



ILLINOIS COMMERCE COMMISSION

April 2, 2003

State of Illinois, Department of Transportation,
Petitioner,

V.

Burlington Northern and Santa Fe Railway Company and the City of Marion,
Respondents.

T03-0029

Petition to eliminate the existing interconnect system between the Burlington Northern Santa Fe Railway Company's warning devices at the IL 13 at-grade crossing and the highway traffic signals at the adjacent IL 13 and Marathon Drive intersection in the City of Marion, Williamson County, Illinois.

Ms. Stacey C. Hollo
Illinois Department of
Transportation
2300 South Dirksen Parkway
Springfield, IL 62764

Dear Ms. Hollo:

Receipt is acknowledged of the original and three (3) copies of the Petition filed April 1, 2003 in the above matter.

Processing and Information Section

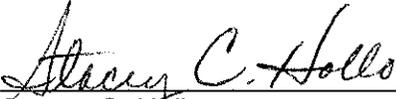
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cc: Mr. James Easterly/Jeff Harpring, IDOT
Mr. W. Douglas Wemer, BNSF
Ms. Cheryl Townlian, BNSF
CT Corporation System, BNSF
City of Marion, Mayor/Clerk
Mr. Michael Sazdanoff, Attorney

5. The operation of the automatic flashing lights and gates at the IL 13 at-grade crossing were interconnected with the operation of the traffic control devices at the intersection of IL 13 and Marathon Drive on June 29, 1993.
6. The traffic control devices at this intersection are under Department jurisdiction.
7. The storage area between the IL 13 at-grade crossing and the IL 13 and Marathon Drive intersection is 615 feet.
8. The train traffic traversing the IL 13 at-grade crossing is reported to be solely freight trains, which run 49 miles per hour approximately six times during the day and five times at night.
9. A detailed engineering analyses was performed at the location in question which consisted of the following tasks: (1) observing the operating conditions of the intersection during a typical weekday, (2) analyzing the signal timing at the intersection, (3) preparing a traffic simulation model to illustrate the queuing conditions at the location, (4) reviewing accident data for the location in question as it relates to the railroad crossing and (5) reviewing historical data on the number of times the traffic system back loop was activated due to queues.
10. The engineering study results revealed no significant queuing occurs at the eastbound approach to Marathon Drive at anytime throughout a typical weekday. In fact the eastbound flow of traffic is seldom stopped due to side street activation throughout most of the day. As a result, eastbound traffic does not have the opportunity to back up more than several vehicles at any given time. Field observations during the p.m. peak hour, when eastbound flow is predominate, revealed traffic backed up at most 75 feet to 100 feet.
11. The engineering study also revealed that since June 29, 1993, there have only been three accidents at this location and only one was the result of a train striking a car on the track. It should be noted, however, that this accident was the result of a motorist abandoning his/her vehicle which was trapped in the snow and ice on the tracks. The two remaining accidents were vehicular rear-end collisions at the intersection.
12. The engineering study also revealed that since June 29, 1993, the preemption logs for the intersection of IL 13 and Marathon Drive indicate the signal has been preempted only once. It should be noted, however, that this preemption was due to the above-mentioned accident involving the abandoned vehicle.
13. In the interest of public safety the interconnection between the BNSF's railroad warning device system at the IL 13 at-grade crossing and the Department's traffic signal system at the IL 13 and Marathon Drive intersection should be eliminated and/or disconnected.
14. The Illinois Commerce Commission has jurisdiction to approve and order that requested changes pursuant to the Illinois Commercial Transportation Law (625 ILCS 5/18c-7401) and the Illinois Administrative Code (92 111. Adm. Code 1535 et seq.).

NOW THEREFORE, Petitioner, Illinois Department of Transportation, prays that the Illinois Commerce Commission, in accordance with its authority, grant the Petition and authorize the Illinois Department of Transportation to disconnect the existing interconnect system between the Burlington Northern Santa Fe Railway Company's warning devices at the IL 13 at-grade crossing and the highway traffic signal system at the adjacent IL 13 and Marathon Drive intersection in the City of Marion, Williamson County, Illinois.

Respectfully submitted,
ILLINOIS DEPARTMENT OF TRANSPORTATION

By: Lisa Madigan
Attorney General



Stacey C. Hollo ^{LB}
Special Assistant Attorney General

Dated March 28, 2003

Illinois Department of Transportation
2300 South Dirksen Parkway, Room 311
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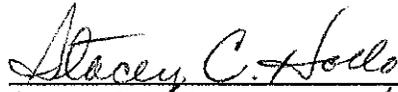
STATE OF ILLINOIS
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And the highway traffic signals at the adjacent IL 13 and)
Marathon Drive intersection in the City of Marion,)
Williamson County, Illinois.)

NOTICE OF FILING

TO: Michael Sazdonoff, Atty.
Cheryl Townlian
Robert L. Butler, Mayor
Elizabeth Strobel, City Clerk

PLEASE TAKE NOTICE that I have this 28th day of March, 2003, forwarded to Mr. Kevin Sharpe, Director of Processing, Transportation Division, of the Illinois Commerce Commission, Springfield, Illinois, for filing in the above matter, a Petition, a copy of which is attached hereto and hereby served upon you.

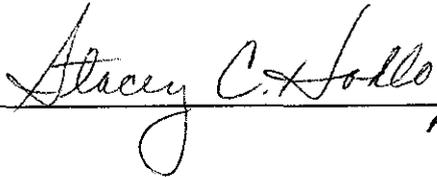


Stacey C. Hollo ^{LB}
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(217) 782-3215

Counsel for the Illinois
Department of Transportation

PROOF OF SERVICE

The undersigned hereby certifies that a copy of the foregoing instrument was served upon the addressees listed below by mailing a true and correct copy via first class mail, postage pre-paid and depositing the same in the United States Mail, Springfield, Illinois, this 28th day of March, 2003:



Atacey C. Jodlo

Mr. Michael L. Sazdanoff, Atty.
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Marion, IL 62959

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Mayor
City of Marion
1102 Tower Square Plaza
Marion, IL 62959-2605

Ill. Rte. 13 at N. Marathon Dr. Marion, Illinois

