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I support the village wanting an underpass in Barrington. Do to the location I would like to see the walls of the underpass have simulated limestone like the underpass at Lake Ave. I have been in Barrington and seen how the roads and business have been effected by the trains blocking the road for long periods of time. On this stretch of track there were two deaths. In the area where the village wants the tracks lowered. In the plainfield area 119th street and 127th street are major traffic collectors each route has a separate hospital, ambulance drivrers in Plainfield stated that they need 127th to go under the trains so save lives. 127th is a traffic collector for Yorkville, Oswego, Grande, and Plainfield which takes traffic to I-55. IDOT prefers US30 on 127th which adds more traffic to I-55. The 127th street and Route 30 is identical to the northwest hightway crossing where two school buses were struck by trains at the same crossing. IDOT prefers Route 126 where it is. Village of Plainfield may move Route 126. Route 126 needs a train underpass. Division Street behind Toys R Us warehouse by Joliet Mall needs a train underpass of Division Street. This would allow Gaylord crossing to be closed as IDOT wants to close Gaylord Road at Route 30. James, public engineer of Joliet, wants to put Essington Road under Route 30. Note, Westfield Mall Management favors my hennipin road for essington road underpass of route 30. Note, this would mean Division Street would really need a train underpass. Division Street underpass would take trucks from I-55 to Cresthill in Romeoville industrial parks. IDOT engineers say Plainfeld needs 3 roads to I-55 in metra. Plainfield second metra is planned by I-55 in CNN trainlines behind the old truck stop. To handle traffic Renwick Road is planned to be a major east-west traffic collector from Yorkville to East I-94 out of Chicago. Metra traffic will need Renwick Road under the main line of the EJE and CNN. This allows metra traffic to take Route 30 bypass along I55 to metra and use a free falling right turn into metra. Route 30 bypass along I-55 will probably need an overpass of the EJE CNN tracks to flow traffic. Joliet and Westfield Mall favor Route 30 flowing under figure 8 ramps to I-55 to reach Route 30.

Surface Transportation Board

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