

STATE OF ILLINOIS



ILLINOIS COMMERCE COMMISSION TRANSPORTATION BUREAU / RAIL SAFETY SECTION

Brian Verduynde

Rail Safety Program Administrator

September 3, 2024

Gregory Ruddy
Director of Public Works
City of Joliet
150 W. Jefferson Street
Joliet, IL 60432

Mr. Stephane B. Seck-Birhame, P.E. PTOE
Bureau Chief of Safety Programs and
Engineering Illinois Department of
Transportation
2300 S. Dirksen Parkway
Springfield, IL 62764
Attn: Bill Pearsall, P.E.

Masseurs Seck-Birhame and Ruddy:

Enclosed is a copy of Stipulated Agreement 2348 concerning safety improvements and Phase 1 Engineering at the Laraway Road (**AAR/DOT #289771E, railroad milepost 40.41**) highway-rail grade crossing of the Union Pacific Railroad Company's tracks in Joliet, Will County.

In accordance with the provisions of the Commission's Recommended Procedures for Initiation and Execution of the Stipulated Agreement, all parties must sign the Execution Page of the Agreement within 60 days from the date of mailing and return it to this office, or the terms of the Agreement shall be renegotiated or declared void.

Please read the entire Agreement before execution. The City must review, revise (if necessary), and return the Project Manager Information portion of the Project Status Report sheets, Exhibit C.

I urge all parties to act expeditiously in executing the Agreement so that the Commission will be in a position to enter an early Order in this matter. Thank you for your prompt attention to this matter.

If you have any questions, or need additional information, please contact Christopher Murauski, Rail Safety Specialist, at (630) 947-6283 or Christopher.Murauski@illinois.gov.

Very truly yours,

A handwritten signature in black ink that reads "Brian Verduynde".

Brian Verduynde
Rail Safety Program Administrator

Enclosure

cc: Beth Beatty, Manager

**STATE OF ILLINOIS
ILLINOIS COMMERCE COMMISSION
STIPULATED AGREEMENT 2348**

This Agreement made and entered into, by and between the State of Illinois acting by and through the Illinois Commerce Commission ("Commission"), the City of Joliet (City), and the State of Illinois, Department of Transportation ("Department" or "IDOT").

WITNESSETH:

WHEREAS, it has come to the attention of the Commission through Staff investigation and review that inquiry should be made into the matter of improving public safety at the Laraway Road highway-rail grade crossing with the Union Pacific Railroad Company's (UP) tracks designated as AAR/DOT# DOT #289771E, railroad milepost 40.41 located in Joliet, Will County, Illinois ("Laraway Road Crossing"); and

WHEREAS, proper investigation has been made of the circumstances surrounding the Laraway Road Crossing by a representative of the Commission's Transportation Division Railroad Section; and

WHEREAS, the physical aspects, including geometrics of the crossing, train movements, vehicular traffic volume, and sight distances and other pertinent data relating to the crossing have been obtained and shown on Exhibit A, attached to this Agreement; and

WHEREAS, a Planning and Environmental Linkage Study ("PEL") was completed identifying alternatives for the Laraway Road Crossing, and the parties now desire to initiate Phase 1 Engineering for a grade separation of the Laraway Road Crossing with assistance from the Grade Crossing Protection Fund ("GCPF"). Alternatives from the PEL are shown in Exhibit B.

NOW, THEREFORE in consideration of the promises and of the mutual covenants and agreements as hereinafter contained the parties pray that the Commission enter an Order according to the provisions of Section 18c-7401 of the Illinois Commercial Transportation Law, 625 ILCS 5/18(c)-7401, requiring certain improvements as hereinafter stated be made and that the cost for the proposed improvements be divided among the parties according to law and that in the interest of the traveling public, the Grade Crossing Protection Fund ("GCPF") of the Motor Fuel Tax Law ("MFT") be required to bear a substantial portion of the cost; To Wit the parties agree as follows:

Section 1 All improvements encompassed by this Agreement shall be made in accordance with all applicable State laws, rules, standards, regulations and orders and procedures in general.

Section 2 The parties are of the opinion that the following be completed in the interest of public safety at the aforesaid crossing should be:

- (a) Completion of Phase 1 Engineering and Environmental Studies for a

grade separation of the Laraway Road Crossing, including logical termini identified in the PEL study, by the City.

Section 3 The Chicago Metropolitan Agency for Planning (CMAP) worked together with the City and other stakeholders to complete the PEL Study. This study reviewed project feasibility, identified the project purpose and need, assessed alternatives, and determined the logical termini east and west of the Laraway Road Crossing.

Section 4 The City shall upon Order, according to the requirements contained therein, proceed toward the completion of the Phase 1 Engineering and Environmental Studies, accomplishing the work with its own forces or appropriate contracted services and agrees that an appropriate time for the completion of the Phase 1 study should be December 31, 2027. The City shall submit a copy of the Phase 1 Report to Commission Staff, and provide status updates to the Commission on the progression of the studies.

Section 5 The parties agree that an equitable division of cost for the proposed improvements is as follows:

- COST DIVISION TABLE -

IMPROVEMENT	EST. COST	GCPF	CITY	IDOT
Phase 1 Engineering & Environmental Studies for a grade separation at the Laraway Road Crossing	\$3,500,000	(100%) \$3,500,000 ¹	\$0 ²	\$0
TOTALS	\$3,500,000	\$3,500,000	\$0	\$0

Notes:

¹ Grade Crossing Protection Fund (GCPF) assistance not to exceed \$3,500,000. Any further GCPF assistance will require documentation and review of evidence to support the additional cost and subject to approval by the Commission via formal petition.

² The City shall be responsible for completion of the Phase 1 Engineering via its staff and/or contracted services. The City or its representative will coordinate with the Union Pacific Railroad to identify any needed reviews and force account work.

Section 6 The City shall complete the Phase 1, Engineering and Environmental Studies in accordance with IDOT's project development process. The City will coordinate its work with the Union Pacific Railroad Company. The City shall complete and submit to the Project Manager information portion of the Project Status Report sheet, attached as **Exhibit C**, along with the executed agreement.

The City shall, at six (6) month intervals from the date of the Commission Order approving this Agreement, or any Supplemental Order(s) issued for the project, submit to the Director of Processing and Information, Transportation Bureau of the Commission, the Project Status Report, attached as **Exhibit C**, regarding the progress it has made toward completion of the work required by this Agreement. Each Project Status Report shall include the status of the expenditures of the total project cost from the GCPF and percentage of completions of the

entire project. If the project is delayed or behind schedule, the report must also include a brief explanation of the reasons(s) for the delay. Each project status report shall also include the Commission Order's docket number, the Order date, the project completion date as noted in the Order, crossing information (inventory number and railroad milepost), type of improvement, and the name, title, mailing address, phone number, facsimile number, and electronic mailing address of the City's Project Manager.

All requests for payment shall be submitted no later than twelve (12) months from the completion date specified in the Commission Order approving this Agreement. The final invoice for expenditures from each party shall be clearly marked "Final Invoice". The Department shall not obligate any assistance from Grade Crossing Protection Fund for the cost of proposed improvement described in this Agreement without prior approval by the Commission. The Commission shall, at the end of the 12th month from the completion date specified in the Commission Order approving this Agreement, or any Supplemental Order(s) issued for this project, conduct a review to determine if any unused assistance from the Grade Crossing Protection Fund should be de-obligated. Upon completion of the review, the Commission shall notify the Department to de-obligate all residual funds accountable for costs for this project Notification may be by regular mail, electronic mail, fax, or phone.

The City shall, within ten (10) days of the completion of the work required by this Agreement, submit to the Director of Processing and Information, Transportation Bureau of the Commission, a completed Project Status Report sheet (Exhibit D) reporting the completion of required work.

Section 8 Billing: For all work specified in Section 2 of this Agreement, and authorized by an Order of the Commission, the City shall assure that sufficient documentation for all bills is made available to the Department or the Department's representative. The minimum documentation that must be made available is outlined below:

- a) Labor Charges (including additives) - Copies of employee work hours charged to the railroad and/or highway account code for the project.
- b) Equipment Rental - Copies of rental agreements for the equipment used, including the rental rate; number of hours the equipment was used and the railroad and/or highway account code for the project.
- c) Material - An itemized list of all materials purchased and installed at the crossing location. If materials purchased are installed at multiple crossing locations, a notation must be made to identify the crossing location.
- d) Engineering - Copies of employee work hours charged to the railroad and/or highway account code for the project.
- e) Supervision - Copies of employee work hours charged to the railroad and/or highway account code for the project.
- f) Incidental Charges - An itemized list of all incidental charges along with a written explanation of those charges.
- g) Service Dates - Invoice shall include the beginning and ending

- date of the work accomplished for the invoice.
- h) Final or Progressive - Each invoice shall be marked as a Progressive or a Final Invoice, as applicable.
 - i) Reference Numbers - Each invoice shall include the AAR/DOT number, the ICC Order number and the state job number when federal funds are involved.
 - j) Locations - Each invoice shall show the location, with the street name and AAR/DOT crossing inventory number.
 - k) Travel – Each invoice shall include copies of all costs incurred, such as lodging, meals, per diem, rates and totals. Rail carriers shall provide an electronic copy of its current Rail Carrier Travel Policy. Reimbursement of travel costs shall be in accordance with the State of Illinois travel regulations under 9 Illinois Administrative Code part 3000 and appendices. Any proposal or attempt to use an alternative travel reimbursement method must be reviewed and approved by the Department prior to travel.

Reimbursement of labor additives will be limited to only the most current direct labor additives, small tools additives, equipment additive rate, if so developed, and public liability/property damage liability insurance rates as audited and approved by a cognizant State agency and the Federal Highway Administration. Indirect overhead or general and administrative expenses, or those expenses which may be classified as such under generally accepted accounting principles, are not eligible for reimbursement on this project. Surcharges will be subject to review and approval by the Department.

All bills for work specified in Section 2 of this Agreement authorized for reimbursement from the Grade Crossing Protection Fund shall be submitted to District 1 Attn: Engineer of Local Roads and Streets 201 West Center Court, Schaumburg, IL 60196. (See Exhibit C, page 2). All bills shall meet the minimum documentation requirements set forth in Section 8 of this Agreement. All bills will be paid in accordance with the State Prompt Payment Act as currently enacted (Illinois Compiled Statutes, 30 ILCS 540/)

Section 9 This Agreement shall be binding upon the parties hereto, their successors or assigns. Upon execution of this Agreement by all parties, the Commission shall enter an appropriate Order, within 60 days accepting or rejecting such stipulation according to the provisions contained herein.

In Witness Whereof, the parties have caused this Agreement to be executed by their duly authorized officers, as of the dates indicated on their respective Execution Pages, attached hereto.

Executed by the Commission this 3rd day of September 2024.

A handwritten signature in cursive script that reads "Brian Vercruysse".

Brian Vercruysse, P.E.
Rail Safety Program Administrator

Illinois Commerce Commission Stipulated Agreement 2348, executed by Commission Staff on September 3rd, 2024, concerning safety improvements at the Larway Road (AAR/DOT #289771E, railroad milepost 40.41, located on the Joliet Subdivision) highway-grade crossing of the Union Pacific Railroad Company In Joliet, Will County.

Executed by the City of Joliet this ____ day of _____2024.

CITY OF JOLIET

By: _____

Illinois Commerce Commission Stipulated Agreement 2348, executed by Commission Staff on September 3rd, 2024, concerning safety improvements at the Larway Road (AAR/DOT #289771E, railroad milepost 40.41, located on the Joliet Subdivision) highway-grade crossing of the Union Pacific Railroad Company In Joliet, Will County.

Executed by the Illinois Department of Transportation this ____ day of _____ 2024.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

By:

Stephane B. Seck-Birhame, P.E. PTOE
Bureau Chief of Safety
Programs and Engineering

**ILLINOIS COMMERCE COMMISSION
STIPULATED AGREEMENT
CROSSING DATA FORM**

GENERAL INFORMATION:

RAILROAD	Union Pacific Railroad Company.
USDOT#, MILEPOST	AAR/DOT #289771E, railroad milepost 40.41
STREET, CITY, COUNTY	Laraway Road, in Joliet, Will County
JURISDICTION (RDWY)	City of Joliet
LOCATION	Laraway Road at Union Pacific
STREET SURFACE	Asphalt; 36'; Poor Condition

CROSSING DATA:

TRACK (E-W)	SURFACE TYPE	SURFACE WIDTH	SURFACE CONDITION
Track 1,2 and Industrial	Concrete	80'	Poor

ROADWAY DATA:

INTERSECTING ROADS:	None within 500'
TRAFFIC CONTROL	N/A
ADT & SPEED	9600 ADT(2022) @ 40 mph posted
TRAFFIC TYPE	Mostly Semi-Trucks, Hazardous Materials, Passenger, Busses all possible.
ADVANCE WARNING	Yes on both approaches
PAVEMENT MARKING	No

RAILROAD DATA: See Location Sketch

FREIGHT TRAFFIC	9/day @ 60 MPH; 1 Switch Movements, Day & Night
PASSENGER TRAFFIC	10/day – UP High speed (110-120mph possible)
WARNING DEVICES	Activate Warning w/ 4 Quad. Gates

NOTES:

VISIBILITY STUDY:

Train Speed	70	MPH
Roadway Speed	40	MPH
Required Stopping Sight Distance (SSD)		
Along Roadway	XXX	FEET
Along Tracks	XXX	FEET
Required Clearing Sight Distance (CSD) (Along Tracks)	XXX	FEET

Distances calculated per American Association of State Highway and Transportation Officials (AASHTO), A Policy on Geometric Design of Highways and Streets, 2001, Fourth Edition.

QUADRANT	CSD (FT)	OBSTRUCTION	SSD (FT)	OBSTRUCTION
NE	ok	none	ok	none
NW	ok	none	ok	none
SE	ok	none	ok	none
SW	ok	none	ok	none

Note: Automatic flashing light signals and gates (AFLS&G) eliminate the need to satisfy minimum Sight Distance criteria.

APPROACH GRADES:

DIRECTION/North			DIRECTION/South		
DISTANCE (FT)	ELEVATION (FT)	GRADE (%)	DISTANCE (FT)	ELEVATION (FT)	GRADE (%)
See	Below				

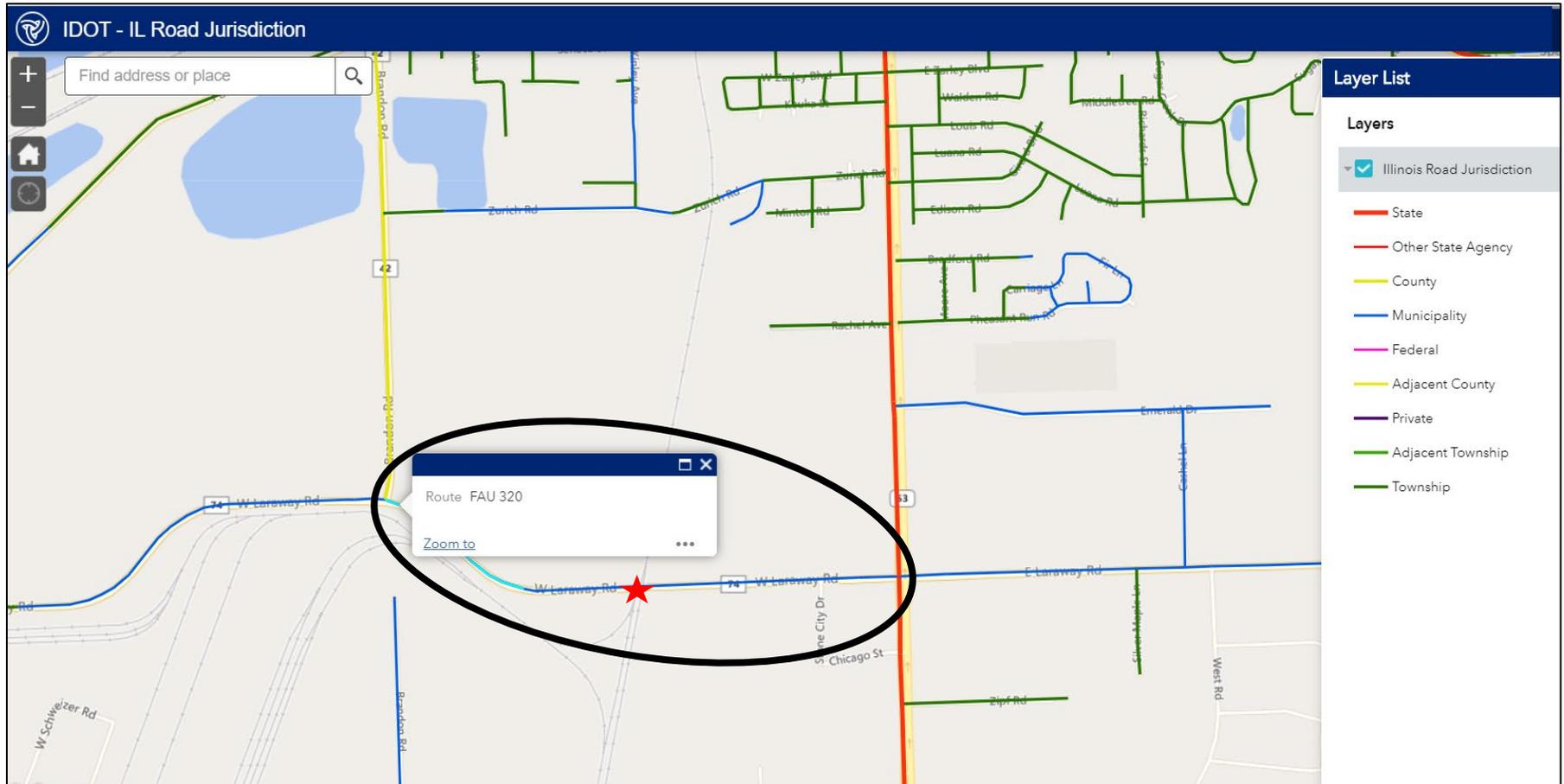
Distance measured from outermost rail.

COMMENTS:

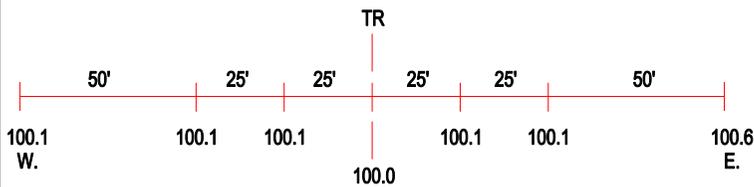
Warning Device Description			North Side				Roadway Material & Dimensions				South Side		
Type of Device:	AFLS/Gates		Roadway Material: Bituminous										
Number Of Devices:			Dir	Dist NR	Sidewalk	Parkway	Road Width	Parkway	Sidewalk				
CrossBucks:	4	Cantelever:	E	36	10	0.0	36	0.0	0.0	0.0	0.0	0.0	
Bells:	4	Gates:	W	36	10	0.0	36	0.0	0.0	0.0	0.0	0.0	
WigWags:	0	Pedestrian Gates:											
Flashing Lights Pairs:	8	Masts:											
	4												
Mast Locations			South Side of Road:				Crossing Surface Material & Dimensions				North Side of Road:		
Edge of Road (Ft)	Edge of Rail (Ft)		Sidewalk Material	Sidewalk Width (Ft)	Distance to Sidewalk	Roadway Material	Roadway Width (Ft)	Distance to Sidewalk	Sidewalk Material	Sidewalk Width (Ft)	Total Crossing Width (Ft)		
SW	5.25	15	Track1,2, Ind.	0	0(*)	Concrete/ Asphalt	80	0(*)	Concrete	10	80		
NE	5.25	15											
SE	5.25	15											
NW	5.25	15											
PED NE	2 edge of sidewalk	16.5	West Side				Vertical Profile				East Side		
PED NW	2 edge of sidewalk	16.5	A-50	A-32	Track1	B-32	B-50						
			0.56%		-0.31%		0.31%		0%				

Laraway Road (Brandon Road to IL Route 53) Planning and Environmental Linkages (PEL) Study
FAU 320 at DOT #289771E at-grade rail crossing with Union Pacific Railroad

Location Map

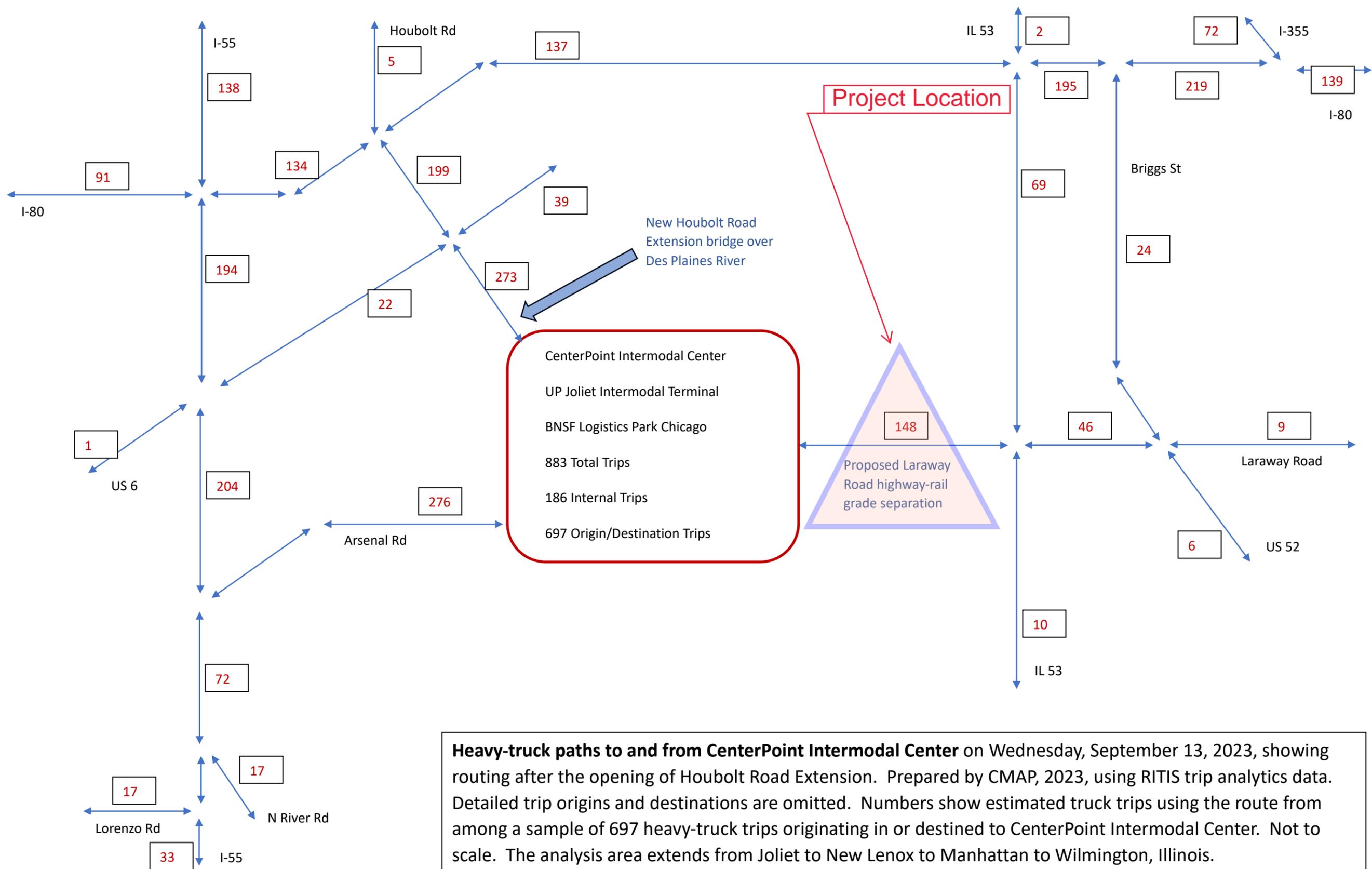


Source: IDOT Jurisdictional Map (2020)

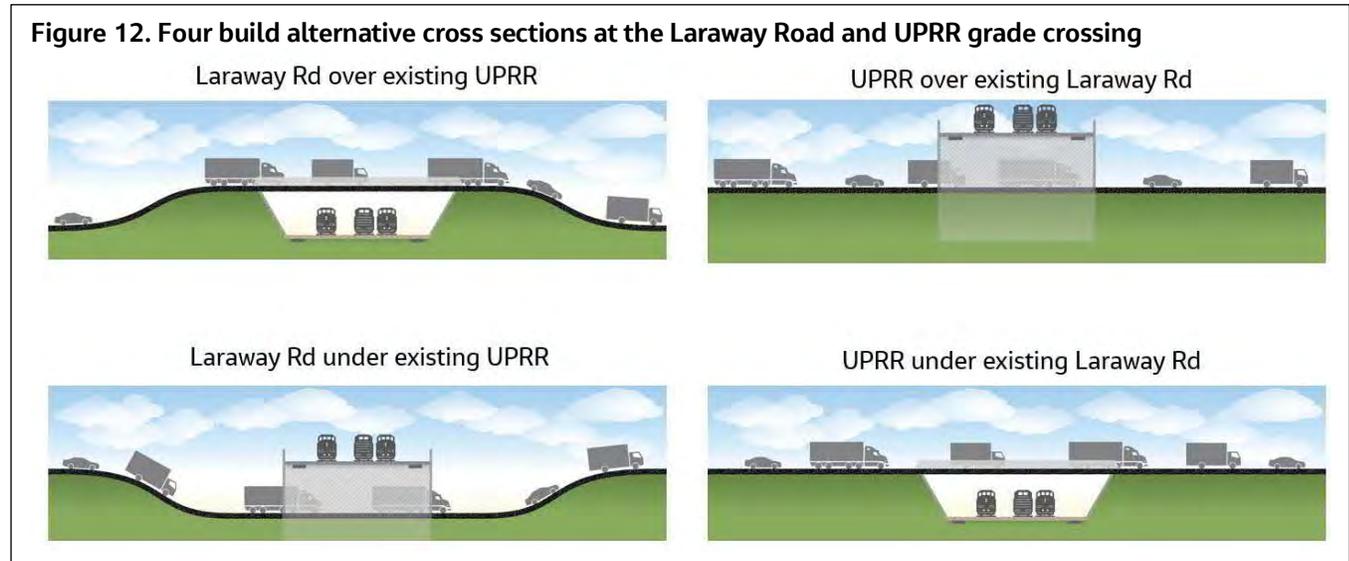


③ Photo Location

Crossing #: 289771E
Location: Will Co., City of Frankfort (N)
Lat/Long: 41°28'50" / 88°09'24"
Railroad: UP
Street: Laraway Road
Railroad Milepost: 40.36
Crossing Protection: Train Activated Devices



The four grade separation options can be summarized as follows: Laraway Road over the existing UPRR, Laraway Road under the existing UPRR, UPRR over Laraway Road, and UPRR under Laraway Road. A cross section of the four grade separation alternatives are shown in Figure 12.



The build alternatives described below have the following common design characteristics, which are illustrated in Figure 13.

1. Widening and reconstruction of Laraway Road to two lanes in each direction from Brandon Road to IL 53
2. 10-foot shared-use path (pedestrian and bicycle facility) provided on north side of Laraway Road
3. Grade separation between Laraway Road and UPRR
4. East of the old school property, 1/3-mile east of UPRR, a north-south roadway (Marcella Avenue) is planned by the City of Joliet on existing right-of-way. For the PEL Study, which is based on a design year of 2050, the new road is considered an existing condition. Joliet anticipates adding a traffic signal at the Marcella Avenue intersection with Laraway Road.
5. With the addition of the grade separation between Laraway Road and the railroad, new roadway connections to the existing railroad service roads are required. These connections would be south of Laraway Road, impacting agricultural land. Access to service roads along UPRR on east and west side of the tracks.
6. With the addition of the grade separation between Laraway Road and the railroad, a new roadway connection to the lift station is required, impacting agricultural land. Access to lift station¹² on northeast quadrant of the Laraway Road and UPRR crossing would be made via service road that intersects with Marcella Ave.

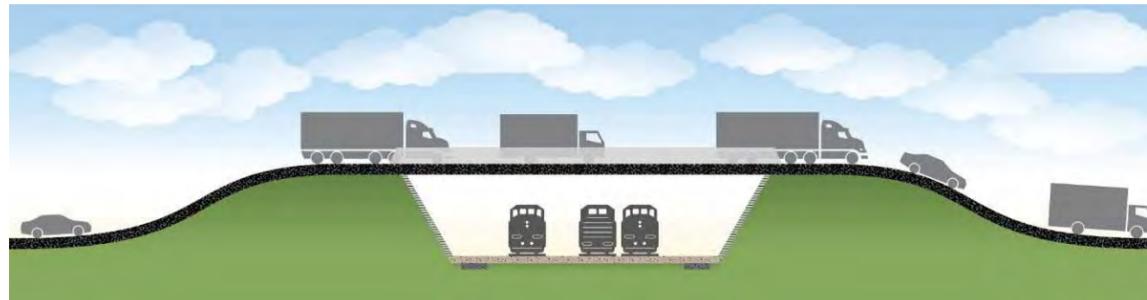
¹² A lift station is used to pump wastewater or sewage from a low level to a higher level when the gradient of the area does not allow for a natural flow.

Figure 30. Build Alternative Recommended to be Carried Forward

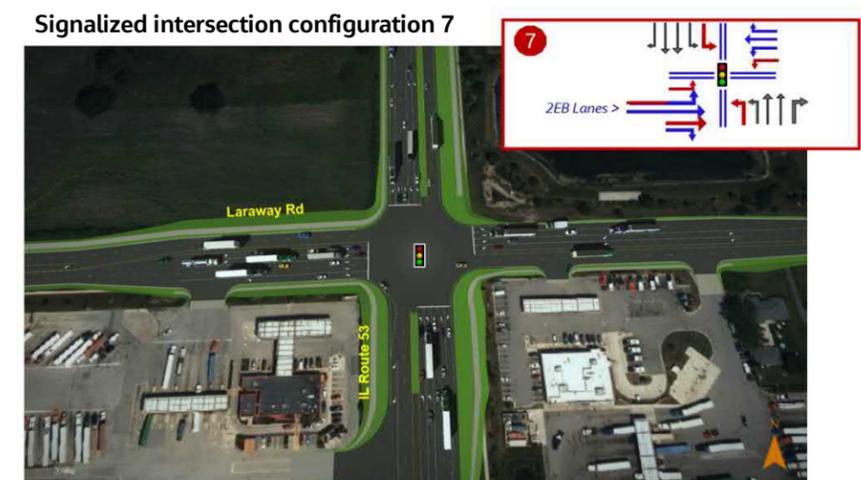
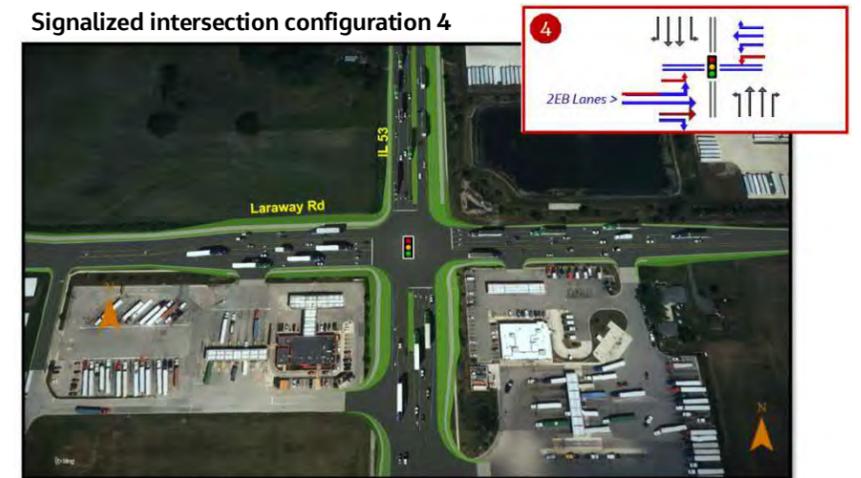
Laraway Road (Mainline Improvement)



Side view of grade crossing: Laraway Road over existing UPRR



At the Laraway Road and IL 53 intersection
Three intersection configuration options



PUBLIC INFORMATION MEETING

Laraway Road (Brandon Road to Illinois Route 53), including the Union Pacific Railroad Crossing Planning and Environmental Linkages (PEL) Study

April 2021 – V.2

PUBLIC INPUT OPPORTUNITY 2020: STAKEHOLDER SURVEY RESPONSES

- >80% of respondents witnessed a vehicle speed up to avoid the gate closure when the railroad warning signals began.
- About 20% have witnessed a vehicle strike the railroad gates.
- Over 25% have witnessed a vehicle on the tracks along Laraway Road after the gates have closed.
- More than 50% normally wait more than 10 minutes for a train to cross Laraway Road, including closing and raising of the gates.
- Over 90% have experienced delays traveling on Laraway Road approaching the IL 53 intersection.
- About 75% have driven out of their way to avoid delays along Laraway Road.

Project Purpose and Need

The purpose of the project is to improve the efficiency of the study area's transportation system by reducing travel delays along Laraway Road for all users caused by extended gate closures; to improve safety by reducing the potential for trains to collide with vehicles; and to improve the freight network reliability to the intermodal and industrial sites in the study area.

Thank you for your interest in the Laraway Road PEL Study. This brochure provides an update on the status of the study of Laraway Road from Brandon Road to IL 53 (1.25 miles) in the City of Joliet. The study also includes the Union Pacific Railroad (UPRR) from Zurich Road to Schweitzer Road (1.75 miles). See the Study Area Map on the back page for the project location.

Existing and future needs for Laraway Road were evaluated through a combination of technical analyses, targeted stakeholder engagement, and public outreach including a stakeholder survey that was conducted in June 2020. Based on this information, we have developed, evaluated, and refined alternatives with input from our local, state, and federal partners.



The study, initiated in February 2020, is nearing completion, and we are seeking your input on the following two topic areas: 1) the purpose and need for the project, and 2) the Laraway Road alternatives to be carried forward. These alternatives considered options to eliminate the at-grade railroad crossing with the Union Pacific Railroad (UPRR) and improve traffic operations at the IL 53 intersection. We welcome your input and are available to answer questions you may have regarding this study.

Laraway PEL Study Needs

Laraway Road experiences delays and unreliable travel times which are expected to continue through the planning horizon (even with the Houbolt Road bridge construction). These are the result of 1) an extremely high volume of slow-moving trucks through this freight corridor, 2) extended gate closures at the UPRR crossing that often last greater than 10-15 minutes, 3) frequent vehicle safety stops at the UPRR that disrupt the flow of traffic, and 4) backups along Laraway Road eastbound from the IL 53 intersection that extend beyond the UPRR, which can result in vehicles stopped on the tracks when the gates close. This can be summarized into three main needs to be addressed: delay, safety, and freight network reliability.

Laraway Road at the UPRR

Delay and safety issues surrounding the UPRR at-grade (or level) railroad crossing were the impetus for this study. In addition to the no-build scenario, four improvement options were considered to separate the tracks from the roadway.

UPRR Over Laraway Road



UPRR Under Laraway Road



Laraway Road Over Existing UPRR



Laraway Road Under Existing UPRR



Laraway Road (Brandon to IL 53) Alternative to be Carried Forward

Following are the key features of the Laraway Road alternative. At the IL 53 intersection, there are three configurations to be carried forward to a future study. All would perform substantially better than the No-Build option.



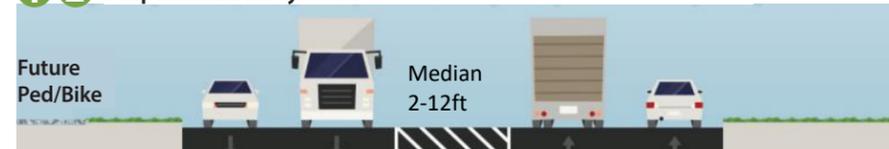
Revised October 2021

- 1** Widening and reconstruction of Laraway Road from one to two through lanes each direction.
- 2** Future pedestrian and bicycle accommodations.
- 3** Grade separation between Laraway Road and UPRR.
- 4** New planned signalized intersection 1/3 mile east of UPRR at Marcella Avenue (studied by others).
- 5** Access to service roads along UPRR on east and west side of the tracks. The new access to UPRR service roads will require right-of-way.
- 6** Access to the lift station (wastewater pumping station that moves wastewater from a lower elevation to a higher elevation) located east of the UPRR and north of Laraway Road.
- 7** Intersection improvements at IL 53 and Laraway Road.

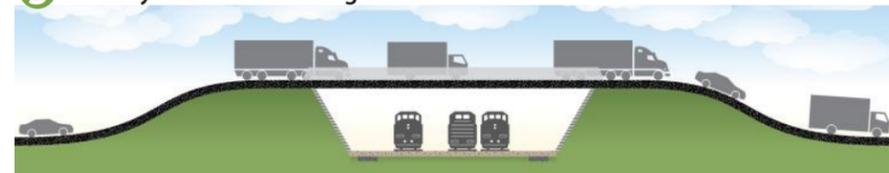
Existing Laraway Road



1 2 Proposed Laraway Road



3 Laraway Road Over Existing UPRR



While all four crossing options addressed delay, safety, and freight network reliability; only the option to bridge Laraway Road over the existing railroad tracks is recommended to be carried forward, since it would be easiest to construct, has the least overall conflicts with the built and natural environment, and is the least disruptive to railroad operations.



Multiple configurations were considered for the Laraway Road and IL 53 intersection. These included signalized intersections with various lane configurations, roundabouts, and innovative intersection designs such as continuous flow intersections. Of these, three were recommended to be carried forward: Configurations 3, 4, and 7.

**ILLINOIS COMMERCE COMMISSION
TRANSPORTATION BUREAU / RAIL SAFETY SECTION**

PROJECT STATUS REPORT:

TYPE: (CHECK ONE)

PROGRESS	<input type="checkbox"/>
COMPLETION	<input type="checkbox"/>

DATE	<input type="text"/>
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PROJECT INFORMATION:

Reporting Party:	Union Pacific Railroad Company
Docket/Order #: Date:	SA 234X / T24-0XXX
Status Report (s) Due:	Every 6 Months from Order Date
Ordered Completion Date:	December 31 st , 2026
Completion Report Due:	5 Days after completion of work
AAR/DOT#, Milepost:	AAR/DOT #289771E, railroad milepost 40.41
Street, (in/near) City, County:	Laraway Road
Railroad Company:	The Union Pacific Railroad Company

PROJECT MANAGER INFORMATION:

Name:	Gregory Ruddy or Russ Lubash / Consultant for City of Joliet
Title:	Director Public Works / Engineer: City of Joliet
Representing:	City of Joliet
Street Address:	City of Joliet – Department of Public Works 150 W Jefferson St.
City, State, Zip:	Joliet, IL 60432
Office Phone:	815-724-4230
Office Fax:	
Cellular Phone:	
E-Mail Address:	gruddy@joliet.gov / rlubash@joliet.gov

DESCRIPTION OF IMPROVEMENT(S) ORDERED:

Phase 1 Engineering for Laraway Road grade separation

STATUS OF WORK:

**ILLINOIS COMMERCE COMMISSION
TRANSPORTATION BUREAU / RAIL SAFETY SECTION**

Mail directed to the **Rail Safety Section** or the **Director of Processing and Information**, Transportation Bureau of the Commission should be addressed to:

Illinois Commerce Commission
527 E. Capitol Avenue
Springfield, IL 62701-1827

If you have questions contact: Christopher Murauski, Senior Rail Safety Specialist
Phone: (630) 947-6283
Email: Christopher.Murauski@illinois.gov

A **Form 3** can be obtained from the Illinois Commerce Commission by calling (217) 782-7660 or on the web at:

<http://www.icc.illinois.gov/forms/results.aspx?st=4>

The billing address for **Grade Crossing Protection Fund** reimbursement is:

GCPF Reimbursement

Illinois Department of Transportation IDOT
Dist. 1
Bureau of Local Roads and Streets 201 West
Center Court, Schaumburg, IL 60196

Copies of the **United States Department of Transportation Inventory Form #6180.71** can be obtained on the web at:

<http://www.fra.dot.gov/eLib/details/L02727> (PDF)
<http://www.fra.dot.gov/eLib/details/L03076> (Word Document)

Submit Inventory forms to:

Federal Railroad Administration Office of Safety 1200 New Jersey Ave, SE Washington, DC 20590 <i>or (data processing contractor)</i> Inventory Crossing Updates FRA Project Office Creative Information Technology, Inc. 4601 N. Fairfax Drive, Suite 1100 Arlington, VA 22203 RsisRXlupdates@dot.gov	<u>And</u>	Chief of Data Services Illinois Department of Transportation 2300 S. Dirksen Parkway Springfield, IL 62764 IL.RRXUpdates@Illinois.gov
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