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JOLIET

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January 28, 2008

Surface Transportation Board
395 E. Street, SW
Washington, D.C. 20423

Attn: Phyllis Johnson-Ball
Environmental Filing
STB Finance Docket No. 35087

Surface Transportation Board
CASE FILED EIS - FD-35087

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Good Morning:

Pursuant to the December 31, 2007 letter from Victoria Rutson, Chief, Section of Environmental Analysis, and a telephone conversation between James Haller, City of Joliet, and STB Attorney Nancy Beiter on January 24, 2008, the following revised comments and requested conditions are submitted regarding the Environmental Impact Statement for the proposed Canadian National Railway acquisition of the Elgin Joliet and Eastern Railway Company.

As projected, train traffic levels on the eight grade crossings in and out of Joliet will increase substantially. In some cases, traffic will more than quadruple. At these levels, Joliet is concerned with traffic and pedestrian safety, congestion, inconvenience, delay, noise and vibration. It is out of these concerns that the City of Joliet respectfully requests the following conditions be required as part of the pending sale:

1. A grade separation project at Woodruff Road should be mandatory. This is the throat of the "J" yard and as such, it suffers from many lengthy delays. Because of the existing elevations, a grade separation project at this location would be relatively easy to accomplish.
2. Crossing widening improvements for anticipated road improvement projects for Essington Road, Washington Street, Rowell Avenue (both North and South) Spencer Road and Cherry Hill Road.
3. The installation of pedestrian crossings with protection devices for all of the above listed locations in Joliet.
4. The installation of quad gates, constant warning circuitry and power off indicators at all of the above listed locations and Division and Theodore Streets

to accommodate future quiet zone applications. However, grade separations are our preferred alternative to all of the conditions listed in #'s 2, 3 & 4.

5. A limitation on the use of the Collins Street grade crossing, that it not exceed today's traffic level.

In addition to the requested conditions, the City asks that the STB change the EIS scope as follows:

1. Paragraph 2 (Transportation Systems) subparagraph E provides that estimates of typical delays at grade crossings will be made for crossings that have vehicle traffic levels of 2,500 ADT or more...the City of Joliet respectfully requests that this number (2,500) be reduced to 2,000. This will allow the City's Woodruff Road crossing to be studied (ADT 2,127) along with four other crossings in the City of Joliet with ADT's ranging from 10,297 to 2,624.

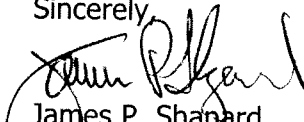
2. In paragraph 6 (Noise and Vibration) subparagraph B refers to an increase to a noise level of 65 decibels or greater. It is requested that not only the noise level be considered, but the number of occasions when significant noise levels will be experienced. Not only should the level of disturbance be considered but the number of times each day that persons are disturbed should also be considered.

3. The City of Joliet concurs with the Chicago Metropolitan Area Planning Commission (CMAP's) comment regarding STB oversight. The "foreseeable future" of three to five years beyond STB approval should be extended indefinitely.

The City of Joliet does not support nor object to the pending sale of the E.J.&E. Any sale or trackage rights agreement should include our above conditions to help minimize the impacts and safeguard our citizens.

Thank you for the opportunity to comment on the draft Environmental Impact Study. The City of Joliet will be pleased to provide any additional information needed and to do whatever is necessary to facilitate the completion of the EIS.

Sincerely,



James P. Shapard
Deputy City Manager

CC: Mayor and City Council
City Manager
Director of Community & Economic Development
Director of Public Works
Director, Will County Governmental League

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