

CHICAGO
INTERCITY PASSENGER RAIL PROJECT
MILWAUKEE

March 17, 2015

Village of Glenview
1225 Waukegan Road
Glenview, Illinois 60025

Re: Chicago-Milwaukee Environmental Assessment

Below is a disposition of comments in response to the questions that the Village of Glenview provided on February 16, 2015 and March 11, 2015.

Comment 1: Clarify when the additional trains will be stopping (inbound and outbound) at the Downtown Glenview station.

Response 1: The 10 round trip schedule proposes that three additional inbound trains will stop at Glenview at 8:26 AM, 2:57 PM, and 11:43 PM. Two additional outbound trains will stop at Glenview at 7:07 PM and 10:52 PM. The proposed 9:25 AM outbound train runs express from Chicago Union Station to the Milwaukee Airport Rail Station and does not stop at Glenview.

Comment 2: How many train cars are proposed with each of the new trips; does this vary?

Response 2: The Chicago-Milwaukee Environmental Assessment (EA) and Service Development Plan (SDP) will investigate the use of two types of train equipment: the current Amtrak equipment and new Midwest-procured bi-level equipment. The current Amtrak equipment consists of one P42 diesel locomotive, two Amfleet coaches, four Horizon coaches, and one F40 cab/baggage car. The new Midwest equipment consists of one P42 diesel locomotive, five bi-level coaches, and one cab/baggage car. Does the equipment vary? Equipment may vary depending upon maintenance requirements as determined by Amtrak.

Comment 3: How long are the trains stopped at the station?

Response 3: Trains are typically stopped for one minute to load and unload passengers. If a passenger using a wheelchair is boarding or alighting the train, the dwell time can increase to approximately 2-4 minutes.

Comment 4: Will the gates at Dewes and Glenview Road be down for both inbound and outbound trips and how long will they be down?

Response 4: The gates at Dewes Street and Glenview Road will operate in the same manner as they do today.

Comment 5: How much will traffic be backed up due to the additional stops?

Response 5: Since Amtrak service is proposing to add the three round trips in off-peak hours and most vehicles travel between 6 to 9 a.m. and 4 to 7 p.m., the additional Amtrak service will increase traffic delays minimally in the peak hours. It is not part of the scope of the project to determine the exact number of vehicles that will be delayed and how long each vehicle will be delayed at specific crossings.

Comment 6: What are the additional noise impacts from 6 new Amtrak trains?

Response 6: A noise analysis will be undertaken as part of the EA to determine the noise impacts to the areas adjacent to the railroad. The results of the analysis will be included in the EA.

Comment 7: What noise studies are being conducted to determine the impacts of the proposed project?

Response 7: As stated under Response 6, a noise analysis will be undertaken as part of the EA.

Comment 8: What standard is used to determine an acceptable vs. unacceptable level of noise?

- Response 8: Noise impacts are based on criteria defined in Federal Railroad Administration's *High Speed Ground Transportation Noise and Vibration Impact Assessment* and the U.S. Federal Transit Administration's *Transit Noise and Vibration Impact Assessment*. The FTA and FRA general noise assessment procedures determine the potential for noise impact by applying basic models to estimate existing noise and proposed project noise from train activities, and then comparing the results with the FTA and FRA noise impact criteria. The general noise assessment procedure starts with the noise source levels for the existing and future train consists and incorporates the operating conditions to determine noise exposure at a reference distance of 50 feet from the tracks.
- Comment 9: What are the additional environmental impacts of vehicles idling while waiting for the gates?
- Response 9: Please refer to Response 5. Using the same logic as in Response 5, because the additional round trips occur in off-peak periods and most driving occurs during peak periods, the increase in emissions will be minimal. For this reason, this study does not quantify the number of vehicles that will be delayed at the grade crossings and the environmental impact of idling emissions.
- Comment 10: Would moving the Amtrak stop to the North Glen station mitigate some of the existing and proposed impacts of the Hiawatha Line?
- Response 10: Moving the Amtrak stop to the North Glen station would likely cause different impacts to freight and commuter rail operations that run in the corridor, but would not mitigate the identified impacts to freight and commuter rail.
- Comment 11: Will moving the Amtrak stop to the North Glen be considered to mitigate the additional traffic backups on Glenview Road, and if not, why?
- Response 11: This study does not preclude moving the Amtrak stop to the North Glen station, but is not needed as additional impacts to vehicular traffic will likely be minimal. Therefore, mitigation has not been identified as a need.
- Comment 12: What is the purpose of the (Glenview) universal switch?
- Response 12: The purpose of the universal crossover is to provide operational flexibility for Metra trains in a very congested segment of track. The crossover will also allow Metra to more efficiently stage maintenance activities on the line.
- Comment 13: How often will the switches be used?
- Response 13: The switches will be used intermittently by Metra and others. There is no set schedule for use.
- Comment 14: Are they manually or remotely operated?
- Response 14: The crossovers will be remotely operated.
- Comment 15: Will the switch generate noise when trains are passing over it, but staying on their track; when trains are switching tracks?
- Response 15: Yes, the switches will generate noise when trains are passing over and switching tracks. The turnout frog (gap that allows the wheel flange to pass through) creates a bumping noise when trains operate straight through the switch. When the switch is set so that the trains diverge, a squealing or rumbling noise may be generated due to flange action on the rail or by slipping between the wheel tread and the rail surface.
- Comment 16: What noise studies are being conducted to determine the impacts of the proposed project?
- Response 16: As stated earlier, a noise analysis is being conducted as part of the EA to determine noise impacts and appropriate mitigation.

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- Comment 17: How many total trains in a 24 hour time period will pass over the new switches (inbound and outbound)?
- Response 17: Amtrak's *Hiawatha Service* will operate 20 trains per day, Amtrak's *Empire Builder* will operate 2 trains per day, Metra's Milwaukee District North Line will operate 61 trains per day, and Canadian Pacific will operate 17 trains per day, for a total of 100 trains per day over the universal crossover.
- Comment 18: These proposed switches are adjacent to a residential area located on both sides of the tracks – why couldn't they be installed in areas with forest preserve land on either side or in the industrial areas further to the south?
- Response 18: The project team worked with Metra and Canadian Pacific to identify the proposed improvement projects that would provide the most benefit to both commuter and freight rail and mitigate the impact of adding three additional *Hiawatha Service* round trips per day. Operations modeling was performed that confirmed the locations of the improvements. In the case of the universal crossover, it would not make sense operationally to relocate it. Moved further south, the crossovers would be too close to the Morton Grove control point, and moved further north, they would be too close to the North Glenview station and A-20.
- Comment 19: If this location was no longer feasible, what is the next best alternate location? What were the circumstances that resulted in this alternative being discounted as the first choice?
- Response 19: As described under Response 18, a detailed analysis was completed by the project team to determine the improvement projects that would provide the most benefit to the railroads and the least impact to the community. A noise analysis is being conducted as part of the EA. If it is found that the noise impacts are at an unacceptable level, mitigation will be proposed.
- Comment 20: What modifications are proposed for the crossing devices (@ Dewes, Glenview Rd, the two pedestrian crossings)?
- Response 20: Modifications will be made to the grade crossing controls at Dewes Avenue, Glenview Road, and the two pedestrian crossings at the Glenview Station in order to accommodate changes to the adjacent railroad signal system due to the addition of the universal crossover. Specific changes will be determined during the Final Design phase of the project and as directed by the Illinois Commerce Commission.
- Comment 21: How many head on train accidents due to switching problems have occurred in the last 20 yrs locally; nationally?
- Response 21: A number of head-on train collisions have occurred at switch locations locally and around the country in the past 20 years. Notably, the Amtrak collision with a Norfolk Southern freight train in Chicago in 2007, the commuter rail and Amtrak collision in Maryland in 1996, and the Chatsworth Metrolink collision in Los Angeles in 1998. Freight trains operate 3 billion train miles per year, Metra operates over 4 million train miles per year, Amtrak operates its *Hiawatha Service* over 400,000 train miles per year, and the likelihood of a train-on-train collision occurring is very small. With the impending installation of Positive Train Control, these types of accidents will be prevented.
- Comment 22: What safety procedures are put in place when a train switches tracks to the opposite direction (inbound train switching to the outbound track)?
- Response 22: The signal system acts to prevent train-to-train collisions. Current signal technology in use on the Metra line through Glenview employs wayside color light signals. Train crew members must obey the signal indication to ensure safe operations. As evidenced by the infamous Chatsworth incident in 2008, wayside signals cannot prevent all train to train collisions. However, the US Congress in the Rail Safety Act of 2008 has mandated that railroads install new safety systems known as Positive Train Control (PTC), which will act to prevent the possibility of train to train collisions. Metra is obligated to install the

new system by December 2015. While this date may not be met, a PTC signal system will be installed with the new crossovers.

Comment 23: What is the purpose of the new track (at A-20)?

Response 23: The purpose of the UPRR Siding Extension at A-20 project is to alleviate congestion on the Canadian Pacific C&M Subdivision due to stopped freight trains. The project will allow CP trains to exit the C&M Subdivision and free capacity for Metra and Amtrak trains. An added benefit is that the proposed track will allow UP trains to operate more efficiently through the Glenview area by moving CP trains off the UP mainline, freeing the main track for through movements.

Comment 24: Who owns and regulates the track from Rondout to Chicago; from Willow Road to CP Yard in Bensenville on the UP line?

Response 24: Metra owns the track and Canadian Pacific dispatches the track between Rondout and Chicago. Union Pacific owns and dispatches the track from Willow Road to the Bensenville Yard. The Federal Railroad Administration regulates the entire national railroad system.

Comment 25: How long are the delays for each user (Amtrak, Metra, and existing freight trains) traveling through Rondout, as a result of the CP trains holding and waiting for clearance from UP to travel to CP's Bensenville yard?

Response 25: The modeling that was prepared to simulate C&M Sub operations cannot accurately identify the delay for each user on the C&M Sub. However, operations personnel from each railroad confirmed that significant delays can occur if Canadian Pacific is held on the C&M mainline.

Comment 26: Why can't the delays be fixed through better scheduling/management of train traffic?

Response 26: Freight traffic does not always operate on a set schedule. Freights are customer needs-driven and those needs are not necessarily scheduled. Additionally, freight traffic is impacted greatly by Metra-set curfews and the heavy commuter rail traffic in the region. The freights and Metra work together to run as efficiently as possible, but the system is not perfect.

Comment 27: What other alternatives were explored?

Response 27: An early study evaluated moving the Amtrak Hiawatha passenger service to either the UP Milwaukee Sub or UP Kenosha Sub. These alternatives were found to be less desirable than operating on the existing CP C&M Sub route. A recently explored alternative proposes that Canadian Pacific freight exit the CP C&M Sub in southern Wisconsin, connect to the UP Milwaukee Sub on a new short track segment south of Truesdell, WI and travel on the UP Milwaukee Subdivision to A-20. A cost estimate report was produced that outlines the extensive improvements required to upgrade UP's track and signal system to accommodate the additional freight. However, the improvements are expensive (around \$135 million) and may cause unforeseen environmental impacts. Also, the freight operator, Canadian Pacific, has not agreed to the move.

Comment 28: If this location was no longer feasible, what is the next best alternate location? What were the circumstances that resulted in this alternative being discounted as the first choice?

Response 28: See Response 27.

Comment 29: There seems to be locations to the north and south of the proposed tracks that could equally accommodate an extra set of tracks with more limited impacts to the adjacent uses – were these options explored?

Response 29: The purpose of the project is to accommodate a 10,000 foot long Canadian Pacific freight train in a holding track between grade crossings without needing permission from Union Pacific to enter the

holding track. This can be achieved between Techny Avenue and West Lake Avenue, but not north of Techny Avenue. There is a 10,000 foot segment of track free of grade crossings south of West Lake Avenue, however, CP must have permission from UP to proceed south of Shermer Road (A-20), and would need permission again to exit the holding track south of West Lake Avenue. This alternative does not meet the purpose of allowing a CP train to enter the holding track without needing permission from UP.

Comment 30: How many trains in a 24 hr period are proposed to hold and wait on the new proposed tracks?

Response 30: The number of trains that will hold on the proposed new track varies and can be different every day of the week depending on the number of trains operating on UP and CP on a particular day.

Comment 31: How long are the typical trains that would be waiting?

Response 31: System-wide, CP's average train length is 6,683 feet. CP does not have individual breakdowns by corridor.

Comment 32: What is the typical wait time for trains waiting to be cleared?

Response 32: As described under Response 30, the number of trains holding on the new track will vary, as will the number of trains operating on the UP. The typical wait time cannot be predicted.

Comment 33: What are the typical hours when a train would be waiting?

Response 33: Typical hours for a train to hold would be in the AM peak (6:30-9:30 AM) and PM peak (4:00-7:00 PM) periods.

Comment 34: How many engines are on these trains and where would they be located?

Response 34: CP seeks to balance their motive-power assignments with the specific attributes of the train. Typical power for a CP train would be 2-3 locomotives, but trains can operate with fewer or more, based on the train's needs. CP operates train in which all locomotives are placed at the front of the train, as well as some distributed power trains in which remotely controlled locomotives are placed at the center and/or rear of the train.

Comment 35: Based on feedback from the neighbors, there currently seems to be an increase in the amount of trains staging in this area during the past week – what is the reason for the sudden increase in activity?

Response 35: Train traffic in the entire Chicago region has seen a significant increase in the past year due to crude oil, grain, and frac sand bulk train operations. As a result, train volumes have increased on UP's Milwaukee subdivision through Northbrook and Glenview causing delays and congestion. Additionally, UP's Proviso Yard has been overcrowded due to the increase in traffic and has not been able to receive all trains on demand. These impacts have all resulted in more trains holding on the main tracks due to the congestion. Additional capacity in the area would serve to mitigate these delays and the resulting idling trains.

Comment 36: Identify the increase in noise that would be generated by the waiting trains.

Response 36: Locomotives of waiting trains will produce noise as they idle. The sound level of an idling locomotive is significantly less than the sound level of a locomotive at full power hauling a load. A noise analysis will be completed as part of the EA.

Comment 37: What noise studies are being conducted to determine the impacts of the proposed project?

Response 37: A noise analysis is being completed as part of the EA to determine if there are any impacts to the adjacent land uses due to the construction of the crossovers at West Lake Avenue. It is extremely difficult to measure the impact due to the holding track because freight trains run irregularly and there are

existing noise levels due to held trains today.

Comment 38: Have noise walls (similar to those along major highways) been used before to mitigate impacts of train noise?

Response 38: Yes, noise walls have been used to mitigate train noise and will be considered as part of this project as a potential mitigation tool if impacts are identified.

Comment 39: Who do residents call to address their current and future noise complaints?

Response 39: Noise complaints related to UPRR operations, maintenance or construction may be directed to UP's 24/7 toll-free service: Response Management Communication Center ("RMCC") at 888-UPRR-COP (888-877-7267). <https://www.up.com/aboutup/reference/whotocall/>. CP has a system to accept comments from the public known as Community Connect. CC can be reached at community_connect@cpr.ca, or 800-766-7912.

Comment 40: What type of cargo would the train cars be carrying?

Response 40: CP trains carry a wide variety of products and that product mix is determined by the shipping needs of their customers. CP's number 1 commodity is grain. A more detailed breakdown of the commodities CP moves is available in their annual report: <http://www.cpr.ca/en/investors-site/Lists/FinancialReports/cp-ar-2014.pdf>.

Comment 41: Is any of the cargo considered hazardous?

Response 41: CP is a common-carrier railroad, and as such, are not permitted to turn away shipments tendered to them by their customers, provided that shipments meet federal regulations. For security reasons, CP does not publicly provide breakdowns of which dangerous goods, or in what quantities, pass over individual segments of track. However, CP does provide such information to first responders on a confidential basis.

Comment 42: How tall would the retaining wall be to hold back the fill needed for the extra track?

Response 42: The dimensions of the retaining wall will be determined during the Final Design phase of the project. However, sections of 10' and 20' tall retaining walls are proposed.

Comment 43: What would the retaining wall look like?

Response 43: As stated in Response 42, the retaining wall design will be determined during the Final Design phase of the project. Community Sensitive Design and the needs of and feedback from the neighboring areas will be considered in the design of the retaining wall. Decorative retaining wall designs will be considered as part of the Final Design phase of the project.

Comment 44: Will the waiting trains be sitting on the Shermer Road bridge; on the Willow Road bridge?

Response 44: It is possible for a train to hold on top of the Shermer Road and Willow Road bridges, depending on the length of train and direction of travel.

Comment 45: How safe is the proposed Shermer Road bridge; the existing Willow Road bridge?

Response 45: The proposed Shermer Road bridge will be designed to Union Pacific standards appropriate for this type of bridge use and will comply with modern safety standards regulated by FRA. The existing Willow Road bridge is safe; it is inspected by Union Pacific at regular intervals to ensure that the condition complies with FRA safety standards.

Comment 46: How long will it take to install the new bridges?

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- Response 46: The exact schedule to construct the Shermer Road bridge has yet to be determined, but construction will be phased to minimize the closure of Shermer Road and minimize the impact to residents and businesses. For example, road closures could be limited to off-peak periods to minimize the number of people impacted by construction activities.
- Comment 47: Will any compensation be provided to nearby businesses as a result of the likely road closures to accommodate the new bridge?
- Response 47: Compensation is only provided when land is acquired for a project and not due to short-term construction impacts.
- Comment 48: Where will the trains stop and wait; is the location fixed or does it vary?
- Response 48: Generally, a southbound Canadian Pacific train will travel as far as possible on the holding track until it must stop and wait for clearance to enter Union Pacific territory. CP trains will stop north/east of the West Lake Avenue grade crossing on the holding track. A northbound CP train will travel as far north as possible and will stop south of the Techny Road grade crossing.
- Comment 49: Will a waiting train cause the West Lake Avenue gate to be deployed?
- Response 49: There are signs on either side of the West Lake Avenue grade crossing that indicate where a train should stop in order to not activate the grade crossing warning devices. A waiting train should not activate the gates.
- Comment 50: Who are funding and what type of funding is being used for the proposed Glenview modifications (new switches; new track; new bridges; etc.)?
- Response 50: Typically, for large corridor programs such as this, states seek Federal funding. A Federal funding source has not been identified and there is currently very limited Federal funding available. Federal funding typically requires matching funds from a state or other entity. Matching funding has not been identified.
- Comment 51: Who sets the railroad regulations and enforces them? The specific concerns that need to be addressed are: speed limits; the integrity of the shipping containers; the types of materials transported and the resulting dangers associated with flammable and hazardous cargo; how trains along the line are managed (switching practices, etc.); how long trains have to hold and wait on the UP line.
- Response 51: Railroad safety regulations are established and enforced by the Federal Railroad Administration (FRA). The FRA also inspects railroad infrastructure for compliance with safety regulations. Railroads in the United States are common carriers and cannot refuse to carry loads that meet applicable regulations. In some cases, such loads are comprised of hazardous materials.
- Comment 52: Are any of the existing or proposed trains traveling along the Metra and UP tracks considered unit trains which carry all the same cargo type? What types of cargo are on these trains?
- Response 52: See Response 40. CP trains carry a wide variety of products and that product mix is determined by the shipping needs of their customers. A more detailed breakdown of the commodities CP moves in available in their annual report: <http://www.cpr.ca/en/investors-site/Lists/FinancialReports/cp-ar-2014.pdf>.
- Comment 53: There are currently two existing tracks along the UP line. Will trains hold and wait on the other two tracks, in addition to the proposed new track?
- Response 53: The intent of the project is to hold Canadian Pacific trains on the proposed track. However, it is possible that CP and UP trains will hold on the two UP main tracks as they do today.

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- Comment 54: How are the impacts on property values and quality of life as a result of the proposed changes being evaluated?
- Response 54: Impacts to surrounding areas are quantified in noise, vibration, and air quality analyses.
- Comment 55: What air quality and noise standards are being evaluated to measure the increase in air pollution with the idling trains and the additional noise of the engines/brakes/couplings on the adjacent neighborhoods?
- Response 55: National Ambient Air Quality Standards (NAAQS) are used to determine whether there are any impacts to air quality. Please see Response 8 regarding noise standards.
- Comment 56: Where will trains stop and hold so they will not trigger the gates at West Lake Avenue?
- Response 56: Please see Response 49.
- Comment 57: What types of impacts will result to the wildlife that traverses along and across the UP tracks as a result of the retaining wall?
- Response 57: Analyses will be completed as part of the EA to identify and mitigate impacts to threatened and endangered species and fish and wildlife.
- Comment 58: There are multiple utilities in and adjacent to the railroad right-of-way. How are these going to be protected during any construction?
- Response 58: Utility coordination will occur during the Final Design phase to identify existing utilities and coordinate the protection and/or relocation of utilities.
- Comment 59: How is the drainage being accommodated as a result of the track modifications?
- Response 59: Drainage design will occur during the Final Design phase of the project to maintain existing drainage patterns.

We look forward to discussing the project with you on March 19, 2015 at Glenview Village Hall.

Sincerely,



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