

SURFACE TRANSPORTATION BOARD
WASHINGTON, DC

227798

STB Finance Docket No. 35087

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

STATUS REPORT
OF
ILLINOIS DEPARTMENT OF TRANSPORTATION

The Illinois Department of Transportation ("IDOT") submits the attached report on the status of compliance with condition no. 14 of the environmental conditions imposed in Decision No. 16, served December 24, 2008.

Respectfully submitted,

ILLINOIS DEPARTMENT OF TRANSPORTATION

By its attorneys,

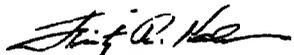
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Dated: September 14, 2010

PLANNING PROGRESS UPDATE

ROUTE: U.S. Routes 34 & 30
SECTION: at EJ&E/CN Railroad
COUNTY: DuPage & Cook
JOB No's. P-91-002-10, P-91-003-10

Prepared By: V3, URS, and IDOT
Date: August 4, 2010

US 34 (Ogden Ave) in Aurora

1. KEY ACTIVITIES AND TASKS TO DATE:

- a. Meetings were conducted with the CN that included the following:
 - i. Project initiation meeting on 01/28/10.
 - ii. Design criteria review meeting on 04/07/10.
 - iii. Pre-Community Advisory Group meeting on 06/07/10.
 - iv. Meeting to present and discuss technical details for a range of preliminary grade separation alternatives on 06/25/10
 - v. The CN was also notified of and attended the first public meeting on 03/20 and first Community Advisory Group meeting on 04/21.
- b. Meetings were conducted with local agencies that included the following:
 - i. Project introduction meeting with the City of Aurora, DuPage County, Naperville Township, City of Naperville, DuPage Department of Economic Development and Planning, and Fox Valley Park District on 02/17/10.
 - ii. Project introduction meeting with Metra regarding the relationship of its proposed STAR Line to this project on 02/22/10.
 - iii. Coordination meeting with Fox Valley Park District and DuPage County Department of Economic Development and Planning regarding accommodation of bicyclists & pedestrians on 06/02/10 and a follow-up meeting with these agencies plus the City of Aurora on 07/13/10.
 - iv. An additional meeting was held with the City of Aurora on 07/13/10 to coordinate provisions for project drainage.
- c. A meeting was conducted with utilities having major underground pipelines and overhead electrical transmission lines to obtain an initial understanding of potential impacts to their facilities for various grade separation alternatives. The Subsurface Utility Engineering (SUE) investigation was then initiated.
- d. Meetings for public involvement were conducted that included the following:
 - i. First Public Meeting on 03/20/10
 - ii. First Community Advisory Group meeting on 04/21/10
 - iii. Second Community Advisory Group meeting on 06/15/10.
- e. Topographic survey work was completed during April 2010 and railroad survey work was completed during June 2010.
- f. Preliminary geometrics were developed and studies performed for a range of grade separation alternatives. Schematic drawings were prepared for overpass and underpass alternatives.
- g. A study was made on the feasibility of raising or lowering the railroad track as a way to reduce how much the profiles of the highway would have to be lowered raised for a grade separation.
- h. Drainage studies were made that included evaluating the ability to gravity drain a highway underpass alternative

PLANNING PROCESS UPDATE (Con't.)

ROUTE: U.S. Route 34
SECTION: at EJ&E/CN Railroad
COUNTY: DuPage
JOB NO.: P-91-002-10
PTB/ITEM #: 153 / 1

Prepared By: URS
Date Prepared: July 21, 2010

- i Maintenance- of- traffic studies were performed to evaluate feasible alternatives for construction staging, highway traffic maintenance, and railroad track phasing. Schematic drawings were developed for a potential temporary on-site highway run-around. Alternatives for potential detour routes were studied that included routes with state-maintained highways only and ones under local jurisdiction.

2. POTENTIAL CONCERNS AND ISSUES:

- a. At this time, it is not yet known whether Metra will implement its potential STAR Line commuter rail line on the EJ&E/CN corridor. Metra's timeline for that potential project is substantially behind the U.S. Route 34 Grade Separation Project and no funding for it has yet been acquired. There will be a need to resolve during Phase I Engineering on this project whether or not to provide accommodations for this potential commuter rail project. In order to maintain the overall Phase I schedule and public involvement timeline including the next public meeting that is planned for November 2010, dual exhibits will be prepared – ones with and ones without provisions for the potential additional track. The CN has expressed its unwillingness to contribute towards the additional costs of a grade separation attributed to this Metra project. Moreover, Metra currently has no available funding for its STAR Line project; the earliest that Metra could have any funding available would be sometime after 2016.
- b. In its approval of the CN's acquisition of the EJ&E, the STB stipulated that the CN pay 67 percent of the cost of a grade separation at U.S. Route 34 provided construction begins by 2015. Based on the grade separation alternative selected, major underground and/or overhead utility relocations will be required. Those relocations will generally have to be completed before construction of the grade separation itself can begin. Based on coordination with the utilities, planning, design, and implementation of these utility relocations is estimated to require a minimum of two years to complete.

3. CN RESPONSE TO VARIOUS ISSUES AND REQUESTS:

- a. Vertical clearance requirements per IDOT BDE Manual are 23'-0" for highway overpasses of railroads and 14'-9" for highway underpasses. The CN initially noted its policy for these are greater, at 25'-0" and 17'-0" respectively. The CN later agreed to accept the lesser clearances based on the IDOT BDE Manual for this project.
- b. The CN initially requested that a grade separation overpass span its entire 100-foot right-of-way in an unencumbered manner. With the CN's plans for only two tracks, spanning the entire right-of-way would add unnecessary cost. The Railroad later agreed that the structure for a highway overpass alternative would only have to span two CN tracks and not the entire railroad property.
- c. The CN noted access to track level at the highway overpass will be needed. As there currently is not a railroad maintenance road running along the tracks north of U.S. Route 34, the Railroad was asked if a maintenance road could be provided that only runs from the south side of the bridge to the at-grade Montgomery Road crossing further to the south. Not having to span a maintenance road with an overpass structure would minimize cost. The CN agreed to this recommendation.
- d. For a highway underpass, a drainage study showed a pump station could be avoided by gravity draining the depressed roadway to a waterway approximately 2700 feet to the north. The CN was

PLANNING PROCESS UPDATE (Con't)

ROUTE: U.S. Route 34
SECTION: at EJ&E/CN Railroad
COUNTY: DuPage
JOB NO.: P-01-002-10
PTB/ITEM #: 153 / 1

Prepared By: URS
Date Prepared: July 21, 2010

asked if a storm sewer for such a drainage system could be constructed on its right-of-way between the highway and waterway. The Railroad responded that this would be acceptable.

- e. In support of the engineering survey work needed for Phase I engineering, the CN prioritized providing of railroad protective flagging services and at no cost to the Phase I engineering contract. The CN also waived its normal right-of-entry fee for the engineering survey work.
- f. During a coordination meeting with the CN on 06/25/2010, alternatives for potentially adjusting the profile of the railroad tracks as a means to reduce grade changes to the highway were provided to the Railroad. The Railroad promptly modeled and analyzed these to confirm that they could be feasible with respect to long term railroad operational considerations.

US-30 (Lincoln Highway) in Lynwood

1. KEY ACTIVITIES AND TASKS TO DATE:

A. Coordination with the CN Railroad

- Initial Railroad Coordination Meeting – January 28, 2010
- Railroad Design Criteria Review Meeting – April 7, 2010 (design criteria finalized in June 2010)
- Coordination via email and telephones between Hanson and the CN has been ongoing since April 2010.

B. Coordination with the NS Railroad

- Hanson initiated coordination with the NS Railroad in April 2010 and has continued to coordinate via email and telephone.
- A meeting was held with NS representatives on August 16, 2010 to discuss the NS role in this project, bring the NS up-to-date on the progress of the project, and to discuss various bridge and track design criteria that will be used in the plans if a separate structure was needed to grade separate US-30 and the NS track.

C. Meetings with Local Agencies

- Initial Coordination Meeting with the City of Lynwood – February 19, 2010

D. Subsurface Utility Engineering (SUE) Investigation

PLANNING PROCESS UPDATE (Con't.)

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- SUE investigation initiated - June 2010

E. Public Involvement

- Letters to stakeholders regarding the First Public Information Meeting were sent on April 2, 2010 and April 7, 2010.
- Newspaper advertisements for the First Public Meeting were published on March 30, 2010 and April 13, 2010.
- First Public Information Meeting - April 20, 2010
- Letters to Community Advisory Group (CAG) members were mailed on June 8, 2010.
- First CAG Meeting - June 17, 2010

F. Topographic Survey

- Survey of U.S. Route 30 and within NS Railroad right of way completed in April 2010
- Survey within EJ&E/CN Railroad right of way completed in June 2010

G. Development of Preliminary Geometrics

- Preliminary geometrics were developed and studies performed by V3 and Hanson for a range of grade separation alternatives between April and June of 2010.
- Schematic drawings depicting underpass and overpass alternatives were prepared by V3 and submitted to IDOT on June 3, 2010.

H. Evaluation of Feasibility of Raising/Lowering Track Grades

- Hanson evaluated the feasibility of raising and lowering the EJ&E/CN and NS track grades in a memorandum to V3 dated June 30, 2010.

I. Drainage Studies

- To date, data collection has been completed and the preparation of both, Location Drainage Study and Pump Station Hydraulic Report, has been initiated.

J. MOT Section

- As part of the development of the various underpass and overpass alternatives, options for providing two lanes vs. four lanes of traffic on U.S. Route 30 during construction were considered.

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2. POTENTIAL CONCERNS AND ISSUES:

To date, the CN has not officially informed IDOT of the progress of the high-level talks between the NS and the CN with regards to the NS agreeing to eliminate the NS at-grade crossing located about +/- 400 feet just north of the CN crossing, thereby allowing only one grade separation structure to be built that would carry 2 CN tracks plus a potential re-aligned NS tracks running adjacent to the CN tracks. The results of the talks are crucial because IDOT needs to complete the preliminary design of the various grade separation alternatives, and IDOT needs to know as soon as possible whether or not concept plans need to reflect one structure that carries both CN & NS tracks or two separate structures, one for the CN and one for NS.

3. CN RESPONSES TO VARIOUS ISSUES AND REQUESTS:

- A. The CN provided V3 with a Railroad Right of Entry Agreement to allow field studies and topographic survey work to be completed.
- B. In support of the engineering survey work needed for Phase I engineering, the CN prioritized providing of railroad protective flagging services and at no cost to the Phase I engineering contract. The CN also waived its normal right-of-entry fee for the engineering survey work.

SUMMARY FOR BOTH LOCATIONS

As indicated above, the CN so far, has been cooperating with our consultants in providing the information they need to continue developing their plans and the different grade separation alternatives; however, the critical issue of future maintenance responsibility of the structures when built still remains unresolved. In one of the meetings between IDOT and the CN, each agency stated its position about the future maintenance responsibility of the structures. With the exception of the tracks, ballast and RR facilities, the CN stated that it does not wish to maintain the superstructure or the substructure of the bridge. The Department stated that, since this project is not an IDOT initiated project, but rather was mandated by the STB as a direct result of the CN acquisition of the EJ&E, the structures should not be IDOT's responsibility to maintain, but instead the full responsibility to maintain the entire structure should fall on the CN. It was decided at the meeting to come back to this issue and address it at a later date.