

DISTRICTS #1

VILLAGE OF LOMBARD
REQUEST FOR BOARD OF TRUSTEES ACTION
For Inclusion on Board Agenda

 X Resolution or Ordinance (Blue) _____ Waiver of First Requested
 Recommendations of Boards, Commissions & Committees (Green)
 Other Business (Pink)

TO: PRESIDENT AND BOARD OF TRUSTEES

FROM: David Hulseberg, Village Manager

DATE: September 24, 2010 (COW) (B of T) **Date:** October 7, 2010

TITLE: Petition to the Illinois Commerce Commission for Authorization to Install a Traffic Signal Interconnect with the Union Pacific Railroad

SUBMITTED BY: David A. Dratnol, P.E., Village Engineer *dad*

BACKGROUND/POLICY IMPLICATIONS:

On August 23, 2009, the Illinois Commerce Commission informed the Village of the need to connect the Elizabeth Street and St. Charles Road intersection traffic signals with the crossing warning devices at the Elizabeth Street highway-grade crossing of the Union Pacific Railroad to reduce queuing of traffic on the tracks. This Petition is to formally obtain authorization for the requested interconnect.

FISCAL IMPACT/FUNDING SOURCE:

None

Review (as necessary):

Village Attorney X _____ Date _____
Finance Director X _____ Date _____
Village Manager X _____ Date _____

NOTE: All materials must be submitted to and approved by the Village Manager's Office by 12:00 noon, Wednesday, prior to the Agenda Distribution.

InterOffice Memo

To: David Hulseberg, Village Manager
Through: Carl Goldsmith, Director of Public Works *CF*
From: David A. Dratnol, P.E. – Village Engineer *Drat*
Date: September 24, 2010
Subject: Petition to the Illinois Commerce Commission for Authorization to Install a Traffic Signal Interconnect with the Union Pacific Railroad.

On August 23, 2009, the Illinois Commerce Commission informed the Village of Lombard of vehicles queuing for the traffic signal at the Elizabeth Street and St. Charles Road intersection on the Union Pacific Railroad tracks at the Elizabeth Street highway-grade crossing. The Village was also informed the Union Pacific Railroad was working toward upgrading the crossing warning devices at the Elizabeth Street highway-grade crossing. The Village was to investigate the amount of time it would take for queued vehicles to clear the railroad tracks through a Minimum Warning Time study, and the Village was required to connect the new crossing warning devices with the Elizabeth Street and St. Charles Road intersection traffic signals in accordance with the results of the Minimum Warning Time study.

The Minimum Warning Time study has been performed in accordance with the Illinois Commerce Commission requirements. The Village must now Petition the Illinois Commerce Commission for formal authorization to interconnect the Elizabeth Street and St. Charles Road intersection traffic signals with the Union Pacific Railroad Elizabeth Street highway-grade crossing warning devices.

Please present this Petition and Resolution Authorizing the President and Clerk to execute the Petition to the President and Board of Trustees for their review and approval at their regular meeting on October 7, 2010. If approved, please have both signed documents returned to Public Works, Engineering Division, for further processing.

cc: File: M-10-06

RESOLUTION
R _____ 11

A RESOLUTION AUTHORIZING
A PETITION TO THE ILLINOIS COMMERCE COMMISSION REQUESTING
AUTHORIZATION TO INSTALL A TRAFFIC SIGNAL INTERCONNECT WITH THE
UNION PACIFIC RAILROAD

WHEREAS, on April 23, 2009, the Illinois Commerce Commission informed the Village of Lombard that the Union Pacific Railroad would be installing crossing warning devices at the Elizabeth Street highway-rail grade crossing; and

WHEREAS, on April 23, 2009, the Illinois Commerce Commission informed the Village of Lombard that the crossing warning devices would need to be interconnected with the Elizabeth Street and St. Charles Road intersection traffic signals; and

WHEREAS, on April 23, 2009, the Illinois Commerce Commission requested the Village of Lombard to perform a Minimum Warning Time study to confirm that forty-one (41) seconds would be sufficient to clear vehicles queued for the Elizabeth Street and St. Charles Road intersection traffic signals from the Elizabeth Street highway-rail grade crossing of the Union Pacific Railroad; and

WHEREAS, on April 23, 2009, the Illinois Commerce Commission directed the Village of Lombard to submit a Petition to the Illinois Commerce Commission to seek an Agreed Order for the installation of a traffic signal interconnect with the Union Pacific Railroad upon the completion of the Minimum Warning Time study; and

WHEREAS, on July 9, 2010, the Village of Lombard completed the Minimum Warning Time study to the Illinois Commerce Commission, confirming forty-one (41) seconds would be sufficient time to clear vehicles queued for the Elizabeth Street and St. Charles Road intersection traffic signals from the Elizabeth Street highway-rail grade crossing of the Union Pacific Railroad.

NOW, THEREFORE, BE IT RESOLVED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF LOMBARD, DU PAGE COUNTY, ILLINOIS, as follows:

SECTION 1: That the President and Village Clerk are hereby directed and authorized to execute a Petition for an Agreed Order to authorize the installation of a traffic signal interconnect to the warning devices at the Elizabeth Street highway-rail crossing with the Union Pacific Railroad substantially in the form and manner of Exhibit "1" attached hereto and made a part hereof.

Adopted this 7th day of October, 2010.

Ayes: _____

Nays: _____

Absent: _____

Approved this 7th day of October, 2010.

ATTEST:

William J. Mueller
Village President

Brigitte O'Brien
Village Clerk

APPROVAL AS TO FORM:

Thomas P. Bayer
Village Attorney

6. The Village has completed a Minimum Warning Time ("MWT") Study attached hereto as Exhibit B, and made part hereof, which indicates the need for 41 seconds of minimum warning time to allow for the needed phasing of the Traffic Signals, including the track clearance interval.
7. With Commission approval, the Village will finalize plans relative to the Traffic Signals that will allow for the proposed interconnect. The Village will be responsible for the costs associated with the study, plan development, and Traffic Signals modification. It is anticipated that the Village will complete the Traffic Signals modification in the Fall of 2010.
8. The Company, as part of its proposed Geneva Subdivision capacity improvement project, will renew the warning devices at the Elizabeth Street Crossing. Work is currently underway, with the new signal bungalow having been placed at the Elizabeth Street Crossing, and underground work initiated. The Company has designed the devices and approach circuit to allow for 41 seconds of MWT as needed for the interconnect of the Traffic Signals. The Company received approval for this work from the Commission via X-Resolution 12850. It is anticipated that the Company will cut-over to the new equipment in the Fall of 2010, in coordination with the Village's Traffic Signals modification.
9. A proposed Agreed Order, attached hereto as Exhibit C, and made part hereof, has been prepared by Staff. The terms of the Agreed Order are acceptable to the Petitioner and have been coordinated with the Company.
10. Petitioner requests that the request for the Traffic Signals interconnect sought in this petition be granted without a hearing, and that the Agreed Order be entered at the earliest Commission Bench Session.

RESPECTFULLY SUBMITTED,

October 7th, 2010

BY: _____
William J. Mueller
Village President
Village of Lombard, Illinois

SERVICE LIST

ILLINOIS COMMERCE COMMISSION

DOCKET NO.

Tom Andryuk
Manager Field Engineering
Union Pacific Railroad
500 West Madison St.
Suite 3610
Chicago, IL 60661

Mack H. Shumate Jr.
Union Pacific Railroad Company
101 N. Wacker Drive, Suite 1920
Chicago, IL 60606

E-Mail: mackshumate@up.com

David Hulseberg
Village Manager
Village of Lombard
255 E. Wilson Avenue
Lombard, IL 60148

VERIFICATION

I, William J. Mueller, first being duly sworn on oath, depose and say that I am duly elected as Village President, Village of Lombard, Du Page County, Illinois and that I have read the foregoing Petition, know the contents thereof, and that the same is true in substance and in fact to the best of my knowledge and belief.

William J. Mueller

Subscribed and sworn before me
this day of October 7, 2010.

NOTARY PUBLIC

PROOF OF SERVICE

I, Brigitte O'Brien, Village Clerk, Village of Lombard, certify that I have served copies of this Petition to the persons listed on the attached Service List, at the addresses indicated, by depositing the same in the U.S. Mail, postage fully prepaid, on _____ 2010.

Brigitte O'Brien
Village Clerk

STATE OF ILLINOIS



ILLINOIS COMMERCE COMMISSION
TRANSPORTATION DIVISION / RAIL SAFETY SECTION

Michael E. Stead

Rail Safety Program Administrator

April 23, 2009

Mr. Carl Goldsmith
Director of Public Works
Village of Lombard
255 E. Wilson Avenue
Lombard, IL 60148

Dear Mr. Goldsmith:

In February 2007, this office offered its concerns to the Village regarding the Elizabeth Street (**AAR/DOT #174 944W, railroad milepost 20.14**) highway-rail grade crossing of the Union Pacific Railroad Company's ("UP") tracks, located in Lombard, DuPage County. Specifically, the crossing is located approximately 270 feet from the intersection of St. Charles Road and Elizabeth Street, which is equipped with traffic signals.

Vehicle queuing from the traffic signal at the St. Charles Road/Elizabeth Street intersection to the UP tracks has been witnessed, especially in the afternoon peak hours. To limit this, the Village installed queue detection to allow a low priority track clearance for northbound traffic. Following an inspection by representatives of this office, the Village also completed other improvements to keep motorists from stopping on the tracks.

These improvements were made on an interim basis, while awaiting the UP's proposed train signaling project, which will require the renewal of the warning devices at the Elizabeth Street crossing. In conjunction with this project, the crossing warning devices will need to be interconnected with the traffic signals St. Charles Road/Elizabeth Street intersection.

Based upon the distance from the St. Charles Road/Elizabeth Street intersection to the Elizabeth Street grade crossing, approximately 41 seconds of minimum warning time (MWT) is required to allow for simultaneous preemption of the traffic signals. We have coordinated with the UP to incorporate this into its track circuitry design pending a MWT Study. The UP is currently targeting 2010 for the warning device work.

Mr. Carl Goldsmith
April 23, 2009
Page Two

At this time, we request that the Village prepare for our review and concurrence, a MWT Study to confirm that the 41 seconds will be sufficient for clearing vehicles from the track during preemption. With the study, please identify the scope of work and prepare plans for upgrading the existing traffic signal installation to accommodate the interconnect. Upon completion of the MWT Study and the plans, the Village will need to submit a Petition to the Commission seeking an Order allowing for the work.

Thank you for your prompt attention to this request. If you have any questions, please contact Brian Vercruyse, Senior Rail Safety Specialist, at (630) 424-8750 or bvercruy@icc.illinois.gov.

Very truly yours,



Michael E. Stead
Rail Safety Program Administrator

Cc: Dan Corcoran, UP
Tom Andryuk, UP

BV

MINIMUM WARNING TIME STUDY

Location: Lombard, Illinois
Intersection: Elizabeth St. at St. Charles Rd.
Railroad: Union Pacific Railroad
AAR/DOT #174 944W, Railroad Milepost 20.14



FINAL REPORT

PREPARED FOR:
Illinois Commerce Commission

PREPARED BY:



V3 Companies
7325 Janes Avenue
Woodridge, IL 60517
Contact: Michael J. Rehtorik, P.E., PTOE

July 9, 2010

MINIMUM WARNING TIME STUDY

I. SUMMARY**INTRODUCTION**

The purpose of this report is to document relevant data with regards to the operation of the traffic signal system at the St. Charles Road and Elizabeth Street intersection and the railroad crossing signal system located south of the intersection on Elizabeth Street in Lombard, IL. This report summarizes the Minimum Railroad Warning Time to be used for the interconnection of the two systems.

II. EXISTING CONDITIONS**PHYSICAL CHARACTERISTICS**

Three tracks cross Elizabeth Street approximately 270 feet south of the signalized intersection of Elizabeth Street and St. Charles Road. The total distance, measured from the northbound Elizabeth Street stop bar to a point spanning across the three tracks, is 302 feet. Pedestrian crossings with signals exist across all legs of the St. Charles Road/Elizabeth Street intersection. Both sides of the Elizabeth Street/Railway intersection have crosswalks with railroad crossing gates. The existing railroad control bungalow location (to be removed by the UPR in October 2010) is east of Elizabeth Street along Michael McGuire Drive. Elizabeth Street and St. Charles Road are both two-way streets. Residential housing, Walgreens, and Lombard Community Church, and a child care center are in close proximity to the intersection and create multiple access points along Elizabeth Street and St. Charles Road. Two frontage streets connect with Elizabeth Street adjacent to the railway, Michael McGuire Drive to the north and Parkside Avenue to the south. Both are T-intersections east of Elizabeth Street and are stop sign controlled. The signalized intersection of Elizabeth Street and St. Charles Road is not the primary focus of this report.

Type:	Four leg signalized intersection
Location:	Village of Lombard, IL
Pedestrian Crossings:	Yes, all legs
School Crossings:	Yes, west leg
Pavement Markings:	Yes, fair condition, RR markings faded
Pre-emption signage:	No
Signing Present:	See Figure 1
Pre-signal:	No
Sight Distance:	Good
Roadway Lighting:	Yes
Railroad Proximity:	Nearest track 270 feet to Elizabeth Street stop bar at St. Charles Road
Railroad Crossing:	Three tracks crossing Elizabeth Street
RR Flashing-Lights & Gates:	Yes, pedestrian and roadway

MINIMUM WARNING TIME STUDY

HIGHWAY TRAFFIC SIGNAL SYSTEM

The traffic signal controller is located in the southeast quadrant of the St. Charles Road and Elizabeth Street intersection.

Controller Type: Econolite

Closed-loop system: Yes

Emergency Vehicle Pre-emption: Yes, both on Elizabeth Street and St. Charles Road

Railroad Detection Loops: Yes, northbound Elizabeth Street north of tracks in vicinity of Michael McGuire Drive.

TRAIN DEPOT

Train Depot: Yes, 0.3 miles east.

Passenger Platforms: Yes, adjacent to depot.

Figure 1 illustrates the existing conditions along Elizabeth Street.

III. PROPOSED CONDITIONS

A new traffic signal cabinet, controller with battery backup, railroad interconnect cable, audible pedestrian signals, and LED traffic signal heads are proposed as part of this project. New conduit is proposed between the new railroad control bungalow (to be completed by the UPR in October 2010) located on the southwest corner of Elizabeth Street and Michael McGuire Drive and the traffic signal cabinet. The pedestrian movements at the Elizabeth Street/St. Charles Road intersection currently have countdown style pedestrian signals that will be maintained for this project. Additional signing improvements are also proposed.

IV. CONCLUSIONS**RECOMMENDATIONS**

Based upon the data included in this report, the following modifications to the highway traffic signal system are recommended:

- New traffic signal controller timings shall be provided to clear to the track clearance pre-emption interval in the shortest possible time.
- Provide audible pedestrian signals with the existing countdown signals.
- Install four "WALK TIME SHORTENED WHEN TRAIN APPROACHES" signs at the Elizabeth Street/St. Charles Road intersection.

MINIMUM WARNING TIME STUDY

- Provide new striping along Elizabeth Street and at the railroad crossing.

Figure 2 illustrates the proposed conditions along Elizabeth Street.

Based upon the data included in this report, the following modifications to the railroad signal system are recommended:

- The recommended minimum railroad warning time is 41 seconds. Field measurements were used to determine an appropriate "track clearance" time in order to clear vehicles off the tracks. In addition, other queuing models were reviewed to actual field conditions. Table 1 illustrates the Minimum Railroad Warning Time required.
- Interconnect Elizabeth Street/St. Charles Road traffic signal system with railroad signal system so the railroad signal will pre-empt the traffic signal system at the intersection.
- Provide interconnect to railroad bungalow located on the southwest corner of Elizabeth Street and Union Pacific Railroad crossing.

Table 1 - Recommended Timing

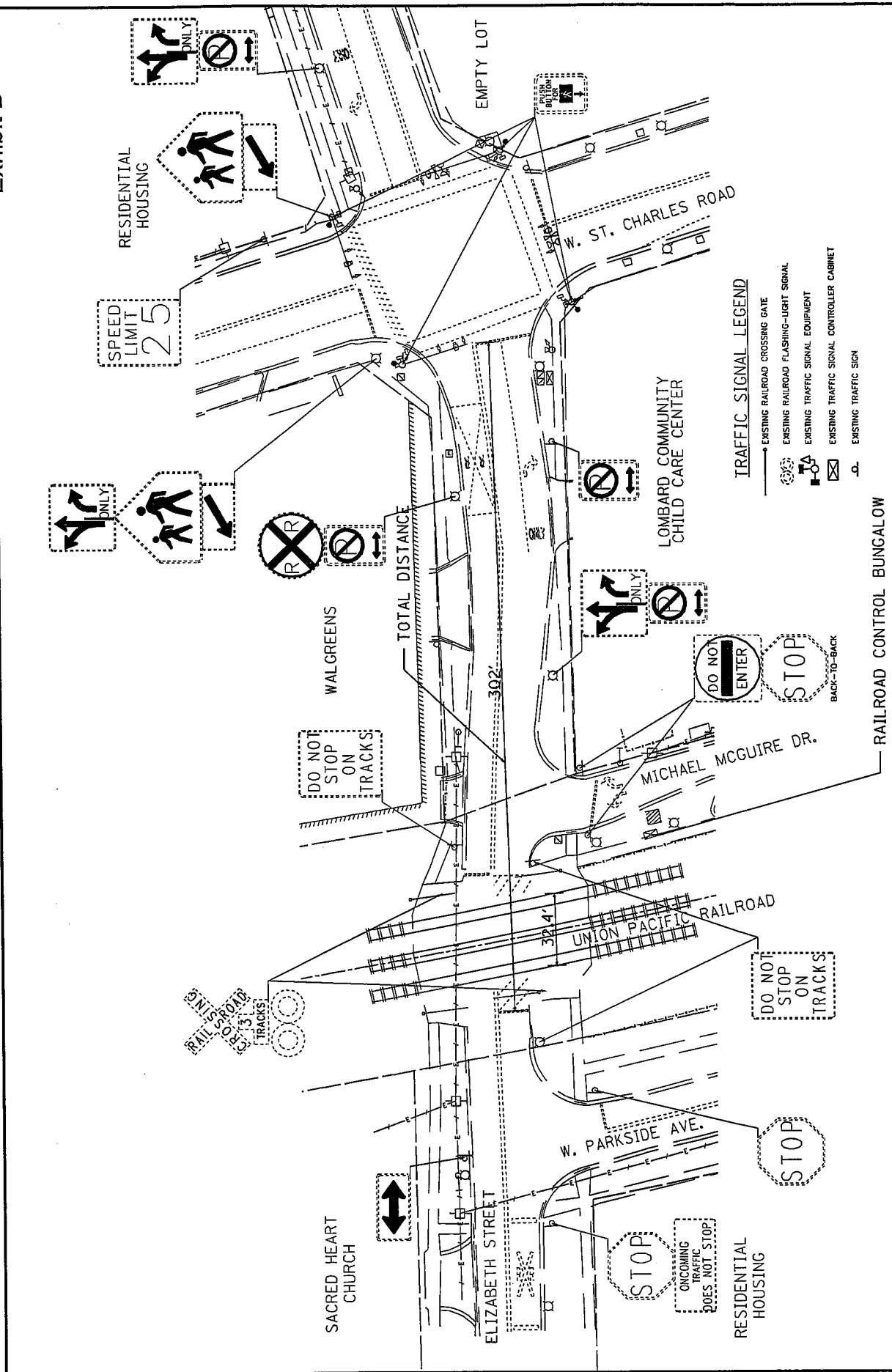
Recommended Timing	
	Time Needed (sec)
Delay ⁽¹⁾	1.0
Minimum Green Time	1.0
Yellow Interval ⁽²⁾	4
All Red Interval	2
Time before St. Charles Road receives the Green Interval (Subtotal)	8.0
Track Clearance ⁽³⁾	33
Minimum Railroad Warning Time Required	41

⁽¹⁾ One (1) second will be programmed into railroad pre-emptors to limit false calls.

⁽²⁾ Includes four (4) seconds of flashing "DON'T WALK".

⁽³⁾ Time to clear tracks based on field observations. Includes 9 seconds separation.

FIGURES



SCALE: 1"=60'
11:21:13 AM

FIGURE 1 EXISTING CONDITIONS

MINIMUM WARNING
TIME STUDY

ILLINOIS

LOMBARD

V3 Companies
7325 Janes Avenue
Woodridge, IL 60517
830.724.9200 phone
830.724.9202 fax
www.v3co.com

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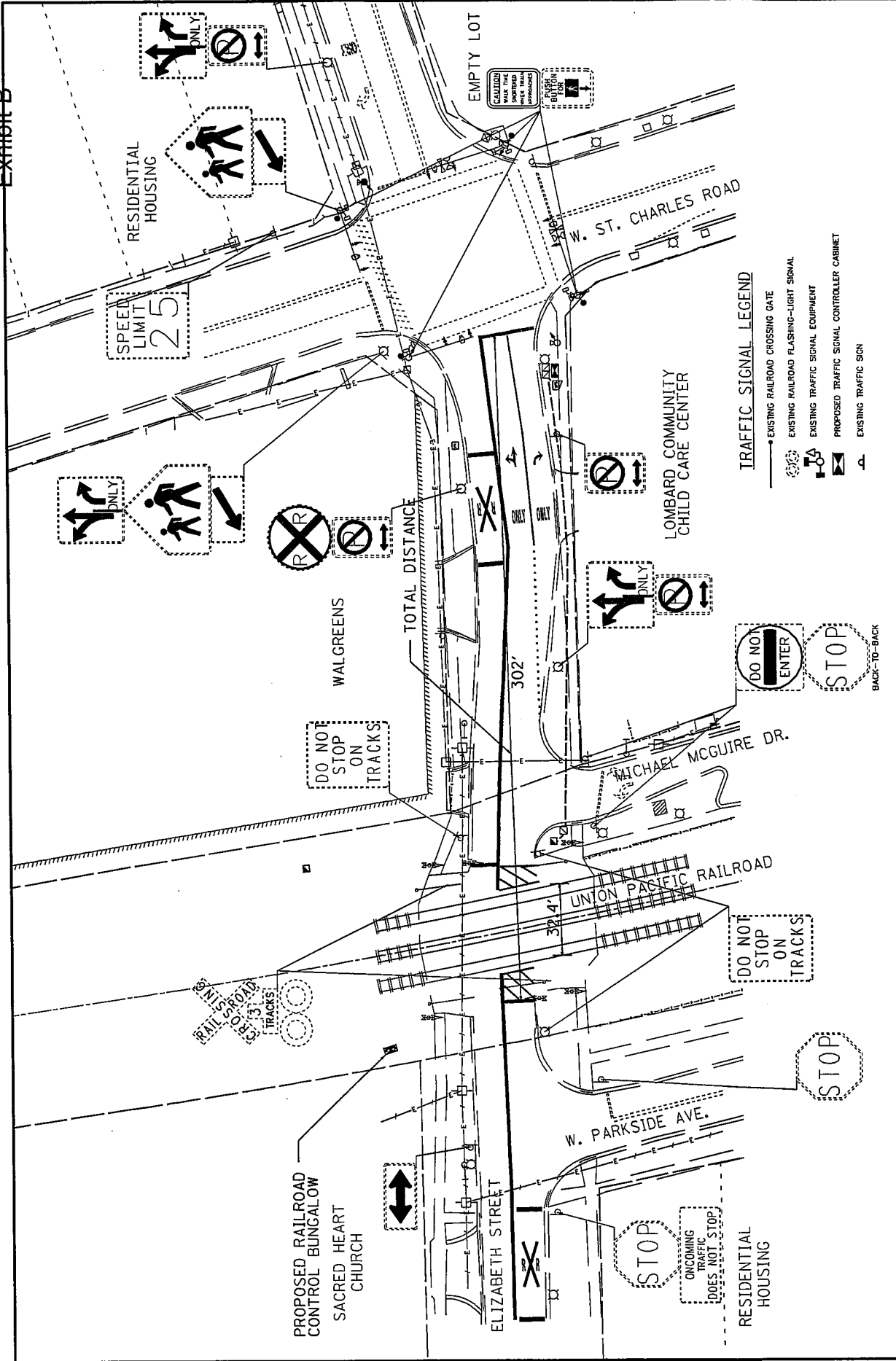


FIGURE 2 PROPOSED CONDITIONS

MINIMUM WARNING TIME STUDY

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STATE OF ILLINOIS
ILLINOIS COMMERCE COMMISSION

Village of Lombard, Illinois;
Petitioner,

v.

Union Pacific Railroad Company
Respondent.

T10-_____

Petition for an Order to authorize the installation of a traffic
signal interconnect to the warning devices at the Elizabeth
Street highway-rail crossing with the Union Pacific Railroad
Company's track, designated as crossing AAR/DOT #174
944W, railroad milepost 20.14 located in Lombard, Du
Page County, Illinois.

AGREED ORDER

By the Commission:

PROCEDURAL HISTORY

On October, 2010, the Village of Lombard ("Village") filed the above-captioned verified Petition with the Illinois Commerce Commission ("Commission") naming the Union Pacific Railroad Company ("UP" or "Union Pacific" or "Railroad") as Respondent, seeking approval to interconnect the traffic signals at the Elizabeth Street and St. Charles Road intersection with the railroad warning devices at the Elizabeth Street grade crossing.

Included with the Petition was an Agreed Order that was completed by Staff of the Commission's Rail Safety Section ("Staff"), the Village, and UP. With no objections from the UP or Staff, the Village also requested that Commission approval be provided without a Hearing. On October, 2010, the Record was marked Heard and Taken

STIPULATED AGREED FACTS

Elizabeth Street is a public street which runs in a generally north-south direction through the Village of Lombard, DuPage County, Illinois. A triple mainline track owned by Union Pacific crosses Elizabeth Street within the

Village's downtown area, west of the Lombard Metra Station, at Railroad Mile Post 20.14 on the Geneva Subdivision. The existing highway-rail grade crossing is inventoried as DOT #174 944W. UP owns and maintains the railroad tracks and right-of-way located at the Elizabeth Street grade crossing. The Village owns and maintains Elizabeth Street on either side of the at-grade crossing. Daily train traffic is currently comprised of fifty (50) freight trains and fifty-four (54) passenger trains, with a maximum operating speed of 70 mph. Average Daily Traffic (vehicles) at the Elizabeth Street crossing totals approximately 4,000 vehicles per day, with little to no truck traffic. In addition to its proximity to the commuter train station, the land-use near the Elizabeth Street crossing includes residential and commercial, with schools, churches, parks, and the library nearby. Approximately 270 feet north of the crossing, traffic signals are present where Elizabeth Street intersects St. Charles Road, an east-west arterial that has a total Average Daily Traffic of approximately 9000 vehicles per day.

On occasion, while waiting for a red light at St. Charles Road, vehicles on Elizabeth Street will back up to and over the UP's tracks. This is more prevalent in the afternoon rush hour with trains arriving at the station and vehicles exiting the commuter parking lots along McGuire Drive and Parkside Avenue, which parallel the tracks. To address this, Commission Staff contacted the Village regarding the need to interconnect the Elizabeth Street crossing warning devices with the traffic signals at the St. Charles Road/Elizabeth Street intersection. The Village implemented interim safety improvements including signs, pavement marking, and in-pavement vehicle detection near the UP's tracks that, when activated, would provide a northbound green indication for motorists on Elizabeth Street.

Included with its Petition, the Village has also prepared a Minimum Warning Time ("MWT") Study which indicates 41 seconds of minimum warning time is necessary for simultaneous preemption. With Commission approval, the Village will finalize traffic signal plans that allow for the proposed interconnect. The Village will be responsible for the costs associated with the study, plan development, and traffic signal modifications. It is anticipated that the Village will complete the traffic signal modifications in the Fall of 2010.

The UP, as part of its proposed Geneva Subdivision capacity improvement project, has plans to renew the warning devices at the Elizabeth Street crossing. Work is currently underway, with a new signal bungalow placed at the crossing, and underground work initiated. The Company has designed the devices and approach circuit to allow for 41 seconds of MWT as needed for the traffic signal interconnect. The Company received approval for this work from the Commission via X-Resolution 12850. It is anticipated that the Company will cut-over to the new equipment in the Fall of 2010, in coordination with the Village's traffic signal modifications.

RESPONDENT UNION PACIFIC RAILROAD POSITION

The UP has no objection to the Petition, and agrees that an Order granting the Petition should be approved by the Commission. The UP will require that the Village's contractor enter into a Right-of-Entry Agreement for any work on railroad property.

STAFF POSITION

Staff concurs with the Village's Petition. Staff has witnessed traffic queuing from the St. Charles Road/Elizabeth Street intersection to the UP tracks. Staff has coordinated interim safety improvements with the Village, as well as the need to interconnect the crossing warning devices with the traffic signals at the St. Charles Road/Elizabeth Street intersection to meet current operating and security standards.

COMMISSION FINDINGS AND CONCLUSIONS

The Commission, having reviewed the entire record, finds that:

- (1) The Commission has jurisdiction over the Parties and the subject matter of this proceeding;
- (2) The Petitioner, Village of Lombard, a municipal corporation, is a body politic and corporate organized and existing under and by virtue of the laws of the State of Illinois;
- (3) Respondent, Union Pacific Railroad Company, is a rail carrier engaged in the transportation of either or both property and passengers for hire in the State of Illinois, as defined by the ICTL, 625 ILCS 5/18/c-1104(30);
- (4) The recitals of fact and conclusions of law contained in the Petition are supported by Respondent and by Staff and are hereby adopted as findings of fact and conclusions of law;
- (5) The Village should be authorized to interconnect the traffic signals at the St. Charles Road/Elizabeth Street intersection with the railroad warning devices at the Elizabeth Street grade crossing, of the Union Pacific Railroad, designated as AAR/DOT #174 944W;
- (6) The UP should provide a minimum of 41 seconds of simultaneous preemption warning time, in accordance with the plans approved by the Commission via X-Resolution 12850;

- (7) The Village should be responsible for all construction and maintenance costs associated with the traffic signal modifications and interconnect;
- (8) The UP should be responsible for all construction and maintenance costs associated with the warning device improvements included as part of its proposed Geneva Subdivision capacity improvement project;
- (9) All work authorized herein should be completed within one (1) year from the date of the Order;
- (10) Chapter 625 ILCS 5/18c-1701 and 5/18c-1704 of the Law requires each "person", as defined by 5/18c-1104, to comply with every regulation or order of the Commission; these sections further provide that any person who fails to comply with a Commission regulation or order shall forfeit to the State not more than \$1,000 for each such failure, with each day's continuance of the violation being considered a separate offense; while the Commission expects all parties to comply with this Order in all matters addressed herein and in a timely manner, the Commission advises that any failure to comply may result in the assessment of such sanctions;
- (11) Any person making a Request for an Extension of Time up to thirty (30) days to complete a project ordered by the Commission must file a request with the Director of Processing and Information, no later than 14 days in advance of the scheduled deadline. An Administrative Law Judge will consider and decide the request;
- (12) Any person making a Request for an Extension of Time that exceeds thirty (30) days must file a Petition for Supplemental Order with the Director of Processing and Information no later than 21 days in advance of the scheduled deadline. The Commission will decide Petitions for Supplemental Orders;
- (13) Requests for Extension of Time and Petitions for Supplemental Orders must include the reason(s) the additional time is needed to complete the work and the time within which the Project will be completed. Prior to submitting a Request for Extension of Time or a Petition for Supplemental Order, the person must notify the Commission's Rail Safety Program Administrator that it is unable to complete the Project within the ordered timeframe;

- (14) The Commission or its Administrative Law Judge reserves the right to deny Petitions for Supplemental Orders and Requests for Extension of Time, if the reason(s) supporting the request is (are) insufficient or where it appears the person has not made a good faith effort to complete the Project within the allotted time. Failure of the Commission or Administrative Law Judge to act on a pleading prior to the deadline means the originally ordered completion date remains in effect.

IT IS THEREFORE ORDERED that the Village of Lombard is hereby authorized to interconnect the traffic signals at the St. Charles Road/Elizabeth Street intersection with the railroad warning devices at the Elizabeth Street grade crossing of the Union Pacific Railroad designated as AAR/DOT #174 944W.

IT IS FURTHER ORDERED that the Union Pacific Railroad Company is hereby ordered to provide a minimum of 41 seconds of simultaneous preemption warning time, in accordance with the plans approved by the Commission via X-Resolution 12850.

IT IS FURTHER ORDERED that the Village of Lombard and the Union Pacific Railroad Company shall complete the traffic signal interconnect in accordance with Findings (4) through (14) above.

IT IS FURTHER ORDERED that the Village of Lombard and the Union Pacific Railroad Company shall complete the work within one (1) year from the date of this Order.

IT IS FURTHER ORDERED that the Village of Lombard shall, at six (6) month intervals from the date of this Order, until the Project has been completed, submit written reports to the Director of Processing, Transportation Division of the Commission, stating the progress it has made toward completion of the work herein required. Each progress report shall include the Commission Order number, the Order date, the Project completion date as noted in the Order, crossing information (inventory number and railroad milepost), type of improvement, and project manager information (name, title, mailing address, telephone number, and facsimile number) of the employee responsible for management of the Project.

IT IS FURTHER ORDERED that the Village of Lombard shall file written notice with the Director of Processing of the date this project is completed. This notice shall be filed within five (5) days after the completion date.

IT IS FURTHER ORDERED that the Commission shall retain jurisdiction for the purpose of issuing any supplemental order or orders as it may deem necessary.

IT IS FURTHER ORDERED that in accordance with Chapter 625 ILCS 5/18c-2201 and 5/18c-2206 of the Illinois Commercial Transportation Law, this is a final Order subject to the Administrative Review Law.

By Order of the Commission this ____th day of October, 2010.

MANUEL FLORES
ACTING CHAIRMAN