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Environmental Impact Statement

Voicemail Transcript

**Draft Environmental Impact Statement for the Proposed
Canadian National Railway Company Acquisition of the
Elgin, Joliet and Eastern Railway Company
STB Finance Docket No. 35087**

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Transcript:

I am continuing my comments from the last call regarding the 250 FT line, demarkating the area within which the homes will be devalued from fair market value. That is the line of maximum impact which would probably make those properties nearly unsaleable. However there is currently a line of about 500 to 600 FT out from the railroad of properties, particularly ones that back up to the rail line, have bedroom windows that open to the rail line or doorways to the back yard that open to the rail line. Those have always been affected, throughout the 80s and 90s, I would think that they still are. I was a real estate professional that worked this area at the time. My problem with the study is, number one, that it doesn't take into account that this amount of rail traffic of 40 trains a day, is going to push that 500 FT line, out to perhaps 800, 1000 or 1200, affecting many more properties that are currently affected, due to the noise and vibration basically and probably the traffic problems and construction problems during the construction phases, of grade separations. This was not dealt with in the draft EIS, the single study that the 250 FT line came from, is relatively unrelated. I think one should be done, in this case, by either real estate professionals or appraisers or real estate consultant group. A single study isn't adequate to assess this, and you would probably need another one or two regarding this particular area in itself. The other area may have been a completely different type of area. I think it would be a good thing to include in the final EIS. A transportation analyst noted that the federal government does not allow the amount of hazardous material that CN wants to run on this line, through residential areas, unless the residences are at least half a mile from the railroad. This particular line has homes that are much much closer than that. There are probably thousands of homes that are within that half mile up and down the line. That is something else that probably needs to be looked at in the final study. Also I believe all quite zones should be in place before any rail traffic increases are allowed to go along with all the mitigation that should be complete before the rail traffic is allowed to increase.