

ROBERT J. SCHILLERSTROM
COUNTY BOARD CHAIRMAN

DuPage County

(630) 407-6060

September 29, 2008

Honorable Anne K. Quinlan
Acting Secretary
Surface Transportation Board
395 E Street, SW
Washington, D.C. 20423-0001



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

Dear Acting Secretary Quinlan:

Thank you for the opportunity to comment on the draft Environmental Impact Statement (DEIS) for the proposed Canadian National Railway Company's (CN) acquisition of the Elgin, Joliet and Eastern (EJ&E) West Company. We would like to also thank the Board for holding public meetings on the DEIS in DuPage County and other locations within the Northeastern Illinois region.

DuPage County is centrally located within the Northeastern Illinois region, and it has grown to a population of 935,000 and 720,000 jobs. This growth is expected to continue in the future, and based on official forecasts by the Chicago Metropolitan Agency for Planning (CMAP), DuPage County will have over 1 million residents and 830,000 jobs by 2030. The proposed Canadian National Company's acquisition of the EJ&E West Company and the resulting freight rail traffic increase is an issue of great concern, as it would adversely impact the County's transportation system, the environment, public safety and health, the economy, and the overall quality of life for our residents and for the thousands of residents of other counties who commute every day to their jobs in DuPage County.

We regret that the draft EIS did not address many of the specific issues that were raised in our February 14, 2008 comments on the Final Scope, as well as in subsequent comments submitted on July 1, 2008. DuPage County had stated in those comments that if the Board was to approve the proposed acquisition, the Board should use its authority to "approve with conditions", for the purpose of mitigating all related adverse impacts on the affected communities and the region. We are especially concerned that the DEIS fails to identify specific mitigation measures that would be required as a result of the proposed transaction, and to put in place an enforceable mitigation plan that would ensure that CN would be held accountable for providing a fair share of the funding for implementing those measures.

Following are specific comments on critical issues that we believe must be addressed in the Final EIS, and conditions that the Board must use its authority to ensure that CN adheres to if the proposed transaction is approved.

Cost-benefit analysis:

We are greatly concerned that the EIS did not conduct a thorough cost-benefit analysis, which is the only methodology that would ultimately determine whether the proposed acquisition is or is not in the best interest of the region.

In its testimony at the August 5, 2008 Informal Congressional Hearing, the Chicago Metropolitan Agency for Planning (CMAP), the region's MPO, stated that the DEIS lacks a thorough cost-benefit analysis that is necessary to determine whether the proposed acquisition is in the region's best interest. "The region's benefits should not be incidental – in CMAP's view, they should be paramount". We completely agree with CMAP's statement. The EIS must calculate the true benefits and costs of all impacts of the proposed acquisition on the region, including environmental impacts, congestion impacts, safety impacts, mitigation and infrastructure impacts, energy consumption impacts, the impacts of interfering with the existing and planned public transportation system, and economic impacts on communities and taxpayers. Only when those benefits and costs are fully understood and weighed against each other there can be a determination on whether or not the proposed purchase is in the region's best interest. And, as CMAP concludes, only then can there be a serious discussion about mitigation.

No specific or enforceable mitigation:

The DEIS identified a multitude of adverse impacts that would significantly affect the safety, mobility, air quality, the economy and the overall quality of life for the well over one million people who live and work along the EJ&E line. Unfortunately, the DEIS falls short of the expectations of those people as it does not include an enforceable mitigation plan that would require CN to pay for its share of mitigating the problems that it would create if the proposed transaction is approved. The DEIS talks about mitigation in vague terms, and basically, it suggests that communities negotiate mitigation issues with CN. As long as the STB has set no specific enforceable mitigation parameters that CN must adhere to, that company has no incentive to negotiate in good faith and commit to any mitigation projects. Indeed, that has been the case so far in most of the discussions that have taken place between CN and individual communities. Communities have been appalled by CN's arrogant "take it-or leave it" attitude in those discussions.

Neither does the DEIS identify specific mitigation projects that would be necessary to address the various adverse impacts. For example, the DEIS has identified 15 highway/rail at-grade crossings as "facing substantial effects" but it does not describe the type of mitigation measures that would be needed at each crossing. Also, although the DEIS states that 11 fire and emergency medical providers would experience substantial effects, no adequate mitigation is proposed.

The Final EIS must outline an enforceable mitigation program identifying specific mitigation projects that would be required as a result of the proposed transaction, and use the Board's

authority to hold CN responsible for the implementation of those projects. Recommending that individual communities enter into negotiations with CN is not an acceptable solution.

Mitigation funding:

The DEIS does not mention what CN's specific share should be in funding the mitigation projects that would be required as a result of CN's plans to expand its operations and increase its profits. The DEIS only states that it would consider recommending that the Board mandate that CN pay from 5% to 50% of the costs for some of the mitigation projects. If one assumes that the average cost of a grade separation project is \$40 million, then the mitigation costs for just the 15 identified crossings in the DEIS would be \$600 million, and tax payers would have to pay anywhere from \$570 to \$300 million. The DEIS however fails to identify any available federal, state or local sources that would provide the needed funding. It only states that it hopes that state and local government agencies would assist potentially affected communities. That recommendation would leave the financially strapped government agencies and the tax payers with the insurmountable task of having to pay for the hundreds of millions of dollars that might be required to mitigate the adverse impacts resulting from CN's proposed purchase, in essence subsidizing a foreign corporation's expansion plans. At the August 5, 2008 Informal Congressional Hearing in Chicago, both the Illinois Department of Transportation (IDOT) and the Illinois Commerce Commission (ICC) emphatically stated that those agencies have no available funding for any new projects, and they could not provide any funding for grade separation projects.

The Final EIS must address the issue of what would be the adverse and in some cases catastrophic impacts on the affected communities and the region if the mitigation projects that would be required only as a result of CN's expansion plans are not implemented. To ensure that, if the proposed acquisition is approved, the required mitigation is implemented and that CN contributes its share toward the cost of mitigation projects, the Board must require that CN must set aside in a "CN/EJ&E Mitigation Projects Fund" at least 50% of the estimated total costs of those projects.

DuPage County "EJ&E/CN Railroad Grade Crossing Study".

DuPage County is highly disappointed that the DEIS dismisses the critical issue of the financial burden of the proposed acquisition on local communities and taxpayers. The County has conducted a study to assess the costs of constructing grade separations that would be necessary to mitigate the negative effects of the proposed transaction on EJ&E at-grade roadway, trail and pedestrian crossings located in DuPage County. Based on the study, (please see attached copy of "*EJ&E/CN Railroad Grade Crossing Study for DuPage County*"), the total cost of the grade separation projects would be \$687.5 million, excluding land acquisition costs. Considering the current state of our economy and the extreme financial pressures on a large number of homeowners, it is inconceivable that the Board would be expecting that local governments and their constituents, in DuPage County and other impacted areas, pay the hundreds of millions for mitigation projects resulting from a private transaction.

Since the above-mentioned mitigation projects would only become necessary if the Board approves the proposed expansion plans of CN, a private foreign company, then the Board must

make it an absolute requirement that CN pays for the costs of all mitigation projects. It should not be the burden of our taxpayers to subsidize CN's plans to increase their profits.

Time horizon:

The DEIS, in agreeing with CN, has based its analysis on a five-year time horizon, although a large number of commentators including CMAP, the region's MPO, had requested a much longer time horizon -- a minimum of ten years. The DEIS assumes that in the future, the number of trains on the EJ&E line would not increase beyond the numbers provided by CN. By doing that, the DEIS disregarded forecasts by government agencies (including FHWA) and industry groups (including CREATE and the U.S. Chamber of Commerce) call for freight rail traffic to nearly double over the next 25 years. It is not possible to adequately assess the future impacts of the proposed transaction on the transportation system, safety, and the economy of the region based on the five-year projections provided by CN.

The EIS must conduct a credible EJ&E freight rail traffic analysis based on a minimum of a ten year horizon based not only on data provided by CN, but on forecasts produced by other government agencies and industry groups.

STAR Line:

The DEIS states that STAR Line implementation would not be impacted as a result of the proposed transaction. That statement contradicts what CN officials have been saying, and Metra's expressed deep concerns about the viability of the STAR Line if the proposed transaction is approved.

The STAR Line is a key component of the Chicago area's 2030 Regional Transportation Plan (RTP), and it is planned as the nation's first suburb-to-suburb commuter line, to provide enhanced public transportation services, including efficient connections to the expanded and modernized O'Hare International Airport for some of the fastest growing parts of the Northeastern Illinois region. A number of state and local transportation agencies and several communities have already invested significant amounts of dollars and time into this project. In addition, the STAR Line is currently in the Alternatives Analysis phase of the Federal Transit Administration's (FTA) New Starts process.

The Final EIS shall address the issue of local and regional impacts in the event the STAR line is not feasible as a result of the EJ&E acquisition. Potential negative impacts would affect the overall mobility and economy of the region, and include reduced public transportation options, additional vehicles using the already congested regional highway system, increased vehicle air emissions, increased use of fossil fuels and increased transportation costs.

The Final EIS must mandate that the STAR Line will be allowed to run on the EJ&E tracks, and that commuter rail operations on those tracks have priority over freight trains.

Passenger safety:

The DEIS concludes that the proposed action would have no effect on passenger safety because there are no commuter rail services currently operating on the EJ&E rail line. By making this assumption, the EIS completely disregards the fact that the STAR Line will be operating, in part,

on a 36-mile segment of the EJ&E, and it appears that it is dismissing the viability of that project.

The above DEIS conclusion also ignores the fact the EJ&E line crosses other railroad lines with heavy Metra commuter service operations at four at grade rail-to-rail crossings: Barrington, Spaulding, West Chicago, and Joliet-Rock Island Tower. Of particular concern for DuPage County is the West Chicago interlocking of the EJ&E with the tracks of the UP-West line. The number of freight trains per day on the EJ&E would increase by 300% under the proposed transaction (from 10.7 to 31.6). Currently, 52 Metra commuter trains go across this interlocking on weekdays, and that number will increase to 67 at the completion of Metra's UP-West Line capital improvements project. In addition, approximately 51 freight trains also use the UP-West line on a daily basis.

The Final EIS must conduct a detailed evaluation of the potential adverse impacts of the large increases of freight rail traffic on the EJ&E as a result of the proposed transaction on the safety of thousands of passengers using Metra's existing commuter service, as well as on the safety of the commuters who would be using the STAR Line in the future.

Consideration of the Chicago Region Environmental and Transportation Efficiency (CREATE) Program as an Alternative:

The Board has stated that NEPA's and the Board's environmental rules require the EIS to include reasonable and feasible alternatives to the proposed acquisition. (April 28, 2008 Decision, Notice of Availability of the Final Scope of Study for the Environmental Impact Statement). Yet the DEIS goes on to conclude that the CREATE program, whose goal is to reduce freight congestion in northeastern Illinois, will not be considered as an alternative for the proposed action.

DuPage County urges the Board to reconsider, and include in the Final EIS a detailed evaluation of CREATE as a reasonable alternative to the proposed transaction. NEPA regulations state that the EIS "shall provide full and fair discussion of significant environmental impacts and shall inform decision makers and the public of the reasonable alternatives which would avoid or minimize adverse impacts or enhance the quality of the human environment" (40 C.F.R. 1502.1). NEPA regulations also provide that "*the alternatives requirement is in the heart of the environmental impact statement*" (40 C.F.R. 1502.14). The EIS "must rigorously explore and objectively evaluate all reasonable alternatives" (40 C.F.R. 1502.14 a), and it must "devote substantial treatment to each alternative considered in detail including the proposed action so that the reviewers may evaluate their comparative merits" (40 C.F.R. 1502.14 b).

CREATE is a public-private partnership between the State of Illinois, the City of Chicago, the six major railroads including CN, and Metra, the region's commuter rail agency. CREATE has been adopted as part of the Strategic Regional Freight System in the Chicago area's 2030 Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP). The program focuses on a \$1.5 billion investment toward substantially improving the existing infrastructure for the purpose of easing rail congestion and improving the overall mobility in the Chicago region. CN claims that its proposed acquisition of the EJ&E would benefit the region by relieving freight rail congestion without the use of public dollars. However, the CREATE

program is the plan that has already been chosen by the region's MPO and stakeholders, and it stands to provide rail congestion relief for all railroads traveling through the entire Chicago area. CREATE would also be a more cost-effective alternative, considering the fact that CN's proposed transaction would require hundreds of millions of dollars for investments toward safety and capacity improvements along the single-track EJ&E line, including a large number of grade separations and added track capacity to accommodate Metra's STAR Line. Since CN has already stated that it would not pay for any grade separations or track additions for the STAR Line, it appears that it expects federal, state, and local government agencies to pay the estimated hundreds of millions of dollars in mitigation projects required as a result of its proposed purchase of the EJ&E. Diverting state, regional and local resources on infrastructure improvements that would be necessary as a result of CN's expansion plans would have an adverse impact on the viability of the implementation of the CREATE program, and it would not be consistent with the 2030 Regional Transportation Plan for northeastern Illinois.

DuPage County strongly urges the Board to include a detailed analysis and evaluation of CREATE as an alternative to the proposed action, thus giving an opportunity for all interested parties and reviewers to assess their comparative merits.

Impacts on residential property values:

The DEIS concludes that the proposed transaction could result in potential adverse effects to individual property owners adjacent to the EJ&E due to the increase in freight rail traffic, and that some homes within 250 feet of the rail line could experience a decrease in property value. Yet, the DEIS fails to do the required analysis that would determine the number of homes that would experience property value losses and the cumulative financial impacts of those losses.

Studies have shown that there is a 55-7% decrease in the value of residential properties located within 750 feet from railroad tracks with significant freight rail traffic (Journal of the Transportation Research Board, Volume 1924/ 2005; Appraisal Journal, June 2004). Based on that, DuPage County estimates that there are 1,846 residential properties within 750 feet of the EJ&E (Table 1).

Table 1: DuPage County residential properties within 750 feet from the EJ&E

Description	Count	Estimated Assessed Valuation	6% reduction in value
Owner-Occupied	1,800	\$ 345,922,860	\$ 20,755,372
Farm home site	2	\$ 499,860	\$ 29,992
Lease (residential)	36	\$ 6,805,050	\$ 408,303
Multiple (7+ units)	6	\$ 22,104,240	\$ 1,326,254
Associated w/residential	1	\$ 154,710	\$ 9,283
Aprmt (2-6 units)	1	\$ 186,360	\$ 11,182
Total Residential parcels	1,846	\$ 375,673,080	\$ 22,540,385

According to 2007 DuPage County Assessor data, those properties have an estimated total value of \$375,673,080. If we assume an average 6% reduction in property values due to the negative impacts resulting from the significant increases in freight rail traffic, the total loss for all properties would be \$22,540,385. Each owner-occupied home would experience an average loss of \$11,530 in property value. This loss could be potentially devastating for many homeowners, especially considering the current state of the housing market, and the fact that many homeowners live under the threat of foreclosure as they have negative equity on their property. In addition, the cumulative property value losses would erode the local property tax base, which is the principal funding source for many communities, school districts and emergency responders.

The Final EIS must conduct a detailed assessment of the adverse impacts of the proposed transaction on all residential property values along the EJ&E, both on individual property owners and on the local property tax base as it would affect the finances of local governments, school districts and emergency responders.

Issue of capacity constraints:

The DEIS concludes that the proposed acquisition would not have an adverse impact on the implementation of the STAR Line and that it would not interfere with Metra's existing commuter rail service. This conclusion contradicts earlier conclusions in the document based on CN's operating plan that the EJ&E would reach capacity by 2015. Forecasts by the USDOT's Federal Highway Administration (FHWA) indicate that rail shipments in the U.S. will increase by 85% by 2035. CREATE forecasts call for freight rail demand in the Chicago area to nearly double in the next 20 years.

The Final EIS must conduct a thorough analysis on how these projected increases in freight rail traffic would impact operations on the EJ&E beyond the year 2015, and how they would affect the implementation of the STAR Line as well as how they would interfere with existing Metra service at the four at grade rail-to-rail crossings where the EJ&E crosses other tracks with heavy Metra traffic.

Address the issue of the EJ&E-UP West/Metra rail-to-rail crossing and the Washington Street-EJ&E Crossing in West Chicago:

The DEIS has failed to adequately address the critical issue of the EJ&E-UP West/Metra rail-to-rail at-grade crossing and the nearby Washington Street-EJ&E crossing in West Chicago (Please see attached Map 1). DuPage County, in previous comments to the Board (February 14, 2008) identified that location as being of critical importance and requiring the Board's attention. In addition, Metra in its January 28, 2008 comments to the Board identified the West Chicago EJ&E-UP West Interlocking as one of two major locations that would have "enormous adverse effects on the continued efficiency of Metra's commuter operations" as a result of the proposed acquisition (the other location being the EJ&E-UP Northwest Interlocking in Barrington).

The UP West crossing is used every weekday by a total of 110 trains, of which 58 are Metra commuter rail trains. Metra estimates that once its UP West Line capital expansion project is implemented, the number of weekday commuter trains on that line will increase to 67. Currently, Metra's UP West Line carries approximately 25,000 passenger trips every weekday. Metra has expressed the concern that the four-fold increase in freight traffic, and the much longer trains (up

to 10,000 feet according to CN statements) on the EJ&E under CN's control could severely threaten the history of efficient commuter rail operations crossing the EJ&E line at the West Chicago Interlocking. The increased freight traffic on the EJ&E could also cause delays on Union Pacific's freight trains using the UP West tracks, with dire consequences to Metra's commuter rail service.

The Washington Street-EJ&E at-grade crossing is located only approximately 100 feet west of a Washington Street-UP West line at-grade crossing, and less than 40 feet from the EJ&E-UP West rail-to-rail at-grade crossing. The 2010 ADT on Washington Street at that crossing is projected to be 12,200. Freight traffic on the EJ&E is expected to increase from 11 to 35 freight trains per day causing potential delays of freight and commuter rail traffic on the UP West line, and consequently potentially longer and more frequent blockages and vehicular delays at the Washington Street at-grade crossings with the EJ&E and the UP West tracks. The longer and more frequent blocked crossings would also have an adverse affect on emergency responders. The complexity of the West Chicago Interlocking and the Washington Street crossings requires that the Final EIS conduct a detailed analysis to assess the impacts of the proposed acquisition on commuter and freight train delays, on commuter rail passenger safety, on emergency responders, and on the potential of causing gridlock on vehicular traffic on Washington Street. The FEIS must then determine the appropriate mitigation measures and the conditions for implementing those measures.

Include the Stearns Road-EJ&E crossing in the list of "Highway/Rail At-Grade Crossings In The Study Area That Require Mitigation Due To Effects Under The Proposed Action":

In its February 14, 2008 comments to the Board, DuPage County had included the Stearns Road/EJ&E at-grade crossing in its list of key crossings that would require mitigation as a result of the proposed acquisition. As a result of a new bridge over the Fox River (it is currently in the early construction phase), Stearns Road is projected to have an ADT of 22,100 by 2015, and 38,000 by 2030. Stearns Road is also included in the Strategic Regional Arterial System (SRA) of the Chicago area's 2030 Regional Transportation Plan (RTP). As a Strategic Regional Arterial, Stearns Road helps facilitate mobility on the region's highway system, and any additional rail crossing delays would have an adverse effect on the region's mobility. It is important that the Final EIS includes the Stearns Road-EJ&E crossing in the list of those crossings that would require mitigation due to the proposed action.

Define a timeline for the implementation of mitigation projects.

The DEIS does not provide a timeline for when freight train traffic will increase and when mitigation projects will be implemented. There is an urgency to have mitigation in place when the EJ&E starts to experience a four-fold increase in daily freight trains traffic and trains reach a length of 10,000 feet. The Final EIS must define a timeline for the implementation of mitigation projects, identify the responsibilities of CN in implementing those projects, and if the proposed transaction is approved, the Board must use its authority to ensure that CN is held accountable to its responsibilities.

Address the issue of increased fuel consumption and harmful emissions:

The DEIS concludes that, as a result of the proposed acquisition, an additional 723,684 gallons of fuel will be used by train locomotives as well as trucks and automobiles idling at blocked

crossings. (This amount represents a considerable downward revision of the earlier estimate of 2,569,889 gallons, which had incorporated added train delay times on the EJ&E that would result from freight train traffic increases). The DEIS has underestimated highway/rail at-grade crossing gate down times that would result from the significant increases in the number as well as in the length of trains that would be travelling on the EJ&E. Consequently, it is also underestimating the idling times and wasted fuel for the trucks and automobiles that would be delayed at those crossings.

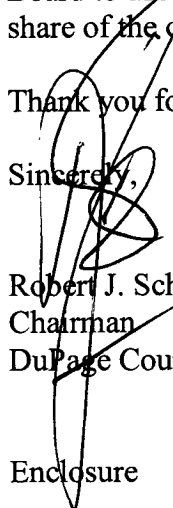
The DEIS must also provide a detailed analysis of the impacts of potential future increases in fuel consumption in the event the STAR Line is not implemented, and/or Metra's existing service expansion plans are interfered with as a result of the proposed transaction. If those planned public transportation options do not become available, thousands of automobiles would be added to the already congested roads and highways resulting in additional fuel usage. Associated with all the extra fuel consumption are increases in harmful emissions of pollutants and greenhouse gases.

At a time when oil prices at the pump are at \$4 a gallon, and our national policy is to conserve energy and reduce our reliance on foreign oil, as well as to reduce CO2 emissions, the DEIS has failed to analyze the cumulative effects of the proposed transaction on fuel consumption and greenhouse gas emissions. The Final EIS must include a detailed analysis that accurately assesses the impacts of the proposed transaction on fuel consumption and greenhouse gas emissions, particularly in light of event Metra's planned STAR Line and existing service expansion projects.

Given the breadth and significance of the potential environmental and economic impacts that would adversely affect a large number of our communities and the region as a result of the proposed transaction, DuPage County strongly believes that the Final EIS must address the issues described above in detail, and put in place an enforceable mitigation plan. We urge the Board to use its authority to ensure that the applicant adheres to the mitigation plan and pays its share of the costs.

Thank you for the opportunity to offer comments on this very important issue.

Sincerely,



Robert J. Schillerstrom
Chairman
DuPage County Board

Enclosure

MAP 1:
Washington Street-EJ&E Crossig
EJ&E-UP West/Metra rail-to-rail at-grade crosing
West Chicago

Union Pacific Railroad

WASHINGTON ST

WOOD ST

GENEVA ST

Elgin Joliet & Eastern Railroad

West Chicago
High School

Legend

- At-Grade Crossings
- ✕ At-Grade_Rail_to_Rail

0 35 70 140 Feet





**EJ&E/CN RAILROAD GRADE CROSSING STUDY
FOR
DUPAGE COUNTY
DEPARTMENT OF ECONOMIC DEVELOPMENT AND PLANNING**

**PREPARED BY:
SEC GROUP, INC.
651 PRAIRIE POINTE DRIVE
YORKVILLE, ILLINOIS 60560**

JULY 28, 2008

*EJ&E/CN RR Grade Separation Study
for DuPage County*

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Exhibits

Site numbers same as noted above.

EJ&E/CN RR Grade Separation Study for DuPage County

Introduction

SEC Group, Inc (SEC) was tasked by the DuPage County Department of Economic Development and Planning and to review various at-grade roadway, trail and pedestrian crossing locations along the EJ&E corridor and to provide planning level estimates for potential grade separations. Train traffic on the EJ&E rail line is expected to increase as a result of the CN RR purchasing and shifting operations to that line. The cost assessment is a planning level estimate based on conceptual design principles and past work experience. No field work was performed or detailed quantity breakdowns developed as they are beyond the scope and intent of this work. SEC utilized aerial photography provided by the County and traffic data to assess the sites. The nine locations that were studied are noted below with jurisdictions shown in parentheses. SEC used the information obtained at those sites and compared site conditions to estimate the costs for the remaining thirteen sites.

Sites Studied (9)

1. Stearns Road (DuPage County)
3. Army Trail Road (Bartlett/Wayne)
9. Washington Street (West Chicago)
12. Sidewalk – George Street (West Chicago)
16. IPP Trail – Batavia Spur (DuPage County)
17. Diehl Road (Naperville)
19. Liberty Street (Aurora/Naperville)
20. US 34 – Ogden Avenue (IDOT)
21. Montgomery Road (Aurora/Naperville Twp)

Full Listing of Crossings within DuPage County (22)

1. Stearns Road (DuPage County)
2. Pratt's Wayne Woods (Forest Preserve Dist.)
3. Army Trail Road (Bartlett/Wayne)
4. IPP Trail - Elgin Branch (DuPage County)
5. Smith Road (Wayne/Wayne Twp)
6. Hawthorne Lane (Winfield)
7. Private Railport Road (Private)
8. Private NW Flavors Co. (Private)
9. Washington Street (West Chicago)

10. Aurora Street (West Chicago)
11. Church Street (West Chicago)
12. Sidewalk - George Street (West Chicago)
13. Ann Street (West Chicago)
14. Batavia Road (Warrenville/Winfield)
15. Old Ferry Road (Aurora)
16. IPP Trail - Batavia Spur (DuPage County)
17. Diehl Road (Naperville)
18. IPP Trail - Aurora Branch (DuPage County)
19. Liberty Street (Aurora/Naperville)
20. US 34 - Odgen Avenue (IDOT)
21. Montgomery Road (Aurora/Naperville Twp)
22. 87th Street (Aurora/Naperville Twp)

Assumptions

For all crossings, it was assumed that the railroad will remain at its current grade and the roadways lowered to provide the grade separation. It was also assumed that the topography was flat. Vertical clearances were estimated based on steel plate girder span lengths and profiles were set based on meeting minimal design criteria based on the functional classification of the facilities crossed. Minimum profiles were developed to assess the limits of construction and potential impact. In future detailed studies, a combination of raising the railroad and lowering the roadway would be considered.

Shoo-fly railroad bridge construction was noted as the preferred staging method; however, there are instances where switching locations and multiple crossings will make drop-in construction a more cost effective option. The railroad would need to provide periods of 24 hrs or greater when the line could be shut down for such construction methods.

No environmental surveys, utility locates, soil surveys or hydraulic studies were conducted. It was assumed that only "typical" encounters would occur and percentages were assigned based on typical ranges for site conditions based on the aerial photography information. Also, it was assumed that a pump station would be required for each site (with the exception of one) and that detention basins and additional drainage features would be necessary to handle the storm water runoff.

No property owner coordination was conducted nor the availability of right-of-way assessed and compared against the cost of retaining walls. A cross-slope prism design would be used to reduce retaining wall heights where property was available. No right-of-way cost estimates were performed.

Description of Improvements

1. Stearns Road (DuPage County)

Stearns Road is an existing 4-lane roadway with traffic projected to reach 22,100 ADT by the year 2015. To provide a grade separation, approximately 2,400 ft. needs to be reconstructed. Two side roads and three private drives need to be rebuilt to meet the lowered profile. To minimize right-of-way, extensive retaining walls would be required, estimated at 38,700 sq ft. The use of retaining walls can possibly be reduced if the adjacent properties are determined to be available. The estimated construction cost is \$34.3 million. This cost does not include land acquisition or engineering.

3. Army Trail Road (Bartlett/Wayne)

Army Trail Road is an existing 2-lane roadway with traffic projected to reach 10,500 ADT by the year 2015. To provide a grade separation, approximately 2,000 ft. needs to be reconstructed. Six private drives need to be rebuilt to meet the lowered profile. To minimize right-of-way, extensive retaining walls would be required, estimated at 28,500 sq ft. The Pratt's Wayne Wood's holdings will be impacted. The use of retaining walls can possibly be reduced if a mutually acceptable roadway/grading plan can be developed to enhance the FPD holdings. The estimated construction cost is \$24.4 million. This cost does not include land acquisition or engineering.

9. Washington Street (West Chicago)

Washington Street is an existing 2-lane roadway with parking in the business district. Traffic projected to reach 13,400 ADT by the year 2015 which is approaching the threshold for a 4-lane facility. To provide a grade separation, approximately 1,200 ft. needs to be reconstructed. The grade separation would also be constructed for the Metra-UP west line however the intersection of the two rail lines would remain with no vertical separation. The business district would be severely impacted and would need to be redeveloped. As a result, a grade separation to service the NW Flavors Co property would be viable which otherwise would not be considered given the private benefit at the expense of other property owners. A large railroad bridge with a deck area of over 35,000 sq ft would be necessary, thereby increasing the cost substantially. The estimated cost of construction is over \$105 million making this the most expensive project in the groupings being studied. This cost does not include land acquisition or engineering.

12. Sidewalk – George Street (West Chicago)

George Street is two blocks north of Ann Street and is the south border of a high school football/soccer stadium serving pedestrian traffic to and from the high school on the east and the residential area to the west. The inclusion of a grade separated facility was assumed to be a 12'x12' precast box culvert that could be installed with train service disruption. Shoo-fly construction, unless done in conjunction with other crossings, would make an underpass costly and an overpass would then be considered. Although pedestrian underpasses have security concerns requiring "day-lighting" to improve safety overpasses may not be used if simply crossing at grade is an option and cannot be controlled with surveillance. The estimated cost without land acquisition and engineering is \$2.7 million and will be an intrusion to some residential properties requiring the need to work with the community and high school to properly locate.

16. IPP Trail – Batavia Spur (DuPage County)

The trail would need to be located north of the existing bridge and contained in a 12' x 12' culvert to cross the EJ&E RR. No pump station would be required given the elevation of the crossing over Interstate 88 to the south. Shoo-fly construction would be costly since it would require a temporary bridge over I-88. Drop-in construction would be the preferred method of construction requiring a suspension of RR operations during an off-peak times to set the new culvert and connect the tracks. The estimate cost of construction is \$2.5 million. This cost does not include land acquisition or engineering.

17. Diehl Road (Naperville)

Diehl Road is an existing 4-lane roadway with traffic projected to reach 16,000 ADT by the year 2015. To provide a grade separation, approximately 2,500 ft. needs to be reconstructed. One side roads and several private drives need to be rebuilt to meet the lowered profile. The changes impact access to some business including a warehouse. To minimize right-of-way, extensive retaining walls would be required, estimated at 48,375 sq ft. The estimated construction cost is \$40.9 million. This cost does not include land acquisition or engineering.

19. Liberty Street (Aurora/Naperville)

Liberty Street is an existing 4-lane roadway with traffic projected to reach 17,000 ADT by the year 2015. To provide a grade separation, approximately 2,300 ft. needs to be reconstructed. Two side roads and

five private drives need to be rebuilt to meet the lowered profile. The changes impact access to some businesses but only temporarily. To minimize right-of-way, extensive retaining walls would be required, estimated at 38,700 sq ft. The use of retaining walls can possibly be reduced in the southwest quadrant of the crossing if the adjacent properties are determined to be available. The estimated construction cost is \$30.9 million. This cost does not include land acquisition or engineering.

20. US 34 – Ogden Avenue (IDOT)

Ogden Avenue is a major route under the jurisdiction of the State of Illinois with an existing ADT exceeding 48,000 vehicles per day. Ogden Avenue is an existing 4-lane roadway with traffic projected to reach 54,900 ADT by the year 2015 which surpasses the threshold of a six-lane highway. To provide a grade separation, approximately 2,400 ft. needs to be reconstructed. No provisions for an add-lane have been considered in the estimate. Two side roads need to be adjusted to meet the lowered profile. To minimize right-of-way, extensive retaining walls would be required, estimated at 58,050 sq ft. The use of retaining walls can possibly be reduced in the northeast quadrant if the adjacent property is determined to be available. The estimated construction cost is \$43.5 million. This cost does not include land acquisition or engineering.

21. Montgomery Road (Aurora/Naperville Twp)

Montgomery Road is an existing 2-lane roadway with traffic projected to reach 15,300 ADT by the year 2015 which approaching the threshold for a 4-lane highway. To provide a grade separation, approximately 2,300 ft. needs to be reconstructed. No provisions for an add-lane have been considered in the estimate. Three side roads need to be reconstructed to meet the lowered profile resulting in several residential property acquisitions due to access issues. To control the infiltration of water from the detention pond in the northwest quadrant, the access to the adjacent business to the east will be impacted. The estimated construction cost is \$40.9 million. This cost does not include land acquisition or engineering.

Right-of-Way Impacts

The level of impact is subjective based on the changes of access and the ability to reinstate that access. Assessments of damages to the remainder or additional acquisition to accommodate construction staging were not considered unless they were apparently known.

The location with the most severe right-of-way impact would be Washington Street which would impact a business district and residents who from the roadway. Church Street would also be considered severe given the layout of the residential properties and lack of back alley access requiring full takes.

Those with high right-of-way impact are 87th St, Montgomery Road, Liberty Street, Diehl Road, Ann Street, Hawthorn Lane and Smith Road based on varying degree of residential and business impact. Grade changes to Normantown Road which is parallel to the EJ&E RR would necessitate the acquisition of several multi-family units to accommodate the grade separation at 87th St. Montgomery Road has several residential property acquisitions due to the inability to reinstate access. Liberty St grade changes will impact businesses and the extent cannot be determined until further study. Ann Street is residential street so any improvement will restrict vehicular access to the rear of the buildings. Although many residents have garages and can access from an alley in the rear, the changes will impact several property owners. Hawthorne Lane improvements will impact several business likely requiring relocations and service roads further increasing acquisition costs. Grade changes to Powis Road which is parallel to the EJ&E RR may require the acquisition of several businesses and residents along that route in addition to businesses along Smith Road.

EJ/CN Grade Separation Study
Planning Level Construction and Engineering Cost Estimate

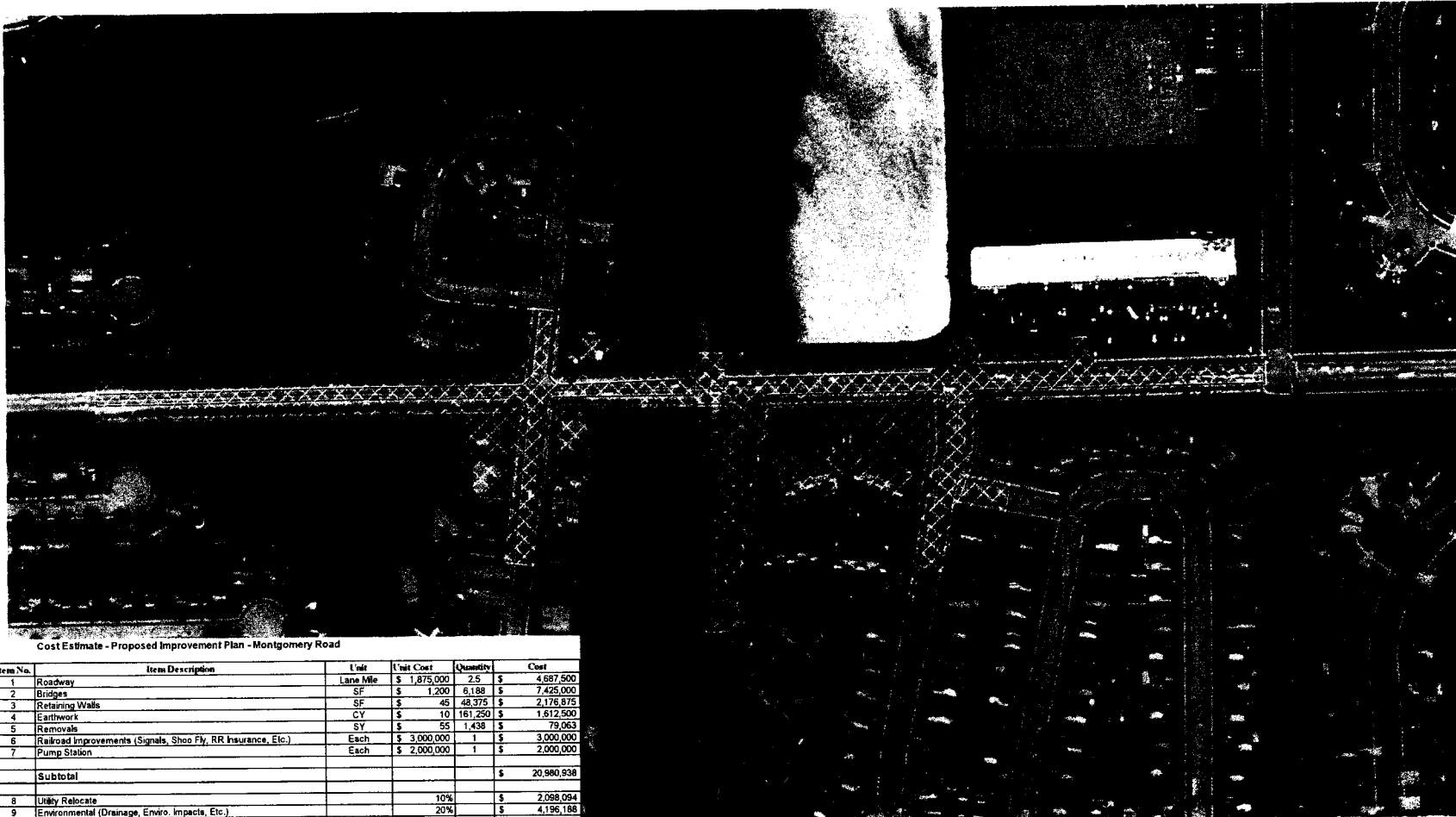
Map ID	Street	Jurisdiction	ADT		Trains/Day		Construction Cost (million)	ROW Impacts
			2005	2015 Est.	Current	Projected		
1	Stearns Road	DuPage Co.	11,500	22,100	5.5	23.5	\$34.5	Moderate
2	Pratt's Wayne Woods	Forest Preserve Dist.			4.4	24.4	\$2.5	Low
3	Army Trail Road	Bartlett/Wayne	8,100	10,500	4.4	24.4	\$24.4	Moderate
4	IPP Trail - Elgin Branch	DuPage Co.			4.4	24.4	\$3.5	Moderate
5	Smith Road	Wayne/Wayne Twp	6,100	7,600	4.4	24.4	\$27.0	High
6	Hawthorne Lane	Winfield	7,000	9,800	4.4	24.4	\$32.0	High
7	Private Railport Road	Private	NA	NA	4.4	24.4	NP	NA
8	Private NW Flavors Co.	Private	NA	NA	4.4	24.4	+\$8.0	NA
9	Washington Street	West Chicago	11,000	13,400	10.7	34.5	\$105.6	Severe
10	Aurora Street	West Chicago	200	NA	10.7	34.5	+\$8.0	NA
11	Church Street	West Chicago	700	NA	10.7	34.5	\$25.0	Severe
12	Sidewalk - George Street	West Chicago			10.7	34.5	\$2.7	Low
13	Ann Street	West Chicago	700	NA	10.7	34.5	\$28.0	High
14	Batavia Road	Warrenville/Winfield	2,500	2,800	10.7	34.5	\$24.0	Moderate
15	Old Ferry Road	Aurora			10.7	34.5	\$35.0	Moderate
16	IPP Trail - Batavia Spur	DuPage Co.			10.7	34.5	\$2.5	Low
17	Diehl Road	Naperville	12,800	16,000	15.7	42.3	\$40.9	High
18	IPP Trail - Aurora Branch	DuPage Co.			15.7	42.3	\$3.1	Moderate
19	Liberty Street	Aurora/Naperville	15,000	17,000	15.7	42.3	\$30.9	High
20	US 34 - Odgen Avenue	IDOT	48,000	54,900	15.7	42.3	\$43.5	Moderate
21	Montgomery Road	Aurora/Naper Twp	13,700	15,300	15.7	42.3	\$40.9	High
22	87th Street	Aurora/Naper Twp	6,100	9,000	15.7	42.3	\$36.0	High
SUBTOTAL	Construction Cost						\$550.0	
Engineering Cost (25% of Const.)							\$137.5	

Total Cost (w/o ROW) \$687.5 Million

SHEET NO.	SECTION	COUNTY	TOTAL SHEETS
9	DUPAGE	ILLINOIS	9

STA. TO STA.
 ILLINOIS FED. AID PROJECT

SCALE IN FEET



Cost Estimate - Proposed Improvement Plan - Montgomery Road

Item No.	Item Description	Unit	Unit Cost	Quantity	Cost
1	Roadway	Lane Mile	\$ 1,875,000	2.5	\$ 4,687,500
2	Bridges	SF	\$ 1,200	6,188	\$ 7,425,000
3	Retaining Walls	SF	\$ 45	48,375	\$ 2,176,875
4	Earthwork	CV	\$ 10	161,250	\$ 1,612,500
5	Removals	SY	\$ 55	1,438	\$ 79,063
6	Railroad Improvements (Signals, Shoo Fly, RR Insurance, Etc.)	Each	\$ 3,000,000	1	\$ 3,000,000
7	Pump Station	Each	\$ 2,000,000	1	\$ 2,000,000
	Subtotal				\$ 20,980,938
8	Utility Relocate		10%		\$ 2,098,094
9	Environmental (Drainage, Enviro. Impacts, Etc.)		20%		\$ 4,196,188
10	Landscape Restoration		5%		\$ 1,049,047
11	Misc. Roadway Improvements (Traffic Control, Signage, MOT, Etc.)		15%		\$ 3,147,141
	Subtotal				\$ 10,490,469
12	Contingency		30%		\$ 9,441,422
	TOTAL				\$ 40,912,828

Notes:
 1) Construction cost do not include land acquisition and engineering costs.

LEGEND

AREA OF INFLUENCE

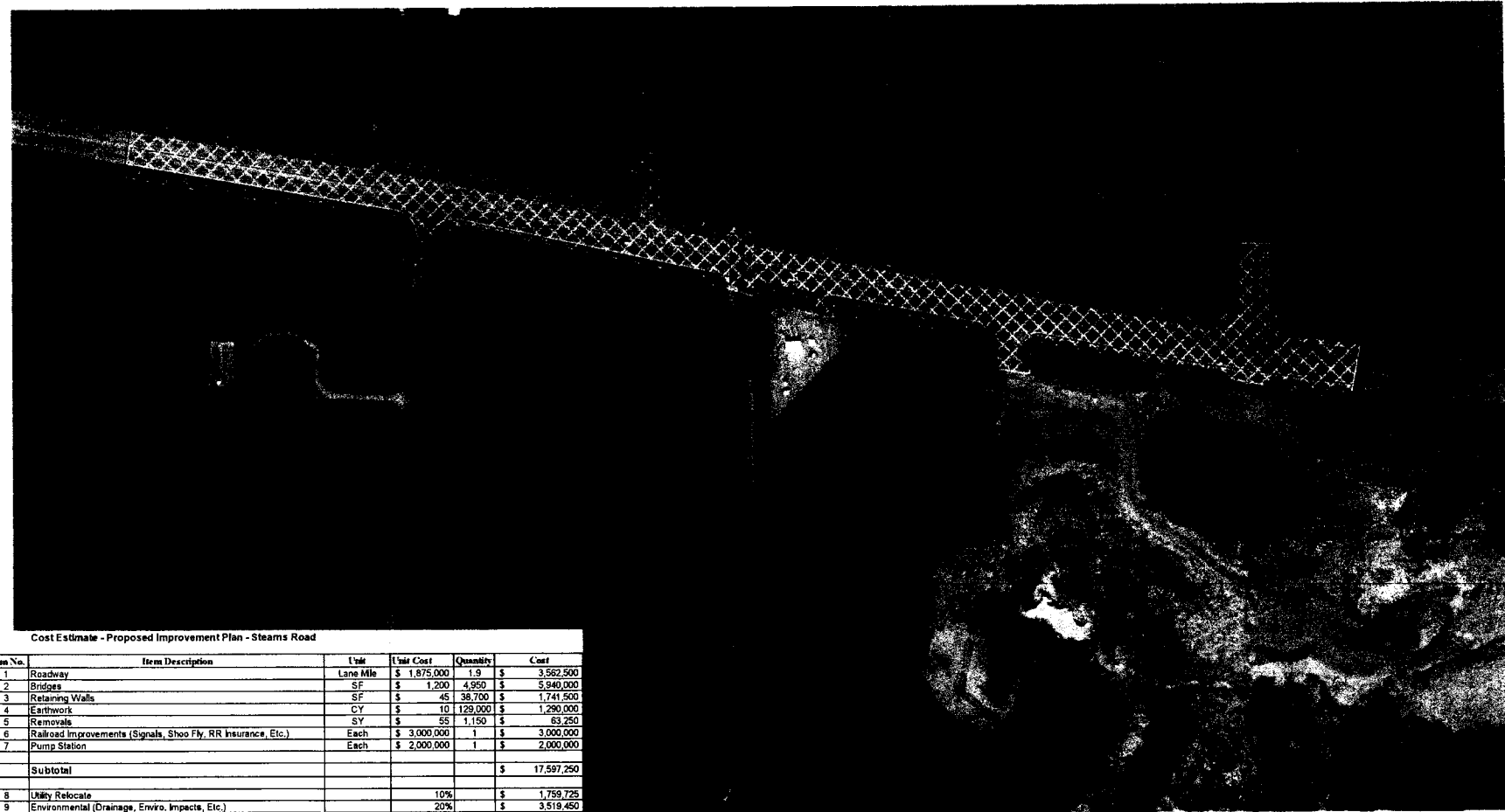
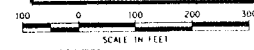
EJ&CN RR GRADE
 CROSSING STUDY

SCALE: VERT.
 HORIZ.

DRAWN BY
 CHECKED BY

MONTGOMERY ROAD

SECTION	COUNTY	TOTAL SHEETS
DUPAGE	9	1
STA.	TO STA.	FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT



Cost Estimate - Proposed Improvement Plan - Stearns Road

Item No.	Item Description	Unit	Unit Cost	Quantity	Cost
1	Roadway	Lane Mile	\$ 1,875,000	1.9	\$ 3,562,500
2	Bridges	SF	\$ 1,200	4,950	\$ 5,940,000
3	Retaining Walls	SF	\$ 45	38,700	\$ 1,741,500
4	Earthwork	CY	\$ 10	129,000	\$ 1,290,000
5	Removals	SY	\$ 55	1,150	\$ 63,250
6	Railroad Improvements (Signals, Shoo Fly, RR Insurance, Etc.)	Each	\$ 3,000,000	1	\$ 3,000,000
7	Pump Station	Each	\$ 2,000,000	1	\$ 2,000,000
	Subtotal				\$ 17,597,250
8	Utility Relocate		10%		\$ 1,759,725
9	Environmental (Drainage, Enviro. Impacts, Etc.)		20%		\$ 3,519,450
10	Landscape Restoration		5%		\$ 879,863
11	Misc. Roadway Improvements (Traffic Control, Signage, MOT, Etc.)		15%		\$ 2,639,588
	Subtotal				\$ 8,798,626
12	Contingency		30%		\$ 7,918,763
	TOTAL				\$ 34,314,638

Notes
1) Construction cost do not include land acquisition and engineering costs.

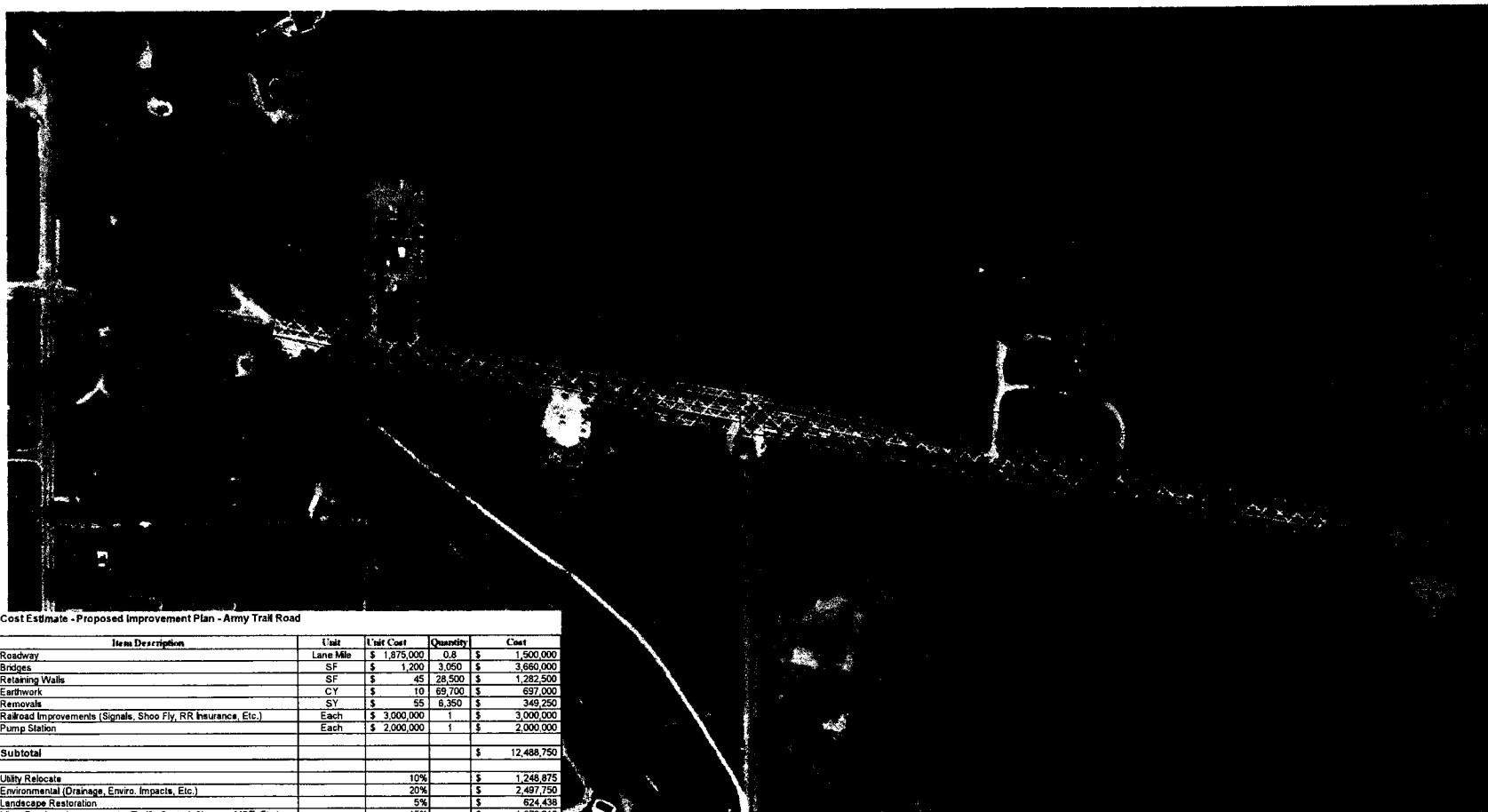
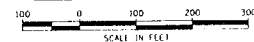
LEGEND
AREA OF INFLUENCE

EJ&ECN RR GRADE CROSSING STUDY

SCALE: VERT. 1"=40', HORIZ. 1"=400'
DATE: _____ DRAWN BY: _____ CHECKED BY: _____

STEARNS ROAD

SHEET NO.	SECTION	COUNTY	TOTAL SHEET NO.
		DUPAGE	9 2
STA.	TO STA.		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		



Cost Estimate - Proposed Improvement Plan - Army Trail Road

Item No.	Item Description	Unit	Unit Cost	Quantity	Cost
1	Roadway	Lane Mile	\$ 1,875,000	0.8	\$ 1,500,000
2	Bridges	SF	\$ 1,200	3,050	\$ 3,660,000
3	Retaining Walls	SF	\$ 45	28,500	\$ 1,282,500
4	Earthwork	CY	\$ 10	69,700	\$ 697,000
5	Removals	SY	\$ 55	6,350	\$ 349,250
6	Railroad Improvements (Signals, Shoo Fly, RR Insurance, Etc.)	Each	\$ 3,000,000	1	\$ 3,000,000
7	Pump Station	Each	\$ 2,000,000	1	\$ 2,000,000
	Subtotal				\$ 12,488,750
8	Utility Relocate		10%		\$ 1,248,875
9	Environmental (Drainage, Enviro. Impacts, Etc.)		20%		\$ 2,497,750
10	Landscape Restoration		5%		\$ 624,438
11	Misc. Roadway Improvements (Traffic Control, Signage, MOT, Etc.)		15%		\$ 1,873,313
	Subtotal				\$ 6,244,375
12	Contingency		30%		\$ 5,619,938
	TOTAL				\$ 24,353,063

Notes:
1) Construction cost do not include land acquisition and engineering costs.

LEGEND

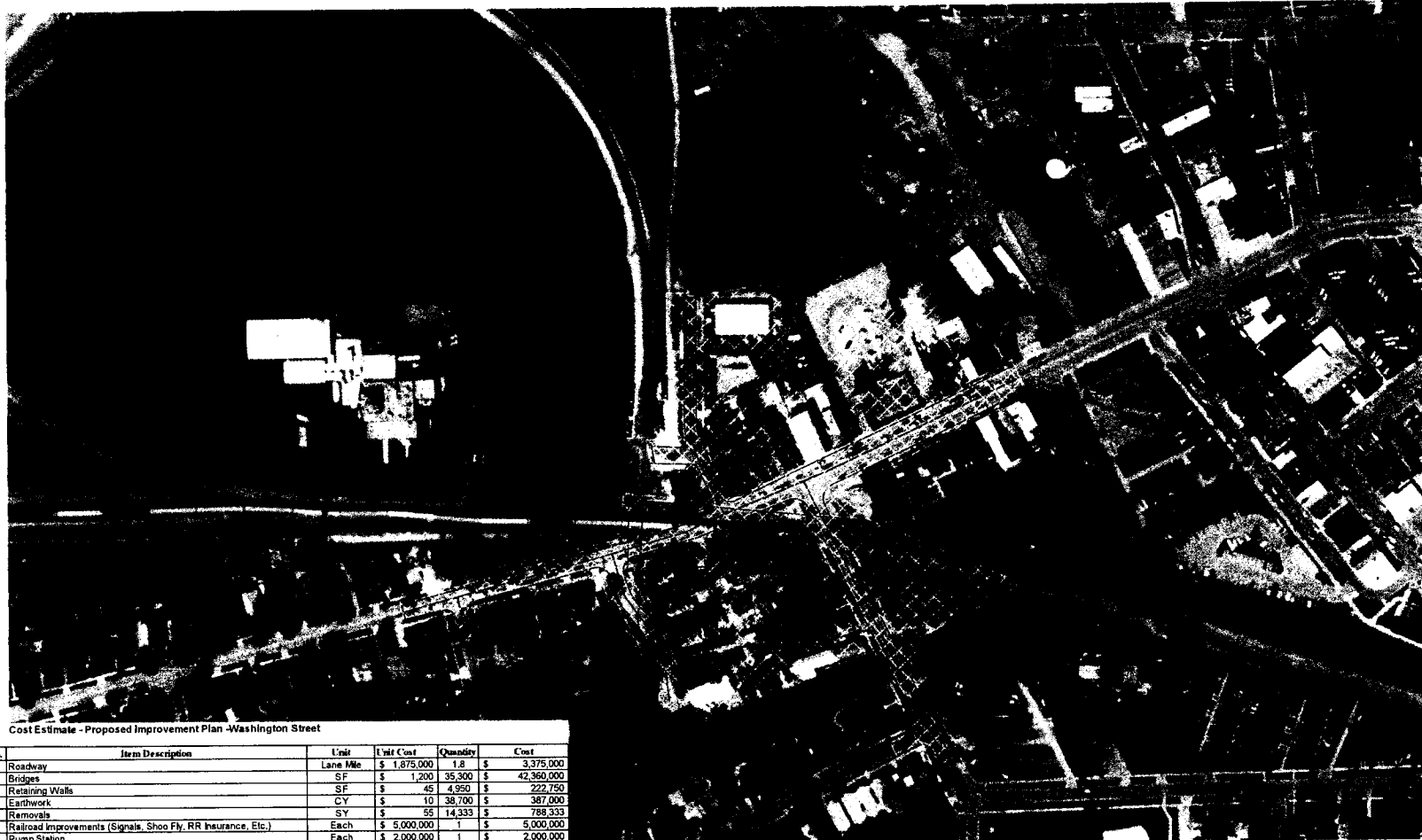
AREA OF INFLUENCE

**EJ&CN RR GRADE
CROSSING STUDY**

SCALE: VERT.
HORIZ.
DATE

DRAWN BY
CHECKED BY

ARMY TRAIL ROAD



SHEET NO.	SECTION	COUNTY	TOTAL SHEETS
10			10
STA.	10 STA.		
115	115		
115	115		
115	115		

SCALE IN FEET

0 100 200 300

Cost Estimate - Proposed Improvement Plan - Washington Street

Item No.	Item Description	Unit	Unit Cost	Quantity	Cost
1	Roadway	Lane Mile	\$ 1,875,000	1.8	\$ 3,375,000
2	Bridges	SF	\$ 1,200	35,300	\$ 42,360,000
3	Retaining Walls	SF	\$ 45	4,950	\$ 222,750
4	Earthwork	CY	\$ 10	38,700	\$ 387,000
5	Removals	SY	\$ 55	14,333	\$ 788,333
6	Railroad Improvements (Signals, Shoo Fly, RR Insurance, Etc.)	Each	\$ 5,000,000	1	\$ 5,000,000
7	Pump Station	Each	\$ 2,000,000	1	\$ 2,000,000
	Subtotal				\$ 54,133,083
8	Utility Relocate		10%		\$ 5,413,308
9	Environmental (Drainage, Enviro. Impacts, Etc.)		20%		\$ 10,826,617
10	Landscape Restoration		5%		\$ 2,706,654
11	Misc. Roadway Improvements (Traffic Control, Signage, MOT, Etc.)		15%		\$ 8,119,963
	Subtotal				\$ 27,066,542
12	Contingency		30%		\$ 24,359,888
	TOTAL				\$ 105,559,513

Notes:
1) Construction cost do not include land acquisition and engineering costs.

LEGEND

AREA OF INFLUENCE

EJ&ECN RR GRADE
CROSSING STUDY

SCALE: VERT.
SCALE: HORIZ.
DATE

DRAWN BY
CHECKED BY

WASHINGTON STREET

SHEET NO.	SECTION	COUNTY	TOTAL SHEETS
		DUPAGE	9
STA.	TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	

100 0 100 200 300
SCALE IN FEET



Cost Estimate - Proposed Improvement Plan - George Street Sidewalk

Item No.	Item Description	Unit	Unit Cost	Quantity	Cost
1	6" PCC Sidewalk	SF	\$ 15	2,350	\$ 35,250
2	Precast Concrete Box Culvert (12' x 12')	Foot	\$ 2,000	50	\$ 100,000
3	Retaining Walls	SF	\$ 45	1,600	\$ 72,000
4	Earthwork	CY	\$ 20	1,000	\$ 20,000
5	Removals	SY	\$ 55	275	\$ 15,125
6	Railroad Improvements (Signals, Shoo Fly, RR Insurance, Etc.)	Each	\$ 1,000,000	1	\$ 1,000,000
7	Pump Station	Each	\$ 500,000	1	\$ 500,000
	Subtotal				\$ 1,742,375
8	Utility Relocate		5%		\$ 87,119
9	Environmental (Drainage, Enviro, Impacts, Etc.)		5%		\$ 87,119
10	Landscape Restoration		5%		\$ 87,119
11	Misc. Roadway Improvements (Traffic Control, Signage, MOT, Etc.)		5%		\$ 87,119
	Subtotal				\$ 348,475
12	Contingency		30%		\$ 627,255
	TOTAL				\$ 2,718,105

Notes

1) Construction cost do not include land acquisition and engineering costs.

LEGEND

AREA OF INFLUENCE

EJ&EN RR GRADE
CROSSING STUDY

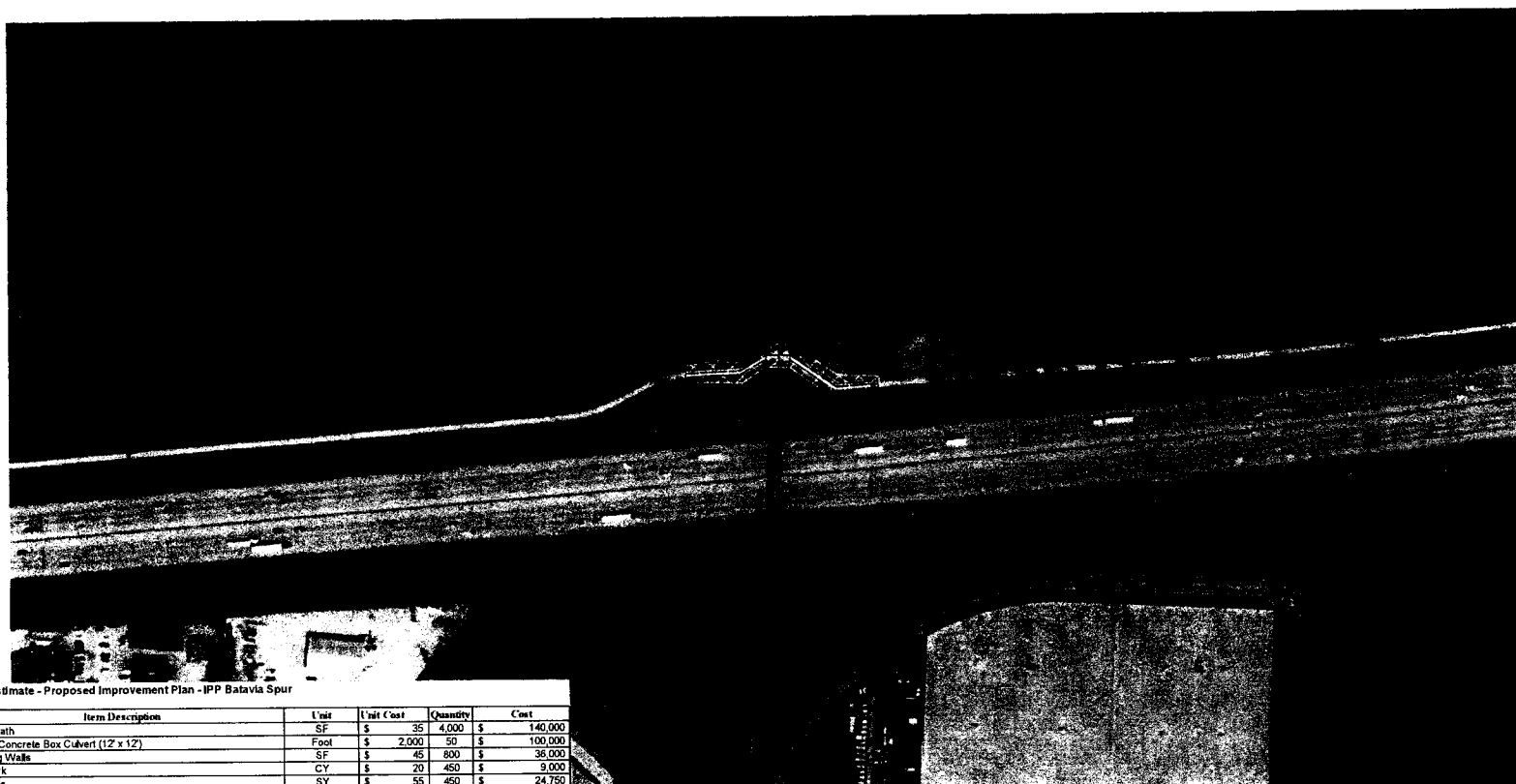
SCALE: VERT.
HORIZ.

DRAWN BY
CHECKED BY

GEORGE STREET-SIDEWALK

DATE	SECTION	COUNTY	TOTAL SHEETS
		DUPAGE	9 5
STA.	TO STA.		
ILLINOIS FED. AID PROJECT			

100 0 100 200 300
SCALE IN FEET



Cost Estimate - Proposed Improvement Plan - IPP Batavia Spur

Item No.	Item Description	Unit	Unit Cost	Quantity	Cost
1	12 Bit. Path	SF	\$ 35	4,000	\$ 140,000
2	Precast Concrete Box Culvert (12' x 12')	Foot	\$ 2,000	50	\$ 100,000
3	Retaining Walls	SF	\$ 45	800	\$ 36,000
4	Earthwork	CY	\$ 20	450	\$ 9,000
5	Removals	SV	\$ 55	450	\$ 24,750
6	Railroad Improvements (Signals, Shoo Fly, RR Insurance, Etc.)	Each	\$ 1,200,000	1	\$ 1,200,000
7	Pump Station	Each	\$ 500,000	0	\$ -
	Subtotal				\$ 1,509,750
8	Utility Relocate		5%		\$ 75,488
9	Environmental (Drainage, Enviro. Impacts, Etc.)		10%		\$ 150,975
10	Landscape Restoration		5%		\$ 75,488
11	Misc. Roadway Improvements (Traffic Control, Signage, MOT, Etc.)		5%		\$ 75,488
	Subtotal				\$ 377,438
12	Contingency		30%		\$ 566,156
	TOTAL				\$ 2,453,344

Notes:
1) Construction cost do not include land acquisition and engineering costs.

LEGEND

AREA OF INFLUENCE

EJ&CN RR GRADE CROSSING STUDY

VERT. SCALE: HORIZ. DATE

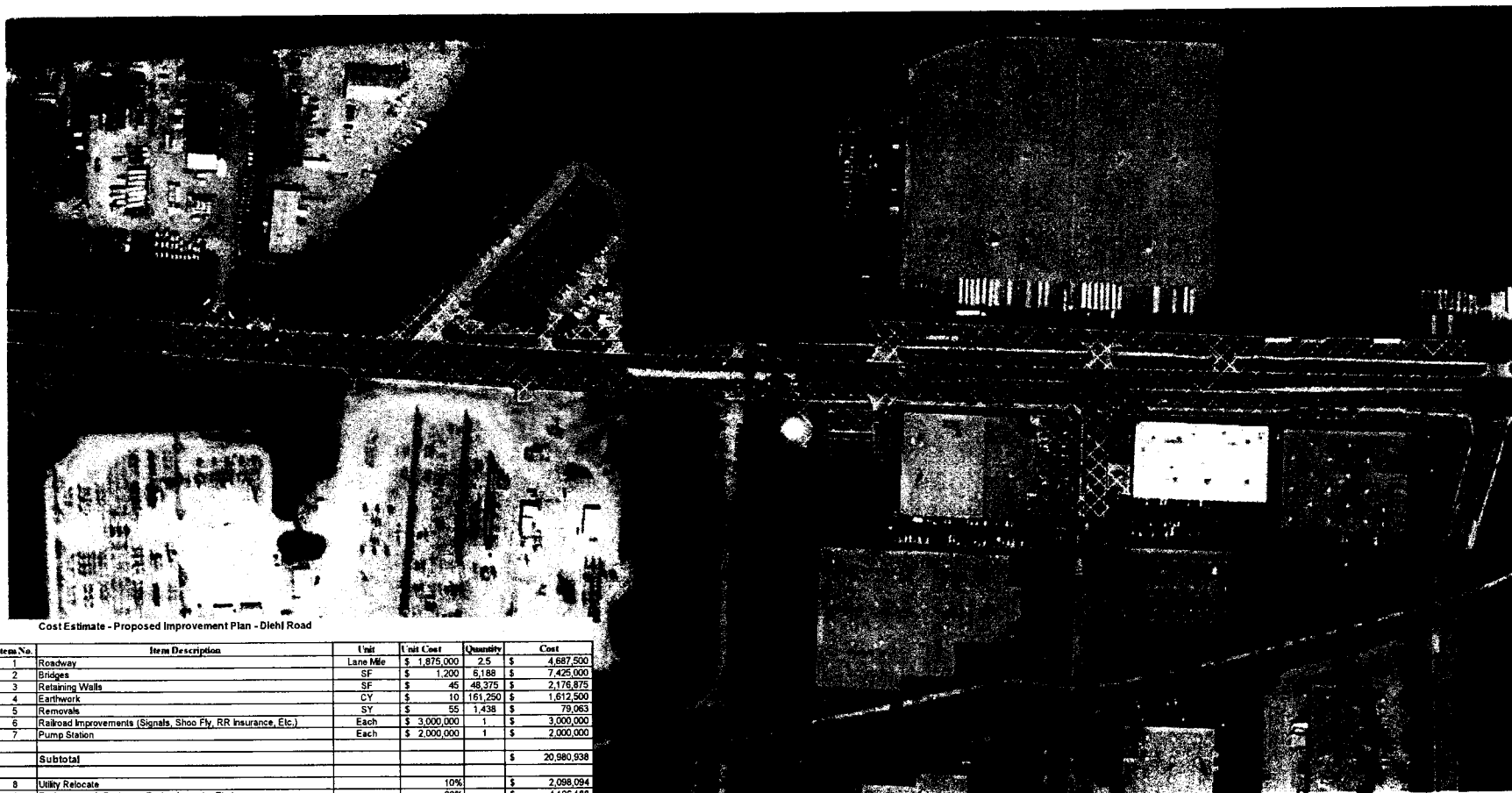
DRAWN BY: CHECKED BY:

IPP TRAIL - BATAVIA SPUR

DATE:	SECTION:	COUNTY:	TOTAL SHEETS:
		DUPAGE	9 6
STA.	TO STA.		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			

100 0 100 200 300

SCALE IN FEET



Cost Estimate - Proposed Improvement Plan - Diehl Road

Item No.	Item Description	Unit	Unit Cost	Quantity	Cost
1	Roadway	Lane Mile	\$ 1,875,000	2.5	\$ 4,687,500
2	Bridges	SF	\$ 1,200	6,188	\$ 7,425,000
3	Retaining Walls	SF	\$ 45	48,375	\$ 2,176,875
4	Earthwork	CY	\$ 10	161,250	\$ 1,612,500
5	Removals	SY	\$ 55	1,438	\$ 79,063
6	Railroad Improvements (Signals, Shoo Fly, RR Insurance, Etc.)	Each	\$ 3,000,000	1	\$ 3,000,000
7	Pump Station	Each	\$ 2,000,000	1	\$ 2,000,000
	Subtotal				\$ 20,980,938
8	Utility Relocate			10%	\$ 2,098,094
9	Environmental (Drainage, Enviro. Impacts, Etc.)			20%	\$ 4,196,188
10	Landscape Restoration			5%	\$ 1,049,047
11	Misc. Roadway Improvements (Traffic Control, Signage, MOT, Etc.)			15%	\$ 3,147,141
	Subtotal				\$ 10,490,469
12	Contingency			30%	\$ 9,441,422
	TOTAL				\$ 40,912,828

Notes:
1) Construction cost do not include land acquisition and engineering costs.

LEGEND
AREA OF INFLUENCE

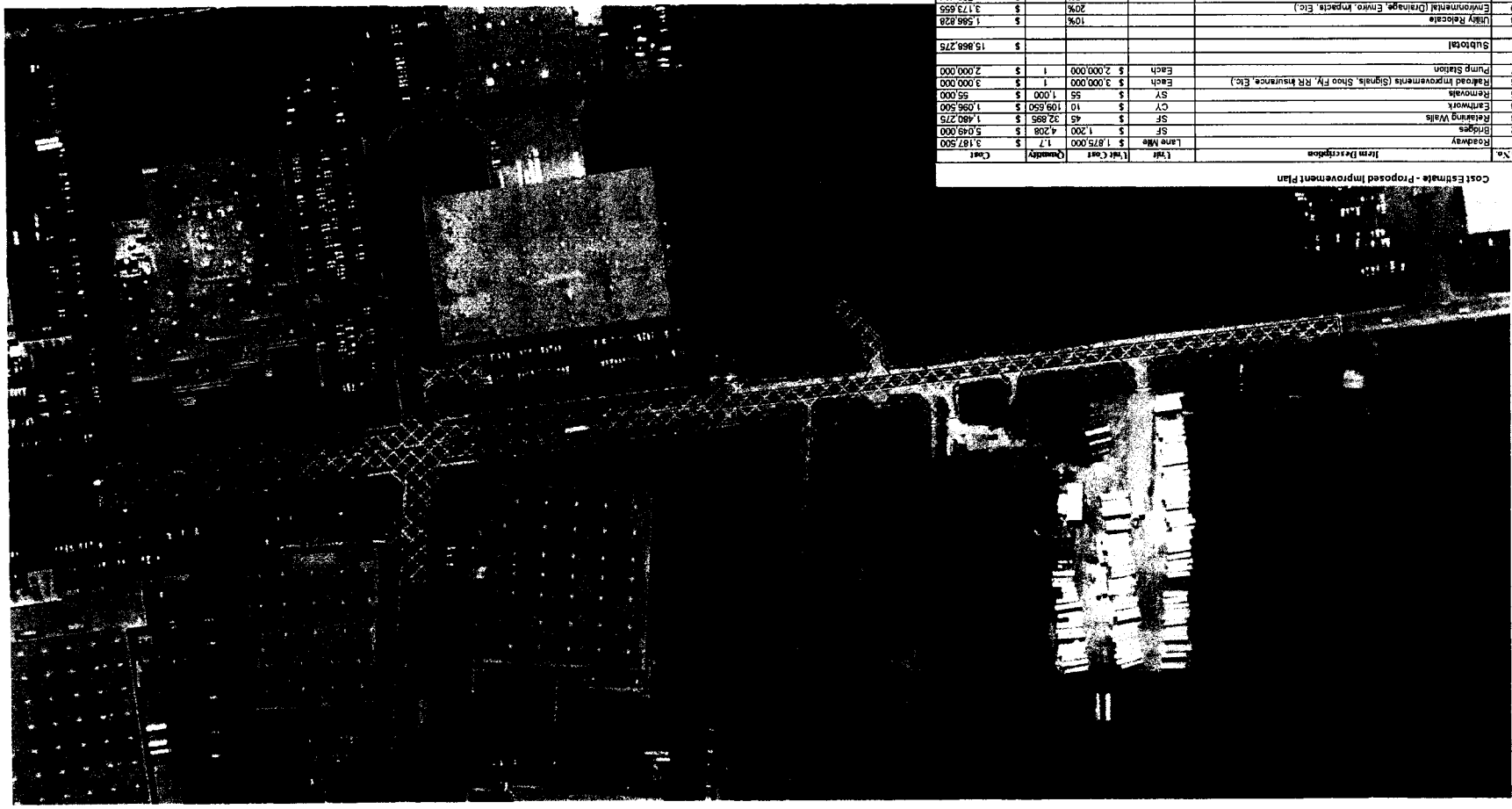
EJ&CN RR GRADE
CROSSING STUDY

SCALE: VERT.
DATE: HORIZ.
DRAWN BY:
CHECKED BY:

DIEHL ROAD

DATE	SECTION	COUNTY	DATE	NO.
10/12/1987	9	7		
THIS ROAD BUILT BY THE STATE OF NEW YORK				

SCALE IN FEET
0 100 200 300



AREA OF IMPROVEMENT

EJ&ECN RR GRADE CROSSING STUDY
LIBERTY STREET
DATE: 10/12/1987
SCALE: 1"=100'

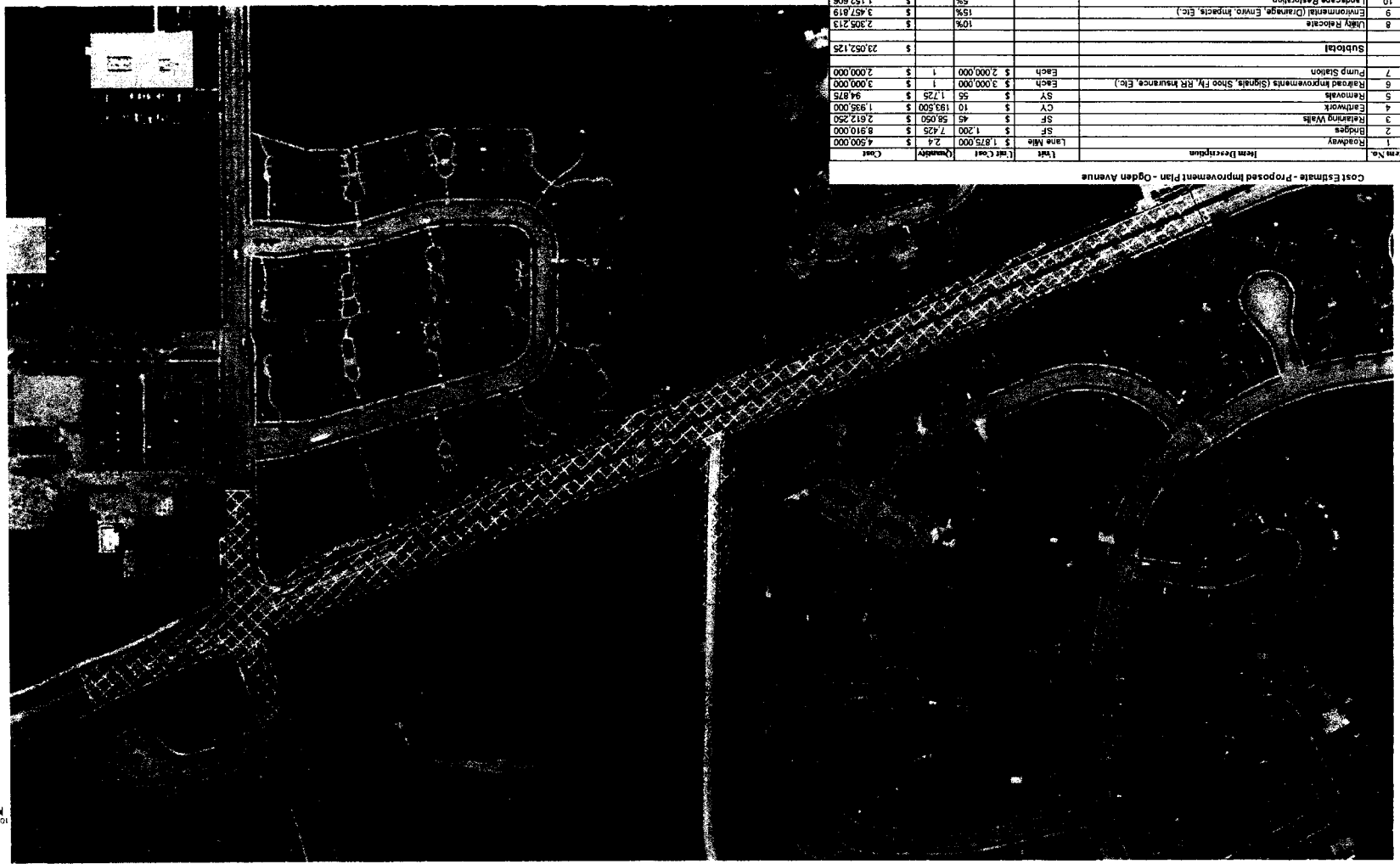
Item No.	Item Description	Unit	Qty	Unit Cost	Quantity	Cost
1	Roadway	Lane Mile	1.7	\$ 1,875,000		\$ 3,187,500
2	Bridges	SF	4,208	\$ 1,200		\$ 5,049,600
3	Retaining Walls	SF	45	\$ 32,885		\$ 1,480,275
4	Earthwork	CY	10	\$ 109,650		\$ 1,096,500
5	Right-of-Way	SV	55	\$ 1,000		\$ 55,000
6	Railroad Improvements (Signals, Shop Fly, RR Insurance, Etc.)	Each	1	\$ 3,000,000		\$ 3,000,000
7	Pump Station	Each	1	\$ 2,000,000		\$ 2,000,000
Subtotal						
						\$ 15,868,275
8	Utility Relocation					\$ 1,586,828
9	Landscaping Restoration					\$ 3,173,655
10	Environmental (Drainage, Erosion, Impacts, Etc.)					\$ 793,414
11	Misc. Roadway Improvements (Traffic Control, Signals, M.O.T., Etc.)					\$ 2,380,241
Subtotal						
						\$ 7,834,138
12	Contingency			30%		\$ 7,140,724
TOTAL						
						\$ 30,943,138

Notes
1) Construction cost do not include land acquisition and engineering costs.

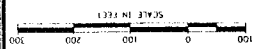
DATE _____
SPECIAL AGENT IN CHARGE _____
VERT. _____

EJ&CN RR GRADE CROSSING STUDY

LEBEND



Cost Estimate - Proposed Improvement Plan - Ogden Avenue



DATE	SECTION	COUNTY	TOTAL SHEETS	DUPAGE	9	8
STA 10 STA.						
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT						