



MUNDELEIN

*Rooted in Our Past...
Reaching for Our Future*

1909-2009

MECHANICS GROVE • HOLCOMB
ROCKEFELLER • AREA • MUNDELEIN

VILLAGE OF MUNDELEIN

Kenneth H. Kessler, Mayor

Esmie Dahlstrom, Clerk

Dear Mundelein Resident:

On October 30, 2007, the Canadian National Railroad submitted its application to the Surface Transportation Board to acquire the EJ&E line. The Mayor and Board of Trustees immediately became concerned over the impact the acquisition would have on the community. After consulting with legal counsel, it became apparent to the Village of Mundelein officials that the Surface Transportation Board would approve this transaction. On November 26, 2007, the Surface Transportation Board declared this a “minor transaction” but required that an environmental impact study be performed. A “minor” transaction decision was important because it lowered the standard for the Surface Transportation Board’s approval. The Canadian National’s acquisition of the EJ&E will not increase the number of trains through Mundelein on the CN line, it will increase the number of trains on the EJ&E line. Additionally, over time the number of trains crossing Route 60 will decrease. However, unrelated to the acquisition, we have been advised by the Canadian National that trains will gradually become longer – reaching lengths of 6,000 to 8,000 feet. Currently the trains are approximately 5,000 feet.

Mundelein officials sat down at their first meeting with Canadian National on March 10, 2008 to negotiate an agreement with Canadian National that would minimize the impact of the transaction on the Village road, State Highway 60/83, local public safety providers and area schools. The results of these negotiations allowed Mundelein to garner funds to resolve current problems and to help mitigate potential future problems. Mundelein was of the opinion that if we did not sit down with Canadian National to discuss ways to mitigate the impacts on the community, we would end up with nothing.

The most notable improvements outlined in the agreement include the reconstruction of the Leighton interchange where the Canadian National line meets the EJ&E line. This interchange is located north of Route 60, west of Butterfield Road, and south of Allanson Road. This curve will be improved to accommodate a train speed of 30 mph. Currently it is designed for 10 mph. This improvement will allow trains to maintain the same speed as they do on the straight portions of the track through the community, thereby minimizing delays at the intersecting streets for motorists.

Canadian National also agreed to fund a feasibility study for separating Route 60/83 and the railroad tracks at the Diamond Lake Road area. The feasibility study will examine if it is possible to design a crossing where Route 60/83 could go under the EJ&E Railroad. This at-grade separation is a complex undertaking that will require multiple jurisdictional approvals: State, county and the railroad. Engineering design, permitting approval and construction will take 8-10 years. A significant obstacle is funding the project. It is estimated the cost would exceed \$50 million. Mundelein officials believe the feasibility study is an essential first step to improving traffic flow along this important highway corridor.

Mundelein did not specifically support the acquisition, but once faced with the reality that the transaction was going to be approved, Mundelein officials think it was prudent to do everything in their power to help mitigate the impact of this transaction.

Please [click here](#) to read the agreement in its entirety.

Sincerely,

Kenneth H. Kessler
Mayor

KHK/mgc