

BEFORE THE  
SURFACE TRANSPORTATION BOARD

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STB Finance Docket No. 35087

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CANADIAN NATIONAL RAILWAY COMPANY  
AND GRAND TRUNK CORPORATION  
-CONTROL-  
EJ&E WEST COMPANY

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ENVIRONMENTAL COMMENTS  
OF THE TOWN OF SCHERERVILLE, LAKE COUNTY, INDIANA

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TOWN OF SCHERERVILLE, LAKE COUNTY, INDIANA  
ROBERT VOLKMANN, Town Manager  
10 East Joliet Street  
Scherville, IN 46375  
219.322.2211

Party of Record

DAVID M. AUSTGEN  
AUSTGEN KUIPER & ASSOCIATES, P.C.  
130 North Main Street  
Crown Point, IN 46307  
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Attorneys for Party of Record

Date Filed: January 16, 2008

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**CANADIAN NATIONAL RAILWAY COMPANY  
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**ENVIRONMENTAL COMMENTS  
OF THE TOWN OF SCHERERVILLE, LAKE COUNTY, INDIANA**

The Town of Schererville (hereinafter referred to as “Town”) is submitting comments to the Surface Transportation Board (hereinafter referred to as “STB”) in anticipation of the Scoping Open House related to the Draft Environmental Impact Statement for the Canadian National Railway Company (hereinafter referred to as “CN”) and Grand Trunk Corporation Railroad Control Application (hereinafter referred to as “Application”), STB Finance Docket No. 35087, to be conducted on January 16, 2008, at the Gary Convention Center located in Gary, IN. The Town reserves the right to submit additional comments, discovery requests, statements, and/or any additional information to the STB and cooperating agencies as the review process continues if statements and/or amendments to the CN Application are filed or significant changes occur that warrant such additional information. The Town further reserves the right to submit additional comments, discovery requests, statements, and/or any additional information to the STB in the event that the status of this transaction is changed.

The Town in preparation for the above-mentioned Scoping Open House has identified certain environmental concerns associated with this proposed Acquisition of Control by the CN.

The Town respectfully requests that the STB assess against the CN, if the above-mentioned Application is approved, the following direct mitigation requirements:

**A. CROSSING IMPROVEMENTS**

The Town has two (2) at grade crossings (Kennedy Avenue and 213<sup>th</sup> Street also known as Airport Road) along the EJ&E main line with dual flashers and gate. (See Exhibit “A”, Railroad Location Description). As a result of this Acquisition of Control, the proposed increase of approximately 15-27 additional trains per day is of an immediate concern for public health, safety, and welfare of the Town and the movement of emergency vehicles. (See Exhibit “B”, Comments of the Town of Schererville Fire Chief, Joseph Kruzan; Exhibit “C” Comments of the Town of Schererville Chief of Police, David A. Dowling). The response times of our police, fire, and emergency medical services would be significantly affected if the Kennedy Avenue or 213<sup>th</sup> Street crossings were blocked or rendered unusable.

**1. Grade Separation**

The Town has been identified as having one (1) rail crossing at Kennedy Avenue, which contains two sets of EJ&E rail tracks and will need a grade separation if this Acquisition of Control is approved. The Town topography does not allow for easy construction of grade separation without causing major disruptions. Additionally, the Town is providing traffic count information for the rail crossing located at Kennedy Avenue. (See Exhibit “D”, Traffic Count Information conducted on November 27, 2006). The Town is respectfully requesting that the CN be responsible for all of the costs related to the grade separation at Kennedy Avenue.

**2. Train Location Monitoring System**

The Town respectfully requests a real time train location monitoring system (hereinafter referred to as “monitoring system”) for their community. The monitoring system connects grade crossing warning devices to nearby traffic signals and provides a real time display in the local emergency response center and emergency vehicles. This monitoring system could be used by medical and fire emergency vehicles for the most efficient way to respond to emergency calls. This would improve our citizen concern over trains blocking the ability of police, fire, and medical vehicles responding to emergencies. The Town is respectfully requesting this monitoring system be installed at the Kennedy Avenue and the 213<sup>th</sup> Street Crossings and that the CN be responsible for all of the costs related thereto.

**B. “NEW QUIET ZONE” CORRIDOR**

As a result of this Acquisition of Control, the proposed increase of approximately 15-27 additional trains per day is of an immediate concern for public health, safety, and welfare of all citizens residing along the 213<sup>th</sup> Street Crossing and the well-established residential zones existing along all rail lines. The Town respectfully requests that a “New Quiet Zone” be established by the STB at the 213<sup>th</sup> Street Crossing as found under the Federal Railroad Administration and as set forth specifically at 49 CFR 222 and 229 entitled “Use of Locomotive Horns at Highway-Rail Grade Crossing” and any necessary improvements in attaining this “New Quiet Zone” be assumed by the CN.

**C. NOISE AND VIBRATION**

The Town is concerned about increased noise from the 15-27 additional trains per day running on the EJ&E main line as a result of this Acquisition of Control. The Town is concerned for public health, safety, and welfare of the Town, specifically regarding the well-established residential zones existing along Kennedy Avenue and the 213<sup>th</sup> Street Crossings. Additionally, ground vibration can cause the following harm to property owners living up to 400' away from the rail tracks: (1) structural damage to buildings and residences and (2) nuisance and inconvenience.

The Town is respectfully requesting this that the CN create a fund for improvements to homes/businesses most severely impacted (i.e. from 1' to 200') by the increase in rail traffic. Additionally, the Town is respectfully requesting that the STB require the CN to install vibration mitigation devices and sound barriers along the EJ&E main line to lessen the vibration and noise impact to the surrounding homes/businesses.

**D. SAFETY**

The Town proposes the construction of fencing with landscaping along EJ&E main line in residential neighborhoods. The Town is concerned for public health, safety, and welfare of the Town, specifically regarding the well-established residential zones existing along Kennedy Avenue and the 213<sup>th</sup> Street Crossings. The Town is expressing their concern about the increased rail traffic and children/adults who live along the EJ&E main line. The Town is respectfully requesting this fencing with landscaping be installed along all residential areas throughout the Town and that the CN be responsible for all of the costs related thereto.

**E. AIR QUALITY**

The Town is concerned about the increase in air pollution as a result of the increased traffic on the EJ&E main line. The Town is concerned for public health, safety, and welfare of the Town, specifically regarding the well-established residential zones existing along Kennedy Avenue and the 213<sup>th</sup> Street Crossings. The Town would like to be provided with assurances from the STB and the CN that all railroad equipment, including all diesel engines operated by the CN, meet all Federal and State air quality standards. The CN must be held responsible for all costs associated with any harmful effects in the air quality proven to be a result of the CN trains traveling through the Town.

**F. HAZARDOUS WASTE TRANSPORT**

The Town is greatly concerned about the increase of hazardous materials as a result of the increased traffic on the EJ&E main line. The Town is concerned for public health, safety, and welfare of the Town, specifically regarding the well-established residential zones existing along Kennedy Avenue and the 213<sup>th</sup> Street Crossings. The Town must be provided with the types of hazardous material and quantities being transported by the CN. Furthermore, the Town must be provided with safety practices/protocols and contingency plans to address spillage. The CN must be held responsible for all costs associated with any hazardous waste spillage as a result of the CN trains traversing through the Town.

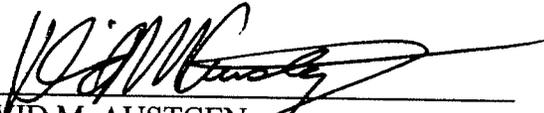
**G. CONCLUSION**

As demonstrated above, the Town has identified numerous environmental impact categories, which will be directly affected by the proposed Acquisition of Control. Accordingly, the STB shall assess against the CN the above-mentioned direct mitigation requirements and all costs related thereto.

TOWN OF SCHERERVILLE, LAKE COUNTY, INDIANA  
ROBERT VOLKMANN, Town Manager  
10 East Joliet Street  
Scherville, IN 46375

Party of Record

AUSTGEN KUIPER & ASSOCIATES, P.C.



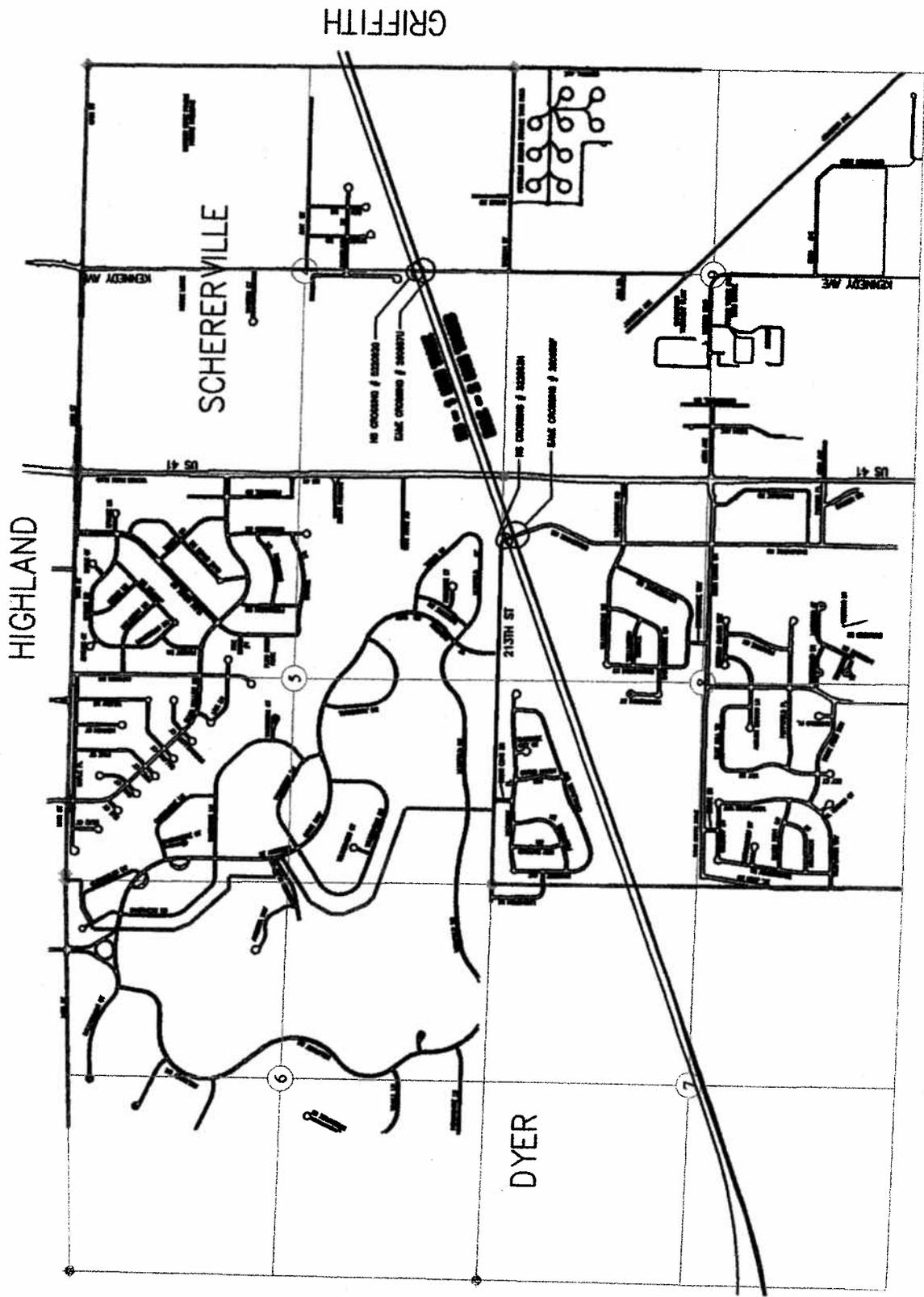
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Attorneys for Party of Record

Date Filed: January 16, 2008

PROPOSED CN RAILROAD MERGER WITH EJ&E  
TOWN OF SCHERERVILLE EXHIBIT TO OPEN HOUSE 01/16/08





# Town of Schererville

10 E. JOLIET ST. • SCHERERVILLE, IN 46375  
PHONE (219) 322-2599 • FAX (219) 865-5506

To: Robert Volkmann, Town Manager

From: Joseph Kruzan, Fire Chief

Date: January 14, 2008

Re: CN Railway Purchase

Mr. Volkmann,

There has been a lot of published reports that the "Canadian National" (CN) railway is going to acquire the "Elgin, Joliet and Eastern" (EJ & E) railway. This has been publicized in the local newspaper and also confirmed by our Congressman Pete Visclosky.

I believe there will be a direct impact on public safety in Schererville due to this acquisition.

Currently, the "EJ & E" rails transverse on 213<sup>th</sup> St. and Kennedy Ave. in Schererville. Kennedy Ave. is a major North / South artery and 213<sup>th</sup> St is a local route to a residential neighborhood. The current rail traffic, as published, equates to approximately ten trains per day with an average crossing time of ten minutes. This represents 100 minutes of isolation to any areas that are to the North or West of these rail crossings. When the "CN" would begin to utilize these rails as well, the train traffic has been published to more than triple. It has been estimated that the ten trains per day will increase to thirty four trains per day. At the ten minute average of rail crossing time, the isolation time to the areas mentioned will increase to approximately 340 minutes per day. It is incomprehensible that the Schererville Fire Department would not be able to respond to emergency calls in specific areas of our community for over five and a half hours per day! Specifically, we would not be able to access over 250 residences with the blocked rail crossing on 213<sup>th</sup> St.

This is of concern for both fire and ambulance response. For fire related incidents, fire doubles it's size every seven seconds. Being isolated from the fire service may mean the loss of a total residence prior to fire department arrival. For ambulance related incidents, the human brain begins to die in four to six minutes without oxygen. The delayed response due to a blocked rail crossing could be the difference between life and death. I would not want to be a on the receiving end of a 911 call and be able to relay to our dispatchers that a resident was dying, and they can see the ambulance waiting for a train to pass.

EXHIBIT

B



*Town of* **Scherverville**

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10 E. JOLIET ST. • SCHERVILLE, IN 46375  
PHONE (219) 322-2599 • FAX (219) 865-5506

I am willing to work together with the Town of Scherverville, our local officials and the railroad management as together we work to develop a solution to this concern. The safety of the residents of Scherverville is paramount and I want to insure that I am taking every step possible to assure their trust.

Thank you.

Cc: David Austgen, Town Attorney\*

\*via e-mail



## TOWN OF SCHERERVILLE

David A. Dowling  
Chief of Police

25 East Joliet Street, Schererville, IN 46375  
Phone: (219) 322-5000  
Fax: (219) 865-5529  
[www.ci.schererville.in.us/police](http://www.ci.schererville.in.us/police)

January 15, 2008

Mr. Robert Volkmann  
Town Manager  
10 East Joliet Street  
Schererville, Indiana 46375

RE: CN Railway Purchase

Mr. Volkmann,

There has been many reports recently that the Canadian National (CN) railway is going to acquire the Elgin, Joliet, and Eastern (EJ&E) railway. It has also been reported that with this acquisition the EJ&E tracks located in Schererville would see nearly triple its current rail traffic.

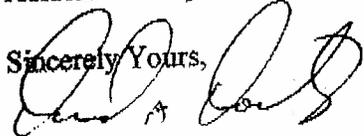
This is a concern to me as Chief of Police as this would seriously impact our response times to emergency calls for our residents.

Currently the EJ & E rails cross Kennedy Ave. and 213<sup>th</sup> street. The current rail traffic sees thirteen trains per day. It's estimated that with the CN purchase that rail traffic would increase to approximately thirty-four trains per day.

It is very disturbing that this amount of train traffic on Kennedy Ave. would delay emergency responses by having to go around to US41 or travel through Griffith. In addition, on 213<sup>th</sup> street the rail crossing would force emergency traffic to use Calumet Ave. through Dyer.

It is my belief as a public safety leader this is unacceptable to the Town of Schererville. I would encourage dialogue on this issue with local officials, railroad management, and residents to help resolve this issue in the interest of public safety.

Sincerely Yours,

  
David A. Dowling  
Chief of Police

EXHIBIT

C

TRAFFIC COUNTS - 10 MINUTE INTERVAL

VEHICLE CLASSIFICATION FORM

From NORTH On KENNEDY Recorder XW/ART

7418	4T 2007	4T 1735
	6T	6T
	3A	3A
	Bus	Bus
	3A	3A
	4A	4A
	5A	5A
	6A+	6A+

4T 2176
6T
3A
Bus
3A
4A
5A
6A+

Intersection of Kennedy and Division

Date 11-27-06

Hour 6:30\* to 6:00 PM

Remarks

Weather: HAZY

Road Conditions:

DRY



4T = Cars + 4 Tired trucks.

**SINGLE UNIT**  
 6T = 6 Tire  
 3A = 3 Axle  
 Bus = Bus

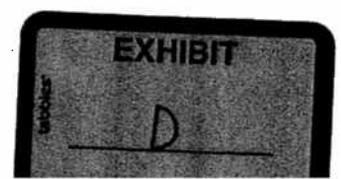
**MULTI UNIT**  
 3A = 3 Axle  
 4A = 4 Axle  
 5A = 5 Axle  
 6A+ = 6 Axle +

	4T 1814	4T 94
	6T	6T
	3A	3A
	Bus	Bus
	3A	3A
	4A	4A
	5A	5A
	6A+	6A+

4T 92
6T
3A
Bus
3A
4A
5A
6A+

From SOUTH On KENNEDY

From EAST On DIVISION



TRAFFIC COUNTS - 10 MINUTE INTERVAL

VEHICLE CLASSIFICATION FORM

From NORTH On KENNEDY Recorder XW/ART

TOTAL 1015	4T 306	4T 270
1-Hour P.M.	6T	6T
	3A	3A
	Bus	Bus
	3A	3A
	4A	4A
	5A	5A
	6A+	6A+

4T 217
6T
3A
Bus
3A
4A
5A
6A+

Intersection of  
Kennedy  
and Division

Date 11-27

Hour 4:20<sup>PM</sup> to 5:20<sup>PM</sup>

Remarks

Weather: HAZY

Road Conditions:

DRY



4T = Cars+4Tired trucks.

SINGLE UNIT  
6T = 6 Tires  
3A = 3 Axle  
Bus = Bus

MULTI UNIT  
3A = 3 Axle  
4A = 4 Axle  
5A = 5 Axle  
6A+ = 6 Axle +

	4T 205	4T 8
	6T	6T
	3A	3A
	Bus	Bus
	3A	3A
	4A	4A
	5A	5A
	6A+	6A+

4T 9
6T
3A
Bus
3A
4A
5A
6A+

From EAST On DIVISION

From SOUTH On KENNEDY

TRAFFIC COUNTS - 10 MINUTE INTERVAL

VEHICLE CLASSIFICATION FORM

From NORTH On KENNEDY Recorder XW/ART

<u>TOTAL</u> 768	4T 171	4T 152
<u>1-HOUR</u>	6T	6T
<u>A.M.</u>	3A	3A
	Bus	Bus
	3A	3A
	4A	4A
	5A	5A
	6A+	6A+

4T 247
6T
3A
Bus
3A
4A
5A
6A+

Intersection of  
Kennedy  
and Division

Date 11-27

Hour 7:20<sup>A</sup> to 8:20<sup>A</sup>

Remarks \_\_\_\_\_

Weather: HAZY

Road Conditions:  
DRY



4T = Cam+4Tired trucks.

SINGLE UNIT  
6T = 6 Tire  
3A = 3 Axle  
Bus = Bus

MULTI UNIT  
3A = 3 Axle  
4A = 4 Axle  
5A = 5 Axle  
6A+ = 6 Axle +

	4T 181	4T 4
	6T	6T
	3A	3A
	Bus	Bus
	3A	3A
	4A	4A
	5A	5A
	6A+	6A+

4T 13
6T
3A
Bus
3A
4A
5A
6A+

From EAST On DIVISION

From SOUTH On KENNEDY

TRAFFIC COUNTS - 10 MINUTE INTERVAL

VEHICLE CLASSIFICATION FORM

From NORTH On KENNEDY Recorder XW/ART

3433	4T	929	4T	875
4-Hour	6T		6T	
TOTAL	3A		3A	
	Bus		Bus	
	3A		3A	
	4A		4A	
	5A		5A	
	6A+		6A+	

782	4T
	6T
	3A
	Bus
	3A
	4A
	5A
	6A+

Intersection of  
Kennedy  
and Division  
Date 11-27  
Hour 1:30 to 5:30  
Remarks \_\_\_\_\_  
Weather: HAZY  
Road Conditions:  
DRY



4T = Cars+4 Tired trucks.  
SINGLE UNIT  
6T = 6 Tire  
3A = 3 Axle  
Bus = Bus  
MULTI UNIT  
3A = 3 Axle  
4A = 4 Axle  
5A = 5 Axle  
6A+ = 6 Axle +

	4T	766	4T	40
	6T		6T	
	3A		3A	
	Bus		Bus	
	3A		3A	
	4A		4A	
	5A		5A	
	6A+		6A+	

41	4T
	6T
	3A
	Bus
	3A
	4A
	5A
	6A+

From SOUTH On KENNEDY

From EAST On DIVISION

**TRAFFIC COUNTS - 10 MINUTE INTERVAL**

**VEHICLE CLASSIFICATION FORM**

From NORTH On KENNEDY Recorder XW/ART

5764	4T 1537	4T 1375
8-HOUR	6T	6T
TOTAL	3A	3A
	Bus	Bus
	3A	3A
	4A	4A
	5A	5A
	6A+	6A+

4T 1408
6T
3A
Bus
3A
4A
5A
6A+

Intersection of  
Kennedy  
and Division  
Date 11-27  
Hour 9:30 to 5:30  
Remarks \_\_\_\_\_  
Weather: HAZY  
Road Conditions:  
DRY



4T = Car+4Tired trucks.  
SINGLE UNIT  
6T = 6 Tire  
3A = 3 Axle  
Bus = Bus  
MULTI UNIT  
3A = 3 Axle  
4A = 4 Axle  
5A = 5 Axle  
6A+ = 6 Axle +

	4T 1311	4T 70
	6T	6T
	3A	3A
	Bus	Bus
	3A	3A
	4A	4A
	5A	5A
	6A+	6A+

4T 63
6T
3A
Bus
3A
4A
5A
6A+

From EAST On DIVISION

From SOUTH On KENNEDY

~~00627~~

Duplicate 66622

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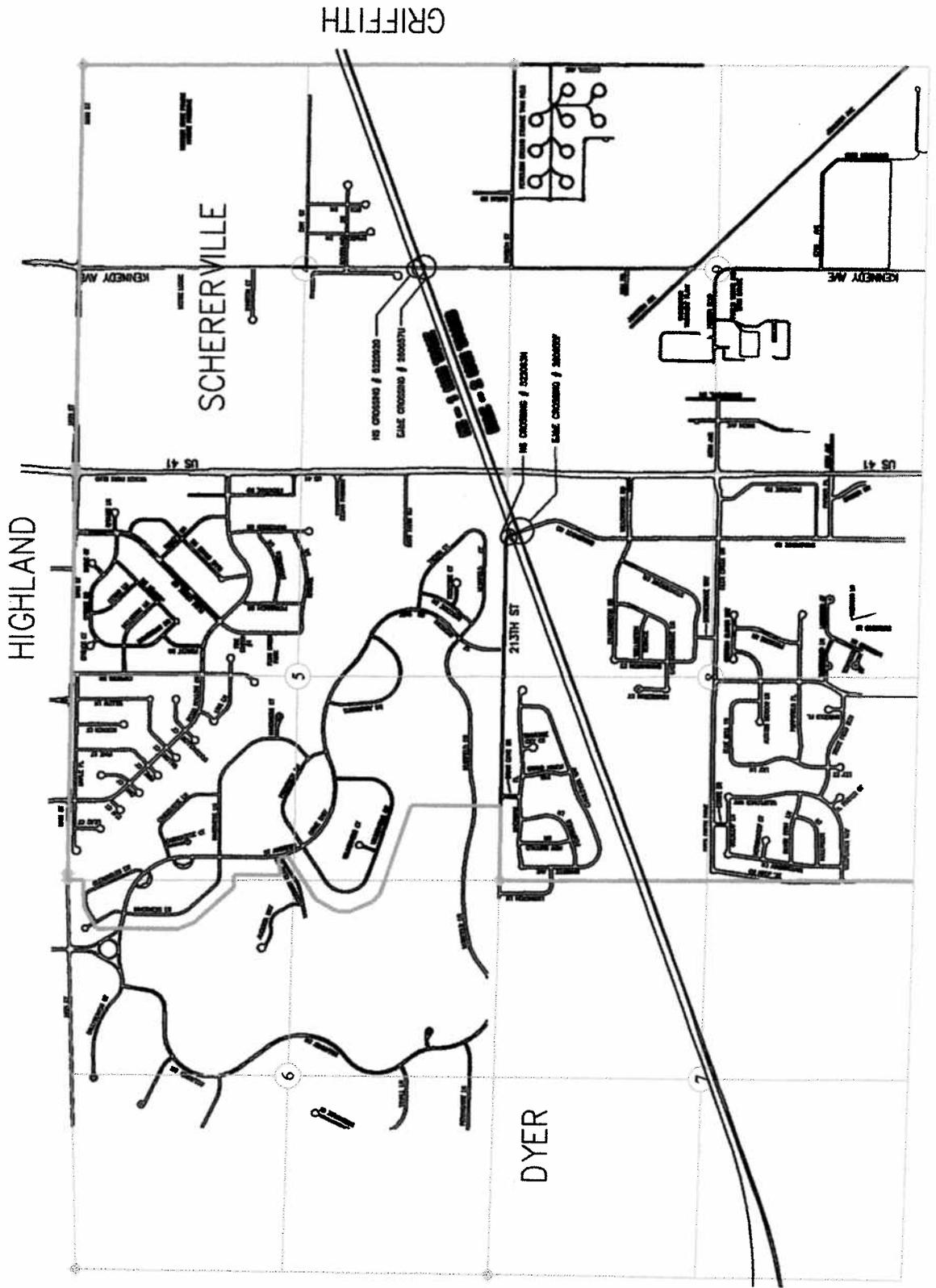
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Attorneys for Party of Record

Date Filed: January 16, 2008

PROPOSED CN RAILROAD MERGER WITH EJ&E  
TOWN OF SCHERERVILLE EXHIBIT TO OPEN HOUSE 01/16/08



tabbles®  
**EXHIBIT**  
**A**



# Town of Schererville

10 E. JOLIET ST. • SCHERERVILLE, IN 46375  
PHONE (219) 322-2599 • FAX (219) 865-5506

To: Robert Volkmann, Town Manager

From: Joseph Kruzan, Fire Chief

Date: January 14, 2008

Re: CN Railway Purchase

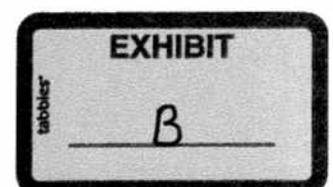
Mr. Volkmann,

There has been a lot of published reports that the "Canadian National" (CN) railway is going to acquire the "Elgin, Joliet and Eastern" (EJ & E) railway. This has been publicized in the local newspaper and also confirmed by our Congressman Pete Visclosky.

I believe there will be a direct impact on public safety in Schererville due to this acquisition.

Currently, the "EJ & E" rails transverse on 213<sup>th</sup> St. and Kennedy Ave. in Schererville. Kennedy Ave. is a major North / South artery and 213<sup>th</sup> St is a local route to a residential neighborhood. The current rail traffic, as published, equates to approximately ten trains per day with an average crossing time of ten minutes. This represents 100 minutes of isolation to any areas that are to the North or West of these rail crossings. When the "CN" would begin to utilize these rails as well, the train traffic has been published to more than triple. It has been estimated that the ten trains per day will increase to thirty four trains per day. At the ten minute average of rail crossing time, the isolation time to the areas mentioned will increase to approximately 340 minutes per day. It is incomprehensible that the Schererville Fire Department would not be able to respond to emergency calls in specific areas of our community for over five and a half hours per day! Specifically, we would not be able to access over 250 residences with the blocked rail crossing on 213<sup>th</sup> St.

This is of concern for both fire and ambulance response. For fire related incidents, fire doubles it's size every seven seconds. Being isolated from the fire service may mean the loss of a total residence prior to fire department arrival. For ambulance related incidents, the human brain begins to die in four to six minutes without oxygen. The delayed response due to a blocked rail crossing could be the difference between life and death. I would not want to be a on the receiving end of a 911 call and be able to relay to our dispatchers that a resident was dying, and they can see the ambulance waiting for a train to pass.





*Town of* **Schererville**

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I am willing to work together with the Town of Schererville, our local officials and the railroad management as together we work to develop a solution to this concern. The safety of the residents of Schererville is paramount and I want to insure that I am taking every step possible to assure their trust.

Thank you.

Cc: David Austgen, Town Attorney\*

\*via e-mail



## TOWN OF SCHERERVILLE

David A. Dowling  
Chief of Police

25 East Joliet Street, Schererville, IN 46375  
Phone: (219) 322-5000  
Fax: (219) 865-5529  
[www.ci.schererville.in.us/police](http://www.ci.schererville.in.us/police)

January 15, 2008

Mr. Robert Volkmann  
Town Manager  
10 East Joliet Street  
Schererville, Indiana 46375

RE: CN Railway Purchase

Mr. Volkmann,

There has been many reports recently that the Canadian National (CN) railway is going to acquire the Elgin, Joliet, and Eastern (EJ&E) railway. It has also been reported that with this acquisition the EJ&E tracks located in Schererville would see nearly triple its current rail traffic.

This is a concern to me as Chief of Police as this would seriously impact our response times to emergency calls for our residents.

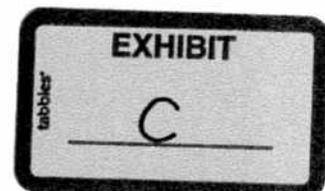
Currently the EJ & E rails cross Kennedy Ave. and 213<sup>th</sup> street. The current rail traffic sees thirteen trains per day. It's estimated that with the CN purchase that rail traffic would increase to approximately thirty-four trains per day.

It is very disturbing that this amount of train traffic on Kennedy Ave. would delay emergency responses by having to go around to US41 or travel through Griffith. In addition, on 213<sup>th</sup> street the rail crossing would force emergency traffic to use Calumet Ave. through Dyer.

It is my belief as a public safety leader this is unacceptable to the Town of Schererville. I would encourage dialogue on this issue with local officials, railroad management, and residents to help resolve this issue in the interest of public safety.

Sincerely Yours,

David A. Dowling  
Chief of Police



TRAFFIC COUNTS - 10 MINUTE INTERVAL

VEHICLE CLASSIFICATION FORM

From NORTH On KENNEDY Recorder AW/ART

7418	4T 2007	4T 1735
	6T	6T
	3A	3A
	Bus	Bus
	3A	3A
	4A	4A
	5A	5A
	6A+	6A+

4T 2176
6T
3A
Bus
3A
4A
5A
6A+

DIVISION  
On  
EAST  
From

Intersection of  
Kennedy  
and Division

Date 11-27-06

Hour 6:30\* to 6:00 PM

Remarks

Weather: HAZY

Road Conditions:  
DRY



4T = Cars + 4 Tired trucks.

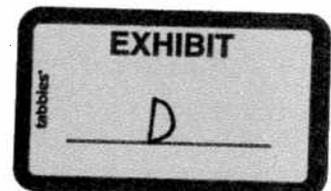
**SINGLE UNIT**  
6T = 6 Tire  
3A = 3 Axle  
Bus = Bus

**MULTI UNIT**  
3A = 3 Axle  
4A = 4 Axle  
5A = 5 Axle  
6A+ = 6 Axle +

	4T 1814	4T 94
	6T	6T
	3A	3A
	Bus	Bus
	3A	3A
	4A	4A
	5A	5A
	6A+	6A+

4T 92
6T
3A
Bus
3A
4A
5A
6A+

From SOUTH On KENNEDY



TRAFFIC COUNTS - 10 MINUTE INTERVAL

VEHICLE CLASSIFICATION FORM

From NORTH On KENNEDY Recorder AW/ART

TOTAL 1015	4T 306	4T 270
1-HOUR	6T	6T
P.M.	3A	3A
	Bus	Bus
	3A	3A
	4A	4A
	5A	5A
	6A+	6A+

4T 217
6T
3A
Bus
3A
4A
5A
6A+

Intersection of  
Kennedy  
and Division  
Date 11-27  
Hour 4:20<sup>M</sup> to 5:20<sup>PM</sup>  
Remarks \_\_\_\_\_  
Weather: HAZY  
Road Conditions: DRY



4T = Cars+4Tired trucks.  
SINGLE UNIT  
6T = 6 Tire  
3A = 3 Axle  
Bus = Bus  
MULTI UNIT  
3A = 3 Axle  
4A = 4 Axle  
5A = 5 Axle  
6A+ = 6 Axle +

	4T 205	4T 8
	6T	6T
	3A	3A
	Bus	Bus
	3A	3A
	4A	4A
	5A	5A
	6A+	6A+

4T 9
6T
3A
Bus
3A
4A
5A
6A+

From SOUTH On KENNEDY

From EAST On DIVISION

TRAFFIC COUNTS - 10 MINUTE INTERVAL

VEHICLE CLASSIFICATION FORM

From NORTH On KENNEDY Recorder XW/ART

<u>TOTAL</u> 768	4T 171	4T 152
1-HOUR A.M.	6T	6T
	3A	3A
	Bus	Bus
	3A	3A
	4A	4A
	5A	5A
	6A+	6A+

4T 247
6T
3A
Bus
3A
4A
5A
6A+

Intersection of  
Kennedy  
and Division

Date 11-27

Hour 7:20<sup>A</sup> to 8:20<sup>A</sup>

Remarks \_\_\_\_\_

Weather: HAZY

Road Conditions:  
DRY



4T = Cars + 4 Tired trucks.  
SINGLE UNIT  
6T = 6 Tire  
3A = 3 Axle  
Bus = Bus  
MULTI UNIT  
3A = 3 Axle  
4A = 4 Axle  
5A = 5 Axle  
6A+ = 6 Axle +

	4T 181	4T 4
	6T	6T
	3A	3A
	Bus	Bus
	3A	3A
	4A	4A
	5A	5A
	6A+	6A+

4T 13
6T
3A
Bus
3A
4A
5A
6A+

From SOUTH On KENNEDY

From EAST On DIVISION

TRAFFIC COUNTS - 10 MINUTE INTERVAL

VEHICLE CLASSIFICATION FORM

From NORTH On KENNEDY Recorder AW/ART

3433	4T 929	4T 875
4-HOUR	6T	6T
TOTAL	3A	3A
	Bus	Bus
	3A	3A
	4A	4A
	5A	5A
	6A+	6A+

4T 782
6T
3A
Bus
3A
4A
5A
6A+

Intersection of  
Kennedy  
and Division

Date 11-27

Hour 1:30 to 5:30

Remarks

Weather: HAZY

Road Conditions:  
DRY



4T = Cars+4 Tired trucks.  
SINGLE UNIT  
6T = 6 Tire  
3A = 3 Axle  
Bus = Bus  
MULTI UNIT  
3A = 3 Axle  
4A = 4 Axle  
5A = 5 Axle  
6A+ = 6 Axle +

	4T 766	4T 40
	6T	6T
	3A	3A
	Bus	Bus
	3A	3A
	4A	4A
	5A	5A
	6A+	6A+

4T 41
6T
3A
Bus
3A
4A
5A
6A+

From EAST On DIVISION

From SOUTH On KENNEDY

TRAFFIC COUNTS - 10 MINUTE INTERVAL

VEHICLE CLASSIFICATION FORM

From NORTH On KENNEDY Recorder XW/ART

5764	4T 1537	4T 1375
8-HOUR	6T	6T
TOTAL	3A	3A
	Bus	Bus
	3A	3A
	4A	4A
	5A	5A
	6A+	6A+

4T 1408
6T
3A
Bus
3A
4A
5A
6A+

Intersection of  
Kennedy  
and Division  
Date 11-27  
Hour 9:30 to 5:30  
Remarks \_\_\_\_\_  
Weather: HAZY  
Road Conditions: DRY



4T = Conv+4Tired trucks.  
SINGLE UNIT  
6T = 6 Tire  
3A = 3 Axle  
Bus = Bus  
MULTI UNIT  
3A = 3 Axle  
4A = 4 Axle  
5A = 5 Axle  
6A+ = 6 Axle +

	4T 1311	4T 70
	6T	6T
	3A	3A
	Bus	Bus
	3A	3A
	4A	4A
	5A	5A
	6A+	6A+

4T 63
6T
3A
Bus
3A
4A
5A
6A+

From EAST On DIVISION

From SOUTH On KENNEDY