Markets—The Market Power of a Natural Gas Pipeline

Consumer Durable Choice and the Demand for Electricity. New York-Amsterdam: North-Holland Publishing Company, 1985.pdf (6,043 kb). Reviewed in: *Journal of Political Economy* 94 (1986) pdf (281 kb); *Journal of Economic Literature* 25 (1987) pdf (131 kb); and *Journal of the American Statistical Association* 82 (1987). pdf (66 kb)

Chapter 1:	Consumer Durable Choice and Utilization
Chapter 2:	A Heating and Cooling Load Model for Single-Family Detached Dwellings
Chapter 3:	Estimation of Nested Logit Model for Appliance Holdings
Chapter 4:	Rate Structure and Price Specification in the Demand for Electricity
Chapter 5:	Two-Stage Estimation Methods for the Switching Regime Model with Known Regimes
Chapter 6:	Estimation of the Demand for Electricity and Natural Gas from Billing Data
Appendix A	
Appendix B	

Articles

"An Integrated Engineering-Econometric Analysis of Residential Balance Point Temperatures," *Energy Economics*, Vol. 30, No. 5, September 2008: 2537-2551. pdf (601 kb)

"Mid-range, Average, and Hourly Estimates of Heating Degree Days: Implications for Weather Normalization of Energy Demand," with Villamor Gamponia, revise and resubmit *The Energy Journal,* April 2007 pdf (185kb)

"Valuing Intangible Assets with a Nested Logit Market Share Model," *Journal of Econometrics*, Vol. 139, No. 2, August 2007: 285-302. pdf (323 kb)

"Criminal Investigation Enforcement Activities and Taxpayer Noncompliance," *Public Finance Review*, Vol. 35, No. 4, July 2007: 500-529 pdf (417 kb)

"A Quasi-Comparable Approach to Reasonable Royalty Determination," in *Economic Damages in Intellectual Property,* Daniel Slottje, editor, John Wiley & Sons, New York: New York, 2006. pdf (235 kb)

"An Econometric Method for Determining the Goldscheider Fraction and its Applicable Base," in *Economic Damages in Intellectual Property Matters,* Daniel Slottje, editor, John Wiley & Sons, New York: New York, 2006. pdf (264 kb)

"Criminal Investigation Enforcement Activities and Taxpayer Noncompliance," Internal Revenue Service *Statistics of Income*, June 2004. pdf (144 kb)

"Initial Virological and Immunologic Response to Highly Active Antiretroviral Therapy Predicts Long-Term Clinical Outcome," with Christina Kitchen, Scott Kitchen, and Michael Gottlieb, *European Journal of Clinical Microbiology and Infectious Diseases*, Vol. 33, (2001): 466–472. pdf (156 kb)

"Energy Deregulation: The Benefits of Competition were Undermined by Structural Flaws in the Market, Unsuccessful Oversight, and Uncontrollable Competitive Forces," with Charles J. Cicchetti, Jon Hockenyos, Colin M. Long, and J.A. Wright. California State Auditor, Bureau of State Audits, Sacramento, California, March 2001. pdf (504 kb)

"Comparing Absentee and Precinct Voters: Voting on Direct Legislation," with Gretchen A. Kalsow, *Political Behavior,* Vol. 18, No. 2, June 1996: 393–411. pdf (1,762 kb)

"Comparing Absentee and Precinct Voters: A View Over Time," with Gretchen A. Kalsow, *Political Behavior,* Vol. 18, No. 2, June 1996: 369–392. pdf (2,148 kb)

"Testing Minority Preferences in Broadcasting," with Matthew Spitzer, *California Law Journal,* Vol. 68, No. 4, May 1995: 841–884 pdf (1,402 kb)

"A Microeconometric Analysis of Risk Aversion and the Decision to Self-Insure," with Charles

J. Cicchetti, *Journal of Political Economy*, 102 (1994): 169–186. pdf (526 kb)

"Experimental Estimates of the Impact of Wage Subsidies," with R. Douglas Rivers, *Journal of Econometrics* 56 (1993): 219–242. pdf (752 kb)

"Voting on Growth Control Measures: Preferences and Strategies," with D. Roderick Kiewiet and Charles Noussair, *Economics and Politics* 4 (1992): 191–213. pdf (509 kb)

"State Income Tax Amnesties: Causes," with Michael J. Graetz and Louis L. Wilde, *Quarterly Journal of Economics* 107 (August 1992): 1057–1070. pdf (474 kb)

"The Demand for Tax Return Preparation Services," with Michael J. Graetz, Michael A. Udell, and Louis L. Wilde, *The Review of Economics and Statistics* 74 (1992): 75–82. pdf (356 kb)

"The Changing Face of Tax Enforcement, 1978–1988," with Michael J. Graetz and Louis L. Wilde, *The Tax Lawyer* 43 (1990): 893–914. Reprinted in R. Westin, R. Hishon, and B. Green, eds. *Criminal Tax Prosecutions.* Anderson Publishing Company (1991). pdf (678 kb)

"The Effect of Audit Rates on the Federal Individual Income Tax, 1977–1986," with Michael J. Graetz and Louis L. Wilde, *National Tax Journal* 43 (1990): 395-409. pdf (3,284 kb)

"Selection Bias in Linear Regression, Logit and Probit Models," with R. Douglas Rivers, *Sociological Methods and Research* 18 (1989/1990). Reprinted in J. Fox and S. Long, eds. *Modern Methods of Data Analysis*. Newbury Park, California: Sage Publications (1990): 359–91. pdf (388 kb)

"Risk and Reactor Safety Systems Adoption," with Geoffrey S. Rothwell, *Journal of Econometrics* 42 (1989): 202–17. pdf (249 kb)

"The Report of the United States to the International Fiscal Association 43 Congress: Administrative and Compliance Costs of Taxation," with Michael J. Graetz and Louis L. Wilde, *Cahiers de Droit Fiscal International (Studies on International Fiscal Law)* Kluwer, The Netherlands 74b (1989): 310-47. pdf (1,240 kb)

"The Distributional Effects of the Federal Energy Tax Act," with Steven E. Henson, *Resources and Energy* 10 (1988): 192–211. pdf (661 kb)

"How Markets for Impure Public Goods Organize: The Case of Household Refuse Collection," with Peter Navarro, *Journal of Law, Economics and Organization* 4 (1988): 217–41. pdf (832 kb)

"An Empirical Analysis of Federal Income Tax Auditing and Compliance," with Louis L. Wilde, *National Tax Journal* 16 (1988): 61–74. pdf (584 kb)

"An Engineering/Econometric Analysis of Seasonal Energy Demand and Conservation in the Pacific Northwest," with Steven E. Henson, *Journal of Business and Economic Statistics* 6

(1988): 121–34. pdf (745 kb)

"Are We a Nation of Tax Cheaters? New Econometric Evidence on Tax Compliance," with Michael J. Graetz and Louis L. Wilde, *American Economic Review, Papers and Proceedings* 77 (1987): 240–45. pdf (89 kb)

"Block Switching in Demand Subject to Declining Block Rates—A New Approach," *International Association of Energy Economists, Papers and Proceedings of the Eighth Annual North American Conference* (May 1987): 243–47. pdf (215 kb)

"A Nested Logit Model of Space and Water Heat System Choice," *Marketing Science* 5 (1986): 112–24. pdf (589 kb)

"Price Effects of Energy Efficient Technologies: A Study of Residential Demand for Heating and Cooling," with Allen K. Miedema and Ram V. Chandran, *Rand Journal of Economics* 17 (1986): 310–25. pdf (655 kb)

"Will Mandatory Conservation Promote Energy Efficiency in the Selection of Household Appliance Stocks?" *The Energy Journal* 7 (1986): 99–118. pdf (504 kb)

"An Econometric Analysis of Residential Electric Appliance Holdings and Consumption," with Daniel L. McFadden, *Econometrica* 52 (1984): 345–62. Reprinted in Stigum, B. ed. *Econometrics and the Philosophy of Economics: Theory—Data Confrontation in Economics*, Princeton University Press, 2002. pdf (433 kb)

"Regulatory Climate and the Cost of Capital," with Peter Navarro, in *Regulatory Reform and Public Utilities*. M. Crew, ed. Lexington, Massachusetts: Lexington Books (1982): 141–66. pdf (551 kb)

COMPUTER SOFTWARE

SST—Statistical Software Tools Version 3.0, ©1985–2007 with R. Douglas Rivers, "Statistical Software Tools Reference Manual and User's Guide," with R. Douglas Rivers, (1990). pdf(7,051kb). Online at http://www.hss.caltech.edu/~jad/sst/html/main.help.sst.html.

WORKING PAPERS

"Statistical Analysis of the Additive and Multiplicative Hypotheses for Cohort and Case-Control Studies," California Institute of Technology, Social Science Working Paper, July 1999. pdf (870 kb)

"Tax Return Preparers and Tax Evasion," with Gretchen A. Kalsow and Michael A. Udell, California Institute of Technology, Social Science Working Paper No. 1031, April 1998. pdf (231 kb)

"Participation in Direct Legislation: Evidence from the Voting Booth," with Gretchen A.

Kalsow, California Institute of Technology, Social Science Working Paper No. 997, January 1997. pdf (917 kb)

"An Aggregate Nested Logit Model of Political Participation," with Gretchen A. Kalsow. California Institute of Technology, Social Science Working Paper No. 998, January 1997. pdf (1,334 kb)

"Patterns of Voting on Ballot Propositions: A Mixture Model of Voter Types," with Elisabeth R. Gerber, California Institute of Technology, Social Science Working Paper No. 795, May 1992. pdf (1,130 kb)

"The Use and Misuse of Surveys in Economic Analysis: Natural Resource Damage Assessment Under CERCLA," with Charles J. Cicchetti and Louis L. Wilde, California Institute of Technology, Social Science Working Paper No. 768, July 1991. pdf (1,811)

"The Heterogeneous Logit Model," with Langche Zeng, California Institute of Technology, Social Science Working Paper No. 759, February 1991. pdf (571 kb)

"Welfare Economics for Tobit Models," with Louis L. Wilde, California Institute of Technology, Social Science Working Paper No. 800, January 1991. pdf (553 kb)

REVIEWS, COMMENTS, NOTES, ABSTRACTS

"Salvage in Triple Class Resistant Patients with Raltegravir and Etravirine in a Community Based Practice," with L. S. Newmarch, C. M. Marion , and M. S. Gottlieb, May, 2007. pdf (17 kb)

"The Weather in the Details," with Villamor Gamponia, *Public Utilities Fortnightly*, November 2006: 22-24. pdf (328 kb)

"Internal Revenue Service Tax Compliance Enforcement: 'Six-Feet Under' or just 'Lost,'" *Speaking of Economics*, Department of Economics Newsletter, Occidental College, October 28, 2005. pdf (51 kb)

"Market Barriers to Conservation: Are Implicit Discount Rates Too High?" *Proceedings of a POWER Conference: The Economics of Energy Conservation, University of California Energy Institute* (1993): 21–33. pdf (593 kb)

Commentary on "Can Brute Deterrence Backfire? Perceptions and Attitudes in Taxpayer Compliance," by S. Sheffrin and R. Triest, *Why People Pay Taxes: Tax Compliance and Enforcement,* J. Slemrod, ed., Ann Arbor, Michigan: University of Michigan Press (1992). pdf (193 kb)

"The *Real* California Lottery: Your Income Tax," *Engineering & Science* 54 (1990): 3–11. pdf (479 kb)

"Subsidy to Nuclear Power Through Price-Anderson Liability Limit," with Geoffrey S.

Rothwell, *Contemporary Policy Issues* 8 (1990): 73–79. pdf (210 kb)

"Safety at Nuclear Power Plants: Economic Incentives under the Price-Anderson Act and State Regulatory Commissions," with Geoffrey S. Rothwell, *The Social Science Journal* 26 (1989): 303–11. pdf (340 kb)

Review of *Qualitative Choice Analysis: Theory, Econometrics, and an Application to Automobile Demand,* by K. Train, *Transportation Research-A* 22A (1988): 233–35. pdf (168 kb)

"Penny-Wise and Pound-Foolish: New Estimates of the Impact of Audits on Revenue," with Michael J. Graetz and Louis L. Wilde, *Tax Notes* 35 (1987): 787–91. pdf (316 kb)

Review of *Markets for Power: Analysis of Electric Utility Deregulation,* by P. Joskow and R. Schmalensee, *Journal of Economic Literature* 22 (1984): 1667–68. pdf (88 kb)

"The Effect of Rate Suppression on Utilities' Cost of Capital," with Peter Navarro, *Public Utilities Fortnightly* 111 (1983): 18–22. pdf (247 kb)

GRANTS

Racial Profiling Within Los Angeles County - Phase II, Haynes Foundation Faculty Fellowship, 2006.

IRS Criminal Investigation Research—Empirical Analysis of the Impact of CI Activities on Taxpayer Compliance, IRS Grant TIRNO-00-D-0039, 2003.

An Economic Analysis of Racial Profiling in Southern California, Haynes Foundation Faculty Fellowship, 2002.

An Economic Analysis of the San Fernando Valley Secession, Haynes Foundation Faculty Fellowship, 2000.

Comparing and Contrasting Absentee and Precinct Voters, Haynes Foundation Faculty Fellowship, 1995.

An Economic Analysis of Welfare Administration, with Louis L. Wilde, National Science Foundation #SES-9113209, 1991–92.

An Economic Analysis of the Rise (and Fall?) of State Lotteries, Haynes Foundation Faculty Fellowship, 1991.

An Empirical Analysis of Income Tax Auditing and Compliance, with Louis L. Wilde, National Science Foundation Grant #SES-8701027, 1987–89.

The Seasonal Demand for Electricity in the Pacific Northwest, with Steven E. Henson,

Bonneville Power Administration, DE-AI79-83BP13579, 1985.

The Role of Capital in Public Utility Industries: An Integration of Economic and Financial Effects, with Daniel L. McFadden (P.I.) and Tom C. Cowing, National Science Foundation Grant #SES-8205713, 1983.

Examples of Professor Dubin's work include:

INTELLECTUAL PROPERTY

- For a defendant law firm, Dr. Dubin developed a damage estimate for patent infringement litigation involving a computer upgrade chip patent.
- For a photographic equipment manufacturing company involved in patent infringement litigation, Dr. Dubin developed an econometric model to measure the relevant market, the product demand in that market and the damages resulting from the infringement.
- For a major computer company involved in patent litigation, Dr. Dubin reanalyzed a survey of computer purchase decisions offered by plaintiffs as evidence of historical damages. Dr. Dubin also designed and implemented a survey of computer users to measure potential damages.
- For a large U.S. food and beverage company, Dr. Dubin has developed econometric theory and models to assign values to several intangible assets. His approach is based on the comparison of the demand for branded and private label products.
- For a Japanese manufacturer of fractional horsepower micro-motors used in automobile power door locks and power mirrors allegedly infringed by a Hong Kong manufacturer, Dr. Dubin developed an econometric model of the world demand for micro-motors. This model was used in conjunction with an international pricing model to calculate lost profits from foregone sales and price erosion.
- For a large manufacturer of a top-50 chemical, Dr. Dubin developed a model of the world supply and demand for this chemical in order to calculate the damage resulting from a process patent infringement.
- In federal court litigation brought in New Orleans, Dr. Dubin assisted in developing a celebrity goodwill value assessment for appropriating a nationally known chef's likeness.
- For a developer of software, which provides credit card scoring, Dr. Dubin assisted counsel in developing alternative damage theories.
- For a manufacturer of a branded car wax, Dr. Dubin assisted counsel in damage calculations under alleged trade dress and trademark issues.
- For a manufacturer of artificial joint implants, Dr. Dubin developed an econometric model of

product selection by orthopedic surgeons in order to quantify potential lost profits.

ANTITRUST

- For generic manufacturers of several leading pharmaceuticals, Dr. Dubin analyzed higher prices paid by consumers that resulted from delaying the time when manufacturers branded patented drugs go off patent.
- For the generic manufacturers of a leading anti-cancer chemotherapy drug, Dr. Dubin considered the anti-competitive effects of patent extensions by these patent holders. He also analyzed the demand for chemotherapy agents and the extent of the market.
- For the Oakland Raiders, Dr. Dubin analyzed the demand for NFL football. He designed an econometric model to test audience effects on individual demand, as well as how aspects of team performance affect demand. This model established that opening season box office performance could have lingering effects for a football team in terms of demand for tickets.
- For the Department of Justice, Dr. Dubin was the lead economist and expert in a multinational merger analysis of major cardio ultrasound equipment manufacturers. Dr. Dubin utilized nested logit techniques to determine the patterns of substitution for purchasing ultrasound equipment. He then used these models to determine the price consequences for cardio ultrasound equipment that would likely occur as a result of the merger.
- For a manufacturer of agricultural silage bags, Dr. Dubin assessed geographic market definition and considered the joint market power of distribution of agricultural silage bags as evidenced by their boycott of specific manufacturers.
- For a group of corn-syrup manufacturers accused of price-fixing, Dr. Dubin provided econometric rebuttal testimony to demonstrate that the opposing expert did not demonstrate price-fixing.
- For a group of merging railroads, Dr. Dubin developed rebuttal testimony to demonstrate that the opposing expert had overstated the likely diversion from rail to truck.
- For architectural hinge manufacturers accused of price collusion, Dr. Dubin developed a model of hinge pricing based on hundreds of thousands of individual transactions.
- For the U.S. Department of Justice, using scanner data, Dr. Dubin developed econometric models of the demand for white bread. These models were used to demonstrate a proposed merger's likely price consequence.
- For a telecommunications company, Dr. Dubin developed an econometric model of the choice by individuals of market versus self-insurance and showed that the damages resulting from alleged unfair marketing were substantially mitigated.
- In an antitrust action filed in New York, Dr. Dubin assisted in preparing a report assessing

the divisional capital asset pricing model (CAPM) betas for an international copier and printer company.

STRATEGIC AND MANAGEMENT CONSULTING

- For a large refining company, Dr. Dubin developed an econometric model of gasoline demand.
- For Canada Post, Dr. Dubin developed an econometric model of the demand for various mail products and evaluated the simulation of a previously estimated econometric model.
- For a company doing credit card scoring analysis, Dr, Dubin evaluated the financial consequences that losing a sole-supply contract would have on market capitalization.
- For a major bank, Dr. Dubin analyzed the effects of automatic teller machines on the market for travelers checks.
- For the State of California, Dr. Dubin examined the effects of state income tax enforcement.
- For a gas pipeline restructuring under FERC Order 636a, Dr. Dubin developed a model analyzing the competitiveness of various market segments.
- For a gas pipeline, Dr. Dubin analyzed the competitive nature of the market for gas storage.
- For a top-five mail order company, Dr. Dubin analyzed historical purchase and promotion data at the individual level to model retail mail order demand, promotion effectiveness, and purchase behavior over time.
- For a large-scale manufacturer of architectural windows, Dr. Dubin has analyzed a new manufacturing process using structural econometric techniques and has designed an optimal production process.
- For the American Gaming Association, Dr. Dubin assisted in the development of economy-wide multiplier benefits from the gaming industry.
- For the Canadian Postal Service and Canadian Direct Marketing Association, Dr. Dubin prepared an econometric model of the demand for addressed admail and related complimentary products. This model was used to access the consequences of a proposed price increase in addressed admail.
- For a major oil-producer in Alaska, Dr. Dubin assisted in developing a model of crude oil pricing and determined the effects of natural gas liquids on crude prices.
- For a major energy company operating in Bolivia, Dr. Dubin analyzed the appropriate capital asset pricing model beta and quantified country risk and project risk.
- For a gas pipeline seeking market-based rates, Dr. Dubin conducted a discounting and

elasticity of demand study to demonstrate the workable competitive nature of the market.

NATURAL RESOURCE DAMAGE ASSESSMENT

- For a major mining corporation operating in the State of Montana, Dr. Dubin developed a discrete-choice model of river choice for recreational fishing and calculated the level of damages sustained from the diminished quality of a specific river.
- For the owner of a mining operation in Colorado, Dr. Dubin analyzed a residential pricing model offered as evidence by the plaintiffs in a class-action suit alleging loss of property values due to pollution of a river.
- For several potentially responsible parties in California, Dr. Dubin developed an econometric model of commercial fishing and determined the magnitude of potential damages from the effects of alleged ocean pollution.
- For a major oil company operating in the State of Texas, Dr. Dubin analyzed the level of damages sustained to property holders due to proximity to a toxic waste site.
- For several chemical companies operating in the state of Massachusetts, Dr. Dubin reanalyzed a property value-pricing model offered as evidence by the U.S. government in a superfund suit alleging damages from the pollution of a harbor near Boston.
- In litigation involving a superfund site in Los Angeles, Dr. Dubin assisted defense counsel in deposing plaintiff's expert economic witnesses regarding the design and findings of a CVM survey utilized to compute non-use damages. Dr. Dubin assisted in critiquing the CVM survey design methodology and in proposing and redesigning the survey.
- For a major electronic manufacturer operating in Phoenix, Arizona, Dr. Dubin assisted in the development of hedonic pricing regression models to measure the affect of ground water contamination on residential housing prices.

SURVEY RESEARCH

- For the City of Los Angeles, Dr. Dubin analyzed the LAPD's use of force reports. He accomplished this using stratified sampling methods across the various reporting districts in Los Angeles.
- Dr. Dubin assisted lawyers for merging railroads in determining whether a proposed merger would affect hazardous materials shipments. Dr. Dubin used sampling methods to determine the traffic volume that would have to be sampled in order to produce reliable hazardous material shipment estimates.
- For a major psychiatric hospital in the U.S., Dr. Dubin designed a survey of hospitals in the U.S. to measure patient overcharges.

- For a major food products manufacturer, Dr. Dubin designed a sample for the valuation of inventory and fixed assets.
- Dr. Dubin has analyzed survey results from several national surveys of individuals (NIECS, SIPP, BPA).
- For a major computer hardware company involved in litigation, Dr. Dubin designed a survey of computer software users regarding their purchase decisions.
- For counsel representing two merging railroads, Dr. Dubin critiqued a well known engineering model of railroad traffic.
- For counsel representing an intervening railroad, Dr. Dubin assisted in preparing discovery and deposition questions of an opposing statistical expert.
- For counsel representing two merging railroads, Dr. Dubin has performed a statistical sampling of traffic movements in order to measure potential divertible traffic.
- For the Los Angeles Police Department, Dr. Dubin developed statistical random samples of specific police activity in connection with the consent degree between LAPD and the Department of Justice.

UTILITY MERGERS

- In several proposed mergers of electric and gas utilities, Dr. Dubin explored and analyzed the projected synergies associated with the merger of two utilities. Dr. Dubin projected energy requirements for both stand-alone utilities and the combined utility over a period of ten years. Future capital requirements and savings resulting from the merger were calculated and projected over a ten-year period for both the merged and stand-alone scenarios.
- Dr. Dubin developed the BEARS and BULLS Merger model to analyze potential synergy savings and pro-forma balance sheets for proposed utility mergers. Dr. Dubin has applied this model in several utility merger cases.

CIVIL LITIGATION

- For the Internal Revenue Service, Dr. Dubin implemented measures of shareholder common control from voluminous monthly shareholder data covering a five-year period.
- Dr. Dubin assisted in determining the appropriate refund level due to the California Independent System Operator (CAISO) from their electricity purchases in the California wholesale energy market. Dr. Dubin developed models to calculate the natural gas spot price from published ranges and average prices.
- For several tobacco companies, Dr. Dubin addressed the issue of whether cigarette smoking and asbestos exposure were synergistic in causing lung cancer. Dr. Dubin has analyzed

several aspects of the tobacco-asbestos synergy issue to determine whether a combined exposure to smoking and asbestos raise the likelihood, above the individual risks, that an individual will contract lung cancer. Dr. Dubin reanalyzed the American Cancer Society database, and also conducted meta-analyses of early studies.

- For the City of San Francisco, Dr. Dubin developed a model that measured damages resulting from a major bank's failure to escheat municipal bond interest.
- For a major energy supplier in the Northwest, Dr. Dubin developed a model that measured damages resulting from a major bank's failure to escheat bond interest.
- For the City of San Francisco and the State of California, Dr. Dubin developed a model of fee overcharge and hidden interest collected by a large California title company.
- For the state of Alaska, Dr. Dubin developed a model that measured damages resulting from a major bank's failure to escheat bond interest.
- For a defendant bus company, Dr. Dubin calculated the present discounted value of future medical costs under various life scenarios.
- For the IRS, Dr. Dubin helped develop a shareholder value model that demonstrated that a packaging company's reorganization was a tax sham.
- For a grocery store chain, Dr. Dubin developed models of the demand for hamburgers to demonstrate the stigmatic effect on sales from bad publicity.
- For a gas company operating in the west, Dr. Dubin helped develop an econometric pricing model for carbon dioxide gas.

TESTIMONY

Before the Washington Utilities and Transportation Commission, Rebuttal Testimony on Behalf of Puget Sound Energy, Inc. Docket No. UE-072300, UG-072301, July 3, 2008. pdf (66kb)

Before the United States Court of Appeals, Ninth Circuit, Writ of Certiorari. Docket Nos. 06-1457, 06-1462, November, 2007. pdf (2.02mb)

Before the Public Utility Commission of Oregon, Affidavit on behalf of Pacificorp. Docket No. UM 1002, November 19, 2007. pdf (449kb)

Before the United States District Court, District of Maryland Southern Division, Deposition Testimony on behalf of Marriott International, Inc., a Delaware corporation, et al., Case No. 8:05-CV-00787-PJM, October 23, 2007. pdf (1140kb)

Before the Public Utility Commission of Oregon, Trial Testimony on behalf of Pacificorp. Docket No. UM 1002, August 8, 2007.

Before the Public Utility Commission of Oregon, Supplemental Reply Testimony on behalf of Pacificorp. Docket No. UM 1002, July 30, 2007. pdf (620kb)

Before the Eighth Judicial District Court, Clark County, Nevada, Trial Testimony on behalf of Advanced Medical Products, Inc. Case No. A449091, January 17, 2006.

Before the Eighth Judicial District Court, Clark County, Nevada, Deposition Testimony on behalf of Advanced Medical Products, Inc. Case No. A449091, January 15, 2006. pdf (254kb)

Before the United States District Court, Central District of California, Deposition Testimony on behalf of Castaic Lake Water Agency; Newhall County Water District, et al., Case No.CV00-12613 AHM RZx, December 12, 2006. pdf (4 mb)

Before the Eighth Judicial District Court, Clark County, Nevada, Deposition testimony on behalf of Advanced Medical Products, Inc. NRCP Rule 16.1(a)(2)(B) in Case No. A449091 Consolidated with Case Nos. A452332, A482194 & A49259, November 15, 2006. pdf (362 kb)

Before the Washington Utilities and Transportation Commission, Trial Testimony on behalf of Puget Sound Energy Inc., Docket No. UE-060266, Docket No. UG-060267, September 20, 2006. pdf (51.8kb)

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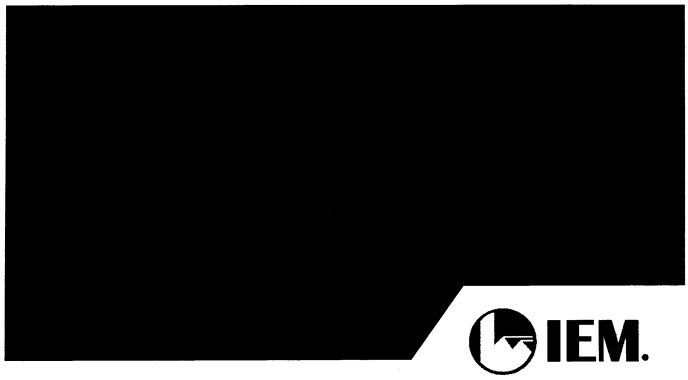
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Exhibit 3: IEM, Acquisition of EJ&E Main Rail Line by Canadian National Railway: Impact on Emergency Fire Response for Countryside and Mundelein Fire Districts–Initial Assessment Report (Sept. 29, 2008).

September 29, 2008



Acquisition of EJ&E Main Rail Line by Canadian National Railway: Impact on Emergency Fire Response for Countryside and Mundelein Fire Districts–Initial Assessment Report

IEM/TEC08-039

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INTRODUCTION

In 2007, Canadian National Railway Company and Grand Trunk Corporation (CN) filed an application with the Surface Transportation Board (STB) seeking approval to acquire control of the main rail line of Elgin, Joliet, and Eastern Railway Company (EJ&E) around Chicago, IL. CN plans to use EJ&E's main rail line to connect all five of CN's rail lines in the Chicago metropolitan area. Figure 1 shows the locations of the CN lines and EJ&E's main line.

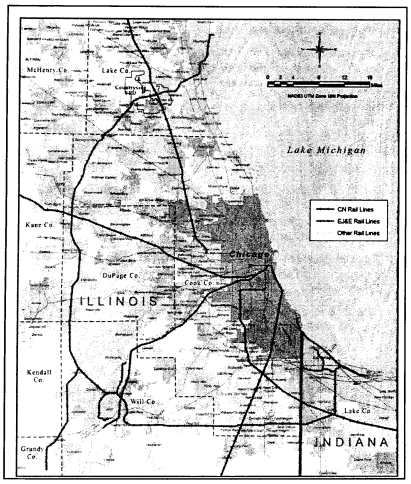


Figure 1: CN Lines and EJ&E's Main Line Locations

The acquisition, referred to hereafter as the proposed action, would result in an additional 13 to 22 trains per day traveling on the EJ&E line, as much of the train traffic currently traveling on CN's lines is diverted onto the EJ&E line. Traffic on the CN lines between

the EJ&E line and downtown Chicago would generally decrease. Because the increase in train traffic exceeds the STB's thresholds for environmental analysis, the STB's Section of Environmental Analysis (SEA) conducted a Draft Environmental Impact Statement (DEIS) describing the proposed action, alternatives (including a no-action alternative), the existing environment potentially affected by the proposed action, the potential environmental impacts associated with the proposed action and the alternatives, and potential mitigation measures.

The impacts examined by the DEIS included the estimated change in emergency response times of fire and police departments due to the change in the train traffic and resulting delays, at the at-grade road/rail crossings. The DEIS used two measures to evaluate the impacts at each affected intersection:

- The average delay for delayed vehicles (denoted D_A in the DEIS). This measure describes the anticipated impact on normal vehicles, which is used as a proxy for the impact on emergency vehicles.
- The total daily time the crossing is blocked by a train (denoted T in the DEIS).

Intersections found to have a D_A greater than 30 seconds or a T greater than 30 minutes were identified as potential problem areas in the DEIS. However, these impact measures have a number of limitations:

- D_A did not incorporate the interactive effects of peak and off-peak commuter traffic and emergency vehicles at the rail/highway at-grade crossings. For example, different amounts, and temporary distribution of, traffic volume at the crossings can result in different delays for emergency vehicles, with the same D_A values.
- The performance measures do not incorporate the probability that a given emergency response call will utilize an at-grade railroad crossing and therefore be at risk of delay due to a train.
- D_A and T are not direct indicators of impacts on emergency vehicles. Instead, they evaluate the impacts on regular traffic as a proxy for emergency vehicles. There is no explicit consideration of emergency services.

The present study represents a more comprehensive analysis of the impact of the proposed action on emergency response times through use of a model of train, emergency vehicle, and regular traffic to determine the change in emergency response times resulting from implementation of the proposed action.

STUDY AREA

Per discussions with the local stakeholders, the current study focuses on assessing the impact of CN's proposed action on fire emergency response times within the Countryside Fire Protection District (FPD) District 41C. Countryside FPD, shown in Figure 2, consists of five districts and is located just south and west of the Village of Mundelein in Lake County, Illinois.

District 41C comprises the south-central portion of the Countryside FPD, as shown in Figure 3. It is bordered to the east by a CN rail line, which handles both cargo and commuter trains. The district's northern boundary lies just south of the EJ&E railroad line, which is expected to experience increased train traffic as a result of the proposed action. Train traffic on CN line is expected to decrease as a result of the proposed action.[1]

The three nearest fire stations to District 41C are incorporated into the model. These include the two fire stations within the Countryside FPD, Station #1 and Station #2, as well as Mundelein Fire Station #2, which lies just outside the Countryside FPD.

Emergency response by these three fire stations to District 41C is expected to utilize six railroad crossings:[2]

- IL-60/83: This at-grade crossing of the EJ&E line is expected to see an increase in train traffic as a result of the proposed action.
- Diamond Lake Rd: This at-grade crossing of the EJ&E line is expected to see an increase in train traffic as a result of the proposed action.
- US-45 (North): This is a grade-separated crossing of the EJ&E line.
- IL-60: This at-grade crossing of the CN line is expected to see a decrease in freight train traffic as a result of the proposed action.
- Butterfield Rd: This at-grade crossing of the CN line is expected to see a decrease in freight train traffic as a result of the proposed action.
- US-45 (South): This at-grade crossing of the CN line is expected to see a decrease in freight train traffic as a result of the proposed action.

[1] The district boundaries were obtained from analysis of a hardcopy map rather than from an electronic source.
[2] Gilmer Rd and the EJ&E line, an additional at-grade rail crossing in the Countryside FPD that was noted in the DEIS, is not likely to be used by emergency vehicles traveling to District 41C.

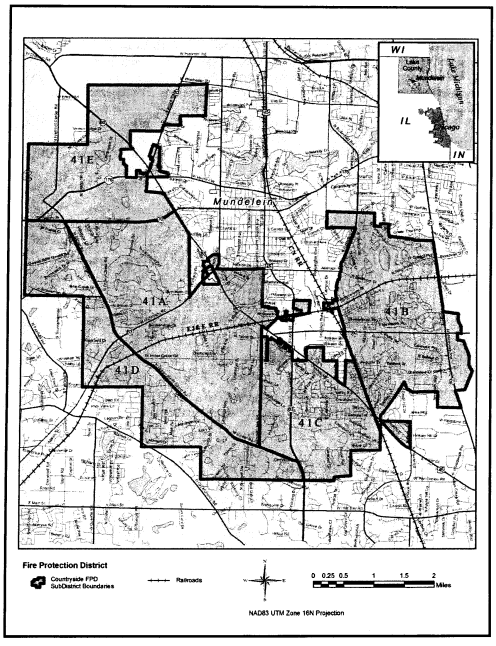


Figure 2: Countryside Fire Protection District

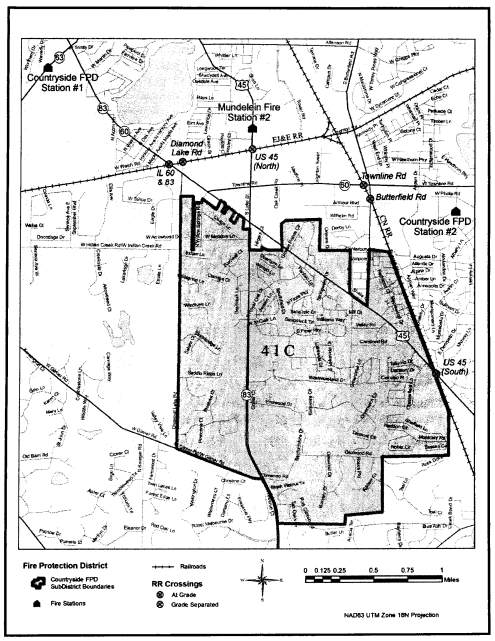


Figure 3: Project Study Area

METHODOLOGY

To assess the impact of the proposed action on emergency response times, IEM applied its QEM® methodology, which has been employed for more than 100 simulation-based studies. 39 of these studies specifically evaluated emergency response. The QEM® methodology was used to develop a model of the transportation network in the study area. The model was built in PTV Vision VISSIM, a widely-accepted stochastic, microscopic, and behavior-based transportation simulation software application with over 430 users in North America, including 18 State departments of transportation, 90 academic departments, and the Federal Highway Administration.

IEM's model of the study area simulates the movements of normal traffic, as well as emergency vehicles. In each simulated model run, the emergency vehicles from each of the three fire stations travel to a randomly selected emergency response destination in District 41C during typical morning peak-hour traffic. Trains were simulated on both the CN and EJ&E lines to measure their impact on the emergency vehicle travel times, under current conditions and under the proposed action, due to the possible blockage of the six railroad crossings described above. Normal vehicles, representing regular traffic, were incorporated into the model to represent their interactions with emergency vehicles.

Model simulations were run for four scenarios that were identified during discussions with the project stakeholders:

- **Scenario 1**–2008 No Action: Normal vehicle and train traffic reflected current conditions.
- **Scenario 2**–2008 Proposed Action: Normal vehicle traffic reflected current conditions. Train traffic was adjusted to reflect the CN/E&JE acquisition.
- **Scenario 3**–2015 No Action: Normal vehicle traffic was projected to reflect conditions expected in the year 2015. Train traffic reflected current (non-acquisition) conditions.
- **Scenario 4**–2015 Proposed Action: Normal vehicle traffic was projected to reflect conditions expected in year 2015. Train traffic was adjusted to reflect the CN/E&JE acquisition.

The following sections describe the development of various factors that were considered in the creation of the model.

Road Network

The road network incorporated in the model includes all major roads within the study area (Fire District 41C), as well as major roads leading to the three nearest fire stations, Countryside Fire Stations #1 and #2 and Mundelein Fire Station #2.

The road network was assembled from high-quality, regularly updated NAVTEQ street network data. NAVTEQ networks, which are also used by Google Maps and MapQuest,

are detailed and include neighborhood streets in every community in North America. These data are updated on a continuous basis, ensuring a high level of accuracy.[3]

The road network geography and attributes, such as the number of lanes, were validated and refined by analysis of aerial photographs of the area. Intersection attributes, such as the locations of turn lanes and traffic controls (signs and signals), were also identified using aerial photographs and during a site visit. These features and attributes were incorporated into the transportation model.

Normal Traffic

To accurately model traffic volumes for a typical morning peak hour, IEM collected data from a number of sources:

- An interactive mapping site[4] maintained by the Illinois Department of Transportation (IDOT) was used to collect Annual Average Daily Traffic (AADT) values on key roads throughout the study area.
- The Chicago Metropolitan Agency for Planning (CMAP), which oversees the model used for transportation planning around the Chicago area, provided current AADT values and projected traffic volumes for year 2020 for each leg of 10 key intersections in the study area.
- Parsons Transportation Group, an environmental consultant retained by CN, collected morning peak traffic volume and queue counts for several key roads and intersections around the boundary of the study area.

IEM used these data to estimate morning peak hour directional traffic volumes for two dozen sites across the transportation network. Hourly counts collected by Parsons were used for key intersections. In locations where hourly counts were not available, peak hour and directional percentages were estimated using values from nearby or similar road segments. This approach reflects IDOT's standard methodology for estimating peak hour and directional traffic volumes.[5] These directional traffic volumes were then used to determine the normal traffic volumes used in the model.

In order to capture the impact of turning vehicles, IEM estimated turning movements at the key intersections in the transportation network. To do this, IEM analyzed the directional volumes on each leg of the intersection using an internally-developed intersection analysis tool to determine the left, right, and through turning volumes that most closely matched the expected vehicular behavior at the intersection. These turning volumes were then used to program behavior in the transportation model.

[3] http://www.navteq.com/about/database.html
[4] http://www.gettingaroundillinois.com/default.aspx?ql=aadt
[5] "State Procedures for Developing K-factors, D-factors, and Percent Trucks." Federal Highway Administration. May 2003. Retrieved from the Federal Highway Administration: http://knowledge.fhwa.dot.gov/cops/hcx.nsf/All+Documents/6E7B086CB3F97CBE85256D2E003DEF02/$FILE/KD and Pct Truck Report May 15 2003.doc

Finally, for each of the traffic volumes IEM used the growth rate information provided by CMAP to project the year 2015 estimates. The peak hour and directional factors, as well as the turning splits at each intersection, were assumed to be the same as the existing conditions.

Emergency Vehicles

Emergency vehicles were included in the model to estimate the change in their response times as a result of the proposed action. In order to accurately model all aspects of the emergency responses, IEM requested (from the Countryside Fire Protection District and the Mundelein Fire Department) the following data describing past emergency calls in the study area:

- Time of day
- Fire station dispatched in response
- Emergency response destination
- Emergency response time and travel time

The above information was provided to IEM too late in the project for inclusion in the modeling process. However, the information provided was used by IEM to compare the modeling results and benchmark the key measures of effectiveness (e.g., emergency vehicle response times to District 41C) by conducting some simplistic analysis. IEM can conduct a more thorough analysis, if additional time is made available.

In addition, IEM requested information on the dispatch policy or strategy used to allocate calls from within District 41C to the surrounding fire stations. This information has not been provided to IEM, so IEM used an alternative set of estimates to approximate the emergency vehicle travel used in the model.

Trip Origins and Destinations

Responses to emergency calls were modeled from each of the three study fire departments, which served as the origins of all emergency vehicle trips in the model. Each fire station was considered independently in the analysis of the model results.

The spatial distribution of the emergency response destinations was approximated with population data. District 41C was divided into 10 population subareas, based on a population distribution analysis of the area (Figure 4). It was then assumed that the number of calls in each zone would be proportional to the population.

To estimate the population subareas, IEM obtained second-quarter 2008 population data from Synergos Technologies.[6] Emergency response destinations were then randomly assigned to the fire stations proportionate to the population in each subarea.

[6] Synergos Technologies, Inc. Online: http://www.synergos-tech.com.

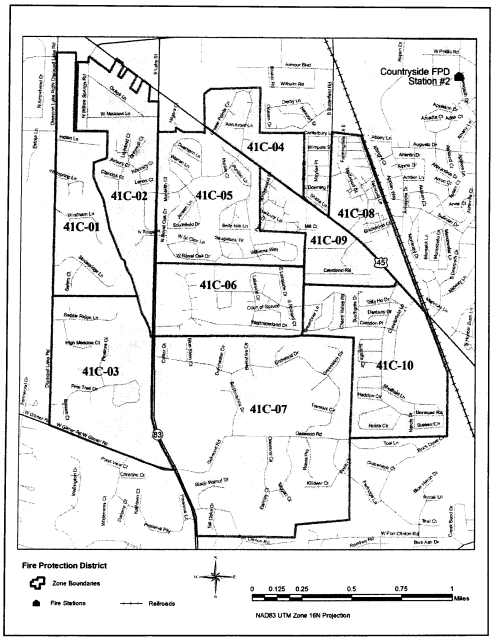


Figure 4: District 41C Population Subarea

Travel Speeds

Emergency vehicle speeds were simulated using the following principles:

- When unobstructed by congestion, emergency vehicles traveled at the same speed as the surrounding traffic.
- In areas where surrounding vehicles were stopped or traveling slowly due to congestion, emergency vehicles were allowed to pass them, but at a lower speed than if unobstructed.
- Many signalized intersections in the study area have preemption systems that ensure that approaching emergency vehicles will have a green light when they reach the light. To account for this in the model, emergency vehicles were allowed to bypass the traffic queue, but at a lower speed than if the intersection was unobstructed.

Trains

The daily volume, length, and average travel speed of the freight trains on CN[7] and EJ&E[8] lines were obtained from the DEIS. The hourly volumes of the trains were determined by assuming a uniform temporal distribution over 24 hours. Additionally, IEM simulated the commuter trains on CN lines during the morning peak hour, according to the schedule obtained from the Web site of Chicago Metra.[9]

The duration of blockages at the railroad crossings was determined by the train length and speed. The railroad/highway at-grade crossings were modeled to be blocked 30 seconds before the trains arrived and five seconds after the train left in accordance with the procedures used in the DEIS.

RESULTS

Model Calibration and Validation

To ensure the simulation accurately reflects actual traffic conditions, model calibration and validation are of paramount importance.

Traffic Volumes

An initial calibration compared the simulated peak hour volume to corresponding traffic count data collected by Parsons in the field. After inputting traffic demand data and configuring turn movements at each intersection, virtual loop detectors were placed at the links with count stations in the simulation model. The purpose of this was to simulate real-world conditions to ensure the model generated the observed volumes.

[7] Table 4.3-7 on page 4.3-28 of DEIS
[8] Table 4.3-5 on page 4.3-16 of DEIS
[9] http://metrarail.com/Sched/ncs/ncs.shtml

IEM collected the traffic volumes at 21 count stations from the field and compared the volumes with that generated in the simulation model. Table 1 lists the locations and count measurement methods for them. A "direct" measurement comes from an actual count in the field. "Calculated" measurements were estimated using the CMAP AADT count for the location and the peak-hour volume factor from the closest direct count station.

Table 1: Traffic Count Stations

Count Station	Location	Count Method
1	Midlothian SW of IL-60/83	Direct
2	IL-60/83 SE of Midlothian	Calculated
3	IL-60/83 NW of Midlothian	Direct
4	Midlothian NE of IL-60/83	Calculated
5	Diamond Lake Rd S of IL-60/83	Calculated
6	Diamond Lake Rd N of IL-60/83	Calculated
7	IL-60/83 SE of Diamond Lake Rd	Calculated
8	IL-60 between IL-83 & U.S. 45	Calculated
9	IL-83 NW of U.S. 45	Calculated
10	U.S. 45 N of IL-60	Direct
11	U.S. 45 between IL-60 & IL-83	Calculated
12	IL-60 W of Butterfield Rd	Calculated
13	IL-83 S of U.S. 45	Calculated
14	U.S. 45 SE of IL-83	Calculated
15	IL-60 E of Butterfield Rd	Direct
16	Butterfield N of IL-60	Calculated
17	Butterfield S of IL-60	Calculated
18	U.S. 45 near CN crossing	Direct
19	IL-83 N of Gilmer Rd	Direct
20	IL-83 S of Gilmer Rd	Calculated
21	Gilmer SE of Diamond Lake Rd	Calculated

Figure 5 compares the morning peak-hour traffic volume estimates at these locations with corresponding values from the model. Overall, the modeled volume was within one percent of the measured value. The highest individual station volume error was no more than 10 percent and most individual count errors were less than five percent.

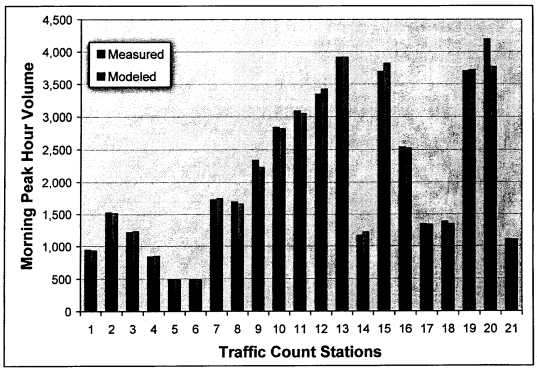


Figure 5: Model Traffic Volumes vs. Real-life Estimates

Travel Times

Modeled travel times for a handful of routes through the study area were also compared against corresponding field-observed values as another means of calibrating the model. The routes used in this comparison were identified as those to be most likely used by emergency vehicles from the three fire stations to respond to emergency calls in the study area.

Parsons collected the travel times along the selected routes by traveling in the selected direction during the morning peak hour. Three runs were performed for each travel time collection route and then averaged to minimize the impact of outliers. The adjusted travel times were recorded as average regular vehicular travel times along the corresponding roadway segments during the same peak morning hours.

IEM then adjusted road network and driver behavior parameters in the transportation software such that travel times in the model were similar to those collected in the field. Driver behavior parameters, including driver aggressiveness and awareness, mean target headway, and mean reaction time were modified to reflect local conditions and engineering judgment. The parameters were adjusted and the model was run in an

iterative process until the simulation model was considered to accurately reflect the observed travel times within one percent.

Little difference was observed between the observed and simulated queue lengths at bottleneck points (typically at signalized intersections). Table 2 presents the comparison between the measured and simulated travel times.

Table 2: Modeled and Measured Travel Times in Seconds

Route	Route Description	Measured Travel Time	Modeled Travel Time
1	From the intersection of IL-83/60 at Midlothian Rd, travel south via IL-83, to a point 100 yds north of Gilmer Road	578	627
2	From the intersection of S Lake St. (US-45) at W Hickory St., travel south via US-45 to a point 100 yards north of US-45 and CN/Wisconsin Central highway/railway at-grade crossing	486	508
3	From the intersection of Townline Rd (IL-60) at N Deerpath St, travel west via IL-60 to intersection of Townline Rd (IL-60) at S Lake St. (US-45), turn south to US-45, go straight at the intersection of US-45 and IL-83, continue on IL-83 to a point 100 yards north of Gilmer Rd.	431	414

Congestion and Queuing

Finally, IEM performed a review of animation features of the traffic model to ensure congestion and queuing in the model occurred in the same locations and to the same extent as was observed during field observations. This qualitative validation step was done as a final confirmation that the model accurately represented real-life conditions. Inspection of the modeled congestion patterns was conducted by an experienced traffic engineer using a 2-dimensional visualization and observed patterns were considered reasonable.

Emergency Call Generation

As described above, emergency calls were spatially distributed across 10 population subareas within District 41C in proportion to the population living in each population subarea. As shown in Figure 6 the modeled distribution for number of emergencies calls in each population subarea matches well against the populations for each of the subareas.

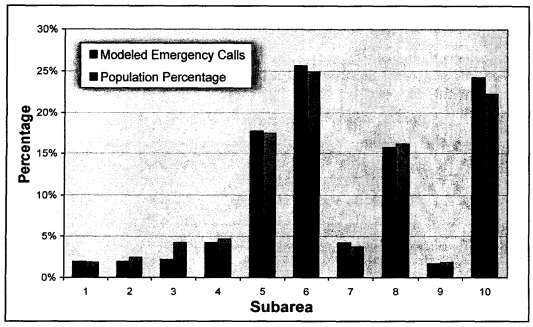


Figure 6: Modeled Emergency Call Percentage vs. Population Percentage by Subarea

Emergency Response Times

The transportation model simulated the travel of emergency vehicles, normal vehicles, and trains to determine the impact of the proposed action on emergency response times. Non-transportation-related aspects of emergency response, such as 911 dispatch times and fire station turnout times, are not expected to be impacted by the proposed action, so the impact from changing train traffic patterns on emergency vehicle travel times was assumed to be equivalent to the impact on overall response times.

The simulations indicated that the average emergency response times to District 41C will not be impacted in a meaningful way by the proposed action. For each fire station and year combination, the travel time for the proposed action scenario differed by no more than five seconds from the corresponding no action scenario. Table 3 shows the average emergency response time in seconds produced by the model for each of the four scenarios. The following section describes a more detailed statistical analysis of the results.

Table 3: Average Travel Time by Fire Station and Scenario (in seconds)

Scenario	Countryside Fire Station #1	Countryside Fire Station #2	Mundelein Fire Station #2
2008 No Action	383	288	247
2008 Proposed Action	385	286	250

Scenario	Countryside Fire Station #1	Countryside Fire Station #2	Mundelein Fire Station #2
2015 No Action	390	287	257
2015 Proposed Action	390	287	255

Statistical Analysis

A statistical analysis was conducted to describe and interpret differences in the modeled response times between scenarios. The analysis found no statistically significant changes in average response times between corresponding "no action" and "proposed action" scenarios.

However, the data was used to generate confidence intervals for the expected change in response times due to the proposed action. Table 4 presents the 95% confidence intervals for the change in average response time from the "no action" scenario to the corresponding "proposed action" scenario for each combination of year and fire station.

Table 4: 95% Confidence Interval for Changes in Average Response Times Due to Implementation of the Proposed Action

Fire Station #	Year	95% Confidence Interval for Change in Average Response Time between "no action" and "proposed action" Alternatives (seconds)
Countryside #1	2008	(-9.6, 6.4)
Countryside #1	2015	(-8.2, 8.0)
Countryside #2	2008	(-7.0, 10.4)
Countryside #2	2015	(-8.6, 8.9)
Mundelein #2	2008	(-9.2, 4.9)
Mundelein #2	2015	(-5.9, 8.3)

For each scenario, the model results indicate with 95% confidence that the average change in response time due to the proposed action will fall within the range of values shown. Positive values indicate an expected increase in travel times due to the proposed action. Negative values indicate an expected decrease in travel times due to the proposed action. For example, the model results indicate a 95% likelihood that the 2008 average response time for Countryside Fire Station #1 would be between 9.6 seconds longer and 6.4 seconds shorter if the proposed action was implemented than if no action had been taken.

The mean response time, confidence intervals, and other statistical characteristics of the simulated emergency responses are illustrated graphically using box plots. Figure 7,

Figure 8, and Figure 9 show the box plots of the response times for the four scenarios for Countryside Fire Station #1, Countryside Fire Station #2, and Mundelein Fire Station #2, respectively.

In these plots:

- The box represents the middle 50% of the data (the 25th through 75th percentiles).
- The line in the center of the box represents the median. Fifty percent of the response times were shorter than this value.
- The plus sign within the box represents the mean (average) response time.
- The vertical limits of the bar represents the minimum and maximum response times for the scenario.

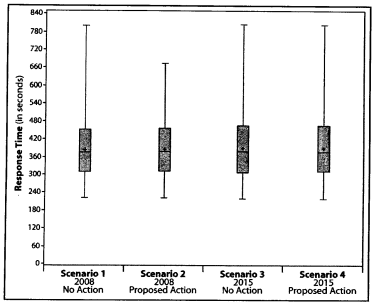


Figure 7: Emergency Response Times by Scenario, Countryside Fire Station #1

For example, the leftmost plot in Figure 7 represents the response time for the "2008 No Action" scenario for Countryside Fire Station #1. We can see that the range of the box (inter-quartile range) is from approximately 310 seconds to 450 seconds. This means that 25% of the simulated response times for this situation are shorter than 310 seconds and 75% of the simulated response times for this situation are shorter than 450 seconds. The median falls around 375 seconds and the mean is close to 380 seconds.. The actual data for this example are shown in Table 5.

Table 5: Model Emergency Response Time Statistics for Countryside Fire Station #1, 2008 No Action Scenario

Statistic	Response Time (seconds)
Maximum	801
75th percentile	452
Median	377
Mean	383
25th percentile	312
Minimum	221

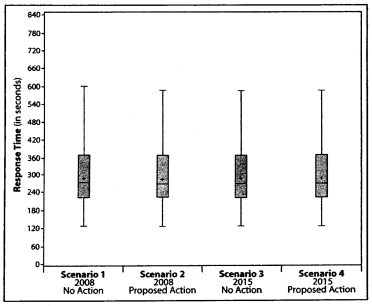


Figure 8: Emergency Response Times by Scenario, Countryside Fire Station #2

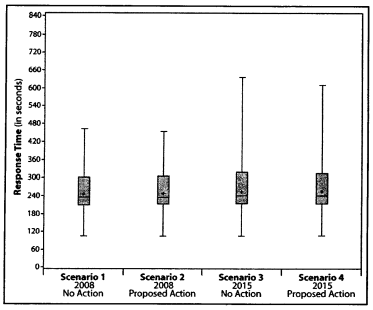


Figure 9: Emergency Response Times by Scenario, Mundelein Fire Station #2

Emergency Consequences

Response times for some emergency calls are critical. A few minutes may mean the difference between life and death. There are two major classes of emergency calls that are especially critical, those involving fires and those involving cardiac arrest.

Fire

A recent study using NFIRS data revealed that average damage claims of $27,000 were observed when responses occurred in less than 3 minutes; $34,000 at 5 minutes; $41,000 at 7 minutes; and $61,000 at longer than 9 minutes.[10] The key assumption of this analysis is that the most significant factor determining fire severity is the response time of the fire department. Some structure fires escape early detection, because no occupants are in the structure or the inhabitants are sleeping; for example, smoke alarms are present in 96% of homes and help speed the discovery of fires.[11] Operating under this assumption, IEM combined four sources of data to generate the expected consequence projections.

The first source of data is the distribution of fire severities on a standardized scale.[12] The scale describes the extent of the fire damage, such as confined to object, room, floor, or structure of origin and beyond. Since firemen begin working to extinguish a fire shortly

[10] B. Dedman, Slower arrival at fires is US is costing lives. Boston Globe. January 30, 2005. Retrieved from http://www.boston.com/news/specials/fires/fire_departments_struggle_as_towns_grow/ on 9/23/2008.
[11] M. Ahrens, Home Smoke Alarms - The Data as Context for Decision. Fire Technology, 2008 (January).
[12] M. Ahrens, Home Smoke Alarms - The Data as Context for Decision. Fire Technology, 2008 (January).

after arrival, the extent of fire damage is a good approximation of the size of most fires at the time the firemen arrived.

The second source of data is the distribution of fire response times.[13] When our key assumption holds true, using the first two sources of data it should be the case that when a fire department responds with one of its fastest times, a truck should arrive at one of the smallest fires. So, for a response time that is at the 25th percentile of the response time distribution, the fire severity should also be at the 25th percentile of the severity distribution.

The third and fourth sources of data are the rates of damage and the risks of death for each fire severity.[14] The larger the fire, the more damage it causes and the more dangerous it is, both for firefighters and for any building inhabitants. Therefore, by predicting the size of the fire for any particular response time, we can also predict the expected average damage claims and the expected loss of life.

The table below presents damages, expected economic loss, and fatality risk for fires, as a function of response time. Note that 81% of fires are confined to the floor, room, or object of origin within the building and correspond to a response time of 8 minutes or less.

[13] U.S. Fire Administration / National Fire Data Center. Structure Fire Response Times. Topical Fire Research Series, 5(7), 2006 (revised August).
[14] A.M. Hasofer and I. Thomas, Analysis of fatalities and injuries in building fire statistics. Fire Safety Journal. 41(2006): 2-14.

Table 6: Response Time vs. Sustained Damages

Response Time (minutes)	Percent	Cumulative Percent	Consequence Damage Level	Consequence Dollar Loss	Fatality Risk per Fire
0	2.4	2.4			
1	4	6.4			
2	10	16.4			
3	13	29.4	1 - Object of Origin	$241	0.0095
4	15.9	45.3			
5	14	59.3			
6	9.9	69.2	3 - Room of Origin	$6,051	0.0255
7	6.8	76			
8	5	81	5 - Floor of Origin	$15,200	0.0355
9	3.6	84.6			
10	3.3	87.9			
11	2	89.9			
12	1.8	91.7			
13	1.3	93			
14	1	94			
15	1	95			
16	0.8	95.8			
17	0.6	96.4			
18	0.5	96.9			
19	0.5	97.4			
20	0.5	97.9	6,7 - Structure of Origin and Beyond	$30,328	0.055

Cardiac Arrest

Cardiac Arrest is a condition in which blood circulation is significantly reduced, usually due to an arrhythmia. Because no blood is circulating in the victim, a medical response to reinitiate cardiac rhythm must occur rapidly or brain damage will occur. The successful outcome of a cardiac arrest is usually described as eventual discharge from a hospital without neurological deficit.

In general, the rate of successful outcome for a cardiac arrest outside the hospital is about 3%[15,16] and the likelihood of successful revival from cardiac arrest decreases by 7-10% for every minute of delay.[17]

If cardiopulmonary resuscitation (CPR) is started within 4 minutes of cardiac arrest, the chances of successful revival can be increased by as much as 69%.[18] Because four minutes is less than the amount of time it usually takes EMS to arrive on scene,[19] initial CPR is often performed by a knowledgeable bystander. In one study, bystanders performed CPR 56% of the time and the average time between cardiac arrest and the application of advanced life support was around 10 minutes.[20]

The use of automated external defibrillators (AED) has been shown to greatly increase the chance of a successful outcome, but available data regarding AED use centers around 10 minutes after cardiac arrest and is not useful for minute-by-minute projection. If AEDs are employed properly, the chance of a successful outcome can be as high as 30%.[21]

[15] Cardiac Arrest and Automated External Defibrillators. Technical Information Bureau. U.S. Department of Labor. Retrieved from http://www.osha.gov/dts/tib/tib_data/tib20011217.html on 9/13/08.
[16] R.O. Cummins, et al., Improving survival from sudden cardiac arrest: the "chain of survival" concept. A statement for health professionals from the Advanced Cardiac Life Support Subcommittee and the Emergency Cardiac Care Committee, American Heart Association. Circulation 1991; 83; 1832-1847.
[17] Sudden Cardiac Death. American Heart Association. Retrieved from http://www.americanheart.org/presenter.jhtml?identifier=4741 on 9/13/08.
[18] Rea, et al., Dispatcher-Assisted Cardiopulmonary Resuscitation and Survival in Cardiac Arrest. Circulation. 2001:104;2513-2516.
[19] L. Wik, et al., Delaying Defibrillation to Give Basic Cardiopulmonary Resuscitation to Patients with Out-of-Hospital Ventricular Fibrillation. JAMA. 289;11:1434-1436.
[20] Rea, et al., Dispatcher-Assisted Cardiopulmonary Resuscitation and Survival in Cardiac Arrest. Circulation. 2001:104;2513-2516.
[21] R.O. Cummins, et al., Improving survival from sudden cardiac arrest: the "chain of survival" concept. A statement for health professionals from the Advanced Cardiac Life Support Subcommittee and the Emergency Cardiac Care Committee, American Heart Association. Circulation 1991; 83; 1832-1847.

Table 7: Response Time Revivability Correlation

Response Time (Minutes)	Base Revivability	Revivability w/ Bystander CPR
1	0.91	
2	0.82	
3	0.73	
4	0.64	
5	0.55	0.9075
6	0.46	0.759
7	0.37	0.6105
8	0.28	0.462
9	0.19	0.3135
10	0.1	0.165
11	0.01	0.0165
12	0	0

As cardiac arrests represent approximately 1% of EMS calls,[22] changes in response time are not expected to have a large impact on the total number of lives saved due to delay in response times, notwithstanding the fact that for the small percent of responses involving cardiac arrests, every minute of delay does make a big difference in outcomes.

We also examined two additional types of medical emergencies in which time may be critical: strokes and trauma.

Strokes account for approximately 2% of EMS on-scene evaluations.[23] TPA is a therapy for ischemic stroke which, when administered within 3 hours of stroke onset, increases the absolute likelihood of independent survival by 16%.[24] Most stroke victims arrive at the hospital after the three hours have passed because they do not recognize the symptoms of stroke.[25] In a population of stroke patients, 54% were diagnosed with ischemic stroke. A delay in presentation of more than 3 hours excluded 73.1% from TPA, and 26.7% received TPA with the remainder being disqualified for various reasons.[15]

So although time can be critical in sparing ischemic stroke victims from adverse consequences, the relatively large time window (hours rather than minutes) for initiation

[22] E. Silverman, Cardiac Response Lags in D.C. retrieved from http://www.washingtonpost.com/wp-dyn/content/article/2008/05/28/AR2008052803312.html on 9/23/2008.
[23] R. Kothari, et al., Frequency and Accuracy of Pre-hospital Diagnosis of Acute Stroke. Stroke. 1995;26:937-941.
[24] P.A. Barber, et al., Why are stroke patients excluded from TPA therapy? An analysis of patient eligibility. Neurology. 2001;56:1015-1020.
[25] C.R. Lacy, Delay in Presentation and Evaluation fro Acute Stroke. Stroke. 2001; 32:63-69.

of TPA therapy should in reality make emergency delays on the order minutes relatively unimportant with respect to eventual patient outcomes.

Trauma is a final class of medical conditions that were investigated. One would expect that due to the potential for blood loss that the outcomes for trauma victims are significantly influenced by the size of delays in emergency response. However, the most recent large population-based study examining this issue found that response time delays were not associated with increases in patient mortality.[26]

[26] Baez AA, et al. Predictive Effect of Out-of-Hospital Time in Outcomes of Severely Injured Young Adult and Elderly Patients. Prehospital and Disaster Medicine. 2006; 21: 427-430.

LIMITATIONS

Because of data or time restrictions associated with this study, it contains a number of assumptions and limitations. Many of these highlight ways in which this study could be enhanced or expanded upon in the future, especially if more data is provided by stakeholders.

- Due to lack of information describing the destinations of emergency calls, IEM assumed the number of emergency response calls in an area would be proportional to the population in that area. This assumption may not hold if certain areas have higher concentrations of people who make higher rates of emergency calls (e.g., elderly persons). Such demographic detail could be easily incorporated into our methodology, especially where stakeholders provide data regarding call distributions.
- IEM did not receive information on the operating procedure for dispatching or allocating emergency calls to the three fire stations (Countryside #1, Countryside #2, and Mundelein #2). Without this information:
  - IEM could not accurately estimate the response times in the model, as they would be implemented in practice by determining which fire station, or station combinations, would likely respond to each area. Instead, the response times for each of the fire stations were analyzed individually.
  - IEM was unable to calibrate the model to make the overall average response time match real-life calls. Instead, IEM reviewed the average response time for each of the three fire stations independently to determine that they were within reasonable range of the real-life figure.
- IEM did not receive information on how emergency calls distributed throughout the day. As a result, the model could not estimate how these fluctuations could affect response times.
- Due to time constraints, signal preemption for emergency vehicles has not yet been incorporated into the model.

Exhibit 4: Global Insight, Economic Analysis for Canadian National Railway: Manufacturing Scenario Impact on the Illinois Economy (September 2008).

ECONOMIC ANALYSIS FOR CANADIAN NATIONAL RAILWAY: SCENARIO IMPACT ON THE ILLINOIS ECONOMY

SEPTEMBER 2008

Conclusions

Global Insight, Inc. has estimated the direct, indirect, and induced impacts of two economic scenarios proposed by Canadian National Railway (CN) using its proprietary models. While CN has stated the impact would affect both the states of Illinois and Indiana, they also indicated that the vast majority of the impact will be in Illinois. Therefore, this analysis is done using Illinois data only as a reasonable representation of the overall outcome from the following two scenarios: (Scenario 1) a job reduction of 114 employees in the railroad industry and (Scenario 2) an increase in railroad construction spending of $150 million spread evenly between two years. Our analysis is done using 2008 economic data.

The analysis performed assumes both impacts take place starting in year 1 following the acquisition. However, CN has indicated that while that is true for the expected investment impact, the job losses are likely to occur through attrition over an undetermined period of time. This study's assumption that all jobs losses will occur in year 1 should be considered as the strongest possible impact. Still, our estimates for the 2008 perspective reveal that the combined effect of the job reduction and increase in spending is significantly positive from an economic perspective.

Methodology

The direct impacts gauge the initial effect of eliminating the 114 jobs in the railroad transportation industry (Scenario 1) as if those jobs were eliminated on day 1, and of yearly spending of $75 million (half of the proposed $150 million amount) on infrastructure construction for the railroad sector (Scenario 2). These are calculated using Global Insight's U.S. industry information on sector employment, economic output, and wages based on State of Illinois data.

The indirect impacts measure the effects of the job loss (Scenario 1) and the increase in infrastructure construction (Scenario 2) on the output of the state's 20 major industry sectors. These estimates are obtained by running Global Insight's U.S. Industry Input/Output Model, customized to configure the economic environment of Illinois.

The induced impacts capture the multiplier effect of changes in labor income on spending through the 20 major industry sectors. These are obtained by using income and spending sensitivity relationships supplied by Global Insight's U.S. Macro Service and our customized Input/Output Model.

Scenario Impacts

Based on the aforementioned methodology, Global Insight has estimated the following impacts of the two scenarios requested by Canadian National Railway:

Year 1 (Scenarios 1 and 2)

- Combining both scenarios leads to a **net gain of 833 jobs**. Scenario 1 leads to a total loss of 192 jobs, while Scenario 2 leads to a total gain of 1,025 jobs.
- Combining both scenarios leads to a **net gain of $45.360 million in labor income**. Job losses in Scenario 1 lead to a labor income decline of $13.312 million. Employment gains in Scenario 2 lead to a labor income increase of $58.672 million.
- Combined, both scenarios lead to a **net gain of $104.467 million in economic output**. The initial 114 job losses in railroad transportation in Scenario 1 lead to a total loss of $50.821 million in Illinois economic output. However, the initial $75.000 million yearly capital construction spending on railroad infrastructure in Scenario 2 leads to a total gain of $155.288 million in economic output.
- Combining the scenarios leads to a **net gain of $47.650 million in economic value added**. Output losses in Scenario 1 result in a $25.919-million decline in economic value added, while the increase in capital spending in Scenario 2 leads to a $73.569-million rise in economic value added.
- The combined scenarios lead to a **net gain of $16.091 million in state tax receipts**. The loss of jobs and economic activity in Scenario 1 reduces state tax receipts by $5.897 million. The expansion of capital spending in Scenario 2 leads to an increase in tax receipts of $21.988 million.

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Year 2 (Scenario 2)

In Scenario 2, the other half ($75 million) of the $150-million increase in railroad construction spending planned by CN occurs in year two. We estimate the impacts of that additional amount in year two to be similar in magnitude to year one. Specifically, the impacts in year two are:

- The number of jobs expands by 1,025.
- Labor income increases by $58.672 million.
- Economic output increases by $155.288 million.
- Economic value-added rises by $73.569 million.
- Tax receipts expand by $21.988 million.

Detailed Tables

For a detailed analysis of Scenarios 1 and 2 and their direct, indirect, and induced impacts on economic output, economic value added, employment, labor income, and tax receipts for the State of Illinois and its 20 major industry sectors, please refer to the tables that follow.

Economic Analysis for Canadian National Railway

Scenario 1 : Loss of 114 Jobs in Railway Transportation
(Economic output decline in 2008 U.S. dollars)

NAICS Code	Industry	Direct	Indirect	Induced	Total	Multiplier
11	Ag, Forestry, Fishing & Hunting	$0	$16,962	$593	$17,555	0.001
21	Mining	$0	$147,813	$629	$148,442	0.005
22	Utilities	$0	$127,615	$17,718	$145,333	0.005
23	Construction	$0	$12,182	$1,843	$14,025	0.000
31-33	Manufacturing	$0	$3,190,649	$1,937,293	$5,127,942	0.167
42	Wholesale Trade	$0	$800,866	$64,543	$865,408	0.028
44-45	Retail Trade	$0	$43,625	$6,357,255	$6,400,880	0.209
482	Rail Transportation	$30,651,144	$713,474	$106,974	$31,471,592	1.027
48-49 x 482	Transportation & Warehousing Minus Rail Transportation	$0	$373,386	$317,775	$691,161	0.023
51	Information	$0	$283,777	$36,494	$320,271	0.010
52	Finance & Insurance	$0	$653,919	$145,004	$798,923	0.026
53	Real Estate & Rental	$0	$1,121,165	$84,804	$1,205,969	0.039
54	Professional, Scientific, & Technical Services	$0	$1,372,033	$284,995	$1,657,028	0.054
55-56	Mgmt of Companies and Administrative & Waste Services	$0	$374,988	$210,672	$585,660	0.019
61	Educational Services	$0	$83,190	$43,642	$126,832	0.004
62	Health & Social Services	$0	$309	$212	$521	0.000
71	Arts, Entertainment, & Recreation	$0	$284,616	$36,820	$321,436	0.010
72	Accommodation & Food Services	$0	$94,179	$30,932	$125,110	0.004
81	Other Services	$0	$160,056	$46,417	$206,473	0.007
92	Government	$0	$455,461	$134,505	$589,966	0.019
	Total	**$30,651,144**	**$10,310,266**	**$9,859,118**	**$50,820,528**	**1.658**

Impact based on Global Insight's Illinois Customized Industry Model and Data.

Scenario 1: Loss of 114 Jobs in Railway Transportation
(Economic value-added decline in 2008 U.S. dollars)

NAICS Code	Industry	Direct	Indirect	Induced	Total	Multiplier
11	Ag, Forestry, Fishing & Hunting	$0	$7,303	$255	$7,558	0.001
21	Mining	$0	$85,617	$364	$85,981	0.006
22	Utilities	$0	$82,743	$11,488	$94,231	0.006
23	Construction	$0	$5,207	$788	$5,994	0.000
31-33	Manufacturing	$0	$1,032,870	$627,136	$1,660,007	0.110
42	Wholesale Trade	$0	$475,155	$38,293	$513,448	0.034
44-45	Retail Trade	$0	$29,851	$4,350,141	$4,379,992	0.291
482	Rail Transportation	$15,066,965	$350,718	$52,584	$15,470,267	1.027
48-49 x 482	Transportation & Warehousing Minus Rail Transportation	$0	$202,625	$172,447	$375,072	0.025
51	Information	$0	$140,080	$18,015	$158,095	0.010
52	Finance & Insurance	$0	$369,815	$82,005	$451,820	0.030
53	Real Estate & Rental	$0	$707,200	$53,492	$760,693	0.050
54	Professional, Scientific, & Technical Services	$0	$832,935	$173,015	$1,005,950	0.067
55-56	Mgmt of Companies and Administrative & Waste Services	$0	$108,034	$60,695	$168,729	0.011
61	Educational Services	$0	$58,874	$30,885	$89,759	0.006
62	Health & Social Services	$0	$188	$129	$316	0.000
71	Arts, Entertainment, & Recreation	$0	$177,164	$22,919	$200,083	0.013
72	Accommodation & Food Services	$0	$48,878	$16,053	$64,931	0.004
81	Other Services	$0	$85,687	$24,849	$110,536	0.007
92	Government	$0	$243,956	$72,044	$316,000	0.021
	Total	**$15,066,965**	**$5,044,900**	**$5,807,598**	**$25,919,463**	**1.720**

Impact based on Global Insight's Illinois Customized Industry Model and Data.

Scenario 1: Loss of 114 Jobs in Railway Transportation
(Employment decline)

NAICS Code	Industry	Direct	Indirect	Induced	Total	Multiplier
11	Ag, Forestry, Fishing & Hunting	0.0	0.4	0.4	0.8	0.007
21	Mining	0.0	0.2	0.0	0.2	0.002
22	Utilities	0.0	0.4	0.2	0.7	0.006
23	Construction	0.0	0.1	0.0	0.1	0.001
31-33	Manufacturing	0.0	7.9	4.8	12.6	0.111
42	Wholesale Trade	0.0	1.2	0.1	1.3	0.011
44-45	Retail Trade	0.0	0.2	24.3	24.5	0.215
482	Rail Transportation	114.0	2.3	0.3	116.6	1.023
48-49 x 482	Transportation & Warehousing Minus Rail Transportation	0.0	2.3	1.9	4.2	0.037
51	Information	0.0	0.8	0.1	0.8	0.007
52	Finance & Insurance	0.0	2.1	0.5	2.6	0.023
53	Real Estate & Rental	0.0	2.4	0.2	2.6	0.022
54	Professional, Scientific, & Technical Services	0.0	6.6	1.4	8.0	0.070
55-56	Mgmt of Companies and Administrative & Waste Services	0.0	3.1	1.7	4.8	0.042
61	Educational Services	0.0	1.0	0.5	1.5	0.014
62	Health & Social Services	0.0	0.0	0.0	0.0	0.000
71	Arts, Entertainment, & Recreation	0.0	2.4	0.3	2.7	0.024
72	Accommodation & Food Services	0.0	1.5	0.5	2.0	0.018
81	Other Services	0.0	1.4	0.4	1.8	0.016
92	Government	0.0	3.8	1.1	4.9	0.043
	Total	**114.0**	**39.9**	**38.8**	**192.8**	**1.691**

Impact based on Global Insight's Illinois Customized Industry Model and Data.

Scenario 1: Loss of 114 Jobs in Railway Transportation
(Labor income decline in 2008 U.S. dollars)

NAICS Code	Industry	Direct	Indirect	Induced	Total	Multiplier
11	Ag, Forestry, Fishing & Hunting	$0	$10,367	$2,073	$12,440	0.001
21	Mining	$0	$11,592	$49	$11,642	0.001
22	Utilities	$0	$28,434	$14,064	$42,498	0.005
23	Construction	$0	$3,303	$500	$3,802	0.000
31-33	Manufacturing	$0	$445,896	$270,739	$716,635	0.078
42	Wholesale Trade	$0	$74,385	$5,995	$80,380	0.009
44-45	Retail Trade	$0	$4,604	$670,898	$675,502	0.074
482	Rail Transportation	$9,658,478	$184,029	$27,592	$9,870,099	1.078
48-49 x 482	Transportation & Warehousing Minus Rail Transportation	$0	$112,888	$96,075	$208,963	0.023
51	Information	$0	$55,561	$7,145	$62,707	0.007
52	Finance & Insurance	$0	$166,456	$36,911	$203,367	0.022
53	Real Estate & Rental	$0	$141,707	$10,719	$152,426	0.017
54	Professional, Scientific, & Technical Services	$0	$392,383	$81,505	$473,887	0.052
55-56	Mgmt of Companies and Administrative & Waste Services	$0	$215,053	$120,819	$335,873	0.037
61	Educational Services	$0	$42,678	$22,389	$65,066	0.007
62	Health & Social Services	$0	$179	$123	$302	0.000
71	Arts, Entertainment, & Recreation	$0	$50,243	$6,500	$56,743	0.006
72	Accommodation & Food Services	$0	$31,977	$10,502	$42,479	0.005
81	Other Services	$0	$51,913	$15,055	$66,968	0.007
92	Government	$0	$177,986	$52,562	$230,549	0.025
	Total	**$9,658,478**	**$2,201,635**	**$1,452,214**	**$13,312,326**	**1.454**

Impact based on Global Insight's Illinois Customized Industry Model and Data.

Scenario 1: Loss of 114 Jobs in Railway Transportation
(Tax receipt decline in 2008 U.S. dollars)

	Employee Compensation	Proprietary Income	Household Expenditures	Enterprises	Indirect Business Taxes	Total
Transfers	$11,821					$11,821
Corporate Profits Tax				$961,092		$961,092
Indirect Bus Tax: Custom Duty					$43,615	$43,615
Indirect Bus Tax: Excise Taxes					$117,567	$117,567
Indirect Bus Tax: Fed NonTaxes					$53,297	$53,297
Personal Tax: Estate and Gift Tax						
Personal Tax: Income Tax			$1,195,002			$1,195,002
Personal Tax: NonTaxes (Fines- Fees						
Social Ins Tax- Employee Contribution	$657,789	$39,841				$697,630
Social Ins Tax- Employer Contribution	$667,529					$667,529
Sub-Total	**$1,325,318**	**$39,841**	**$1,195,002**	**$961,092**	**$214,479**	**$3,735,733**
Corporate Profits Tax				$174,615		$174,615
Dividends				$240,688		$240,688
Indirect Bus Tax: Motor Vehicle Lic					$22,495	$22,495
Indirect Bus Tax: Other Taxes					$66,132	$66,132
Indirect Bus Tax: Property Tax					$722,297	$722,297
Indirect Bus Tax: S/L NonTaxes					$78,415	$78,415
Indirect Bus Tax: Sales Tax					$479,054	$479,054
Indirect Bus Tax: Severance Tax					$21	$21
Personal Tax: Estate and Gift Tax						
Personal Tax: Income Tax			$216,128			$216,128
Personal Tax: Motor Vehicle License			$25,954			$25,954
Personal Tax: NonTaxes (Fines- Fees			$66,151			$66,151
Personal Tax: Other Tax (Fish/Hunt)			$2,871			$2,871
Personal Tax: Property Taxes			$7,831			$7,831
Social Ins Tax- Employee Contribution	$9,268					$9,268
Social Ins Tax- Employer Contribution	$37,084					$37,084
SubTotal	**$46,352**		**$318,935**	**$415,302**	**$1,368,414**	**$2,149,004**
Total	**$1,383,491**	**$39,841**	**$1,513,937**	**$1,376,395**	**$1,582,893**	**$5,896,557**

Impact based on Global Insight's Illinois Customized Industry Model and Data.

Scenario 2: $75-Million Railway Construction Expenditure
(Economic output increase in 2008 U.S. dollars)

NAICS Code	Industry	Direct	Indirect	Induced	Total	Multiplier
11	Ag, Forestry, Fishing & Hunting	$0	$381,250	$2,330	$383,580	0.005
21	Mining	$0	$668,652	$3,308	$671,960	0.009
22	Utilities	$0	$597,692	$21,794	$619,486	0.008
23	Construction	$75,000,000	$159,871	$629,479	$75,789,350	1.011
31-33	Manufacturing	$0	$15,894,654	$7,294,714	$23,189,369	0.309
42	Wholesale Trade	$0	$2,512,391	$223,949	$2,736,340	0.036
44-45	Retail Trade	$0	$856,156	$23,465,187	$24,321,343	0.324
482	Rail Transportation	$0	$1,632,404	$298,902	$1,931,306	0.026
48-49 x 482	Transportation & Warehousing Minus Rail Transportation	$0	$2,157,934	$795,100	$2,953,034	0.039
51	Information	$0	$963,612	$120,729	$1,084,341	0.014
52	Finance & Insurance	$0	$2,522,437	$1,154,963	$3,677,399	0.049
53	Real Estate & Rental	$0	$2,137,676	$180,519	$2,318,195	0.031
54	Professional, Scientific, & Technical Services	$0	$5,226,317	$1,224,314	$6,450,631	0.086
55-56	Mgmt of Companies and Administrative & Waste Services	$0	$2,793,488	$1,799,454	$4,592,942	0.061
61	Educational Services	$0	$49,926	$27,977	$77,904	0.001
62	Health & Social Services	$0	$1,031	$500,752	$501,783	0.007
71	Arts, Entertainment, & Recreation	$0	$906,516	$120,774	$1,027,289	0.014
72	Accommodation & Food Services	$0	$260,997	$88,097	$349,093	0.005
81	Other Services	$0	$1,551,713	$489,535	$2,041,249	0.027
92	Government	$0	$437,058	$134,540	$571,597	0.008
	Total	**$75,000,000**	**$41,711,776**	**$38,576,417**	**$155,288,193**	**2.071**

Impact based on Global Insight's Illinois Customized Industry Model and Data.

Scenario 2: $75-Million Railway Construction Expenditure
(Economic value-added increase in 2008 U.S. dollars)

NAICS Code	Industry	Direct	Indirect	Induced	Total	Multiplier
11	Ag, Forestry, Fishing & Hunting	$0	$164,140	$1,003	$165,143	0.005
21	Mining	$0	$387,298	$1,916	$389,214	0.012
22	Utilities	$0	$387,531	$14,131	$401,662	0.013
23	Construction	$32,055,122	$68,329	$269,040	$32,392,491	1.011
31-33	Manufacturing	$0	$5,145,385	$2,361,430	$7,506,814	0.234
42	Wholesale Trade	$0	$1,490,606	$132,869	$1,623,476	0.051
44-45	Retail Trade	$0	$585,850	$16,056,750	$16,642,601	0.519
482	Rail Transportation	$0	$802,429	$146,929	$949,358	0.030
48-49 x 482	Transportation & Warehousing Minus Rail Transportation	$0	$1,171,046	$431,477	$1,602,523	0.050
51	Information	$0	$475,666	$59,595	$535,262	0.017
52	Finance & Insurance	$0	$1,426,529	$653,173	$2,079,702	0.065
53	Real Estate & Rental	$0	$1,348,389	$113,866	$1,462,255	0.046
54	Professional, Scientific, & Technical Services	$0	$3,172,798	$743,258	$3,916,055	0.122
55-56	Mgmt of Companies and Administrative & Waste Services	$0	$804,805	$518,424	$1,323,229	0.041
61	Educational Services	$0	$35,333	$19,800	$55,133	0.002
62	Health & Social Services	$0	$626	$304,183	$304,810	0.010
71	Arts, Entertainment, & Recreation	$0	$564,275	$75,178	$639,453	0.020
72	Accommodation & Food Services	$0	$135,455	$45,721	$181,176	0.006
81	Other Services	$0	$830,716	$262,075	$1,092,791	0.034
92	Government	$0	$234,099	$72,063	$306,162	0.010
	Total	**$32,055,122**	**$19,231,305**	**$22,282,882**	**$73,569,308**	**2.295**

Impact based on Global Insight's Illinois Customized Industry Model and Data.

Scenario 2: $75-Million Railway Construction Expenditure
(Employment increase)

NAICS Code	Industry	Direct	Indirect	Induced	Total	Multiplier
11	Ag, Forestry, Fishing & Hunting	0.0	1.4	0.9	2.3	0.003
21	Mining	0.0	1.0	0.0	1.0	0.001
22	Utilities	0.0	0.7	0.5	1.2	0.002
23	Construction	665.4	0.9	3.4	669.7	1.006
31-33	Manufacturing	0.0	39.1	28.0	67.1	0.101
42	Wholesale Trade	0.0	3.6	2.3	6.0	0.009
44-45	Retail Trade	0.0	3.3	89.8	93.1	0.140
482	Rail Transportation	0.0	5.2	1.0	6.2	0.009
48-49 x 482	Transportation & Warehousing Minus Rail Transportation	0.0	13.1	6.8	19.9	0.030
51	Information	0.0	2.5	2.3	4.9	0.007
52	Finance & Insurance	0.0	8.2	5.7	13.9	0.021
53	Real Estate & Rental	0.0	4.5	3.4	7.9	0.012
54	Professional, Scientific, & Technical Services	0.0	25.1	10.9	36.0	0.054
55-56	Mgmt of Companies and Administrative & Waste Services	0.0	23.1	14.9	37.9	0.057
61	Educational Services	0.0	0.6	2.3	2.9	0.004
62	Health & Social Services	0.0	0.0	4.4	4.4	0.007
71	Arts, Entertainment, & Recreation	0.0	7.6	4.0	11.6	0.017
72	Accommodation & Food Services	0.0	4.2	3.4	7.6	0.011
81	Other Services	0.0	13.7	9.3	23.0	0.035
92	Government	0.0	3.7	5.1	8.8	0.013
	Total	**665.4**	**161.5**	**198.6**	**1,025.4**	**1.541**

Impact based on Global Insight's Illinois Customized Industry Model and Data.

Scenario 2: $75-Million Railway Construction Expenditure
(Labor income increase in 2008 U.S. dollars)

NAICS Code	Industry	Direct	Indirect	Induced	Total	Multiplier
11	Ag, Forestry, Fishing & Hunting	$0	$29,027	$18,660	$47,688	0.001
21	Mining	$0	$59,457	$294	$59,752	0.002
22	Utilities	$0	$49,215	$38,013	$87,228	0.002
23	Construction	$40,469,604	$49,141	$193,488	$40,712,233	1.141
31-33	Manufacturing	$0	$2,269,351	$1,621,189	$3,890,540	0.109
42	Wholesale Trade	$0	$250,339	$159,974	$410,313	0.011
44-45	Retail Trade	$0	$89,636	$2,456,895	$2,546,330	0.071
482	Rail Transportation	$0	$444,271	$81,348	$525,620	0.015
48-49 x 482	Transportation & Warehousing Minus Rail Transportation	$0	$688,346	$358,719	$1,047,064	0.029
51	Information	$0	$180,361	$164,135	$344,496	0.010
52	Finance & Insurance	$0	$693,353	$487,279	$1,180,632	0.033
53	Real Estate & Rental	$0	$292,461	$217,789	$510,250	0.014
54	Professional, Scientific, & Technical Services	$0	$1,617,873	$700,822	$2,318,695	0.065
55-56	Mgmt of Companies and Administrative & Waste Services	$0	$1,734,122	$1,117,052	$2,851,174	0.080
61	Educational Services	$0	$26,490	$102,178	$128,668	0.004
62	Health & Social Services	$0	$617	$299,824	$300,442	0.008
71	Arts, Entertainment, & Recreation	$0	$160,720	$85,216	$245,937	0.007
72	Accommodation & Food Services	$0	$89,002	$72,577	$161,579	0.005
81	Other Services	$0	$527,885	$359,235	$887,120	0.025
92	Government	$0	$173,303	$242,951	$416,253	0.012
	Total	**$40,469,604**	**$9,424,969**	**$8,777,440**	**$58,672,012**	**1.644**

Impact based on Global Insight's Illinois Customized Industry Model and Data.

Scenario 2: $75-Million Railway Construction Expenditure
(Tax receipts increase in 2008 U.S. dollars)

	Employee Compensation	Proprietary Income	Household Expenditures	Enterprises	Indirect Business Taxes	Total
Transfers	$52,098					$52,098
Corporate Profits Tax				$2,936,733		$2,936,733
Indirect Bus Tax: Custom Duty					$133,271	$133,271
Indirect Bus Tax: Excise Taxes					$359,240	$359,240
Indirect Bus Tax: Fed NonTaxes					$162,856	$162,856
Personal Tax: Estate and Gift Tax						
Personal Tax: Income Tax			$5,266,788			$5,266,788
Personal Tax: NonTaxes (Fines- Fees						
Social Ins Tax- Employee Contribution	$2,899,102	$175,591				$3,074,694
Social Ins Tax- Employer Contribution	$2,942,031					$2,942,031
Sub-Total	$5,841,133	$175,591	$5,266,788	$2,936,733	$655,367	$14,875,612
Corporate Profits Tax				$533,556		$533,556
Dividends				$735,451		$735,451
Indirect Bus Tax: Motor Vehicle Lic					$68,737	$68,737
Indirect Bus Tax: Other Taxes					$202,075	$202,075
Indirect Bus Tax: Property Tax					$2,207,064	$2,207,064
Indirect Bus Tax: S/L NonTaxes					$239,607	$239,607
Indirect Bus Tax: Sales Tax					$1,463,805	$1,463,805
Indirect Bus Tax: Severance Tax					$64	$64
Personal Tax: Estate and Gift Tax						
Personal Tax: Income Tax			$952,551			$952,551
Personal Tax: Motor Vehicle License			$114,389			$114,389
Personal Tax: NonTaxes (Fines- Fees			$291,549			$291,549
Personal Tax: Other Tax (Fish/Hunt)			$12,654			$12,654
Personal Tax: Property Taxes			$34,513			$34,513
Social Ins Tax- Employee Contribution	$40,847					$40,847
Social Ins Tax- Employer Contribution	$163,444					$163,444
SubTotal	**$204,291**		**$1,405,656**	**$1,269,006**	**$4,181,352**	**$7,060,305**
Total	**$6,097,523**	**$175,591**	**$6,672,444**	**$4,205,739**	**$4,836,719**	**$21,988,016**

Impact based on Global Insight's Illinois Customized Industry Model and Data.

Exhibit 5: Oliver Wyman, Supply Chain Savings to CN Customers Resulting from Acquisition of EJE Model Results (September 28, 2008).

Supply Chain Savings to CN Customers Resulting from Acquisition of EJE Model Results

All Industries

Cost of Capital (pre-tax)	10%	12%	14%
Inventory Cost Savings (in transit)	$13.4	$16.1	$18.7
Safety Stock Savings	$3.4	$4.1	$4.8
Total Savings	$16.8	$20.2	$23.5

(Figures in millions of 2008 US Dollars)

Chemical Industry

Average Value: $3,229/ton*
Risk of Stock Out: 1%

Cost of Capital (pre-tax)	10%	12%	14%
Inventory Cost Savings (in transit)	$7.6	$9.1	$10.7
Safety Stock Savings	$2.2	$2.6	$3.0
Total Savings	$9.8	$11.7	$13.7

(Figures in millions of 2008 US Dollars)
**Potash value per ton equaled $425*

Metal Industry

Average Value: $2,876/ton
Risk of Stock Out: 2%

Cost of Capital (pre-tax)	10%	12%	14%
Inventory Cost Savings (in transit)	$1.5	$1.9	$2.2
Safety Stock Savings	$0.4	$0.4	$0.5
Total Savings	$1.9	$2.3	$2.7

(Figures in millions of 2008 US Dollars)

Paper Industry

Average Value: $1,276/ton
Risk of Stock Out: 5%

Cost of Capital (pre-tax)	10%	12%	14%
Inventory Cost Savings (in transit)	$1.6	$1.9	$2.3
Safety Stock Savings	$0.4	$0.4	$0.5
Total Savings	$2.0	$2.3	$2.8

(Figures in millions of 2008 US Dollars)

Food Industry (Prepared)

Average Value: $1,118/ton
Risk of Stock Out: 5%

Cost of Capital (pre-tax)	10%	12%	14%
Inventory Cost Savings (in transit)	$1.0	$1.3	$1.4
Safety Stock Savings	$0.2	$0.2	$0.3
Total Savings	$1.2	$1.5	$1.7

(Figures in millions of 2008 US Dollars)

Data Sources:

CN 2006 Waybill Data
CN 2006 Car Movement Records
U.S. Bureau of Transportation Statistics Commodity Flow Survey 2002
U.S. Bureau of Labor Statistics, Producer Price Index
Intrepid Potash, Inc. Q2 2008 Easnings Call transcript, 14 August 2008.

Exhibit 6: Global Insight, Economic Analysis for Canadian National Railway: Manufacturing Scenario Impact on the U.S. Economy by Industry (September 2008).

ECONOMIC ANALYSIS FOR CANADIAN NATIONAL RAILWAY: MANUFACTURING SCENARIO IMPACT ON THE U.S. ECONOMY BY INDUSTRY

SEPTEMBER 2008

Conclusions

Global Insight, Inc. has estimated for Canadian National Railway (CN) the direct, indirect, and induced impacts of a one-time increase in U.S. manufacturing output on the U.S. economy by industry using its proprietary models. That estimate is intended to provide an order-of-magnitude impact on the economy that could result from improved efficiencies in the railway transportation business. For illustration purposes, we assumed an efficiency-led increase of $100 million in manufacturing output, which can then be scaled to the actual benefit estimated by CN. Similarly, one can use the multipliers provided to calculate the total impacts of any increase in manufacturing output estimated by CN.

The time basis for our analysis is 2008. Our estimates reveal that the multiplier effect of an increase in U.S. manufacturing output is significantly positive for the U.S. economy, from both a dollar and employment perspective.

Methodology

The direct impacts gauge the initial effect of expanding U.S. manufacturing output by $100 million. This is calculated using Global Insight's industry information on sector employment, economic output, and wages for the United States with a 2008 perspective.

The indirect impacts measure the effects of this manufacturing output increase on the country's 19 major industry sectors. These estimates are obtained by using Global Insight's U.S. Industry Input/Output Model, customized to a 2008 perspective.

The induced impacts capture the multiplier effect of changes in labor income on spending through the 19 major industry sectors. These are obtained by using income and spending sensitivity relationships supplied by the Global Insight's U.S. Macro Service and re-running our customized U.S. Input/Output Model.

Scenario Impacts

Based on the aforementioned methodology, Global Insight has estimated the impacts of this manufacturing scenario (labeled Scenario 3, as it follows two other scenarios previously estimated for Canadian National Railway by Global Insight) on the U.S. economy. Its estimated impacts are as follows:

Year 1 (Scenario 3)

- Increasing U.S. manufacturing output in a single year by $100 million leads to a **total gain of 549 U.S. jobs**. Of those, 358 jobs will be in manufacturing through direct, indirect, and induced impacts, and the remaining 191 will be in other sectors through indirect and induced impacts.
- The scenario leads to a **total gain of $29.899 million in U.S. labor income**.
- Starting with an initial increase of $100 million in manufacturing production, the scenario leads to a **total gain of $232.423 million in U.S. economic output**. This is a multiplier of 2.324.
- The scenario leads to a **net gain of $97.727 million in economic value added for the U.S. economy**. This represents a multiplier of 2.615.
- The scenario leads to a **total increase of $14.457 million in U.S. tax receipts**.

Detailed Tables

For a detailed analysis of Scenario 3 and its direct, indirect, and induced impact on U.S. economic output, economic value added, employment, and labor income for the country's 19 major industry sectors, along with the resulting effects on tax receipts, please refer to the tables that follow.

GLOBAL INSIGHT

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Economic Analysis for Canadian National Railway

Scenario 3: $100-Million Increase in Manufacturing Output

(Output increase in 2008 U.S. dollars)

NAICS Code	Industry	Direct	Indirect	Induced	Total	Multiplier
11	Ag, Forestry, Fishing & Hunting	$0	$4,258,427	$6,552	$4,264,979	0.0426
21	Mining	$0	$3,842,399	$21,270	$3,863,669	0.0386
22	Utilities	$0	$2,292,117	$88,407	$2,380,524	0.0238
23	Construction	$0	$534,386	$103,615	$638,000	0.0064
31-33	Manufacturing	$100,000,000	$60,678,207	$10,399,430	$171,077,637	1.7108
42	Wholesale Trade	$0	$6,766,030	$567,729	$7,333,758	0.0733
44-45	Retail Trade	$0	$388,266	$8,798,683	$9,186,950	0.0919
482	Rail Transportation	$0	$553,232	$95,852	$649,084	0.0065
48-49 x 482	Transportation & Warehousing Minus Rail Transportation	$0	$5,005,787	$1,992,089	$6,997,876	0.0700
51	Information	$0	$2,735,271	$376,881	$3,112,152	0.0311
52	Finance & Insurance	$0	$3,596,159	$874,700	$4,470,859	0.0447
53	Real Estate & Rental	$0	$4,519,926	$351,819	$4,871,745	0.0487
54	Professional, Scientific, & Technical Services	$0	$4,741,104	$668,278	$5,409,382	0.0541
55-56	Mgmt of Companies and Administrative & Waste Services	$0	$4,656,369	$873,283	$5,529,652	0.0553
61	Educational Services	$0	$79,309	$46,730	$126,039	0.0013
62	Health & Social Services	$0	$8,103	$111,829	$119,932	0.0012
71	Arts, Entertainment, & Recreation	$0	$223,129	$30,932	$254,060	0.0025
72	Accommodation & Food Services	$0	$511,872	$204,756	$716,627	0.0072
81	Other Services	$0	$521,530	$162,072	$683,602	0.0068
92	Government	$0	$563,992	$172,568	$736,560	0.0074
	Total	**$100,000,000**	**$106,475,616**	**$25,947,472**	**$232,423,088**	**2.3242**

Impact based on national industry model and data.

Scenario 3: $100-Million Increase in Manufacturing Output

(Value added in 2008 U.S. dollars)

NAICS Code	Industry	Direct	Indirect	Induced	Total	Multiplier
11	Ag, Forestry, Fishing & Hunting	$0	$1,833,385	$2,821	$1,836,206	0.0491
21	Mining	$0	$2,225,601	$12,820	$2,237,921	0.0599
22	Utilities	$0	$1,486,161	$57,321	$1,543,482	0.0413
23	Construction	$0	$228,397	$44,285	$272,682	0.0073
31-33	Manufacturing	$37,371,792	$22,676,534	$3,886,453	$63,934,779	1.7108
42	Wholesale Trade	$0	$4,014,297	$336,834	$4,351,132	0.1164
44-45	Retail Trade	$0	$265,683	$6,020,760	$6,286,443	0.1682
48-49 x 482	Transportation & Warehousing Minus Rail Transportation	$0	$2,716,490	$1,081,047	$3,797,537	0.1016
51	Information	$0	$1,350,208	$186,039	$1,536,247	0.0411
52	Finance & Insurance	$0	$2,033,757	$494,674	$2,528,432	0.0677
53	Real Estate & Rental	$0	$2,851,047	$221,918	$3,072,965	0.0822
54	Professional, Scientific, & Technical Services	$0	$2,878,234	$405,699	$3,283,933	0.0879
55-56	Mgmt of Companies and Administrative & Waste Services	$0	$1,341,502	$251,593	$1,593,096	0.0426
61	Educational Services	$0	$56,127	$33,071	$89,198	0.0024
62	Health & Social Services	$0	$4,922	$67,931	$72,853	0.0019
71	Arts, Entertainment, & Recreation	$0	$138,890	$19,254	$158,144	0.0042
72	Accommodation & Food Services	$0	$265,656	$106,266	$371,922	0.0100
81	Other Services	$0	$279,203	$86,766	$365,969	0.0098
92	Government	$0	$302,088	$92,432	$394,520	0.0106
	Total	**$37,371,792**	**$46,948,185**	**$13,407,484**	**$97,727,461**	**2.6150**

Impact based on national industry model and data.

Scenario 3: $100-Million Increase in Manufacturing Output

(Employment)

NAICS Code	Industry	Direct	Indirect	Induced	Total	Multiplier
11	Ag, Forestry, Fishing & Hunting	0.0	5.1	0.8	5.9	0.0254
21	Mining	0.0	5.6	1.5	7.1	0.0306
22	Utilities	0.0	2.6	0.6	3.2	0.0138
23	Construction	0.0	2.9	1.1	4.0	0.0171
31-33	Manufacturing	232.6	111.2	14.2	358.1	1.5390
42	Wholesale Trade	0.0	9.8	0.8	10.6	0.0456
44-45	Retail Trade	0.0	1.5	33.7	35.2	0.1511
482	Rail Transportation	0.0	1.8	0.3	2.1	0.0090
48-49 x 482	Transportation & Warehousing Minus Rail Transportation	0.0	20.4	7.1	27.5	0.1181
51	Information	0.0	7.2	1.0	8.2	0.0354
52	Finance & Insurance	0.0	11.6	2.8	14.5	0.0622
53	Real Estate & Rental	0.0	9.6	0.7	10.4	0.0445
54	Professional, Scientific, & Technical Services	0.0	12.8	3.2	16.0	0.0688
55-56	Mgmt of Companies and Administrative & Waste Services	0.0	18.5	-0.8	17.7	0.0759
61	Educational Services	0.0	1.0	0.6	1.5	0.0066
62	Health & Social Services	0.0	0.1	1.0	1.1	0.0046
71	Arts, Entertainment, & Recreation	0.0	1.9	0.3	2.1	0.0091
72	Accommodation & Food Services	0.0	8.2	3.3	11.5	0.0494
81	Other Services	0.0	4.6	1.4	6.0	0.0259
92	Government	0.0	4.7	1.4	6.2	0.0265
	Total	**232.6**	**241.0**	**75.1**	**548.7**	**2.3587**

Impact based on national industry model and data.

Scenario 3: $100-Million Increase in Manufacturing Output

(Labor income in 2008 U.S. dollars)

NAICS Code	Industry	Direct	Indirect	Induced	Total	Multiplier
11	Ag, Forestry, Fishing & Hunting	$0	$115,937	$18,186	$134,123	0.0102
21	Mining	$0	$301,345	$82,423	$383,767	0.0291
22	Utilities	$0	$166,461	$38,364	$204,825	0.0155
23	Construction	$0	$144,872	$52,979	$197,851	0.0150
31-33	Manufacturing	$13,200,862	$6,309,837	$805,749	$20,316,447	1.5390
42	Wholesale Trade	$0	$628,434	$52,731	$681,165	0.0516
44-45	Retail Trade	$0	$40,975	$928,548	$969,523	0.0734
482	Rail Transportation	$0	$142,709	$24,726	$167,434	0.0127
48-49 x 482	Transportation & Warehousing Minus Rail Transportation	$0	$1,015,383	$353,257	$1,368,640	0.1037
51	Information	$0	$535,544	$73,790	$609,334	0.0462
52	Finance & Insurance	$0	$915,406	$222,656	$1,138,061	0.0862
53	Real Estate & Rental	$0	$571,285	$44,467	$615,753	0.0466
54	Professional, Scientific, & Technical Services	$0	$761,271	$191,118	$952,389	0.0721
55-56	Mgmt of Companies and Administrative & Waste Services	$0	$1,281,522	-$54,729	$1,226,793	0.0929
61	Educational Services	$0	$40,687	$23,973	$64,660	0.0049
62	Health & Social Services	$0	$4,691	$64,740	$69,431	0.0053
71	Arts, Entertainment, & Recreation	$0	$39,389	$5,460	$44,849	0.0034
72	Accommodation & Food Services	$0	$173,798	$69,521	$243,319	0.0184
81	Other Services	$0	$169,155	$52,567	$221,722	0.0168
92	Government	$0	$220,398	$67,437	$287,835	0.0218
	Total	**$13,200,862**	**$13,579,096**	**$3,117,963**	**$29,897,921**	**2.2648**

Impact based on national industry model and data.

Scenario 3: $100-Million Increase in Manufacturing Output

(Tax receipts increase in 2008 U.S. dollars)

	Employee Compensation	Proprietary Income	Household Expenditures	Enterprises	Indirect Business Taxes	Total
Transfers	$26,548					$26,548
Corporate Profits Tax				$4,395,469		$4,395,469
Indirect Bus Tax: Custom Duty					$199,470	$199,470
Indirect Bus Tax: Excise Taxes					$537,682	$537,682
Indirect Bus Tax: Fed NonTaxes					$243,750	$243,750
Personal Tax: Estate and Gift Tax						
Personal Tax: Income Tax			$2,683,835			$2,683,835
Personal Tax: NonTaxes (Fines- Fees						
Social Ins Tax- Employee Contribution	$1,477,317	$89,477				$1,566,794
Social Ins Tax- Employer Contribution	$1,499,192					$1,499,192
Sub-Total	**$2,976,508**	**$89,477**	**$2,683,835**	**$4,395,469**	**$980,902**	**$11,126,192**
Corporate Profits Tax				$798,584		$798,584
Dividends				$1,100,764		$1,100,764
Indirect Bus Tax: Motor Vehicle Lic					na	
Indirect Bus Tax: Other Taxes					$302,450	$302,450
Indirect Bus Tax: Property Tax					na	
Indirect Bus Tax: S/L NonTaxes					$358,625	$358,625
Indirect Bus Tax: Sales Tax					na	
Indirect Bus Tax: Severance Tax					na	
Personal Tax: Estate and Gift Tax						
Personal Tax: Income Tax			$485,398			$485,398
Personal Tax: Motor Vehicle License			na			$0
Personal Tax: NonTaxes (Fines- Fees			$148,567			$148,567
Personal Tax: Other Tax (Fish/Hunt)			$6,448			$6,448
Personal Tax: Property Taxes			na			$0
Social Ins Tax- Employee Contribution	$20,815					$20,815
Social Ins Tax- Employer Contribution	$83,287					$83,287
SubTotal	**$104,102**		**$640,414**	**$1,899,348**	**$661,075**	**$3,304,939**
Total	**$3,107,159**	**$89,477**	**$3,324,249**	**$6,294,818**	**$1,641,977**	**$14,457,679**

September 2008

E.5 Comments Received From all Others on the Draft EIS

All other comments can be viewed on the electronic version of this Final EIS. The comments are arranged in numerical order in compressed folders. Please use Tables E-1 and E-2 above, to locate the comment you are looking for.