

03720, 060608 Strahan, LOCL. 60061. X. N

GEWALT HAMILTON
ASSOCIATES, INC.

June 6, 2008

Surface Transportation Board
CN-EJ&E EIS - FD-35087
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Surface Transportation Board
395 E Street, SW
Washington, DC 20423

Attention: Phillis Johnson-Ball
Environmental Filing,
STB Finance Docket No. 35087

Consulting Engineers
and Surveyors

Civil, Municipal, & Traffic

820 Lakeside Drive, Suite 5
Gurnee, Illinois 60031
tel 847 855 1100 fax 847 855 1115
www.gha-engineers.com

Re: Environromental Impact Statement Information
Village of Barrington Hills, Illinois

Dear Ms. Johnson-Ball:

The Village of Barrington Hills has reviewed the final scope of study for the draft Environmental Impact Statement (EIS) to be prepared by the Section of Environmental Analysis of the Surface Transportation Board (STB) in regards to the proposed acquisition of the EJ&E West Company (EJ&E) by the Canadian National Railway Corporation (CN). To assist the STB in reviewing the potential impacts of the proposed transaction on the Village of Barrington Hills, we have enclosed information pertaining to the following environmental impact categories enumerated in the final scope of study of the EIS.

1. **Category #2 (Hazardous Materials Transportation)-** The transport of hazardous materials should be reviewed in the context of adjacent facilities. In addition to natural resources adjoining the EJ&E, telephone hubs supporting E-911 and other emergency services should be considered sensitive receptors for hazardous waste transportation. The enclosed exhibit illustrates the vicinity of AT&T central offices to the EJ&E line.
2. **Category #3 (Transportation Systems)-** A number of documents are enclosed to assist the Surface Transportation Board in their assessment of potential impacts to transportation systems within and adjoining the Village of Barrington Hills:
 - Intersection geometry and peak hour turning movement analysis are provided for the Penny Road- IL Rte 59 intersection. Due to the proximity of the intersection to the EJ&E crossing of Penny Road, an increase in the frequency and length of trains crossing at Penny Road could result in increased stacking of vehicles on Penny, potentially impacting the operation of the intersection itself. Traffic counts taken in 2007 indicate an ADT of 3775 on Penny Road at the EJ&E crossing, above the threshold indicated for a detailed analysis of the intersection.
 - Just outside of the Village, the EJ&E line crosses the Union Pacific/Northwest Rail line between the IL Rte. 59 and Lake Cook Road crossings. The UP experiences heavy use by Metra, especially during peak hours. The attached exhibit illustrates the potential for delays

caused by conflicts between commuter and more frequent freight trains at this location. Due to the length of trains projected to use the tracks if the proposed acquisition were approved, delays at this intersection would affect crossings within the Village of Barrington Hills.

- Exhibits illustrating road jurisdiction and most recent ADT for the roadway network within the Village of Barrington Hills are also enclosed.

3. **Category #4 (Land Use)-** Enclosed please find a copy of the Village's 2008 zoning map for your reference. As the zoning map illustrates, the Village of Barrington Hills is comprised predominantly of R1 (5-acre) residential zoning. Significant increases in train traffic, construction of proposed rail connections, siding extensions, and installation of double track would be inconsistent with the existing land uses throughout the Village.

It is also noted that the property of the Cook County Forest Preserve District adjoins the EJ&E tracks between IL Rte. 72 and Sutton road.

4. **Category #9 (Noise and Vibration)-** There is an existing concrete control structure crossing under the EJ&E line which regulates the water level in Hawthorne Lake. Attached please find observation reports and photos from August-November 2003, in which damage to the existing structure was discovered and reported to field personnel with EJ&E. A temporary repair was made in August of 2003, but by November leakage through the repair had reappeared. The Village requests that this drainage structure be examined to determine the effect that an increase in the frequency and magnitude of vibration may have on the structural integrity of this structure.

If you should have any questions regarding the above or would require additional information regarding any of these items, please do not hesitate to contact our office.

Sincerely,
Village of Barrington Hills



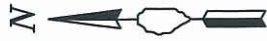
Daniel J. Strahan, P.E. CFM
Assistant Village Engineer

cc: Village President & Board of Trustees
Robert Kosin, Village Administrator

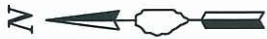
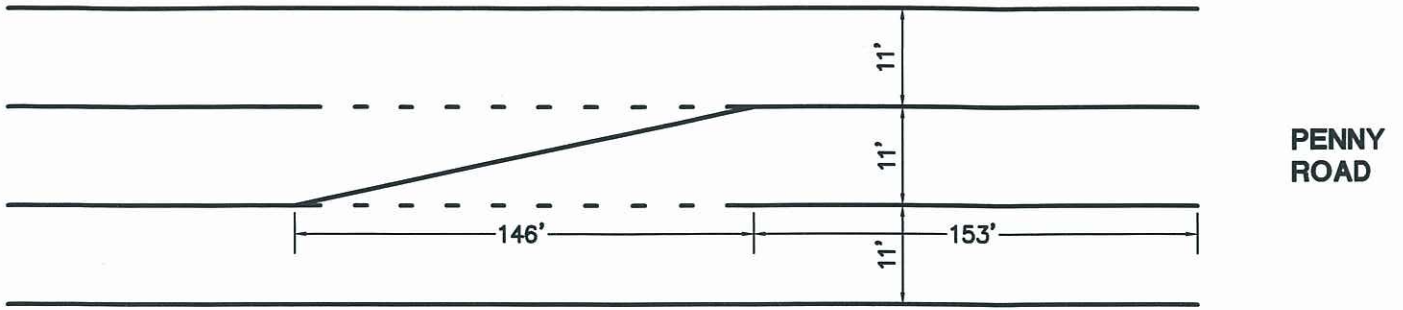
Traffic Count Summary- County Roadways

April 24, 2007

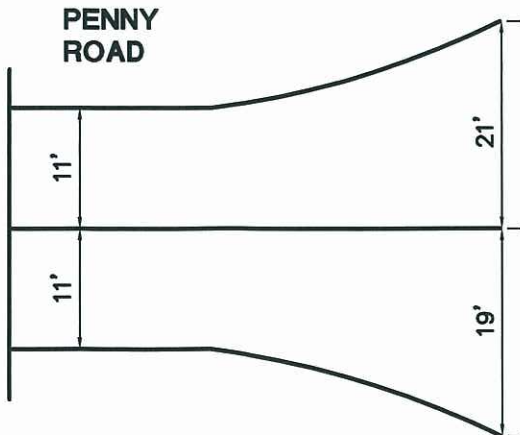
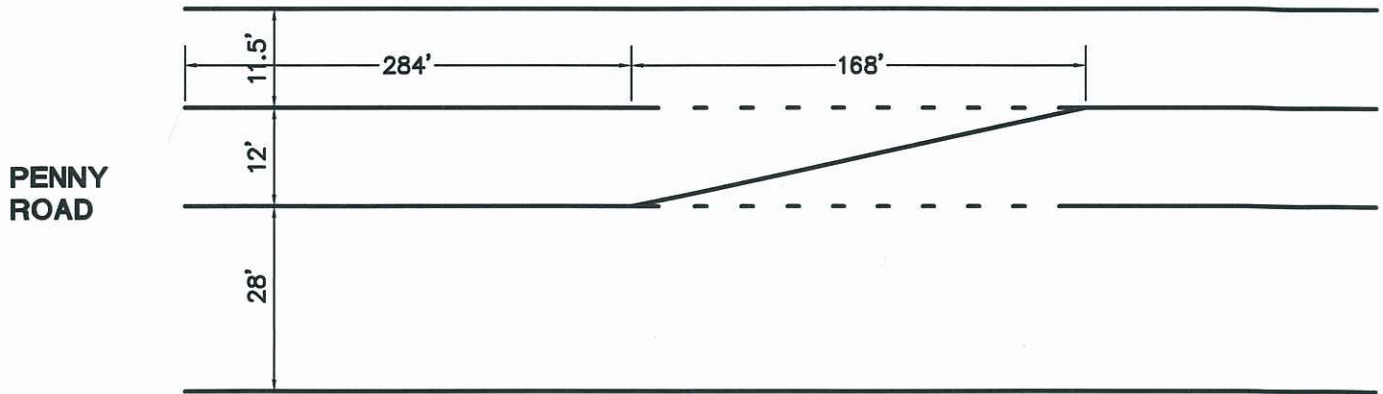
Location	ID Number	POSTED SPEED	2006		2007	
		MPH	ADT	Speed	ADT	Speed
Bateman Road		45				
South of County Line	101		1250		1340	48.0
North of Rte. 62	102				1225	54.7
South of Rte. 62	103		500		340	46.9
North of Rte. 68	104				740	34.7
South of Rte. 68	105		200		265	45.5
Brinker Road		40				
South of County Line	115		2600		3005	52.9
South of Hills & Dales	116				2750	49.3
Donlea		40				
East of Old Sutton	113				355	33.8
South of County Line	114				600	39.7
Old Sutton Road		35				
South of Lake Cook	106		1000		1185	53.9
North of Otis	107		1200		1355	52.1
North of Rte. 62	108				1020	50.5
North of Rte. 68	109		750		790	49.3
South of Rte. 68	110		1200		1385	51.5
North of Penny	111				1535	45.0
South of Penny	112				1535	44.6
Otis Road						
East of Old Sutton	117	40			600	47.9
East of Brinker	118	40	450		1075	45.9
West of Dundee Ave.	119	35			1085	39.8
Penny Road						
East of Rte. 68	120	35	2500		2920	50.2
East of Bateman	121	35			3100	47.2
East of Healy	122	45	2600		3095	52.1
East of Old Sutton	123	45	3300		3775	41.4



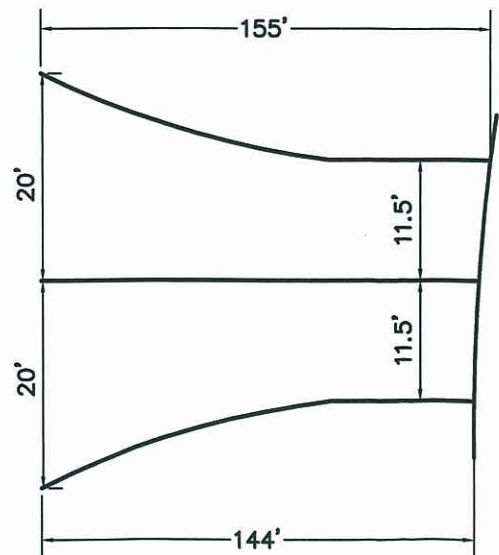
SOUTHBOUND IL 59



NORTHBOUND IL 59



IL 59



Gewalt Hamilton

820 Lakeside Dr. Suite 5 Gurnee, IL
847-855-1100
Civil - Municipal - Traffic

IL Rte 59 @ Penny Road
9355.097
7-9 AM

File Name : IL RTE 59 @ PENNY AM
Site Code : 00000000
Start Date : 5/22/08
Page No : 1

Groups Printed- Class 1

	IL Rte 59 Southbound				Penny Road Westbound				IL Rte 59 Northbound				Penny Road Eastbound								
Start Time	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Int. Total					
07:00 AM	8	137	3	0	148	18	11	2	0	31	20	153	16	0	189	3	62	12	0	77	445
07:15 AM	1	145	7	0	153	10	10	0	0	20	11	133	25	0	169	10	92	13	0	115	457
07:30 AM	8	216	3	0	227	11	8	0	0	19	7	167	28	0	202	8	82	23	0	113	561
07:45 AM	10	143	4	0	157	12	13	1	0	26	5	181	38	0	224	7	63	11	0	81	488
Total	27	641	17	0	685	51	42	3	0	96	43	634	107	0	784	28	299	59	0	386	1951
08:00 AM	7	162	24	0	193	11	10	1	0	22	9	160	30	0	199	9	56	16	0	81	495
08:15 AM	7	170	13	0	190	9	12	1	0	22	11	130	17	0	158	7	67	8	0	82	452
08:30 AM	4	150	10	0	164	12	9	0	0	21	6	181	26	0	213	3	26	6	0	35	433
08:45 AM	3	138	11	0	152	13	14	3	0	30	7	137	21	0	165	5	19	6	0	30	377
Total	21	620	58	0	699	45	45	5	0	95	33	608	94	0	735	24	168	36	0	228	1757
Grand Total	48	1261	75	0	1384	96	87	8	0	191	76	1242	201	0	1519	52	467	95	0	614	3708
Approch %	3.5	91.1	5.4	0		50.3	45.5	4.2	0		5	81.8	13.2	0		8.5	76.1	15.5	0		
Total %	1.3	34	2	0	37.3	2.6	2.3	0.2	0	5.2	2	33.5	5.4	0	41	1.4	12.6	2.6	0	16.6	

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Start Date : 5/22/08
Page No : 3

	IL Rte 59 Southbound				Penny Road Westbound				IL Rte 59 Northbound				Penny Road Eastbound								
Start Time	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Int. Total					
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	1	145	7	0	153	10	10	0	0	20	11	133	25	0	169	10	92	13	0	115	457
07:30 AM	8	216	3	0	227	11	8	0	0	19	7	167	28	0	202	8	82	23	0	113	561
07:45 AM	10	143	4	0	157	12	13	1	0	26	5	181	38	0	224	7	63	11	0	81	488
08:00 AM	7	162	24	0	193	11	10	1	0	22	9	160	30	0	199	9	56	16	0	81	495
Total Volume	26	666	38	0	730	44	41	2	0	87	32	641	121	0	794	34	293	63	0	390	2001
% App. Total	3.6	91.2	5.2	0		50.6	47.1	2.3	0		4	80.7	15.2	0		8.7	75.1	16.2	0		
PHF	.650	.771	.396	.000	.804	.917	.788	.500	.000	.837	.727	.885	.796	.000	.886	.850	.796	.685	.000	.848	.892

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820 Lakeside Dr. Suite 5 Gurnee, IL
847-855-1100
Civil - Municipal - Traffic

IL RTE 59 @ PENNY
9355.097
2:00PM - 6:00PM

File Name : IL RTE 59 @ PENNY
Site Code : 09355097
Start Date : 5/28/08
Page No : 3

Start Time	IL RTE 59 SB Southbound				PENNY RD WB Westbound				IL RTE 59 NB Northbound				PENNY RD EB Eastbound				Int. Total				
				App. Total				App. Total				App. Total				App. Total					
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	231	3	0	234	21	46	1	0	68	43	187	15	0	245	3	10	8	0	21	568
05:00 PM	5	221	8	0	234	41	40	0	0	81	23	227	8	0	258	17	17	20	0	54	627
05:15 PM	0	234	10	0	244	43	42	2	0	87	39	211	12	0	262	7	11	5	0	23	616
05:30 PM	4	243	7	0	254	37	37	4	0	78	34	221	20	0	275	7	6	5	0	18	625
Total Volume	9	929	28	0	966	142	165	7	0	314	139	846	55	0	1040	34	44	38	0	116	2436
% App. Total	0.9	96.2	2.9	0		45.2	52.5	2.2	0		13.4	81.3	5.3	0		29.3	37.9	32.8	0		
PHF	.450	.956	.700	.000	.951	.826	.897	.438	.000	.902	.808	.932	.688	.000	.945	.500	.647	.475	.000	.537	.971

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IL RTE 59 @ PENNY
9355.097
2:00PM - 6:00PM

File Name : IL RTE 59 @ PENNY
Site Code : 09355097
Start Date : 5/28/08
Page No : 1

Groups Printed- Unshifted

IL RTE 59 SB				PENNY RD WB				IL RTE 59 NB				PENNY RD EB			
Southbound				Westbound				Northbound				Eastbound			
Start Time			App. Total			App. Total				App. Total				App. Total	Int. Total
02:00 PM	2	125	133	4	6	11	8	139	9	156	2	8	6	16	316
02:15 PM	3	133	143	13	14	28	10	109	32	151	4	1	11	16	338
02:30 PM	3	132	139	12	11	23	13	158	13	184	1	10	2	13	359
02:45 PM	3	149	159	15	9	25	9	153	11	173	3	7	10	20	377
Total	11	539	574	44	40	87	40	559	65	664	10	26	29	65	1390
03:00 PM	1	159	168	12	22	37	15	157	15	187	1	4	7	12	404
03:15 PM	0	170	178	25	18	44	27	162	7	196	3	7	3	13	431
03:30 PM	4	197	209	14	23	40	20	163	13	196	1	4	11	16	461
03:45 PM	0	200	206	8	23	31	22	176	14	212	2	10	10	22	471
Total	5	726	761	59	86	152	84	658	49	791	7	25	31	63	1767
04:00 PM	1	195	202	23	28	52	25	179	9	213	4	7	21	32	499
04:15 PM	0	170	199	24	22	47	29	181	8	218	4	14	7	25	489
04:30 PM	1	188	193	17	26	44	33	194	9	236	4	5	8	19	492
04:45 PM	0	231	234	21	46	68	43	187	15	245	3	10	8	21	568
Total	2	784	828	85	122	211	130	741	41	912	15	36	44	97	2048
05:00 PM	5	221	234	41	40	81	23	227	8	258	17	17	20	54	627
05:15 PM	0	234	244	43	42	87	39	211	12	262	7	11	5	23	616
05:30 PM	4	243	254	37	37	78	34	221	20	275	7	6	5	18	625
05:45 PM	0	191	196	32	30	63	17	191	25	233	5	7	4	16	508
Total	9	889	928	153	149	309	113	850	65	1028	36	41	34	111	2376
Grand Total	27	2938	3091	341	397	759	367	2808	220	3395	68	128	138	336	7581
Apprch %	0.9	95.1	3.9	0.1	0.1	40.8	44.9	52.3	2.8	0	0	759	10.8	82.7	6.5
Total %	0.4	38.8	1.6	0.1	0.1	40.8	4.5	5.2	0.3	0	0	10	4.8	37	2.9

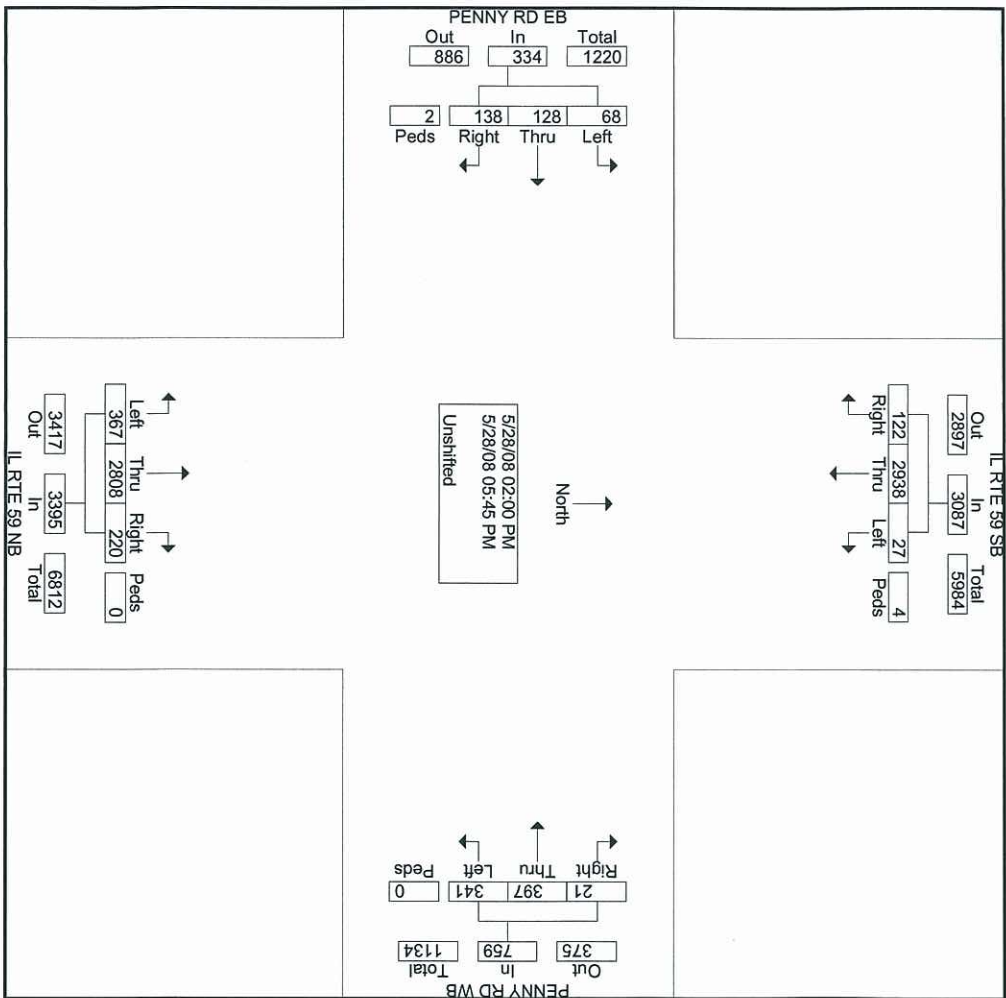
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820 Lakeside Dr. Suite 5 Gumee, IL
847-855-1100

IL RTE 59 @ PENNY
9355.097

2:00PM - 6:00PM

Civil - Municipal - Traffic

File Name : IL RTE 59 @ PENNY
Site Code : 09355097
Start Date : 5/28/08
Page No : 2

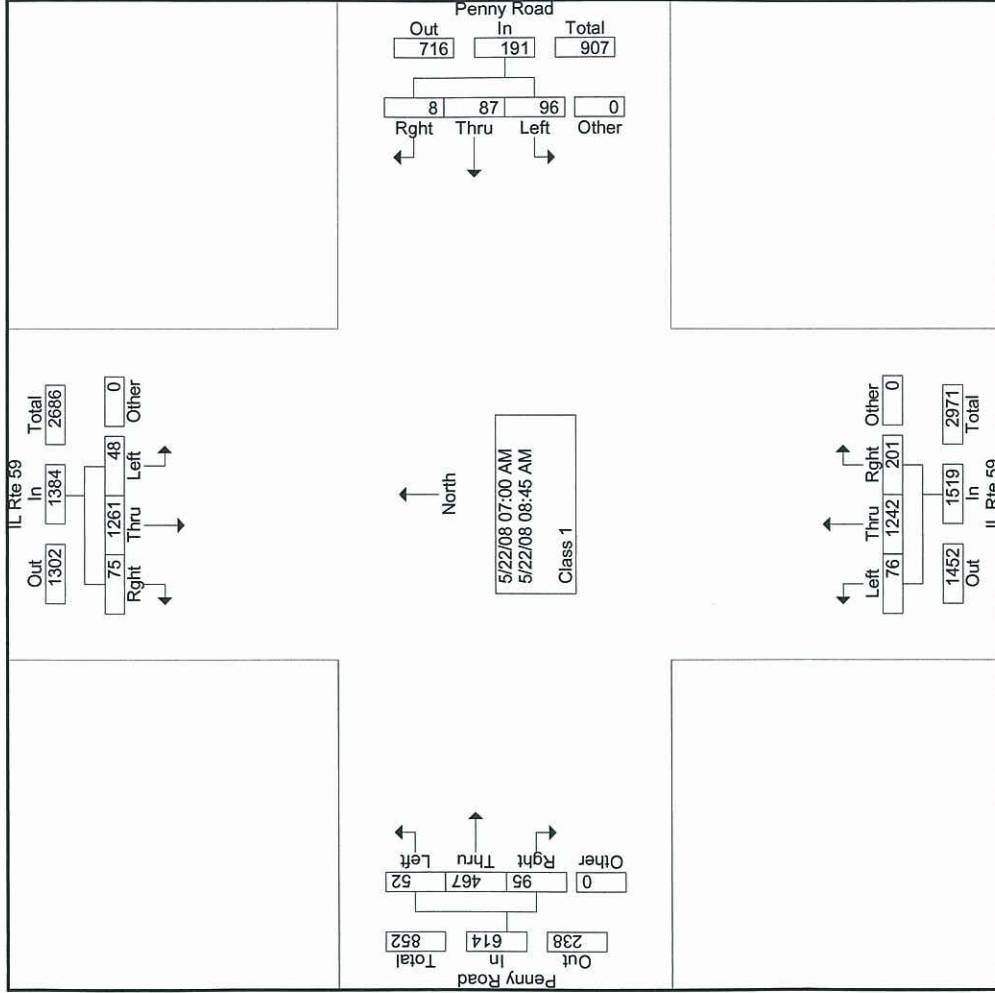


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IL Rte 59 @ Penny Road
9355.097
7-9 AM

File Name : IL RTE 59 @ PENNY AM
Site Code : 00000000
Start Date : 5/22/08
Page No : 2



Civil Engineer's Field Report

Project: Barrington Hills

Field Report No.: 1 **Project No.:** 9355.000

Date: August 12, 2003 **Time:** 3:00 PM **Weather:** Cloudy **Temperature:** +/- 75°F

Others Present at Site:

Rick Webber; Elgin, Joliet and Eastern Railway Company
Mark Paull, EJ&E

Work in Progress:

Inspection of culvert under railway.

Existing Conditions:

1. There is a 12' diameter culvert passing under the railroad tracks, connecting Hawthorn Lake to Flint Creek. In front of the culvert is a concrete weir, controlling the water surface elevation of Hawthorn Lake (See attached diagrams).
2. There is a hole in the east wingwall of the concrete weir, and there is a large amount of water pouring through this hole (See attached photos). The elevation of Hawthorn Lake has dropped well below the level of the overflow weir, and is visibly rushing towards the hole in the concrete wall. Mark with EJ&E probed the area behind the wall, and found that a large amount of soil behind the wall has been eroded away.
3. On the west wingwall of the concrete weir, the concrete wall shows similar signs of distress as is present on the east wall, though water is not penetrating the wall at this point to date.

Report By: Dan Strahan, P.E.I.
Gewalt-Hamilton Associates, Inc.

Copies To: Mike Lukich, GHA
Robert Kosin, Village of Barrington Hills

GEWALT HAMILTON ASSOCIATES, INC.

850 FOREST EDGE DRIVE
VERNON HILLS, ILLINOIS 60061

(847) 478-9700
FAX (847) 478-9701

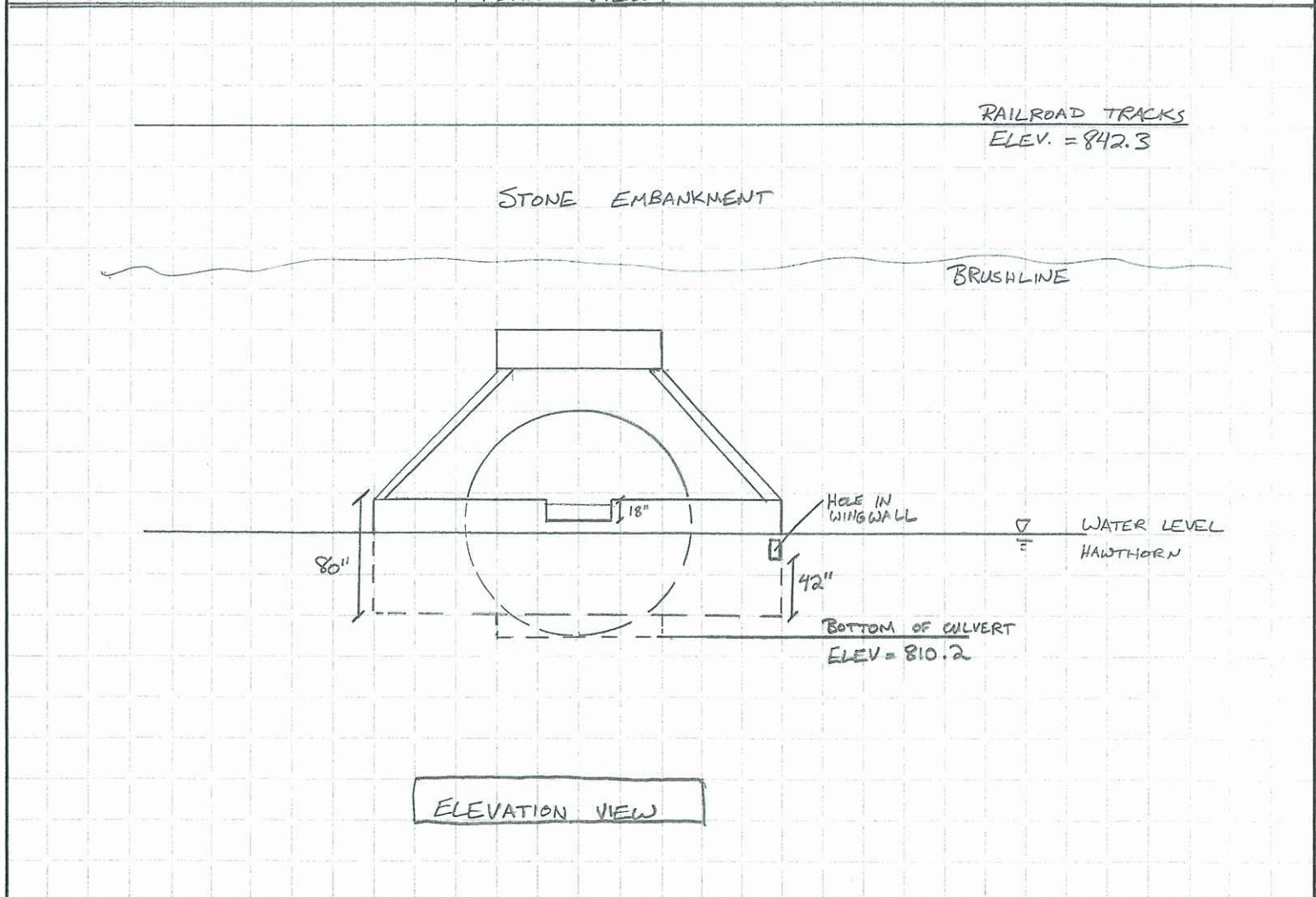
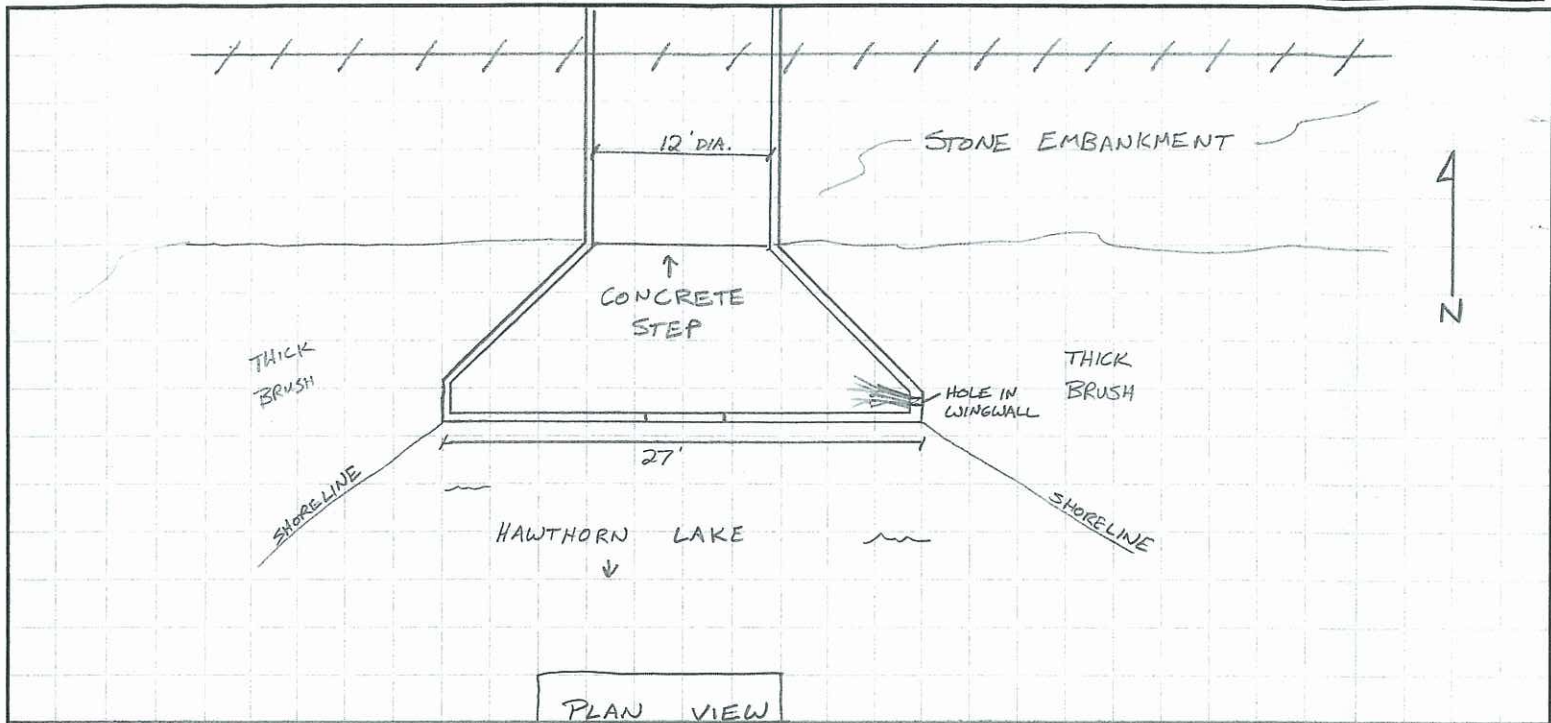
JOB 9355,000 BARRINGTON HILLS- EJ+E CULVERT

SHEET NO. 1 OF

CALCULATED BY DSS DATE 8-12-03

CHECKED BY DATE

SCALE NTS





Culvert Beneath
EJFE TRAILS.





LOOKING @ OTIS ROAD - SOUTH
FROM EJE RAILWAY.



CLOSE UP OF D.S.
END OF WEIR



← D.S. - D
FLINT CREEK → U.S.



← U.S. → D.S. FLINT CREEK

Civil Engineer's Field Report

Project: Barrington Hills

Field Report No.: 2 **Project No.:** 9355.000

Date: August 26, 2003 **Time:** 3:00 PM **Weather:** Cloudy **Temperature:** +/- 75°F

Others Present at Site:

None

Work in Progress:

None

Existing Conditions:

1. As a follow up to the field report dated 8-12-03 I took photos of the repairs made at the EJ&E Culvert. The photos are attached.
2. The repairs appear to be temporary in nature. The hole in the east side of the weir was mortared, and bags of ready-mix concrete were placed around the outside of the wall. No repairs were made to the west side of the weir, where similar distresses were noted. Several trees were removed from the area surrounding this culvert.

Follow-Up

1. On Friday, September 5 I spoke with Mark Paull of EJ&E Railway Company, who was present when the problem was first noted. He said that the improvements in place were temporary in nature, but would remain in place until water begins to flow through again. If and when this occurs, he said they would revisit the problem and come up with a more permanent solution.

Report By: Dan Strahan, P.E.I.
Gewalt-Hamilton Associates, Inc.

Copies To: Mike Lukich, GHA
Robert Kosin, Village of Barrington Hills



8/26/2003



8/26/2003



8/26/2003



8/26/2003



8/26/2003

Civil Engineer's Field Report

Project: Barrington Hills

Field Report No.: 3 **Project No.:** 9355.000

Date: November 7, 2003 **Time:** 1:00 PM **Weather:** Sunny **Temperature:** +/- 40°F

Others Present at Site:

None

Work in Progress:

None

Existing Conditions:

1. I visited the EJ&E culvert to check on the condition of the repairs made to the weir walls, given recent heavy rainfalls. Please see attached photos.
2. The water appears to have broken through the repairs, and the culvert is now in much the same condition that it was in prior to repairs. Water is penetrating the east wingwall, though the volume of water flowing through this hole is smaller than what was noted in the August 7 field report. Also, a small amount of water appears to be flowing out of a hole in the wall under the tracks, away from the wingwalls.
3. I contacted Mark Paull of EJ&E Railway Company, who first handled the initial repairs, to notify him that water was again flowing through the wingwalls of the culvert. He said they would revisit the site and notify the village as to what further repairs would be made.

Report By: Dan Strahan, P.E.I.
Gewalt-Hamilton Associates, Inc.

Copies To: Mike Lukich, GHA
Robert Kosin, Village of Barrington Hills



PHOTOS TAKEN 11/7/03