

# RAILROAD CROSSING ALTERNATES FACTORS / IMPACTS

|                                                          | PREFERRED ALTERNATIVE                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                             |
|----------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                          | AT-GRADE CROSSING                                                                                                                                                                                                                       | IL 60/83 HIGHWAY OVERPASS                                                                                                                                                                                                                                  | IL 60/83 HIGHWAY UNDERPASS                                                                                                                                                                                                                                                                  |
| Daily Train/Car Risk Exposure Volume (ADT x Trains/Day)  | 27,000 X 20 = 540,000                                                                                                                                                                                                                   | 0                                                                                                                                                                                                                                                          | 0                                                                                                                                                                                                                                                                                           |
| Railroad Blockage Vehicle Delay                          | Vehicular Delay Due to Railroad Operations Is Still Present                                                                                                                                                                             | All Vehicular Delay due to Rail Traffic Eliminated at Crossing                                                                                                                                                                                             | All Vehicular Delay due to Rail Traffic Eliminated at Crossing                                                                                                                                                                                                                              |
| Property Access Impacts Right-Of-Way / Easements         | <ul style="list-style-type: none"> <li>- Access to Adjacent Streets and Commercial Entrances</li> <li>- Similar to current access</li> <li>- Requires Complete Take of One Property</li> </ul>                                          | <ul style="list-style-type: none"> <li>- Maple Ave Access Modified (via Frontage Rd) Multiple Access Driveways are Impacted with Possible Full Acquisition</li> </ul>                                                                                      | <ul style="list-style-type: none"> <li>- Requires Permanent Closure of Maple Avenue</li> <li>- Multiple Access Driveways are Impacted with Possible Full Acquisition</li> </ul>                                                                                                             |
| Emergency Services                                       | <ul style="list-style-type: none"> <li>- Least Favorable Option as Blockages and Vehicular Delays Still Exist</li> <li>- No Suitable Alternate Route Exists</li> </ul>                                                                  | <ul style="list-style-type: none"> <li>- Elimination of Blockages and Vehicular Delays</li> <li>- Greatly Improves Emergency Response Times</li> </ul>                                                                                                     | <ul style="list-style-type: none"> <li>- Elimination of Blockages and Vehicular Delays</li> <li>- Greatly Improves Emergency Response Times</li> </ul>                                                                                                                                      |
| Environmental Impacts                                    | <ul style="list-style-type: none"> <li>- Minimizes Land / Acreage Disturbance</li> </ul>                                                                                                                                                | <ul style="list-style-type: none"> <li>- Some Acreage Disturbance</li> </ul>                                                                                                                                                                               | <ul style="list-style-type: none"> <li>- Significant Acreage Disturbance Due To Excavation</li> </ul>                                                                                                                                                                                       |
| IL 60/83 at Diamond Lake Road Intersection & RR Crossing | <ul style="list-style-type: none"> <li>- Diamond Lake Road Impacts Minimized</li> <li>- Capacity Improved but Queuing into Diamond Lake Road Intersection Still Anticipated due to High Vehicle Volume</li> </ul>                       | <ul style="list-style-type: none"> <li>- Minor Impacts to Diamond Lake Road Intersection</li> <li>- Blockage Issue at Intersection is Eliminated</li> </ul>                                                                                                | <ul style="list-style-type: none"> <li>- Significant Impacts to Diamond Lake Road Intersection</li> <li>- Blockage Issue at Intersection is Eliminated</li> </ul>                                                                                                                           |
| Railroad Operations                                      | <ul style="list-style-type: none"> <li>- Construction Impacts Minimized</li> <li>- Required Active Warning Devices in Proposed Condition</li> </ul>                                                                                     | <ul style="list-style-type: none"> <li>- Temporary Active Warning Devices Required During Construction</li> <li>- No Warning Devices Required in Proposed Condition</li> </ul>                                                                             | <ul style="list-style-type: none"> <li>- Requires Very Complex Construction Staging</li> <li>- High Cost</li> <li>- Would Require Temporary Closures</li> <li>- Would Require Significant Temporary Improvements during Construction</li> </ul>                                             |
| Long-Term Maintenance/Structures                         | <ul style="list-style-type: none"> <li>- Proposed Closed Storm Sewer System</li> <li>- No Pump Station or Bridge Structure Required</li> <li>- Maintenance of At-Grade Railroad Crossing, Gates and Warning Devices Required</li> </ul> | <ul style="list-style-type: none"> <li>- Overhead Structure Requires Maintenance</li> <li>- Bridge</li> <li>- Approx. 1,200 feet of Retaining Walls</li> </ul>                                                                                             | <ul style="list-style-type: none"> <li>- Proposed Closed Storm Water System</li> <li>- Pump Station</li> <li>- High Cost</li> <li>- High Maintenance Responsibility</li> <li>- Approx. 2,500 feet of Retaining Walls</li> <li>- Railroad Bridge Structure to Maintain</li> </ul>            |
| Construction Duration                                    | <ul style="list-style-type: none"> <li>- Three Main Stages,</li> <li>- Temp crossing signals and gates required</li> <li>- Duration of Construction 24 months</li> </ul>                                                                | <ul style="list-style-type: none"> <li>- Two Pre-Stages</li> <li>- Three Main Stages</li> <li>- Temp crossing signals and gates required</li> <li>- Diamond Lake Road Temporary Closures / Detour</li> <li>- Duration of Construction 36 months</li> </ul> | <ul style="list-style-type: none"> <li>- Three Main Stages</li> <li>- Main Stages 1 &amp; 2 Divided into Nine Sub-Stages Each</li> <li>- Temp crossing signals and gates required;</li> <li>- Diamond Lake Road Temporary Closures</li> <li>- Duration of Construction 48 months</li> </ul> |
| Constructability                                         | <ul style="list-style-type: none"> <li>- Standard Construction Methods</li> </ul>                                                                                                                                                       | <ul style="list-style-type: none"> <li>- Standard Construction Methods</li> </ul>                                                                                                                                                                          | <ul style="list-style-type: none"> <li>- Complex Construction Methods</li> </ul>                                                                                                                                                                                                            |
| Utilities                                                | <ul style="list-style-type: none"> <li>- Potential Utility Impacts Resulting From Roadway Improvements</li> </ul>                                                                                                                       | <ul style="list-style-type: none"> <li>- Overhead Utility Relocation Required</li> </ul>                                                                                                                                                                   | <ul style="list-style-type: none"> <li>- Underpass Lighting Required</li> <li>- Potential Utility Impacts</li> </ul>                                                                                                                                                                        |
| Construction Cost                                        | \$                                                                                                                                                                                                                                      | \$\$\$                                                                                                                                                                                                                                                     | \$\$\$\$\$                                                                                                                                                                                                                                                                                  |

## COLOR KEY:

SMALL IMPACT / MAGNITUDE

MODERATE IMPACT / MAGNITUDE

LARGE IMPACT / MAGNITUDE