

From: [Matt Hart](#)
To: [Matrisch, Steven](#)
Subject: FW: Three intersection geometry permanent modifications
Date: Thursday, May 22, 2014 12:06:58 PM
Attachments: [image001.png](#)
[ElwoodClosingMap.jpg](#)

From: David Schultz [mailto:david@prairiecreeklogistics.com]
Sent: Thursday, May 22, 2014 11:20 AM
To: matt@iltrucking.org; 'Randy Thomas'
Subject: FW: Three intersection geometry permanent modifications

Matt,

The following email was just released by the village of Elwood.

I called Julie at the Village and she explained to me the Village is just as upset as we are about this, but the decision was made by the ICC and not the village.

My understanding of the below email would be that trucks may use Walter Strawn Drive to access the BNSF LPC, but would not be allowed to turn north onto Base Line Road at this intersection. Nor will they be allowed to turn north onto Centerpoint Way, (road passing to the Walmart Distribution Center Truck Gate) and access Base Line via Mississippi Ave.

We were originally lead to believe this closure was temporary due to bridge repair and then resurfacing of Base Line Road. However, after my conversation with Julie it appears the decision is based on rail crossing closures and not on any repairs at all and is considered a permanent closure of this route from this day forward for all truck traffic. These roads will be open to local traffic only.

This will greatly cripple our business as we rely on this routing and already pay significantly inflated permit fees to be able to use it.

20% to 30% of your business weekly travels across this route to access rail terminals to the north. This is the most direct route possible. Closing this route will require us to travel on average an additional 40 miles each way to access these facilities and force us to endure even more permitting fees.

These additional cost to access the G4 facility, could possibly be too costly to continue utilizing this facility for many of our customers.

Furthermore, loaded trucks returning the BNSF and requiring an empty from the BNSF Empty Lot 16, would be forced to travel an additional 47 miles to obtain an empty, on a trip that is now not more than 1/8 of a mile between yards.

Please do what you can to bring some attention to this matter as it appears this was not thought

through thoroughly.

See below.

Regards,

David N. Schultz, COO

Prairie Creek Logistics Inc.

815-423-1060 x 20 Office

815-423-5065 Fax

815-582-5505 Mobile

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From: Julie Friebele [<mailto:julie.friebele@villageofelwood.com>]

Sent: Thursday, May 22, 2014 8:58 AM

Subject: Three intersection geometry permanent modifications

We are making some intersection geometry permanent modifications in reaction to an ICC letter for potentially closing the railroad crossing at Walter Strawn.

There are three permanent changes taking effective May 26, 2014:

1. No right turn as you travel westbound Walter Strawn Drive approaching baseline Road.
2. No left turn as you travel southbound on baseline Road approaching Walter Strawn drive.
3. Centerpoint drive will only be for local traffic only. You will not be able to access Mississippi from Walter Strawn using Centerpoint Drive and vice versa you will not be able to access Walter Strawn drive from Mississippi.

Village of Elwood

401 E Mississippi; Elwood IL 60421

PH: [815-423-5011](tel:815-423-5011) FX: [815-423-6861](tel:815-423-6861)

Email: julie.friebele@villageofelwood.com

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