

## BACKGROUND INFORMATION

ON

BARRINGTON PETITION TO THE SURFACE TRANSPORTATION BOARD (STB)

PETITION FILED OCTOBER 13, 2011

RE: STB DOCKET # 35087

ACQUISITION OF EJ&E BY CN RAILWAY

- The Surface Transportation Board (STB) retained oversight jurisdiction of this transaction through January 2015 to impose additional conditions and take other action if the Board determines it is necessary to address matters related to operations or environmental mitigation.
- On March 15, 2011, the United States Court of Appeals for the DC Circuit affirmed the STB's right to impose substantial financial responsibility for grade separation mitigation on CN.
- Data collected using current 2011 CN freight operations on the EJ&E show that traffic delay impacts at Barrington's U.S. Route 14 will increase by 116 to 122 hours daily, as compared to a daily delay increase of 114 hours at U.S. Route 34 in Aurora where a grade separation was ordered by the Board. **(See the attached comparison chart.)**
- 2011 CN operations on the EJ&E and industry trends demonstrate that the 6,800-foot train lengths outlined in CN's application to the Board seeking approval of the transaction are proving outmoded as the trend is toward longer trains. In addition, average train speeds are lower than what had been outlined by CN in its initial application.
- There are no road crossings within the Village of Barrington grade separated from the EJ&E line. The four at-grade crossings within the Village corporate limits (Lake Zurich Road, U.S. Route 14, State Route 59/Hough, and Lake-Cook Road) carry a combined average daily traffic count in excess of 70,000 vehicles and all cross the EJ&E within a span of 5,918 feet. There is no grade separated alternative for motorists within a span of 6.7 miles. An additional compounding factor adding to traffic gridlock caused by CN freight is the fact that the Union Pacific (Metra) line also crosses the EJ&E at grade within the core downtown area of Barrington. **(See the attached map.)**
- The need for a grade separation at U.S. Route 14 has been underscored by the awarding of a Fall 2010 federal grant from the U.S. Department of Transportation's Tiger II Program to begin preliminary engineering work to relocate the roadway under the EJ&E rail line in Barrington.
- Prior to the STB's approval of the transaction, errors in analysis were made by the Board's third party consultant including failure to: acknowledge that U.S. Route 14 is a Strategic Regional Arterial (SRA) roadway; accurately calculate that U.S. Route 14 would meet the Board's "substantially affected" crossing criteria due to daily vehicular traffic delay increases in excess of 40 hours and lengthy traffic queue discharge delays; and, apply the same 24 hour period delay analysis model to Barrington crossings that was used for all other crossings in the region.

**COMPARISON OF CN RAILWAY CROSSINGS OF  
U.S. ROUTE 14 IN BARRINGTON AND U.S. ROUTE 34 IN AURORA**

Comparison	U.S. Hwy 14 In Barrington	U.S. Rte. 34 In Aurora
SRA Route	Yes	Yes
Nearby Rail Line That Also Impacts Traffic Flow	Yes	No
Nearby SRA That Also Impacts Traffic Flow	Yes	No
Nearby Available Alternate Route	No	No
Travel Distance to Nearest Alternate Grade Separation	4-6 miles	2-3 miles
2007 Average Daily Traffic Volume	28,500 vpd	36,400 vpd
2015 Average Daily Traffic Volume	30,700 vpd <sup>[1]</sup>	46,110 vpd <sup>[2]</sup>
Existing Roadway Capacity Constraints	Yes	Yes
Meets FHWA Exposure Criterion	No <sup>[3]</sup>	Yes
Pre-Acquisition Daily Train Volumes	5 trains	16 trains
Post-Acquisition Daily Train Volumes	20 trains 300% increase	40 trains 150% increase
Designated as a Substantially Affected Crossing in FEIS	No <sup>[4]</sup>	Yes
Increase in Hours of Daily Vehicular Delay in 2015 Due to CN Freight Traffic	+116 to +122	+114

Footnotes:

<sup>[1]</sup> Civiltech's Village of Barrington forecast. FEIS forecast was 33,949 vpd. The U.S. Route 14 forecast ADT is the third highest of any of the roads that cross the EJ&E per Civiltech projections and second highest per SEA projections.

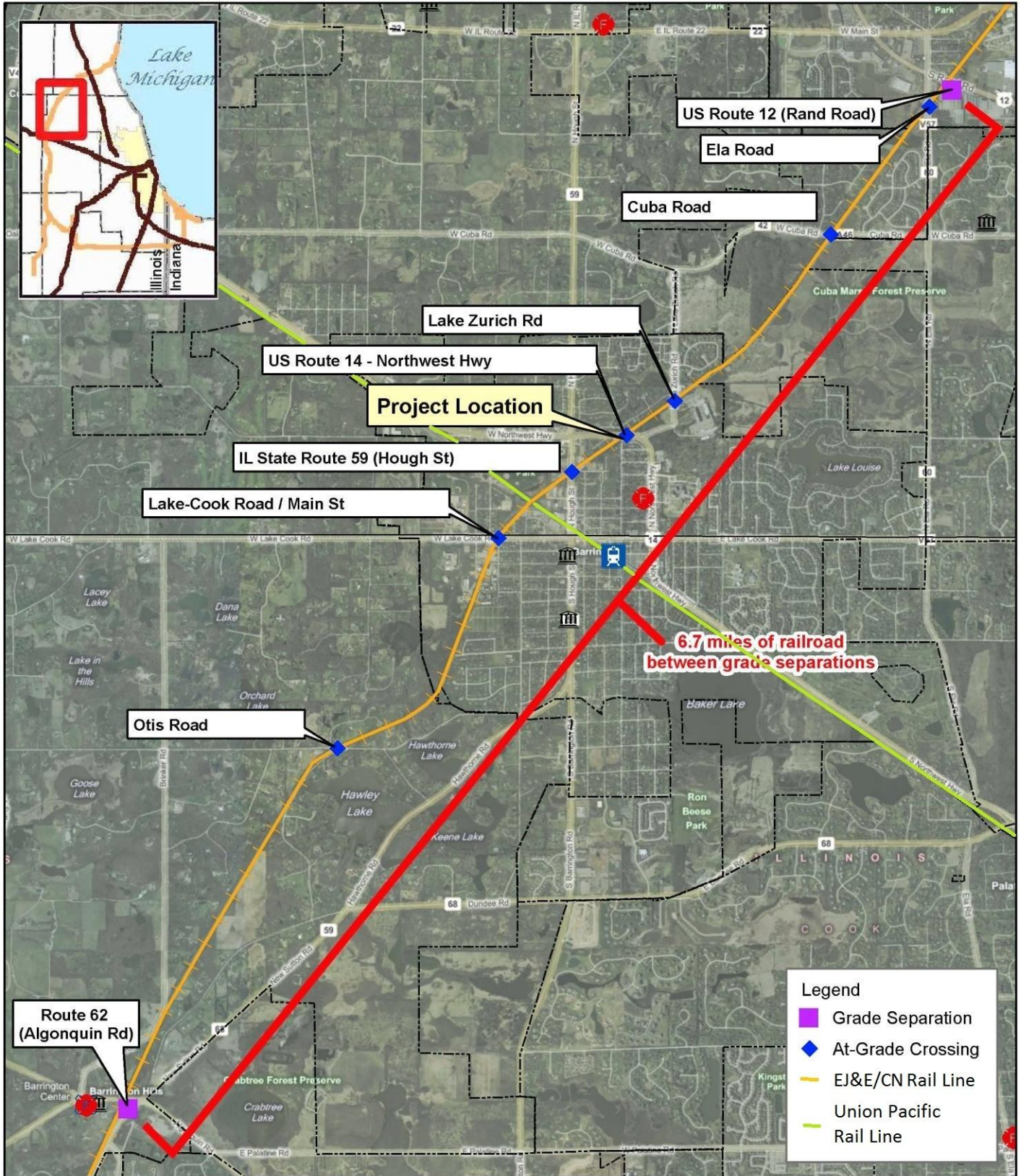
<sup>[2]</sup> FEIS forecast.

<sup>[3]</sup> Although the Lynwood crossing also fell short of that exposure factor criterion, the Board determined that it should be grade separated.

<sup>[4]</sup> The rudimentary analysis methodology first employed by HDR coupled with its inadequate VISSIM analysis and the consultant's failure to recognize U.S. Route 14 as an SRA led to U.S. Route 14 being left off the list of "substantially affected" crossings for the entire environmental review process.

# U.S. ROUTE 14 GRADE SEPARATION AT CANADIAN NATIONAL RAILROAD

## DISTANCE BETWEEN GRADE SEPARATIONS



**Legend**

- Grade Separation
- ◆ At-Grade Crossing
- EJ&E/CN Rail Line
- Union Pacific Rail Line



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Projection: State Plane Coordinate System (Illinois East)  
 Source: Barrington GIS, BAGIS, Cook County and Lake County  
 Date: August 2010  
 Prepared by: Village of Barrington Geographic Information Systems

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