

STATE OF ILLINOIS



ILLINOIS COMMERCE COMMISSION TRANSPORTATION BUREAU / RAIL SAFETY SECTION

Michael E. Stead

Rail Safety Program Administrator

May 18, 2016

Dave Navecky
Surface Transportation Board
Docket No. FD 35952
395 E Street SW
Washington, DC 20423-0001

Dear Mr. Navecky:

Please accept the following written comments from the Illinois Commerce Commission Transportation Division, Railroad Safety Section Staff, concerning the Surface Transportation Board's (STB) Environmental Impact Statement (EIS) scoping process for **Docket FD 35952**: the proposed alignment of Great Lakes Basin Transportation Inc. (GLBT). The GLBT plans to construct and operate an approximately 278-mile rail line that would extend generally from La Porte, Indiana, through Illinois to Milton, Wisconsin, and would connect with existing Class I railroads. GLBT states that the project is intended to relieve Chicago-area shipping congestion by creating a bypass for through traffic not destined for or originating in the Chicago area.

- Due to the nature of the type and speed rail traffic anticipated on the proposed rail line, the STB should require that the GLBT construct all public highway-rail and all pedestrian-rail crossings as grade separations.
- If all public highway-rail crossings cannot be grade separated, the STB should require the GLBT to equip any highway-rail grade crossings that must be constructed with four quadrant roadway gates and vehicle presence detection circuitry.
- If all public pedestrian-rail crossings cannot be grade separated, the STB should require the GLBT to equip any pedestrian-rail grade crossings that must be constructed with pedestrian gates, escape areas, and at least 150 feet of right-of-way fencing in both directions from each pedestrian-rail grade crossing.
- The STB should require the GLBT to interconnect crossing warning systems with highway traffic signal systems wherever a signalized highway intersection will be located within 200 feet or less of public highway-rail grade crossing.
- Trespassing incidents on railroad property have been on the rise over the past 10 years across the country. Given that the GLBT is proposing to introduce a new railroad in area where rail traffic does not currently operate, the STB should require the GLBT to install fencing on both sides of its right-of-way to restrict access to its property.

Dave Navecky
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Thank you for your consideration of these comments. If you have any questions, or need additional information, please contact me at (217) 557-1285 or mstead@icc.illinois.gov.

Very truly yours,

A handwritten signature in black ink, appearing to read "Michael E. Stead". The signature is fluid and cursive, with the first name "Michael" being the most prominent part.

Michael E. Stead
Rail Safety Program Administrator