



GREAT LAKES BASIN TRANSPORTATION, INC.

23860 State Line Road Crete, Illinois 60417 www.greatlakesbasin.net

November 10, 2016

Ms. Victoria Rutson
Director
Office of Environmental Analysis
Surface Transportation Board
Washington, DC 20423

Re: Finance Docket No. 35952, Great Lakes Basin Transportation, Inc.
Information Request Number 2

Dear Ms. Rutson,

This response is to your September 9 letter concerning the volumes, speeds and lengths of trains that Great Lakes Basin anticipates operating over its proposed railroad.

The volume of traffic that would be carried on the proposed line, and thus GLBR's forecast of that volume, depends on many factors. These include the level of economic activity when construction of the line is completed, the types and volumes of rail freight traffic which would be transiting through the Chicago area at that time, and the business decisions of GLBR's connecting railroads and their shippers.

Nonetheless, GLBR has prepared estimates projecting the number of trains operating over each segment of the proposed railroad (**Appendix 1**). Segments are generally from one railroad interchange point to the next interchange point. A range of high and low projections is presented to represent day of week and seasonal fluctuations in daily train volumes. For convenience, traffic density maps of years 1 and 3 are included in **Appendix 2**. The projected train volumes are based on the following assumptions:

- Traffic projections based on CMAP traffic maps (Freight Trains per Day, 7-County Chicago Region maps 1 and 2 of 2) were used as reasonable proxies for relative traffic volumes at the time GLBR operations commence.
- A three-year ramp-up of traffic volume as follows: in year 1 of operations, GLBR expects to haul approximately 25% of its projected base load traffic; in year 2, 50%; and in year 3, 100%.

- Approximately 25% of total traffic in, out and through Chicago is overhead traffic per industry sources. The projected base load traffic volume is 70% of the rail traffic that overhauls Chicago, recognizing that some through traffic will continue to be routed via Chicago even after the proposed railroad is built, at the railroads' or shippers' discretion. Rail traffic destined-to and originating-from the Chicago region itself is not included in the base load – it is expected that the routing of this traffic will not change. A small amount (~10%) of total GLBR volume is anticipated to be locally generated traffic and is included in this response.
- Railroad traffic volume is expected grow at approximately 2% a year, the anticipated long-term growth rate of the national economy (Gross Domestic Product Long Term Forecast as per 2016 Organisation for Economic Co-operation and Development).

Anticipated train speeds are provided in **Appendix 3** based on a weighted average of the maximum speeds for each traffic type, including empty car speed restrictions, adjusted for acceleration and deceleration at each connection over each segment. Average speeds do not include built-in dwell for servicing or staging at the Manteno Railport or at connecting railroad interchange points. The STB Public Use Waybill Sample was used to estimate the general breakdown of traffic types and subsequently the breakdown of train service types tempered by the GLBT team's personal observations and experience.

Finally, projected train lengths will vary with the seasons, railroad and shipper business decisions and connecting railroad performance. GLBR anticipates that through freight trains in year 1 will average 74 cars across the network, operated with two locomotives (based on averages prepared and published by CREATE) and will grow to an average 100 cars, also with two locomotives, in year 3.

Please let us know whether you have any questions concerning the information supplied.

Very truly yours,

James T. Wilson
President and CEO

Cc: Frank Patton
Mike Blaszak
William Miller
Cassandra Wilson
Kathryn K. Floyd
Jay C. Johnson

Average Trains Per Day, by Segment													
Connection Segment	Miles	Year 1 (25%)			Year 2 (50% of Base + 2%)			Year 3 (100% of Base + 2% x 2 years)			Trains/Day Legend		
		Low 1 Est Train/Day	High Est Trains/Day	Trains/Day Range	Low 1 Est Train/Day	High Est Trains/Day	Trains/Day Range	Low 1 Est Train/Day	High Est Trains/Day	Trains/Day Range			
WSOR & CN-Milton MP-244													
MP-234-244	10	1	1	1-4	1	3	1-4	2	7	5-10	1-4		
UP-East Janesville MP-234													
MP-228-234	6	1	1	1-4	1	4	1-4	2	7	5-10	5-10		
WSOR-La Prairie MP-228													
MP-223-228	5	1	2	1-4	1	4	1-4	3	8	5-10	11-20		
CPR-Beloit MP-223													
MP-195-223	28	1	2	1-4	1	4	1-4	3	8	5-10	21-35		
CN-Rockford MP-195													
MP-185-195	10	1	2	1-4	2	5	5-10	4	10	5-10	36-55		
Rockford Orig/Dest MP-185													
MP-182-185	3	1	3	1-4	2	6	5-10	5	13	11-20	56-85		
IR-Rockford MP-182													
MP-181-182	1	1	3	1-4	3	7	5-10	5	13	11-20	86-125		
CPR-Davis Jct. MP-181													
MP-166-181	15	2	4	1-4	3	8	5-10	7	16	11-20			
UP-Creston MP-166													
MP-164-166	2	4	8	5-10	8	16	11-20	17	32	21-35			
CORR-Rochelle MP-164													
MP-160-164	4	4	8	5-10	8	17	11-20	17	34	21-35			
BNSF-Steward MP-160													
MP-141-160	19	5	10	5-10	10	20	11-20	21	40	36-55			
UP-Earlville MP-141													
MP-140-141	1	5	10	5-10	10	20	11-20	21	40	36-55			
BNSF-Earlville MP-140													
MP-129-140	11	7	14	11-20	15	28	21-35	30	55	36-55			
IR-Sheridan MP-129													
MP-111-129	18	7	14	11-20	15	28	21-35	31	56	56-85			
CSX & IAIS-Seneca MP-111													
MP-102-111	9	8	14	11-20	15	29	21-35	31	58	56-85			
BNSF-Mazon MP-102													
MP-94-102	8	11	19	11-20	23	38	36-55	47	77	56-85			
UP-Gardner MP-94													
MP-63-94	31	12	20	11-20	24	40	36-55	49	80	56-85			
CN-Manteno MP-63													
MP-57-63	6	13	21	21-35	26	43	36-55	52	86	56-85			
Manteno Orig/Dest MP-57													
MP-53-57	4	12	19	11-20	25	39	36-55	50	80	56-85			
UP-Sollitt MP-53													
MP-43-53	10	10	15	11-20	19	30	21-35	40	62	56-85			
NS-North Hayden MP-43													
MP-41-43	2	9	15	11-20	19	30	21-35	38	60	56-85			
CSX-Lowell MP-41													
MP-14-41	27	9	14	11-20	18	29	21-35	37	59	56-85			
NS-South Wanatah MP-14													
MP-13-14	1	8	12	11-20	16	25	21-35	33	52	36-55			
CFER-Wanatah MP-13													
MP-9-13	4	8	12	11-20	16	25	21-35	33	51	36-55			
CN-Alida MP-9													
MP-7-9	2	7	10	5-10	14	21	21-35	29	44	36-55			
CSX-Alida MP-7													
MP-5-7	2	4	6	5-10	9	13	11-20	18	26	21-35			
Kingsbury Jct MP-5													
MP-0-5	5	4	5	5-10	9	11	11-20	18	22	21-35			
NS-Pinola MP-0													
Kingsbury Branch													
MP-0-12	12	1	2	1-4	2	3	1-4	3	4	1-4			

Trains Per Day: Year 1



Trains Per Day: Year 3



Connection		Year 1 (25%)										
Segment	Miles	Low 1 Est Train/Day	Traffic Type(s)	Avg Max Speed	Speed Factor	Avg Speed	High Est Trains/Day	Traffic Type(s)	Avg Max Speed	Speed Factor	Avg Speed	
WSOR & CN-Milton	MP-244											
	MP-234-244	10	1	G	55.0	0.80	44.0	1	G	55.0	0.70	38.5
UP-East Janesville	MP-234											
	MP-228-234	6	1	G	55.0	0.67	36.7	1	G	55.0	0.50	27.5
WSOR-La Prairie	MP-228											
	MP-223-228	5	1	G	55.0	0.60	33.0	2	G	55.0	0.70	38.5
CPR-Beloit	MP223											
	MP-195-223	28	1	G	55.0	0.93	51.1	2	G	55.0	0.95	52.1
CN-Rockford	MP-195											
	MP-185-195	10	1	G	55.0	0.80	44.0	2	G	55.0	0.85	46.8
Rockford Orig/Dest	MP-185											
	MP-182-185	3	1	G	55.0	0.33	18.3	3	2G	55.0	0.67	36.7
IR-Rockford	MP-182											
	MP-181-182	1	1	G	55.0	0.25	13.8	3	2G	55.0	0.33	18.3
CPR-Davis Jct.	MP-181											
	MP-166-181	15	2	G, U	52.5	0.93	49.0	4	2G, U	53.3	0.95	50.7
UP-Creston	MP-166											
	MP-164-166	2	4	I, G, 2U	56.3	0.75	42.2	8	2I, 3G, 2U	57.9	0.50	28.9
CORR-Rochelle	MP-164											
	MP-160-164	4	4	I, G, 2U	56.3	0.88	49.2	8	2I, 3G, 2U	57.9	0.94	54.2
BNSF-Steward	MP-160											
	MP-141-160	19	5	I, G, 2U, O	54.0	0.98	52.9	10	3I, 3G, 2U, O	57.8	0.97	56.0
UP-Earlville	MP-141											
	MP-140-141	1	5	I, G, 2U, O	54.0	0.80	43.2	10	3I, 3G, 2U, O	57.8	0.80	46.2
BNSF-Earlville	MP-140											
	MP-129-140	11	7	2I, 2G, 2U, O	56.4	0.97	55.0	14	4I, 4G, 3U, O	57.9	0.92	53.4
IR-Sheridan	MP-129											
	MP-111-129	18	7	2I, 2G, 2U, O	56.4	0.98	55.5	14	4I, 4G, 3U, O	57.9	0.92	53.1
CSX & IAIS-Seneca	MP-111											
	MP-102-111	9	8	2I, 2G, 2U, O	56.4	0.97	54.6	14	4I, 5G, 3U, O	57.7	0.95	54.9
BNSF-Mazon	MP-102											
	MP-94-102	8	11	3I, 3G, 4U, O	56.4	0.93	52.5	19	6I, 7G, 4U, O	58.3	0.90	52.6
UP-Gardner	MP-94											
	MP-63-94	31	12	3I, 3G, 4U, O	56.4	0.99	56.0	20	6I, 7G, 4U, O	58.3	0.99	57.8
CN-Manteno	MP-63											
	MP-57-63	6	13	3I, 4G, 4U, O	56.3	0.78	43.8	21	7I, 7G, 5U, O	58.5	0.62	36.2
Manteno Orig/Dest	MP-57											
	MP-53-57	4	12	3I, 4G, 4U, O	56.3	0.67	37.5	19	7I, 6G, 5U, O	55.8	0.45	24.9
UP-Sollitt	MP-53											
	MP-43-53	10	10	3I, 3G, 3U, O	57.0	0.98	55.9	15	5I, 5G, 4U, O	58.0	0.96	55.7
NS-Norh Hayden	MP-43											
	MP-41-43	2	9	3I, 3G, 2U, O	57.8	0.89	51.4	15	5I, 5G, 4U, O	58.0	0.80	46.4
CSX-Lowell	MP-41											
	MP-14-41	27	9	3I, 3G, 2U, O	57.8	0.99	57.3	14	4I, 5G, 4U, O	57.1	0.98	56.2
NS-South Wanatah	MP-14											
	MP-13-14	1	8	3I, 2G, 2U, O	58.1	0.88	50.9	12	4I, 3G, 4U, O	57.5	0.83	47.9
CFER-Wanatah	MP-13											
	MP-9-13	4	8	3I, 2G, 2U, O	58.1	0.94	54.5	12	4I, 3G, 4U, O	57.5	0.71	40.7
CN-Alida	MP-9											
	MP-7-9	2	7	2I, 2G, 2U, O	56.4	0.57	32.2	10	3I, 3G, 3U, O	57.0	0.36	20.4
CSX-Alida	MP-7											
	MP-5-7	2	4	I, G, U, O	55.0	0.68	37.4	6	I, 2G, 2U, O	54.2	0.81	43.8
Kingsbury Jct	MP-5											
	MP-0-5	5	4	I, G, U, O	55.0	0.60	33.0	5	I, G, 2U, O	54.0	0.60	32.4
NS-Pinola	MP-0											
Kingsbury Branch												
	MP-0-12	12	1	U	50.0	0.83	41.7	2	G, U	52.5	0.83	43.8
Train Speeds			Max Speed									
	Intermodal (I)		70	mph								
	Unit Coal & Grain (U)		50	mph	avg	Loads 45, Empties 55						
	Oil Trains - lds & mtys (O)		45	mph								
	General Carload (GL)		55	mph	assumes	All general carload train have empties						
	Speed Restricted Cars (below 45 mph) not included in analysis											

