

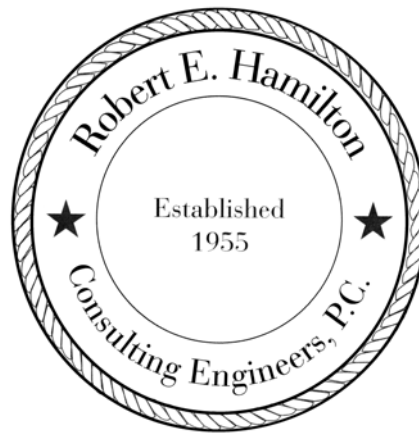
VILLAGE OF

FRANKFORT

INC ♦ 1879

QUIET ZONE FEASIBILITY STUDY
PROJECT #09910

PREPARED BY:



ROBERT E. HAMILTON CONSULTING ENGINEERS, PC

PREPARED: OCTOBER 2009

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ROBERT E. HAMILTON CONSULTING ENGINEERS, PC: IL LICENSE NO. 184-003205

I. INTRODUCTION

In 1994, Congress passed a law requiring the sounding of locomotive horns for safety at all at-grade railroad-street crossings. The law allowed some room for “reasonable exceptions.” Over several years the Federal Railroad Administration (FRA) collected information and the Final Rule was issued in 2005. This Final Rule allows local governments to file for Quiet Zones, corridors where train horns are prohibited except in emergencies, with the implementation of safety improvements based on an established safety level of risk.

The purchase of the EJ&E Railroad by Grand Trunk Corporation is expected to significantly increase train traffic along the EJ&E line that runs through the Village of Frankfort. It is anticipated that train traffic in the Frankfort area will increase from 11 trains a day to 28 trains a day with the potential for additional train traffic in the future. This additional train traffic increased the concern of the community on the impact of train noise on quality of life.

There are six public, at-grade crossings and one private, at-grade crossing within the Village of Frankfort. The following is the list of at-grade crossings:

- 116th Avenue
- Wolf Road
- Center Road
- Private Crossing, Railroad Milepost 14.64
- W. Sauk Trail
- Pfeiffer Road
- S. Harlem Avenue

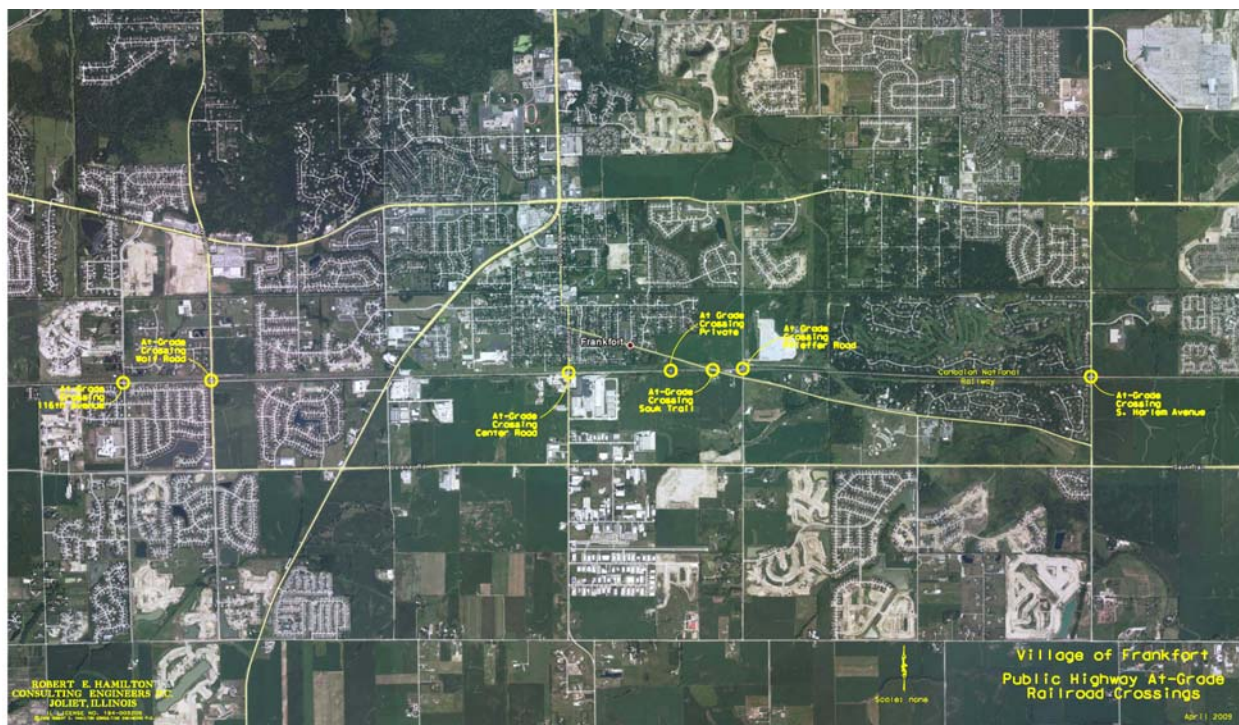


FIGURE 1: VILLAGE OF FRANKFORT RAILROAD CROSSINGS

In May of 2009 Robert E. Hamilton Consulting Engineers, PC (REHCE) was retained to develop a Quiet Zone Feasibility Study for the Village. The purpose and goal of the project is to evaluate the feasibility of a 24-hour Quiet Zone or zones through the Village of Frankfort in accordance with the Final Rule, and to submit the Village's Notice of Intent to create a quiet zone.

The study is designed to identify and recommend improvements to achieve quiet zone status. To that end, a diagnostic team was created. The creation of the diagnostic team is a federally required procedure involving a group of government agency and railroad representatives to evaluate conditions at each grade crossing to ensure the recommendations being made for safety improvement are appropriate.

With the completion of the study the next step would be designing and constructing the necessary improvements. Once that is complete the Village can file a Notice of Establishment that would result in the implementation of the quiet zone.

The process included elements of coordination and outreach to involve and gather input from key stakeholders. This effort also included web updates to inform interested parties of key aspects in the development of the plan as well as a public open house. The process for developing the plan is outlined through five primary steps:

Initiation – This phase was highlighted by working with Village staff to gather Frankfort's planning documents including current improvement plans for crossings and accident data. The membership of the Diagnostic Team was determined in this phase.

Inventory – An inventory of at-grade railroad crossings was completed to collect detailed information of each crossing and rectify any discrepancies with the information maintained in the FRA database. A site visit was conducted to verify and obtain inventory information as needed.

Existing Conditions Analysis – This phase focused on analyzing the existing conditions in regards to safety. Based on the current conditions, options of improvements were evaluated including an evaluation of upgrades already designed for three crossings. The existing Risk Index was calculated for each crossing to meet the requirements for quiet zone.

Recommended Safety Improvements – The future Risk Index was calculated based on projected train traffic as provided by Canadian National (CN), and the required level of safety improvement was determined. The firm worked with the Village to review options for crossing upgrades based on safety, expense, time, aesthetics, and community acceptance.

Implementation Plan – The previous phases were designed to gather background information, build support from stakeholder organizations and identify improvements necessary to meet quiet zone standards for the creation of the implementation plan. The implementation plan details the background and further defines the priority improvements for each crossing.

II. QUIET ZONE CREATION

According to the Final Rule, in order to establish a Quiet Zone, all public at-grade crossings within the Quiet Zone must be equipped with the following:

§222.35 (b) – Active grade crossing warning devices consisting of both **flashing lights** and **gates** equipped with constant warning time devices if reasonably practical, and power-out indicators.

§222.35 (c) – **Advance warning signs** advising motorists that train horns are not sounded at the crossing.

Private at-grade crossings have separate requirements as determined by the Diagnostic Team. Any safety upgrades recommended by the Diagnostic Team must be implemented at the private crossing in addition to the following as a minimum:

§222.25 (b) – Each approach shall be marked by a **crossbuck** sign, **stop** sign, and **advance warning signs** advising motorists that train horns are not sounded at the crossing.

In addition to the above, one of the following three criteria must be met for the entire Quiet Zone corridor:

§222.39(a) (1) – Implement, at every public highway-rail grade crossing within the quiet zone, one or more SSMs.

§222.39(a) (2) – Reduce the Quiet Zone Risk Index to at, or below, the Nationwide Significant Risk Threshold.

§222.39(a) (3) – Implement SSMs [or ASMs]... to reduce the Quiet Zone Risk Index to a level at or below the Risk Index With Horns.

The Risk Index With Horns (RIWH) is a quantification of the existing risk of accident at each crossing. The FRA provides a calculator to establish the RIWH based on past accident data, automobile traffic volume, train traffic volume, train speeds, number of tracks, and various other factors. The Quiet Zone Risk Index (QZRI) is approximately 1.67 times greater than the RIWH and represents the increased risk of accidents due to the removal of train horns. The Nationwide Significant Risk Threshold (NSRT) is the nationwide average level of risk found to be acceptable as determined by the FRA. The NSRT is recalculated by the FRA every year in a similar manner as the RIWH for a single crossing.

Standard Safety Measures (SSMs) and Alternate Safety Measures (ASMs) are implemented to reduce the Risk Index of a crossing. SSMs include closure of a crossing; installation of four-quadrant gates; installation of gates with medians or channelization devices; or modification of a crossing to be a one-way street with gates. Each safety measure must meet certain criteria stated in the Final Rule; for example, medians and channelization devices must extend at least 100 feet from the crossing in both directions or 60 feet if another intersection is within 100 feet.

Alternate Safety Measures (ASMs) include modified SSMS, such as medians or channelization devices that cannot meet the minimum distance requirements; Non-Engineered ASMs, such as public education programs; or Engineering ASMs, such as the correction of sight distance hazards.

III. ANALYSIS AND PROPOSED IMPROVEMENTS

As previously identified, the Village of Frankfort has six public, at-grade crossings, and one private, at-grade crossing. In order to provide the greatest level of safety within the community, the Village has identified the desire to implement SSMs or ASMs at all crossings. In addition to providing the greatest benefit to the public, this will aid in the permanent creation of a Quiet Zone. Because the NSRT is recalculated every year, and because the QZRI of a crossing may change due to additional traffic volume or accidents, it is possible for a community to lose Quiet Zone status. By implementing safety improvements at all crossings, the Village of Frankfort is substantially reducing the risk of losing their Quiet Zone.

The Village of Mokena is located to the northwest of the Village of Frankfort and shares two at-grade crossings over the CN railroad with the Village of Frankfort. The corporate boundary between the two municipalities lies along the CN railroad at the Owens Road / 116th Avenue and at Wolf Road. Crossing and roadway improvements at these locations are under the jurisdiction of both communities. To facilitate creation of a Quiet Zone, the Village of Mokena has delegated their jurisdictional authority over crossing improvements and Quiet Zone creation to the Village of Frankfort. This enables Frankfort to create a Quiet Zone at these shared crossings without separate application by the Village of Mokena.

The existing FRA Crossing Inventories show 11 trains per day traveling through the Village of Frankfort. According to CN's approved application to the Surface Transportation Board (STB), train traffic may increase to 29 trains per day. CN is also planning to utilize the second track at Wolf Road and Center Road as a main track rather than a siding track as noted in the current FRA Crossing Inventories. In addition, CN will be adding a second main track to Owens Road / 116th Street. To aid in the permanent creation of a Quiet Zone, the FRA Crossing Inventories were updated to account for the 2-year, full build-out of the CN railroad acquisition. Improvements proposed for construction within the next two years by the Village, CN, and the Cook County Highway Department were also considered in the calculations for the Quiet Zone.

There are presently improvements planned for three of the crossings. The Village of Frankfort is overseeing improvements to Owens Road / 116th Avenue and Center Road. Plans are already in place for construction along both streets, and include construction of non-traversable medians in both cases. In addition, as part of the improvement plans for Owens Road, crossing gates shall be installed. The addition of non-traversable medians adds an SSM to each crossing.

The Village has placed a high level of importance on reducing the time necessary to create a Quiet Zone. As such, any improvements identified for Quiet Zone creation have been chosen for completion within two years. The improvements planned by the Village for Center Road include construction of non-traversable median SSMs. However, construction of the project has been delayed due to ongoing ROW acquisition and coordination with other agencies, and it is possible construction will not be complete within two years. Interim safety improvements have been proposed to ensure creation of a Quiet Zone.

The Cook County Highway Department (CCHD) is overseeing improvements to Harlem Avenue. Plans are under development to widen Harlem Avenue from a two-lane cross-section to a five-lane cross-section with a non-traversable median at the railroad crossing. The addition of

the non-traversable medians adds an SSM to the crossing. However, construction for the planned improvements is not scheduled to begin for two to three years. Since the creation of a Quiet Zone and the implementation of safety improvements at all crossings are high priorities for the community of Frankfort, interim safety improvements are recommended for Harlem Avenue.

A Diagnostic Team meeting was held on June 29, 2009, and included members of the FRA, CN, ICC, REHCE staff, Village of Mokena staff, village officials, and others. At the meeting, the FRA indicated that installation of constant warning circuitry would be required at every crossing as part of a Quiet Zone. Representatives of the Canadian National Railroad stated that installation of constant warning circuitry would be triggered by the filing of the Notice of Intent to create a Quiet Zone, and that the CN will install the circuitry prior to completion of the crossing improvements. The Diagnostic Team had no specific recommendations to any crossings and recommended that the Village refer to the Final Rule for guidance. The meeting minutes from the Diagnostic Team meeting are included for reference.

Owens Road / 116th Avenue. Crossing # 260620E. Milepost 11.49

Risk Index with Horns: 20,861.81

Risk Index without Horns: 34,797.50

SSM Implementation: Non-traversable medians.

Risk Reduction Effectiveness: 0.80

Quiet Zone Risk Index: 6,959.50

The at-grade crossing at Owens Road / 116th Avenue does not have any existing SSMs or ASMs. The existing crossing is also without crossing gates although there are flashing warning lights and one warning bell present. The existing warning bell is required to remain after the creation of a Quiet Zone. There is one railroad track at the crossing. This crossing is shared by the Village of Frankfort and the Village of Mokena.

Improvement plans have already been developed and include roadway reconstruction; striping, including railroad crossing symbols; non-traversable medians; and installation of crossing gates. The project has been awarded by the Village and construction is scheduled for completion in 2009.

To qualify as an SSM a requirement of the plans must be that the non-traversable median is at least six inches (6") in height and extends at least 100 feet from the crossing gate to the north and from the crossing gate to the south. Additional improvements required for the creation of a Quiet Zone are the installation of No Train Horn advance warning signs (MUTCD sign W10-9).

Appendix A of the Final Rule establishes the effectiveness of non-traversable curbs with or without channelization devices at 0.80.

Preliminary Engineers Opinion of Probable Construction Costs: \$200,000.

Wolf Road. Crossing # 260621L. Milepost 11.96

Risk Index with Horns: 27,910.61

Risk Index without Horns: 46,554.89

SSM Implementation: Non-traversable medians.

Risk Reduction Effectiveness: 0.80

Quiet Zone Risk Index: 9,310.98

The at-grade crossing at Wolf Road does not have any existing SSMs or ASMs. The existing crossing has crossing gates with flashing warning lights and one warning bell present. The existing warning bell is required to remain after the creation of a Quiet Zone. There are two railroad tracks at the crossing. This crossing is shared by the Village of Frankfort and the Village of Mokena.

It is recommended that non-traversable medians be added to Wolf Road as an SSM. Improvement plans will need to be developed and should include either construction of six inch (6") cast-in-place curb, or six inch (6") pre-cast curb retrofitted to the existing roadway. Village staff could potentially retrofit the pre-cast curb themselves to reduce costs if that option is selected. Medians are required to be six inches (6") in height and must extend 100 feet to the north and south from the crossing gates. In conjunction with the addition of non-traversable medians, the roadway speed limit must be reduced to 40 mph. Additional improvements required for the creation of a Quiet Zone shall be installation of No Train Horn advance warning signs (MUTCD sign W10-9), and the addition of constant warning circuitry. In addition, stop bars at the crossing gates and advance crossing pavement symbols are faded and should be replaced.

There is an existing bike path that is part of Wolf Road at the crossing. The bike path is separate and parallel to Wolf Road north and south of the crossing, but moves onto the road at the crossing so that there is only one railroad crossing. It is recommended that long term plans of the Village include extending the bike path across the railroad as a separate crossing. However, this is not a requirement for creation of a Quiet Zone. As a minimum, the bike path pavement marking should be replaced and the stop bar pavement marking extended to include the bike path.

Appendix A of the Final Rule establishes the effectiveness of non-traversable curbs with or without channelization devices at 0.80.

Preliminary Engineers Opinion of Probable Construction Costs: \$60,000 – \$200,000.

Center Road. Crossing # 260623A. Milepost 14.05

Risk Index with Horns: 25,376.98

Risk Index without Horns: 42,328.81

SSM Implementation: Channelization.

Risk Reduction Effectiveness: 0.75

Quiet Zone Risk Index: 10,582.20

The at-grade crossing at Center Road does not have any existing SSMs or ASMs. The existing crossing has crossing gates with flashing warning lights and two warning bell

present. The existing warning bells are required to remain after the creation of a Quiet Zone. There are two railroad tracks at the crossing.

Improvement plans have already been developed and include roadway reconstruction; striping, including railroad crossing symbols; and non-traversable medians. However, it is possible these improvements would not be constructed within the next two years. Therefore, it is recommended to provide channelization devices as an SSM for the crossing at Center Road. Channelization is a low-cost SSM that can be easily removed at the time reconstruction will take place. Channelization at Center Road could be permanent, or could be removed when non-traversable medians are installed in the future.

If non-traversable medians are built in the future, a requirement of the plans must be that the medians are at least six inches (6") in height and at least 100 feet long from the crossing gate to the north and 60 feet long from the crossing gate to the south in order to qualify as an SSM. In addition, the FRA Crossing Inventories must be updated, and the FRA notified in writing of the new improvements. Because non-traversable medians are rated as a greater safety improvement than channelization by the Final Rule, Quiet Zone status shall not be affected by the change.

Additional improvements required for the creation of a Quiet Zone are the installation of No Train Horn advance warning signs (MUTCD sign W10-9).

Appendix A of the Final Rule establishes the effectiveness of non-traversable curbs with or without channelization devices at 0.80.

Preliminary Engineers Opinion of Probable Construction Costs:

Channelization: \$13,000 – \$24,000.

Reconstruction: \$200,000.

Private Crossing. Crossing # 260625N. Milepost 14.64

The at-grade private crossing does not have any existing SSMs or ASMs. The existing crossing has cross-bucks as required under a Quiet Zone. There is one railroad track at the crossing.

The Diagnostic Team recommended no additional improvements beyond those stated in the Final Rule. Improvements shall include the installation of stop signs (MUTCD sign R1-1), and No Train Horn advance warning signs (MUTCD sign W10-9). A copy of the Notice of Intent to Create a Quiet Zone shall be forwarded to the owners of the crossing and the adjacent landowners.

Preliminary Engineers Opinion of Probable Construction Costs: \$500 – \$1,000.

Sauk Trail. Crossing # 260626V. Milepost 14.83

Risk Index with Horns: 20,130.79

Risk Index without Horns: 33,578.15

ASM Implementation: Channelization

Risk Reduction Effectiveness: 0.375

Quiet Zone Risk Index: 20,986.34

The at-grade crossing at Sauk Trail does not have any existing SSMs or ASMs. The existing crossing has crossing gates with flashing warning lights and one warning bell present. The existing warning bell is required to remain after the creation of a Quiet Zone. There is one railroad track at the crossing.

Due to the presence of a residential driveway located approximately 40 feet east of the crossing gate along the south side of Sauk Trail, installation of channelization as an SSM is not feasible. To be considered an SSM, channelization must extend 100 feet from the crossing gate or 60 feet if there is an intersection within 100 feet. However, as discussed at the Diagnostic Team meeting, if channelization is provided to the full requirement on one side of the crossing, the FRA will consider the improvement an ASM and will grant credit at half the value of the SSM.

Recommended improvements consist of the addition of 100 feet of channelization devices along the west approach of the crossing. To provide additional safety benefit while allowing full access from the residential driveway, it is recommended to install 20 feet of channelization devices along the east approach of the crossing. No Train Horn advance warning signs (MUTCD sign W10-9) and constant warning circuitry must also be provided. Village staff could potentially install the channelization themselves to reduce costs.

Appendix A of the Final Rule establishes the effectiveness of channelization devices at 0.75. Per the discussions of the Diagnostic Team, and later confirmed by the FRA, the effectiveness of providing 100 ft of channelization on only one side of the crossing results in an effectiveness of 0.375, or half that of channelization as an SSM.

Preliminary Engineers Opinion of Probable Construction Costs: \$10,000 – \$25,000.

Pfeiffer Road. Crossing # 260627C. Milepost 15.06

Risk Index with Horns: 21,096.56

Risk Index without Horns: 35,189.07

ASM Implementation: Channelization

Risk Reduction Effectiveness: 0.375

Quiet Zone Risk Index: 21,993.17

The at-grade crossing at Pfeiffer Road does not have any existing SSMs or ASMs. The existing crossing has crossing gates with flashing warning lights and one warning bell present. The existing warning bell is required to remain after the creation of a Quiet Zone. There is one railroad track at the crossing.

Similar to the Sauk Trail crossing, the presence of a commercial drive south of the crossing prohibits installation of channelization as an SSM. Wilson & Sons Blacktop Paving has an entrance on Pfeiffer Road located even with the southern crossing gate and an additional entrance approximately 75 feet farther south. Rather than remove both entrances, the Village has elected to install channelization devices on the north side of the crossing only.

Recommended improvements consist of the addition of 100 feet of channelization devices along the north approach of the crossing. No Train Horn advance warning signs (MUTCD sign W10-9) and constant warning circuitry must also be provided. Village staff could potentially install the channelization themselves to reduce costs.

Appendix A of the Final Rule establishes the effectiveness of channelization devices at 0.75. Per the discussions of the Diagnostic Team, the effectiveness of providing 100 ft of channelization on only one side of the crossing results in an effectiveness of 0.375, or half that of channelization as an SSM.

Preliminary Engineers Opinion of Probable Construction Costs: \$7,000 – \$12,000.

Harlem Avenue. Crossing # 260628J. Milepost 17.06

Risk Index with Horns: 27,647.37

Risk Index without Horns: 46,115.82

SSM Implementation: Channelization

Risk Reduction Effectiveness: 0.75

Quiet Zone Risk Index: 11,528.96

While improvements to provide a non-traversable median SSM are planned for Harlem Avenue, construction is several years in the future. It is desirable to provide an interim improvement to increase safety at the crossing and aid in the creation of a Quiet Zone. It is recommended to provide channelization devices as an SSM for the crossing at Harlem Avenue. Channelization is a low-cost SSM that can be easily removed at the time reconstruction will take place.

Harlem Avenue is under the jurisdiction of the Cook County Highway Department and any improvements to it are subject to permit approval from the Highway Department. The Cook County Highway Department has conducted a permit review for the addition of channelization as an SSM. The permit ID Number is 09-08-1195-C and the permit has been approved (See Appendix M).

If non-traversable medians are built in the future, a requirement of the plans must be that the medians are at least six inches (6") in height and at least 100 feet long from the crossing gates to the north and south. In addition, the FRA Crossing Inventories must be updated, and the FRA notified in writing of the new improvements. Because non-traversable medians are rated as a greater safety improvement than channelization by the Final Rule, Quiet Zone status shall not be affected by the change.

Recommended improvements consist of the addition of 100 feet of median channelization devices to the north and south approaches of the crossing. In addition, constant warning circuitry must be installed and No Train Horn advance warning signs (MUTCD sign W10-9) provided. In addition, stop bars at the crossing gates and advance crossing pavement symbols are faded and should be replaced. Village staff could potentially install the channelization themselves to reduce costs.

Appendix A of the Final Rule establishes the effectiveness of channelization devices at 0.75.

Preliminary Engineers Opinion of Probable Construction Costs: \$13,000 – \$24,000.

Village of Frankfort Quiet Zone Corridor

Risk Index with Horns: 23,837.35

Risk Index without Horns: 39,760.71

Quiet Zone Risk Index: 13,560.19

Nationwide Significant Risk Threshold: 18,775.00

The Village of Frankfort Quiet Zone would extend from Owens Road / 116th Street to the east to Harlem Avenue to the west. Pursuant to the Final Rule, train whistles shall be prohibited from being sounded except in emergencies for all crossings within the Village. This shall include trains approaching the crossings at Owens Road and Harlem Avenue from outside the jurisdiction of the Village.

Yearly changes to the NSRT by the FRA and potential increases in the Quiet Zone Risk Index from accidents or changes to the current FRA Crossing Inventory could result in the loss of Quiet Zone status. However, new safety measures to all crossings, including SSMs at three of the six public crossings, result in a QZRI that is significantly below the current NSRT and significantly below the RIWH.

Preliminary Engineers Opinion of Probable Construction Costs: \$303,500 – \$662,000.

IV. QUIET ZONE ESTABLISHMENT AND REPORTING REQUIREMENTS

In order to create a Quiet Zone a Notice of Intent to Create a Quiet Zone must be filed. The Notice outlines the proposed improvements planned to create the Quiet Zone. The Notice of Intent must be provided to all railroads operating over the Quiet Zone, the Illinois Commerce Commission (ICC), the FRA, and the owners of any private crossings. In addition, it is recommended to submit the Notice of Intent to all members of the Diagnostic Team.

After submittal of the Notice of Intent, a 60-day comment period commences where the recipients may comment on or provide additional information on the crossings or Quiet Zone. For example, the CN, private crossing owners, or other recipients may correct errors on the FRA Crossing Inventories, may propose additional improvements, or may respond disapprovingly of the Quiet Zone. Any comments received must be responded to and the comments and responses must be included in the Public Authority Application.

Because the Village of Frankfort is choosing to increase crossing safety through the use of Alternate Safety Measures (ASMs), a Public Authority Application is required. The Public Authority Application should be submitted to the same agencies as the Notice of Intent and may be submitted any time after the 60-day Notice of Intent comment period. Similar to the Notice of Intent, the Application outlines the proposed improvements necessary to create the Quiet Zone, but also outlines their planned effectiveness with supporting calculations and background information. The Application also has a 60-day comment period where recipients are instructed to direct their comments directly to the FRA. At the end of the 60-day comment period the FRA shall either approve the Quiet Zone, approve the Quiet Zone with conditions, or may disapprove the Quiet Zone. According to the Final Rule, the FRA bases their decision on the planned improvements, their effectiveness, and whether the applicant has sufficiently demonstrated that the QZRI meets the appropriate thresholds.

After the Public Authority Application has been approved by the FRA, the Village can start the process of preparing plans, specifications and estimate, and constructing the improvements. After construction has been completed at all crossings, the Village should file the Notice of Quiet Zone Establishment. Criteria for the Notice of Establishment are found in Section 222.43 (d) of the Final Rule. The Quiet Zone is immediately in effect with the filing of the Notice of Establishment.

Periodic updates are required with the creation of any Quiet Zone. The Frankfort Quiet Zone is being created by lowering the QZRI to a level lower than the NSRT and the RIWH; as such, updates must be sent to the FRA every 2 ½ to 3 years after the date of establishment. Each update must include written affirmation that all SSMs and ASMs are implemented and functioning per the Notice of Intent and Public Application, and up-to-date, accurate FRA Crossing Inventories.

V. CONTACT INFORMATION

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VI. RECIPIENTS OF THE NOTICE OF INTENT**Federal Railroad Administration**

Tammy Wagner
200 W. Adams, Suite 310
Chicago, IL 60606
312-353-6203

Illinois Commerce Commission

Stan Milewski
527 East Capitol Avenue
Springfield, IL 62701
815-463-8387

Frankfort Fire Protection District

Chief James M. Grady III
333 W. Nebraska Street
Frankfort, IL 60423
815-469-1700

The Lincoln-Way High School District #210

Dr. Brian Murphy, Director of Transportation
1801 E. Lincoln Highway
New Lenox, IL 60451
815-462-2190

Frankfort School District 157-C

Curt Saindon
Assistant District Superintendent
10482 W. Nebraska St
Frankfort, IL 60423
815-469-5922

Village of Mokena

Paul Pearson
11004 Carpenter Street
Mokena, IL 60448

Canadian National

John Henriksen
Manager of Public Works
17641 South Ashland Avenue
Homewood, IL 60430
708-332-3557

Village of Frankfort

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432 W. Nebraska Street
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815-469-2177

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815-469-2177

Terry Kestel
Superintendent of Public Works
432 W. Nebraska Street
Frankfort, IL 60423
815-469-2177

Jeff Cook
Community Development Director
432 W. Nebraska Street
Frankfort, IL 60423
815-469-2177

Frankfort Police Department

Chief Robert E. Piscia
20602 Lincoln Way Lane
Frankfort, IL 60423

Cook County Highway Department

Javier Romero
13600 South Ashland Avenue
Riverdale, IL 60406
708-388-1893

Private Crossing Owners

Mr. Manuel Barrerra
Trust 2070
9040 S. Richmond Ave
Evergreen Park, IL 60805

Ms. Helene Schroeder
10800 Southwest Highway
Worth, IL 60482

Mr. Scott Bertrand
Commonwealth Edison Company
25000 Governor's Highway
University Park, IL 60466

Illinois Department of Highways

Andy Rabadi
IDOT, Bureau of Local Roads, District 1
201 W. Center Street
Schaumburg, IL 60196
847-705-4256

BNSF Railroad

Patricia Casler
Director of Suburban Operations
547 W. Jackson Blvd., Suite 1509
Chicago, IL 60661
312-850-5680

Union Pacific Railroad

Engineering Department
Re: Quiet Zone Establishment
1400 Douglas Street, STOP 0910
Omaha, NE 68179-0910

APPENDIX A: EXISTING FRA CROSSING INVENTORIES

U.S. DOT - CROSSING INVENTORY INFORMATION

AS OF 9/10/2009

Crossing No.: 260620E Update Reason: Changed Crossing Effective Begin-Date of Record: 03/31/09
Railroad: EJE Elgin, Joliet & Eastern Rwy Co. [EJE] End-Date of Record:
Initiating Agency State Type and Position: Public At Grade

Part I Location and Classification of Crossing

Division:	JOLIET	State:	IL
Subdivision:	EASTERN SUB	County:	WILL
Branch or Line Name:	MAINLINE	City:	Near FRANKFORT
Railroad Milepost:	0011.49	Street or Road Name:	OWENS RD/116TH AV
RailRoad I.D. No.:		Highway Type & No.:	TR330
Nearest RR Timetable Stn:	FRANKFORT	HSR Corridor ID:	
Parent Railroad:		County Map Ref. No.:	NA
Crossing Owner:	Elgin, Joliet & Eastern Rwy Co. [EJE]	Latitude:	41.4913800
ENS Sign Installed:	Yes	Longitude:	-87.8977700
Passenger Service:	None	Lat/Long Source:	Actual
Avg Passenger Train Count:	0	Quiet Zone:	No
Adjacent Crossing with Separate Number:	No		

Private Crossing Information:

Category:	Public Access:
Specify Signs:	Specify Signals:

ST/RR A	ST/RR B	ST/RR C	ST/RR D
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Railroad Use:

State Use:

Narrative: REMOTE MONITORING SYSTEM

Emergency Contact:	(815)727-6191	Railroad Contact:	(815)740-6742	State Contact:	(847)705-4110
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Part II Railroad Information

Number of Daily Train Movements:	Less Than One Movement Per Day:	No
Total Trains: 11 Total Switching: 0	Day Thru:	5
Typical Speed Range Over Crossing: From 5 to 45 mph	Maximum Time Table Speed:	45
Type and Number of Tracks: Main: 1 Other: 0	Specify:	
Does Another RR Operate a Separate Track at Crossing?	No	
Does Another RR Operate Over Your Track at Crossing?	Yes: CN	

U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing 260620E

Continued

Effective Begin-Date of Record: 03/31/09

End-Date of Record:

Part III: Traffic Control Device Information

Signs:

Crossbucks:	2	Highway Stop Signs:	0
Advanced Warning:	No	Hump Crossing Sign:	No
Pavement Markings:	No Markings	Other Signs:	0
		Specify:	0

Train Activated Devices:

Gates:	0	4 Quad or Full Barrier:	No
Mast Mounted FL:	2	Total Number FL Pairs:	4
Cantilevered FL (Over):	0	Cantilevered FL (Not over):	0
Other Flashing Lights:	0	Specify Other Flashing Lights:	
Highway Traffic Signals:	0	Wigwags:	0
Other Train Activated Warning Devices:		Bells:	1
Channelization:	None	Special Warning Devices Not Train Activated:	
Track Equipped with Train Signals?	Yes	Type of Train Detection:	Constant Warning Time
		Traffic Light Interconnection/Preemption:	N/A

Part IV: Physical Characteristics

Type of Development:	Open Space	Smallest Crossing Angle:	60 to 90 Degrees
Number of Traffic Lanes Crossing Railroad:	2	Are Truck Pullout Lanes Present?	No
Is Highway Paved?	Yes	If Other:	
Crossing Surface:	Rubber	Is it Signalized?	No
Nearby Intersecting Highway?	201 to 500 feet	Is Crossing Illuminated?	No
Does Track Run Down a Street?	No		
Is Commercial Power	Yes		

Part V: Highway Information

Highway System:	Non-Federal-aid	Functional Classification of Road at Crossing:	Urban Local
Is Crossing on State Highway System:	No		
Annual Average Daily Traffic (AADT):	001600	AADT Year:	2008
Estimated Percent Trucks:	03	Avg. No of School Buses per Day:	0
Posted Highway Speed:	0		

U.S. DOT - CROSSING INVENTORY INFORMATION

AS OF 9/10/2009

Crossing No.: 260621L Update Reason: Changed Crossing Effective Begin-Date of Record: 03/31/09
Railroad: EJE Elgin, Joliet & Eastern Rwy Co. [EJE] End-Date of Record:
Initiating Agency State Type and Position: Public At Grade

Part I Location and Classification of Crossing

Division:	JOLIET	State:	IL
Subdivision:	EASTERN SUB	County:	WILL
Branch or Line Name:	MAINLINE	City:	Near FRANKFORT
Railroad Milepost:	0011.96	Street or Road Name:	WOLF RD
RailRoad I.D. No.:		Highway Type & No.:	FAU2688
Nearest RR Timetable Stn:	FRANKFORT	HSR Corridor ID:	
Parent Railroad:		County Map Ref. No.:	NA
Crossing Owner:	Elgin, Joliet & Eastern Rwy Co. [EJE]	Latitude:	41.4916600
ENS Sign Installed:	Yes	Longitude:	-87.8880500
Passenger Service:	None	Lat/Long Source:	Actual
Avg Passenger Train Count:	0	Quiet Zone:	No
Adjacent Crossing with Separate Number:	No		

Private Crossing Information:

Category:	Public Access:
Specify Signs:	Specify Signals:

ST/RR A	ST/RR B	ST/RR C	ST/RR D
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Railroad Use:

State Use:

Narrative: REMOTE MONITORING SYSTEM

Emergency Contact:	(815)727-6191	Railroad Contact:	(815)740-6742	State Contact:	(847)705-4110
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Part II Railroad Information

Number of Daily Train Movements:	Less Than One Movement Per Day:	No
Total Trains: 11 Total Switching: 0	Day Thru:	5
Typical Speed Range Over Crossing: From 5 to 45 mph	Maximum Time Table Speed:	45
Type and Number of Tracks: Main: 1 Other: 1	Specify:	SIDING
Does Another RR Operate a Separate Track at Crossing?	No	
Does Another RR Operate Over Your Track at Crossing?	Yes: CN	

U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing 260621L

Continued

Effective Begin-Date of Record: 03/31/09

End-Date of Record:

Part III: Traffic Control Device Information

Signs:

Crossbucks:	2	Highway Stop Signs:	0
Advanced Warning:	No	Hump Crossing Sign:	No
Pavement Markings:	No Markings	Other Signs:	2 Specify: 2TRACKS
			0

Train Activated Devices:

Gates:	2	4 Quad or Full Barrier:	No
Mast Mounted FL:	2	Total Number FL Pairs:	4
Cantilevered FL (Over):	0	Cantilevered FL (Not over):	0
Other Flashing Lights:	0	Specify Other Flashing Lights:	
Highway Traffic Signals:	0	Wigwags:	0 Bells: 2
Other Train Activated Warning Devices:		Special Warning Devices Not Train Activated:	
Channelization:	None	Type of Train Detection:	Motion Detectors
Track Equipped with Train Signals?	Yes	Traffic Light Interconnection/Preemption:	N/A

Part IV: Physical Characteristics

Type of Development:	Open Space	Smallest Crossing Angle:	60 to 90 Degrees
Number of Traffic Lanes Crossing Railroad:	2	Are Truck Pullout Lanes Present?	No
Is Highway Paved?	Yes	If Other:	
Crossing Surface:	Rubber	Is it Signalized?	No
Nearby Intersecting Highway?	201 to 500 feet	Is Crossing Illuminated?	No
Does Track Run Down a Street?	No		
Is Commercial Power	Yes		

Part V: Highway Information

Highway System:	Other FA Highway - Not NHS	Functional Classification of Road at Crossing:	Urban Collector
Is Crossing on State Highway System:	No		
Annual Average Daily Traffic (AADT):	007800	AADT Year:	2008
Estimated Percent Trucks:	07	Avg. No of School Buses per Day:	0
Posted Highway Speed:	0		

U.S. DOT - CROSSING INVENTORY INFORMATION

AS OF 9/10/2009

Crossing No.: 260623A Update Reason: Changed Crossing Effective Begin-Date of Record: 03/31/09
Railroad: EJE Elgin, Joliet & Eastern Rwy Co. [EJE] End-Date of Record:
Initiating Agency State Type and Position: Public At Grade

Part I Location and Classification of Crossing

Division:	JOLIET	State:	IL
Subdivision:	EASTERN SUB	County:	WILL
Branch or Line Name:	MAINLINE	City:	In FRANKFORT
Railroad Milepost:	0014.05	Street or Road Name:	CENTER RD
RailRoad I.D. No.:		Highway Type & No.:	FAU3759
Nearest RR Timetable Stn:	FRANKFORT	HSR Corridor ID:	
Parent Railroad:		County Map Ref. No.:	NA
Crossing Owner:	Elgin, Joliet & Eastern Rwy Co. [EJE]	Latitude:	41.4922200
ENS Sign Installed:	Yes	Longitude:	-87.8483300
Passenger Service:	None	Lat/Long Source:	Actual
Avg Passenger Train Count:		Quiet Zone:	No
Adjacent Crossing with Separate Number:	No		

Private Crossing Information:

Category:	Public Access:	Unknown	
Specify Signs:	Specify Signals:		
ST/RR A	ST/RR B	ST/RR C	ST/RR D

Railroad Use:

State Use:

Narrative: REMOTE MONITORING SYSTEM

Emergency Contact: (815)485-2500 Railroad Contact: (815)740-6742 State Contact: (847)705-4110

Part II Railroad Information

Number of Daily Train Movements:	Less Than One Movement Per Day:	No
Total Trains: 11 Total Switching: 0	Day Thru:	5
Typical Speed Range Over Crossing: From 5 to 45 mph	Maximum Time Table Speed:	45
Type and Number of Tracks: Main: 1 Other: 1	Specify:	SIDING
Does Another RR Operate a Separate Track at Crossing?	No	
Does Another RR Operate Over Your Track at Crossing?	Yes: CN	

U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing 260623A

Continued

Effective Begin-Date of Record: 03/31/09

End-Date of Record:

Part III: Traffic Control Device Information

Signs:

Crossbucks:	2	Highway Stop Signs:	0
Advanced Warning:	No	Hump Crossing Sign:	No
Pavement Markings:	RR Xing Symbols	Other Signs:	0
		Specify:	0

Train Activated Devices:

Gates:	2	4 Quad or Full Barrier:	No
Mast Mounted FL:	2	Total Number FL Pairs:	4
Cantilevered FL (Over):	0	Cantilevered FL (Not over):	0
Other Flashing Lights:	0	Specify Other Flashing Lights:	
Highway Traffic Signals:	0	Wigwags:	0
Other Train Activated Warning Devices:		Bells:	2
Channelization:	None	Special Warning Devices Not Train Activated:	
Track Equipped with Train Signals?	Yes	Type of Train Detection:	Constant Warning Time
		Traffic Light Interconnection/Preemption:	N/A

Part IV: Physical Characteristics

Type of Development:	Industrial	Smallest Crossing Angle:	60 to 90 Degrees
Number of Traffic Lanes Crossing Railroad:	2	Are Truck Pullout Lanes Present?	No
Is Highway Paved?	Yes	If Other:	
Crossing Surface:	Rubber	Is it Signalized?	No
Nearby Intersecting Highway?	76 to 200 feet	Is Crossing Illuminated?	No
Does Track Run Down a Street?	No		
Is Commercial Power	Yes		

Part V: Highway Information

Highway System:	Other FA Highway - Not NHS	Functional Classification of Road at Crossing:	Urban Minor Arterial
Is Crossing on State Highway System:	No		
Annual Average Daily Traffic (AADT):	004900	AADT Year:	2008
Estimated Percent Trucks:	18	Avg. No of School Buses per Day:	0
Posted Highway Speed:	0		

U.S. DOT - CROSSING INVENTORY INFORMATION

AS OF 9/10/2009

Crossing No.: 260625N Update Reason: Changed Crossing Effective Begin-Date of Record: 04/07/05
Railroad: EJE Elgin, Joliet & Eastern Rwy Co. [EJE] End-Date of Record:
Initiating Agency Railroad Type and Position: Private At Grade

Part I Location and Classification of Crossing

Division:	JOLIET	State:	IL
Subdivision:	EASTERN SUB	County:	WILL
Branch or Line Name:	MAINLINE	City:	In FRANKFORT
Railroad Milepost:	0014.64	Street or Road Name:	PRIVATE
RailRoad I.D. No.:		Highway Type & No.:	NA
Nearest RR Timetable Stn:	FRANKFORT	HSR Corridor ID:	
Parent Railroad:		County Map Ref. No.:	NA
Crossing Owner:	Elgin, Joliet & Eastern Rwy Co. [EJE]	Latitude:	41.4923600
ENS Sign Installed:	Yes	Longitude:	-87.8368200
Passenger Service:	None	Lat/Long Source:	Fed. Derived
Avg Passenger Train Count:	0	Quiet Zone:	No
Adjacent Crossing with Separate Number:	No		

Private Crossing Information:

Category:	Farm	Public Access:	No
Signs	Specify Signs: CROSSBUCKS	Specify Signals:	

ST/RR A	ST/RR B	ST/RR C	ST/RR D
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Railroad Use:

State Use:

Narrative:

Emergency Contact:	Railroad Contact:	State Contact:
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Part II Railroad Information

Number of Daily Train Movements:	Less Than One Movement Per Day:	No
Total Trains: 11 Total Switching: 0	Day Thru:	5
Typical Speed Range Over Crossing: From 5 to 45 mph	Maximum Time Table Speed:	45
Type and Number of Tracks: Main: 1 Other: 0	Specify:	
Does Another RR Operate a Separate Track at Crossing?	No	
Does Another RR Operate Over Your Track at Crossing?	Yes: CN	

U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing 260625N

Continued

Effective Begin-Date of Record: 04/07/05

End-Date of Record:

Part III: Traffic Control Device Information

Signs:

Crossbucks:	0	Highway Stop Signs:	0
Advanced Warning:		Hump Crossing Sign:	
Pavement Markings:		Other Signs:	0 Specify:
			0

Train Activated Devices:

Gates:	0	4 Quad or Full Barrier:	
Mast Mounted FL:	0	Total Number FL Pairs:	0
Cantilevered FL (Over):	0	Cantilevered FL (Not over):	0
Other Flashing Lights:	0	Specify Other Flashing Lights:	
Highway Traffic Signals:	0	Wigwags:	0 Bells: 0
Other Train Activated Warning Devices:		Special Warning Devices Not Train Activated:	
Channelization:		Type of Train Detection:	
Track Equipped with Train Signals?		Traffic Light Interconnection/Preemption:	

Part IV: Physical Characteristics

Type of Development:		Smallest Crossing Angle:	
Number of Traffic Lanes Crossing Railroad:		Are Truck Pullout Lanes Present?	
Is Highway Paved?		If Other:	
Crossing Surface:	Timber	Is it Signalized?	
Nearby Intersecting Highway?		Is Crossing Illuminated?	
Does Track Run Down a Street?			
Is Commercial Power			

Part V: Highway Information

Highway System:		Functional Classification of Road at Crossing:	
Is Crossing on State Highway System:			
Annual Average Daily Traffic (AADT):		AADT Year:	1970
Estimated Percent Trucks:		Avg. No of School Buses per Day:	0
Posted Highway Speed:	0		

U.S. DOT - CROSSING INVENTORY INFORMATION

AS OF 9/10/2009

Crossing No.: 260626V Update Reason: Changed Crossing Effective Begin-Date of Record: 03/31/09
Railroad: EJE Elgin, Joliet & Eastern Rwy Co. [EJE] End-Date of Record:
Initiating Agency State Type and Position: Public At Grade

Part I Location and Classification of Crossing

Division:	JOLIET	State:	IL
Subdivision:	EASTERN SUB	County:	WILL
Branch or Line Name:	MAINLINE	City:	Near FRANKFORT
Railroad Milepost:	0014.83	Street or Road Name:	SAUK TRAIL
RailRoad I.D. No.:		Highway Type & No.:	FAU3753
Nearest RR Timetable Stn:	FRANKFORT	HSR Corridor ID:	
Parent Railroad:		County Map Ref. No.:	NA
Crossing Owner:	Elgin, Joliet & Eastern Rwy Co. [EJE]	Latitude:	41.4925000
ENS Sign Installed:	Yes	Longitude:	-87.8322200
Passenger Service:	None	Lat/Long Source:	Actual
Avg Passenger Train Count:	0	Quiet Zone:	No
Adjacent Crossing with Separate Number:	No		

Private Crossing Information:

Category:	Public Access:
Specify Signs:	Specify Signals:

ST/RR A	ST/RR B	ST/RR C	ST/RR D
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Railroad Use:

State Use:

Narrative: REMOTE MONITORING SYSTEM

Emergency Contact:	(815)727-6191	Railroad Contact:	(815)740-6742	State Contact:	(847)705-4110
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Part II Railroad Information

Number of Daily Train Movements:	Less Than One Movement Per Day:	No
Total Trains: 11 Total Switching: 0	Day Thru:	5
Typical Speed Range Over Crossing: From 5 to 45 mph	Maximum Time Table Speed:	45
Type and Number of Tracks: Main: 1 Other: 0	Specify:	
Does Another RR Operate a Separate Track at Crossing?	No	
Does Another RR Operate Over Your Track at Crossing?	Yes: CN	

U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing 260626V

Continued

Effective Begin-Date of Record: 03/31/09

End-Date of Record:

Part III: Traffic Control Device Information

Signs:

Crossbucks:	2	Highway Stop Signs:	0
Advanced Warning:	Yes	Hump Crossing Sign:	No
Pavement Markings:	Stop Lines and RR Xing Symbols	Other Signs:	0 Specify: 0

Train Activated Devices:

Gates:	2	4 Quad or Full Barrier:	No
Mast Mounted FL:	2	Total Number FL Pairs:	4
Cantilevered FL (Over):	0	Cantilevered FL (Not over):	0
Other Flashing Lights:	0	Specify Other Flashing Lights:	
Highway Traffic Signals:	0	Wigwags:	0 Bells: 2
Other Train Activated Warning Devices:		Special Warning Devices Not Train Activated:	
Channelization:	None	Type of Train Detection:	Motion Detectors
Track Equipped with Train Signals?	Yes	Traffic Light Interconnection/Preemption:	N/A

Part IV: Physical Characteristics

Type of Development:	Open Space	Smallest Crossing Angle:	30 to 59 Degrees
Number of Traffic Lanes Crossing Railroad:	2	Are Truck Pullout Lanes Present?	No
Is Highway Paved?	Yes	If Other:	
Crossing Surface:	Rubber	Is it Signalized?	No
Nearby Intersecting Highway?	201 to 500 feet	Is Crossing Illuminated?	No
Does Track Run Down a Street?	No		
Is Commercial Power	Yes		

Part V: Highway Information

Highway System:	Other FA Highway - Not NHS	Functional Classification of Road at Crossing:	Urban Collector
Is Crossing on State Highway System:	No		
Annual Average Daily Traffic (AADT):	002200	AADT Year:	2008
Estimated Percent Trucks:	06	Avg. No of School Buses per Day:	0
Posted Highway Speed:	0		

U.S. DOT - CROSSING INVENTORY INFORMATION

AS OF 9/10/2009

Crossing No.: 260627C Update Reason: Changed Crossing Effective Begin-Date of Record: 03/31/09
Railroad: EJE Elgin, Joliet & Eastern Rwy Co. [EJE] End-Date of Record:
Initiating Agency State Type and Position: Public At Grade

Part I Location and Classification of Crossing

Division:	JOLIET	State:	IL
Subdivision:	EASTERN SUB	County:	WILL
Branch or Line Name:	MAINLINE	City:	Near FRANKFORT
Railroad Milepost:	0015.06	Street or Road Name:	PFEIFFER RD/88 AV
RailRoad I.D. No.:		Highway Type & No.:	FAU3751
Nearest RR Timetable Stn:	FRANKFORT	HSR Corridor ID:	
Parent Railroad:		County Map Ref. No.:	NA
Crossing Owner:	Elgin, Joliet & Eastern Rwy Co. [EJE]	Latitude:	41.4925000
ENS Sign Installed:	Yes	Longitude:	-87.8288800
Passenger Service:	None	Lat/Long Source:	Actual
Avg Passenger Train Count:	0	Quiet Zone:	No
Adjacent Crossing with Separate Number:	No		

Private Crossing Information:

Category:	Public Access:
Specify Signs:	Specify Signals:

ST/RR A	ST/RR B	ST/RR C	ST/RR D
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Railroad Use:

State Use:

Narrative: REMOTE MONITORING SYSTEM

Emergency Contact:	(815)727-6191	Railroad Contact:	(815)740-6742	State Contact:	(847)705-4110
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Part II Railroad Information

Number of Daily Train Movements:	Less Than One Movement Per Day:	No
Total Trains: 11 Total Switching: 0	Day Thru:	5
Typical Speed Range Over Crossing: From 5 to 45 mph	Maximum Time Table Speed:	45
Type and Number of Tracks: Main: 1 Other: 0	Specify:	
Does Another RR Operate a Separate Track at Crossing?	No	
Does Another RR Operate Over Your Track at Crossing?	Yes: CN	

U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing 260627C

Continued

Effective Begin-Date of Record: 03/31/09

End-Date of Record:

Part III: Traffic Control Device Information

Signs:

Crossbucks:	2	Highway Stop Signs:	0
Advanced Warning:	No	Hump Crossing Sign:	No
Pavement Markings:	No Markings	Other Signs:	0 Specify:
			0

Train Activated Devices:

Gates:	2	4 Quad or Full Barrier:	No
Mast Mounted FL:	2	Total Number FL Pairs:	4
Cantilevered FL (Over):	0	Cantilevered FL (Not over):	0
Other Flashing Lights:	0	Specify Other Flashing Lights:	
Highway Traffic Signals:	0	Wigwags:	0 Bells: 2
Other Train Activated Warning Devices:		Special Warning Devices Not Train Activated:	
Channelization:	None	Type of Train Detection:	Motion Detectors
Track Equipped with Train Signals?	Yes	Traffic Light Interconnection/Preemption:	N/A

Part IV: Physical Characteristics

Type of Development:	Open Space	Smallest Crossing Angle:	60 to 90 Degrees
Number of Traffic Lanes Crossing Railroad:	2	Are Truck Pullout Lanes Present?	No
Is Highway Paved?	Yes	If Other:	
Crossing Surface:	Rubber	Is it Signalized?	No
Nearby Intersecting Highway?	201 to 500 feet	Is Crossing Illuminated?	No
Does Track Run Down a Street?	No		
Is Commercial Power	Yes		

Part V: Highway Information

Highway System:	Other FA Highway - Not NHS	Functional Classification of Road at Crossing:	Urban Collector
Is Crossing on State Highway System:	No		
Annual Average Daily Traffic (AADT):	002700	AADT Year:	2008
Estimated Percent Trucks:	04	Avg. No of School Buses per Day:	0
Posted Highway Speed:	0		

U.S. DOT - CROSSING INVENTORY INFORMATION

AS OF 9/10/2009

Crossing No.: 260628J Update Reason: Changed Crossing Effective Begin-Date of Record: 12/02/08
Railroad: EJE Elgin, Joliet & Eastern Rwy Co. [EJE] End-Date of Record:
Initiating Agency State Type and Position: Public At Grade

Part I Location and Classification of Crossing

Division:	JOLIET	State:	IL
Subdivision:	EASTERN SUB	County:	COOK
Branch or Line Name:	MAINLINE	City:	Near FRANKFORT
Railroad Milepost:	0017.06	Street or Road Name:	HARLEM AV
RailRoad I.D. No.:		Highway Type & No.:	FAU3762
Nearest RR Timetable Stn:	FRANKFORT	HSR Corridor ID:	
Parent Railroad:		County Map Ref. No.:	NA
Crossing Owner:	Elgin, Joliet & Eastern Rwy Co. [EJE]	Latitude:	41.4916600
ENS Sign Installed:	Yes	Longitude:	-87.7902700
Passenger Service:	None	Lat/Long Source:	Actual
Avg Passenger Train Count:	0	Quiet Zone:	No
Adjacent Crossing with Separate Number:	No		

Private Crossing Information:

Category:	Public Access:
Specify Signs:	Specify Signals:
ST/RR A	ST/RR B
ST/RR C	ST/RR D

Railroad Use:

State Use:

Narrative: REMOTE MONITORING SYSTEM

Emergency Contact: (815)727-6191 Railroad Contact: (815)740-6742 State Contact: (847)705-4110

Part II Railroad Information

Number of Daily Train Movements:	Less Than One Movement Per Day:	No
Total Trains: 11 Total Switching: 0	Day Thru:	5
Typical Speed Range Over Crossing: From 5 to 45 mph	Maximum Time Table Speed:	45
Type and Number of Tracks: Main: 1 Other: 0	Specify:	
Does Another RR Operate a Separate Track at Crossing?	No	
Does Another RR Operate Over Your Track at Crossing?	Yes: CN	

U.S. DOT - CROSSING INVENTORY INFORMATION

Crossing 260628J

Continued

Effective Begin-Date of Record: 12/02/08

End-Date of Record:

Part III: Traffic Control Device Information

Signs:

Crossbucks:	2	Highway Stop Signs:	0
Advanced Warning:	Yes	Hump Crossing Sign:	No
Pavement Markings:	Stop Lines and RR Xing Symbols	Other Signs:	0 Specify: 0

Train Activated Devices:

Gates:	2	4 Quad or Full Barrier:	No
Mast Mounted FL:	2	Total Number FL Pairs:	4
Cantilevered FL (Over):	0	Cantilevered FL (Not over):	0
Other Flashing Lights:	0	Specify Other Flashing Lights:	
Highway Traffic Signals:	0	Wigwags:	0 Bells: 2
Other Train Activated Warning Devices:		Special Warning Devices Not Train Activated:	
Channelization:	None	Type of Train Detection:	Motion Detectors
Track Equipped with Train Signals?	Yes	Traffic Light Interconnection/Preemption:	N/A

Part IV: Physical Characteristics

Type of Development:	Open Space	Smallest Crossing Angle:	60 to 90 Degrees
Number of Traffic Lanes Crossing Railroad:	2	Are Truck Pullout Lanes Present?	No
Is Highway Paved?	Yes	If Other:	
Crossing Surface:	Rubber	Is it Signalized?	No
Nearby Intersecting Highway?	201 to 500 feet	Is Crossing Illuminated?	No
Does Track Run Down a Street?	No		
Is Commercial Power	Yes		

Part V: Highway Information

Highway System:	Other FA Highway - Not NHS	Functional Classification of Road at Crossing:	Urban Minor Arterial
Is Crossing on State Highway System:	No		
Annual Average Daily Traffic (AADT):	008400	AADT Year:	2002
Estimated Percent Trucks:	00	Avg. No of School Buses per Day:	0
Posted Highway Speed:	45		

**APPENDIX B: CN-14, FINAL ADDENDUM TO CANADIAN NATIONAL SURFACE
TRANSPORTATION BOARD APPLICATION**

HARKINS CUNNINGHAM LLP

Attorneys at Law

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CN-14

January 3, 2008

BY E-FILING

The Honorable Vernon A. Williams, Secretary
Surface Transportation Board
Office of the Secretary
395 E Street, S.W.
Washington, DC 20423-0001

Re: *Canadian National Railway Company and Grand Trunk Corporation –
Control – EJ&E West Company* (STB Finance Docket No. 35087)

Dear Mr. Williams:

Please note the following corrections and clarifications to the Railroad Control Application (CN-2), filed October 30, 2007:

Page 67, footnote 26, lines 8-9: Replace the last sentence with “The eighth is the SPLC for Chicago. EJ&E does not serve any shippers at this station, but is listed at Chicago in the Official Railway Station Guide for purposes of billing and accounting for paper interchanges with certain short lines. Moreover, the Official Railway Station Guide shows that this station is served by 22 carriers (including all Class I carriers), so that even if EJ&E provided service to shippers there, the combination of CN and EJ&EW would not materially affect the vigor of competition for service to this station.”

Page 217, line 18: Change “1,355” to “1,354”.

Page 241, caption, line 2: Change the identification of the figure from “Ivanhoe, IL” to “Ivanhoe, IN”.

HARKINS CUNNINGHAM LLP

Attorneys at Law

The Honorable Vernon A. Williams
January 3, 2008
Page 2

Page 521, caption, line 2: Change the identification of the figure from "Ivanhoe, IL" to "Ivanhoe, IN".

In addition, replacement copies of pages 246 through 248 of the Application are attached. These relate to (1) inclusion of CN local trains on the Chicago Subdivision north of Matteson (CN segments 1 through 6 on revised Attachment A.1); (2) equalization of the projected numbers of trains moving to Kirk and Joliet yards after implementation of the Transaction with the numbers of trains moving from those yards; (3) equalization of the number of trains moving to and from other railroads for interchange; (4) projections of intermodal tonnage reasonably foreseeable to originate at the Port of Prince Rupert and to move to or through Chicago; and (5) correction of computational errors.

Very truly yours,

A handwritten signature in dark ink, appearing to read "Paul A. Cunningham", written in a cursive style.

Paul A. Cunningham

Counsel for Canadian National Railway Company
and Grand Trunk Corporation

Enclosures

cc: All Parties of Record

Attachment A.1
Potential Changes in Traffic on Affected CN Rail Line Segments

**Traffic Changes on CN Rail Line Segments in United States Affected
by Canadian National/EJ&E West Company Transaction**

Rail Line Segment Description				Freight - Trains/Day				Freight - Gross Tons/Day				Hazard - Cars/Day			
Segment Number	From Station	To Station	Road	Base	Change	Total	Base	Merged	Difference	Percent Change	Base	Merged	Difference		
1	Matlison	Markham	CN	12.6	(2.6)	10.0	91,059	53,501	(37,559)	-41%	191.2	19.6	(171.6)		
2	Markham	Harvey	CN	21.1	(19.1)	2.0	134,789	1,045	(133,744)	-99%	249.1	0.0	(249.1)		
3	Harvey	Riverdale	CN	8.4	(6.4)	2.0	51,910	1,045	(50,865)	-98%	94.4	0.0	(94.4)		
4	Riverdale	Wildwood	CN	8.4	(6.4)	2.0	44,388	1,045	(43,343)	-98%	82.0	0.0	(82.0)		
5	Wildwood	Kensington	CN	8.4	(6.4)	2.0	44,388	1,045	(43,343)	-98%	82.0	0.0	(82.0)		
6	Kensington	94th St	CN	8.4	(6.4)	2.0	41,071	1,045	(40,026)	-97%	77.0	0.0	(77.0)		
7	94th St	67th St	CN	6.4	(6.4)	0.0	39,442	0	(39,442)	-100%	76.0	0.0	(76.0)		
8	67th St	16th St	CN	6.4	(6.4)	0.0	39,442	0	(39,442)	-100%	76.0	0.0	(76.0)		
9	16th St	Bridgeport	CN	4.6	(4.6)	0.0	26,637	0	(26,637)	-100%	67.9	0.0	(67.9)		
10	Bridgeport	Belt Crossing	CN	2.5	(2.5)	0.0	17,065	0	(17,065)	-100%	62.0	0.0	(62.0)		
11	Belt Crossing	Hawthorne	CN	4.5	(4.5)	0.0	29,538	0	(29,538)	-100%	84.2	0.0	(84.2)		
12	Hawthorne	Broadview	CN	4.4	(2.7)	1.7	37,449	6,402	(31,048)	-83%	71.5	18.6	(52.9)		
13	Broadview	Munger	CN	3.0	(1.3)	1.7	27,215	6,402	(20,814)	-76%	61.1	18.6	(42.5)		
14	Bridgeport	Lemoyne	CN	2.1	(2.1)	0.0	15,627	0	(15,627)	-100%	59.4	0.0	(59.4)		
15	Lemoyne	Glenn Yard	CN	2.1	(0.1)	2.0	25,902	4,815	(21,086)	-81%	90.6	11.5	(79.1)		
16	Glenn Yard	Argo	CN	5.8	(3.8)	2.0	39,700	12,753	(26,947)	-68%	139.6	56.1	(83.5)		
17	Argo	Lemont	CN	1.8	0.2	2.0	14,813	12,753	(2,060)	-14%	71.9	56.1	(15.8)		
18	Lemont	Joliet	CN	1.8	0.2	2.0	10,869	16,687	5,818	54%	39.0	89.0	50.0		
19	Madison St	Forest Park	CN	5.4	(5.4)	0.0	53,125	0	(53,125)	-100%	76.8	0.0	(76.8)		
20	Forest Park	B12	CN	5.4	(5.4)	0.0	53,125	0	(53,125)	-100%	76.8	0.0	(76.8)		
21	B12	Schiller Park	CN	19.3	(17.3)	2.0	136,615	5,582	(131,034)	-96%	157.0	5.2	(151.7)		
22	Schiller Park	Leithton	CN	19.1	(17.1)	2.0	137,944	8,039	(129,905)	-94%	156.8	6.2	(150.6)		
23	Griffith	Thornton Jct	CN	22.1	(19.2)	2.9	139,122	16,570	(122,552)	-88%	280.6	9.0	(271.6)		
24	Thornton Jct	CN Jct	CN	19.5	(18.5)	1.0	124,678	6,433	(118,245)	-95%	272.9	8.9	(264.0)		
25	CN Jct	Blue Island	CN	14.9	(13.9)	1.0	113,431	6,433	(106,998)	-94%	160.2	8.9	(151.2)		
26	Blue Island	Hayford	CN	3.4	(3.4)	0.0	18,072	0	(18,072)	-100%	38.8	0.0	(38.8)		

NOTES:

(1) Based on CN's analysis of potential extended haul gains due to the Transaction (see V.S. Stuebner), the following additional tonnages (all of which could be absorbed into current planned trains without the need for additional trains) would be added to the CN lines listed below.

Between	Maximum Daily Added Tons	% Increase
Matlison and Memphis	2,246	2.9%
Memphis and New Orleans	223	0.3%
Griffith and Port Huron	161	0.1%
Leithton and Ranier	1,488	1.1%
Munger and Omaha	19	0.1%

(2) Base data reflects estimates of future intermodal traffic from and to Prince Rupert, BC.

(3) No changes in the traffic of other carriers due to the Transaction is projected for these segments. In any event, such traffic (including trackage rights and haulage) is not included in this table due to unreliable tonnage information.

(4) See note following Attachment A.2.

Attachment A.2

Potential Changes in Traffic on Affected E&E Rail Line Segments

Traffic Changes on E&E Rail Line Segments in United States Affected by Canadian National/E&E West Company Transaction

Rail Line Segment Description				Freight - Trains/Day			Freight - Gross Tons/Day				Hazmat - Cars/Day		
Segment Number	From Station	To Station	Road	Base	Change	Total	Base	Merged	Difference	Percent Change	Base	Merged	Difference
15	Rondout	Leithton	EJE	3.2	0.0	3.2	3,222	2,038	(1,184)	-37%	9.4	9.4	-
14	Leithton	Spaulding	EJE	5.3	15.0	20.3	19,123	164,398	145,275	760%	18.1	183.3	165.2
13	Spaulding	Munger	EJE	5.5	17.0	22.5	21,950	179,150	157,200	716%	29.0	209.4	180.4
12	Munger	West Chicago	EJE	4.4	19.0	23.4	14,397	191,557	177,160	1230%	21.1	271.3	250.2
11	West Chicago	East Siding	EJE	10.7	20.9	31.6	62,233	253,673	191,440	308%	30.7	315.2	284.6
10	East Siding	Walker	EJE	15.7	23.8	39.5	87,162	307,411	220,249	253%	43.4	392.6	349.2
9	Walker	Bridge Junction	EJE	18.5	23.8	42.3	89,329	310,165	220,835	247%	48.9	398.1	349.2
8	Bridge Junction	Rock Island Jct	EJE	18.5	23.8	42.3	78,157	297,491	219,334	281%	48.9	398.1	349.2
7	Rock Island Jct	Matteson	EJE	6.4	21.9	28.3	35,375	233,576	198,201	560%	49.0	360.8	311.8
6	Matteson	Chicago Hts	EJE	8.6	22.9	31.6	48,455	260,774	212,319	438%	78.7	496.0	417.3
5	Chicago Hts	Griffith	EJE	10.2	23.9	34.2	51,696	268,910	217,214	420%	71.6	496.5	424.9
4	Griffith	Van Loon	EJE	7.6	21.0	28.6	29,536	215,949	186,413	631%	44.7	421.5	376.8
3	Van Loon	Ivanhoe	EJE	9.7	20.0	29.7	42,024	209,633	167,609	399%	45.5	399.3	353.8
2	Ivanhoe	Cavanaugh	EJE	9.8	20.0	29.8	41,879	209,488	167,609	400%	45.5	399.3	353.8
1	Cavanaugh	Gary	EJE	11.8	20.0	31.8	44,098	211,700	167,602	380%	52.5	406.3	353.8
0	Gary	Indiana Harbor	EJE	3.5	0.0	3.5	13,340	23,681	10,341	78%	0.0	11.0	11.0
-1	Indiana Harbor	Hammond	EJE	1.8	0.0	1.8	6,594	9,054	2,461	37%	0.0	1.4	1.4
-2	Hammond	South Chicago	EJE	0.9	0.0	0.9	929	3,390	2,461	265%	0.0	1.4	1.4

NOTE: The traffic change numbers in the Attachments A.1. and A.2. reflect changes that will result after complete implementation of the Transaction. The numbers reflect train counts and gross tons on each segment, with the same train potentially crossing multiple segments. Thus, the numbers for each segment are not additive to determine the total number of trains or tonnage to be added on the entire length of E&E, or to be subtracted from the CN lines.

ATTACHMENT B
CN-EJ&E Labor Impact Exhibit

EJ & E Labor Impact Summary

	EJ&E Positions as of 12/2006 (Base Case)				Positions Transferred to CN						Timing Year	
	Joliet	System	Kirk/Gary/ Whiting	Total	Joliet	System	Kirk Whiting	Woodcrest	Markham	Homewood		Total
Police	4	0	1	5	4	0	1	0	0	0	5	1
MoW	19	45	57	121	19	25	22	0	0	0	66	1
Carmen	25	0	34	59	23	0	21	0	4	0	48	1
Signalmen	2	11	7	20	0	8	5	0	0	0	13	1
Electricians - Loco	0	0	17	17	0	0	3	3	0	0	6	1
Electricians - Engineering	0	1	0	1	0	0	0	0	0	0	0	1
Machinists	0	0	32	32	0	0	15	12	0	0	27	1
Sheetmetal Workers	0	0	5	5	0	0	0	4	0	0	4	1
Hostlers	0	0	10	10	0	0	0	4	0	0	4	1
Clerks	19	0	52	71	9	0	12	0	0	4	25	1
Telegrapher/Tower Opr	0	6	3	9	0	6	3	0	0	0	9	1
Train and Engine Service	32	64	131	227	22	45	53	0	0	0	120	1
Yardmasters	1	0	10	11	1	0	5	0	0	0	6	1
Dispatchers	0	14	0	14	0	0	0	0	0	14	14	1
total	102	141	359	602	78	84	140	23	4	18	347	

	Positions Transferred to Gary Railway				Positions Abolished					Timing Year
	Joliet	System	Gary	Total	Joliet	System	Kirk/Gary/ Whiting	Total		
Police	0	0	0	0	0	0	0	0	0	1
MoW	0	0	19	19	0	20	16	36	1	1
Carmen	0	0	13	13	0	0	(2)	(2)	1	1
Signalmen	0	0	0	0	2	3	2	7	1	1
Electricians - Loco	0	0	5	5	0	0	6	6	1	1
Electricians - Engineering	0	0	1	1	0	0	0	0	1	1
Machinists	0	0	8	8	0	0	(3)	(3)	1	1
Sheetmetal Workers	0	0	0	0	0	0	1	1	1	1
Hostlers	0	0	2	2	0	0	4	4	1	1
Clerks	0	0	17	17	10	0	19	29	1	1
Telegrapher/Tower Opr	0	0	0	0	0	0	0	0	1	1
Train and Engine Service	0	0	69	69	10	19	9	38	1	1
Yardmasters	0	0	7	7	0	0	(2)	(2)	1	1
Dispatchers	0	0	0	0	0	0	0	0	1	1
Total	0	0	141	141	22	42	50	114		

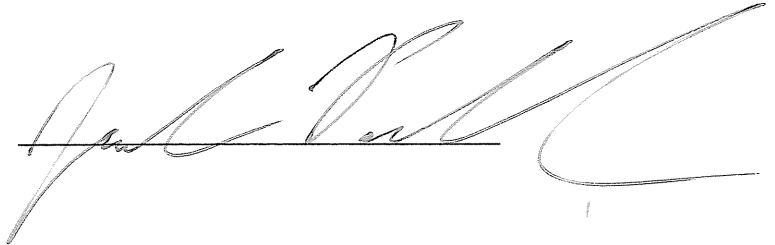
Notes:
Data based on EJ&E December 2006 figures
Parentheses indicate potential new hires
While this table shows Positions Abolished, the Applicants believe that most reductions will be accomplished through attrition.

HARKINS CUNNINGHAM LLP

Attorneys at Law

CERTIFICATE OF SERVICE

I certify that I have this 3d day of January, 2008, served copies of the foregoing errata letter (CN-14) upon all known parties of record in this proceeding by first-class mail or a more expeditious method.

A handwritten signature in dark ink, written over a horizontal line. The signature is stylized and appears to be the name of an attorney.

APPENDIX C: HARLEM AVENUE 24-HOUR TRAFFIC COUNT

Village of Frankfort
Quiet Zone Feasibility Study
Harlem Avenue 24-Hr Traffic Count
REH Proj. No. 09910

COMBINED

Report for 8/27/2009 10:30:00 AM to Midnight

Vehicles	Peak Periods			
	AM		PM	
6,879	Time	10:30	Time	05:15
	Count	482	Count	880
	PHF	0.873	PHF	0.921

CLASS STATISTICS - Modified Scheme F

Class	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class
Count	20	4985	1218	42	213	33	1	62	32	1	0	2	0	270
Percent	0.3	72.5	17.7	0.6	3.1	0.5	0.0	0.9	0.5	0.0	0.0	0.0	0.0	3.9

SPEED STATISTICS - 15 to 70+ by 5 MPH

Speed in MPH	0 - 15	16 - 20	21 - 25	26 - 30	31 - 35	36 - 40	41 - 45	46 - 50	51 - 55	56 - 60	61 - 65	66 - 70	71 - 75	76 - 999
Count	297	69	408	1478	1784	1633	926	254	25	5	0	0	0	0
Percent	4.3	1.0	5.9	21.5	25.9	23.7	13.5	3.7	0.4	0.1	0.0	0.0	0.0	0.0
Over Speed	15	20	25	30	35	40	45	50	55	60	65	70	75	999
Count	6582	6513	6105	4627	2843	1210	284	30	5	0	0	0	0	0
Percent	95.7	94.7	88.7	67.3	41.3	17.6	4.1	0.4	0.1	0.0	0.0	0.0	0.0	0.0
Percentile	5%	10%	15%	45%	55%	85%	90%	95%						
Speed	19	25	27	33	35	41	43	45						

Average (Mean) 33

Pace Speed 28-37

Number in Pace 3490

Percent in Pace 50.7

Village of Frankfort
Quiet Zone Feasibility Study
Harlem Avenue 24-Hr Traffic Count
REH Proj. No. 09910

COMBINED

Report for Friday, August 28, 2009, Midnight to 10:30 AM

Vehicles	Peak Periods			
	AM		PM	
	Time	08:30	Time	-
2,499	Count	720	Count	-
	PHF	0.933	PHF	-

CLASS STATISTICS - Modified Scheme F

Class	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class
Count	14	1736	462	34	107	14	2	30	11	2	0	1	0	86
Percent	0.6	69.5	18.5	1.4	4.3	0.6	0.1	1.2	0.4	0.1	0.0	0.0	0.0	3.4

SPEED STATISTICS - 15 to 70+ by 5 MPH

Speed in MPH	0 - 15	16 - 20	21 - 25	26 - 30	31 - 35	36 - 40	41 - 45	46 - 50	51 - 55	56 - 60	61 - 65	66 - 70	71 - 75	76 - 999
Count	99	27	125	386	594	717	418	104	26	3	0	0	0	0
Percent	4.0	1.1	5.0	15.4	23.8	28.7	16.7	4.2	1.0	0.1	0.0	0.0	0.0	0.0
Over Speed	15	20	25	30	35	40	45	50	55	60	65	70	75	999
Count	2400	2373	2248	1862	1268	551	133	29	3	0	0	0	0	0
Percent	96.0	95.0	90.0	74.5	50.7	22.0	5.3	1.2	0.1	0.0	0.0	0.0	0.0	0.0
Percentile	5%	10%	15%	45%	55%	85%	90%	95%						
Speed	20	25	27	35	36	42	44	46						

Average (Mean) 34

Pace Speed 32-41

Number in Pace 1323

Percent in Pace 52.9

Village of Frankfort
 Quiet Zone Feasibility Study
 Harlem Avenue 24-Hr Traffic Count
 REH Proj. No. 09910

COMBINED

Report for Report From 8/27/2009 10:30:00 AM to 8/28/2009 10:30:00 AM

CLASS STATISTICS - Modified Scheme F

Class	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class
Count	34	6721	1680	76	320	47	3	92	43	3	0	3	0	356
Percent	0.4	71.7	17.9	0.8	3.4	0.5	0.0	1.0	0.5	0.0	0.0	0.0	0.0	3.8

SPEED STATISTICS - 15 to 70+ by 5 MPH

Speed in MPH	0 - 15	16 - 20	21 - 25	26 - 30	31 - 35	36 - 40	41 - 45	46 - 50	51 - 55	56 - 60	61 - 65	66 - 70	71 - 75	76 - 999
Count	396	96	533	1864	2378	2350	1344	358	51	8	0	0	0	0
Percent	4.2	1.0	5.7	19.9	25.4	25.1	14.3	3.8	0.5	0.1	0.0	0.0	0.0	0.0
Over Speed	15	20	25	30	35	40	45	50	55	60	65	70	75	999
Count	8982	8886	8353	6489	4111	1761	417	59	8	0	0	0	0	0
Percent	95.8	94.8	89.1	69.2	43.8	18.8	4.4	0.6	0.1	0.0	0.0	0.0	0.0	0.0
Percentile Speed	5%	10%	15%	45%	55%	85%	90%	95%						
	20	25	27	33	35	41	43	45						

Average (Mean) 33

Pace Speed 30-39

Number in Pace 4731

Percent in Pace 50.4

APPENDIX D: UPDATED FRA CROSSING INVENTORIES

U.S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Control No. 2130-0017

A. Initiating Agency <input type="checkbox"/> Railroad <input checked="" type="checkbox"/> State	B. Crossing Number 260620E	C. Reason for Update <input checked="" type="checkbox"/> Changes in Existing Data <input type="checkbox"/> New Crossing <input type="checkbox"/> Closed Crossing or Abandoned	D. Effective Date 09/30/2009
--	--------------------------------------	---	--

Part I: Location and Classification Information

1. Railroad Operating Company (max 4 char.) CN		2. State (max 2 char.) IL		3. COUNTY (max 20 char.) WILL	
4. Railroad Division or Region (max 14 char.) JOLIET		5. Railroad Subdivision or District (max 14 char.) MATTESON		6. Branch or Line Name (max 15 char.) MAINLINE	
7. RR Milepost (nnnnn.nn) 11.49					
8. RR I.D. No. (max 10 char.)	9. Nearest RR Timetable Station (max 15 char.) (optional) FRANKFORT		10. Parent RR (max 4 char.) (if applicable)		11. Crossing Owner (RR or Company Name) CN
12. City (max 16 char.) <input type="checkbox"/> IN <input checked="" type="checkbox"/> Near FRANKFORT		13. Street or Road Name (max 17 char.) OWENS RD/116 TH AVE		STATE SUPPLIED INFORMATION 21. HSR Corridor ID (max 2 char.)	
14. Highway Type & No. (max 7 char.) TR330		15. ENS Sign Installed (1-800) <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		16. Quiet Zone – FRA DETERMINED <input checked="" type="checkbox"/> No <input type="checkbox"/> Partial <input type="checkbox"/> 24 hr. <input type="checkbox"/> Unknown	
22. County Map Ref. No. (max 10 char.) NA		23. Latitude (nn.nnnnnnnn) 41.4913800			
17. Crossing Type (choose one only) <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private <input type="checkbox"/> Pedestrian		18. Crossing Position <input checked="" type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over		19. Type of Passenger Service <input type="checkbox"/> AMTRAK <input type="checkbox"/> AMTRAK & Other <input type="checkbox"/> Other <input checked="" type="checkbox"/> None	
20. Average Passenger Train Count Per Day 0		24. Longitude (nnn.nnnnnnnn) -87.8977700			
25. Lat/Long Source <input checked="" type="checkbox"/> Actual <input type="checkbox"/> Estimated					
26. Is There an Adjacent Crossing With a Separate Number? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Provide Number					

27. PRIVATE CROSSING INFORMATION			
27.A. Category (check one) <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input type="checkbox"/> Recreational <input type="checkbox"/> Industrial <input type="checkbox"/> Commercial		27.B. Public Access <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown	
27.C. Signs/Signals <input type="checkbox"/> None <input type="checkbox"/> Signs Specify _____ <input type="checkbox"/> Signals Specify _____			
28. A. Railroad Use (max 20 char.)		29.A. State Use (max 20 char.)	
28. B. Railroad Use (max 20 char.)		29.B. State Use (max 20 char.)	
28. C. Railroad Use (max 20 char.)		29.C. State Use (max 20 char.)	
28. D. Railroad Use (max 20 char.)		29.D. State Use (max 20 char.)	
30. Narrative <u>REMOTE MONITORING SYSTEM</u>			
31. Emergency Contact (Telephone No.) 815-727-6191		32. Railroad Contact (Telephone No.) 815-740-6742	
33. State Contact (Telephone No.) 847-705-4110			

MUST COMPLETE REMAINDER OF FORM FOR PUBLIC VEHICLE CTOSSINGS AT GRADE

Part II: Railroad Information

1. Number of Daily Train Movements			
1.A. Total Trains 29	1.B. Total Switching Trains 0	1.C. Total Daylight Thru Trains (6 AM to 6 PM) 15	1.D. Check if Less Than One Movement Per Day <input type="checkbox"/>
2. Speed of Train at Crossing 2.A. Maximum Time Table Speed (mph) 45 2.B. Typical Speed Range Over Crossing (mph) from 5 to 45			
3. Type and Number of Tracks Main 2 Other If Other, Specify			
4. Does Another RR Operate a Separate Track at Crossing? <input type="checkbox"/> Yes If Yes, Specify RR (max 16 char.) <input checked="" type="checkbox"/> No		5. Does Another RR Operate Over Your Track at Crossing? <input checked="" type="checkbox"/> Yes If Yes, Specify RR (max 16 char.) <input type="checkbox"/> No UP, BNSF,	

U.S. DOT CROSSING INVENTORY FORM

B. Crossing Number 260620E		PAGE 2			D. Effective Date 06/30/2009	
Part III: Traffic Control Device Information						
1. No Signs or Signals <input type="checkbox"/> Check if Correct		2. Type of Warning Device at Crossing – Signs (specify number of each)				
		2.A. Crossbucks 2	2.B. Highway Stop Signs (R1-1) 0	2.C. RR Advance Warning Signs (W10-1) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	2.D. Hump Crossing Sign (W10-5) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unknown	
2.E. Pavement Markings <input type="checkbox"/> Stoplines <input type="checkbox"/> RR Xing Symbols <input checked="" type="checkbox"/> None				2.F. Other Signs: (specify MUTCD type) Number <u>2</u> Specify Type <u>INCREASED TRAIN TRAF</u> Number _____ Specify Type _____		
3. Type of Warning Device at Crossing – Train Activated Devices (specify number of each)						
3.A. Gates 0	3.B. Four-Quadrant (or full barrier) Gates <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	3.C. Cantilevered (or Bridged) Flashing Lights Over Traffic Lane (number) 0 Not Over Traffic Lane (number) 0		3.D. Mast Mounted Flashing Lights (number) 2	3.E. Number of Flashing Light Pairs 4	
3.F. Other Flashing Lights: Number 0 Specify Type (max 9 characters)			3.G. Highway Traffic Signals (number) 0	3.H. Wigwags (number) 0	3.J. Bells (number) 1	
3.K. Other Train Activated Warning Devices: (specify) (max 9 characters)						
4. Specify Special Warning Device NOT Train Activated: DO NOT USE OR ENTER DATA				5. Channelization Devices With Gates <input type="checkbox"/> All Approaches <input type="checkbox"/> One Approach <input checked="" type="checkbox"/> None		
6. Train Detection <input checked="" type="checkbox"/> Constant Warning Time <input type="checkbox"/> DC/AFO <input type="checkbox"/> Motion Detectors <input type="checkbox"/> Other <input type="checkbox"/> None		7. Signaling for Train Operation: Is Train Equipped with Train Signal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		8. Traffic Light Interconnection/Preemption <input type="checkbox"/> Not Interconnected <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Simultaneous Preemption <input type="checkbox"/> Advanced Preemption		
9. Reserved For Future Use		10. Reserved For Future Use		11. Reserved For Future Use		12. Reserved For Future Use
Part IV: Physical Characteristics						
1. Type of Development <input type="checkbox"/> Open Space <input checked="" type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input checked="" type="checkbox"/> Institutional				2. Smallest Crossing Angle <input type="checkbox"/> 0°-29° <input type="checkbox"/> 30°-59° <input checked="" type="checkbox"/> 60°-90°		
3. Number of Traffic Lanes Crossing Railroad 2		4. Are Truck Pullout Lanes Present? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		5. Is Highway Paved? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
6. Crossing Surface (on main line) <input type="checkbox"/> 1. Timber <input type="checkbox"/> 2. Asphalt <input type="checkbox"/> 3. Asphalt and Flange <input type="checkbox"/> 4. Concrete <input type="checkbox"/> 5. Concrete and Rubber <input checked="" type="checkbox"/> 6. Rubber <input type="checkbox"/> 7. Metal <input type="checkbox"/> 8. Unconsolidated <input type="checkbox"/> 9. Other (Specify)						
7. Does Track Run Down a Street? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		8. Nearby Intersecting Highway <input type="checkbox"/> Less than 75 feet <input type="checkbox"/> 75 to 200 feet <input checked="" type="checkbox"/> 200 to 500 feet <input type="checkbox"/> N/A <div style="text-align: right;">Is it Signalized? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</div>				
9. Is Crossing Illuminated? (street lights within approx. 50 feet from nearest rail) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		10. Is Commercial Power Available? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		11. Space Reserved For Future Use.		
Part V: Highway Information						
1. Highway System <input type="checkbox"/> Interstate <input type="checkbox"/> Federal Aid, Not NHS <input type="checkbox"/> Nat. Hwy System (NHS) <input checked="" type="checkbox"/> Non-Federal Aid		2. Is Crossing on State Highway System? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		3. Functional Classification of Road at Crossing 17 URBAN COLLECTOR		4. Posted Highway Speed 35
5. Annual Average Daily Traffic (AADT) Year 2008 AADT 1600		6. Estimate Percent Trucks 3.00		7. Average Number of School Buses Over Crossing per School Day 24		

U.S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Control No. 2130-0017

A. Initiating Agency <input type="checkbox"/> Railroad <input checked="" type="checkbox"/> State	B. Crossing Number 260621L	C. Reason for Update <input checked="" type="checkbox"/> Changes in Existing Data <input type="checkbox"/> New Crossing <input type="checkbox"/> Closed Crossing or Abandoned	D. Effective Date 06/30/2009
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Part I: Location and Classification Information

1. Railroad Operating Company (max 4 char.) CN		2. State (max 2 char.) IL		3. COUNTY (max 20 char.) WILL	
4. Railroad Division or Region (max 14 char.) JOLIET		5. Railroad Subdivision or District (max 14 char.) MATTESON		6. Branch or Line Name (max 15 char.) MAINLINE	
7. RR Milepost (nnnnn.nn) 11.96					
8. RR I.D. No. (max 10 char.)	9. Nearest RR Timetable Station (max 15 char.) (optional) FRANKFORT	10. Parent RR (max 4 char.) (if applicable)	11. Crossing Owner (RR or Company Name) CN		
12. City (max 16 char.) <input type="checkbox"/> IN <input checked="" type="checkbox"/> Near FRANKFORT		13. Street or Road Name (max 17 char.) WOLF ROAD		STATE SUPPLIED INFORMATION 21. HSR Corridor ID (max 2 char.)	
14. Highway Type & No. (max 7 char.) FAU2688		15. ENS Sign Installed (1-800) <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		16. Quiet Zone – FRA DETERMINED <input checked="" type="checkbox"/> No <input type="checkbox"/> Partial <input type="checkbox"/> 24 hr. <input type="checkbox"/> Unknown	
22. County Map Ref. No. (max 10 char.) NA		23. Latitude (nn.nnnnnnnn) 41.4916600			
17. Crossing Type (choose one only) <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private <input type="checkbox"/> Pedestrian		18. Crossing Position <input checked="" type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over		19. Type of Passenger Service <input type="checkbox"/> AMTRAK <input type="checkbox"/> AMTRAK & Other <input type="checkbox"/> Other <input checked="" type="checkbox"/> None	
20. Average Passenger Train Count Per Day 0		24. Longitude (nnn.nnnnnnnn) -87.8880500			
25. Lat/Long Source <input checked="" type="checkbox"/> Actual <input type="checkbox"/> Estimated					
26. Is There an Adjacent Crossing With a Separate Number? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Provide Number					

27. PRIVATE CROSSING INFORMATION

27.A. Category (check one) <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input type="checkbox"/> Recreational <input type="checkbox"/> Industrial <input type="checkbox"/> Commercial		27.B. Public Access <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown	27.C. Signs/Signals <input type="checkbox"/> None <input type="checkbox"/> Signs Specify _____ <input type="checkbox"/> Signals Specify _____
28. A. Railroad Use (max 20 char.)		29.A. State Use (max 20 char.)	
28. B. Railroad Use (max 20 char.)		29.B. State Use (max 20 char.)	
28. C. Railroad Use (max 20 char.)		29.C. State Use (max 20 char.)	
28. D. Railroad Use (max 20 char.)		29.D. State Use (max 20 char.)	

30. Narrative
REMOTE MONITORING SYSTEM

31. Emergency Contact (Telephone No.) 815-727-6191	32. Railroad Contact (Telephone No.) 815-740-6742	33. State Contact (Telephone No.) 847-705-4110
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MUST COMPLETE REMAINDER OF FORM FOR PUBLIC VEHICLE CTOSSINGS AT GRADE

Part II: Railroad Information

1. Number of Daily Train Movements			
1.A. Total Trains 29	1.B. Total Switching Trains 0	1.C. Total Daylight Thru Trains (6 AM to 6 PM) 15	1.D. Check if Less Than One Movement Per Day <input type="checkbox"/>
2. Speed of Train at Crossing 2.A. Maximum Time Table Speed (mph) 45 2.B. Typical Speed Range Over Crossing (mph) from 5 to 45			
3. Type and Number of Tracks Main 2 Other If Other, Specify			
4. Does Another RR Operate a Separate Track at Crossing? <input type="checkbox"/> Yes If Yes, Specify RR (max 16 char.) <input checked="" type="checkbox"/> No		5. Does Another RR Operate Over Your Track at Crossing? <input checked="" type="checkbox"/> Yes If Yes, Specify RR (max 16 char.) <input type="checkbox"/> No UP, BNSF,	

U.S. DOT CROSSING INVENTORY FORM

B. Crossing Number 260621L	PAGE 2				D. Effective Date 06/30/2009
Part III: Traffic Control Device Information					
1. No Signs or Signals <input type="checkbox"/> Check if Correct	2. Type of Warning Device at Crossing – Signs (<i>specify number of each</i>)				
	2.A. Crossbucks 2	2.B. Highway Stop Signs (<i>R1-1</i>) 0	2.C. RR Advance Warning Signs (<i>W10-1</i>) <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	2.D. Hump Crossing Sign (<i>W10-5</i>) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unknown	
2.E. Pavement Markings <input type="checkbox"/> Stoplines <input type="checkbox"/> RR Xing Symbols <input checked="" type="checkbox"/> None			2.F. Other Signs: (<i>specify MUTCD type</i>) Number 2 Specify Type INCR. TRAIN TRAFFIC Number 2 Specify Type 2TRACKS		
3. Type of Warning Device at Crossing – Train Activated Devices (<i>specify number of each</i>)					
3.A. Gates 2	3.B. Four-Quadrant (or full barrier) Gates <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	3.C. Cantilevered (or Bridged) Flashing Lights Over Traffic Lane (<i>number</i>) 0 Not Over Traffic Lane (<i>number</i>) 0	3.D. Mast Mounted Flashing Lights (<i>number</i>) 2	3.E. Number of Flashing Light Pairs 4	
3.F. Other Flashing Lights: Number 0 Specify Type (<i>max 9 characters</i>)			3.G. Highway Traffic Signals (<i>number</i>) 0	3.H. Wigwags (<i>number</i>) 0	3.J. Bells (<i>number</i>) 1
3.K. Other Train Activated Warning Devices: (<i>specify</i>) (<i>max 9 characters</i>)					
4. Specify Special Warning Device NOT Train Activated: DO NOT USE OR ENTER DATA			5. Channelization Devices With Gates <input type="checkbox"/> All Approaches <input type="checkbox"/> One Approach <input checked="" type="checkbox"/> None		
6. Train Detection <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> DC/AFO <input checked="" type="checkbox"/> Motion Detectors <input type="checkbox"/> Other <input type="checkbox"/> None		7. Signaling for Train Operation: Is Train Equipped with Train Signal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		8. Traffic Light Interconnection/Preemption <input type="checkbox"/> Not Interconnected <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Simultaneous Preemption <input type="checkbox"/> Advanced Preemption	
9. Reserved For Future Use		10. Reserved For Future Use		11. Reserved For Future Use	
Part IV: Physical Characteristics					
1. Type of Development <input type="checkbox"/> Open Space <input checked="" type="checkbox"/> Residential <input checked="" type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional				2. Smallest Crossing Angle <input type="checkbox"/> 0°-29° <input type="checkbox"/> 30°-59° <input checked="" type="checkbox"/> 60°-90°	
3. Number of Traffic Lanes Crossing Railroad 2		4. Are Truck Pullout Lanes Present? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		5. Is Highway Paved? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
6. Crossing Surface (on main line) <input type="checkbox"/> 1. Timber <input type="checkbox"/> 2. Asphalt <input type="checkbox"/> 3. Asphalt and Flange <input type="checkbox"/> 4. Concrete <input type="checkbox"/> 5. Concrete and Rubber <input checked="" type="checkbox"/> 6. Rubber <input type="checkbox"/> 7. Metal <input type="checkbox"/> 8. Unconsolidated <input type="checkbox"/> 9. Other (Specify)					
7. Does Track Run Down a Street? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		8. Nearby Intersecting Highway <input type="checkbox"/> Less than 75 feet <input type="checkbox"/> 75 to 200 feet <input type="checkbox"/> 200 to 500 feet <input checked="" type="checkbox"/> N/A			
9. Is Crossing Illuminated? (<i>street lights within approx. 50 feet from nearest rail</i>) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		10. Is Commercial Power Available? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		11. Space Reserved For Future Use.	
Part V: Highway Information					
1. Highway System <input type="checkbox"/> Interstate <input checked="" type="checkbox"/> Federal Aid, Not NHS <input type="checkbox"/> Nat. Hwy System (NHS) <input type="checkbox"/> Non-Federal Aid		2. Is Crossing on State Highway System? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		3. Functional Classification of Road at Crossing 16 URBAN MINOR ARTERIAL	
4. Posted Highway Speed 45					
5. Annual Average Daily Traffic (AADT) Year 2008 AADT 7800		6. Estimate Percent Trucks 7.00		7. Average Number of School Buses Over Crossing per School Day 15	

U.S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Control No. 2130-0017

A. Initiating Agency <input type="checkbox"/> Railroad <input checked="" type="checkbox"/> State	B. Crossing Number 260623A	C. Reason for Update <input checked="" type="checkbox"/> Changes in Existing Data <input type="checkbox"/> New Crossing <input type="checkbox"/> Closed Crossing or Abandoned	D. Effective Date 06/30/2009
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Part I: Location and Classification Information

1. Railroad Operating Company (max 4 char.) CN		2. State (max 2 char.) IL		3. COUNTY (max 20 char.) WILL	
4. Railroad Division or Region (max 14 char.) JOLIET		5. Railroad Subdivision or District (max 14 char.) MATTESON		6. Branch or Line Name (max 15 char.) MAINLINE	
7. RR Milepost (nnnnn.nn) 14.05					
8. RR I.D. No. (max 10 char.)	9. Nearest RR Timetable Station (max 15 char.) (optional) FRANKFORT		10. Parent RR (max 4 char.) (if applicable)		11. Crossing Owner (RR or Company Name) CN
12. City (max 16 char.) <input checked="" type="checkbox"/> IN <input type="checkbox"/> Near FRANKFORT		13. Street or Road Name (max 17 char.) CENTER ROAD		STATE SUPPLIED INFORMATION 21. HSR Corridor ID (max 2 char.)	
14. Highway Type & No. (max 7 char.) FAU3759		15. ENS Sign Installed (1-800) <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		16. Quiet Zone – FRA DETERMINED <input checked="" type="checkbox"/> No <input type="checkbox"/> Partial <input type="checkbox"/> 24 hr. <input type="checkbox"/> Unknown	
22. County Map Ref. No. (max 10 char.) NA		23. Latitude (nn.nnnnnnnn) 41.4922200			
17. Crossing Type (choose one only) <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private <input type="checkbox"/> Pedestrian		18. Crossing Position <input checked="" type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over		19. Type of Passenger Service <input type="checkbox"/> AMTRAK <input type="checkbox"/> AMTRAK & Other <input type="checkbox"/> Other <input checked="" type="checkbox"/> None	
20. Average Passenger Train Count Per Day 0		24. Longitude (nnn.nnnnnnnn) -87.8483300			
25. Lat/Long Source <input checked="" type="checkbox"/> Actual <input type="checkbox"/> Estimated					
26. Is There an Adjacent Crossing With a Separate Number? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Provide Number					

27. PRIVATE CROSSING INFORMATION

27.A. Category (check one) <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input type="checkbox"/> Recreational <input type="checkbox"/> Industrial <input type="checkbox"/> Commercial		27.B. Public Access <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown	27.C. Signs/Signals <input type="checkbox"/> None <input type="checkbox"/> Signs Specify _____ <input type="checkbox"/> Signals Specify _____
28. A. Railroad Use (max 20 char.)		29.A. State Use (max 20 char.)	
28. B. Railroad Use (max 20 char.)		29.B. State Use (max 20 char.)	
28. C. Railroad Use (max 20 char.)		29.C. State Use (max 20 char.)	
28. D. Railroad Use (max 20 char.)		29.D. State Use (max 20 char.)	

30. Narrative
REMOTE MONITORING SYSTEM

31. Emergency Contact (Telephone No.) 815-485-2500	32. Railroad Contact (Telephone No.) 815-740-6742	33. State Contact (Telephone No.) 847-705-4110
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MUST COMPLETE REMAINDER OF FORM FOR PUBLIC VEHICLE CTOSSINGS AT GRADE

Part II: Railroad Information

1. Number of Daily Train Movements			
1.A. Total Trains 29	1.B. Total Switching Trains 0	1.C. Total Daylight Thru Trains (6 AM to 6 PM) 15	1.D. Check if Less Than One Movement Per Day <input type="checkbox"/>
2. Speed of Train at Crossing 2.A. Maximum Time Table Speed (mph) 45 2.B. Typical Speed Range Over Crossing (mph) from 5 to 45			
3. Type and Number of Tracks Main 2 Other If Other, Specify			
4. Does Another RR Operate a Separate Track at Crossing? <input type="checkbox"/> Yes If Yes, Specify RR (max 16 char.) <input checked="" type="checkbox"/> No		5. Does Another RR Operate Over Your Track at Crossing? <input checked="" type="checkbox"/> Yes If Yes, Specify RR (max 16 char.) <input type="checkbox"/> No UP, BNSF,	

U.S. DOT CROSSING INVENTORY FORM

B. Crossing Number 260623A	PAGE 2				D. Effective Date 06/30/2009
Part III: Traffic Control Device Information					
1. No Signs or Signals <input type="checkbox"/> Check if Correct	2. Type of Warning Device at Crossing – Signs (<i>specify number of each</i>)				
	2.A. Crossbucks 2	2.B. Highway Stop Signs (<i>R1-1</i>) 0	2.C. RR Advance Warning Signs (<i>W10-1</i>) <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	2.D. Hump Crossing Sign (<i>W10-5</i>) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unknown	
2.E. Pavement Markings <input type="checkbox"/> Stoplines <input type="checkbox"/> RR Xing Symbols <input checked="" type="checkbox"/> None			2.F. Other Signs: (<i>specify MUTCD type</i>) Number 2 Specify Type INCR. TRAIN TRAFFIC Number 2 Specify Type 2TRACKS		
3. Type of Warning Device at Crossing – Train Activated Devices (<i>specify number of each</i>)					
3.A. Gates 2	3.B. Four-Quadrant (or full barrier) Gates <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	3.C. Cantilevered (or Bridged) Flashing Lights Over Traffic Lane (<i>number</i>) 0 Not Over Traffic Lane (<i>number</i>) 0	3.D. Mast Mounted Flashing Lights (<i>number</i>) 2	3.E. Number of Flashing Light Pairs 4	
3.F. Other Flashing Lights: Number 0 Specify Type (<i>max 9 characters</i>)		3.G. Highway Traffic Signals (<i>number</i>) 0	3.H. Wigwags (<i>number</i>) 0	3.I. Bells (<i>number</i>) 2	
3.K. Other Train Activated Warning Devices: (<i>specify</i>) (<i>max 9 characters</i>)					
4. Specify Special Warning Device NOT Train Activated: DO NOT USE OR ENTER DATA			5. Channelization Devices With Gates <input type="checkbox"/> All Approaches <input type="checkbox"/> One Approach <input checked="" type="checkbox"/> None		
6. Train Detection <input checked="" type="checkbox"/> Constant Warning Time <input type="checkbox"/> DC/AFO <input type="checkbox"/> Motion Detectors <input type="checkbox"/> Other <input type="checkbox"/> None		7. Signaling for Train Operation: Is Train Equipped with Train Signal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		8. Traffic Light Interconnection/Preemption <input type="checkbox"/> Not Interconnected <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Simultaneous Preemption <input type="checkbox"/> Advanced Preemption	
9. Reserved For Future Use		10. Reserved For Future Use		11. Reserved For Future Use	
Part IV: Physical Characteristics					
1. Type of Development <input type="checkbox"/> Open Space <input checked="" type="checkbox"/> Residential <input type="checkbox"/> Commercial <input checked="" type="checkbox"/> Industrial <input type="checkbox"/> Institutional				2. Smallest Crossing Angle <input type="checkbox"/> 0°-29° <input type="checkbox"/> 30°-59° <input checked="" type="checkbox"/> 60°-90°	
3. Number of Traffic Lanes Crossing Railroad 2		4. Are Truck Pullout Lanes Present? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		5. Is Highway Paved? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
6. Crossing Surface (on main line) <input type="checkbox"/> 1. Timber <input type="checkbox"/> 2. Asphalt <input type="checkbox"/> 3. Asphalt and Flange <input type="checkbox"/> 4. Concrete <input type="checkbox"/> 5. Concrete and Rubber <input checked="" type="checkbox"/> 6. Rubber <input type="checkbox"/> 7. Metal <input type="checkbox"/> 8. Unconsolidated <input type="checkbox"/> 9. Other (Specify)					
7. Does Track Run Down a Street? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		8. Nearby Intersecting Highway <input type="checkbox"/> Less than 75 feet <input checked="" type="checkbox"/> 75 to 200 feet <input type="checkbox"/> 200 to 500 feet <input type="checkbox"/> N/A <div style="text-align: right;">Is it Signalized? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</div>			
9. Is Crossing Illuminated? (<i>street lights within approx. 50 feet from nearest rail</i>) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		10. Is Commercial Power Available? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		11. Space Reserved For Future Use.	
Part V: Highway Information					
1. Highway System <input type="checkbox"/> Interstate <input checked="" type="checkbox"/> Federal Aid, Not NHS <input type="checkbox"/> Nat. Hwy System (NHS) <input type="checkbox"/> Non-Federal Aid		2. Is Crossing on State Highway System? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		3. Functional Classification of Road at Crossing 17 URBAN COLLECTOR	
4. Posted Highway Speed 45					
5. Annual Average Daily Traffic (AADT) Year 2008 AADT 4900		6. Estimate Percent Trucks 18.00		7. Average Number of School Buses Over Crossing per School Day 10	

U.S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Control No. 2130-0017

A. Initiating Agency <input type="checkbox"/> Railroad <input checked="" type="checkbox"/> State	B. Crossing Number 260626V	C. Reason for Update <input checked="" type="checkbox"/> Changes in Existing Data <input type="checkbox"/> New Crossing <input type="checkbox"/> Closed Crossing or Abandoned	D. Effective Date 06/30/2009
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Part I: Location and Classification Information

1. Railroad Operating Company (max 4 char.) CN		2. State (max 2 char.) IL		3. COUNTY (max 20 char.) WILL	
4. Railroad Division or Region (max 14 char.) JOLIET		5. Railroad Subdivision or District (max 14 char.) MATTESON		6. Branch or Line Name (max 15 char.) MAINLINE	
7. RR Milepost (nnnnn.nn) 14.83					
8. RR I.D. No. (max 10 char.)	9. Nearest RR Timetable Station (max 15 char.) (optional) FRANKFORT		10. Parent RR (max 4 char.) (if applicable)		11. Crossing Owner (RR or Company Name) CN
12. City (max 16 char.) <input checked="" type="checkbox"/> IN <input type="checkbox"/> Near FRANKFORT		13. Street or Road Name (max 17 char.) SAUK TRAIL		STATE SUPPLIED INFORMATION 21. HSR Corridor ID (max 2 char.)	
14. Highway Type & No. (max 7 char.) FAU3753		15. ENS Sign Installed (1-800) <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		16. Quiet Zone – FRA DETERMINED <input checked="" type="checkbox"/> No <input checked="" type="checkbox"/> Partial <input type="checkbox"/> 24 hr. <input type="checkbox"/> Unknown	
22. County Map Ref. No. (max 10 char.) NA		23. Latitude (nn.nnnnnnnn) 41.4925000			
17. Crossing Type (choose one only) <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private <input type="checkbox"/> Pedestrian		18. Crossing Position <input checked="" type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over		19. Type of Passenger Service <input type="checkbox"/> AMTRAK <input type="checkbox"/> AMTRAK & Other <input type="checkbox"/> Other <input checked="" type="checkbox"/> None	
20. Average Passenger Train Count Per Day 0		24. Longitude (nnn.nnnnnnnn) -87.8322200			
25. Lat/Long Source <input checked="" type="checkbox"/> Actual <input type="checkbox"/> Estimated					
26. Is There an Adjacent Crossing With a Separate Number? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Provide Number					

27. PRIVATE CROSSING INFORMATION

27.A. Category (check one) <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input type="checkbox"/> Recreational <input type="checkbox"/> Industrial <input type="checkbox"/> Commercial		27.B. Public Access <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown		27.C. Signs/Signals <input type="checkbox"/> None <input type="checkbox"/> Signs Specify _____ <input type="checkbox"/> Signals Specify _____	
28. A. Railroad Use (max 20 char.)		29.A. State Use (max 20 char.)			
28. B. Railroad Use (max 20 char.)		29.B. State Use (max 20 char.)			
28. C. Railroad Use (max 20 char.)		29.C. State Use (max 20 char.)			
28. D. Railroad Use (max 20 char.)		29.D. State Use (max 20 char.)			
30. Narrative <u>REMOTE MONITORING SYSTEM</u>					
31. Emergency Contact (Telephone No.) - -		32. Railroad Contact (Telephone No.) - -		33. State Contact (Telephone No.) 847-705-4110	

MUST COMPLETE REMAINDER OF FORM FOR PUBLIC VEHICLE CTOSSINGS AT GRADE

Part II: Railroad Information

1. Number of Daily Train Movements			
1.A. Total Trains 29	1.B. Total Switching Trains 0	1.C. Total Daylight Thru Trains (6 AM to 6 PM) 15	1.D. Check if Less Than One Movement Per Day <input type="checkbox"/>
2. Speed of Train at Crossing 2.A. Maximum Time Table Speed (mph) 45 2.B. Typical Speed Range Over Crossing (mph) from 5 to 45			
3. Type and Number of Tracks Main 1 Other If Other, Specify			
4. Does Another RR Operate a Separate Track at Crossing? <input type="checkbox"/> Yes If Yes, Specify RR (max 16 char.) <input checked="" type="checkbox"/> No		5. Does Another RR Operate Over Your Track at Crossing? <input checked="" type="checkbox"/> Yes If Yes, Specify RR (max 16 char.) <input type="checkbox"/> No UP, BNSF,	

U.S. DOT CROSSING INVENTORY FORM

B. Crossing Number 260626V	PAGE 2				D. Effective Date 06/30/2009
Part III: Traffic Control Device Information					
1. No Signs or Signals <input type="checkbox"/> Check if Correct	2. Type of Warning Device at Crossing – Signs (specify number of each)				
	2.A. Crossbucks 2	2.B. Highway Stop Signs (R1-1) 0	2.C. RR Advance Warning Signs (W10-1) <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	2.D. Hump Crossing Sign (W10-5) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unknown	
2.E. Pavement Markings <input checked="" type="checkbox"/> Stoplines <input checked="" type="checkbox"/> RR Xing Symbols <input type="checkbox"/> None			2.F. Other Signs: (specify MUTCD type) Number <u>2</u> Specify Type <u>INCR. TRAIN TRAFFIC</u> Number _____ Specify Type _____		
3. Type of Warning Device at Crossing – Train Activated Devices (specify number of each)					
3.A. Gates 2	3.B. Four-Quadrant (or full barrier) Gates <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	3.C. Cantilevered (or Bridged) Flashing Lights Over Traffic Lane (number) 0 Not Over Traffic Lane (number) 0	3.D. Mast Mounted Flashing Lights (number) 2	3.E. Number of Flashing Light Pairs 4	
3.F. Other Flashing Lights: Number 0 Specify Type (max 9 characters)			3.G. Highway Traffic Signals (number) 0	3.H. Wigwags (number) 0	3.J. Bells (number) 1
3.K. Other Train Activated Warning Devices: (specify) (max 9 characters)					
4. Specify Special Warning Device NOT Train Activated: DO NOT USE OR ENTER DATA			5. Channelization Devices With Gates <input type="checkbox"/> All Approaches <input type="checkbox"/> One Approach <input checked="" type="checkbox"/> None		
6. Train Detection <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> DC/AFO <input checked="" type="checkbox"/> Motion Detectors <input type="checkbox"/> Other <input type="checkbox"/> None		7. Signaling for Train Operation: Is Train Equipped with Train Signal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		8. Traffic Light Interconnection/Preemption <input type="checkbox"/> Not Interconnected <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Simultaneous Preemption <input type="checkbox"/> Advanced Preemption	
9. Reserved For Future Use		10. Reserved For Future Use		12. Reserved For Future Use	
Part IV: Physical Characteristics					
1. Type of Development <input type="checkbox"/> Open Space <input checked="" type="checkbox"/> Residential <input checked="" type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional				2. Smallest Crossing Angle <input checked="" type="checkbox"/> 0°-29° <input type="checkbox"/> 30°-59° <input type="checkbox"/> 60°-90°	
3. Number of Traffic Lanes Crossing Railroad 2		4. Are Truck Pullout Lanes Present? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		5. Is Highway Paved? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
6. Crossing Surface (on main line) <input type="checkbox"/> 1. Timber <input type="checkbox"/> 2. Asphalt <input type="checkbox"/> 3. Asphalt and Flange <input type="checkbox"/> 4. Concrete <input type="checkbox"/> 5. Concrete and Rubber <input checked="" type="checkbox"/> 6. Rubber <input type="checkbox"/> 7. Metal <input type="checkbox"/> 8. Unconsolidated <input type="checkbox"/> 9. Other (Specify)					
7. Does Track Run Down a Street? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		8. Nearby Intersecting Highway <input type="checkbox"/> Less than 75 feet <input type="checkbox"/> 75 to 200 feet <input type="checkbox"/> 200 to 500 feet <input checked="" type="checkbox"/> N/A Is it Signalized? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			
9. Is Crossing Illuminated? (street lights within approx. 50 feet from nearest rail) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		10. Is Commercial Power Available? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		11. Space Reserved For Future Use.	
Part V: Highway Information					
1. Highway System <input type="checkbox"/> Interstate <input checked="" type="checkbox"/> Federal Aid, Not NHS <input type="checkbox"/> Nat. Hwy System (NHS) <input type="checkbox"/> Non-Federal Aid		2. Is Crossing on State Highway System? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		3. Functional Classification of Road at Crossing 17 URBAN COLLECTOR	
4. Posted Highway Speed 35					
5. Annual Average Daily Traffic (AADT) Year 2008 AADT 2200		6. Estimate Percent Trucks 6.00		7. Average Number of School Buses Over Crossing per School Day 13	

Paperwork Reduction Act: Public reporting for this information collection is estimated to average 15 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, no persons are required to respond to a collection of information unless it displays a currently valid OMB Control Number. The Valid CMB Control Number for this collection is 2130-0017.

U.S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Control No. 2130-0017

A. Initiating Agency <input type="checkbox"/> Railroad <input checked="" type="checkbox"/> State	B. Crossing Number 260627C	C. Reason for Update <input checked="" type="checkbox"/> Changes in Existing Data <input type="checkbox"/> New Crossing <input type="checkbox"/> Closed Crossing or Abandoned	D. Effective Date 06/30/2009
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Part I: Location and Classification Information

1. Railroad Operating Company (max 4 char.) CN		2. State (max 2 char.) IL		3. COUNTY (max 20 char.) WILL	
4. Railroad Division or Region (max 14 char.) JOLIET		5. Railroad Subdivision or District (max 14 char.) MATTESON		6. Branch or Line Name (max 15 char.) MAINLINE	
7. RR Milepost (nnnnn.nn) 15.06					
8. RR I.D. No. (max 10 char.)	9. Nearest RR Timetable Station (max 15 char.) (optional) FRANKFORT		10. Parent RR (max 4 char.) (if applicable)		11. Crossing Owner (RR or Company Name) CN
12. City (max 16 char.) <input checked="" type="checkbox"/> IN <input type="checkbox"/> Near FRANKFORT		13. Street or Road Name (max 17 char.) PFEIFFER ROAD		STATE SUPPLIED INFORMATION 21. HSR Corridor ID (max 2 char.)	
14. Highway Type & No. (max 7 char.) FAU3751		15. ENS Sign Installed (1-800) <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		16. Quiet Zone – FRA DETERMINED <input checked="" type="checkbox"/> No <input type="checkbox"/> Partial <input type="checkbox"/> 24 hr. <input type="checkbox"/> Unknown	
22. County Map Ref. No. (max 10 char.) NA		23. Latitude (nn.nnnnnnnn) 41.4925000			
24. Longitude (nnn.nnnnnnnn) -87.8288800		25. Lat/Long Source <input checked="" type="checkbox"/> Actual <input type="checkbox"/> Estimated			
17. Crossing Type (choose one only) <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private <input type="checkbox"/> Pedestrian		18. Crossing Position <input checked="" type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over		19. Type of Passenger Service <input type="checkbox"/> AMTRAK <input type="checkbox"/> AMTRAK & Other <input type="checkbox"/> Other <input checked="" type="checkbox"/> None	
20. Average Passenger Train Count Per Day 0					
26. Is There an Adjacent Crossing With a Separate Number? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Provide Number					

27. PRIVATE CROSSING INFORMATION

27.A. Category (check one) <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input type="checkbox"/> Recreational <input type="checkbox"/> Industrial <input type="checkbox"/> Commercial		27.B. Public Access <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown		27.C. Signs/Signals <input type="checkbox"/> None <input type="checkbox"/> Signs Specify _____ <input type="checkbox"/> Signals Specify _____	
28. A. Railroad Use (max 20 char.)		29.A. State Use (max 20 char.)			
28. B. Railroad Use (max 20 char.)		29.B. State Use (max 20 char.)			
28. C. Railroad Use (max 20 char.)		29.C. State Use (max 20 char.)			
28. D. Railroad Use (max 20 char.)		29.D. State Use (max 20 char.)			

30. Narrative
REMOTE MONITORING SYSTEM

31. Emergency Contact (Telephone No.) 815-727-6191	32. Railroad Contact (Telephone No.) 815-740-6742	33. State Contact (Telephone No.) 847-705-4110
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MUST COMPLETE REMAINDER OF FORM FOR PUBLIC VEHICLE CTOSSINGS AT GRADE

Part II: Railroad Information

1. Number of Daily Train Movements			
1.A. Total Trains 29	1.B. Total Switching Trains 0	1.C. Total Daylight Thru Trains (6 AM to 6 PM) 15	1.D. Check if Less Than One Movement Per Day <input type="checkbox"/>
2. Speed of Train at Crossing 2.A. Maximum Time Table Speed (mph) 45 2.B. Typical Speed Range Over Crossing (mph) from 5 to 45			
3. Type and Number of Tracks Main 1 Other If Other, Specify			
4. Does Another RR Operate a Separate Track at Crossing? <input type="checkbox"/> Yes If Yes, Specify RR (max 16 char.) <input checked="" type="checkbox"/> No		5. Does Another RR Operate Over Your Track at Crossing? <input checked="" type="checkbox"/> Yes If Yes, Specify RR (max 16 char.) <input type="checkbox"/> No UP, BNSF,	

U.S. DOT CROSSING INVENTORY FORM

B. Crossing Number 260627C		PAGE 2			D. Effective Date 06/30/2009	
Part III: Traffic Control Device Information						
1. No Signs or Signals <input type="checkbox"/> Check if Correct		2. Type of Warning Device at Crossing – Signs (<i>specify number of each</i>)				
		2.A. Crossbucks 2	2.B. Highway Stop Signs (<i>R1-1</i>) 0	2.C. RR Advance Warning Signs (<i>W10-1</i>) <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	2.D. Hump Crossing Sign (<i>W10-5</i>) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unknown	
2.E. Pavement Markings <input checked="" type="checkbox"/> Stoplines <input checked="" type="checkbox"/> RR Xing Symbols <input type="checkbox"/> None				2.F. Other Signs: (<i>specify MUTCD type</i>) Number 2 Specify Type INCR. TRAIN TRAFFIC Number _____ Specify Type _____		
3. Type of Warning Device at Crossing – Train Activated Devices (<i>specify number of each</i>)						
3.A. Gates 2	3.B. Four-Quadrant (or full barrier) Gates <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	3.C. Cantilevered (or Bridged) Flashing Lights Over Traffic Lane (<i>number</i>) 0 Not Over Traffic Lane (<i>number</i>) 0		3.D. Mast Mounted Flashing Lights (<i>number</i>) 2	3.E. Number of Flashing Light Pairs 4	
3.F. Other Flashing Lights: Number 0 Specify Type (<i>max 9 characters</i>)			3.G. Highway Traffic Signals (<i>number</i>) 0	3.H. Wigwags (<i>number</i>) 0	3.J. Bells (<i>number</i>) 1	
3.K. Other Train Activated Warning Devices: (<i>specify</i>) (<i>max 9 characters</i>)						
4. Specify Special Warning Device NOT Train Activated: DO NOT USE OR ENTER DATA				5. Channelization Devices With Gates <input type="checkbox"/> All Approaches <input type="checkbox"/> One Approach <input checked="" type="checkbox"/> None		
6. Train Detection <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> DC/AFO <input checked="" type="checkbox"/> Motion Detectors <input type="checkbox"/> Other <input type="checkbox"/> None		7. Signaling for Train Operation: Is Train Equipped with Train Signal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		8. Traffic Light Interconnection/Preemption <input type="checkbox"/> Not Interconnected <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Simultaneous Preemption <input type="checkbox"/> Advanced Preemption		
9. Reserved For Future Use		10. Reserved For Future Use		11. Reserved For Future Use		12. Reserved For Future Use
Part IV: Physical Characteristics						
1. Type of Development <input type="checkbox"/> Open Space <input type="checkbox"/> Residential <input checked="" type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional				2. Smallest Crossing Angle <input type="checkbox"/> 0°-29° <input type="checkbox"/> 30°-59° <input checked="" type="checkbox"/> 60°-90°		
3. Number of Traffic Lanes Crossing Railroad 2		4. Are Truck Pullout Lanes Present? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		5. Is Highway Paved? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
6. Crossing Surface (on main line) <input type="checkbox"/> 1. Timber <input type="checkbox"/> 2. Asphalt <input type="checkbox"/> 3. Asphalt and Flange <input type="checkbox"/> 4. Concrete <input type="checkbox"/> 5. Concrete and Rubber <input checked="" type="checkbox"/> 6. Rubber <input type="checkbox"/> 7. Metal <input type="checkbox"/> 8. Unconsolidated <input type="checkbox"/> 9. Other (Specify)						
7. Does Track Run Down a Street? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		8. Nearby Intersecting Highway <input type="checkbox"/> Less than 75 feet <input type="checkbox"/> 75 to 200 feet <input checked="" type="checkbox"/> 200 to 500 feet <input checked="" type="checkbox"/> N/A <div style="text-align: right;">Is it Signalized? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</div>				
9. Is Crossing Illuminated? (<i>street lights within approx. 50 feet from nearest rail</i>) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		10. Is Commercial Power Available? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		11. Space Reserved For Future Use.		
Part V: Highway Information						
1. Highway System <input type="checkbox"/> Interstate <input checked="" type="checkbox"/> Federal Aid, Not NHS <input type="checkbox"/> Nat. Hwy System (NHS) <input type="checkbox"/> Non-Federal Aid		2. Is Crossing on State Highway System? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		3. Functional Classification of Road at Crossing 17 URBAN COLLECTOR		4. Posted Highway Speed 35
5. Annual Average Daily Traffic (AADT) Year 2008 AADT 2700		6. Estimate Percent Trucks 4.00		7. Average Number of School Buses Over Crossing per School Day 13		

Paperwork Reduction Act: Public reporting for this information collection is estimated to average 15 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, no persons are required to respond to a collection of information unless it displays a currently valid OMB Control Number. The Valid CMB Control Number for this collection is 2130-0017.

U.S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION
FEDERAL RAILROAD ADMINISTRATION (FRA)

OMB Control No. 2130-0017

A. Initiating Agency <input type="checkbox"/> Railroad <input checked="" type="checkbox"/> State	B. Crossing Number 260628J	C. Reason for Update <input checked="" type="checkbox"/> Changes in Existing Data <input type="checkbox"/> New Crossing <input type="checkbox"/> Closed Crossing or Abandoned	D. Effective Date 06/30/2009
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Part I: Location and Classification Information

1. Railroad Operating Company (max 4 char.) CN		2. State (max 2 char.) IL		3. COUNTY (max 20 char.) WILL	
4. Railroad Division or Region (max 14 char.) JOLIET		5. Railroad Subdivision or District (max 14 char.) MATTESON		6. Branch or Line Name (max 15 char.) MAINLINE	
7. RR Milepost (nnnnn.nn) 17.06					
8. RR I.D. No. (max 10 char.)	9. Nearest RR Timetable Station (max 15 char.) (optional) FRANKFORT		10. Parent RR (max 4 char.) (if applicable)		11. Crossing Owner (RR or Company Name) CN
12. City (max 16 char.) <input checked="" type="checkbox"/> IN <input type="checkbox"/> Near FRANKFORT			13. Street or Road Name (max 17 char.) HARLEM AVENUE		
14. Highway Type & No. (max 7 char.) FAU3762			15. ENS Sign Installed (1-800) <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
16. Quiet Zone – FRA DETERMINED <input checked="" type="checkbox"/> No <input type="checkbox"/> Partial <input type="checkbox"/> 24 hr. <input type="checkbox"/> Unknown			22. County Map Ref. No. (max 10 char.) NA		
17. Crossing Type (choose one only) <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private <input type="checkbox"/> Pedestrian			18. Crossing Position <input checked="" type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over		
19. Type of Passenger Service <input type="checkbox"/> AMTRAK <input type="checkbox"/> AMTRAK & Other <input type="checkbox"/> Other <input checked="" type="checkbox"/> None			20. Average Passenger Train Count Per Day 0		
24. Longitude (nnn.nnnnnnnn) -87.7902700			25. Lat/Long Source <input checked="" type="checkbox"/> Actual <input type="checkbox"/> Estimated		
26. Is There an Adjacent Crossing With a Separate Number? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Provide Number					

27. PRIVATE CROSSING INFORMATION

27.A. Category (check one) <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input type="checkbox"/> Recreational <input type="checkbox"/> Industrial <input type="checkbox"/> Commercial		27.B. Public Access <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown	27.C. Signs/Signals <input type="checkbox"/> None <input type="checkbox"/> Signs Specify _____ <input type="checkbox"/> Signals Specify _____
28. A. Railroad Use (max 20 char.)		29.A. State Use (max 20 char.)	
28. B. Railroad Use (max 20 char.)		29.B. State Use (max 20 char.)	
28. C. Railroad Use (max 20 char.)		29.C. State Use (max 20 char.)	
28. D. Railroad Use (max 20 char.)		29.D. State Use (max 20 char.)	

30. Narrative
REMOTE MONITORING SYSTEM

31. Emergency Contact (Telephone No.) 815-727-6191	32. Railroad Contact (Telephone No.) 815-740-6742	33. State Contact (Telephone No.) 847-705-4110
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MUST COMPLETE REMAINDER OF FORM FOR PUBLIC VEHICLE CTOSSINGS AT GRADE

Part II: Railroad Information

1. Number of Daily Train Movements			
1.A. Total Trains 29	1.B. Total Switching Trains 0	1.C. Total Daylight Thru Trains (6 AM to 6 PM) 15	1.D. Check if Less Than One Movement Per Day <input type="checkbox"/>
2. Speed of Train at Crossing 2.A. Maximum Time Table Speed (mph) 45 2.B. Typical Speed Range Over Crossing (mph) from 5 to 45			
3. Type and Number of Tracks Main 1 Other If Other, Specify			
4. Does Another RR Operate a Separate Track at Crossing? <input type="checkbox"/> Yes If Yes, Specify RR (max 16 char.) <input checked="" type="checkbox"/> No		5. Does Another RR Operate Over Your Track at Crossing? <input checked="" type="checkbox"/> Yes If Yes, Specify RR (max 16 char.) <input type="checkbox"/> No UP, BNSF,	

U.S. DOT CROSSING INVENTORY FORM

B. Crossing Number 260628J	PAGE 2				D. Effective Date 06/30/2009
Part III: Traffic Control Device Information					
1. No Signs or Signals <input type="checkbox"/> Check if Correct	2. Type of Warning Device at Crossing – Signs (specify number of each)				
	2.A. Crossbucks 2	2.B. Highway Stop Signs (R1-1) 0	2.C. RR Advance Warning Signs (W10-1) <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	2.D. Hump Crossing Sign (W10-5) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unknown	
2.E. Pavement Markings <input checked="" type="checkbox"/> Stoplines <input checked="" type="checkbox"/> RR Xing Symbols <input type="checkbox"/> None			2.F. Other Signs: (specify MUTCD type) Number <u>2</u> Specify Type <u>INCR. TRAIN TRAFFIC</u> Number _____ Specify Type _____		
3. Type of Warning Device at Crossing – Train Activated Devices (specify number of each)					
3.A. Gates 2	3.B. Four-Quadrant (or full barrier) Gates <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	3.C. Cantilevered (or Bridged) Flashing Lights Over Traffic Lane (number) 0 Not Over Traffic Lane (number) 0	3.D. Mast Mounted Flashing Lights (number) 2	3.E. Number of Flashing Light Pairs 4	
3.F. Other Flashing Lights: Number 0 Specify Type (max 9 characters)			3.G. Highway Traffic Signals (number) 0	3.H. Wigwags (number) 0	3.J. Bells (number) 1
3.K. Other Train Activated Warning Devices: (specify) (max 9 characters)					
4. Specify Special Warning Device NOT Train Activated: DO NOT USE OR ENTER DATA			5. Channelization Devices With Gates <input type="checkbox"/> All Approaches <input type="checkbox"/> One Approach <input checked="" type="checkbox"/> None		
6. Train Detection <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> DC/AFO <input checked="" type="checkbox"/> Motion Detectors <input type="checkbox"/> Other <input type="checkbox"/> None		7. Signaling for Train Operation: Is Train Equipped with Train Signal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		8. Traffic Light Interconnection/Preemption <input type="checkbox"/> Not Interconnected <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Simultaneous Preemption <input type="checkbox"/> Advanced Preemption	
9. Reserved For Future Use		10. Reserved For Future Use		11. Reserved For Future Use	
Part IV: Physical Characteristics					
1. Type of Development <input type="checkbox"/> Open Space <input checked="" type="checkbox"/> Residential <input checked="" type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional				2. Smallest Crossing Angle <input type="checkbox"/> 0°-29° <input type="checkbox"/> 30°-59° <input checked="" type="checkbox"/> 60°-90°	
3. Number of Traffic Lanes Crossing Railroad 2		4. Are Truck Pullout Lanes Present? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		5. Is Highway Paved? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
6. Crossing Surface (on main line) <input type="checkbox"/> 1. Timber <input type="checkbox"/> 2. Asphalt <input type="checkbox"/> 3. Asphalt and Flange <input type="checkbox"/> 4. Concrete <input type="checkbox"/> 5. Concrete and Rubber <input checked="" type="checkbox"/> 6. Rubber <input type="checkbox"/> 7. Metal <input type="checkbox"/> 8. Unconsolidated <input type="checkbox"/> 9. Other (Specify)					
7. Does Track Run Down a Street? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		8. Nearby Intersecting Highway <input type="checkbox"/> Less than 75 feet <input type="checkbox"/> 75 to 200 feet <input checked="" type="checkbox"/> 200 to 500 feet <input type="checkbox"/> N/A Is it Signalized? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			
9. Is Crossing Illuminated? (street lights within approx. 50 feet from nearest rail) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		10. Is Commercial Power Available? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		11. Space Reserved For Future Use.	
Part V: Highway Information					
1. Highway System <input type="checkbox"/> Interstate <input checked="" type="checkbox"/> Federal Aid, Not NHS <input type="checkbox"/> Nat. Hwy System (NHS) <input type="checkbox"/> Non-Federal Aid		2. Is Crossing on State Highway System? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		3. Functional Classification of Road at Crossing 16 URBAN MINOR ARTERIAL	
4. Posted Highway Speed 45					
5. Annual Average Daily Traffic (AADT) Year 2009 AADT 9378		6. Estimate Percent Trucks 2.00		7. Average Number of School Buses Over Crossing per School Day 40	

APPENDIX E: VILLAGE OF MOKENA PUBLIC AUTHORITY DELEGATION

PUBLIC AUTHORITY DESIGNATION

Quiet Zone Name: Frankfort Quiet Zone

The Village of Mokena hereby delegates to the Village of Frankfort the authority to take such actions as are required by 49 CFR Part 222 for the purpose of creating the New Quiet Zone identified above.

John Downs
Name

Village Administrator
Title

[Signature]
Signature

7-29-09
Date

APPENDIX F: ADJUSTMENT OF NATIONWIDE SIGNIFICANT RISK THRESHOLD
FEDERAL REGISTER DOCUMENT E9-20966

State websites to give respondents the opportunity to fill the form out online or print out the form and fill it out manually and submit the form in person or by fax or mail.

Dated: July 10, 2009.

Mary Ellen Hickey,

Managing Director, Bureau of Consular Affairs, Department of State.

[FR Doc. E9-21088 Filed 8-31-09; 8:45 am]

BILLING CODE 4710-06-P

DEPARTMENT OF STATE

[Public Notice 6747]

Culturally Significant Object Imported for Exhibition Determinations: "Luc Tuymans"

SUMMARY: Notice is hereby given of the following determinations: Pursuant to the authority vested in me by the Act of October 19, 1965 (79 Stat. 985; 22 U.S.C. 2459), Executive Order 12047 of March 27, 1978, the Foreign Affairs Reform and Restructuring Act of 1998 (112 Stat. 2681, *et seq.*; 22 U.S.C. 6501 note, *et seq.*), Delegation of Authority No. 234 of October 1, 1999, Delegation of Authority No. 236 of October 19, 1999, as amended, and Delegation of Authority No. 257 of April 15, 2003 [68 FR 19875], I hereby determine that the object in the exhibition: "Luc Tuymans," imported from abroad for temporary exhibition within the United States, is of cultural significance. The object is imported pursuant to a loan agreement with the foreign owner or custodian. I also determine that the exhibition or display of the exhibit object at the Wexner Center for the Arts, Columbus, OH, from on or about September 20, 2009, until on or about January 3, 2010; San Francisco Museum of Modern Art, San Francisco, CA, from on or about February 13, 2010, until on or about May 16, 2010; Dallas Museum of Art, Dallas, TX, from on or about June 13, 2010, until on or about September 6, 2010; Museum of Contemporary Art, Chicago, IL, from on or about October 2, 2010, until on or about January 9, 2011, and at possible additional exhibitions or

venues yet to be determined, is in the national interest. Public Notice of these Determinations is ordered to be published in the **Federal Register**.

FOR FURTHER INFORMATION CONTACT: For further information, including a list of the exhibit object, contact Julie Simpson, Attorney-Adviser, Office of the Legal Adviser, U.S. Department of State (telephone: 202-632-6467). The address is U.S. Department of State, L/PD, SA-5, 2200 C Street, NW., Suite 5H03, Washington, DC 20522-0505.

Dated: August 25, 2009

Maura M. Pally,

Deputy Assistant Secretary for Professional and Cultural Exchanges, Bureau of Educational and Cultural Affairs, Department of State.

[FR Doc. E9-21086 Filed 8-31-09; 8:45 am]

BILLING CODE 4710-05-P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket No. FRA-1999-6439, Notice No. 20]

Adjustment of Nationwide Significant Risk Threshold

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Notice of Adjustment of Nationwide Significant Risk Threshold.

SUMMARY: In accordance with Appendix D to Title 49 Code of Federal Regulations (CFR) part 222, Use of Locomotive Horns at Highway-Rail Grade Crossings, FRA is updating the Nationwide Significant Risk Threshold (NSRT). This action is needed to ensure that the public has the proper threshold of permissible risk for calculating quiet zones established in relationship to the NSRT. This is the third update to the NSRT, which is being increased to 18,775 from 17,610.

DATES: The effective date is September 1, 2009.

FOR FURTHER INFORMATION CONTACT: Mr. Ronald Ries, Office of Railroad Safety, FRA, 1200 New Jersey Avenue, SE.,

Washington, DC 20590 (telephone: 202-493-6299 or e-mail: Ronald.Ries@dot.gov); or Kathryn Shelton, Office of Chief Counsel, FRA, 1200 New Jersey Avenue, SE., Washington, DC 20590 (telephone: 202-493-6038 or e-mail: Kathryn.Shelton@dot.gov).

SUPPLEMENTARY INFORMATION:

Background

The NSRT is simply an average of the risk indexes for gated public crossings, nationwide, where train horns are routinely sounded. FRA developed this risk index to serve as one threshold of permissible risk for quiet zones established under this rule across the Nation. Thus, a community that is trying to establish and/or maintain its quiet zone pursuant to 49 CFR part 222 can compare the Quiet Zone Risk Index calculated for its specific crossing corridor to the NSRT to determine whether sufficient measures have been taken to compensate for the excess risk that results from prohibiting routine sounding of the locomotive horn. (Alternatively, a community can establish its quiet zone in comparison to the Risk Index With Horns, which is a corridor-specific measure of risk to the motoring public, when locomotive horns are routinely sounded at every public highway-rail grade crossing within the quiet zone.)

In 2006, when the final rule titled, "Use of Locomotive Horns at Highway-Rail Grade Crossings," was amended, the NSRT was 17,030 (71 FR 47614, Aug. 17, 2006). In 2007, FRA recalculated the NSRT to be 19,047 (72 FR 14850, Mar. 29, 2007). In 2008, FRA recalculated the NSRT to be 17,610 (73 FR 30661, May 28, 2008).

New NSRT

Using collision data from 2004 to 2008, FRA has recalculated the NSRT based on formulas identified in Appendix D to 49 CFR part 222. In making this recalculation, FRA noted that the total number of gated, non-whistle-ban crossings was 39,065.

$$\text{Fatality Rate} = \frac{\text{Fatalities}}{\text{Fatal Incidents} = 287} = \frac{358}{1.2474}$$

$$\text{Injury Rate} = \frac{\text{Injuries in Injury-Only Incidents}}{\text{Injury-Only Incidents} = 708} = \frac{1008}{1.4237}$$

Applying the fatality rate and injury rate to the probable number of fatalities and casualties predicted to occur at each

of the 39,065 identified crossings and the predicted cost of the associated

injuries and fatalities, FRA calculates the NSRT to be 18,775.

Issued in Washington, DC, on August 25, 2009.

Jo Strang,

*Associate Administrator for Railroad Safety/
Chief Safety Officer.*

[FR Doc. E9-20966 Filed 8-31-09; 8:45 am]

BILLING CODE 4910-06-P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Intent to Prepare an Environmental Impact Statement for Proposed Transit Improvements to the Orange Line, Cook County, IL

AGENCY: Federal Transit Administration (FTA), Department of Transportation.

ACTION: Notice of Intent to Prepare an Environmental Impact Statement.

SUMMARY: The FTA, as the Federal lead agency, and the Chicago Transit Authority (CTA) intend to prepare an Environmental Impact Statement (EIS) for the Orange Line Extension Project in Cook County, Illinois. CTA operates the rapid transit system in Chicago, Cook County, Illinois. The proposed project, described more completely within, would extend the Orange Line, a heavy rail transit line, to connect Midway Station at the Midway International Airport to the Ford City shopping center. The purpose of this Notice of Intent is to alert interested parties regarding the intent to prepare the EIS and to provide information on the nature of the proposed project and possible alternatives to invite public participation in the EIS process.

DATES: Written comments on the scope of the EIS, including the project's purpose and need, the alternatives to be considered, the impacts to be evaluated, and the methodologies to be used in the evaluations should be sent to CTA on or before October 27, 2009. See **ADDRESSES** below for the address to which written public comments may be sent. A public scoping meeting to accept comments on the scope of the EIS will be held on the following date:

- Monday, September 21, 2009; 6 p.m. to 8 p.m.; at the Hancock College Preparatory High School, 4034 W. 56th St., Chicago, IL 60629.

The buildings used for the scoping meetings are accessible to persons with disabilities. Any individual who requires special assistance, such as a sign language interpreter, to participate in the scoping meeting should contact Mr. Darud Akbar, Government and Community Relations Officer, at 312-681-2708 or dakbar@transitchicago.com, five days prior to the meeting.

Scoping materials describing the project purpose and need and the alternatives proposed for analysis will be available at the meetings and on the CTA Web site <http://www.transitchicago.com/OrangeEIS>. Paper copies of the scoping materials may also be obtained from Mr. Darud Akbar, Government and Community Relations Officer, at 312-681-2708 or dakbar@transitchicago.com. An interagency scoping meeting will be held on Thursday, September 24 at 1:30 p.m. at CTA Headquarters, in Conference Room 2C, 567 W. Lake Street, Chicago, IL 60661.

Representatives of Native American tribal governments and of all Federal, State, regional and local agencies that may have an interest in any aspect of the project will be invited to be participating or cooperating agencies, as appropriate.

ADDRESSES: Comments will be accepted at the public scoping meetings or they may be sent to Mr. Jeffrey Busby, General Manager, Strategic Planning, Chicago Transit Authority, P.O. Box 7602, Chicago, IL 60680-7602, or via e-mail at OrangeExtension@transitchicago.com.

FOR FURTHER INFORMATION CONTACT: Mr. David Werner, Community Planner, Federal Transit Administration, Region V, 200 West Adams Street, Suite 320, Chicago, IL 60606, phone 312-353-3879, e-mail David.Werner@dot.gov.

SUPPLEMENTARY INFORMATION:

Scoping

The FTA and CTA invite all interested individuals and organizations, public agencies, and Native American Tribes to comment on the scope of the EIS, including the project's purpose and need, the alternatives to be studied, the impacts to be evaluated, and the evaluation methods to be used. Comments should address (1) alternatives that may better achieve the project's need and purposes at less cost or with fewer adverse impacts, and (2) any significant environmental impacts relating to the alternatives.

National Environmental Policy Act (NEPA) "scoping" (40 CFR 1501.7) has specific and fairly limited objectives, one of which is to identify the significant issues associated with alternatives that will be examined in detail in the document, while simultaneously limiting consideration and development of issues that are not truly significant. It is in the NEPA scoping process that potentially significant environmental impacts—those that give rise to the need to

prepare an environmental impact statement—should be identified; impacts that are deemed not to be significant need not be developed extensively in the context of the impact statement, thereby keeping the statement focused on impacts of consequence. Transit projects may also generate environmental benefits; these should be highlighted as well—the impact statement process should draw attention to positive impacts, not just negative impacts.

Once the scope of the environmental study, including significant environmental issues to be addressed, is settled, an annotated outline of the document will be prepared and shared with interested agencies and the public. The outline serves at least three worthy purposes, including (1) documenting the results of the scoping process; (2) contributing to the transparency of the process; and (3) providing a clear roadmap for concise development of the environmental document.

Purpose and Need for the Project

The purpose of the Orange Line Extension project is to improve access to the existing Orange Line for southwest side and southwest suburban residents and businesses, support the area's ongoing economic development efforts, and strengthen the competitiveness of transit in the reverse commute market.

The need for the project is based on the following considerations: access to the Orange Line is currently constrained by limited parking availability; access to the Orange Line by bus or auto is unreliable due to congestion approaching the existing terminal station; and few uncongested roadways are available to access the current Orange Line terminal because of wider than usual arterial street spacing, which limits mobility for residents and businesses.

Project Location and Environmental Setting

The proposed heavy rail transit (HRT) project area lies about 10 miles southwest of the Chicago Central Area (commonly referred to as the "Loop"). The limits of the project area are 59th Street on the north and 79th Street on the south. Midway International Airport is located in the northwestern portion of the project area.

The project area includes parts of the community areas of Ashburn, Clearing, and West Lawn within the City of Chicago, and is adjacent to the Village of Bedford Park and the City of Burbank. The project area is highly developed, with significant residential (primarily single family), industrial, transportation

APPENDIX G: QUIET ZONE RISK INDEX CALCULATIONS

VILLAGE OF FRANKFORT
QUIET ZONE FEASIBILITY STUDY
QUIET ZONE RISK INDEX
REH #09910

RISK INDEX CALCULATIONS

Street	Risk Index With Horns	Risk Index w/o Horns	Safety Improvement	SSM or ASM	Effectiveness	Quiet Zone Risk Index
Owens Road / 116th Avenue	20,861.81	34,797.50	Non-Traversable Curbs	SSM	0.800	6,959.50
Wolf Road	27,910.61	46,554.89	Non-Traversable Curbs	SSM	0.800	9,310.98
Center Road	25,376.98	42,328.81	Channelization	SSM	0.750	10,582.20
Sauk Trail	20,130.79	33,578.15	Channelization One Approach	ASM	0.375	20,986.34
Pfeiffer Road	21,096.56	35,189.07	Channelization One Approach	ASM	0.375	21,993.17
Harlem Avenue	27,647.37	46,115.82	Channelization	SSM	0.750	11,528.96
Overall Corridor	23,837.35	39,760.71	---	---	---	13,560.19

QUIET ZONE ESTABLISHMENT CRITERIA:

Quiet Zone may be created if **any** of the following conditions is met.

\$222.39 (1) - Implement, at every public highway-rail grade crossing within the quiet zone, one or more SSMs.

- Not met. SSM's not implemented at every crossing.

\$222.39 (2) - Reduce the Quiet Zone Risk Index to at, or below, the Nationwide Significant Risk Threshold.

- **Met.** Quiet Zone Risk Index is 13,061.89. Nationwide Significant Risk Threshold is 18,775.00.

\$222.39 (3) - Implement SSMs [or ASMs]... to reduce the Quiet Zone Risk Index to a level at or below the Risk Index With Horns.

- **Met.** Quiet Zone Risk Index is 13,061.89. Risk Index With Horns is 23,401.02.

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QUIET ZONE CALCULATOR

Federal Railroad Administration

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Contact

logoff jsnape@rehamilton.org

Update and Verify Crossing Information

Zone:
Quiet Zone Type : New 24-hour Quiet Zone

260620E OWENS RD/116TH AV

260621L WOLF RD

260623A CENTER RD

260625N *PRIVATE

260626V SAUK TRAIL

260627C PFEIFFER RD/88 AV

260628J HARLEM AV

Create New Zone

Manage Existing Zones

Log Off

Step by Step Instructions:

Step 1:

To add more crossings to the zone Click the ADD CROSSING.

Step 2:

To Make changes to the default information, select the crossing from list. Enter the changes in the appropriate box, then click the UPDATE button.

Step 3:

To permanently remove a crossing from the zone, select Crossing from list. Click the DELETE CROSSING button.

Step 4:

Verify All Crossing Information Provided is correct. Then Click the Check Box, then CONTINUE button .

* Note:

To see a list of SSMs, click on "Pre-Existing SSM".

Crossing Updated!

260620E OWENS RD/116TH AV

Present warn device: Lights

Flashing Gates

Number of highway vehicles per day: 001600

1600

Total trains: 11

29

Day through trains : 5

15

Total Switching Trains : 0

0

Number of main tracks: 1

2

Number of other tracks: 0

0

Urban(U.)/Rural(R.): U.Local

U.Collector

Highways paved: Yes

Yes

Maximum timetable speed mph: 45

45

Number of highway lanes: 2

2

Number of years accident data: 5

5

Number of accidents in accident data years: 0

0

Wayside horn:

No

Pre-Existing SSM:

No

UPDATE

Note: Updating Crossing information on the Quiet Zone Calculator DOES NOT update the crossing inventory. Be sure that an updated current and accurate inventory form is also submitted.

* = Not Public At Grade Crossing
** = Closed Crossing

To verify ALL CROSSING INFORMATION PROVIDED is correct, click on the check box here.

ADD CROSSING

DELETE CROSSING

file:///C:/DOCUMENTE~1/jts/LOCALS~1/Temp/A46ULW7N.htm

9/23/2009

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Create New Zone

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Step 3:

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Step 4:

Verify All Crossing Information Provided is correct. Then Click the Check Box, then CONTINUE button .

* Note:

To see a list of SSMs, click on "Pre-Existing SSM".

Zone:

Quiet Zone Type : New 24-hour Quiet Zone

260620E OWENS RD/116TH AV

260621L WOLF RD

260623A CENTER RD

260625N *PRIVATE

260626V SAUK TRAIL

260627C PFEIFFER RD/88 AV

260628J HARLEM AV

* = Not Public At Grade Crossing

** = Closed Crossing

☐ To verify ALL CROSSING INFORMATION PROVIDED is correct, click on the check box here.

ADD CROSSING

DELETE CROSSING

Update and Verify Crossing Information

260621L WOLF RD

Present warn device: Gates

Number of highway vehicles per day: 007800

Total trains: 11

Day through trains : 5

Total Switching Trains : 0

Number of main tracks: 1

Number of other tracks: 1

Urban(U.) /Rural(R.): U.Collector

Highways paved: Yes

Maximum timetable speed mph: 45

Number of highway lanes: 2

Number of years accident data: 5

Number of accidents in accident data years: 0

Wayside horn: No

Pre-Existing SSM:

UPDATE

Note: Updating Crossing information on the Quiet Zone Calculator DOES NOT update the crossing inventory. Be sure that an updated current and accurate inventory form is also submitted.

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QUIET ZONE CALCULATOR

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Update and Verify Crossing Information

Create New Zone

Manage Existing Zones

Log Off

Step by Step Instructions:

Step 1: To add more crossings to the zone Click the ADD CROSSING.

Step 2: To Make changes to the default information, select the crossing from list. Enter the changes in the appropriate box, then click the UPDATE button.

Step 3: To permanently remove a crossing from the zone, select Crossing from list. Click the DELETE CROSSING button.

Step 4: Verify All Crossing Information Provided is correct. Then Click the Check Box, then CONTINUE button .

*** Note:** To see a list of SSMs, click on "Pre-Existing SSM".

Zone:
Quiet Zone Type : New 24-hour Quiet Zone

260620E OWENS RD/116TH AV

260621L WOLF RD

260623A CENTER RD

260625N *PRIVATE

260626V SAUK TRAIL

260627C PFEIFFER RD/88 AV

260628J HARLEM AV

* = Not Public At Grade Crossing

** = Closed Crossing

☐ To verify ALL CROSSING INFORMATION PROVIDED is correct, click on the check box here.

ADD CROSSING

DELETE CROSSING

260623A CENTER RD

Present warn device: Gates

Number of highway vehicles per day: 4900

Total trains: 11

Day through trains : 5

Total Switching Trains : 0

Number of main tracks: 1

Number of other tracks: 1

Urban(U.)/Rural(R.): Arterial

Highways paved: Yes

Maximum timetable speed mph: 45

Number of highway lanes: 2

Number of years accident data: 5

Number of accidents in accident data years: 0

Wayside horn:

Pre-Existing SSM:

UPDATE

Note: Updating Crossing information on the Quiet Zone Calculator **DOES NOT** update the crossing inventory. Be sure that an updated current and accurate inventory form is also submitted.

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Update and Verify Crossing Information

Create New Zone

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Log Off

Step by Step Instructions:

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Step 3:

To permanently remove a crossing from the zone, select Crossing from list. Click the DELETE CROSSING button.

Step 4:

Verify All Crossing Information Provided is correct. Then Click the Check Box, then CONTINUE button .

* Note:

To see a list of SSMs, click on "Pre-Existing SSM".

Zone:

Quiet Zone Type : New 24-hour Quiet Zone

260620E OWENS RD/116TH AV

260621L WOLF RD

260623A CENTER RD

260625N *PRIVATE

260626V SAUK TRAIL

260627C PFEIFFER RD/88 AV

260628J HARLEM AV

* = Not Public At Grade Crossing

** = Closed Crossing

☐ To verify ALL CROSSING INFORMATION PROVIDED is correct, click on the check box here.

ADD CROSSING

DELETE CROSSING

260626V SAUK TRAIL

Present warn device: Gates

Number of highway vehicles per day: 002200

Total trains: 11

Day through trains : 5

Total Switching Trains : 0

Number of main tracks: 1

Number of other tracks: 0

Urban(U.) /Rural(R.): U.Collector

Highways paved: Yes

Maximum timetable speed mph: 45

Number of highway lanes: 2

Number of years accident data: 5

Number of accidents in accident data years: 0

Wayside horn:

Pre-Existing SSM:

2200

29

15

0

1

0

U.Collector

Yes

45

2

5

0

No

No

UPDATE

Note: Updating Crossing information on the Quiet Zone Calculator DOES NOT update the crossing inventory. Be sure that an updated current and accurate inventory form is also submitted.

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Create New Zone

Manage Existing Zones

Log Off

Step by Step Instructions:

Step 1:

To add more crossings to the zone Click the ADD CROSSING.

Step 2:

To Make changes to the default information, select the crossing from list. Enter the changes in the appropriate box, then click the UPDATE button.

Step 3:

To permanently remove a crossing from the zone, select Crossing from list. Click the DELETE CROSSING button.

Step 4:

Verify All Crossing Information Provided is correct. Then Click the Check Box, then CONTINUE button .

* Note:

To see a list of SSMs, click on "Pre-Existing SSM".

Zone:

Quiet Zone Type : New 24-hour Quiet Zone

260620E OWENS RD/116TH AV

260621L WOLF RD

260623A CENTER RD

260625N *PRIVATE

260626V SAUK TRAIL

260627C PFEIFFER RD/88 AV

260628J HARLEM AV

ADD CROSSING

DELETE CROSSING

Update and Verify Crossing Information

260627C PFEIFFER RD/88 AV

Present warn device: Gates

Number of highway vehicles per day: 002700

Total trains: 11

Day through trains : 5

Total Switching Trains : 0

Number of main tracks: 1

Number of other tracks: 0

Urban(U.) /Rural(R.): U.Collector

Highways paved: Yes

Maximum timetable speed mph: 45

Number of highway lanes: 2

Number of years accident data: 5

Number of accidents in accident data years: 0

Wayside horn:

Pre-Existing SSM:

2700

29

15

0

1

0

U.Collector

Yes

45

2

5

0

No

No

UPDATE

Note:

Updating Crossing information on the Quiet Zone Calculator DOES NOT update the crossing inventory. Be sure that an updated current and accurate inventory form is also submitted.

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Create New Zone

Manage Existing Zones

Log Off

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Step 1: To add more crossings to the zone Click the ADD CROSSING.

Step 2: To Make changes to the default information, select the crossing from list. Enter the changes in the appropriate box, then click the UPDATE button.

Step 3: To permanently remove a crossing from the zone, select Crossing from list. Click the DELETE CROSSING button.

Step 4: Verify All Crossing Information Provided is correct. Then Click the Check Box, then CONTINUE button .

*** Note:** To see a list of SSMs, click on "Pre-Existing SSM".

Update and Verify Crossing Information

Zone:
Quiet Zone Type : New 24-hour Quiet Zone

260620E OWENS RD/116TH AV

260621L WOLF RD

260623A CENTER RD

260625N *PRIVATE

260626V SAUK TRAIL

260627C PFEIFFER RD/88 AV

260628J HARLEM AV

Present warn device: Gates

Number of highway vehicles per day: 008400

Total trains: 11

Day through trains : 5

Total Switching Trains : 0

Number of main tracks: 1

Number of other tracks: 0

Urban(U.)/Rural(R.): Arterial

Highways paved: Yes

Maximum timetable speed mph: 45

Number of highway lanes: 2

Number of years accident data: 5

Number of accidents in accident data years: 0

Wayside horn:

Pre-Existing SSM:

UPDATE

Note: Updating Crossing information on the Quiet Zone Calculator **DOES NOT** update the crossing inventory. Be sure that an updated current and accurate inventory form is also submitted.

APPENDIX H: DIAGNOSTIC TEAM MEETING MINUTES

Minutes
Village of Frankfort
Quiet Zone Diagnostic Team Meeting
Village of Frankfort, Village Hall
June 29, 2009

Meeting started at 10:00 am. Those in attendance were:

Jerry Ducay	Village of Frankfort
Howard Sloan	Village of Frankfort
Jeff Cook	Village of Frankfort
Rob Piscia	Village of Frankfort
Terry Kestel	Village of Frankfort
Joe Regis	Robert E. Hamilton Consulting Engineers, PC (REHCE)
Jim Testin	Robert E. Hamilton Consulting Engineers, PC (REHCE)
Brian Murphy	Lincoln-Way High School District 210
Tammy Wagner	Federal Railroad Administration (FRA)
Andy Rabadi	Illinois Department of Transportation (IDOT)
John Henriksen	Canadian National Railroad (CN)
Curt Sander	Frankfort School District 157-C
Paul Pearson	Village of Mokena
Stan Milewski	Illinois Commerce Commission (ICC)
Jim Grady, III	Frankfort Fire District

All attendees received crossing inventories with proposed corrections, photos of crossings and plans for crossing improvements at 116th Avenue, Center Road and South Harlem Avenue. Attendees all introduced themselves. Then a review of the steps in the process was outlined.

The team went through each of the intersection's crossing inventories. Updates to the inventories were highlighted. Three of six crossings have plans for improvements. Train count needs to be updated. In addition all signals would need to have a constant warning circuitry. REHCE would be submitting an updated inventory for the Village of Frankfort.

One agency identified they still have a second private crossing listed west of the identified crossing. It will be confirmed that the second private crossing has been removed. Any private crossing must include cross bucks and stop signs for a quiet zone to be considered. The one active crossing will need stop signs which can be attached to the post for the cross-buck signs. No train horn signs must also be installed at the crossing.

Each crossing was discussed. The improvements for 116th Avenue are planned to start at the end of July or early August. This may push into the first couple weeks of school. The Village will work with the school to keep them informed of the timeline. The improvements at 116th Avenue were designed to meet standards to help meet quiet zone status. The improvements include barrier median, gates including those for the pedestrian crossing and designed for both tracks. It was emphasized that the median must be at least six inches in height. The distance of the median must be 100 feet measured from the gate to qualify for risk reduction but may receive partial credit.

The crossing may be improved in two overlapping occurrences. This first occurrence would be with the roadway improvement and the other for the development of a second track in anticipation of a future second line.

The Wolf Road crossing has no planned improvements for a second track. There is a bike path that goes onto the roadway to cross the tracks. It was identified that creating a separate bike crossing is an independent project and there is no plan to separate the uses in the near future. When the Village seeks to widen the crossing to add the pedestrian/bike path directly through the crossing, the Village will need to file a petition with the ICC. This is a standard procedure whenever a pedestrian crossing is being installed or an existing crossing is being modified to accommodate pedestrians.

There is a sidewalk on the Village of Frankfort's side which terminates prior to the tracks. Mokena has no plans within the next two years to install a sidewalk on their side that would necessitate a connection. Frankfort identified that the sidewalk, which terminates at the southwest corner of the tracks and Wolf Road, can be striped across Wolf Road to allow a connection to the path on the east side. The group discussed the timing of improvements. It was identified that if improvements are not scheduled to be completed within the next two years they would not be considered but may be elements that will be identified in future quiet zone reviews.

The Center Road crossing is planned for a raised concrete median and the existing gates will be used.

Sauk Trail has no planned changes but will require constant warning circuitry. It does have a rubberized crossing. It was identified that the type of material is not restricted and the standard is wood but CN is willing to discuss.

The timing of the bike path at Pfeiffer Road was discussed. It is anticipated that the path will cross the tracks separate from the roadway and the EJ&E extended the rubberized crossing to account for the path. The group determined that the path is not planned in the next two years so it will not be part of the application.

The improvements to Harlem Avenue were discussed. The area south of Route 30 is under the jurisdiction of Cook County. The plans reflect a five lane cross-section. It may be planned for 2010 but there is no definitive time line. Right-of-way (ROW) and easement acquisition is currently underway. If a non-mountable median is used, the speed limit should not exceed 40 mph. It was identified that an option is for REHCE to seek a reduction in speed limit from Cook County before other alternatives are sought.

It was discussed that with the three planned improvements (116th, Center and Harlem) and improvements at the private crossing, the subject line through the Village meets the threshold for a quiet zone. The team discussed that other crossings may have improvements made regardless of these planned projects. In addition, based on concerns for the timing of improvements for the crossing at Harlem Avenue, it was discussed whether a short term or interim improvement may be considered at the crossing. The FRA identified that based on the level of improvements they would do a review every year, every three years or every five years.

Further discussion on the Harlem Avenue crossing included the date of the traffic counts. The most recent traffic counts are four years old. REHCE will contact Cook County to see if there is a more recent traffic count.

For the notice of intent to create the quiet zone the Village of Frankfort is the public body that would be making the request. The notice will be filed by REHCE.

Improvements were discussed by the team. Distance needed for SSM barriers is 60 feet if limited by public streets or drives. Areas such as Pfeiffer Road would not allow the full improvements south of the tracks. Maintenance was also a key factor. If a panel is missing on a channelization project the crossing would then be non-compliant.

11:10 the meeting at Village Hall concluded and site visits of the crossings were conducted. The site visits would be from the eastern-most crossing (Harlem Avenue) westward. Those in attendance for the site visits were:

Jerry Ducay	Village of Frankfort
Rob Piscia	Village of Frankfort
Terry Kestel	Village of Frankfort
Joe Regis	Robert E. Hamilton Consulting Engineers, PC
Jim Testin	Robert E. Hamilton Consulting Engineers, PC
Tammy Wagner	Federal Railroad Administration
John Henriksen	Canadian National Railroad
Stan Milewski	Illinois Commerce Commission

The representative from CN held a safety meeting at the first site at Harlem Avenue. The representative would act as the watchman to look out for trains.

Harlem Avenue – Timing of road within the next two years is a concern if Frankfort is looking to move forward quickly with a quiet zone. The plans for Harlem Avenue improvements are from Route 30 to Laraway Road. The plans are for a sidewalk on the west side. Interim improvements may be installed if the planned improvements are not moving forward quickly enough. If the interim improvements are replaced, the information to the FRA can be updated as part of the required review period. The roadway improvements may shift the roadway centerline slightly to the east. Speed limit is 45 mph. If non-traversable medians are used the speed limit should be lowed to 40 mph. The channelization may be installed for the crossing but the team identified that maintenance would be key based on amount of traffic and speed. It was identified that the crossing would need to have constant warning circuitry installed. The filing of the notice of intent would trigger the process to install the circuitry which would be completed prior to the improvements at the crossings. Key elements identified by the team were: limited site distance, channelization may occur, and constant (advanced) warning circuitry needed.

Pfeiffer Road – Attendees from this site through the remaining crossings included the representatives from REHCE, FRA, CN and ICC. Wilson paving on the south side of the crossing limits the use of control measures on the south. The drive may be made right-in right-out to allow for the improvement which is a consideration for the community. Some credit may be given for improvements on one side of a crossing. Constant (advanced) warning circuitry needed. Key

elements identified by the team were: channelization may occur but may be half based on the driveway and constant warning circuitry needed.

Sauk Trail – There is a driveway east of the crossing which was estimated at 50 feet. The measurement, for the purpose of meeting the standards for quiet zone credit, is taken from the gate. The community could limit access to the private drive. It may be a consideration for the community that even if the improvements on one side do not qualify due to inadequate distance that the improvements such as channelization are still implemented to the length possible. The angle of the road with the track may make a median widening and maintenance of the median difficult. Key elements identified by the team were: channelization may occur but may be half based on the driveway and constant warning circuitry.

Private Crossing – Key elements identified by the team were: stop signs are required and that the owners be notified of the process to create the quiet zone.

Center Road – This crossing is planned for improvements. The improvements include a non-traversable median and curb and gutter. Drive to lot on the southwest corner of the crossing and Center Road would not remain with the improvements with access to the lot off the side street. Required measurements at the curb and gate appear to be sufficient. It appeared that the median on the plans have different widths. It was suggested by team members that they match. Key elements identified by the team were: improvements with non-traversable median appear to meet the quiet zone requirements if distance requirements are achieved and it is recommended that median widths match.

Wolf Road – Mokena is on the north side of the crossing and is aware of the improvements. A letter should be requested agreeing with the improvements and Frankfort's effort to create a quiet zone to be included in the Notice of Intent submittal packet. The bike path is identified at the crossing to go onto the road to cross the tracks. The team identified that pedestrian/bike incidents are tracked as well as auto incidents at tracks which are a consideration in quiet zone evaluations. It may be appropriate for the community to work toward separating the bike path. The ComEd access points for maintenance can be treated as private with restricted access so improvements can be implemented. The area then has 100 feet on both sides for improvements. Key elements identified by the team were: this is a good candidate for non-traversable median or channelization, a letter from Mokena is helpful and constant warning circuitry is needed.

116th Avenue – This crossing has planned improvements. The plan would be that the improvements would be started in the first part of August. Both sides are planned to have a bike path and sidewalk. Key elements identified by the team were: it appears the planned improvements would meet the standards for an SSM.

Meeting concluded at 1:30.

APPENDIX I: VILLAGE OF FRANKFORT IMPLEMENTATION COMMITMENT

IMPLEMENTATION COMMITMENTQuiet Zone Name: Frankfort Quiet Zone

The Village of Frankfort hereby commits to implement the proposed safety improvements as outlined in the approved Notice of Intent and as further discussed above as part of this Public Authority Designation as are required by 49 CFR Part 222 for the purpose of creating the New Quiet Zone identified above.

Name

Title

Signature

Date

APPENDIX J: IMPROVEMENT PLANS FOR OWENS ROAD / 116TH STREET

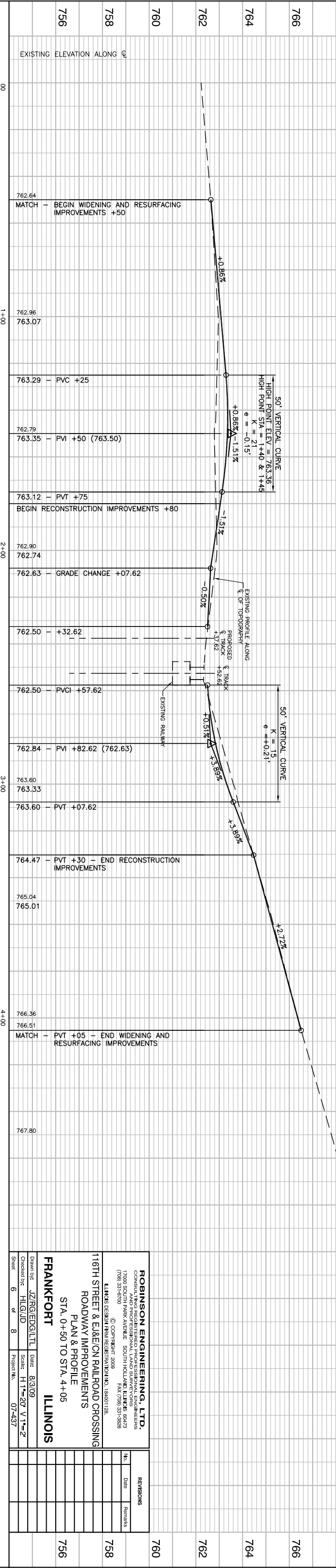
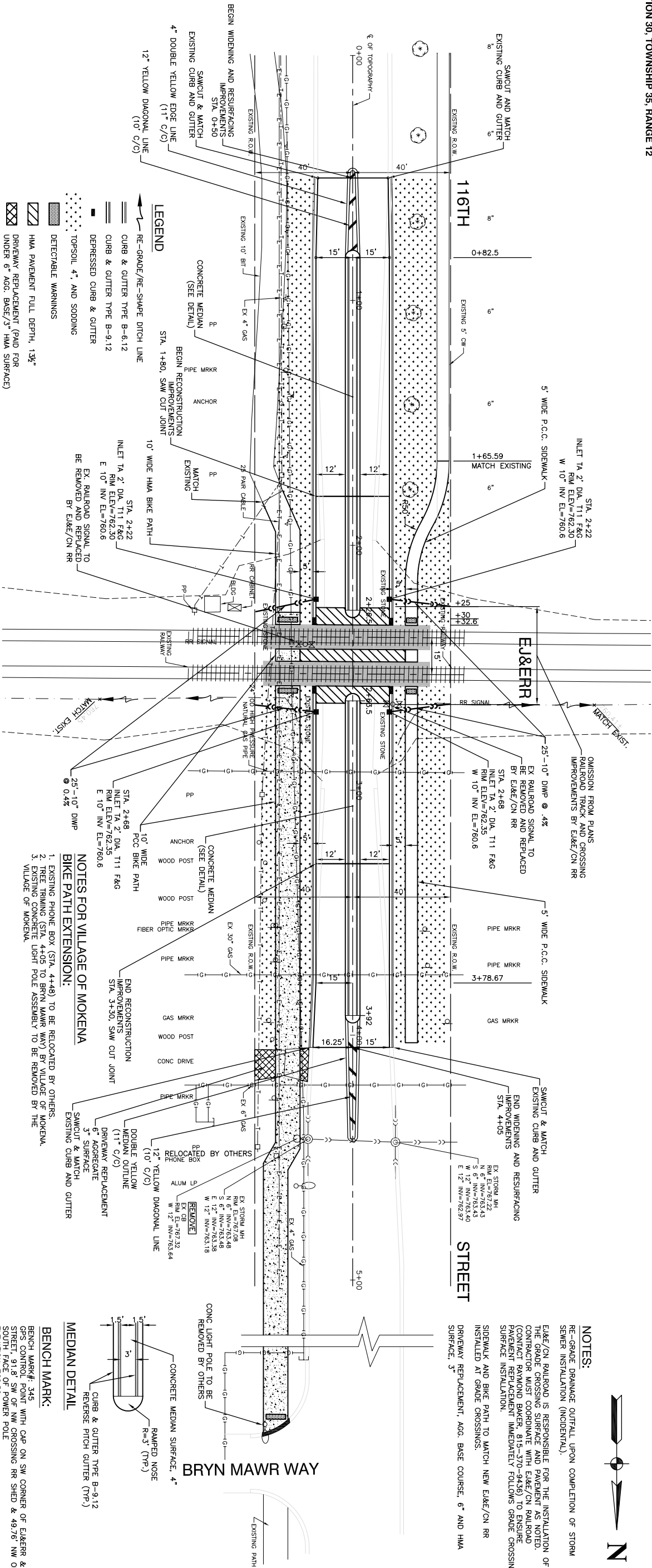


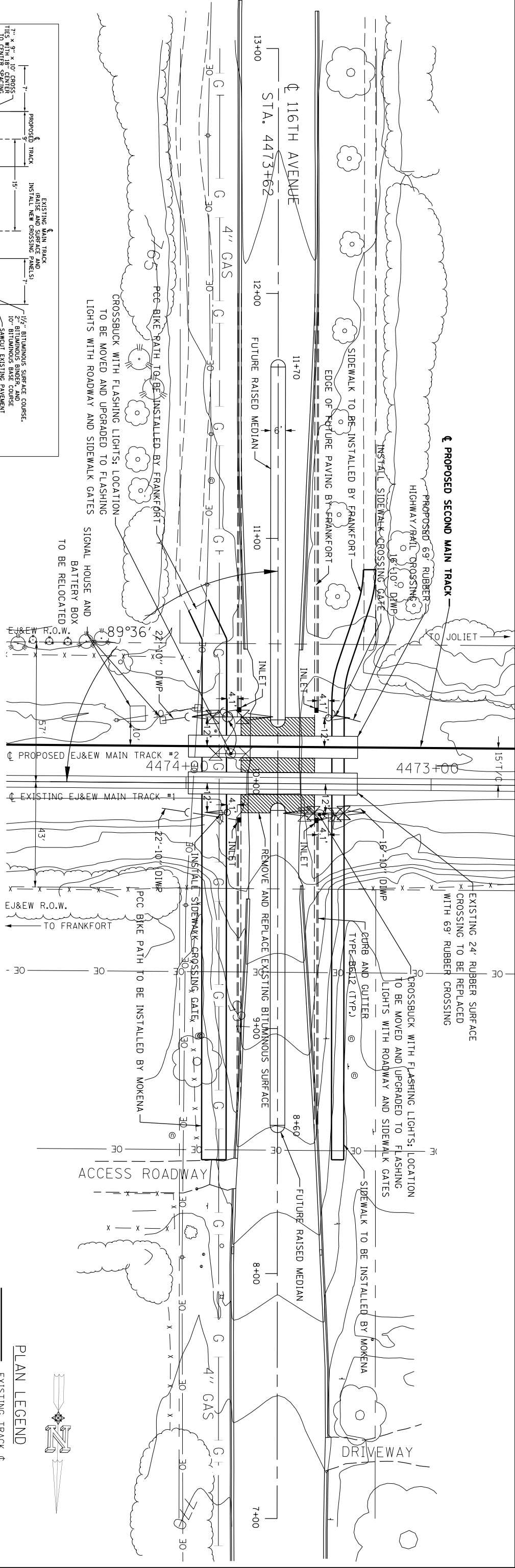
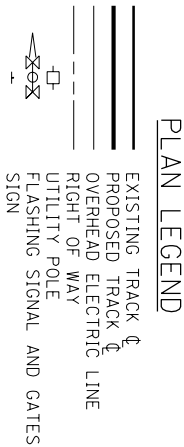
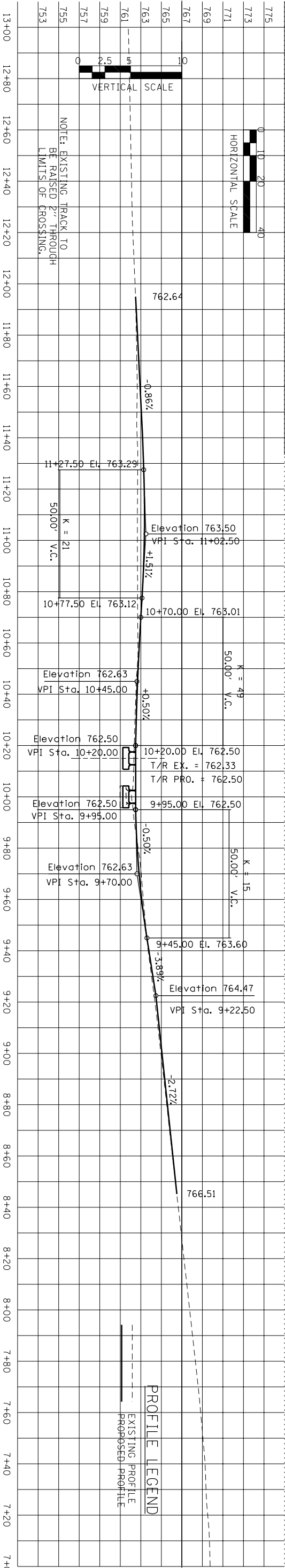
NOTES:

RE-GRADE DRAINAGE OUTFALL UPON COMPLETION OF STORM SEWER INSTALLATION (INCIDENTAL).

EL&E/CN RAILROAD IS RESPONSIBLE FOR THE INSTALLATION OF THE GRADE CROSSING SIGNALS. CONTRACTOR MUST COORDINATE WITH EL&E/CN RAILROAD (CONTACT RAYMOND BAKER, 815-370-9456) TO ENSURE PAYMENT REPLACEMENT IMMEDIATELY FOLLOWS GRADE CROSSING SURFACE INSTALLATION.

SIDEWALK AND BIKE PATH TO MATCH NEW EL&E/CN RR INSTALLED AT GRADE CROSSINGS.
DRIVEWAY REPLACEMENT, AGC. BASE COURSE, 6" AND HMA SURFACE, 3"



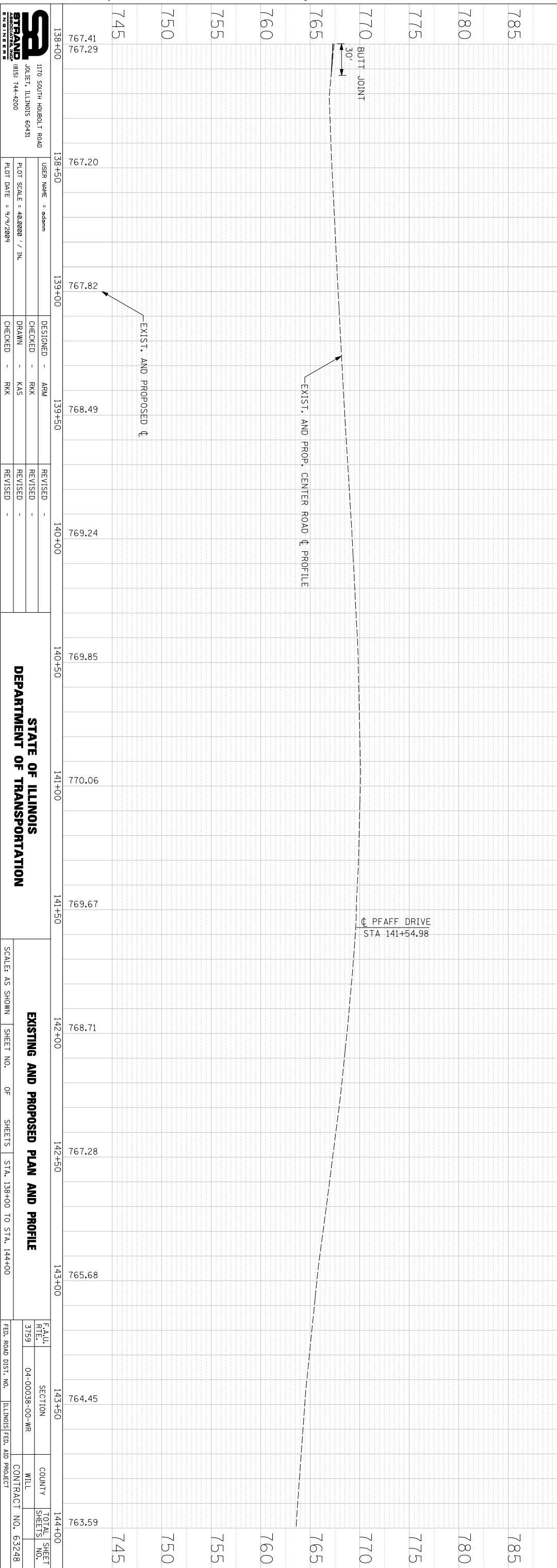
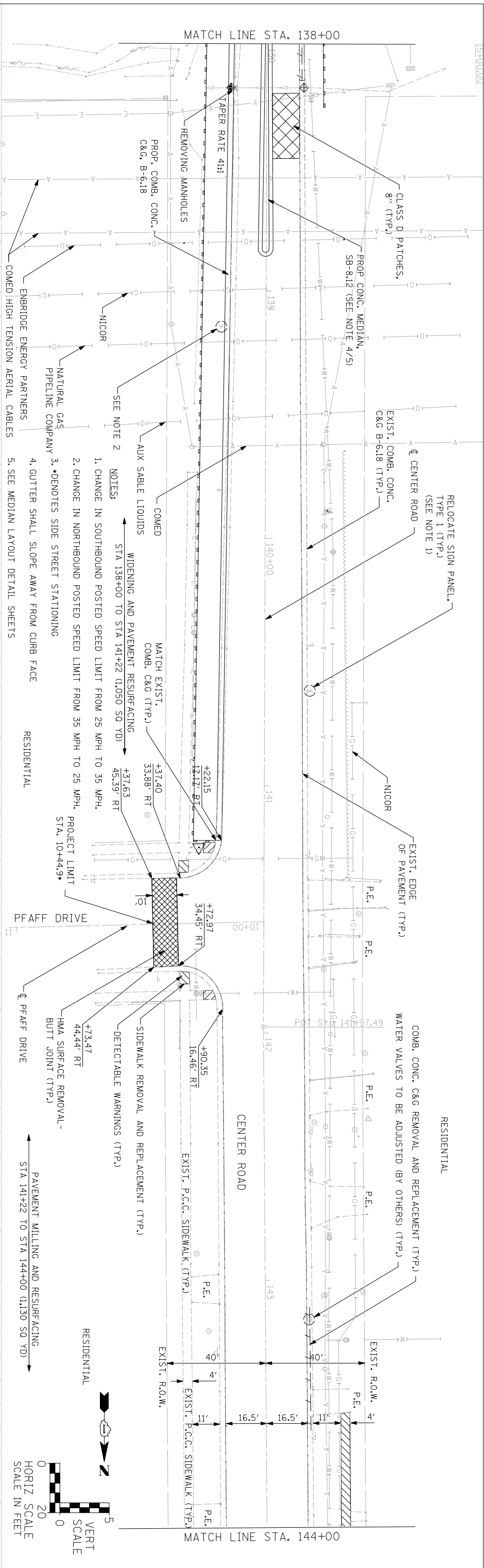


APPENDIX K: IMPROVEMENT PLANS FOR CENTER ROAD

PLAN		BY	DATE
	SURVEYED		
	PLOTTED		
NOTE BOOK	ALIGNMENT CHECKED		
NO. _____	RT. OF WAY CHECKED		
	CADD FILE NAME		

PROFILE		BY	DATE
	SURVEYED _____		
	PLOTTED _____		
NOTE BOOK	GRADES CHECKED _____		
NO. _____	B.M. NOTED _____		
	STRUCTURE NOTAT'NS CH'KD _____		

FILE NAME = s:\jol\6600--6699\6628\004\micros\P & Ps\Center P&P-07.dgn

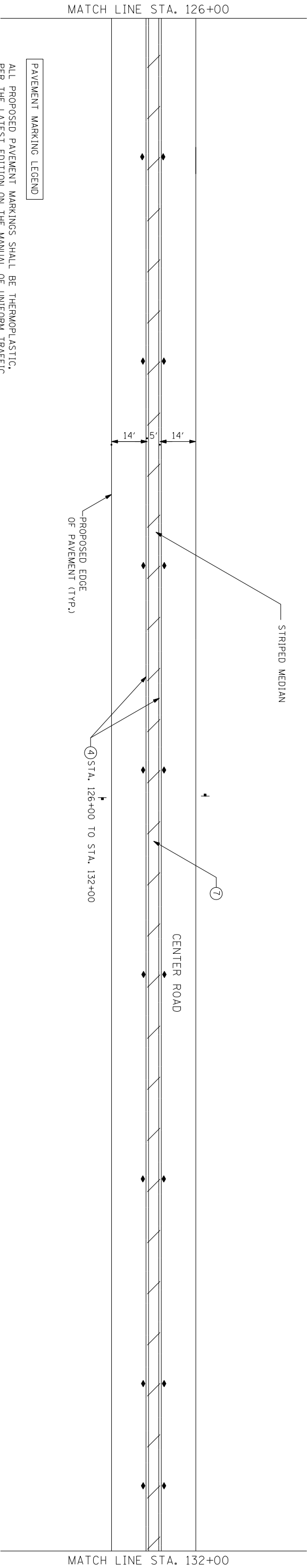


 S&B ENGINEERING, INC. A Subsidiary of S&B HOLDINGS, INC.	1170 SOUTH HOBBS, T. ROAD JOLIET, ILLINOIS 60431 (815) 744-4200		USER NAME = adam		DESIGNED - ARM	REVISED -	<div>STATE OF ILLINOIS</div> <div>EXISTING AND PROPOSED PLAN AND PROFILE</div> <div>DEPARTMENT OF TRANSPORTATION</div>			
					CHECKED - RKK	REVISED -				
	PLOT SCALE = 40,000'0" / 1"				DRAWN - KAS	REVISED -				
	PLOT DATE = 9/9/2009				CHECKED - RKK	REVISED -				
SCALE: AS SHOWN		SHEET NO.	OF	SHEETS	STA. 138+00 TO STA. 144+00					
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		F.A.U. SECTION COUNTY TOTAL SHEET RTE. SHEETS NO. 3759 04-00038-00-WR WILL CONTRACT NO. 63248						

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING AND PROPOSED PLAN AND PROFILE

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEET SHEETS	SHEET NO.
3759	04-00038-00-WR	WILL		
ED. ROAD DIST. NO.		CONTRACT NO. 63248		
ILLINOIS FED. AID PROJECT				

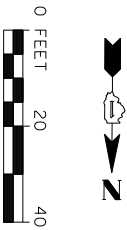
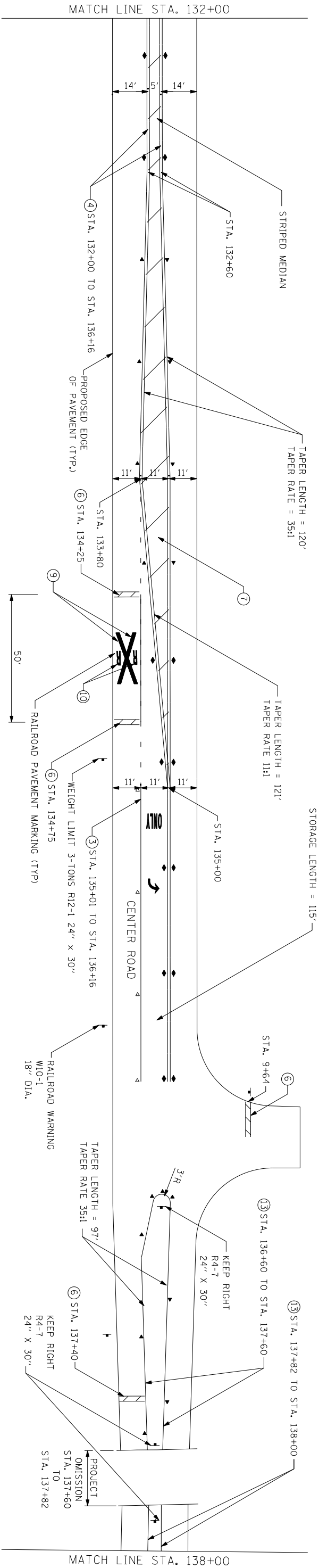


- PAVEMENT MARKING LEGEND

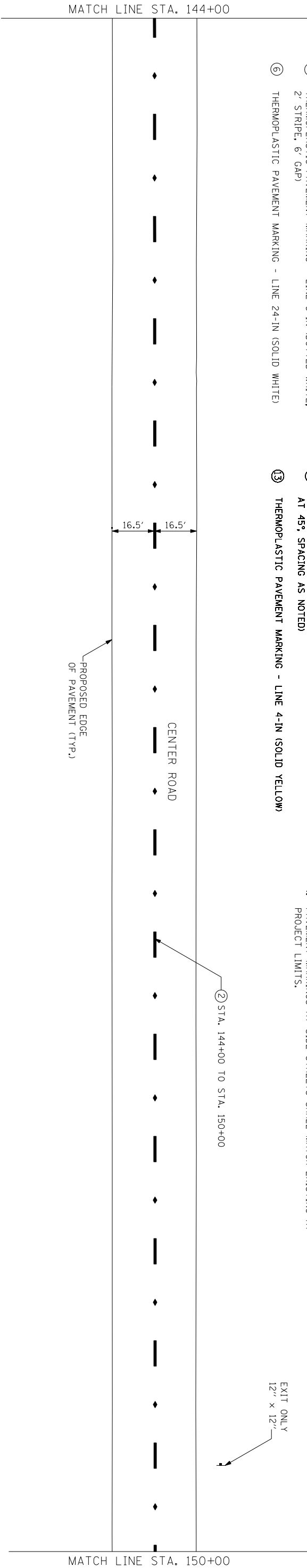
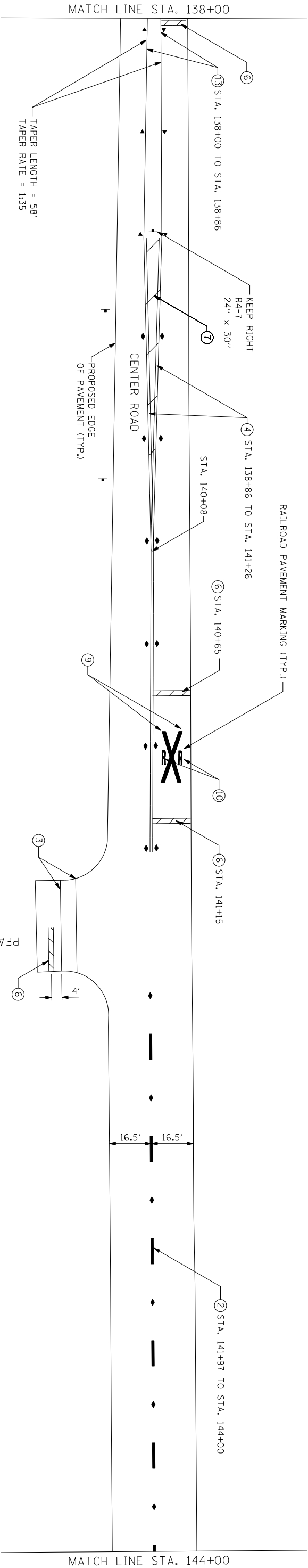
ALL PROPOSED PAVEMENT MARKINGS SHALL BE THERMOPLASTIC, PER THE LATEST EDITION ON THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).

 - 1 THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS (WHITE LARGE SIZE, 8")
 - 2 THERMOPLASTIC PAVEMENT MARKING - LINE 4-IN (YELLOW SKIP DASH, 10' DASH, 30' SPACE)
 - 3 THERMOPLASTIC PAVEMENT MARKING - LINE 6-IN (SOLID WHITE)
 - 4 THERMOPLASTIC PAVEMENT MARKING - LINE 4-IN (2 SOLID YELLOW SPACED 11-IN C-C)
 - 5 THERMOPLASTIC PAVEMENT MARKING - LINE 6-IN (DOTTED WHITE, 2' STRIPE, 6' GAP)
 - 6 THERMOPLASTIC PAVEMENT MARKING - LINE 24-IN (SOLID WHITE)
 - 7 THERMOPLASTIC PAVEMENT MARKING - LINE 12-IN (SOLID YELLOW AT 45°) (SEE NOTE 6)
 - 8 THERMOPLASTIC PAVEMENT MARKING - LINE 4-IN (YELLOW, 10' DASH, 30' SPACE, AND SOLID YELLOW: 5 1/2-IN C-C BETWEEN SOLID AND SKIP DASH LINES)
 - 9 THERMOPLASTIC PAVEMENT MARKING - LINE 16-IN (SOLID WHITE)
 - 10 THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS (WHITE 6")
 - 11 THERMOPLASTIC PAVEMENT MARKING - LINE 4-IN (SOLID WHITE)
 - 12 THERMOPLASTIC PAVEMENT MARKING - LINE 12-IN (SOLID WHITE AT 45°, SPACING AS NOTED)
 - 13 THERMOPLASTIC PAVEMENT MARKING - LINE 4-IN (SOLID YELLOW)
- NOTES:

 1. PAVEMENT MARKINGS ACCORDING TO DISTRICT ONE TYPICAL PAVEMENT MARKINGS DETAIL UNLESS OTHERWISE NOTED.
 2. STOP BARS SHALL BE LOCATED FOUR FEET IN ADVANCE OF CROSSWALK UNLESS OTHERWISE NOTED.
 3. PROPOSED CROSSWALK STRIPING SHALL BE CENTERED ON THE CURB DEPRESSIONS AT CORNERS, A MINIMUM OF SIX FEET APART, OR AS DIRECTED BY THE ENGINEER.
 4. PAVEMENT MARKINGS AT SIDE STREETS SHALL MATCH EXISTING AT PROJECT LIMITS.
 5. RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED ACCORDING TO THE IDOT DISTRICT ONE TYPICAL APPLICATIONS REFLECTIVE PAVEMENT MARKERS (SNOW FLOW RESISTANT).
 6. SPACING FOR DIAGONAL LINES SHALL BE IN ACCORDANCE WITH THE IDOT DISTRICT ONE TYPICAL PAVEMENT MARKINGS DETAIL.



STRAND ENGINEERS	1170 SOUTH HOBOLT ROAD JOLIET, ILLINOIS 60431 (815) 744-4200	USER NAME: s.odamm	DESIGNED -	REVISD -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION			PROPOSED PAVEMENT MARKING AND SIGNING PLAN			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEET NO.
			DRAWN -	REVISD -							3759	04-00038-00-WR	WILL	
			PLOT SCALE: 40,000' / IN.	CHECKED -	REVISD -								CONTRACT NO.	63248
			PLOT DATE: 9/9/2009	DATE -	REVISD -							FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	



ALL PROPOSED PAVEMENT MARKINGS SHALL BE THERMOPLASTIC,
PER THE LATEST EDITION ON THE MANUAL OF UNIFORM TRAFFIC
CONTROL DEVICES (MUTCD)

1170 SOUTH HOOBLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME: s.odamm

DESIGNED: -

REVISD: -

DRAWN: -

CHECKED: -

DATE: -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: AS SHOWN

SHEET NO. OF SHEETS

STA. TO STA.

F.A.U. RTE. 3759

SECTION 04-00038-00-WR

COUNTY WILL

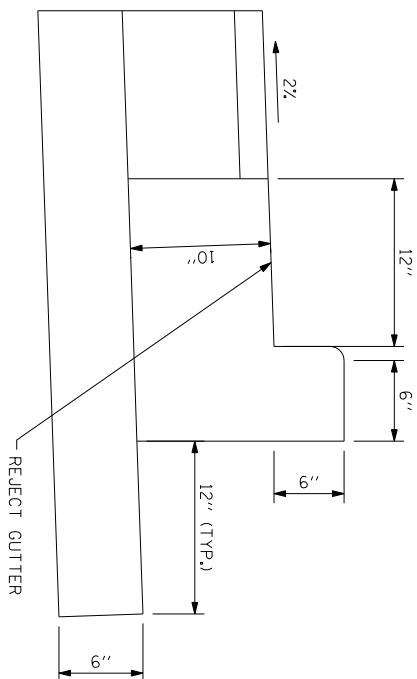
TOTAL SHEET NO. 63248

0 FEET 20 40

NOTES:

- PAVEMENT MARKINGS ACCORDING TO DISTRICT ONE TYPICAL PAVEMENT MARKINGS DETAIL UNLESS OTHERWISE NOTED.
- STOP BARS SHALL BE LOCATED FOUR FEET IN ADVANCE OF CROSSWALK UNLESS OTHERWISE NOTED.
- PROPOSED CROSSWALK STRIPING SHALL BE CENTERED ON THE CURB DEPRESSIONS AT CORNERS, A MINIMUM OF SIX FEET APART, OR AS DIRECTED BY THE ENGINEER.
- PAVEMENT MARKINGS AT SIDE STREETS SHALL MATCH EXISTING AT PROJECT LIMITS.
- RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED ACCORDING TO THE IDOT DISTRICT ONE TYPICAL APPLICATIONS REFLECTIVE PAVEMENT MARKERS (SNOW PLOW RESISTANT).
- SPACING FOR DIAGONAL LINES SHALL BE IN ACCORDANCE WITH THE IDOT DISTRICT ONE TYPICAL PAVEMENT MARKINGS DETAIL.

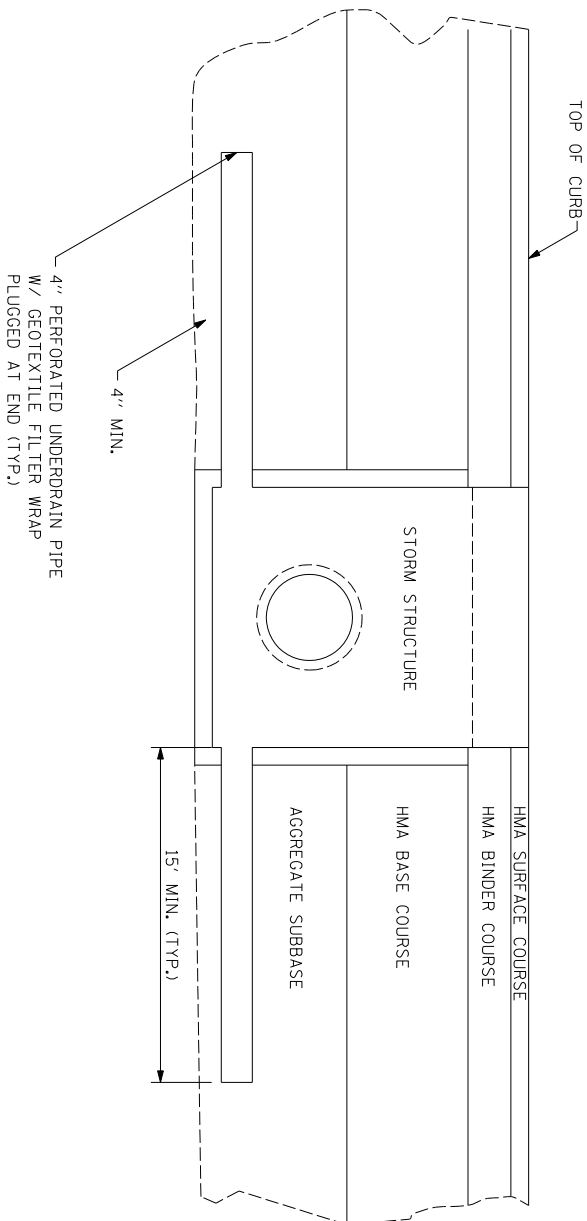
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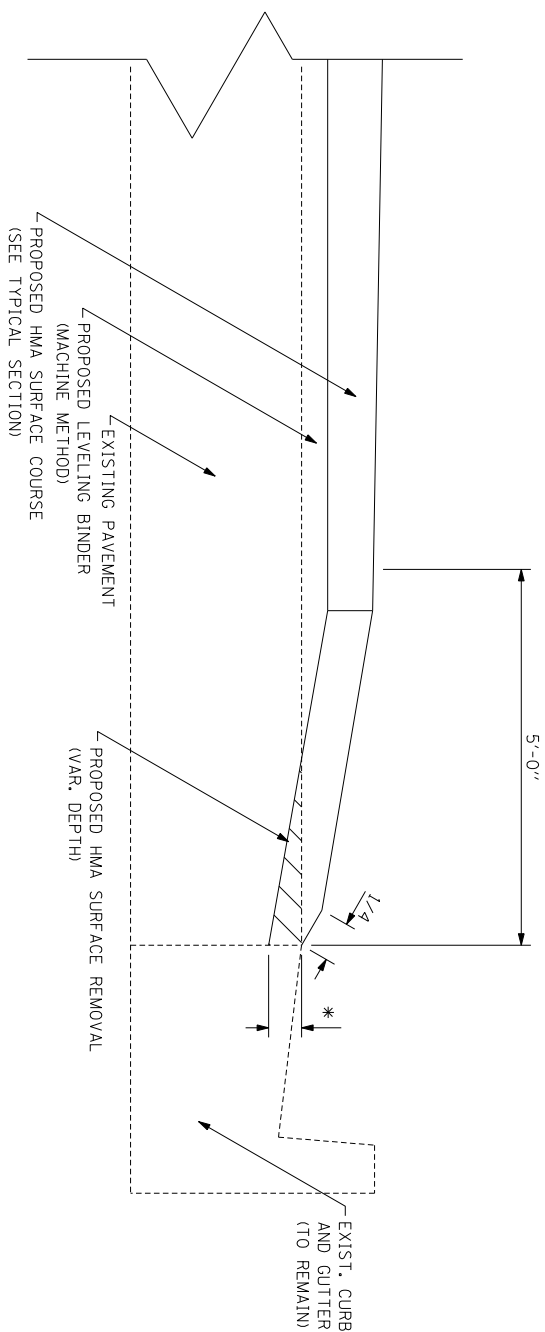
NOTE:

THIS GUTTER TYPE SHALL ONLY BE USED IN AREAS SHOWN ON THE PLANS WHERE THE GUTTER SHALL SLOPE AWAY FROM THE CURB FACE.

REJECT CURB AND GUTTER DETAIL



UNDERDRAIN DETAIL



*MILL DEPTH SHALL DEPEND ON
HMA SURFACE COURSE LIFT THICKNESS.

EDGE GRIND DETAIL



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

USER NAME = odamm	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 40.0000 ' / IN.	CHECKED -	REVISED -
PLOT DATE = 9/9/2009	DATE -	REVISED -

DETAILS			
F.A.U.	SECTION	COUNTY	TOTAL SHEET NO.
RTE.			
3759	04-00038-00-WR	WILL	
CONTRACT NO.			63248
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			
SCALE: AS SHOWN	SHEET NO.	OF	SHEETS
		STA.	TO STA.

APPENDIX L: SAMPLE CHANNELIZATION DEVICES

Guidance on the use of Traffic Channelizing Devices at Highway-Rail Grade Crossings



Several types of traffic channelizing devices are finding new application at highway-rail grade crossings that are equipped with flashing light signals and crossing gates. These channelizing devices, when used appropriately, can reduce the risk of a collision between a vehicle and a train by 75%! This high level of risk reduction makes traffic channelizing devices a good choice to enhance safety and greatly reduce gate violations at highway-rail grade crossings.

Each device has its own special properties and installation requirements. This guidance is offered to facilitate the effective use of these traffic control devices.

The Federal Highway Administration issued the report “Guidance on Traffic Control Devices at Highway-Rail Grade Crossings.” Channelizing devices may be grouped in a few general categories.

BARRIER WALL SYSTEMS

Concrete barriers and similar proprietary systems are substantial, and may require a wide space between opposing lanes of traffic on approach to the grade crossing. While these are the most effective at deterring “drive-around” gate violations, their large

size may preclude their use in many applications.

In addition, the upstream end of a barrier must be equipped with a site-appropriate energy absorbing end treatment. For this reason, this class of device can be more cost effective where continuous runs of 150 feet or more may be achieved.



WIDE RAISED MEDIANS

In special situations where median width is available, a raised median of between four and 100 feet in width may be employed. Such a wide median may prove effective in deterring gate violations, even though it does not actually constitute a true barrier as commonly defined.

In addition, a well-landscaped wide median will also provide aesthetic benefits to the surrounding neighborhood. A wide median, if attractively landscaped, is often the most aesthetically pleasing separation method.

NON-TRAVERSABLE CURB ISLANDS

This class of device has the advantage of a narrower footprint, but its use should be restricted to approach roadways with posted speeds of 40 MPH or below. These devices are substantial enough that each installation should be carefully designed, as an inappropriately placed device can constitute a hazard if struck by an errant vehicle. These devices are generally from six to nine inches in height, and usually about 2 feet wide. They should be equipped with reboundable, reflectorized vertical panels, to

enhance device visibility, and to increase “drive-around” deterrence. Road users would encounter significant difficulty attempting to cross over such a non-traversable island, because the six to nine inch heights cannot be readily mounted by most vehicles.

Retroreflective materials (in the color appropriate for the direction of travel in adjacent lanes) should be applied to the curbs to enhance their low-light visibility.

TRAVERSABLE RAISED CURB SYSTEMS

This class of channelizing device is the narrowest, and therefore the easiest to fit in a wide range of roadway cross-section widths.

Traversable raised curb systems should always be used with reboundable, reflectorized vertical panels. This combination of devices will present road users with a visual deterrent to crossing over into the opposing traffic lane

in order to violate lowered gates.

The curb portion is not more than six inches in height, and generally less than twelve inches in width. Curbs are formed with a rounded shape that will create minimal vehicle deflection upon impact. In most cases, these systems can be installed on existing roadway centerlines, without the need for widening the roadway approaches to the crossing

Retroreflective materials (in the color appropriate for the direction of travel in adjacent lanes) should be applied to the curbs to enhance their low-light visibility.

These traversable curbs may present less of a physical barrier to crossovers than the more substantial devices discussed previously, but they still provide a considerable deterrent to gate violations. These devices can be used where appropriate to enhance safety at a wide variety of gated crossings.

Special care should be taken during installation of

these devices. With proprietary systems, be careful to ensure that all anchorages to the pavement are completed according to the manufacturer's instructions or State or local standards; in addition, be sure that the attachment of each vertical panel is secure. Any deflectable hinges must function properly.

In the case of proprietary systems utilizing modular plastic curbs with vertical panels or road tubes, these devices should be known to have been crash tested. This will ensure that they do not have the potential to send an errant vehicle out of control when struck. In addition, the vertical elements should not separate upon impact, nor should impacted curbs separate from the pavement and become airborne.

The Office of Highway Safety of the Federal Highway Administration can supply the relevant test criteria and procedures; see their website at:

<http://safety.fhwa.dot.gov/>

APPLICABILITY FOR QUIET ZONE ESTABLISHMENT - see FRA website at:

<http://www.fra.dot.gov>

The Federal Railroad Administration has recognized these channelizing devices as qualified Supplemental Safety Measures when used according to its regulations for the use of locomotive horns at grade crossings, found at 49 CFR Part 222. For purposes of establishing a Quiet Zone under Part 222, these devices have been assigned an effectiveness rate that represents their ability to reduce the probability of a collision at a grade crossing. For traversable channelizing devices with vertical panels, the effectiveness rate is 0.75. For non-traversable channelizing devices, with or without vertical panels, the effectiveness rate is 0.80.

These values are used by the Quiet Zone Calculator in determining the risk of a collision at a crossing to be included in a (new or existing) quiet zone.



**U.S. Department
of Transportation**
**Federal Railroad
Administration**

FG 300 Posts & Curb System Lane Separators

Interstate Grade Curb System

- One piece construction utilizes high impact polymers and solid color throughout
- Innovative narrow design creates much smaller footprint than concrete barrier and fully mountable by emergency vehicles
- Superior durability – Curbs withstand 10,000 pounds of loading – FG 300 EFX and UR Posts withstand 50 impacts at 60 MPH
- Proven safety and performance - FHWA approved, NCHRP 350 tested and accepted at 70 mph/112kph
- Endless applications!

Turnpike Grade Curb System

- Free standing product spaced along length of the installation
- Designed for high speed applications
- Only requires 4 bolts per unit
- 25 to 40% labor savings
- Picket fence effect

✓ Only curb and post combination warranty in the industry!

✓ 5 year limited pro-rated warranty on curb unit

✓ 1 year limited warranty on the EFX upright post



Turnpike
Grade Curb



Interstate
Grade Curb
System



FG 300 Surface Mount Channelizer Posts

Three Models Available to Fulfill All Your Delineation Requirements:

- Model EFX – Toughest post available on the market – carries a one year limited warranty! The EFX post is recommended for use with our vertical panels and all your “can’t fail” applications
- Model UR – The UR post has become the industry standard for toughness, impact resistance and long-lasting performance. The UR was developed for the demanding high-speed, 2-way, 2-lane detour operations.
- Model PE – Manufactured with low-density polyethylene, this is the ideal post for a multitude of applications
- All FG 300 posts feature the unique clover-leaf design that allows the tubular post to rebound time after time when simple round posts fail
- Conforms to MUTCD & NCHRP 350 standards with proven durability on NTPEP test deck
- No metal pins in bases to rust or seize – simplified installation and replacement of damaged posts

APPENDIX M: CORRESPONDENCE



ROBERT E. HAMILTON

CONSULTING ENGINEERS, PC

Phone Log

Call To: Jim Kvedaras	Company Name: Canadian National Railway
Date: June 9, 2009	Time: 2:10 PM
Phone Number: 708-332-3508	From: Jeff Snape
Project Number: 09910	Project Name: Frankfort Quiet Zone Study
Subject: Canadian National Contact Information	

Comments:

Call to Jim Kvedaras to obtain contact information for the CN Public Works Engineer who will be a local contact for railway inventories, site visits, and to invite to be part of the Diagnostic Team.

Jim relayed that the person is John Henriksen, Manager of Public Works, and gave me his contact information. Jim also relayed that the CN recently updated their crossing inventory with the FRA so no further update should be needed. Jim reiterated his previous statement that the CN will not be part of the Diagnostic Team, but said that after we determine our recommended safety improvements, John Henriksen should be contacted for a site visit to discuss safety improvements and our recommendations with him at each crossing. John should also be contacted prior to any site visits by our staff or the Diagnostic Team.

Jim was asked for the maximum future train traffic volume on the Frankfort section of the rail line and replied that the CN has a maximum allowable train frequency set by their application to the Surface Transportation Board (STB). He forwarded me those parts of their application via email.



ROBERT E. HAMILTON

CONSULTING ENGINEERS, PC

Phone Log

Call To: Tammy Wagner	Company Name: Federal Railroad Administration
Date: July 15, 2009	Time: 1:00 PM
Phone Number: 312-353-6203	From: Jeff Snape
Project Number: 09910	Project Name: Frankfort Quiet Zone Study
Subject: Frankfort Quiet Zone	

Comments:

Call to Tammy Wagner to discuss several questions regarding the Frankfort Quiet Zone.

REHCE: Does construction of channelization or non-traversable medians for only one half of crossing, or for a length less than that in the Federal Rule result in an ASM that requires a Public Application to the FRA?

WAGNER: Yes. Those would be ASMs.

REHCE: Can the Notice of Intent and the Public Application be submitted concurrently as one document?

WAGNER: No. The Notice of Intent must be submitted first, and then given the 60 day comment period before submitting the Public Application. The Notice of Intent is for comment from the railroad, ICC and IDOT regarding the proposed construction improvements. The Public Application is for comment from the FRA on the safety benefits and review Quiet Zone Risk Index. The Notice of Intent has a 60 day comment period; the Public Application has a 3 month review period.

REHCE: Where is it stated that non-traversable medians should not be used with speed limits in excess of 40 mph and are there are such requirements for channelization?

WAGNER: The Final Rule definition for non-traversable medians states that the speed limit should not be above 40 mph. There are no similar requirements for channelization.



ROBERT E. HAMILTON

CONSULTING ENGINEERS, PC

REHCE: You mentioned that the traffic count for Harlem was old.

WAGNER: Yes, that needs to be updated.

REHCE: No agency has a current traffic count for that agency, but we do have 2020 traffic projections from Cook County. Can we interpolate a current traffic estimate for the inventory and safety calculations?

WAGNER: The Village certifies the information on the form; the FRA does not check how it was obtained. So the Village is responsible for the correctness of the data.

REHCE: Is there a required width for non-traversable medians and are bolt-down medians acceptable?

WAGNER: I'm not familiar with bolt-down medians. Are they concrete? There is no required width. We've seen people use anything from 8" to 4'. Usually they default to the IDOT standard. If you forward me a spec of the bolt down medians I will review it.

A second phone call was place at 3:30 to discuss several follow up questions.

REHCE: If safety improvements for ASMs are not taken into account in the Quiet Zone calculations, is a Public Application still necessary?

WAGNER: No. A public application would not be necessary.

REHCE: Are recycled plastic bolt-down medians acceptable?

WAGNER: FRA would need to review them to determine.

REHCE: If a modified SSM, such as non-traversable medians, is installed on only one side of a crossing, but to the required length, would half the safety credit be applied? For instance, non-traversable medians are an 80% reduction. Would non-traversable medians on only one side be a 40% reduction?

WAGNER: Yes.



ROBERT E. HAMILTON

CONSULTING ENGINEERS, PC

June 5, 2009

Ms. Tammy Wagner
Federal Railroad Administration
200 W. Adams, Suite 310
Chicago, IL 60606

Re: Village of Frankfort – Quiet Zone
REH Project No. 09910

Dear Ms. Wagner:

Robert E. Hamilton Consulting Engineers, PC (REHCE) in cooperation with the Village of Frankfort, are beginning the process of identifying railway crossing improvements with the purpose of establishing a no-whistle quiet zone throughout the community of Frankfort. We have identified you as a party with possible interest in the process and someone who could bring valuable insight to the study.

Our current action items include updating the Federal Railroad Administration Crossing, inventory for six at-grade public roadway crossings and one private at-grade crossing; and development of a Diagnostic Team to consult on safety improvements. We invite you to be part of this Diagnostic Team.

Attached is a map of all the crossings in the Village of Frankfort that will be affected by the study. Note that improvements are planned at 116th Street, Wolf Road, and Harlem Avenue that shall include new pedestrian crossings. Our first meeting to discuss concerns and begin the process of identifying recommended safety improvements is scheduled for June 29, 2009. The meeting is planned for 10:00 A.M. at the Village of Frankfort's Village Hall, 432 W. Nebraska Street, Frankfort, Illinois. Please respond to this letter with confirmation that you would like to be included in this process and that you can attend the meeting on June 29, 2009.

Thank you, and please feel free to contact Jeff Snape to confirm your attendance or with any questions you may have at 815-730-3444.

Very truly yours,

Robert E. Hamilton
Consulting Engineers, PC

Joseph A. Regis, PE, PTOE, CFM

JTS:JAR/rt – Enclosure

VFRTLTR 20090605 WAGNER



ROBERT E. HAMILTON

CONSULTING ENGINEERS, PC

July 10, 2009

Mr. Scott Bertrand
Commonwealth Edison Company
25000 Governor's Highway
University Park, IL 60466

Re: Village of Frankfort – Quiet Zone
REH Project No. 09910

Dear Mr. Bertrand:

Robert E. Hamilton Consulting Engineers, PC (REHCE) in cooperation with the Village of Frankfort, have started the process of identifying railway crossing improvements with the purpose of establishing a no-whistle quiet zone throughout the community of Frankfort. We have identified you as a key party to make aware of the project based on the private crossing within the study area.

The crossing is identified on the attached sheet. It appears to allow access between the Commonwealth Edison Company (ComEd) parcel to the property south of the tracks. We are also contacting the landowners north and south of the ComEd parcel to make them aware of this project.

The process must take into consideration private crossings. Minimum improvements to the private crossing, which are being considered at this time, consist of stop signs that would be attached to the current rail crossing signage and signage giving notice that there are no train horns.

We encourage you to contact us with any questions or comments you may have about the program and what may be required of the private crossing. In addition, an open house to allow public comments is proposed for September 14, 2009 at 6:00 P.M. at Hickory Creek Middle School's auditorium. Please feel free to contact myself or Jeffery Snape at (815) 730-3444 with any questions.

Very truly yours,

Robert E. Hamilton
Consulting Engineers,

James Testin, AICP

JFT/rt – Enclosure

c: Jerry Duway, Village of Frankfort

VFRTLTR 20090710 COMED



ROBERT E. HAMILTON

CONSULTING ENGINEERS, PC

July 10, 2009

Mr. Manuel Barrerra
Trust 2070
9040 S. Richmond Ave
Evergreen Park, IL 60805

Re: Village of Frankfort – Quiet Zone
REH Project No. 09910

Dear Mr. Barrerra:

Robert E. Hamilton Consulting Engineers, PC (REHCE) in cooperation with the Village of Frankfort, have started the process of identifying railway crossing improvements with the purpose of establishing a no-whistle quiet zone throughout the community of Frankfort. We have identified you as a key party to make aware of the project based on the private crossing within the study area.

The crossing is identified on the attached sheet. It appears to allow access from your property through the Commonwealth Edison (ComEd) parcel to the property south of the tracks. We are also contacting ComEd and the other landowner to make them aware of this project.

The process must take into consideration private crossings. Minimum improvements to the private crossing, which are being considered at this time, consist of stop signs that would be attached to the current rail crossing signage and signage giving notice that there are no train horns.

We encourage you to contact us with any questions or comments you may have about the program and what may be required of the private crossing. In addition, an open house to allow public comments is proposed for September 14, 2009 at 6:00 P.M. at Hickory Creek Middle School's auditorium. Please feel free to contact myself or Jeffery Snape at (815) 730-3444 with any questions.

Very truly yours,

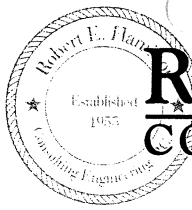
Robert E. Hamilton
Consulting Engineers,

James Testin, AICP

JFT/rt – Enclosure

c: Jerry Ducay, Village of Frankfort

VFRTLTR 20090710 BARRERRA



ROBERT E. HAMILTON

CONSULTING ENGINEERS, PC

July 10, 2009

Ms. Helene Schroeder
10800 Southwest Highway
Worth, IL 60482

Re: Village of Frankfort – Quiet Zone
REH Project No. 09910

Dear Ms. Schroeder:

Robert E. Hamilton Consulting Engineers, PC (REHCE) in cooperation with the Village of Frankfort, have started the process of identifying railway crossing improvements with the purpose of establishing a no-whistle quiet zone throughout the community of Frankfort. We have identified you as a key party to make aware of the project based on the private crossing within the study area.

The crossing is identified on the attached sheet. It appears to allow access to your property through the Commonwealth Edison (ComEd) parcel from the property along Sauk Trail, north of the tracks. We are also contacting ComEd and the other landowner to make them aware of this project.

The process must take into consideration private crossings. Minimum improvements to the private crossing, which are being considered at this time, consist of stop signs that would be attached to the current rail crossing signage and signage giving notice that there are no train horns.

We encourage you to contact us with any questions or comments you may have about the program and what may be required of the private crossing. In addition, an open house to allow public comments is proposed for September 14, 2009 at 6:00 P.M. at Hickory Creek Middle School's auditorium. Please feel free to contact myself or Jeffery Snape at (815) 730-3444 with any questions.

Very truly yours,

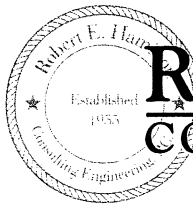
Robert E. Hamilton
Consulting Engineers, PC

James Testin, AICP

JFT/rt – Enclosure

c: Jerry Ducay, Village of Frankfort

VFRTLTR 20090710 SCHROEDER



ROBERT E. HAMILTON

CONSULTING ENGINEERS, PC

July 22, 2009

Ms. Tammy Wagner
Federal Railroad Administration
200 W. Adams, Suite 310
Chicago, IL 60606

Re: Village of Frankfort Quiet Zone
REH Project No. 09910

Dear Ms. Wagner:

Thank you for your involvement in the Diagnostic Team to evaluate a quiet zone in the Village of Frankfort. Your input and insight into the program are important to the evaluation of a quiet zone.

The minutes from the meeting are attached. The minutes include information from the site visits as well as the portion of the meeting held at the Village of Frankfort's Administration Building. If you have any comments on the minutes please let me know by August 7, 2009.

Based on the input from the committee no additional meetings are necessary. We do encourage your continued input as a key stakeholder in the process. You may send us any comments you may have or you may wish to attend the public open house scheduled for Hickory Creek Middle School Auditorium for September 14, 2009 at 6:00 PM.

If you have any questions on the proposed quiet zone or the Minutes please do not hesitate to call Jim Testin or myself at (815) 730-3444.

Very truly yours,

Robert E. Hamilton
Consulting Engineers, PC

Joseph A. Regis
Joseph A. Regis, PE, PTOE, CFM

JFT:JAR/rt – Enclosure

VFRTLTR 20090722 WAGNER

* * * COMMUNICATION RESULT REPORT (AUG. 4. 2009 1:02PM) * * *

FAX HEADER: ROBERT E HAMILTON CONSULT. ENG.

TRANSMITTED/STORED : AUG. 4. 2009 1:00PM
FILE MODE OPTION

ADDRESS

RESULT

PAGE

531 MEMORY TX

13126039943

OK

10/10

REASON FOR ERROR
E-1) HANG UP OR LINE FAIL
E-3) NO ANSWERE-2) BUSY
E-4) NO FACSIMILE CONNECTION

ROBERT E. HAMILTON

CONSULTING ENGINEERS, PC

Attention: Bhanu Vyas	Company Name: Cook County Highway Department
Date: 8/4/09	FAX Number: 312-603-9943
From: Jeff Snape	No. of Pages Including Cover: 10
Project Number: 09910	
Subject: Frankfort Quiet Zone, Harlem Avenue Improvements	

 NOTE: If copy is illegible, sheets are missing, or you are in receipt of this FAX by mistake, please contact us at 815-730-3444.

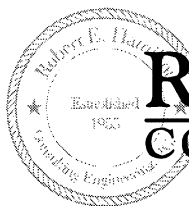
Comments:

Bhanu,

As we've discussed previously, attached is a permit application for railroad crossing improvements at the CN (EJE) railroad and Harlem Avenue.

We would like to begin filing with the FRA as soon as possible, so we would appreciate an expeditious review of our application. If you have any questions, please contact me.

Thank you,
 Jeffrey T. Snape, PE, LEED AP



ROBERT E. HAMILTON

CONSULTING ENGINEERS, PC

Attention: Bhanu Vyas	Company Name: Cook County Highway Department
Date: 8/4/09	FAX Number: 312-603-9943
From: Jeff Snape	No. of Pages Including Cover: 10
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NOTE: If copy is illegible, sheets are missing, or you are in receipt of this FAX by mistake, please contact us at 815-730-3444.

Comments:

Bhanu,

As we've discussed previously, attached is a permit application for railroad crossing improvements at the CN (EJE) railroad and Harlem Avenue.

We would like to begin filing with the FRA as soon as possible, so we would appreciate an expeditious review of our application. If you have any questions, please contact me.

Thank you,
Jeffrey T. Snape, PE, LEED AP

ROBERT E. HAMILTON

CONSULTING ENGINEERS, PC

August 3, 2009

Mr. Bhanu Vyas, PE
Cook County Highway Department Permits
George W. Dunne Cook County Office Building
69 W. Washington Street, Room #2354
Chicago, IL 60602

Re: Village of Frankfort
Quiet Zone Feasibility Study
Preliminary Permit Submittal
REH Project No. 09910

Dear Mr. Vyas:

Robert E. Hamilton Consulting Engineers, PC (REHCE) is providing consulting services to the Village of Frankfort for the development of a Quiet Zone Feasibility Study along the Canadian National (CN) railroad (previously the EJ&E rail line). In order to create a Quiet Zone, the Village shall follow the procedure outlined by the FRA in the Final Rule on the Use of Locomotive Horns at Highway-Rail Grade Crossings (49 CFR Parts 222 and 229). This procedure outlines a variety of Standard Safety Measures (SSM) that can be combined to improve crossing safety and reduce the risk of crossing incidents.

The Village is aware of the County's proposed improvements to Harlem Avenue, including construction of a raised, non-traversable median at the at-grade crossing of the CN railroad and Harlem Avenue (Highway Section #W3502). However, conversations with county staff place construction of these improvements at two or more years in the future. As such, the Village proposes construction of a mountable median channelization device at the crossing of the CN railroad at Harlem Avenue. This median channelization would meet the FRA requirements for an SSM and would provide immediate benefit. Ultimately, the County plans for a non-traversable median would replace the channelization.

At the present time the Village is preparing to submit a Notice of Intent to Create a Quiet Zone. In order to move forward with this step, the Village requests the Cook County Highway Department to provide preliminary approval for the channelization device. Further details and engineering shall be performed in the future as necessary for final construction approval. Examples of the proposed channelization device are attached for your review. To meet the requirements of the FRA, the medians shall extend 100 feet to the north and south from the crossing gates, as shown on the attached sketch.

Cook County Highway Department Permits
Project No. 09910
August 3, 2009
Page 2

Please see the attached permit submittal for the channelization device. If you have any questions or concerns, please contact us. The Village desires to move forward with application to the FRA as soon as possible, so we would appreciate an expeditious review of the submittal.

Very truly yours,

Robert E. Hamilton
Consulting Engineers, PC

A handwritten signature in black ink, appearing to read "Jeffrey T. Snape". The signature is fluid and cursive, with the first name "Jeffrey" and last name "Snape" clearly distinguishable.

Jeffrey T. Snape, PE, LEED AP

JTS/rt

Enclosures

c: Howard Sloan, Village of Frankfort



**COOK COUNTY HIGHWAY DEPARTMENT
PERMIT APPLICATION**

GEORGE W. DUNNE COOK COUNTY OFFICE BUILDING
69 WEST WASHINGTON STREET, ROOM # 2354
CHICAGO, ILLINOIS 60602

PHONE: (312) 603-1670; FAX: (312) 603-9943 hwypermits@cookcountygov.com

Print or Type all information requested. Incomplete applications will NOT be accepted.

Owner:

Name: Village of Frankfort Howard Sloan Assistant Village Administrator
(Legal Name of Company Owner) (Contact Name) (Title)
Mailing Address: 432 W. Nebraska Street, Frankfort, IL
Phone No. (815) 469-2177 Fax No. (815) 469-7999 Email Hsloan@vofil.com
(Day Time)

Engineer/Architect: (Primary Firm Assigned to prepare Civil Engineering Plans)

Name: Robert E. Hamilton Consulting Engineers, PC Joe Regis
(Contact Name)
Mailing Address: 3230 Executive Drive, Joliet, IL 60431
Phone No. (815) 730-3444 Fax No. (815) 730-6703 Email jregis@REHamilton.org
(Day Time)

General Contractor: (Contractor assigned to oversee all the work requested in this permit)

Name: _____
(Contact Name)
Mailing Address: _____
Phone No. _____ Fax No. _____ Email _____
(Day Time)

Owner of Existing Water Main: (Required if proposing water connection)

Name: _____
(Local Govt. Agency/Private (Public) Utility Company Name) (Contact Name)
Mailing Address: _____
Phone No. _____ Fax No. _____ Email _____
(Day Time)

Owner of Existing Sanitary Sewer: (Required if proposing sanitary connection)

Name: _____
(Local Govt. Agency/Private (Public) Utility Company Name) (Contact Name)
Mailing Address: _____
Phone No. _____ Fax No. _____ Email _____
(Day Time)

<i>Office Use ONLY:</i>
ID#:
Date:
By:
Fees:

Project Location: (Complete all information. Print or type clearly.)

Property address: On Harlem Avenue adjacent to EJE (CN) Rail Road Crossing.

Site City: Frankfort

County Route Name(s): Harlem Avenue

Hwy Section #(s): W3502

Locations to nearest cross street: At EJE (CN) RR Xing, 0.4 miles south to Sauk Trail, 0.05 miles north to Aberdeen Rd.

Description of Work:

Work consists of construction of installation of raised, reflective median channelization along the centerline of Harlem Avenue. Channelization shall begin at the railroad crossing gates and extend 100 LF on both sides of the railroad crossing. Improvement shall conform to the FRA Quiet Zone guidelines as part of a Standard Safety Measure.

Proposed Work: (Check all items that apply within Cook County ROW only)

Entrance/Access <input type="checkbox"/> Commercial entrance <input type="checkbox"/> Temporary const. entrance <input type="checkbox"/> Existing entrance removal <input type="checkbox"/> Existing entrance revisions <input type="checkbox"/> Street entrance <input type="checkbox"/> Private entrance (Residential Single family) <input type="checkbox"/> Utility Access <input type="checkbox"/> Planned Unit Development (PUD)	Utilities <input type="checkbox"/> Force main /appurtenances <input type="checkbox"/> Water main/appurtenances <input type="checkbox"/> Water service/b-box <input type="checkbox"/> Sanitary sewer/appurtenances <input type="checkbox"/> Storm sewer/appurtenances <input type="checkbox"/> Sump pump/downspout/discharge/sewer connection <input type="checkbox"/> Water/sanitary sewer service disconnection removal	Landscaping (Municipal Only) <input type="checkbox"/> Parkway/median trees <input type="checkbox"/> Misc. plantings <input type="checkbox"/> Grading/restoration Paths/Walks <input type="checkbox"/> P.C.C. sidewalk <input type="checkbox"/> Bike Path	Roadway Improvements <input type="checkbox"/> Widening (Left turn lane) <input type="checkbox"/> Widening (Right turn lane) <input type="checkbox"/> Dual Left/right turn lane(s)
Traffic Control/Signage <input type="checkbox"/> Temporary road closure/detour <input type="checkbox"/> Daily lane closures <input type="checkbox"/> Regulatory, informational and/or warning signage <input type="checkbox"/> Municipal/Homeowner <input type="checkbox"/> Association entry signs	Utility Companies Only: <input type="checkbox"/> Cable installation <input type="checkbox"/> Cable relocation <input type="checkbox"/> Lane closures <input type="checkbox"/> Tree trimming <input type="checkbox"/> Maintenance and repair* <input type="checkbox"/> Annual <input type="checkbox"/> One time <input type="checkbox"/> New Construction	Signals/Lighting <input type="checkbox"/> New traffic signals/loops <input type="checkbox"/> Signal interconnection <input type="checkbox"/> Signal modifications/loops <input type="checkbox"/> Temporary signals <input type="checkbox"/> Street lighting	Miscellaneous <input type="checkbox"/> Pavement open-cut <input type="checkbox"/> Soil borings/Monitor wells/Pavement <input type="checkbox"/> Cores <input type="checkbox"/> Parade/Festival/Race/Event Other: <u>Median Channelization</u> Other: _____

* Parkway Excavation, Pavement Cut and/or Lane Closure are not permitted under Maintenance and Repair permit.

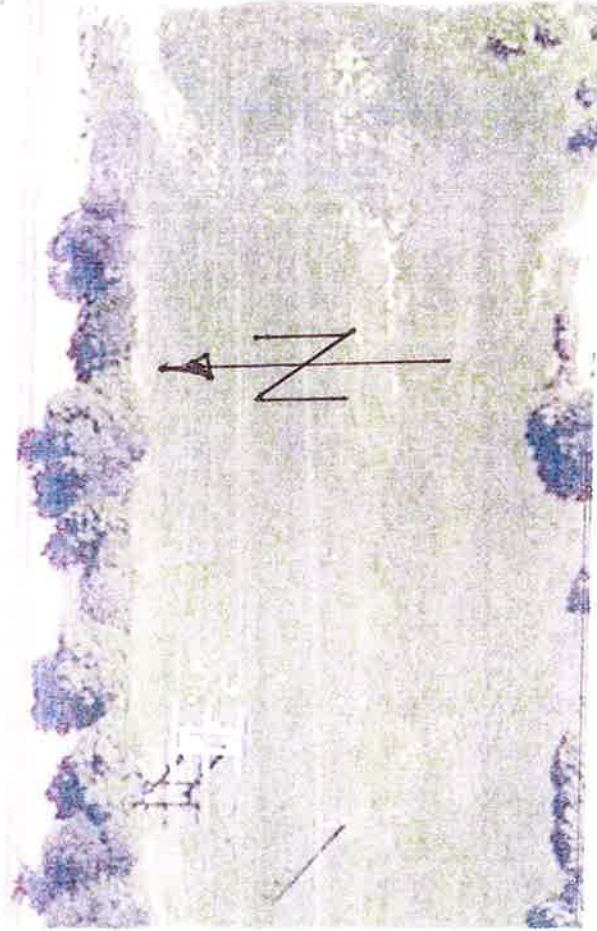
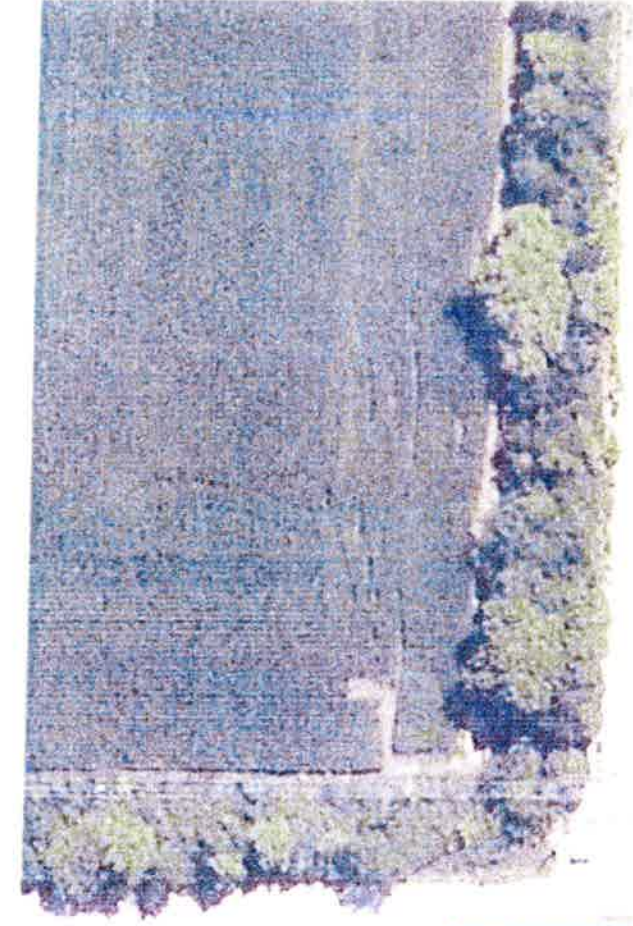
I declare that I have prepared or examined this Application and it is true and correct to the best of my knowledge and belief. I agree to perform all permitted work according to and with all provisions of the Ordinances of the COUNTY OF COOK and any/all local, state and federal statutes and/or codes. I realize that the Highway Department is relying on the information that I have provided in this application in the issuance of the Highway Construction Permit and approval of plans and specifications without variations. The permit issued pursuant to this application shall not be construed to permit any construction upon or within said right of way or use thereof in violation of any provision of any Ordinance of COOK COUNTY or to excuse the owner or the owner's successors and assigns from complying therewith.

NOTICE: THIS APPLICATION FORM IS NOT A PERMIT AND IN NO WAY AUTHORIZES THE APPLICANT OR CONTRACTOR TO CONSTRUCT/PERFORM ANY WORK OR HOLD AN EVENT WITHIN THE COUNTY'S RIGHTS-OF-WAY WITHOUT THE ISSUANCE OF COUNTY HIGHWAY PERMIT.

Owner Name: HOWARD E. SLOAN [Signature] **Date:** 8/4/09
 (PRINT) (SIGNATURE)
Applicant Name: Village of Frankfort, Asst. Administrator **Date:** _____
 (PRINT) (SIGNATURE)

Revised 7-5-07 Page 2 of 2
Applicants Name: Robert E. Hamilton Consulting Engineers, P.C.
Joseph A. Regis, Vice President
Joseph A. Regis 8-3-09

100'
Channelization



Guidance on the use of Traffic Channelizing Devices at Highway-Rail Grade Crossings



Several types of traffic channelizing devices are finding new application at highway-rail grade crossings that are equipped with flashing light signals and crossing gates. These channelizing devices, when used appropriately, can reduce the risk of a collision between a vehicle and a train by 75%! This high level of risk reduction makes traffic channelizing devices a good choice to enhance safety and greatly reduce gate violations at highway-rail grade crossings.

Each device has its own special properties and installation requirements. This guidance is offered to facilitate the effective use of these traffic control devices.

The Federal Highway Administration issued the report “Guidance on Traffic Control Devices at Highway-Rail Grade Crossings.” Channelizing devices may be grouped in a few general categories.

BARRIER WALL SYSTEMS

Concrete barriers and similar proprietary systems are substantial, and may require a wide space between opposing lanes of traffic on approach to the grade crossing. While these are the most effective at deterring “drive-around” gate violations, their large

size may preclude their use in many applications.

In addition, the upstream end of a barrier must be equipped with a site-appropriate energy absorbing end treatment. For this reason, this class of device can be more cost effective where continuous runs of 150 feet or more may be achieved.



WIDE RAISED MEDIANS

In special situations where median width is available, a raised median of between four and 100 feet in width may be employed. Such a wide median may prove effective in deterring gate violations, even though it does not actually constitute a true barrier as commonly defined.

In addition, a well-landscaped wide median will also provide aesthetic benefits to the surrounding neighborhood. A wide median, if attractively landscaped, is often the most aesthetically pleasing separation method.

NON-TRAVERSABLE CURB ISLANDS

This class of device has the advantage of a narrower footprint, but its use should be restricted to approach roadways with posted speeds of 40 MPH or below. These devices are substantial enough that each installation should be carefully designed, as an inappropriately placed device can constitute a hazard if struck by an errant vehicle. These devices are generally from six to nine inches in height, and usually about 2 feet wide. They should be equipped with reboundable, reflectorized vertical panels, to

enhance device visibility, and to increase “drive-around” deterrence. Road users would encounter significant difficulty attempting to cross over such a non-traversable island, because the six to nine inch heights cannot be readily mounted by most vehicles.

Retroreflective materials (in the color appropriate for the direction of travel in adjacent lanes) should be applied to the curbs to enhance their low-light visibility.

TRAVERSABLE RAISED CURB SYSTEMS

This class of channelizing device is the narrowest, and therefore the easiest to fit in a wide range of roadway cross-section widths.

Traversable raised curb systems should always be used with reboundable, reflectorized vertical panels. This combination of devices will present road users with a visual deterrent to crossing over into the opposing traffic lane

in order to violate lowered gates.

The curb portion is not more than six inches in height, and generally less than twelve inches in width. Curbs are formed with a rounded shape that will create minimal vehicle deflection upon impact. In most cases, these systems can be installed on existing roadway centerlines, without the need for widening the roadway approaches to the crossing

Retroreflective materials (in the color appropriate for the direction of travel in adjacent lanes) should be applied to the curbs to enhance their low-light visibility.

These traversable curbs may present less of a physical barrier to crossovers than the more substantial devices discussed previously, but they still provide a considerable deterrent to gate violations. These devices can be used where appropriate to enhance safety at a wide variety of gated crossings.

Special care should be taken during installation of

these devices. With proprietary systems, be careful to ensure that all anchorages to the pavement are completed according to the manufacturer's instructions or State or local standards; in addition, be sure that the attachment of each vertical panel is secure. Any deflectable hinges must function properly.

In the case of proprietary systems utilizing modular plastic curbs with vertical panels or road tubes, these devices should be known to have been crash tested. This will ensure that they do not have the potential to send an errant vehicle out of control when struck. In addition, the vertical elements should not separate upon impact, nor should impacted curbs separate from the pavement and become airborne.

The Office of Highway Safety of the Federal Highway Administration can supply the relevant test criteria and procedures; see their website at:

<http://safety.fhwa.dot.gov/>

APPLICABILITY FOR QUIET ZONE ESTABLISHMENT - see FRA website at:

<http://www.fra.dot.gov>

The Federal Railroad Administration has recognized these channelizing devices as qualified Supplemental Safety Measures when used according to its regulations for the use of locomotive horns at grade crossings, found at 49 CFR Part 222. For purposes of establishing a Quiet Zone under Part 222, these devices have been assigned an effectiveness rate that represents their ability to reduce the probability of a collision at a grade crossing. For traversable channelizing devices with vertical panels, the effectiveness rate is 0.75. For non-traversable channelizing devices, with or without vertical panels, the effectiveness rate is 0.80.

These values are used by the Quiet Zone Calculator in determining the risk of a collision at a crossing to be included in a (new or existing) quiet zone.



**U.S. Department
of Transportation**
**Federal Railroad
Administration**

FG 300 Posts & Curb System Lane Separators

Interstate Grade Curb System

- One piece construction utilizes high impact polymers and solid color throughout
- Innovative narrow design creates much smaller footprint than concrete barrier and fully mountable by emergency vehicles
- Superior durability – Curbs withstand 10,000 pounds of loading – FG 300 EFX and UR Posts withstand 50 impacts at 60 MPH
- Proven safety and performance - FHWA approved, NCHRP 350 tested and accepted at 70 mph/112kph
- Endless applications!

Turnpike Grade Curb System

- Free standing product spaced along length of the installation
- Designed for high speed applications
- Only requires 4 bolts per unit
- 25 to 40% labor savings
- Picket fence effect

✓ Only curb and post combination warranty in the industry!

✓ 5 year limited pro-rated warranty on curb unit

✓ 1 year limited warranty on the EFX upright post



Turnpike
Grade Curb



Interstate
Grade Curb
System



FG 300 Surface Mount Channelizer Posts

Three Models Available to Fulfill All Your Delineation Requirements:

- Model EFX – Toughest post available on the market – carries a one year limited warranty! The EFX post is recommended for use with our vertical panels and all your “can’t fail” applications
- Model UR – The UR post has become the industry standard for toughness, impact resistance and long-lasting performance. The UR was developed for the demanding high-speed, 2-way, 2-lane detour operations.
- Model PE – Manufactured with low-density polyethylene, this is the ideal post for a multitude of applications
- All FG 300 posts feature the unique clover-leaf design that allows the tubular post to rebound time after time when simple round posts fail
- Conforms to MUTCD & NCHRP 350 standards with proven durability on NTPEP test deck
- No metal pins in bases to rust or seize – simplified installation and replacement of damaged posts

THE BOARD OF COMMISSIONERS
TODD H. STROGER
PRESIDENT

EARLEAN COLLINS	1 st Dist.	PETER N. SILVESTRI	9 th Dist.
ROBERT STEELE	2 nd Dist.	BRIDGET GAINER	10 th Dist.
JERRY BUTLER	3 rd Dist.	JOHN P. DALEY	11 th Dist.
WILLIAM M. BEAVERS	4 th Dist.	FORREST CLAYPOOL	12 th Dist.
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JOSEPH MARIO MORENO	7 th Dist.	TIMOTHY O. SCHNEIDER	15 th Dist.
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		ELIZABETH ANN DOODY GORMAN	17 th Dist.



COOK COUNTY
BUREAU OF ADMINISTRATION
DEPARTMENT OF HIGHWAYS
Rupert F. Graham Jr., P.E.
Superintendent
George W. Dunne Cook County Office Building
69 West Washington Street 23rd Floor
Chicago, Illinois 60602-3007
Telephone (312) 603-1601
Fax (312) 603-9945

August 18, 2009

ROBERT E. HAMILTON CONSULTING ENGINEERS, P.C.
3230 EXECUTIVE DRIVE
JOLIET, IL. 60431

ATTN: JOE REGIS

Re: **ID. Number: 09-08-1195-C**
Owner/Permittee: Village of Frankfort
County Highway: Harlem Ave
Section Number: W35-0202
Type of Work: Reflective Marker
Location: Harlem adjacent to EJE R.R. crossing

The above **IDENTIFICATION NUMBER** has been assigned to your project, which is being reviewed by the Permit Division.

NOTE: NO WORK MAY BE PERFORMED WITHIN THE COUNTY RIGHT OF WAY UNTIL A SIGNED PERMIT IS ISSUED.

In all correspondence, either by letter or telephone, please refer to the identification number assigned to your project.

Your cooperation will allow the Permit Division to process the permit faster. If there are any questions, please contact my office, 312-603-1670.

Very truly yours,

Bhanu Vyas, P.E.
Permit Engineer

For: Mr. Rupert F. Graham Jr., P.E.
Superintendent of Highways
Cook County, Illinois

BV:aa

Cc: Village of Frankfort

RECEIVED
AUG 25 2009
REH

RECEIVED

AUG 25 2009

REH

COUNTY OF COOK
DEPARTMENT OF HIGHWAYS
PERMIT DIVISION

BOND AND INSURANCE REQUIREMENTS

BEFORE BOND AND INSURANCE REQUIREMENTS ARE ISSUED, THE GENERAL CONTRACTOR MUST SUBMIT A SIGNED LETTER ON COMPANY STATIONARY STATING THE FOLLOWING:

"(Name of Contractor) is the contractor responsible for all work performed in Permit (#00-00-0000)." I understand that if there is an open cut in the pavement the bond shall remain with the Cook County Highway Department for one year after the construction work is completed.

Upon receipt of the "CONTRACTOR LETTER," bond forms and insurance requirements will be forwarded by the Permit Office.

GENERAL CONTRACTOR SHOULD SUBMIT INSURANCE SPECIFIED FOR PERMIT.

IN THE EVENT THE INSURANCE EXPIRES OR IS CANCELED PRIOR TO THE COMPLETION OF THE PERMIT, THE PROJECT WILL BE STOPPED UNTIL INSURANCE COVERAGE IS SUFFICIENT.

Insurance coverage shall be with insurance companies licensed to do business in the State of Illinois and are subject to approval by the County Insurance Coordinator.

Contractor and/or Insurance Companies must notify this office when there is a change of address, and/or change of Insurance Company. The Permit number must always be on all correspondence.

CURRENT CERTIFICATE OF INSURANCE MUST REMAIN ON FILE UNTIL RELEASE OF BOND.

BOND FORMS

Must be properly executed with signature of officers of company and have corporate seal. If contractor is sole beneficiary, it should be stated on the bond.

BONDS WILL NOT BE RELEASED UNTIL INSURANCE REQUIREMENTS ARE MET.

If you have any questions, please contact Mr. Bhanu Vyas, Permit Engineer, at 312-603-1670.

THE BOARD OF COMMISSIONERS
TODD H. STROGER
PRESIDENT

EARLEAN COLLINS	1 st Dist.	PETER N. SILVESTRI	9 th Dist.
ROBERT STEELE	2 nd Dist.	BRIDGET GAINER	10 th Dist.
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JOSEPH MARIO MORENO	7 th Dist.	TIMOTHY O. SCHNEIDER	15 th Dist.
EDWIN REYES	8 th Dist.	ANTHONY J. PERAICA	16 th Dist.
		ELIZABETH ANN DODDY GORMAN	17 th Dist.



COOK COUNTY
BUREAU OF ADMINISTRATION
DEPARTMENT OF HIGHWAYS
Rupert F. Graham Jr., P.E.
Superintendent
George W. Dunne Cook County Office Building
69 West Washington Street 23rd Floor
Chicago, Illinois 60602-3007
Telephone (312) 603-1601
Fax (312) 603-9945

September 28, 2009

Village of Frankfort
432 W. Nebraska St.
Frankfort, IL 60423

Attn: Howard Sloan

Re: **Permit Number: 09-08-1195-C**
County Highway: Harlem Ave.
Section Number: W35-0202
PERMIT APPLICATION

Please have the enclosed five (5) copies of the Permit Application properly executed (Kindly Affix Corporate Seal, where necessary) by PRINCIPAL/MUNICIPALITY. IF APPLICABLE PERMITS MUST BE SIGNED BY THE MAYOR or VILLAGE PRESIDENT and all copies must be returned to this office for further processing and issuance of the permit.

No construction permit shall be issued without receipt and approval of Bond & Insurance papers and permit for work fee if applicable.

Return permit applications to: Cook County Highway Department
69 W. Washington - Permits (**Room 2354**)
Chicago, Illinois 60602
Attention: Mr. Bhanu Vyas, P.E.

If you have any questions, please feel free to contact my office, 312-603-1670.

Very truly yours,

Bhanu Vyas, P.E.
Permit Engineer

For: Mr. Rupert F. Graham Jr., P.E.
Superintendent of Highways
Cook County, Illinois
BV:smb

COUNTY OF COOK
DEPARTMENT OF HIGHWAYS
PERMIT DIVISION

BOND AND INSURANCE REQUIREMENTS

BEFORE BOND AND INSURANCE REQUIREMENTS ARE ISSUED, THE GENERAL CONTRACTOR MUST SUBMIT A SIGNED LETTER ON COMPANY STATIONARY STATING THE FOLLOWING:

"(Name of Contractor) is the contractor responsible for all work performed in Permit (#00-00-0000)." I understand that if there is an open cut in the pavement the bond shall remain with the Cook County Highway Department for one year after the construction work is completed.

Upon receipt of the "CONTRACTOR LETTER," bond forms and insurance requirements will be forwarded by the Permit Office.

GENERAL CONTRACTOR SHOULD SUBMIT INSURANCE SPECIFIED FOR PERMIT.

IN THE EVENT THE INSURANCE EXPIRES OR IS CANCELED PRIOR TO THE COMPLETION OF THE PERMIT, THE PROJECT WILL BE STOPPED UNTIL INSURANCE COVERAGE IS SUFFICIENT.

Insurance coverage shall be with insurance companies licensed to do business in the State of Illinois and are subject to approval by the County Insurance Coordinator.

Contractor and/or Insurance Companies must notify this office when there is a change of address, and/or change of Insurance Company. The Permit number must always be on all correspondence.

CURRENT CERTIFICATE OF INSURANCE MUST REMAIN ON FILE UNTIL RELEASE OF BOND.

BOND FORMS

Must be properly executed with signature of officers of company and have corporate seal. If contractor is sole beneficiary, it should be stated on the bond.

BONDS WILL NOT BE RELEASED UNTIL INSURANCE REQUIREMENTS ARE MET.

If you have any questions, please contact Mr. Bhanu Vyas, Permit Engineer, at 312-603-1670.



For Office Use Only

Issue Date: _____

Permit Number: 09-08-1195-C

Expiration Date: _____

Bond Number: _____

Cook County Highway Department Permit For Work

1. Permittee(s): VILLAGE OF FRANKFORT

2. Project Description: MUNICIPAL

3. Type of Permit:

A. Construction Permit	<input checked="" type="checkbox"/>
B. Individual Maintenance and Repair Permit	<input type="checkbox"/>
C. Annual Maintenance and Repair Permit	<input type="checkbox"/>
D. Tree Trimming Permit	<input type="checkbox"/>

4. Emergency Permit ☐ (check only if emergency as described in the PWO, e.g. hazards in the public way)

5. Pavement Breaks ☐ yes ☒ no

6. Permission:

The Cook County Highway Department hereby grants permission and authority to:

- ☒ install, construct, and operate the following described facilities; or
☐ maintain and repair the following described facilities; or
☐ trim trees in the following geographical area

in Cook County, Illinois; on County Highway known as HARLEM AVE. State Aid Road No. W35 Section 0202 Township _____ Cross Road E J E CROSSING, subject to the general conditions and any special conditions attached to this permit, and subject to the Public Way Ordinance, as well as all laws defined therein and in conformance with all submittals made pursuant to the application process, as modified at the request of the Cook County Highway Department, per AERIAL SKETCH & CATALOG BROCHURE SUBMITTED BY ROBERT E. HAMILTON CONSULTING ENGINEER'S, PC & LETTER FROM THE VILLAGE OF FRANKFORT dated 08-03-09 & 09-24-09 RESPECTIVELY and as finally approved:

Permitted Work	Level #	Fee
TRAFFIC CHANNELIZING DEVICE	3	0
Total Fee		0

*This Permit will not be issued until receipt of all applicable fees is confirmed by
the Cook County Department of Revenue*



For Office Use Only

Issue Date: _____
Permit Number: 09-08-1195-C
Expiration Date: _____
Bond Number: _____

This permit includes and is subject to the "General Conditions For Permit For Work" attached hereto and incorporated into this Permit.

Other Rules/Special Conditions as Follows:

Cook County Right-of-Way to be restored with 4" topsoil and sod.

The Village/City of FRANKFORT hereby accepts full responsibility for the future maintenance, replacement, relocation and liability of the TRAFFIC CHANNELIZING DEVICE construction mentioned herein.

The general contractor, before starting the job, will deposit with the Cook County Highway Department, Permit Office, insurance as required on Form "A".

Upon awarding a contract for the above mentioned installations, the applicant must direct its contractor to appear in the office of Mr. Bhanu Vyas, 312-603-1670, of the Permit Office, Room 2354 County Building, 69 W. Washington Street, Chicago, to deposit a Performance and Right Of Way Restoration Bond in the amount of \$20,000.00, with said Permit Office prior to the start of work within the County Right Of Way.

The Permittee assumes all responsibility and acknowledges the County of Cook is free from any liabilities that may occur during or as a result of this installation.

The work authorized by this Permit shall be completed by the expiration date as shown on page 1 or above; otherwise this Permit becomes null and void.

Applicant Signature (**Village of Frankfort**)

Date

Print Name

Title

Fee received. Application approved and Permit granted this:

_____ day of _____, 20____

For
Cook County Superintendent of Highways

A COPY OF THIS PERMIT MUST BE KEPT ON THE JOB SITE DURING CONSTRUCTION

This Permit is not effective unless and until the Cook County Superintendent of Highways has signed this Permit. If, per the Cook County Highway Department, municipal acceptance is required, then this Permit is not effective unless and until the municipality has signed this Permit.

8/8/07

COUNTY OF COOK
HIGHWAY DEPARTMENT
GENERAL CONDITIONS FOR PERMIT FOR WORK

1. Capitalized terms used in this Permit and not otherwise defined herein shall have the meanings ascribed to them in the Public Way Regulatory Ordinance (the "Ordinance"), Chapter 66, Article III, and Sections 50 et seq. of the Cook County Code. Requirements set forth in these General Conditions are in addition to and not in limitation of the requirements of the Ordinance.
2. No lane closures or traffic detours relating to Permitted Work will be allowed between the hours of 6 a.m. to 9 a.m. and 3 p.m. to 6:30 p.m., (other than as allowed for emergency maintenance per the Ordinance). All traffic control devices must conform to the latest edition of the State of Illinois "Manual on Uniform Traffic Control Devices for Streets and Highways."
3. Permittee shall furnish all material to do all work required, and pay all costs which may be incurred in connection with such work, and shall prosecute the same diligently and without delay to completion. See Ordinance for additional requirements as to work in the Public Way.
4. Permittee shall perform all Permitted Work in accordance with the current Standard Specifications for Road and Bridge Construction of the Illinois Department of Transportation including the Supplemental Specifications thereto of the County of Cook, and as detailed in the Permit and the Ordinance, and all submittals made pursuant to the application process, as modified at the request of the Cook County Highway Department and as finally approved by the Cook County Highway Department.
5. Upon completion of the Permitted Work, Permittee shall, at its own cost, and in a timely manner, (but in no event more than 30 days unless another time frame is directed by the Cook County Highway Department) restore the Public Way substantially to the same condition in which it was before the Permitted Work was commenced and shall remove all debris, rubbish, materials, apparatus, tools, and equipment, as well as all excess excavated materials, from the Public Way, all to the satisfaction of the Cook County Superintendent of Highways.
6. Should future construction and operation of the highways by the County of Cook require alteration or relocation of the Permittee's Facilities, such change shall be made by the Permittee, its successor or assigns upon the written request of the Cook County Superintendent of Highways without expense to said County or State. Requirements for any such requested alteration or relocation are further detailed in the Ordinance.
7. Permittee, its successor and assigns assume all risk and liability for accidents and damages that may accrue to persons and property, during the prosecution of the work or any time thereafter, by reason of the location, construction, installation, operation, maintenance, repair and work referred to herein, and Permittee, by acceptance of this Permit, agrees to indemnify and save harmless the County of Cook from any such claims for damages and from all costs and expenses incurred on account thereof and in connection therewith.
8. No changes, alterations, or revisions to the Permitted Work are allowed unless approved in writing by the Cook County Superintendent of Highways or his designee. See Ordinance for detailed requirements and fees relating to permit modifications.
9. In accordance with Ordinances of the County, and agreement by the Permittee, the Permittee acknowledges and agrees that this Permit is null and void if the Permittee is delinquent in the payment of any tax or fee administered by the County of Cook.
10. The pavement, parkway, and all drainage systems shall be kept clean and free of debris at all times.

11. Unless particularly specified in the Permit, no equipment other than pneumatic-tired equipment used during the installation shall be permitted to stop or operate on the pavement nor shall any excavated materials be stored temporarily or otherwise on the County Highway pavement.
12. Access to driveways, houses, buildings or other property abutting the site of the Permitted Work shall not be blocked.
13. The Permittee shall conduct its operations in a manner so as to insure the minimum hindrance to traffic.
14. The use of flagmen and the number, type, color, size and placement of all traffic control devices shall conform to the latest edition of the State of Illinois "Manual on Uniform Traffic Control Devices for Streets and Highways."
15. All aerial lines crossings or parallel must have a minimum clearance of 18'3".
16. The grant of this Permit by the County of Cook and the performance by Permittee of work authorized by the Permit do not include authorization by the County under local, state, or federal law, including 55 ILCS 5/5-1095, or under 47 U.S.C. section 541 for the use of these facilities for video programming regardless of the delivery technology. Unless the Permittee holds a state-issued authorization by the Illinois Commerce Commission pursuant to P.A. 095-0009, the County reserves the right to require authorization pursuant to 55 ILCS 5/5-1095 in the form of a franchise as defined by 47 U.S.C. section 522(9) from the Permittee prior to Permittee providing video programming through any facilities authorized by this Permit, which franchise may include the imposition of franchise fees. Permittee shall provide the County with thirty (30) calendar days written notice of its intention to utilize any facilities authorized by this Permit to provide video programming within any unincorporated area of Cook County or within any incorporated area of the County where the Permittee is installing its plant and equipment in County rights-of-way in order to provide its video service. Upon written certification provided to the County by either the Permittee or the Illinois Commerce Commission that a state-issued authorization to provide video service has been granted to the Permittee, the limitations on the use of these facilities that exclude the provision of video service shall be released.
17. This Permit covers only the Permitted Work and does not release the Permittee from fulfilling the requirements of any other Laws relating to the Permitted Work. Fulfillment by Permittee of all requirements set forth in the Permit For Work Application and its instructions, including without limitation, insurance and bonding requirements ("Application Requirements") are a condition of this Permit. Issuance of this Permit, without the fulfillment of all Application Requirements by Permittee shall not act as a waiver of Permittee's obligation to comply with such Application Requirements, unless approval in writing of such change is given by the Cook County Superintendent of Highways.
18. At least two (2) days advance notice prior to the start of work shall be given to the Cook County Highway Department Permit Office, Mr. Bhanu Vyas (312) 603-1670.
19. This Permit can be revoked pursuant to the terms of the Ordinance or at the discretion of the Cook County Superintendent of Highways.
20. All trenches and openings made in the Public Way shall be backfilled with sand or limestone screening adequately compacted in accordance with Method 1 specified in Article 550.07 of the State Standard Specifications.

ADDITIONAL GENERAL CONDITIONS THAT PERTAIN TO CONSTRUCTION PERMITS

21. All pavement openings and curb cuts shall be saw cut full depth.

22. All pavement openings shall be immediately surfaced with a temporary bituminous patch at least three inches in thickness. This patch then must be inspected daily and additional bituminous patch material must be placed, daily if necessary, to maintain the patched area at the same elevation as the adjacent undisturbed pavement for a period of not less than 30 days. After 30 days, permanent replacement in kind shall be made to the base course and pavement surface.
23. All auger pits shall be a minimum of 10 feet from the edge of pavement or back of curb, and wood or steel sheeting shall be used, and auger pits left open overnight shall be protected with concrete barrier walls.
24. All casings shall be pressure grouted both inside and outside of the casing.
25. That a minimum depth of 42 inches will be maintained from the ground surface to the top of the conduit, cable, or pipe and a minimum depth of 36 inches from the true flow line of the drainage ditch to the top of the conduit, cable or pipe.
26. That all excavation work within three (3) feet of the pavement edge will be done manually.
27. If Permittee discovers during the progress of the Permitted Work that subterranean conditions prohibit the construction of said improvement in and along the alignment as outlined in the plans, it is expressly understood that all Permitted Work shall cease until a proposed revised alignment has been approved by the Cook County Highway Department and the Permit has been modified.
28. Without further action, the Cook County Highway Department reserves the right to make connections to the proposed storm sewer for the purpose of draining the highway.
29. The Permittee shall be responsible for providing positive drainage.
30. In the removal of sidewalks, curb, gutter or pavement, the use of any type of concrete breaker that will damage the underground structures will not be permitted.
31. Permittee shall provide and maintain at its own expense, such temporary roads and approaches, as may be necessary to provide access to driveways, houses, buildings or other property abutting the site of the Permitted Work.
32. For driveway installations, the Permittee shall remove earth to its full depth, starting at the edge of the pavement, for the full dimensions of the proposed driveway, and replace with materials to be used in the construction of the driveway.
33. When existing traffic control signs such as stop signs, stop ahead signs, and crossroad signs are removed in the progress of the Permitted Work, said signs shall be immediately reset as close as possible to their original location. After the construction of the Facility or the completion of the Permitted Work has been approved, said traffic control signs shall be restored to their original position and condition or as directed by the Cook County Highway Department Permit Engineer.
34. The Permittee shall conduct its operations in a manner so as to insure the minimum hindrance to traffic, using the pavement and at no time shall its operations obstruct more than one half (1/2) of the available pavement width.
35. This Permit is issued with the express understanding that the Permittee has obtained the proper authority for the said installation from the "Illinois Environmental Protection Agency Division of Public Water Supplies.

VILLAGE OF
FRANKFORT
INC • 1879

September 24, 2009

Bhanu Vyas, PE
Cook County Highway Department Permits
George W. Dunne Cook County Office Building
69 W. Washington Street, Room #2354
Chicago, IL 60602

Re: Village of Frankfort
Quiet Zone Feasibility Study
CCHD Permit ID No. 09-08-1195-C
REH Project No. 09910

Dear Mr. Vyas:

The Village of Frankfort agrees to construct, maintain, and make repairs to the channelization improvements proposed along Harlem Avenue, Section W35-0202, as outlined in the permit submittal referenced above. The Village also agrees to bear the costs of such construction, maintenance and repairs as necessary.

In addition, prior to the start of any construction activities, the Village shall obtain concurrence from the Federal Railroad Administration (FRA), the Illinois Commerce Commission (ICC), and the Canadian National Railway (CN) by obtaining approval of a Notice of Intent to create a Quiet Zone.

The Village understands that at some future date, the County shall perform a roadway-widening project on Harlem Avenue that includes construction of non-traversable curbed medians. The Village shall maintain and repair the channelization equipment until such time that the County seeks to remove the improvements for construction of the roadway-widening project.

If you have any questions or concerns, please contact us.

Sincerely,



Howard E. Sloan
Assistant Village Administrator

SEP 25 2009

cc: Jerald Ducay, Village Administrator
Terry Kestel, Superintendent of Public Works, Village of Frankfort
Joseph A. Regis, Robert E. Hamilton Consulting Engineers, PC

ROBERT E. HAMILTON

CONSULTING ENGINEERS, PC

August 3, 2009

Mr. Bhanu Vyas, PE
Cook County Highway Department Permits
George W. Dunne Cook County Office Building
69 W. Washington Street, Room #2354
Chicago, IL 60602

Re: Village of Frankfort
Quiet Zone Feasibility Study
Preliminary Permit Submittal
REH Project No. 09910

Dear Mr. Vyas:

Robert E. Hamilton Consulting Engineers, PC (REHCE) is providing consulting services to the Village of Frankfort for the development of a Quiet Zone Feasibility Study along the Canadian National (CN) railroad (previously the EJ&E rail line). In order to create a Quiet Zone, the Village shall follow the procedure outlined by the FRA in the Final Rule on the Use of Locomotive Horns at Highway-Rail Grade Crossings (49 CFR Parts 222 and 229). This procedure outlines a variety of Standard Safety Measures (SSM) that can be combined to improve crossing safety and reduce the risk of crossing incidents.

The Village is aware of the County's proposed improvements to Harlem Avenue, including construction of a raised, non-traversable median at the at-grade crossing of the CN railroad and Harlem Avenue (Highway Section #W3502). However, conversations with county staff place construction of these improvements at two or more years in the future. As such, the Village proposes construction of a mountable median channelization device at the crossing of the CN railroad at Harlem Avenue. This median channelization would meet the FRA requirements for an SSM and would provide immediate benefit. Ultimately, the County plans for a non-traversable median would replace the channelization.

At the present time the Village is preparing to submit a Notice of Intent to Create a Quiet Zone. In order to move forward with this step, the Village requests the Cook County Highway Department to provide preliminary approval for the channelization device. Further details and engineering shall be performed in the future as necessary for final construction approval. Examples of the proposed channelization device are attached for your review. To meet the requirements of the FRA, the medians shall extend 100 feet to the north and south from the crossing gates, as shown on the attached sketch.

09.08.1195.c

Permits
Copy

Cook County Highway Department Permits
Project No. 09910
August 3, 2009
Page 2

Please see the attached permit submittal for the channelization device. If you have any questions or concerns, please contact us. The Village desires to move forward with application to the FRA as soon as possible, so we would appreciate an expeditious review of the submittal.

Very truly yours,

Robert E. Hamilton
Consulting Engineers, PC

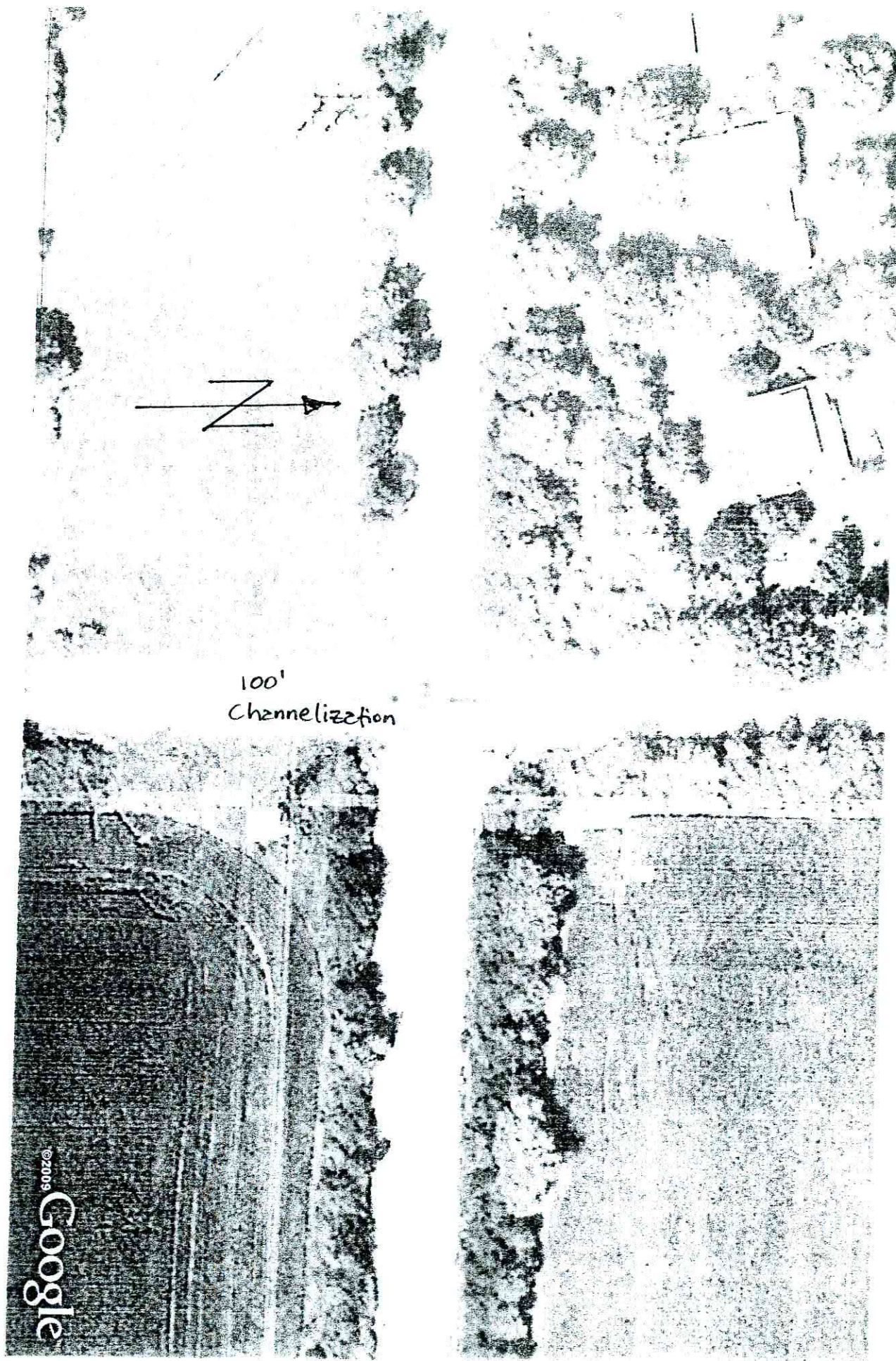


Jeffrey T. Snape, PE, LEED AP

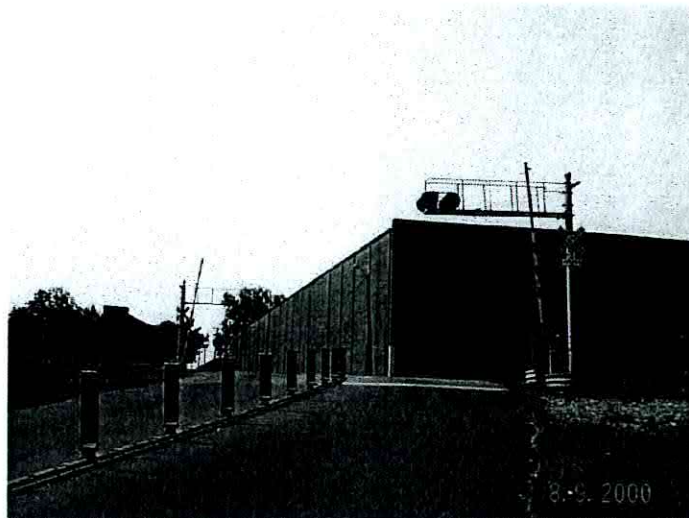
JTS/rt

Enclosures

c: Howard Sloan, Village of Frankfort



Guidance on the use of Traffic Channelizing Devices at Highway-Rail Grade Crossings



Several types of traffic channelizing devices are finding new application at highway-rail grade crossings that are equipped with flashing light signals and crossing gates. These channelizing devices, when used appropriately, can reduce the risk of a collision between a vehicle and a train by 75%! This high level of risk reduction makes traffic channelizing devices a good choice to enhance safety and greatly reduce gate violations at highway-rail grade crossings.

Each device has its own special properties and installation requirements. This guidance is offered to facilitate the effective use of these traffic control devices.

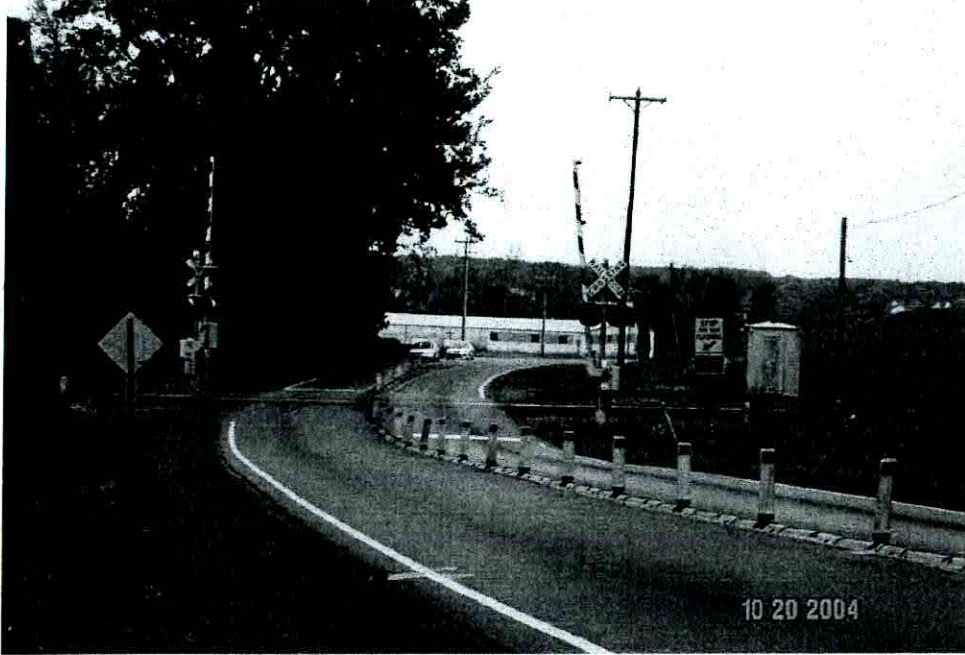
The Federal Highway Administration issued the report "Guidance on Traffic Control Devices at Highway-Rail Grade Crossings." Channelizing devices may be grouped in a few general categories.

BARRIER WALL SYSTEMS

Concrete barriers and similar proprietary systems are substantial, and may require a wide space between opposing lanes of traffic on approach to the grade crossing. While these are the most effective at deterring "drive-around" gate violations, their large

size may preclude their use in many applications.

In addition, the upstream end of a barrier must be equipped with a site-appropriate energy absorbing end treatment. For this reason, this class of device can be more cost effective where continuous runs of 150 feet or more may be achieved.



WIDE RAISED MEDIANS

In special situations where median width is available, a raised median of between four and 100 feet in width may be employed. Such a wide median may prove effective in deterring gate violations, even though it does not actually constitute a true barrier as commonly defined.

In addition, a well-landscaped wide median will also provide aesthetic benefits to the surrounding neighborhood. A wide median, if attractively landscaped, is often the most aesthetically pleasing separation method.

NON-TRAVERSABLE CURB ISLANDS

This class of device has the advantage of a narrower footprint, but its use should be restricted to approach roadways with posted speeds of 40 MPH or below. These devices are substantial enough that each installation should be carefully designed, as an inappropriately placed device can constitute a hazard if struck by an errant vehicle. These devices are generally from six to nine inches in height, and usually about 2 feet wide. They should be equipped with reboundable, reflectorized vertical panels, to

enhance device visibility, and to increase “drive-around” deterrence. Road users would encounter significant difficulty attempting to cross over such a non-traversable island, because the six to nine inch heights cannot be readily mounted by most vehicles.

Retroreflective materials (in the color appropriate for the direction of travel in adjacent lanes) should be applied to the curbs to enhance their low-light visibility.

TRAVERSABLE RAISED CURB SYSTEMS

This class of channelizing device is the narrowest, and therefore the easiest to fit in a wide range of roadway cross-section widths.

Traversable raised curb systems should always be used with reboundable, reflectorized vertical panels. This combination of devices will present road users with a visual deterrent to crossing over into the opposing traffic lane

in order to violate lowered gates.

The curb portion is not more than six inches in height, and generally less than twelve inches in width. Curbs are formed with a rounded shape that will create minimal vehicle deflection upon impact. In most cases, these systems can be installed on existing roadway centerlines, without the need for widening the roadway approaches to the crossing

Retroreflective materials (in the color appropriate for the direction of travel in adjacent lanes) should be applied to the curbs to enhance their low-light visibility.

These traversable curbs may present less of a physical barrier to crossovers than the more substantial devices discussed previously, but they still provide a considerable deterrent to gate violations. These devices can be used where appropriate to enhance safety at a wide variety of gated crossings.

Special care should be taken during installation of

these devices. With proprietary systems, be careful to ensure that all anchorages to the pavement are completed according to the manufacturer's instructions or State or local standards; in addition, be sure that the attachment of each vertical panel is secure. Any deflectable hinges must function properly.

In the case of proprietary systems utilizing modular plastic curbs with vertical panels or road tubes, these devices should be known to have been crash tested. This will ensure that they do not have the potential to send an errant vehicle out of control when struck. In addition, the vertical elements should not separate upon impact, nor should impacted curbs separate from the pavement and become airborne.

The Office of Highway Safety of the Federal Highway Administration can supply the relevant test criteria and procedures; see their website at:

<http://safety.fhwa.dot.gov/>

APPLICABILITY FOR QUIET ZONE ESTABLISHMENT - see FRA website at:

<http://www.fra.dot.gov>

The Federal Railroad Administration has recognized these channelizing devices as qualified Supplemental Safety Measures when used according to its regulations for the use of locomotive horns at grade crossings, found at 49 CFR Part 222. For purposes of establishing a Quiet Zone under Part 222, these devices have been assigned an effectiveness rate that represents their ability to reduce the probability of a collision at a grade crossing. For traversable channelizing devices with vertical panels, the effectiveness rate is 0.75. For non-traversable channelizing devices, with or without vertical panels, the effectiveness rate is 0.80.

These values are used by the Quiet Zone Calculator in determining the risk of a collision at a crossing to be included in a (new or existing) quiet zone.



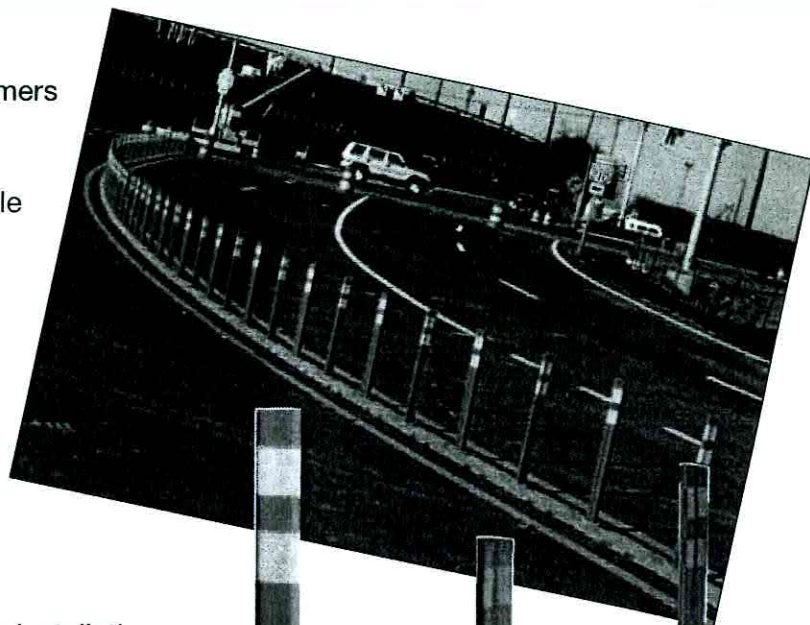
**U.S. Department
of Transportation**

**Federal Railroad
Administration**

FG 300 Posts & Curb System Lane Separators

Interstate Grade Curb System

- One piece construction utilizes high impact polymers and solid color throughout
- Innovative narrow design creates much smaller footprint than concrete barrier and fully mountable by emergency vehicles
- Superior durability – Curbs withstand 10,000 pounds of loading – FG 300 EFX and UR Posts withstand 50 impacts at 60 MPH
- Proven safety and performance - FHWA approved, NCHRP 350 tested and accepted at 70 mph/112kph
- Endless applications!



Turnpike Grade Curb System

- Free standing product spaced along length of the installation
- Designed for high speed applications
- Only requires 4 bolts per unit
- 25 to 40% labor savings
- Picket fence effect

✓ Only curb and post combination warranty in the industry!

✓ 5 year limited pro-rated warranty on curb unit

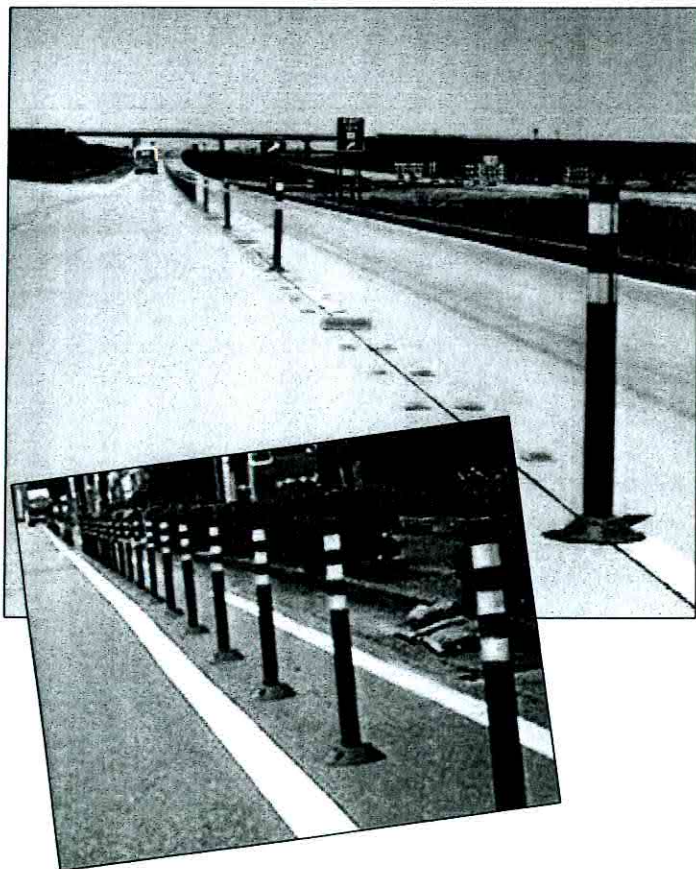
✓ 1 year limited warranty on the EFX upright post



Turnpike
Grade Curb



Interstate
Grade Curb
System



FG 300 Surface Mount Channelizer Posts

Three Models Available to Fulfill All Your Delineation Requirements:

- Model EFX – Toughest post available on the market – carries a one year limited warranty! The EFX post is recommended for use with our vertical panels and all your “can’t fail” applications
- Model UR – The UR post has become the industry standard for toughness, impact resistance and long-lasting performance. The UR was developed for the demanding high-speed, 2-way, 2-lane detour operations.
- Model PE – Manufactured with low-density polyethylene, this is the ideal post for a multitude of applications
- All FG 300 posts feature the unique clover-leaf design that allows the tubular post to rebound time after time when simple round posts fail
- Conforms to MUTCD & NCHRP 350 standards with proven durability on NTPEP test deck
- No metal pins in bases to rust or seize – simplified installation and replacement of damaged posts

Jeffrey Snape

From: John.Henriksen@cn.ca
Sent: Tuesday, June 30, 2009 10:32 AM
To: Jeffrey Snape
Cc: jim.kvedaras@cn.ca; Tom.Healey@cn.ca; Dave.Crader@cn.ca
Subject: Re: Frankfort Quiet Zone Crossing Inventory

Jeff,

Answers to your questions are shown in red below.

We've had one of our inspectors who's familiar with the old EJ&E rail line out to most of the crossings and we have a couple of clarifying questions and corrections on the US DOT Crossing Inventories. Before we get to the corrections – such as an incorrect number of warning bells, or incorrect description of surrounding development – I'd like to clarify a few parts of the inventory and CN's plan for the rail line.

Firstly, our inspector has informed us that the Subdivision is no longer the Eastern Subdivision, but the Matteson Subdivision. Can you confirm this for us? **Matteson Sub extends from Kirk Yard Jct to W Bridge Jct at Des Plaines River (extended about 1.8 miles further west than original Eastern Subdivision).**

Can you supply us with information on the planned speeds of the trains and on any additional tracks that are to be built? **Yes** Currently, the max time table speed is shown as 45 mph and all crossings have only 1 main track (some have a siding track as well). It is my understanding that CN will be adding a second track **yes** and increasing train speeds **no**. What will the final max speeds be **45 MPH** and how many tracks will there ultimately be at each crossing, including siding tracks? **116th, Wolf, and Center will have two main tracks, remainder to the east will have only one main track.**

Also, Jim recently forwarded me an update to the CN's STB application from early January that stated the number of trains per day at 28.3 along this section of track. To my understanding, this line also carries Union Pacific trains, BNSF trains, and other coal hauling trains. Is that traffic going to continue on the line **yes** and does the 28 trains per day include traffic from those carriers **Train counts include all trackage rights trains We currently anticipate no changes to other carriers' volumes on EJ&E. Make sure you take into consideration full buildout (3 year volumes, as included in Attachment A.1 and A.2 of our STB application, revised in January '08).**

Lastly, the crossing inventory's show that Pfeiffer Rd, Sauk Trail, Wolf Rd, and Harlem Ave all have motion detectors, but Center St and 116th St have constant warning time detectors. Can you confirm that different detectors are in fact used? **Pfeiffer Rd, Sauk Trail, Wolf Rd, and Harlem Ave all have motion detectors, but Center St and 116th St have constant warning time detectors.**

Jeffrey Snape <jsnake@rehamilton.org>

06/22/2009 02:28 PM

To "John.Henriksen@cn.ca" <John.Henriksen@cn.ca>

cc "Jim.Kvedaras@cn.ca" <Jim.Kvedaras@cn.ca>, "tom.healey@cn.ca"

<tom.healey@cn.ca>, Joe Regis <jregis@rehamilton.org>

Subject Frankfort Quiet Zone Crossing Inventory

Robert E. Hamilton Consulting Engineers, PC

Jeffrey T. Snape

Jeffrey T. Snape, LEED AP

9/10/2009

3230 Executive Drive
Joliet, Illinois 60431
(815) 730-3444
(815) 730-6703 fax
www.REHamilton.org

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Jeffrey Snape

From: jim.kvedaras@cn.ca
Sent: Thursday, June 11, 2009 5:51 PM
To: Jeffrey Snape
Subject: Re: FW: Public Works Engineer - Frankfort, IL

Jeff,

Short answer is No. We have consistently said that our trains operate 24/7, and that any community can expect trains throughout the day and night.

Railroad operations have to be flexible, and while certain trains can run relatively consistently, they only do so as long as there are no hiccups anywhere else on our property. Remember that these trains originate and terminate all across North America. For example, there is no way we can predict a delay somewhere between Memphis and Chicago which will impact our expected time of arrival in the metropolitan area. In addition, since we are volume driven, due to seasonal fluctuations or economic upticks, our schedules are subject to quick changes.

One exception to this is that we voluntarily hold our operations when Metra's morning and evening rush hours are underway. Certain Metra lines are more active than others, but we minimize freight activity while the commuters are moving around. For the Frankfort area, I do not see that being much of an issue, except maybe for their line to Manhattan. I'll sniff around for any insights I can gain there.

For your perspective, I really think the most appropriate assumption you can make is to figure a roughly uniform distribution of freight trains. That will avoid the possibility of your setting unrealistic assumptions about our freight activity.

Hope this helps.
 Jim

From: Jeffrey Snape [jsnape@rehamilton.org]
Sent: 11/06/2009 03:59 PM EST
To: Jim Kvedaras
Cc: Tom Healey
Subject: RE: FW: Public Works Engineer - Frankfort, IL

Jim,

Thanks for the document you sent below. It was very clear and useful, but I'm also looking for one additional piece of information. I see from the chart that the total trains CN will have on the track is about 28. Do you have a breakdown anywhere of how many daytime through trains are included in that?

Thank you,
 Jeff

-----Original Message-----

From: jim.kvedaras@cn.ca [mailto:jim.kvedaras@cn.ca]
Sent: Tuesday, June 09, 2009 11:41 AM
To: Jeffrey Snape
Subject: Re: FW: Public Works Engineer - Frankfort, IL

9/10/2009

Jeff,

As we discussed.

Anything you email to me about the quiet zones, please also copy Tom Healey, at tom.healey@cn.ca. He's our in-house counsel, and keeps us cooperating closely with the FRA on quiet zone issues.

Jim

Here's our current table of projected train counts: You will find this same table on the STB's web site if you wanted to dig for it. Again, volumes are down dramatically now, but recommend we all plan for the future, assume the economy will make a full recovery, and use these counts for the basis of your engineering study.

Call if you can't make heads or tails out of the tables....

Jeffrey Snape <jsnape@rehamilton.org>

To "Jim.Kvedaras@cn.ca" <Jim.Kvedaras@cn.ca>

cc

2009/06/09 09:48

Subject FW: Public Works Engineer - Frankfort, IL

Jim – Just a reminder that you were going to get me the contact information for your engineer for the Frankfort, Will County, IL area.

Thanks,
Jeff

-----Original Message-----

From: Jeffrey Snape
Sent: Thursday, June 04, 2009 4:32 PM
To: 'Jim.Kvedaras@cn.ca'
Cc: Jim Testin; Joe Regis
Subject: Public Works Engineer - Frankfort, IL

Jim,

It was a pleasure talking with you on the phone earlier. Just a reminder that you agreed to get me the contact information for John Hendrickson, the CN public works engineer for the crossings through Frankfort, IL and the surrounding area.

Thank you.

Robert E. Hamilton Consulting Engineers, PC

Jeffrey T. Snape

Jeffrey T. Snape, LEED AP

3230 Executive Drive

Joliet, Illinois 60431

9/10/2009

(815) 730-3444

(815) 730-6703 fax

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