

3.3 Transportation Systems

This section discusses the affected environment as it relates to local and regional highway systems, emergency vehicles, navigation, and airports.

3.3.1 Regional and Local Highway Systems

Three of the seven major east-west transcontinental interstate highways, Interstates 90, 94, and 80, converge in the Chicago metropolitan area, resulting in a concentration of national traffic on the regional highway system. Figure 3.3-1, below, shows the present highway system and its relative location to EJ&E and CN rail lines.

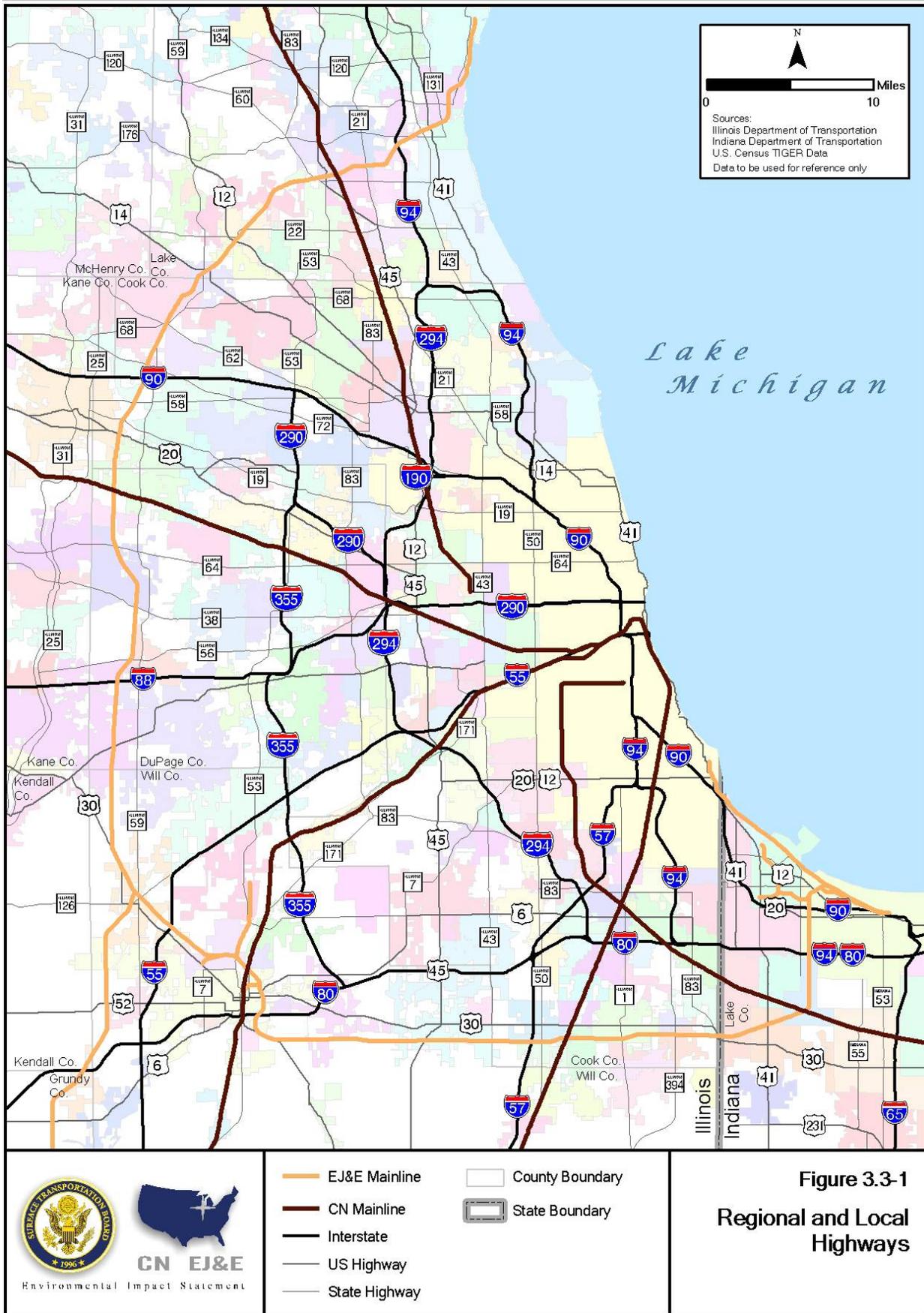
The existing roadway system has two functions: access and mobility. Roads are classified to separate and differentiate these functions. Interstate highway systems and urban expressways are used to carry through traffic, while low-speed county roads and local streets provide access with little or no through traffic movement.

3.3.1.1 Existing EJ&E Rail Line Crossings

A total of 329 crossings are located along the EJ&E rail line and branches in Lake, Cook, DuPage, Will, Grundy, and Kendall counties in Illinois and Lake County in Indiana. The EJ&E rail line crossings are summarized by category in Table 3.3-1, below.

Division or Branch Name	Public			Private			Pedestrian			Total Crossings
	At-Grade	Grade Separated	Total	At-Grade	Grade Separated	Total	At-Grade	Grade Separated	Total	
Western	74	31	106	17	3	20	7	3	10	135
Eastern	54	19	72	6	0	6	0	0	0	79
City Track Line	6	4	10	3	0	3	0	0	0	13
Lake Front Line	9	4	13	10	4	14	0	2	2	29
Illinois River Line	16	4	20	6	0	6	0	0	0	26
Romeoville Line	1	1	2	12	0	12	0	0	0	14
Downtown Line	3	0	3	0	0	0	0	0	0	3
Hammond Branch	5	2	7	1	0	1	0	0	0	8
Whiting Branch	7	2	9	4	0	4	0	0	0	13
Phoenix Line	0	0	0	3	0	3	0	0	0	3
East Morris LD	1	0	1	5	0	5	0	0	0	6
Total Crossings:	176	67	243	67	7	74	7	5	12	329

Affected Environment



**Figure 3.3-1
Regional and Local
Highways**

This analysis focuses on the EJ&E main line at-grade crossings that are used by the public. These include 214 crossings on the Western and Eastern Divisions. A tabular listing of the other crossings on the Western and Eastern EJ&E rail line that are not on the mainline, are private or pedestrian crossings, or are classified as grade-separated crossings, and all crossings that are on City Track Line, Lake Front Line, Illinois River Line, Romeoville Line, Downtown Line, Hammond Branch, Whiting Branch, Phoenix Line and East Morris Lead are included in Appendix E, Transportation Systems Analysis. These crossings are grouped by county.

3.3.1.2 Existing Conditions at EJ&E Highway/Rail At-Grade Crossings

To characterize the existing conditions at the EJ&E rail line crossings, SEA estimated existing vehicular traffic delays due to train movements at the public highway/rail at-grade crossings. SEA did not estimate delays at grade-separated crossings because vehicular traffic at grade separated crossings is separated from train traffic and there are no delays. Nor did SEA estimate delays at private and pedestrian-only crossings because of very low traffic volumes. SEA focused on calculating delays for the highway/rail at-grade crossings on the EJ&E line to characterize the existing effects on vehicular traffic from current train movements. Measurements included in the vehicle delay calculations include:

- Blocked crossing time per train, minutes (D_c)
- Average delay per delayed vehicle, minutes (D_a)
- Total delayed vehicles per day (T_d)
- Vehicle queue length, number of vehicles (Q)
- Average delay for all vehicles, minutes (D_v)

For the existing roadways, delay was estimated using the existing number of trains (N), existing average train speed (V), length of trains (L), and the number traffic lanes (NL) for the highway/rail at-grade crossing. The calculation is based on the 2007 average daily traffic (ADT) volumes—number of vehicles per day. SEA also determined the existing level of service (LOS) for each highway/rail at-grade crossing. The LOS refers to the efficiency at which a highway/rail at-grade crossing operates when a train passes through. For this analysis the LOS determination is based on the average delay for all vehicles (D_v). Letters from A to F are assigned to the LOS, with LOS A indicating relatively free-flowing traffic and LOS F indicating extreme congestion.

What is LOS?

LOS, or level of service, refers to the efficiency at which a roadway, intersection, or highway/rail at-grade crossing operates and is a reflection of vehicle delay and congestion. Letters from A to F are assigned to the LOS, with LOS A indicating relatively free-flowing traffic and LOS F indicating extreme congestion. LOS is described in more detail in Section 3.3.1.5, below.

To characterize the existing traffic and train delay at the highway/rail at-grade crossings, SEA used several data sources:

- FRA location and inventory databases for information about highway/rail at-grade crossings, including ADT data
- Illinois Commerce Commission (ICC) database for existing traffic and train delay data
- CN and EJ&E company databases for train lengths and speeds
- State, regional, and local department of transportation databases for roadway ADT data.

SEA primarily used Illinois Department of Transportation’s (IDOT) ADT in the analysis, rather than the ADT supplied by county and local transportation departments, because most of the county and local transportation agencies also used IDOT’s traffic volumes. In most cases, the ADT analysis used IDOT’s data first, then the counties’, and then the data from the villages/municipalities. Traffic data for crossings in Indiana were obtained from Northern Indiana Regional Planning Commission (NIRPC).

What is a growth factor and why was it used?
 Traffic data is not collected by every transportation agency every year, so it is not possible to directly compare traffic growth among the counties and cities in the Study Area. To make year-to-year comparisons possible, traffic counts were multiplied by a growth factor, a percentage of previous growth, to obtain a realistic estimate of ADT.

ADT data, however, is not collected on each crossing every year. SEA obtained the most recent ADT informally available, but ADT data received from the FRA and state or local transportation agencies varied from year to year. Growth percentages for Lake and Cook counties (Illinois) were suggested by the county engineering offices. For the other counties, SEA estimated the percentage of growth for each year and each county using data from the late 1980s to 2006 to project ADT for the year 2007. To increase accuracy, SEA also considered the growth of the region, adjacent roadway traffic growth where both an old ADT and a newer ADT could be obtained from state and local transportation agencies, and the factors used in neighboring counties. Table 3.3-2, below, shows the growth factor used to forecast future ADT in each county.

County	Percentage Used for ADT Growth Forecast
Illinois	
Lake	3.0
Western Cook	2.0
Southeastern Cook	1.0
DuPage	3.0
Will	3.0
Indiana	
Lake ^a	3.0

Note:

^a Growth percentages for some roadways in Lake County, Indiana, vary.

The following subsections and Table 3.3-3 (pages 3.3-7 through 3.3-14) present delay data for 112 of the highway/rail at-grade crossings along the EJ&E main line. Cook County, Illinois, data is presented in two places: northwestern Cook County between Lake and DuPage counties, and southeastern Cook County between Will County, Illinois, and Lake County, Indiana.

Each subsection presents the number of crossings, whether they are private, pedestrian, or public at-grade crossings, how the LOS was estimated, and what the estimated level of service is.

Lake County, Illinois

A total of 50 crossings are located in Lake County along the EJ&E Western Division. Table 3.3-3, below, presents the public highway/rail at-grade crossing data for Lake County, Illinois. The crossings are as follows:

- Eleven grade-separated
- Six private or pedestrian at-grade

- Eight are not an EJ&E mainline track
- Twenty-five public highway/rail at-grade
- Estimated existing LOS of public highway/rail at-grade crossings using 2007 ADT data
- Determined all public highway/rail at-grade crossings are LOS A

Northwestern Cook County, Illinois

The crossings examined in northwestern Cook County are located along the mainline of the EJ&E rail line between Lake and DuPage counties in Illinois. A total of 17 crossings are located in this section. Table 3.3-3, below, presents the public highway/rail at-grade crossing data for northwestern Cook County. The crossings are as follows:

- Seven grade-separated
- Two public or private crossings
- Seven crossings public highway/rail at-grade
- One at-grade crossing is not an EJ&E mainline track
- Estimated existing LOS of public highway/rail at-grade crossings using 2007 ADT data
- Determined all public highway/rail at-grade crossings are LOS A

DuPage County, Illinois

A total of 31 crossings are located in DuPage County along the EJ&E rail line. Table 3.3-3, below, presents the public highway/rail at-grade crossing data for DuPage County. The crossings are as follows:

- Twelve public highway/rail at-grade
- 11 grade-separated
- Eight private or pedestrian
- Estimated existing LOS of public highway/rail at-grade crossings using 2007 ADT data
- Determined all the public highway/rail at-grade crossings are LOS A

Will County, Illinois

A total of 64 crossings are located in Will County along the EJ&E rail line. Table 3.3-3, below, presents the public highway/rail at-grade crossing data for Will County.

- Thirty-nine public highway/rail at-grade
- Estimated existing LOS of public highway/rail at-grade crossings using 2007 ADT data
- Determined LOS A for all, but one, of the public highway/rail are-grade crossings
- Woodruff Road highway/rail at-grade crossing in Joliet is LOS B.

The Washington Street highway/rail at-grade crossing, south of Woodruff Road in Joliet, Illinois has the longest average delay per delayed vehicle in Will County because as trains exit or approach the Joliet rail yard just south of Woodruff Road they decrease their speed. The crossing, however, showed an existing LOS A. The total number of vehicles per day delayed at Woodruff Road is higher than at Washington Street because more trains cross Woodruff Road than Washington Street.

Southeastern Cook County, Illinois

SEA examined a total of 19 crossings in southeastern Cook County. Table 3.3-3, below, presents the public highway/rail at-grade crossing data for southeastern Cook County.

- Five grade-separated
- Fourteen public highway/rail at-grade along Eastern Subdivision mainline
- Estimated existing LOS of public highway/rail at-grade crossings using 2007 ADT data
- Determined that all public highway/rail at-grade crossings are LOS A

Lake County, Indiana

A total of 33 crossings are located in Lake County along the EJ&E rail line. Table 3.3-3, below, presents the public highway/rail at-grade crossing data for Lake County, Indiana.

- Fifteen of the crossings are public highway/rail at-grade crossings along mainline on the Eastern Subdivision.
- Estimated existing LOS for public highway/rail at-grade crossings using 2007 ADT data
- Determined all public highway/rail at-grade crossings are LOS A.

The following terms are used in Table 3.3-3, below:

- L = length of trains
- N = existing number of trains
- V = existing average train speed
- Dc = blocked crossing time per train, minutes
- Da = average delay per delayed vehicle, minutes
- Td = total delayed vehicles per day
- NL = number traffic lanes
- Q = vehicle queue length, number of vehicles
- Dv = average delay for all vehicles, minutes

Table 3.3-3 Existing Vehicle Delays at EJ&E Highway/Rail At-Grade Crossings														
Street	2007 ADT	2007									Crossing LOS	Roadway LOS	Queue Length	Blocked Major Intersection
		L	V	D _C	D _A	N	T _D	NL	Q	D _V				
Lake County, Illinois														
Waukegan, Illinois														
South Harbor Drive	540	2,760	26	1.7	1.1	3	2	3	1	0.01	A	A		
North Chicago, Illinois														
Martin L King Drive/22 nd Avenue	11,364	2,760	26	1.7	1.1	4	54	4	10	0.01	A	B		
Morrow Avenue	258	2,760	26	1.7	1.1	4	1	3	0	0.01	A	A		
Buckley Road	21,961	2,760	26	1.7	1.1	3	78	4	19	0.01	A	C		
Near Lake Bluff, Illinois														
Waukegan Road	23,764	2,760	26	1.7	1.1	3	84	4	20	0.01	A	C		
Park Avenue/Rockland Road	16,656	2,760	26	1.7	1.1	5	99	2	28	0.01	A	F		
Near Libertyville, Illinois														
Arcadia Road/Elm Road	300	2,760	26	1.7	1.1	5	2	2	1	0.01	A	A		
Bradley Road	10,208	2,760	26	1.7	1.1	3.2	39	2	17	0.01	A	E		
Milwaukee Avenue	30,660	2,760	26	1.7	1.1	3.2	116	4	26	0.01	A	D		
Lakeview Parkway	6,641	2,760	26	1.7	1.1	3.2	25	2	11	0.01	A	C		
Diamond Lake Road	7,103	2,760	26	1.7	1.1	5.3	45	2	12	0.01	A	C		
Mettawa, Illinois														
Old School Road	1,136	2,760	26	1.7	1.1	3.2	4	2	2	0.01	A	A		
Saint Mary's Road	12,927	2,760	26	1.7	1.1	3.2	49	2	22	0.01	A	F		
Vernon Hills, Illinois														
Butterfield Road	26,772	2,760	26	1.7	1.1	3.2	102	4	23	0.01	A	D		

Table 3.3-3 Existing Vehicle Delays at EJ&E Highway/Rail At-Grade Crossings														
Street	2007 ADT	2007									Crossing LOS	Roadway LOS	Queue Length	Blocked Major Intersection
		L	V	D _C	D _A	N	T _D	NL	Q	D _V				
Near Mundelein, Illinois														
IL 60 & 83	23,413	2,760	28	1.6	1.1	5.3	140	2	38	0.01	A	F	950	Diamond Lake Road, Hickory Avenue, and Maple Avenue
Near Hawthorn Woods, Illinois														
Gilmer Road	14,729	2,760	30	1.5	1.0	5.3	84	2	23	0.01	A	E		
Old McHenry Road	25,596	2,760	29	1.6	1.0	5.3	149	4	20	0.01	A	D		
Near Lake Zurich, Illinois														
Oakwood Road	5,354	2,760	27	1.7	1.1	5.3	33	2	9	0.01	A	B		
Lake Zurich, Illinois														
Main Street	13,792	2,760	27	1.7	1.1	5.3	84	2	23	0.01	A	D	575	IL 22 and Church Street
Old Rand Road	8,414	2,760	28	1.6	1.1	5.3	50	2	14	0.01	A	B		
Ela Road	16,892	2,760	33	1.5	0.9	5.3	90	3	16	0.01	A	E		
Near Barrington, Illinois														
Cuba Road	10,249	2,760	36	1.4	0.9	5.3	52	2	14	0.01	A	D		
Barrington, Illinois														
Lake Zurich Road	2,472	2,760	39	1.3	0.8	5.3	12	2	3	0.01	A	A		
Northwest Highway (US 14)	26,573	2,760	38	1.3	0.9	5.3	130	4	18	0.01	A	D		
Hough Street/ (IL 59 & 63)	18,990	2,760	37	1.3	0.9	5.3	94	2	26	0.01	A	E		
Northwestern Cook County, Illinois														
Barrington, Illinois														
Lake Cook Road/Main Street	11,227	2,760	37	1.3	0.9	5.3	56	2	15	0.01	A	D		

Table 3.3-3 Existing Vehicle Delays at EJ&E Highway/Rail At-Grade Crossings														
Street	2007 ADT	2007									Crossing LOS	Roadway LOS	Queue Length	Blocked Major Intersection
		L	V	D _C	D _A	N	T _D	NL	Q	D _V				
Near Barrington, Illinois														
Otis Road	1,428	2,760	34	1.4	0.9	5.3	7	2	2	0.01	A	A		
Penny Road	4,085	2,760	34	1.4	0.9	5.3	21	2	6	0.01	A	B		
Old Sutton Road	1,767	2,760	34	1.4	0.9	5.3	9	2	3	0.01	A	A		
Hoffman Estates, Illinois														
Shoe Factory Road	7,854	2,760	33	1.5	0.9	5.3	42	2	11	0.01	A	D		
Near Elgin, Illinois														
Spaulding Road	1,224	2,760	40	1.3	0.8	5.3	6	2	2	0.01	A	A		
West Bartlett Road	14,688	3,042	40	1.4	0.9	5.5	77	2	20	0.01	A	F		
DuPage County, Illinois														
Near Bartlett, Illinois														
Stearns Road	9,760	3,042	38	1.4	0.9	5.5	53	4	7	0.01	A	B		
Wayne, Illinois														
Army Trail Road	5,835	2,264	36	1.2	0.8	4.4	22	2	7	0.01	A	B		
Near West Chicago, Illinois														
Smith Road	5,623	2,264	35	1.2	0.8	4.4	21	2	7	0.01	A	C		
Hawthorne Lane	15,807	2,264	29	1.4	0.9	4.4	67	2	22	0.01	A	F		
West Chicago, Illinois														
Washington Street	9,548	3,769	21	2.5	1.7	10.7	180	2	24	0.06	A	C		
Aurora Street	287	3,769	22	2.4	1.6	10.7	5	2	1	0.06	A	A		
Church Street	287	3,769	22	2.4	1.6	10.7	5	2	1	0.06	A	A		
Ann Street	889	3,769	22	2.4	1.6	10.7	16	2	2	0.06	A	A		

Table 3.3-3 Existing Vehicle Delays at EJ&E Highway/Rail At-Grade Crossings														
Street	2007 ADT	2007									Crossing LOS	Roadway LOS	Queue Length	Blocked Major Intersection
		L	V	D _C	D _A	N	T _D	NL	Q	D _V				
Near Aurora, Illinois														
Liberty Street	16,338	3,881	25	2.3	1.5	15.7	403	2	37	0.07	A	F		
Ogden Avenue (US 34)	36,177	3,881	32	1.9	1.2	15.7	741	4	34	0.05	A	F		
Montgomery Road/83 rd Street	21,417	3,881	32	1.9	1.2	15.7	439	2	40	0.05	A	F		
Naperville, Illinois														
Diehl Road	17,314	3,769	33	1.8	1.2	10.7	231	2	31	0.03	A	C		
Will County, Illinois														
Near Aurora, Illinois														
Keating Drive/87 th Street	1,584	3,881	32	1.9	1.2	15.7	32	2	3	0.05	A	A		
Near Plainfield, Illinois														
Hafenrichter Road	5,136	3,881	32	1.9	1.2	15.7	105	2	10	0.05	A	B		
Wolf's Crossing Road	10,381	3,881	31	1.9	1.2	15.7	218	2	20	0.05	A	E		
111 th Street	9,725	3,881	31	1.9	1.2	15.7	204	2	19	0.05	A	D		
Ferguson Road/119 th Street	4,316	3,881	30	2.0	1.3	15.7	93	2	9	0.06	A	B		
Normantown/252 nd Street ^a	NA	3,881	30	2.0	1.3	15.7	0	2	0	0.00	NA	NA		
127 th Street	5,081	3,881	29	2.0	1.3	15.7	112	2	10	0.06	A	B	250	Lincoln Highway/US 30
135 th Street	9,288	3,398	29	1.8	1.2	15.7	185	2	17	0.05	A	D		
Van Dykes Road	5,464	3,398	32	1.7	1.1	18.5	120	2	9	0.05	A	B		
Renwick Road	10,162	3,398	35	1.6	1.0	18.5	209	2	16	0.04	A	D		

Table 3.3-3 Existing Vehicle Delays at EJ&E Highway/Rail At-Grade Crossings														
Street	2007 ADT	2007									Crossing LOS	Roadway LOS	Queue Length	Blocked Major Intersection
		L	V	D _C	D _A	N	T _D	NL	Q	D _V				
Plainfield, Illinois														
143 rd Street	4,699	3,398	33	1.7	1.1	18.5	101	2	8	0.05	A	B		
Plainfield-Naperville Road	3,606	3,398	34	1.6	1.1	18.5	76	2	6	0.04	A	A		
Main Street	17,505	3,398	34	1.6	1.1	18.5	368	2	29	0.04	A	E		
Center Street	1,457	3,398	34	1.6	1.1	18.5	31	2	2	0.04	A	A		
Eastern Avenue	3,060	3,398	34	1.6	1.1	18.5	64	2	5	0.04	A	A		
Lockport Road	8,960	3,398	34	1.6	1.1	18.5	188	2	15	0.04	A	D		
Near Crest Hill, Illinois														
East Frontage Road Northbound/Essington Road	3,934	3,398	33	1.7	1.1	18.5	84	2	7	0.05	A	B		
Division Street	6,010	3,398	31	1.7	1.1	18.5	135	2	10	0.05	A	A		
Crest Hill, Illinois														
Gaylord Road	4,413	3,398	28	1.9	1.2	18.5	107	2	8	0.06	A	B		
Oakland Avenue	1,311	3,398	26	2.0	1.3	18.5	33	2	3	0.07	A	A		
Near Joliet, Illinois														
South Rowell Street	2,513	3,795	19	2.8	1.8	6.4	31	2	7	0.04	A	A		
Cherry Hill Road	874	3,795	31	1.9	1.2	6.4	7	2	2	0.02	A	A		
Joliet, Illinois														
Woodruff Road	8,414	2,743	9	4.0	2.6	18.5	428	2	33	0.26	B	D		
Washington Street	9,247	3,795	9	5.3	3.4	6.4	217	2	49	0.16	A	C		
Mills Road	2,459	3,795	27	2.1	1.4	6.4	23	2	5	0.03	A	A		

Table 3.3-3 Existing Vehicle Delays at EJ&E Highway/Rail At-Grade Crossings														
Street	2007 ADT	2007									Crossing LOS	Roadway LOS	Queue Length	Blocked Major Intersection
		L	V	D _C	D _A	N	T _D	NL	Q	D _V				
South Rowell Avenue	2,513	3,795	29	2.0	1.3	6.4	22	2	5	0.02	A	A		
Spencer Road	929	3,795	30	1.9	1.3	6.4	8	2	2	0.02	A	A		
Briggs Street	10,927	3,795	31	1.9	1.2	6.4	92	2	21	0.02	A	D		
Near New Lenox, Illinois														
South Gougar Road	6,365	3,795	28	2.0	1.3	6.4	58	2	13	0.02	A	C		
Nelson Road	5,791	3,795	31	1.9	1.2	6.4	49	2	11	0.02	A	C		
Cedar Road	8,130	3,795	30	1.9	1.3	6.4	70	2	16	0.02	A	D		
Spencer Road	2,450	3,795	31	1.9	1.2	6.4	21	2	5	0.02	A	A		
School House Road	6,884	3,795	31	1.9	1.2	6.4	58	2	13	0.02	A	C		
Near Frankfort, Illinois														
Owens Road/ 116 th Street	983	3,795	29	2.0	1.3	6.4	9	2	2	0.02	A	A		
Wolf Road	7,868	3,795	28	2.0	1.3	6.4	71	2	16	0.02	A	C		
Old Sauk Trail	2,732	3,795	32	1.8	1.2	6.4	22	2	5	0.02	A	A		
Pfeiffer Road/ 88 th Avenue	6,119	3,795	32	1.8	1.2	6.4	50	2	11	0.02	A	C	275	Sauk Trail
Harlem Avenue	9,738	3,795	35	1.7	1.1	6.4	75	2	17	0.02	A	C		
Frankfort, Illinois														
Center Avenue	6,119	3,795	29	2.0	1.3	6.4	54	2	12	0.02	A	B		
Southeastern Cook County, Illinois														
Near Matteson, Illinois														
Ridgeland Avenue	3,363	3,795	35	1.7	1.1	6.4	26	2	6	0.02	A	A		
Central Avenue	2,121	3,795	34	1.8	1.1	6.4	17	2	4	0.02	A	A		
Cicero Avenue	28,257	3,795	35	1.7	1.1	6.4	218	4	24	0.02	A	E		

Table 3.3-3 Existing Vehicle Delays at EJ&E Highway/Rail At-Grade Crossings														
Street	2007 ADT	2007									Crossing LOS	Roadway LOS	Queue Length	Blocked Major Intersection
		L	V	D _C	D _A	N	T _D	NL	Q	D _V				
Matteson, Illinois														
Main Street	4,040	3,795	36	1.7	1.1	8.6	41	2	7	0.02	A	B		
Park Forest, Illinois														
Western Avenue	22,826	3,615	34	1.7	1.1	8.6	233	4	19	0.02	A	D		
Chicago Heights, Illinois														
Euclid Avenue	220	3,615	23	2.3	1.5	8.6	3	2	1	0.04	A	A		
Chicago Road	24,788	3,615	21	2.5	1.6	8.6	364	4	30	0.05	A	D		
West End Avenue/ Halsted Street	6,711	3,615	19	2.7	1.7	8.6	107	2	18	0.06	A	C		
East End Avenue	4,697	3,615	19	2.7	1.7	8.6	75	2	13	0.06	A	B		
Wentworth Avenue	4,213	3,261	18	2.6	1.7	10.2	76	2	11	0.06	A	B		
State Street	7,070	3,261	22	2.2	1.4	10.2	109	2	15	0.04	A	A		
Cottage Grove Avenue	5,151	3,261	30	1.7	1.1	10.2	63	4	4	0.03	A	A		
Sauk Village, Illinois														
Torrence Avenue	8,282	3,261	37	1.5	1.0	10.2	88	2	12	0.02	A	C		
Lynwood, Illinois														
Lincoln Highway (US 30)	36,622	3,261	30	1.7	1.1	10.2	450	4	32	0.03	A	F		
Lake County, Indiana														
Dyer, Indiana														
Lake Street	4,000	3,261	30	1.7	1.1	10.2	49	2	7	0.03	A	B		
Hart Street	16,000	3,261	31	1.7	1.1	10.2	192	2	27	0.03	A	F		
Schererville, Indiana														
Airport Road	3,014	3,261	36	1.5	1.0	10.2	33	2	5	0.02	A	A		
Kennedy Avenue	13,480	3,261	35	1.6	1.0	10.2	149	2	21	0.02	A	F		

Table 3.3-3 Existing Vehicle Delays at EJ&E Highway/Rail At-Grade Crossings														
Street	2007 ADT	2007									Crossing LOS	Roadway LOS	Queue Length	Blocked Major Intersection
		L	V	D _C	D _A	N	T _D	NL	Q	D _V				
Griffith, Indiana														
Broad Street	15,450	2,717	23	1.8	1.2	7.6	150	2	28	0.02	A	E		
East Main Street	8,652	2,717	23	1.8	1.2	7.6	84	2	16	0.02	A	D		
East Lake Street	5,150	2,717	26	1.7	1.1	7.6	46	2	9	0.02	A	B		
East Miller Street	5,150	2,717	28	1.6	1.0	7.6	44	2	8	0.02	A	B		
East Elm Street	6,386	2,717	29	1.6	1.0	7.6	53	2	10	0.02	A	C		
East 45 th Avenue	18,540	2,717	31	1.5	1.0	7.6	146	4	14	0.02	A	D		
East 40 th Place	11,227	2,717	32	1.5	1.0	7.6	87	2	16	0.01	A	D		
Gary, Indiana														
West 25 th Avenue	3,305	3,144	34	1.6	1.0	9.7	35	2	5	0.02	A	A		
West 15 th Avenue	15,702	3,144	34	1.6	1.0	9.7	164	2	24	0.02	A	F		
West 9 th Avenue	3,305	3,144	35	1.5	1.0	9.7	34	2	5	0.02	A	A		
West 5 th Avenue	22,473	3,108	35	1.5	1.0	9.8	231	4	17	0.02	A	C		

Note:

^a Normantown/252nd Street is currently blocked. 2007 ADT for Normantown/252nd Street is 1,967.

3.3.1.3 Existing CN Rail Line Crossings

SEA identified a total of 402 crossings along the CN rail line on the Waukesha, Freeport, Joliet, Chicago, and Elsdon subdivisions. These subdivisions radiate from Chicago to intersect the EJ&E arc and span six counties in Illinois and Indiana. The CN rail line crossings are categorized as public, private, or pedestrian, and are classified as at-grade or grade-separated. Table 3.3-4, below, summarizes the location and number of crossings in each of the classifications.

Subdivision	County	Public			Private			Pedestrian			Total Crossings
		At-Grade	Grade Separated	Total	At-Grade	Grade Separated	Total	At-Grade	Grade Separated	Total	
Waukesha	Lake, Cook (Illinois)	47	21	68	0	0	0	1	0	1	69
Freeport	Kane, DuPage, Cook (Illinois)	36	55	91	0	1	1	2	3	5	97
Joliet	Will, Cook (Illinois)	16	37	53	11	4	15	2	0	2	70
Chicago	Will, Cook (Illinois)	2	63	65	0	0	0	0	4	4	69
Elsdon/South Bend	Lake (Indiana), Cook (Illinois)	54	40	94	1	1	2	1	0	1	97
Total Crossings		155	216	371	12	6	18	6	7	13	402

Source: FRA (2008c), *Federal Railroad Administration, Office of Safety Analysis*, retrieved on June 13, 2008, <http://safetydata.fra.dot.gov/OfficeofSafety/>.

This analysis focuses on at-grade crossings on the CN mainline that are used by the general public. A tabular listing of the other crossings that are not along the mainline, are private or pedestrian only crossings, or are classified as public grade-separated crossings is included in Appendix E, Transportation Systems Analysis. These crossings are grouped by county.

3.3.1.4 Existing Conditions at CN Highway/Rail At-Grade Crossings

To characterize the existing conditions at the CN rail line crossings, SEA estimated existing vehicular traffic delays due to train movements at the public highway/rail at-grade crossings. SEA did not estimate delays at grade-separated crossings because vehicular traffic is separated from train traffic. No vehicle delay results from train traffic. Nor did SEA estimate delays at private and pedestrian crossings because of very low traffic volumes. SEA focused on calculating delays for the highway/rail at-grade crossings on the five CN subdivisions to characterize the effects on vehicular traffic from current train movements. SEA used the same methodology for vehicle delay calculations as discussed in Section 3.3.1.2, Existing Conditions at EJ&E Highway/Rail At-Grade Crossings, above. They are:

- Blocked crossing time per train, minutes (D_c)
- Average delay per delayed vehicle, minutes (D_a)
- Total delayed vehicles per day (T_d)
- Vehicle queue length, number of vehicles (Q)
- Average delay for all vehicles, minutes (D_v)

The delays were estimated based on the existing number of trains (N), existing average train speed (V), length of trains (L), and the number traffic lanes (NL) for the highway/rail at-grade crossing.

The calculation is based on the 2007 ADT volumes for the existing roadways. SEA also determined the existing LOS for each highway/rail at-grade crossing.

The following subsections present delay data for highway/rail at-grade crossings, grouped by CN subdivision, and listed in geographic order from north to south. Each subsection presents the number of crossings, whether they are private, pedestrian, or public at-grade crossings, how the LOS was estimated, and the estimated level of service.

Waukesha Subdivision, Illinois

A total of 69 crossings are located along the Waukesha Subdivision, which is approximately 17 percent of all crossings along the CN rail line. Table 3.3-5, beginning on page 18, presents the public highway/rail at-grade crossing data for the CN Waukesha Subdivision in Cook and Lake counties, Illinois (see Figure 3.1-1, above, for CN rail line subdivisions).

- Twenty-one grade-separated crossings
- 48 crossings are public highway/rail at-grade crossings
- Estimated existing LOS for public highway/rail at-grade crossings using 2007 ADT data
- Determined 44 public highway/rail at-grade crossings are LOS A
- Determined five public highway/rail at-grade crossings are LOS B. The five crossings that showed an LOS B reflect a higher volume of delayed vehicles or a higher train volume than those showing an LOS A.

Freeport Subdivision, Illinois

A total of 97 crossings are located along the Freeport Subdivision, which is approximately 24 percent of all crossings along the CN rail line. Table 3.3-5, below, presents the public highway/rail at-grade crossing data for the CN Freeport Subdivision in Cook, DuPage, and Kane counties (Illinois).

- Fifty-nine grade-separated crossings including four private or pedestrian
- Two pedestrian at-grade crossings
- Thirty-six public highway/rail at-grade
- Estimated existing LOS for public highway/rail at-grade crossings using 2007 ADT data
- Determined all public highway/rail at-grade crossings are LOS A

Joliet Subdivision, Illinois

A total of 70 crossings are located along the Joliet Subdivision representing approximately 17 percent of all crossings along the CN rail line. Table 3.3-5, below, presents the public highway/rail at-grade crossing data for the CN Joliet Subdivision in Cook and Will counties.

- Forty-one grade-separated crossings
- Thirteen private or pedestrian at-grade crossings
- Sixteen crossings public highway/rail at-grade
- Estimated existing LOS for public highway/rail at-grade crossings using 2007 ADT data

- Determined public highway/rail at-grade crossings are LOS A

Chicago Subdivision, Illinois

A total of 69 crossings are located along the Chicago Subdivision (see Figure 3.1-1, above, for CN rail line subdivisions), which is approximately 17 percent of all crossings along the CN rail line. Table 3.3-5, below, presents the public highway/rail at-grade crossing data for the CN Chicago Subdivision in Cook and Will counties.

- Sixty-seven grade-separated crossings
- Two crossings public highway/rail at-grade
- Estimated existing LOS of public highway/rail at-grade crossings using 2007 ADT data
- Determined all public highway/rail at-grade crossings are LOS A

Elsdon Subdivision/South Bend Subdivision (Cook County, Illinois and Lake County, Indiana)

A total of 97 crossings are located along the Elsdon/South Bend Subdivision, which is approximately 24 percent of all crossings along the CN rail line. Table 3.3-5, below, presents the public highway/rail at-grade crossing data for the CN Elsdon/South Bend Subdivision in Cook County, Illinois, and Lake County, Indiana.

- Forty public grade-separated crossings
- One private grade-separated crossing
- One a private at-grade crossing
- One pedestrian at-grade crossing
- Fifty-four public highway/rail at-grade crossings
- Estimated existing LOS for public highway/rail at-grade crossings using 2007 ADT data
- Determined 41 public highway/rail at-grade crossings are LOS A, one is an LOS B, one is LOS E, and two are LOS C. The four crossings that are at an LOS lower than A reflect a higher volume of delayed vehicles or a higher train volume than those showing an LOS A.

The following terms are used in Table 3.3-5, below:

- L = length of trains
- N = existing number of trains
- V = existing average train speed
- D_c = blocked crossing time per train, minutes
- D_a = average delay per delayed vehicle, minutes
- T_d = total delayed vehicles per day
- NL = number traffic lanes
- Q = vehicle queue length, number of vehicles
- D_v = average delay for all vehicles, minutes

Table 3.3-5. Existing Vehicle Delays At CN Highway/Rail At-Grade Crossings

Street	2007 ADT	2007									Crossing LOS	Roadway LOS	Queue Length	Blocked Major Intersection
		L	V	D _C	D _a	N	T _D	NL	Q	D _V				
Cook County, Illinois (Waukesha Subdivision)														
River Forest, Illinois														
Forest Avenue	2,590	6,104	30	2.8	1.8	3.5	18	2	7	0	A	A		
Augusta Street	2,590	6,104	30	2.8	1.8	3.5	18	2	7	0	A	A		
Keystone Avenue	2,590	6,104	30	2.8	1.8	3.5	18	2	7	0	A	A		
Thatcher Avenue	8,568	6,104	30	2.8	1.8	3.5	59	3	16	0	A	C		
River Grove, Illinois														
1 st Avenue (IL 171)	27,363	6,104	30	2.8	1.8	3.5	187	4	38	0	A	C	950	North Avenue (IL 64)
5 th Avenue	10,404	6,104	30	2.8	1.8	3.5	71	4	15	0	A	B		
Melrose Park, Illinois														
George Street	3,978	6,104	28	3.0	1.9	3.5	29	2	12	0	A	A		
Franklin Park, Illinois														
Fullerton Avenue	4,080	6,104	25	3.3	2.1	3.5	32	2	13	0	A	B		
Chestnut Avenue	2,000	6,104	19	4.2	2.7	3.5	20	2	8	0	A	A		
Belmont Avenue	10,098	6,388	19	4.3	2.8	19.3	585	4	22	0	B	A		
Des Plaines, Illinois														
Pratt Avenue	2,335	6,468	23	3.7	2.4	19.1	114	2	9	0	B	A		
Touhy Avenue	23,970	6,468	29	3.0	2.0	19.1	965	5	29	0	A	C	725	Rand Road (US 12)
Frontage Road	2,971	6,468	29	3.0	2.0	19.1	120	2	9	0	A	A		
Prospect Avenue	4,188	6,468	29	3.0	2.0	19.1	169	2	13	0	A	A	325	Rand Road (US 12)
Oakton Street	24,888	6,468	29	3.0	2.0	19.1	1,002	4	38	0	A	C		
Algonquin Road	9,486	6,468	31	2.9	1.9	19.1	361	2	27	0	A	C	675	Rand Road (US 12)
Lee Street/Mannheim Road (US 12)	8,843	6,468	31	2.9	1.9	19.1	337	2	25	0	A	C		
Graceland Avenue (US 12)	20,288	6,468	32	2.8	1.8	19.1	753	2	57	0	A	F		
Thacker Street/Dempster Street	12,036	6,468	32	2.8	1.8	19.1	447	2	34	0	A	E	850	Graceland Avenue (IL 58)
Prairie Avenue	2,452	6,468	34	2.7	1.7	19.1	87	2	7	0	A	A		

Table 3.3-5. Existing Vehicle Delays At CN Highway/Rail At-Grade Crossings

Street	2007 ADT	2007									Crossing LOS	Roadway LOS	Queue Length	Blocked Major Intersection
		L	V	D _C	D _a	N	T _D	NL	Q	D _V				
Woodlawn Avenue	562	6,468	33	2.7	1.8	19.1	20	2	2	0	A	A		
Seegers Road	1,520	6,468	28	3.1	2.0	19.1	63	2	5	0	B	A		
Golf Road (IL 58)	29,859	6,468	28	3.1	2.0	19.1	1,238	4	47	0	B	D	1,175	Rand Road (US 12)
Rand Road (US 12)	25,490	6,468	27	3.2	2.1	19.1	1,089	4	41	0	B	C		
Central Road	19,074	6,468	35	2.6	1.7	19.1	658	2	50	0	A	E		
Near Mount Prospect, Illinois														
Kensington Road/Foundry Road	8,612	6,468	38	2.4	1.6	19.1	278	2	21	0	A	C		
Mount Prospect, Illinois														
Euclid Avenue	19,482	6,468	39	2.4	1.6	19.1	616	4	23	0	A	C	575	Wolf Road
Prospect Heights, Illinois														
Wolf Road	21,522	6,468	40	2.3	1.5	19.1	667	2	50	0	A	F		
Camp McDonald Road	8,874	6,468	40	2.3	1.5	19.1	275	2	21	0	A	D		
Hintz Road	21,318	6,468	37	2.5	1.6	19.1	703	4	27	0	A	D		
Wheeling, Illinois														
Willow Road	3,060	6,468	39	2.4	1.6	19.1	97	2	7	0	A	A		
Dundee Road (IL 68)	33,605	6,468	42	2.3	1.5	19.1	1,003	4	38	0	A	E		
Lake County, Illinois (Waukesha Subdivision)														
Buffalo Grove, Illinois														
Deerfield Parkway/Busch Road	16,391	6,468	35	2.6	1.7	19.1	565	2	43	0	A	C		
Buffalo Grove Road	14,096	6,468	42	2.3	1.5	19.1	421	3	21	0	A	F		
Prairieview, Illinois														
Aptakistic Road	23,821	6,468	35	2.6	1.7	19.1	822	4	31	0	A	C	775	Weiland Road
Near Prairieview, Illinois														
Half Day Road (IL 22)	20,263	6,468	41	2.3	1.5	19.1	616	2	46	0	A	C		
Vernon Hills, Illinois														
Butterfield Road	15,845	6,468	39	2.4	1.6	19.1	501	4	19	0	A	B		
Near Vernon Hills, Illinois														
US 45	18,672	6,468	42	3.1	0.9	19.1	333	3	17	0	A	E		

Table 3.3-5. Existing Vehicle Delays At CN Highway/Rail At-Grade Crossings

Street	2007 ADT	2007									Crossing LOS	Roadway LOS	Queue Length	Blocked Major Intersection
		L	V	D _C	D _a	N	T _D	NL	Q	D _V				
Mundelein, Illinois														
Townline Road (IL 60)	36,919	6,468	41	1.4	0.4	19.1	670	4	25	0	A	E	1,200	Butterfield Road
Allanson Road	16,719	6,468	35	2.7	1.8	19.1	600	2	45	0	A	F		
Hawley Street	7,103	6,468	35	2.7	1.8	19.1	255	3	13	0	A	C		
Park Street	578	6,468	35	2.7	1.8	19.1	21	2	2	0	A	A		
Maple Avenue	11,882	6,468	35	2.7	1.8	19.1	427	2	32	0	A	A	775	Lake Street (US 45)
Dunbar Road	390	6,468	40	2.4	1.6	19.1	13	2	1	0	A	A		
Winchester Road	5,901	6,468	40	2.4	1.6	19.1	190	4	7	0	A	C	200	Lake Street (US 45)
Grayslake, Illinois														
Peterson Road	17,484	6,468	45	2.2	1.4	19.1	514	5	16	0	A	F		
Harris Road	3,500	6,468	45	2.2	1.4	19.1	103	2	8	0	A	B		
Cook County, Illinois (Freeport Subdivision)														
Chicago, Illinois														
South Lawndale Avenue	756	5,224	14	4.7	3.1	2.5	6	2	4	0	A	A		
Pulaski Road	23,868	5,224	19	3.6	2.4	2.5	150	4	43	0	A	C		
Berwyn, Illinois														
Riverside Drive	4,692	6,690	25	3.5	2.3	4.4	51	2	17	0	A	B		
Riverside, Illinois														
Harlem Avenue (IL 43)	30,172	6,690	25	3.5	2.3	4.4	326	4	53	0	A	D	1,325	26 th Street
North Riverside, Illinois														
26 th Street	13,770	6,690	25	3.5	2.3	4.4	149	4	24	0	A	B		
Veterans Drive	593	6,690	25	3.5	2.3	4.4	6	4	1	0	A	A		
Hainsworth Avenue	1,020	6,690	25	3.5	2.3	4.4	11	2	4	0	A	A		
Des Plaines Avenue	15,198	6,690	25	3.5	2.3	4.4	164	4	27	0	A	C		
Near North Riverside, Illinois														
Cermak Road/22 nd Street	34,680	6,690	25	3.5	2.3	4.4	375	5	49	0	A	D	1,225	1 st Avenue (IL 171)
1 st Avenue (IL 171)	36,310	6,690	25	3.5	2.3	4.4	393	4	64	0	A	F	1,600	Cermak Road

Table 3.3-5. Existing Vehicle Delays At CN Highway/Rail At-Grade Crossings

Street	2007 ADT	2007									Crossing LOS	Roadway LOS	Queue Length	Blocked Major Intersection
		L	V	D _C	D _a	N	T _D	NL	Q	D _V				
Broadview, Illinois														
17 th Avenue	9,690	6,690	19	5.0	3.0	4.0	133	4	22	0	A	A		
Hillside, Illinois														
Oak Ridge Avenue	123	6,755	35	2.7	1.8	3.0	1	2	0	0	A	A		
Harrison Street	9,375	6,755	36	2.6	1.7	3.0	51	2	25	0	A	A		
Wolf Road	16,014	6,755	35	2.7	1.8	3.0	90	4	22	0	A	B		
Du Page County, Illinois (Freeport Subdivision)														
Elmhurst, Illinois														
York Street	19,096	6,755	37	2.6	1.7	3.0	102	2	49	0	A	E		
Vallette Street	3,342	6,750	35	3.0	2.0	3.0	19	2	9	0	A	A		
Argyle Avenue	919	6,755	39	2.5	1.6	3.0	5	2	2	0	A	A		
Spring Road	8,593	6,755	40	2.0	2.0	3.0	43	2	21	0	A	C		
Saint Charles Street	8,912	6,755	40	2.4	1.6	3.0	45	3	14	0	A	C		
West Avenue	8,912	6,755	40	2.4	1.6	3.0	45	2	22	0	A	D		
Villa Park, Illinois														
Villa Avenue	7,002	6,755	40	2.4	1.6	3.0	35	2	17	0	A	B		
Addison Avenue	13,792	6,755	39	2.5	1.6	3.0	71	7	10	0	A	B	250	North Avenue (IL 64)
North Avenue (IL 64)	47,741	6,755	39	2.5	1.6	3.0	245	8	29	0	A	D	725	Addison Avenue
Near Addison, Illinois														
Grace Street	7,214	6,755	37	2.6	1.7	3.0	39	4	9	0	A	B		
Swift Road	17,505	6,755	42	2.3	1.5	3.0	85	3	27	0	A	F	675	Collins Avenue
Addison, Illinois														
Westwood Avenue	377	6,755	37	2.6	1.7	3.0	2	2	1	0	A	A		
Near Bloomingdale, Illinois														
Schmale Road	23,976	6,755	38	2.5	1.6	3.0	126	4	30	0	A	D		
Army Trail Road	32,994	6,755	43	2.3	1.5	3.0	157	4	38	0	A	D		
Bloomingdale, Illinois														
Gary Avenue	29,281	6,755	43	2.3	1.5	3.0	139	4	33	0	A	D	825	Army Trail Road

Table 3.3-5. Existing Vehicle Delays At CN Highway/Rail At-Grade Crossings

Street	2007 ADT	2007									Crossing LOS	Roadway LOS	Queue Length	Blocked Major Intersection
		L	V	D _C	D _a	N	T _D	NL	Q	D _V				
Hanover Park, Illinois														
Madsen Drive	556	6,755	43	2.3	1.5	3.0	3	2	1	0	A	A		
County Farm Road	30,554	6,755	43	2.3	1.5	3.0	145	4	35	0	A	D		
Bartlett, Illinois														
Sutton Road (IL 59)	47,316	6,755	41	2.4	1.5	3.0	234	4	56	0	A	F		
Near Bartlett, Illinois														
Munger Road	1,591	6,755	35	2.7	1.8	3.0	9	2	4	0	A	A		
Powis Road	4,350	4,600	25	2.6	1.7	3.0	23	2	11	0	A	B		
Kane County, Illinois (Freeport Subdivision)														
South Elgin, Illinois														
IL 25	8,858	4,600	45	1.7	1.1	3.0	30	2	14	0	A	C		
Randall Road	36,462	4,600	45	1.7	1.1	3.0	126	4	30	0	A	F		
Cook County, Illinois (Joliet Subdivision)														
Willow Springs, Illinois														
Old Willow Springs Road	18,054	6,103	40	2.2	1.5	1.8	50	2	40	0	A	A		
Lemont, Illinois														
Pruxne Street/Illinois Street	6,120	6,103	35	2.0	2.0	1.8	19	2	15	0	A	C	380	Main Street
Holmes Street	385	6,103	35	2.0	2.0	1.8	1	2	1	0	A	A		
Stephen Street	12,138	6,103	33	3.0	2.0	1.8	39	2	32	0	A	A	800	Main Street
Lemont Street	1,000	6,103	32	3.0	2.0	1.8	3	2	3	0	A	F		
Industrial Avenue	236	4,659	35	2.0	1.3	1.8	1	2	0	0	A	A		
Will County, Illinois (Joliet Subdivision)														
Romeoville, Illinois														
Romeo Road/135 th Street	15,080	4,659	38	1.9	1.2	1.8	36	2	29	0	A	F		
Lockport, Illinois														
2 nd Street	34	4,659	35	2.0	1.0	1.8	0	2	0	0	A	A		
6 th Street	126	4,659	35	2.0	1.0	1.8	0	2	0	0	A	A		
9 th Street (IL 7)	23,870	4,659	35	2.0	1.0	1.8	60	2	48	0	A	F	1,200	State Street (IL 171)
10 th Street	126	4,659	35	2.0	1.0	1.8	0	2	0	0	A	A		

Table 3.3-5. Existing Vehicle Delays At CN Highway/Rail At-Grade Crossings

Street	2007 ADT	2007									Crossing LOS	Roadway LOS	Queue Length	Blocked Major Intersection
		L	V	D _C	D _a	N	T _D	NL	Q	D _V				
11 th Street	242	4,659	35	2.0	1.0	1.8	1	2	0	0	A	A		
13 th Street	126	4,659	35	2.0	1.3	1.8	0	2	0	0	A	A		
Division Street	5,354	4,659	35	2.0	1.3	1.8	13	2	11	0	A	A	275	State Street (IL 171)
Joliet, Illinois														
Ohio Street	5,682	4,659	35	2.0	1.0	1.8	14	2	11	0	A	B	275	Scott Street (IL 53)
Jackson Street	16,088	4,659	35	2.0	1.0	1.8	40	2	32	0	A	C		
Will County, Illinois (Chicago Subdivision)														
University Park, Illinois														
University Parkway/Stuenkel Road	10,768	5,400	45	1.9	1.0	12.8	178	4	10	0	A	E	420	W Dralle Road
W Dralle Road	3,167	5,400	45	2.0	1.0	13	52	4	3	0	A	A	125	South Governors Highway
Cook County, Illinois (Elsdon/Southbend Subdivision)														
Chicago, Illinois														
51 st Street	2,046	4,365	8	7.0	4.0	3.0	31	2	14	0	A	A		
55 th Street	26,826	4,365	8	7.0	4.0	3.0	412	4	90	0	A	F		
71 st Street	14,178	4,365	8	7.0	4.0	3.0	218	2	95	0	A	F		
79 th Street	25,000	4,365	8	7.0	4.0	3.4	396	4	84	0	A	C		
Columbus Avenue	15,402	4,365	8	7.0	4.0	3.4	244	4	52	0	A	A		
83 rd Place	1,114	4,365	8	7.0	4.0	3.4	18	2	7	0	A	A		
87 th Street	20,196	4,365	8	6.7	4.4	3.4	320	6	45	0	A	B		
103 rd Street	20,298	4,365	8	6.7	4.4	3.4	321	4	68	0	A	C		
111 th Street	16,728	4,365	8	6.7	4.4	3.4	265	4	56	0	A	B	1,400	S Kedzie Street
115 th Street	13,260	4,365	8	7.0	4.0	3.4	210	4	44	0	A	E		
Evergreen Park, Illinois														
91 st Street	3,825	4,365	8	6.7	4.4	3.4	61	2	26	0	A	A		
Kedzie Avenue	24,582	4,365	8	6.7	4.4	3.4	389	4	82	0	A	C		
94 th Street	2,958	4,365	8	6.7	4.4	3.4	47	4	10	0	A	A		

Table 3.3-5. Existing Vehicle Delays At CN Highway/Rail At-Grade Crossings

Street	2007 ADT	2007									Crossing LOS	Roadway LOS	Queue Length	Blocked Major Intersection
		L	V	D _C	D _a	N	T _D	NL	Q	D _V				
95 th Street (US 12/US 20)	31,212	4,365	8	6.7	4.4	3.4	494	6	70	0	A	C		
99 th Street	9,894	4,365	8	6.7	4.4	3.4	157	2	66	0	A	D		
Blue Island, Illinois														
119 th Street	12,240	4,365	8	7.0	4.0	3.4	194	2	82	0	A	D	2,050	S Kedzie Street
123 rd Street	5,520	4,365	8	7.0	4.0	3.4	87	2	37	0	A	C		
127 th Street	23,562	4,365	8	7.0	4.0	3.4	373	4	79	0	A	C		
Union Street	756	4,365	8	7.0	4.0	3.4	12	2	5	0	A	A		
Broadway Street	5,049	7,256	36	2.8	1.8	14.9	146	4	7	0	A	A		
Dixmoor, Illinois														
Western Avenue	8,568	7,256	29	3.0	2.0	14.9	296	4	14	0	A	A		
Robey Street	123	7,256	34	3.0	2.0	14.9	4	2	0	0	A	A		
Harvey, Illinois														
Lincoln Avenue	756	7,256	34	3.0	2.0	14.9	23	2	2	0	A	A		
Wood Street	13,464	7,256	35	2.9	1.9	14.9	398	4	19	0	A	C		
147 th Street/Sibley Boulevard (IL 83)	29,547	7,256	35	3.0	2.0	14.9	873	4	42	0	A	D		
Ashland Avenue	11,901	7,256	35	3.0	2.0	14.9	352	2	34	0	A	A		
150 th Street	1,202	7,256	36	2.8	1.8	14.9	35	4	2	0	A	A		
Center Avenue	756	7,256	36	3.0	2.0	14.9	22	2	2	0	A	A		
Broadway Avenue	756	7,256	10	8.7	5.7	14.9	68	4	3	1	E	A		
Park Avenue	6,018	7,256	36	2.8	1.8	14.9	174	4	8	0	A	B		
Halsted Street (IL 1)	18,831	5,927	36	2.0	2.0	19.5	605	4	22	0	A	C		
Phoenix, Illinois														
155 th Street	385	5,927	36	2.4	1.5	19.5	12	2	1	0	A	A		
South Holland, Illinois														
Thornton-Blue Island Road	4,233	5,927	35	2.0	2.0	19.5	139	2	10	0	A	A		
159 th /162 nd Street (US 6)	29,651	5,927	35	2.4	1.6	19.5	973	4	36	0	A	D		
South Park Avenue	10,098	6,081	26	3.2	2.1	22.1	489	4	16	0	B	B		
170 th Street	11,322	6,081	15	5.1	3.3	22.1	887	4	29	1	C	B		
Near Thornton, Illinois														
Thornton-Lansing Road	10,200	6,081	38	2.0	2.0	22.1	363	2	24	0	A	E		

Table 3.3-5. Existing Vehicle Delays At CN Highway/Rail At-Grade Crossings

Street	2007 ADT	2007									Crossing LOS	Roadway LOS	Queue Length	Blocked Major Intersection
		L	V	D _C	D _a	N	T _D	NL	Q	D _V				
Lansing, Illinois														
Volbrecht Road	3,108	6,081	38	2.3	1.5	22.1	111	2	7	0	A	A		
182 nd Street/Ridge Road	7,969	6,081	39	2.0	1.0	22.1	278	2	18	0	A	A		
Torrence Avenue (IL 83)	10,924	6,081	39	2.3	1.5	22.1	381	4	12	0	A	A		
186 th Street	6,630	6,081	41	2.2	1.4	22.1	222	2	14	0	A	C		
Burnham Avenue	7,446	6,081	42	2.1	1.4	22.1	245	2	16	0	A	B		
Wentworth Avenue	11,118	6,081	42	2.1	1.4	22.1	366	2	24	0	A	D		
Lake County, Indiana (Eldson/Southbend Subdivision)														
Munster, Indiana														
Calumet Avenue	24,717	6,081	40	2.2	1.4	22.1	845	4	28	0	A	D		
White Oak Avenue	8,733	6,081	38	2.0	2.0	22.1	311	2	20	0	A	D		
Highland, Indiana														
Kennedy Avenue	5,261	6,081	18	4.3	2.8	22.1	350	2	23	0	C	B		
Griffith, Indiana														
Main Street	8,755	6,081	35	2.5	1.6	22.1	332	2	22	0	A	C		
Broad Street	15,450	6,081	36	2.4	1.6	22.1	574	2	37	0	A	E		
Colfax Street	11,162	6,081	40	2.0	1.0	23.0	402	2	25	0	A	E		
Near Merrillville, Indiana														
Hendricks Street	438	6,081	40	2.0	1.0	23.0	16	2	1	0	A	A		
Merrillville, Indiana														
Taft Street	24,056	6,081	40	2.2	1.4	23.3	867	2	54	0	A	F		
Madison Street	7,129	6,081	40	2.0	1.0	23.0	257	2	16	0	A	C		
Broadway Street	31,568	6,081	40	2.0	1.0	23.0	1,138	4	35	0	A	F		

3.3.1.5 Existing Roadway Conditions near Highway/Rail At-Grade Crossings

What is roadway capacity?

Roadway capacity is the maximum traffic flow obtainable on a given roadway using all available lanes; it is usually expressed in vehicles per hour or vehicles per day. A roadway would be considered to be at or near its capacity if it is at LOS E. It is at capacity or over capacity if it is at LOS F.

What is mobility?

Mobility is the ease of moving people and goods within a transportation network. In this context, mobility means the ability of the people in a community to move easily from place to place on the local roadway network, which includes the ability to cross active rail lines.

What is an alternate route?

An alternate route is one or more other routes that have the capacity to handle additional traffic volumes and are within a mile of a congested street that is sometimes blocked by a train. Alternate routes may or may not be grade separated.

What is a queue?

A queue is a line of waiting people or vehicles. In this EIS, SEA discusses vehicle queues at highway/rail at-grade crossings when trains occupy the railroad tracks.

In addition to the evaluation of vehicle delays and LOS at the highway rail at-grade crossing at the EJ&E and CN rail lines, SEA also evaluated the operations on the roadways that cross the rail lines. SEA evaluated the roadway operations independent of rail line crossing operations for two reasons: 1) to identify and evaluate roadways operating at or over capacity (LOS E-F); and 2) to broadly evaluate the overall ability of people to move about within their communities (mobility, as it relates to roadways potentially affected by the Proposed Action).

SEA obtained roadway characteristics such as number of lanes, the roadway classification, and area land use to evaluate each roadway that crosses the rail lines. In addition, SEA completed an LOS analysis for each highway/rail at-grade crossing, using available traffic volume information and taking into account the characteristics of each roadway in the vicinity of the crossing. The community's roadway network, which includes the number of crossings, the crossing type, and the presence of alternate routes, as well as the land-use mix and density, were factors in SEA's evaluation of the community.

SEA estimated the number of queued vehicles for all public at-grade roadways crossing the EJ&E rail line, as described in Section 3.3.1.2, Existing Conditions at EJ&E Highway/Rail At-Grade Crossings, above, and as shown in Table 3.3-3, above. SEA assumed a vehicle length of 25 feet, which includes the vehicle and vehicle headway (the area in front of the vehicle). SEA estimated the queue length by multiplying the number of queued vehicles observed by 25 feet. The affects of the queue lengths were determined by analyzing each roadway crossing the EJ&E rail line—when a queue is so long that it blocks a major roadway the mobility of the community is considered to be affected; when queues block no roadways, or a local roadway only, the mobility of the community is not considered to be affected. The queues for all crossings were estimated, but the table presents data for only those major roadway intersections that are blocked.

Roadway Level of Service

SEA estimated the roadway LOS by examining the vehicles per day (vpd) on the roadways that cross the EJ&E and CN rail lines at highway/rail at-grade crossings. The daily capacity per lane was derived using the methodology in the 2000 *Highway Capacity Manual* (HCM) (Transportation Research Board 2000). Table 3.3-6, below, presents roadway capacities for different types of roadways based on the area type and classification of the roadway. "Area type" refers to the existing development adjacent to the rail lines, which is an indicator of the type of vehicles using nearby roadways, the expected traffic volumes, and the presence of traffic generators such as industries, offices, shopping centers, or residences, and the density of development.

Area Type	Classification	Capacity (vpd/lane)
Urban/Suburban	Arterial ^a	9,800
Urban/Suburban	Collector ^b	6,800
Rural	Arterial ^a	7,800
Rural	Collector ^b	5,900

Notes:

- ^a An Arterial is a class of street that allows significant traffic movements for travel between major points and provides regional connectivity.
- ^b A Collector is a class of street that collects and distributes traffic from local streets to the arterial road network.

The daily capacity of a roadway is calculated by multiplying the number of lanes on the roadway by the capacity values shown in Table 3.3-6, above. For example, if a roadway has four lanes and is classified as an urban arterial, the daily capacity is 4 lanes x 9,800 vpd/lane = 39,200 vpd. The LOS is determined by calculating the volume to capacity ratio (V/C), which is the daily volume on the roadway divided by the total capacity. The relationship between LOS and V/C is stated in Table 3.3-7, below. For example, if a roadway accommodates 42,000 vpd and the capacity is 39,200 vpd, then the V/C would be 42,000 vpd/39,200 vpd = 1.07. According to the HCM standards shown in Table 3.3-7, below, the example roadway would show an LOS F because the V/C ratio is greater than 1.0.

A	B	C	D	E	F
0.3	0.45	0.65	0.85	1.0	>1.0

Source: Transportation Research Board, 2000, *Highway Capacity Manual*, 3rd Ed., TRB Special Report 209, Washington D.C.

Analysis results follow.

EJ&E Rail Line

The first step in assessing the existing roadway operations at highway/rail at-grade crossings along the EJ&E rail line was to identify the intersecting roadways and the communities in which those roadways are located. Then, SEA estimated the LOS for each intersecting roadway. The LOS calculation results for each EJ&E highway/rail at-grade crossing are contained in Appendix E, Transportation Systems Analysis, which shows the resulting LOS for all public highway/rail at-grade crossings. Roadways with an LOS E or LOS F received the designation “critical.” Table 3.3-8, below, shows a summary of the 2007 roadway LOS analysis along the EJ&E rail line.

LOS	Total	Lake (Illinois)	Cook (Illinois)	DuPage (Illinois)	Will (Illinois)	Lake (Indiana)
LOS A - B	55	8	12	5	23	7
LOS C - D	37	11	5	3	14	4
LOS E - F	20	7	3	4	2	4

Based on the LOS results, SEA evaluated the existing roadway network and assessed overall mobility in the vicinity of each of the critical roadways. The narratives below present the number of roadways crossing the EJ&E rail line, the land development pattern adjacent to the rail line, the existing the LOS of the roadway network in the vicinity of the highway/rail at-grade crossing within each community, and an assessment of the level of mobility in the vicinity of the Study Area. If an alternate route to a congested roadway is present, it is identified and described. If queue lengths block any arterial or connector roadways, these are described.

Lake County, Illinois

Waukegan, Illinois

What is acceptable mobility?

Mobility is acceptable in a community if: 1) roadways operate at LOS D or better, 2) queue lengths do not block a major roadway, 3) and roadways operating at LOS E and F have an alternate route.

- Six roadways cross the EJ&E rail line at-grade.
 - Crossings operate at LOS D or better.
- Community includes a mix of suburban industrial and commercial uses in the vicinity of the crossings.
- Acceptable mobility because the roadways operate at LOS D or better.

North Chicago, Illinois

- Seven roadways cross the EJ&E rail line at-grade.
 - Crossings operate at LOS D or better.
- Four other grade-separated crossings.
- Community includes a mix of urban commercial, residential, and industrial uses in the vicinity of the crossings.
- Acceptable mobility because the roadways operate at LOS D or better.

Lake Bluff, Illinois

- Two roadways cross the EJ&E rail line at-grade.

What is an undivided arterial?

An arterial is a class of street that allows significant traffic movements for travel between major points and provides regional connectivity. An undivided arterial, whether it is two lanes or four lanes, does not have a median, such as a strip of land, separating the lanes of opposing traffic.

- Park Avenue/Rockland Road is an east-west, two-lane, undivided arterial that crosses the EJ&E rail line and intersects Waukegan Road east of the EJ&E rail line. It currently operates at LOS E-F (at capacity).
- Waukegan Road is a north-south, four-lane, undivided arterial. It currently operates at LOS D or better (acceptable).
- Waukegan Road is approximately 0.67 mile from Park Avenue/Rockland

Road and is an alternative to congested Park Avenue/Rockland Road.

- One grade-separated crossing.

- Community includes a mix of urban/suburban industrial, residential, and agriculture uses in the vicinity of the crossings.
- Acceptable mobility because of the existence of an alternate route to a roadway operating at LOS E-F (Park Avenue/Rockland Road).

Mundelein, Illinois

The CN Waukegan Subdivision and the EJ&E rail line operate in Mundelein. The CN Waukegan Subdivision crossings are discussed in a subsequent section below.

- Three roadways cross the EJ&E rail line at-grade.
 - IL 60/IL 83 is a two-lane, undivided arterial that runs north-south, crosses the EJ&E rail line, and intersects two arterials: Midlothian Road and Townline Road/IL 60. IL 60/IL 83 currently operates at LOS E-F.
 - Diamond Lake Road is a two-lane collector that runs north-south, crossing the EJ&E rail line approximately 550 feet east of IL 60/IL 83 at-grade crossing. Diamond Lake Road currently operates at LOS D or better.
 - South Lake Street is a four-lane, divided arterial that runs parallel to IL 60/IL 83 by approximately 0.6 mile. It is an alternate access route with a grade-separated crossing of the EJ&E rail line.
- Peak period - IL 60/IL 83 estimated vehicle queue length of approximately 950 feet at the crossing.
 - Queue blocks a major cross street, Diamond Lake Road, which is a major cross street to the south.
- Community is urban residential in the vicinity of the crossings.
- Unacceptable mobility - Even with the alternative routes to IL 60/IL 83, queue lengths on IL 60/IL 83 block a major roadway (Diamond Lake Road).

What is the peak period?
 Peak period, often referred to as rush hour, typically refers to weekday morning and evening hours when traffic congestion is at its worst.

Hawthorn Woods, Illinois

- Two roadways cross the EJ&E rail line at-grade.
 - Gilmer Road is a two-lane, undivided arterial that runs north-south crossing the EJ&E rail line and intersecting two arterials—Midlothian Road and IL 83. It currently operates at LOS E-F.
 - Old McHenry Road is a four-lane, undivided arterial that runs north-south on the north side of Hawthorn Woods. It currently operates at LOS D or better.
- Old McHenry Road parallels Gilmer Road approximately 1.4 miles away, and is an alternative to congested Gilmer Road.
- Land around the crossings is used for suburban industrial purposes.
- Acceptable mobility because of the existence of an alternative route to a roadway operating at LOS E-F (Gilmer Road).

Lake Zurich, Illinois

- Five roadways cross the EJ&E rail line at-grade.
 - Ela Road is a two-lane, undivided arterial that runs north-south near the crossing with the EJ&E rail line and connects two arterials—Cuba Road and South Rand Road. Ela Road currently operates at LOS E.
 - Main Street is a two-lane, undivided arterial that runs east-west, crossing the EJ&E rail line and intersecting two arterials—Church Street/Midlothian Road and IL 22. Main Street currently operates at LOS D or better.
 - All other roadways operate at LOS D or better.
- Two other grade-separated crossings.
 - IL 22 is a two-lane arterial with a grade-separated crossing that runs east-west on the south side of Lake Zurich.
 - South Rand Road is a four-lane, divided arterial with a grade-separated crossing that runs north-south on the north side of Lake Zurich. South Rand Road, which is approximately 860 feet to the east, is an alternative to Ela road and is grade-separated. It currently operates at LOS D or better.
- Peak period queue lengths.
 - Main Street approximately 575 feet, which blocks two major cross streets—IL 22 and Church Street.
- Community includes a mix of urban industrial, commercial, and residential uses in the vicinity of the crossings.
- Unacceptable mobility - Even with alternative routes to Ela Road, the queue lengths on Main Street block two major roadways, IL 22 and Church Street. See Chapter 4, Section 4.3.1.3, Proposed Action, for a general discussion of cut-through traffic, and see Appendix E, Transportation Systems Analysis, for a more specific discussion of existing conditions of each community, including Lake Zurich.

Barrington, Illinois

- Four roadways are near each other and cross the EJ&E rail line at-grade.
 - Hough Street/IL 59/IL 63 is a two-lane, divided arterial that runs north-south, crosses the EJ&E rail line and intersects two arterials—Lake Zurich Road and Northwest Highway. It currently operates at LOS E-F.
 - All other roadways operate at LOS D or better.
- Community includes a mix of urban commercial and residential uses in the vicinity of the crossings.
- A Metra Commuter rail line operates northwest-southeast through downtown Barrington. The EJ&E rail line also runs directly through downtown Barrington going northeast-southwest. The Metra Commuter Rail line and the EJ&E rail line cross at an at-grade crossing adjacent to downtown.
- Unacceptable mobility because of the combination of a roadway operating at LOS E-F and two rail lines crossing adjacent to downtown Barrington.

Cook County (Northwest), Illinois

Hoffman Estates, Illinois

- One roadway crosses the EJ&E rail line at-grade.
 - Roadway currently operates at LOS D or better.
- Community is a mix of suburban residential and agriculture near the crossing.
- Acceptable mobility because the roadway operates at LOS D or better.

Elgin, Illinois

- Two roadways cross the EJ&E rail line at-grade.
 - West Bartlett Road is a two-lane collector street that runs east/west and crosses the EJ&E rail line. West Bartlett Road currently operates at LOS E-F.
 - Spaulding Road is a two-lane collector that runs parallel to West Bartlett Road, and is approximately 0.6 mile to the north. Spaulding Road currently operates at LOS D or better. Because it is circuitous, it is not considered an alternate route to West Bartlett Road. No other alternate routes exist within one mile of the West Bartlett Road at-grade crossing.
- Three roadways have grade-separated crossings.
- Community includes rural residential and industrial uses in the vicinity of the crossings.
- Unacceptable mobility because the lack of alternate routes for West Bartlett Road (LOS E-F).

DuPage County, Illinois

Bartlett, Illinois

The EJ&E rail line and the CN Freeport Subdivision operate in Bartlett. The CN Freeport Subdivision crossings are discussed in a subsequent section below.

- One roadway crosses the EJ&E rail line at-grade.
 - Roadway currently operates at LOS D or better.
- Community is rural agricultural in the vicinity of the crossing.
- Acceptable mobility because the roadway operates at LOS D or better.

Wayne, Illinois

- One roadway crosses the EJ&E rail line at-grade.
 - Roadway currently operates at LOS D or better.
- Community is a mix of rural residential and agricultural uses in the vicinity of the crossing.
- Acceptable mobility because the roadway operates at LOS D or better.

West Chicago, Illinois

- Six roadways cross the EJ&E rail line at-grade.
 - Hawthorne Lane is a two-lane collector that runs east-west, and crosses the EJ&E rail line north of West Chicago's center; it currently operates at LOS E-F. No alternate routes exist with one mile of the Hawthorne Lane at-grade crossing.
 - All other roadways operate at LOS D or better.
- Two roadways that cross the EJ&E rail line have grade-separated crossings.
- Community is a mix of rural industrial uses, suburban residential, commercial and industrial uses, and urban residential in the vicinity of the crossings.
- Unacceptable mobility because of the lack of a alternative routes to Hawthorne Lane (LOS E-F).

Warrenville, Illinois

- One roadway crosses the EJ&E rail line at-grade.
 - Batavia Road currently operates at LOS D or better.
- One roadway crosses the EJ&E rail line with a grade-separated crossing.
- Community is suburban residential, industrial, and agricultural in the vicinity of the crossings.
- Acceptable mobility because the roadway operates at LOS D or better.

Naperville, Illinois

- One roadway crosses the EJ&E rail line at-grade.
 - Roadway currently operates at LOS D or better.
- Two roadways have grade-separated crossings of the EJ&E rail line.
- Community is suburban industrial in the vicinity of the crossings.
- Acceptable mobility because of the multiple grade-separated crossings and the roadway with an at-grade crossing operates at LOS D or better.

Aurora, Illinois

- Four roadways cross the EJ&E rail line at-grade.
 - Liberty Street is a two-lane arterial that runs east-west and crosses the EJ&E rail line, which currently operates at LOS E-F.
 - Ogden Avenue/US 34 is a four-lane, divided arterial that runs east-west, crosses the EJ&E rail line, and intersects Montgomery Road. It currently operates at LOS E-F.
 - Montgomery Road is a two-lane collector street that runs east-west, crosses the EJ&E rail line, and intersects Ogden Avenue. It currently operates at LOS E-F.
 - 87th Street is a two-lane collector that runs east-west and crosses the EJ&E rail line, which operates at LOS D or better. 87th Street parallels Montgomery Road approximately 0.5 mile to the south and is a potential alternative to the congested Montgomery Road.

- Three roadways have grade-separated crossings.
 - New York Street parallels Liberty Street and has a grade-separated crossing of the EJ&E rail line approximately 0.5 mile south of Liberty Street. It is a potential alternative to congested Liberty Street.
 - McCoy Drive parallels Ogden Avenue/US 34 and has a grade-separated crossing of the EJ&E rail line approximately 0.7 mile north of Ogden Avenue/US 34. It is a potential alternative to congested Ogden Avenue/US 34.
 - All other roadways operate at LOS D or better.
- Community is suburban industrial and residential in the vicinity of the crossings.
- Acceptable mobility because of the existence of alternative routes to roadways operating at LOS E-F.

Will County, Illinois

Village of Plainfield, Illinois

- Fifteen roadways cross the EJ&E rail line at-grade.
 - Hafenrichter Road is a two-lane collector that runs east-west and crosses the EJ&E rail line south of Aurora. It operates at LOS D or better. Hafenrichter Road runs parallel to Wolf's Crossing Road approximately 0.8 mile to the north, and is an alternative to congested Wolf's Crossing Road.
 - Wolf's Crossing Road is a two-lane collector that runs east-west and crosses the EJ&E rail line north of Plainfield's center. Currently operates at LOS E-F.
 - 127th Street is a two-lane collector that runs east-west, crosses the EJ&E rail line north of Plainfield's center, and intersects with Normantown Road, Van Dyke Road, and Naperville Road. 127th Street currently operates at LOS D or better.
 - Naperville Road is a two-lane arterial that runs north-south, crossing the EJ&E rail line within Plainfield, and intersecting 111th Street, Ferguson Road/119th Street, 127th Street, and 135th Street. Naperville Road operates at LOS D or better and parallels Main Street approximately 450 feet to the west. Naperville Road is a potential alternative route to congested Main Street.
 - Main Street is a two-lane arterial that runs north-south, crosses the EJ&E rail line within Plainfield's center, and intersects Lockport Road, Center Street, and Eastern Avenue. Main Street currently operates at LOS E-F.
 - Center Street is a two-lane collector that runs north-south, crosses the EJ&E rail line within Plainfield's center, and intersects Main Street and Lockport Road. It operates at LOS D or better. Center Street intersects Main Street north of the EJ&E rail line crossing, and crosses the rail line approximately 575 feet to the east. Center Street is also a potential alternative route to congested Main Street.
 - All other roadways operate at LOS D or better.
- Two roadways have grade-separated crossings.

- Peak period queue lengths.
 - 127th Street approximately 250 feet. Blocks Lincoln Highway/US 30, a major cross street west of the crossing.
- Community is a mix of urban, suburban, and rural influences and consists of commercial, residential, industrial, and agricultural uses in the vicinity of the crossings.
- Unacceptable mobility because even with alternative routes to roadways operating at LOS E-F, the queue lengths on 127th Street block a major roadway (Lincoln Highway/US 30).

Crest Hill, Illinois

- Four roadways cross the EJ&E rail line at-grade.
 - Roadway currently operate at LOS D or better.
- Three roadways have grade-separated crossings.
- Community is suburban residential, industrial, and agricultural in the vicinity of the crossings.
- Acceptable mobility because the roadways operate at LOS D or better.

Joliet, Illinois

The EJ&E rail line and the CN Joliet Subdivision operate in Joliet. The CN Joliet Subdivision crossings are discussed in a subsequent section below.

- Eight roadways cross the EJ&E rail line at-grade.
 - Roadways currently operate at LOS D or better.
- Five roadways have grade-separated crossings currently operate at LOS D or better.
- Community is a mix of suburban and urban residential and industrial uses in the vicinity of the crossings.
- Acceptable mobility because the roadways operate at LOS D or better.

New Lenox, Illinois

- Five roadways that cross the EJ&E rail line at-grade.
 - Roadways operate at LOS D or better.
- Community is suburban residential, industrial and agricultural in the vicinity of the crossings.
- Acceptable mobility because the roadways operate at LOS D or better.

Frankfort, Illinois

- Six roadways cross the EJ&E rail line at-grade.
 - Roadways operate at LOS D or better.
- One roadway has a grade-separated crossing.
- Peak hour queue length at 88th Avenue/Pfeiffer Road is approximately 275 feet at the crossing. Blocks one major roadway, Sauk Trail.

- Community is suburban residential, industrial, and agricultural in the vicinity of the crossings.
- Unacceptable mobility because even with the roadways operating at LOS D or better, the queue lengths on 88th Avenue/Pfeiffer Road block a major roadway (Sauk Trail).

Cook County, Illinois (Southwest)

Matteson, Illinois

The EJ&E rail line and the CN Chicago Subdivision operate in Matteson. The CN Chicago Subdivision crossings are discussed in a subsequent section below.

- Four roadways cross the EJ&E rail line at-grade.
 - Cicero Avenue is a four-lane divided arterial that runs north-south, crossing the EJ&E rail line and intersecting two arterials: Sauk Trail and 211th Street. Cicero Avenue currently operates at LOS E-F.
 - All other roadways operate at LOS D or better.
- Three roadways have grade-separated crossings.
 - Interstate 57 runs north-south on the west side of the community. I-57, which runs parallel to congested Cicero Avenue approximately 0.5 mile away, is an alternate route with a grade-separated crossing.
- Community is a mix of suburban industrial, agricultural, and residential uses in the vicinity of the crossings.
- Acceptable mobility based on the proximity of an alternate crossing to a roadway operating at LOS E-F (Cicero Avenue).

Park Forest, Illinois

- One roadway crosses the EJ&E rail line at-grade.
 - Roadway operates at LOS D or better.
- Community is a mix of suburban residential and industrial uses in the vicinity of the crossing.
- Acceptable mobility because the roadway operates at LOS D or better.

Chicago Heights, Illinois

- Seven roadways cross the EJ&E rail line at-grade.
 - Roadways operate at LOS D or better.
- One roadway has a grade-separated crossing.
- Community is a mix of suburban commercial, industrial, agricultural, and residential uses in the vicinity of the crossings.
- Acceptable mobility because the roadways operate at LOS D or better.

Sauk Village, Illinois

- One roadway crosses the EJ&E rail line at-grade.
 - Roadway operates at LOS D.
- One roadway has a grade-separated crossing.
- Community is a mix of suburban residential, industrial, and agricultural uses in the vicinity of the crossings.
- Acceptable mobility because the roadway operates at LOS D or better.

Lynwood, Illinois

- One roadway crosses the EJ&E rail line at-grade.
 - Lincoln Highway/US 30 is a two-lane divided arterial that runs north-south near the crossing with the EJ&E rail line and connects two arterials—Sauk Trail and Glenwood Dyer Road. The roadway currently operates at LOS E-F.
- Peak period queue length at the Lincoln Highway/US 30 crossing is approximately 800 feet. Queues block several local streets and driveways to the north and south of the railway.
- Community is a mix of suburban industrial and agricultural uses in the vicinity of the crossing.
- Unacceptable mobility because of the lack of alternative routes for Lincoln Highway/US 30.

Lake County, Indiana

Dyer, Indiana

- Two roadways cross the EJ&E rail line at-grade.
 - Hart Street is a two-lane, undivided arterial that runs north-south near the crossing with the EJ&E rail line and connects two arterials—Sauk Trail and Matteson Street. The Hart Street crossing operates at LOS E-F.
 - Lake Street is a two-lane, undivided arterial that runs north-south and currently operates at LOS D or better. Lake Street is an alternative route to Hart Street because it runs parallel to it approximately 700 feet away.
- One roadway has a grade-separated crossing.
- Community is suburban industrial and residential in the vicinity of the crossings.
- Acceptable mobility because of the existence of an alternative route to a roadway operates at LOS E-F (Hart Street).

Schererville, Indiana

- Two roadways cross the EJ&E rail line at-grade.
 - Kennedy Avenue is a two-lane undivided arterial that runs north-south near the crossing with the EJ&E rail line and connects two arterials—Main Street and Joliet Street. Kennedy Avenue operates at LOS E-F.
 - The other roadway operates at LOS D or better.

- One roadway has a grade-separated crossing.
 - Indianapolis Boulevard is a five-lane, divided arterial that runs north-south through Schererville. Indianapolis Boulevard, which runs parallel to Kennedy Avenue approximately 0.5 mile away, is an alternate route with a grade-separated crossing.
- Community is suburban commercial, industrial, and residential in the vicinity of the crossings.
- Acceptable mobility because of the existence of an alternative route to a roadway operates at LOS E-F—Indianapolis Boulevard.

Griffith, Indiana

The EJ&E rail line and the CN Elsdon Subdivision operate in Griffith. The CN Elsdon Subdivision crossings are discussed in a subsequent section below.

- Six roadways cross the EJ&E rail line at-grade.
 - Broad Street is a two-lane, undivided collector that runs north-south crossing the EJ&E rail line and connecting two arterials—Main Street and Joliet Street. Broad Street currently operates at LOS E-F.
 - The other roadway operates at LOS D or better.
- One roadway has a grade-separated crossing.
- Community is suburban commercial, industrial, and residential in the vicinity of the crossings.
- Unacceptable mobility because of the lack of an alternative route for Broad Street (LOS E-F).

Gary, Indiana

- Four roadways cross the EJ&E rail line at-grade.
 - 15th Avenue is a two-lane, undivided arterial that runs east-west crossing the EJ&E rail line, and connecting two arterials—Cline Avenue and Burt Street. 15th Avenue operates at LOS E-F.
 - 9th Avenue is a two-lane, undivided collector street that runs east-west on the east side of Gary. 9th Avenue, which runs parallel to 15th Avenue within approximately 0.5 mile, is an alternate route that operates at LOS D or better.
 - Alls other roadways operate at LOS D or better.
- Seven roadways have grade-separated crossings.
- Community is a mix of suburban agricultural, commercial, industrial, and residential uses in the vicinity of the crossings.
- Acceptable mobility because of the existence of an alternative route to a roadway operates at LOS E-F.

CN Subdivisions

As with the EJ&E rail line, SEA identified the intersecting roadways and communities along each of the CN subdivisions. SEA then evaluated the existing road network and overall mobility in the vicinity of each of the severely congested roadways (LOS E and LOS F) to characterize the existing roadway operations. The LOS results for each CN Subdivision at-grade crossing location are contained in Appendix E, Transportation Systems Analysis. Table 3.3-5, above, lists the resulting LOS for all public highway/rail at-grade crossings along the CN rail line. Table 3.3-9, below, presents a summary of the resulting 2007 roadway LOS for the locations along each CN subdivision.

Table 3.3-9. 2007 LOS Summary of Roadways Crossing CN Subdivisions						
LOS	Total	Waukesha (Illinois)	Freeport (Illinois)	Joliet (Illinois)	Chicago (Illinois)	Elsdon (Illinois/Indiana)
LOS A - B	76	19	18	9	1	29
LOS C - D	51	18	12	2	0	19
LOS E - F	25	10	4	3	1	7

The discussion below presents the existing condition of the roadway networks in the vicinity of the highway/rail at-grade crossings within each community.

Waukesha Subdivision, Illinois

Forest Park, Illinois

- Four roadways cross the Waukesha Subdivision.
 - All of the crossings are grade-separated.
- Community is urban residential and commercial in the vicinity of the crossings.
- Acceptable mobility because all of the crossings are grade-separated.

River Forest, Illinois

- Four roadways cross the Waukesha Subdivision at-grade.
 - All roadways operate at LOS C or better in the vicinity of the crossings.
- Two roadways have grade-separated crossings.
- Community is a suburban-urban mix of residential and agricultural uses.
- Acceptable mobility because of grade-separated crossings and the at-grade crossings operating at LOS D or better.

River Grove, Illinois

- Two roadways cross the Waukesha Subdivision at-grade.
 - 1st Avenue is a six-lane arterial that runs north-south and crosses the Waukesha Subdivision south of River Grove’s center. It operates at LOS D or better.
 - 5th Avenue is a four-lane collector that runs north-south, parallel with 1st Avenue, crossing the Waukesha Subdivision approximately 0.3 mile to the west. 5th Avenue currently operates at LOS D or better.

- One roadway has a grade-separated crossing.
- Community is primarily urban commercial uses in the vicinity of the crossings.
- Peak period queue lengths.
 - 1st Avenue approximately 925 feet at the crossing, and blocks North Avenue/IL 64, which is a major cross street north of the crossing.
- Unacceptable mobility because even with a grade-separated crossing and 5th Avenue operating at LOS D or better, the queue lengths on 1st Avenue block a major roadway (North Avenue/IL 64).

Melrose Park, Illinois

- One roadway crosses the Waukesha Subdivision at-grade.
 - George Street operates at LOS D or better.
- Community is urban industrial in the vicinity of the crossing.
- Acceptable mobility based on a roadway operating at LOS D or better.

Franklin Park, Illinois

- Three roadways cross the Waukesha Subdivision at-grade.
 - All roadways operate at LOS D or better.
- One roadway has a grade-separated crossing.
- Community is a mix of urban residential and industrial uses in the vicinity of the crossings.
- Acceptable mobility based on grade-separated and at-grade roadways that operate at LOS D or better.

Schiller Park, Illinois

- Four roadways cross the Waukesha Subdivision. All are grade-separated.
- Community is a mix of urban residential, industrial, and commercial uses in the vicinity of the crossings.
- Acceptable mobility because all of these crossings are grade-separated.

Rosemont, Illinois

- Three roadways cross the Waukesha Subdivision. All are grade-separated.
- Community is a mix of suburban agricultural, industrial and commercial uses in the vicinity of the crossings.
- Acceptable mobility because all of these crossings are grade-separated.

Des Plaines, Illinois

- 15 roadways cross the Waukesha Subdivision at-grade.
 - Graceland Avenue/US 12 is a two-lane, one-way, southbound arterial that crosses the Waukesha Subdivision within Des Plaines' center, and intersects with Lee Street/US 12 (northbound), Thacker Street, Prairie Avenue, and

- Rand Road/US 12. Graceland Avenue/US 12 (southbound) currently operates at LOS E-F.
 - Thacker Street is a two-lane collector that runs east-west, crosses the Waukesha Subdivision within Des Plaines' center, and intersects Graceland Avenue/US 12 (southbound) and Lee Street/US 12 (northbound). Thacker Street currently operates at LOS E-F.
 - Touhy Avenue is a four-lane divided arterial that runs east-west, crosses the Waukesha Subdivision south of Des Plaines' center, and intersects Lee Street and US 12. It currently operates at LOS D or better.
 - Prospect Avenue is a two-lane collector that runs east-west, crosses the Waukesha Subdivision south of Des Plaines' center, and intersects Lee Street and US 12. It currently operates at LOS D or better.
 - Algonquin Road is a two-lane arterial that runs east-west, crosses the Waukesha Subdivision within Des Plaines' center, and intersects Lee Street/US 12. It currently operates at LOS D or better.
 - Algonquin Road crosses the Waukesha Subdivision approximately 1,800 feet south of Graceland Avenue/US 12 (southbound). This roadway is an alternative to congested Graceland Avenue/US 12 (southbound).
 - Algonquin Road also crosses the CN Waukesha line parallel to Thacker Street, approximately 2,700 feet to the south. This roadway is an alternative to congested Thacker Street.
 - Prairie Avenue is a two-lane collector that runs east-west, crosses the Waukesha Subdivision within Des Plaines' center, and intersects Graceland Avenue/US 12 (southbound) and Lee Street/US 12 (northbound). Prairie Avenue currently operates at LOS D or better.
 - Prairie Avenue crosses the Waukesha Subdivision approximately 1,600 feet to the north of Graceland Avenue/US 12 (southbound). This roadway is an alternative to congested Graceland Avenue/US 12 (southbound).
 - Prairie Avenue also crosses the Waukesha Subdivision parallel to Thacker Street approximately 800 feet to the north. This roadway is an alternative to congested Thacker Street.
 - Central Road is a two-lane arterial that runs east-west, crosses the CN Waukesha Line, and intersects Rand Road/US 12. Central Road operates at LOS E-F.
 - Golf Road/IL 58 is a four-lane divided arterial that runs east-west, crosses the Waukesha Subdivision northwest of Des Plaines' center, and intersects Rand Road/US 12. It operates at LOS D or better. Golf Road crosses the Waukesha Subdivision parallel to Central Road approximately 4,400 feet to the south. This roadway is an alternate route to the congested Central Road.
 - Rand Road/US 12 is a four-lane divided arterial that runs north-south, crosses the Waukesha Subdivision northwest of Des Plaines' center, and intersects Lee Street, Seegers Road, Golf Road/IL 58, and Central Road. It operates at LOS D or better. Rand Road/US 12 crosses the Waukesha Subdivision approximately 3,900 feet to the south of Central Road. This roadway is an alternate route to the congested Central Road.
 - All other roadways operate at LOS D or better.
- Two roadways have grade-separated crossings.
 - Community is urban and includes commercial, residential, and industrial uses in the vicinity of the crossings.

- Peak period queue lengths.
 - Touhy Avenue approximately 725 feet, blocks US 12, which is a major cross street west of the crossing.
 - Prospect Avenue approximately 150 feet, blocks US 12, which is a major cross street west of the crossing.
 - Algonquin Road approximately 675 feet, blocks US 12, which is a major cross street west of the crossing.
 - Thacker Street approximately 850 feet, blocks Graceland Ave/US 12, a major cross street east of the crossing.
 - Golf Road/IL 58 approximately 1,175 feet, blocks Rand Road/US 12, a major cross street east of the crossing.
 - Rand Road/US 12 approximately 950 feet, blocks Golf Road (IL 58), a major cross street south of the crossing.
- Unacceptable mobility - Although the proximity of alternate crossing routes (Algonquin Road, Prairie Avenue, Golf Road/IL 58, and Rand Road) and available capacity (LOS D or better) for at least six existing crossing locations facilitate mobility in the area, there are excessive peak hour queues at multiple at-grade crossings within the Des Plaines community.

Mount Prospect, Illinois

- Two roadways cross the Waukesha Subdivision at-grade.
 - Euclid Avenue is a four-lane divided arterial that crosses the Waukesha Subdivision east of the village center. It operates at LOS D or better.
 - The other roadway operates at LOS D or better.
- Community is urban residential in the vicinity of the crossings.
- Peak period queue lengths.
 - Euclid Avenue approximately 575 feet, blocks Wolf Road, a major cross street south of the crossing.
- Unacceptable mobility because queue lengths block a major roadway (Wolf Road).

Prospect Heights, Illinois

- Three roadways cross the Waukesha Subdivision at-grade.
 - Wolf Road is a two-lane urban arterial that runs north-south, crosses the Waukesha Subdivision east of Prospect Heights' center, and intersects Camp McDonald Road and Willow Road. Wolf Road operates at LOS E-F.
 - Camp McDonald Road is a two-lane collector that runs east-west, crosses the Waukesha Subdivision east of Prospect Heights' center, and intersects Wolf Road. It operates at LOS D or better. Camp McDonald Road crosses the Waukesha Subdivision approximately 375 feet to the north of Wolf Road and is a potential alternate route to congested Wolf Road.
 - The other roadway operates at LOS D or better.
- One roadway has a grade-separated crossing.
- Community is urban commercial, residential, and industrial in the vicinity of the crossings.

- Peak period queue lengths
 - Camp McDonald Road approximately 525 feet, blocks Wolf Road, a major cross street east of the crossing.
- Unacceptable mobility because even with an alternative route, (Camp McDonald Road) with available capacity (LOS D or better), the queue lengths on Camp McDonald Road block a major roadway (Wolf Road).

Wheeling, Illinois

- Two roadways cross the Waukesha Subdivision at-grade.
 - Dundee Road is a four-lane divided arterial that runs east/west, crossing the Waukesha Subdivision north of Wheeling's center. Dundee Road operates at LOS E-F.
 - The other roadway operates at LOS D or better.
- Two have grade-separated crossings.
 - Lake Cook Road provides a grade-separated crossing of the Waukesha Subdivision parallel to Dundee Road approximately one mile to the north and is an alternate route to congested Dundee Road.
- Community is urban commercial and industrial in the vicinity of the crossings.
- Acceptable mobility because of the existence of an alternate route to congested Dundee Road.

Buffalo Grove, Illinois

- One roadway crosses the Waukesha Subdivision at-grade.
 - Deerfield Parkway/Busch Road operates at LOS D or better.
- Community is primarily urban industrial in the vicinity of the crossing.
- Acceptable level of mobility based on roadway operating at LOS D or better.

Prairie View, Illinois

- Three roadways cross the Waukesha Subdivision at-grade.
 - Buffalo Grove Road is a two-lane divided collector that runs north-south, crosses the Waukesha Subdivision within Prairie View's center, and intersects Aptakisic Road and Half Day Road/IL 22. Buffalo Grove Road operates at LOS E-F.
 - Aptakisic Road is a four-lane divided arterial that runs east/west, crosses the Waukesha Subdivision south of Prairie View's center, and intersects Buffalo Grove Road. Aptakisic Road operates at LOS D or better.
 - Half Day Road/IL 22 is a four-lane arterial that runs east-west, crosses the Waukesha Subdivision within Prairie View's center, and intersects Buffalo Grove Road. Half Day Road/IL 22 operates at LOS D or better. Half Day Road/IL 22 crosses the Waukesha Subdivision approximately 3,400 feet to the south of Buffalo Grove Road, and is a potential alternate route to congested Buffalo Grove Road.
- Community is a mix of urban commercial, residential, and industrial uses in the vicinity of the crossing.

- Peak period queue lengths.
 - Aptakisic Road approximately 775 feet, blocks Weiland Road, a major cross street west of the crossing.
- Unacceptable mobility because even with an alternative route (Half Day Road/IL 22) with available capacity (LOS D or better), the queue lengths on Aptakisic Road block a major roadway (Weiland Road).

Vernon Hills, Illinois

- Two roadways cross the Waukesha Subdivision at-grade.
 - US 45 is a two-lane arterial that runs east-west, crosses the Waukesha Subdivision south of Vernon Hills' center, and intersects Butterfield Road. US 45 operates at LOS E-F. No alternate routes exist within one mile of the US 45 at-grade crossing.
 - The other roadway operates at LOS D or better.
- Community is a mix of urban commercial, residential, and industrial uses in the vicinity of the crossings.
- Unacceptable mobility because of the lack of alternate routes to US 45.

Mundelein, Illinois

The CN Waukegan Subdivision and the EJ&E rail line operate in Mundelein. The EJ&E crossings are discussed in a previous section above.

- Seven roadways cross the Waukesha Subdivision at-grade.
 - Townline Road/IL 60 is a four-lane, divided arterial that runs east-west, crossing the Waukesha Subdivision south of Mundelein's center. Townline Road/IL 60 operates at LOS E-F.
 - Allanson Road is a two-lane collector that runs east-west, crossing the Waukesha Subdivision south of Mundelein's center. Allanson Road operates at LOS E-F.
 - Maple Avenue/IL 176 is a two-lane arterial that runs east-west, crosses the Waukesha Subdivision within Mundelein's center, and intersects Hawley Street. Maple Avenue/IL 176 operates at LOS D or better.
 - Winchester Road is a two-lane collector that runs east-west, crossing the Waukesha Subdivision north of Mundelein's center. Winchester Road operates at LOS D or better.
 - Butterfield Road crosses the Waukesha Subdivision approximately 650 feet to the south of Townline Road/IL 60, and is a potential alternative to congested Townline Road/IL 60.
 - The other roadways operate at LOS D or better.
- Three roadways have grade-separated crossings.
 - Courtland Street provides a grade-separated crossing parallel to Allanson Road. It is approximately 3,400 feet to the north, and is a potential alternate route to congested Allanson Road.
- Community is urban and suburban and includes commercial, residential, industrial, and agricultural uses in the vicinity of the crossings.

- Peak period queue lengths.
 - Townline Road (IL 60) approximately 1,200 feet, blocks Butterfield Road, a major cross street east of the crossing.
 - Maple Avenue (IL 176) approximately 775 feet, blocks Lake Street (US 45), a major cross street west of the crossing.
 - Winchester Road approximately 200 feet, blocks Lake Street (US 45), a major cross street west of the crossing.
- Unacceptable mobility because although alternate routes (Butterfield Road and Courtland Street) and available capacity (LOS D or better) facilitate mobility in the area, there are excessive peak hour queues at multiple at-grade crossings within the Mundelein community.

Grayslake, Illinois

- Two roadways cross the Waukesha Subdivision at-grade.
 - Peterson Road is a two-lane collector that runs east/west, crosses the Waukesha Subdivision south of Grayslake's center, and intersects Harris Road. Peterson Road operates at LOS E-F.
 - Harris Road is a two-lane collector that runs north/south, crosses the Waukesha Subdivision south of Grayslake's center, and intersects Peterson Road. Harris Road operates at LOS D or better. Harris Road crosses the Waukesha Subdivision approximately 3,300 feet north of Peterson Road, and is an alternative route to congested Peterson Road.
- Community is a mix of suburban industrial and agricultural uses in the vicinity of the crossings.
- Acceptable mobility because of the existence of an alternative route to Peterson Road.

Freeport Subdivision, Illinois

City of Chicago, Illinois

- Two roadways cross the Freeport Subdivision at-grade.
 - Both roadways operate at LOS D or better.
- 24 roadways have grade-separated crossings.
- Community is urban and including a mix of commercial, residential, and industrial uses in the vicinity of the crossings.
- Acceptable mobility because of the multiple grade-separated crossings and LOS D or better of the at-grade crossings.

Cicero, Illinois

- Six roadways cross the Freeport Subdivision. All of these roadways are grade-separated.
- Community is urban and including commercial, residential, and industrial uses in the vicinity of the crossings.
- Acceptable mobility because of the multiple grade-separated crossings.

Berwyn, Illinois

- One roadway crosses the Freeport Subdivision at-grade.
 - The Riverside Drive at-grade crossing operates at LOS B.
- Three roadways have grade-separated crossings.
- Community is urban and includes commercial, residential, and industrial uses in the vicinity of the crossings.
- Acceptable mobility because of the multiple grade-separated crossings and roadways operating at LOS D or better of the at-grade crossings.

North Riverside, Illinois

- Seven roadways cross the Freeport Subdivision at-grade.
 - 1st Avenue/IL 171 is a four-lane divided arterial that runs north-south, crossing the Freeport Subdivision west of North Riverside's center. 1st Avenue/IL 171 operates at LOS E-F.
 - Harlem Avenue/IL 43 is a four-lane divided arterial that runs north-south, crossing the Freeport Subdivision northwest of North Riverside's center. Harlem Avenue currently operates at LOS D or better.
 - Cermak Avenue is a six-lane divided arterial that runs east-west, crossing the Freeport Subdivision west of North Riverside's center. Cermak Avenue currently operates at LOS D or better.
 - The other roadways operate at LOS D or better.
- Peak period queue lengths.
 - Harlem Avenue/IL 43 approximately 1,325 feet, which queue blocks 26th Street, a major cross street north of the crossing.
 - 1st Avenue/IL 171 approximately 1,600 feet, which blocks Cermak Road, a major cross street south of the crossing.
 - Cermak Road approximately 1,225 feet, which blocks 1st Avenue/IL 171, a major cross street west of the crossing.
- Community includes urban commercial, residential, and industrial uses in the vicinity of the crossings.
- Unacceptable mobility because queue lengths block multiple major roadways.

Broadview, Illinois

- One roadway crosses the Freeport Subdivision at-grade.
 - The 17th Avenue at-grade crossing operates at LOS A.
- Two roadways have grade-separated crossings.
- Community is urban commercial, residential, and industrial in the vicinity of the crossings.
- Acceptable mobility because of the multiple grade-separated crossings and roadways operating at LOS D or better at the at-grade crossings.

Westchester, Illinois

- Three roadways cross the Freeport Subdivision using grade-separated crossings.
- Community is urban commercial, residential, and industrial in the vicinity of the crossings.
- Acceptable mobility because all the crossings are grade-separated.

Hillside, Illinois

- Three roadways cross the Freeport Subdivision at-grade.
 - The roadways operate at LOS D or better.
- Two roadways have grade-separated crossings.
- Community is urban commercial, residential, and industrial in the vicinity of the crossings.
- Acceptable mobility because of the multiple grade-separated crossings and roadways operating at LOS D or better at the at-grade crossings.

Berkeley, Illinois

- One roadway crosses the Freeport Subdivision and it is grade-separated.
- Community is residential.
- Acceptable mobility because the crossing is grade-separated.

Elmhurst, Illinois

- Six roadways cross the Freeport Subdivision at-grade.
 - York Street is a two-lane divided arterial that runs north-south, crossing the Freeport Subdivision south of Elmhurst's center. York Street operates at LOS E-F.
 - Vallette Street is a two-lane undivided collector that runs east-west, crossing the Freeport Subdivision south of Elmhurst's center. Vallette Street operates at LOS D or better. Vallette Street crosses the Freeport Subdivision approximately 935 feet west of York Street, providing an alternate route to congested York Street.
 - The other roadways operate at LOS D or better.
- One roadway has a grade-separated crossing.
- Community has urban commercial and residential uses in the vicinity of the crossings.
- Acceptable mobility based on the existence of an alternative route to York Street (Vallette Street).

Villa Park, Illinois

- Three roadways cross the Freeport Subdivision at-grade.
 - Addison Avenue is a four-lane arterial that runs north-south, crosses the Freeport Subdivision north of Villa Park's center, and intersects North Avenue/IL 64. It operates at LOS D or better.

- North Avenue/IL 64 is a six-lane divided arterial that runs east-west, crosses the Freeport Subdivision north of Villa Park's center, and intersects Addison Avenue and Villa Avenue. It operates at LOS D or better.
- The other roadway operates at LOS D or better.
- One roadway has a grade-separated crossing.
- Peak period queue lengths.
 - Addison Avenue approximately 250 feet, which queue blocks North Avenue/IL 64, a major cross street north of the crossing, and one local street.
 - North Avenue/IL 64 approximately 725 feet, which blocks Addison Avenue, a major cross street east of the crossing, and two local streets.
- Community is urban commercial, residential, and industrial in the vicinity of the crossings.
- Unacceptable mobility because of queue lengths blocking multiple major roadways.

Addison, Illinois

- Three roadways cross the Freeport Subdivision at-grade.
 - Swift Road is a two-lane divided arterial that runs north-south, crossing the Freeport Subdivision southwest of Addison's center. Swift Road operates at LOS E-F.
 - The other roadways operate at LOS D or better.
- Two roadways have grade-separated crossings.
 - Rohlwing Road/IL 53, a grade-separated crossing located approximately 2,750 feet east of Swift Road, is an alternative route to the congested Swift Road.
- Peak period queue lengths.
 - Swift Road approximately 675 feet, which blocks Collins Avenue, a major cross street north of the crossing, and two local streets.
- Community is suburban residential, industrial, and agricultural in the vicinity of the crossings.
- Unacceptable mobility because even with a grade-separated alternative route (Rohlwing Road/IL 53) to the congested Swift Road, the queue lengths along Swift Road block a major roadway (Collins Avenue).

Glendale Heights, Illinois

- Two roadways cross the Freeport Subdivision, and both crossings are grade-separated.
- Community is urban-suburban industrial and agricultural in the vicinity of the crossings.
- Acceptable mobility because both crossings are grade-separated.

Bloomington, Illinois

- Three roadways cross the Freeport Subdivision at-grade. All of the at-grade roadways operate at LOS D or better.
 - Gary Avenue is a four-lane divided arterial that runs north-south, crossing the Freeport Subdivision west of Bloomington's center and operates at LOS D or better.
- Peak period queue lengths.
 - Gary Avenue approximately 825 feet, which blocks Army Trail Road, a major cross street north of the crossing.
- Community is urban-suburban industrial in the vicinity of the crossings.
- Unacceptable mobility because even with Gary Avenue operating at LOS D or better, the queue lengths block a major roadway (Army Trail).

Hanover Park, Illinois

- Two roadways cross the Freeport Subdivision at-grade.
 - Both roadways operate at LOS D or better.
- Two roadways have grade-separated crossings.
- Community is urban, suburban, and rural and includes residential, industrial, and agricultural uses in the vicinity of the crossings.
- Acceptable mobility because of the availability of grade-separated crossings and all of the at-grade crossings operate at LOS D or better.

Bartlett, Illinois

The CN Freeport Subdivision and the EJ&E rail line operate in Bartlett. The EJ&E crossings are discussed in a previous section above.

- Three roadways cross the Freeport Subdivision at-grade.
 - Sutton Road/IL 59 is a four-lane divided arterial that runs north-south, crossing the Freeport Subdivision south of Bartlett's center. Sutton Road/IL 59 operates at LOS E-F.
 - Munger Road is a two-lane collector that runs north/south, crossing the Freeport Subdivision south of Bartlett's center. Munger Road operates at LOS D or better. Munger Road parallels Sutton Road/IL 59 by approximately 4,750 feet to the west, and is a potential alternate route to the congested Sutton Road/IL 59.
 - The other roadway operates at LOS D or better.
- Community is suburban and rural and includes residential and agricultural land uses in the vicinity of the crossings.
- Acceptable mobility because an alternative route to congested Sutton Road/IL 59 exists.

South Elgin, Illinois

- Two roadways cross the Freeport Subdivision at-grade.
 - Randall Road is a four-lane arterial that runs north-south, crossing the Freeport Subdivision west of South Elgin's center. Randall Road operates at LOS E-F.
 - IL 25 is a two-lane arterial that runs north-south, crossing the Freeport Subdivision east of South Elgin's center. IL 25 currently operates at LOS C.
- Four roadways have grade-separated crossings.
 - McDonald Road is a two-lane collector road with a grade-separated crossing that crosses the Freeport Subdivision approximately 0.5 mile to the east, providing an alternate route to the congested Randall Road.
- Community is suburban and rural and includes commercial, residential, and agricultural uses in the vicinity of the crossings.
- Acceptable mobility because of the grade-separated crossings and the existence of an alternate route to the congested Randall Road.

Joliet Subdivision

City of Chicago, Illinois

- 19 roadways cross the Joliet Subdivision and all are grade-separated.
- Community is urban and includes residential, commercial, and industrial uses in the vicinity of the crossings.
- Acceptable mobility because of the multiple grade-separated crossings.

Forest View, Illinois

- Two roadways cross the Joliet Subdivision and both are grade-separated.
- Community is urban and includes residential, commercial, and industrial uses in the vicinity of the crossings.
- Acceptable mobility because of the multiple grade-separated crossings.

Summit, Illinois

- Two roadways cross the Joliet Subdivision and both are grade-separated.
- Community is urban and includes residential, commercial, and industrial uses in the vicinity of the crossings.
- Acceptable mobility because of the multiple grade-separated crossings.

Bedford Park, Illinois

- One grade-separated roadway crosses the Joliet Subdivision.
- Community is urban and includes residential, commercial, and industrial uses in the vicinity of the crossings.
- Acceptable mobility because of the grade-separated crossing.

Willow Springs, Illinois

- Four roadways cross the Joliet Subdivision and are grade-separated.
- Community is urban and includes residential, commercial, and industrial uses in the vicinity of the crossings.
- Acceptable mobility because of the multiple grade-separated crossings.

Lemont, Illinois

- Four roadways cross the Joliet Subdivision at-grade.
 - Lemont Street is a two-lane collector that runs north-south, crossing the Joliet Subdivision within Lemont's center. Lemont Street operates at LOS E-F.
 - Pruxne Street is a two-lane collector that runs north-south, crossing the Joliet Subdivision east of Lemont's center. Pruxne Street operates at LOS D or better.
 - Stephen Street is a two-lane collector that runs north-south, crossing the Joliet Subdivision within Lemont's center. Stephen Street operates at LOS D or better. Stephen Street crosses the Joliet Subdivision parallel to Lemont Street approximately 450 feet to the east, and is a potential alternative to congested Lemont Street.
 - The other roadway operates at LOS D or better.
- One roadway has a grade-separated crossing.
- Peak period queue lengths.
 - Pruxne Street approximately 380 feet, which blocks one major roadway—Main Street.
 - Stephen Street approximately 150 feet, which blocks which blocks one major roadway—Main Street.
 - Lemont Street approximately 2,320 feet, which blocks two major roadways—Main Street and East Illinois Street.
- Community is a mix of urban-suburban commercial and residential uses in the vicinity of the crossings.
- Unacceptable mobility because even with an alternative to Lemont Street, queue lengths block major roadways.

Romeoville, Illinois

- One roadway crosses the Joliet Subdivision at-grade.
 - 135th Street is a two-lane collector that runs east-west, crossing the Joliet Subdivision east of Romeoville's center. It operates at LOS E-F.
- Community is suburban residential and industrial in the vicinity of the crossing.
- Mobility is affected because no alternate routes exist within one mile of the 135th Street at-grade crossing.

Lockport, Illinois

- Seven roadways cross the Joliet Subdivision at-grade.
 - 9th Street/IL 7 is a two-lane arterial that runs east-west, crossing the Joliet Subdivision within Lockport's center. 9th Street/IL 7 operates at LOS E-F.
 - 2nd Street is a two-lane collector that runs east-west, crossing the Joliet Subdivision north of Lemont's center. 2nd Street operates at LOS D or better. 2nd Street crosses the Joliet Subdivision parallel to 9th Street/IL 7 approximately 2,800 feet to the north, and is an alternative to the congested 9th Street/IL 7.
 - Division Street is a two-lane arterial that runs east-west, crosses the Joliet Subdivision within Lockport's center, and intersects 13th Street. It operates at LOS D or better. Division Street crosses the Joliet Subdivision parallel to 9th Street/IL 7 approximately 2,800 feet to the south, and is an alternative to the congested 9th Street/IL 7.
 - The other roadways operate at LOS D or better.
- Peak period queue lengths.
 - 9th Street/IL 7 approximately 1,200 feet at the crossing, which blocks State Street/IL 171, a major cross street east of the crossing.
 - Division Street approximately 275 feet, which blocks State Street/IL 171, a major cross street east of the crossing.
- Community is urban-suburban and includes commercial, residential, and industrial land uses in the vicinity of the crossings.
- Unacceptable mobility because even with alternate routes to the congested 9th Street, queue lengths block major roadways.

Joliet, Illinois

The CN Joliet Subdivision and the EJ&E rail line operate in Joliet. The EJ&E crossings are discussed in a previous section above.

- Two roadways cross the Joliet Subdivision at-grade, which operate at LOS C or better.
 - Ohio Street is a two-lane collector that runs east-west, crossing the Joliet Subdivision. It operates at LOS D or better.
 - Jackson Street is a four-lane undivided collector that runs east-west, crossing the Joliet Subdivision. It operates at LOS D or better.
- Ten roadways have grade-separated crossings.
- Peak period queue lengths.
 - Jackson Street approximately 810 feet, which blocks Scott Street/IL 53, a major cross street west of the crossing.
 - Ohio Street approximately 290 feet, which extends beyond two railroad crossings to the east.
- Community is urban commercial, residential, and industrial in the vicinity of the crossings.
- Unacceptable mobility because even though the roadways operate at LOS D or better, queue lengths block major roadways.

Chicago Subdivision

Chicago, Illinois

- 45 roadways cross the Chicago Subdivision.
 - All crossings are grade-separated.
- Community is urban and includes residential, commercial, and industrial uses in the vicinity of the crossings.
- Acceptable mobility because of the multiple grade-separated crossings.

Riverdale, Illinois

- Three roadways cross the Chicago Subdivision.
 - All crossings are grade-separated.
- Community is urban and includes residential and commercial uses in the vicinity of the crossings.
- Acceptable mobility because of the multiple grade-separated crossings.

Harvey, Illinois

- Seven roadways cross the Chicago Subdivision.
 - All crossings are grade-separated.
- Community is urban and includes residential, commercial, and industrial uses in the vicinity of the crossings.
- Acceptable mobility because of the multiple grade-separated crossings.

East Hazelcrest, Illinois

- Two roadways cross the Chicago Subdivision.
 - Both crossings are grade-separated.
- Community is urban and includes commercial and industrial uses in the vicinity of the crossings.
- Acceptable mobility because of the multiple grade-separated crossings.

Homewood, Illinois

- Two roadways cross the Chicago Subdivision.
 - Both crossings are grade-separated.
- Community is urban and includes residential and commercial uses in the vicinity of the crossings.
- Acceptable mobility because of the multiple grade-separated crossings.

Flossmoor, Illinois

- Two roadways cross the Chicago Subdivision.
 - Both crossings are grade-separated.

- Community is urban and includes residential and commercial uses in the vicinity of the crossings.
- Acceptable mobility because of the multiple grade-separated crossings.

Olympia Fields, Illinois

- Two roadways cross the Chicago Subdivision.
 - Both crossings are grade-separated.
- Community is suburban and includes residential and commercial uses in the vicinity of the crossings.
- Acceptable mobility because of the multiple grade-separated crossings.

Matteson, Illinois

The CN Chicago Subdivision and the EJ&E rail line operate in Matteson. The EJ&E rail line crossings are discussed in a previous section above.

- Two roadways cross the Chicago Subdivision.
 - Both crossings are grade-separated.
- Community is suburban and includes residential and commercial uses in the vicinity of the crossings.
- Acceptable mobility because of the multiple grade-separated crossings.

Richton Park, Illinois

- Two roadways cross the Chicago Subdivision.
 - Both crossings are grade-separated.
- Community is suburban and includes commercial uses in the vicinity of the crossings.
- Acceptable mobility because of the multiple grade-separated crossings.

University Park, Illinois

- Two roadways cross the Chicago Subdivision at-grade in proximity to each other.
 - Stuenkel Road/University Parkway is a two-lane undivided collector that runs east/west, crosses the Chicago Subdivision and intersects four arterials—LaGrange Road/US 45, IH 57, South Cicero Avenue/IL 50, and South Governors Highway. Stuenkel Road/University Parkway currently operates at LOS E-F.
 - West Dralle Road is a two-lane divided collector that runs east-west, west of the railway, and turns south just east of the railway before resuming as a two-lane undivided collector that runs east-west approximately 1,300 feet south of the west leg. West Dralle Road operates at LOS D or better.
- Sauk Trail is parallel and within 2 miles of congested Stuenkel Road/University, which makes it a potential, although distant, alternate route.
- Peak period queue lengths.
 - Stuenkel Road/University Parkway approximately 420 feet, which blocks South Governors Highway, a major cross street to the west.
 - West Dralle Road is approximately 125 feet, which blocks South Governors Highway, a major cross street to the west at both.

- Community is rural commercial, agricultural, and industrial in the vicinity of the crossings.
- Unacceptable mobility because the lack of alternate crossing routes for Stuenkel Road/University Parkway (LOS E-F), and queue lengths that block major roadways.

Monee, Illinois

- Three roadways cross the Chicago Subdivision with grade-separated crossings.
- Community is suburban commercial, residential and industrial in the vicinity of the crossings.
- Acceptable mobility because of the multiple grade-separated crossings.

Elsdon Subdivision

City of Chicago, Illinois

- 10 roadways cross the Elsdon Subdivision at-grade.
 - 55th Street is a two-lane arterial that runs east-west, crossing the Elsdon Subdivision and operates at LOS E-F.
 - 51st Street is a two-lane collector that runs parallel to 55th Street (within 0.5 mile) and operates at LOS D or better. 51st Street is an alternate route to the congested 55th Street.
 - 58th Street is a two-lane collector that runs parallel to 55th Street (within 0.5 mile) and operates at LOS D or better. 58th Street is an alternate route to the congested 55th Street.
 - 71st Street is a two-lane collector that runs east-west, crossing the Elsdon Subdivision and operates at LOS E-F.
 - 67th Street is a two-lane collector that runs parallel to 71st Street and operates at LOS D or better. Because 67th Street is within 0.5 mile of 71st Street it is an alternate route to the congested 71st Street.
 - 115th Street/FAU1583 is a two-lane collector that runs east-west, crossing the Elsdon Subdivision and operates at LOS E-F.
 - 111th Street is a four-lane arterial that runs parallel to 115th Street (within 0.5 mile) and operates at LOS D or better. 111th Street is an alternate route to the congested 115th Street.
 - 119th Street is a two-lane arterial that runs parallel to 115th Street (within 0.5 mile) and operates at LOS D or better. 119th Street is an alternate route to the congested 115th Street.
 - The other roadways operate at LOS D or better.
- 34 roadways have grade-separated crossings.
- Peak period queue lengths.
 - 111th Street approximately 1,400 feet, which blocks one major cross street.
 - 119th Street approximately 2,050 feet, which blocks one major street—South Kedzie Avenue.
- Community is urban commercial and residential in the vicinity of the crossings.
- Unacceptable mobility because even with the multiple grade-separated crossings and the alternate routes for roadways operating at LOS E-F, queue lengths block major roadways.

Evergreen Park, Illinois

- Five roadways cross the Elsdon Subdivision at-grade.
 - All the roadways operate at LOS D or better.
- Community is urban commercial and residential in the vicinity of the crossings.
- Acceptable mobility because the at-grade crossings operate at LOS D or better.

Blue Island, Illinois

- Five roadways cross the Elsdon Subdivision at-grade.
 - All roadways operate at LOS D or better.
- Two roadways have grade-separated crossings.
- Community is urban commercial, residential, and industrial in the vicinity of the crossings.
- Acceptable mobility because of the multiple grade-separated crossings and LOS D or better of the at-grade crossings.

Dixmoor, Illinois

- Two roadways cross the Elsdon Subdivision at-grade.
 - All the roadways operate at LOS D or better.
- One roadway has a grade-separated crossing.
- Community is suburban commercial, residential, and industrial in the vicinity of the crossings.
- Acceptable mobility because of the grade-separated crossing and LOS D or better of the at-grade crossings.

Harvey, Illinois

- Nine roadways cross the Elsdon Subdivision at-grade.
 - All the roadways operate at LOS D or better.
- Community is urban commercial, residential, and industrial in the vicinity of the crossings.
- Acceptable mobility because all the at-grade crossings operate at LOS D or better.

South Holland, Illinois

- Four roadways cross the Elsdon Subdivision at-grade.
 - All the roadways operate at LOS D or better.
- Two roadways have grade-separated crossings.
- Community is urban-suburban commercial, residential, industrial, and agriculture in the vicinity of the crossings.
- Acceptable mobility because of the two grade-separated crossings and LOS D or better of the at-grade crossings.

Thornton, Illinois

- One roadway crosses the Elsdon Subdivision at-grade.
 - Thornton-Lansing Road is a two-lane collector that runs east-west, crossing the Elsdon Subdivision. Thornton-Lansing Road operates at LOS E-F.
 - Ridge Road/182nd Street in Lansing, Illinois, is a two-lane collector that runs east-west and operates at LOS D or better. Ridge Road parallels Thornton-Lansing Road within 0.65 mile, and is an alternate route to the congested Thornton-Lansing Road.
- One roadway has a grade-separated crossing.
- Community is urban commercial and residential, and suburban industrial and agricultural in the vicinity of the crossings.
- Acceptable mobility because of the existence of alternate crossing routes and available capacity at existing crossing locations.

Lansing, Illinois

- Six roadways cross the Elsdon Subdivision at-grade.
 - All the roadways operate at LOS D or better.
- Community is urban commercial and residential in the vicinity of the crossings.
- Acceptable mobility because all the at-grade crossings operate at LOS D or better.

Munster, Illinois

- Two roadways cross the Elsdon Subdivision at-grade.
 - Both roadways operate at LOS D or better.
- Community is suburban commercial and residential in the vicinity of the crossings.
- Acceptable mobility because all the at-grade crossings operate at LOS D or better.

Highland, Indiana

- One roadway crosses the Elsdon Subdivision at-grade.
 - The roadway operates at LOS D or better.
- One roadway has a grade-separated crossing.
- Community is suburban residential, industrial, and agriculture in the vicinity of the crossings.
- Acceptable mobility because the grade-separated crossing and at-grade crossings operate at LOS D or better.

Griffith, Indiana

The CN Elsdon Subdivision and the EJ&E rail line operate in Bartlett. The EJ&E rail line crossings are discussed in a previous section above.

- Three roadways cross the Elsdon Subdivision at-grade.
 - Colfax Street is a two-lane undivided collector that runs north-south, crosses the Elsdon Subdivision, and intersects two arterials—Ridge Road/US 6 and Joliet Street/IL 330. Colfax Street operates at LOS E-F.

- Main Street is a two-lane undivided arterial that runs east-west and crosses the Elsdon Subdivision. Main Street operates at LOS D or better.
- Broad Street is a two-lane undivided arterial that runs north-south and crosses the Elsdon Subdivision. Broad Street operates at LOS E-F.
- Community is a mix of suburban residential, agricultural, and industrial uses in the vicinity of the crossings.
- Unacceptable mobility because of the lack of alternate routes for Colfax Street (LOS E-F) and Broad Street LOS E-F.

Merrillville, Indiana

- Four roadways cross the Elsdon Subdivision at-grade.
 - Taft Street is a two-lane undivided arterial that runs north-south, crosses the Elsdon Subdivision, and intersects three arterials—West 61st Avenue, West 73rd Avenue, and West 81st Avenue/US 30. Taft Street operates at LOS E-F.
 - Hendricks Street is a two-lane collector that runs parallel to Taft Street. Hendricks Street operates at LOS D or better. Hendricks Street parallels Taft Street within approximately 4,000 feet and is an alternate route to congested Taft Street.
 - Broadway Street is a four-lane arterial that runs north-south, crosses the Elsdon Subdivision, and intersects three arterials—West 61st Avenue, West 73rd Avenue, and West 81st Avenue/US 30. Broadway Street operates at LOS E-F.
 - Harrison Street/Madison Street is a two-lane collector that runs parallel to Broadway Street. Harrison Street/Madison Street operates at LOS D or better. Harrison Street parallels Broadway within approximately 2,000 feet and is an alternate route to congested Broadway Street.
- Two roadways have grade-separated crossings.
- Community is commercial, residential, agricultural, and industrial in the vicinity of the crossings.
- Acceptable mobility because the multiple grade-separated crossings and the alternate routes.

3.3.2 Emergency Response

To assess emergency vehicle delays at highway/rail at-grade crossings, SEA located emergency service providers in towns and communities within the Study Area. Figures showing the locations of the emergency service providers are included in Appendix E, Transportation Systems Analysis. The following sections discuss the specific communities in relation to the EJ&E or CN rail line:

What is an emergency service provider?
 In this Draft EIS, emergency service providers include police, sheriffs, the highway patrol, fire departments, and emergency medical providers such as clinics and hospitals.

- Sections 3.3.2.1 through 3.3.2.42 list providers in towns and communities along the EJ&E rail line from Waukegan, Illinois, in a counterclockwise direction to Whiting, Indiana.
- Sections 3.3.2.43 through 3.3.2.55 list providers in towns and communities along the CN Waukesha Subdivision (Illinois) from the EJ&E rail line to Chicago.

- Sections 3.3.2.56 through 3.3.2.71 list providers in towns and communities along the CN Freeport Subdivision (Illinois) from the EJ&E rail line to Chicago.
- Sections 3.3.2.72 through 3.3.2.79 list providers in towns and communities along the CN Joliet Subdivision (Illinois) from the EJ&E rail line to Chicago.
- Sections 3.3.2.80 through 3.3.2.90 list providers in towns and communities along the CN Chicago Subdivision (Illinois) from the EJ&E rail line to Chicago.
- Sections 3.3.2.91 through 3.3.2.99 list providers in towns and communities along the CN Elsdon/South Bend Subdivision (Indiana and Illinois) from the EJ&E rail line to Chicago.

Some of the communities listed in the tables and text in Section 3.3.1, Regional and Local Highway Systems, above, are not discussed in Section 3.3.2, such as the Village of Grayslake, Illinois, the Village of South Elgin, Illinois, and the Town of Merrillville, Indiana. Although these communities are within the Study Area, they are not discussed because Proposed Action would not affect their emergency services. Other communities are listed in Section 3.3.2 that are not listed in the tables or text in Section 3.3.1, above, because they are close enough to the EJ&E or CN rail lines that emergency response could be affected by the Proposed Action.

In addition, because the fire protection and police facilities located throughout the City of Chicago along the various CN Subdivisions would experience no increase in train traffic from the Proposed Action, and thus no effects on emergency response time, they have been omitted from this section.

3.3.2.1 Waukegan, Illinois

Most of Waukegan and the majority of its emergency service providers are located west of the EJ&E rail line.

- Waukegan Police Department Headquarters (Robert V Sabonjian Place, 0.5 mile west)
- Lake County Sheriff's Office Headquarters (South Martin Luther King Jr. Avenue, 0.5 mile west)
- Waukegan Fire Department
 - Headquarters/Station No. 1 (Belvidere Street, 0.75 mile west)
 - Station No. 2 (Candlestick Way, 4 miles west)
 - Station No. 3 (North Lewis Avenue, 1.5 miles west)
 - Station No. 4 (Golf Road, 1 mile west)
 - Station No. 5 (Blossom Street, 3.5 miles northwest)
- Emergency Medical Care
 - Vista Health–Vista Medical Center East (North Sheridan Road, 0.5 mile west)
 - Vista Health–Vista Medical Center West (Washington Street, 2 miles west)

3.3.2.2 North Chicago, Illinois

- North Chicago Police Department Headquarters (Lewis Avenue, 0.5 mile northwest)
- North Chicago Fire Department
 - Headquarters/Station No. 1 (Lewis Avenue, 0.5 mile northwest)
 - Station No. 2 (Buckley Road, 1.5 miles west)

- Emergency Medical Care
 - North Chicago Veterans Affairs Medical Center (Green Bay Road, 0.5 mile west)
 - Vista Health–Vista Medical Center East (North Sheridan Road in Waukegan, 4 miles north of North Chicago, 0.5 mile west of the EJ&E rail line)
 - Vista Health–Vista Medical Center West (Washington Street in Waukegan, 2.5 miles north of North Chicago, 2 miles west of the EJ&E rail line)

3.3.2.3 Lake Bluff, Illinois

- Lake Bluff Police Department Headquarters (East Center Avenue, 1 mile southeast)
- Lake Bluff Fire Department Headquarters (East Center Avenue, 1 mile southeast)
- Emergency Medical Care
 - Lake Forest Hospital (North Westmoreland Road in Lake Forest, 2 miles south of Lake Bluff, 2.5 miles south of the EJ&E rail line)
 - North Chicago Veterans Affairs Medical Center (Green Bay Road in North Chicago, 2 miles northwest of Lake Bluff, 0.5 mile west of the EJ&E rail line)

3.3.2.4 Green Oaks, Illinois

Green Oaks and its emergency service providers are located north of the EJ&E rail line. Although Green Oaks is not listed among the communities with crossings in Section 3.3.1, Regional and Local Highway Systems, above, the community is included here because it is close enough to the EJ&E rail line that emergency response could be affected by the Proposed Action.

- Lake County Sheriff’s Department Emergency Services and Highway Patrol (North Milwaukee Avenue in Libertyville, 2.5 miles southwest of Green Oaks, 3 miles north of the EJ&E rail line)
- Libertyville Fire Department Station No. 3 (Atkinson Road in Libertyville, 1.5 miles southeast of Green Oaks, 0.75 mile northwest of the EJ&E rail line)
- Emergency Medical Care
 - Condell Medical Center (South Milwaukee Avenue in Libertyville, 3 miles southwest of Green Oaks, 1.5 miles north of the EJ&E rail line)
 - North Chicago Veterans Affairs Medical Center (Green Bay Road in North Chicago, 2.5 miles east of Green Oaks, 0.5 mile west of the EJ&E rail line)

3.3.2.5 Mettawa, Illinois

Mettawa and some of its emergency service providers are located southeast of the EJ&E rail line, the medical center, however, is to the north.

- Lake County Sheriff’s Department Emergency Services and Highway Patrol (North Milwaukee Avenue in Libertyville, 2 miles northwest of Mettawa, 3 miles north of the EJ&E rail line)
- Mettawa Village Fire Department Headquarters (East Cook Avenue in Libertyville, 4 miles northwest of Mettawa, 2.5 miles north of the EJ&E rail line)

- Libertyville Fire Department
 - Headquarters/Station No. 1 (North Milwaukee Avenue in Libertyville, 5 miles northwest of Mettawa, 3.5 miles north of the EJ&E rail line)
 - Station No. 2 (West Golf Road in Libertyville, 2.5 miles northwest of Mettawa, 1 mile north of the EJ&E rail line)
 - Station No. 3 (Atkinson Road in Libertyville, 3.5 miles north of Mettawa, 0.75 mile northwest of the EJ&E rail line)
- Lincolnshire-Riverwoods Fire Protection District
 - Headquarters/Station No. 51 (Schelter Road in Lincolnshire, 3 miles south of Mettawa, 4 miles south of the EJ&E rail line, and 0.75 mile east of the CN Waukesha Subdivision)
 - Station No. 52 (Saunders Road in Riverwoods, 5 miles southeast of Mettawa, 6 miles southeast of the EJ&E rail line, and 3 miles east of the CN Waukesha Subdivision)
- Emergency Medical Services—Condell Medical Center (South Milwaukee Avenue in Libertyville, 3 miles northwest of Mettawa, 1.5 miles north of the EJ&E rail line)

3.3.2.6 ***Libertyville, Illinois***

- Libertyville Police Department Headquarters (East Cook Avenue, 2 miles north)
- Lake County Sheriff's Department Emergency Services and Highway Patrol (North Milwaukee Avenue, 3 miles north)
- Libertyville Fire Department
 - Headquarters/Station No. 1 (North Milwaukee Avenue, 3.5 miles north)
 - Station No. 2 (West Golf Road, 1 mile north)
 - Station No. 3 (Atkinson Road, 0.75 mile northwest)
- Emergency Medical Services—Condell Medical Center (South Milwaukee Avenue, 1.5 miles north)

3.3.2.7 ***Vernon Hills, Illinois***

Vernon Hills also provides emergency services to the unincorporated town of Prairie View, which is located in northwestern Chicagoland between Vernon Hills, Lincolnshire, and Buffalo Grove and receives emergency service response from these communities.

- Vernon Hills Police Department Headquarters (Lakeview Parkway, 1 mile south of the EJ&E rail line, 0.75 mile east of the CN Waukesha Subdivision)
- Countryside Fire Protection District
 - Headquarters/Station No. 2 (North Deerpath Drive, 1 mile south of the EJ&E rail line, 0.5 mile east of the CN Waukesha Subdivision)
 - Station No. 1 (South Midlothian Road in Mundelein, 3 miles northwest of Vernon Hills, 1 mile north of the EJ&E rail line, and 1.5 miles west of the CN Waukesha Subdivision)
- Emergency Medical Care—Condell Medical Center (South Milwaukee Avenue in Libertyville, 4 miles north of Vernon Hills, 1.5 miles north of the EJ&E rail line)

3.3.2.8 Mundelein, Illinois

- Mundelein Police Department Headquarters (North Lake Street, 1.5 miles north of the EJ&E rail line, 0.5 mile west of the CN Waukesha Subdivision)
- Mundelein Fire Department
 - Headquarters/Station No. 1 (North Midlothian Road, 2.5 miles north of the EJ&E rail line, 0.75 mile west of the CN Waukesha Subdivision)
 - Station No. 2 (South Lake Street, 500 feet north of the EJ&E rail line, 0.5 mile west of the CN Waukesha Subdivision)
- Countryside Fire Protection District
 - Headquarters/Station No. 2 (North Deerpath Drive in Vernon Hills, 3 miles southeast of Mundelein, 1 mile south of the EJ&E rail line, and 0.5 mile east of the CN Waukesha Subdivision)
 - Station No. 1 (South Midlothian Road, 1 mile north of the EJ&E rail line, 1.5 miles west of the CN Waukesha Subdivision)
- Emergency Medical Care—Condell Medical Center (South Milwaukee Avenue in Libertyville, 2 miles east of Mundelein, 1.5 miles north of the EJ&E rail line)

3.3.2.9 Long Grove, Illinois

Most of Long Grove is located south of the EJ&E rail line; the medical center, however, and some of the other emergency service providers are to the north. Although Long Grove is not listed among the communities with crossings in Section 3.3.1, Regional and Local Highway Systems, above, the community is included here because it is close enough to the EJ&E rail line that emergency response could be affected by the Proposed Action.

- Lake County Sheriff's Department Emergency Services and Highway Patrol (North Milwaukee Avenue in Libertyville, 8 miles north of Long Grove, 3 miles north of the EJ&E rail line)
- Long Grove Fire Protection District Headquarters (Old McHenry Road, 4.5 miles south of the EJ&E rail line, 2.5 miles west of the CN rail line)
- Countryside Fire Protection District
 - Headquarters/Station No. 2 (North Deerpath Drive in Vernon Hills, 4 miles northeast of Long Grove, 1 mile south of the EJ&E rail line, and 0.5 mile east of the CN Waukesha Subdivision)
 - Station No. 1 (South Midlothian Road in Mundelein, 5 miles north of Long Grove, 1 mile north of the EJ&E rail line, and 1.5 miles west of the CN Waukesha Subdivision)
- Emergency Medical Care—Condell Medical Center (South Milwaukee Avenue in Libertyville, 8 miles northeast of Long Gove, 1.5 miles north of the EJ&E rail line)

3.3.2.10 Hawthorn Woods, Illinois

- Hawthorn Woods Police Department Headquarters (Lagoon Drive, 0.5 mile east)
- Lake Zurich Rural Fire Protection District
 - Headquarters/Station No. 1 (South Buesching Road, 2 miles southwest of Hawthorn Woods, 0.5 mile southeast of the EJ&E rail line)

- Station No. 2 (West Highway 22 in North Barrington, 4.5 miles southwest of Hawthorn Woods, 1.5 miles northwest of the EJ&E rail line)
- Station No. 3 (Old McHenry Road, 0.5 mile south of Hawthorn Woods, 0.5 mile east of the EJ&E rail line)
- Station No. 4 (Field Parkway in Deer Park, 4 miles south of Hawthorn Woods, 3 miles southeast of the EJ&E rail line)
- Countryside Fire Protection District
 - Headquarters/Station No. 2 (North Deerpath Drive in Vernon Hills, 4.5 miles east of Hawthorn Woods, 1 mile south of the EJ&E rail line, and 0.5 mile east of the CN Waukesha Subdivision)
 - Station No. 1 (South Midlothian Road in Mundelein, 4 miles northeast of Hawthorn Woods, 1 mile north of the EJ&E rail line, and 1.5 miles west of the CN Waukesha Subdivision)
- Long Grove Fire Protection District (Old McHenry Road in Long Grove, 4 miles southeast of Hawthorn Woods, 4.5 miles south of the EJ&E rail line, and 2.5 miles west of the CN Waukesha Subdivision)
- Emergency Medical Care—Condell Medical Center (South Milwaukee Avenue in Libertyville, 8 miles northeast of Hawthorn Woods, 1.5 miles north of the EJ&E rail line)

3.3.2.11 Lake Zurich, Illinois

Portions of Lake Zurich and the majority of the emergency service providers are located east of the EJ&E rail line; the hospital, however, is to the west.

- Lake Zurich Police Department Headquarters (Mohawk Trail, 1,000 feet east)
- Lake Zurich Rural Fire Protection District
 - Headquarters/Station No. 1 (South Buesching Road, 0.5 mile southeast)
 - Station No. 2 (West Highway 22 in North Barrington, 2 miles west of Lake Zurich, 1.5 miles northwest of the EJ&E rail line)
 - Station No. 3 (Old McHenry Road, 0.5 mile east)
 - Station No. 4 (Field Parkway in Deer Park, 3 miles southeast of Lake Zurich, 3 miles southeast of the EJ&E rail line)
- Emergency Medical Care—Advocate Good Shepherd Hospital (West Highway 22 in Barrington, 4 miles west of Lake Zurich, 3 miles west of the EJ&E rail line)

3.3.2.12 Barrington, Illinois

Barrington and the surrounding communities lie northwest and southeast of the EJ&E rail line.

- Barrington Police Department Headquarters (North Northwest Highway, 0.25 mile southeast)
- Barrington Fire Department Headquarters/Station No. 1 (North Northwest Highway, 0.25 mile southeast)
- Barrington Countryside Fire Protection District
 - Headquarters/Station No. 3 (North Pepper Road in Lake Barrington, 3 miles northwest)

- Station No. 2 (West Algonquin Road in Barrington Hills, almost directly on the EJ&E rail line)
- Other fire protection districts serving the areas surrounding Barrington are the Lake Zurich Fire Protection District, Wauconda Fire Protection District, Fox River Grove Fire Protection District, Algonquin-Lake in the Hills Fire Protection District, Carpentersville Fire Protection District, East Dundee Fire Protection District, and Hoffman Estates Fire Protection District.
- Emergency Medical Care—Advocate Good Shepherd Hospital (West Highway 22, 3 miles northwest)

3.3.2.13 Barrington Hills, Illinois

Most of Barrington Hills and the majority of its emergency service providers are located north of the EJ&E rail line. Although Barrington Hills is not listed among the communities with crossings in Section 3.3.1, Regional and Local Highway Systems, above, the community is included here because it is close enough to the EJ&E rail line that emergency response could be affected by the Proposed Action.

- Barrington Hills Police Department Headquarters (Algonquin Road, 0.5 mile northwest)
- Barrington Countryside Fire Protection District
 - Headquarters/Station No. 3 (North Pepper Road in Lake Barrington, 3 miles northwest)
 - Station No. 2 (West Algonquin Road in Barrington Hills, almost directly on the EJ&E rail line)
- Lake Zurich Rural Fire Protection District – Station No. 2 (West Highway 22 in North Barrington, 5 miles northeast of Barrington Hills, 1.5 miles northwest of the EJ&E rail line)
- Other fire protection districts serving Barrington Hills are the Algonquin-Lake in the Hills Fire Protection District, Carpentersville Fire Protection District, East Dundee Fire Protection District, and Fox River Grove Fire Protection District.
- Emergency Medical Care—Advocate Good Shepherd Hospital (West Highway 22 in Barrington, 5.5 miles north of Barrington Hills, 3 miles northwest of the EJ&E rail line)

3.3.2.14 Hoffman Estates, Illinois

Most of Hoffman Estates is located east of the EJ&E rail line; the hospitals, however, are to the west. The remaining emergency service providers are located east and west of the EJ&E rail line.

- Hoffman Estates Police Department Headquarters (Gannon Drive, 5.5 miles east)
- Hoffman Estates Fire Department
 - Station No. 21 (Flagstaff Lane, 7 miles east)
 - Station No. 22 (Moon Lake Boulevard, 3 miles east)
 - Station No. 23 (Westbury Drive, 3 miles east)
 - Station No. 24 (Pratum Avenue, 0.5 mile west)

- Emergency Medical Care
 - Saint Alexius Medical Center (Barrington Road, 3.5 miles east of the EJ&E rail line, 7.5 miles north of the CN Freeport Subdivision)
 - Advocate Good Shepherd Hospital (West Highway 22 in Barrington, 8 miles north of Hoffman Estates, 3 miles northwest of the EJ&E rail line)
 - Provena Saint Joseph Hospital (North Airlite Street in Elgin, 10 miles west of Hoffman Estates, 5.5 miles west of the EJ&E rail line)
 - Sherman Hospital – emergency room to be relocated to Sherman Replacement Hospital in January 2010 (Center Street in Elgin, 8 miles west of Hoffman Estates, 3.5 miles west of the EJ&E rail line)
 - Sherman Replacement Hospital – scheduled for completion in January 2010 (Big Timber Road & Randall Road in Elgin, 11 miles west of Hoffman Estates, 6.5 miles west of the EJ&E rail line)

3.3.2.15 *Elgin, Illinois*

Elgin and its emergency service providers are located west of the EJ&E rail line.

- Elgin Police Department Headquarters (Douglas Avenue, 3 miles west)
- Illinois State Police—District Two (South State Street, 2.5 miles west)
- Elgin Fire Department
 - Headquarters/Station No. 1 (Summit Street, 2.5 miles west)
 - Station No. 2 (Big Timber Road, 8.5 miles west)
 - Station No. 3 (Royal Boulevard, 6.5 miles west)
 - Station No. 4 (South MacLean Boulevard, 4.25 miles west)
 - Station No. 5 (Villa Street, 1.5 miles west)
 - Station No. 6 (West Chicago Street, 3.5 miles west)
- Emergency Medical Care
 - Provena Saint Joseph Hospital (North Airlite Street, 5.5 miles west)
 - Sherman Hospital – emergency room to be relocated to Sherman Replacement Hospital in January 2010 (Center Street, 3.5 miles west)
 - Sherman Replacement Hospital – scheduled for completion in January 2010 (Big Timber Road & Randall Road, 6.5 miles west)

3.3.2.16 *Bartlett, Illinois*

- Bartlett Police Department Headquarters (South Main Street, 2.5 miles east of the EJ&E rail line and 2.5 miles north of the CN Freeport Subdivision)
- Bartlett Fire Protection District
 - Headquarters/Station No. 1 (North Oak Avenue, 2.5 miles east of the EJ&E rail line, 3 miles north of the CN Freeport Subdivision)
 - Station No. 2 (Struckman Boulevard, 2.5 miles east of the EJ&E rail line, 0.5 mile north of the CN Freeport Subdivision)
 - Station No. 3, scheduled to open in fall 2008 (West Bartlett Road, 0.5 mile east of the EJ&E rail line, 2 miles north of the CN line Freeport Subdivision)

- Emergency Medical Care
 - Saint Alexius Medical Center (Barrington Road in Hoffman Estates, 5 miles northeast of Bartlett, 3.5 miles east of the EJ&E rail line, and 7.5 miles north of the CN Freeport Subdivision)
 - Provena Saint Joseph Hospital (North Airlite Street in Elgin, 8 miles northwest of Bartlett, 5.5 miles west of the EJ&E rail line)
 - Sherman Hospital – emergency room to be relocated to Sherman Replacement Hospital in January 2010 (Center Road in Elgin, 6 miles northwest of Bartlett, 3.5 miles west of the EJ&E rail line)
 - Sherman Replacement Hospital – scheduled for completion in January 2010 (Big Timber Road & Randall Road in Elgin, 9 miles northwest of Bartlett, 6.5 miles west of the EJ&E rail line)

3.3.2.17 **Wayne, Illinois**

- Wayne Police Department Headquarters (Railroad Street, 0.5 mile west of the EJ&E rail line and 1.5 miles south of the CN Freeport Subdivision)
- Bartlett Fire Protection District
 - Headquarters/Station No. 1 (North Oak Avenue in Bartlett, 4.5 miles northeast of Wayne, 2.5 miles east of the EJ&E rail line, and 3 miles north of the CN Freeport Subdivision)
 - Station No. 2 (Struckman Boulevard in Bartlett, 3.5 miles east of Wayne, 2.5 miles east of the EJ&E rail line, and 0.5 mile north of the CN Freeport Subdivision)
 - Station No. 3, scheduled to open in fall 2008 (West Bartlett Road in Bartlett, 3 miles northeast of Wayne, 0.5 mile east of the EJ&E rail line, and 2 miles north of the CN line Freeport Subdivision)
- West Chicago Fire Protection District
 - Headquarters/Station No. 1 (Fremont Street in West Chicago, 5 miles southeast of Wayne, 0.25 mile east of the EJ&E rail line)
 - Station No. 2 (Powis Road in West Chicago, 2.5 miles south of Wayne, 0.5 mile west of the EJ&E rail line)
 - Station No. 3 (Church Street in West Chicago, 5 miles southeast of Wayne, 0.25 mile west of the EJ&E rail line)
- Saint Charles Fire Station No. 2 (Production Drive in Saint Charles, 3 miles southwest of Wayne, 2.5 miles west of the EJ&E rail line, and 4 miles south of the CN Freeport Subdivision)
- Emergency Medical Care
 - Provena Saint Joseph Hospital (North Airlite Street in Elgin, 6 miles north of Wayne, 5.5 miles west of the EJ&E rail line)
 - Sherman Hospital – emergency room to be relocated to Sherman Replacement Hospital in January 2010 (Center Street in Elgin, 7 miles north of Wayne, 3.5 miles west of the EJ&E rail line)
 - Sherman Replacement Hospital – scheduled for completion in January 2010 (Big Timber Road & Randall Road in Elgin, 9 miles northwest of Wayne, 6.5 miles west of the EJ&E rail line)

3.3.2.18 West Chicago, Illinois

- West Chicago Police Department Headquarters (Spencer Street, 0.5 mile east)
- West Chicago Fire Protection District
 - Headquarters/Station No. 1 (Fremont Street, 0.25 mile east)
 - Station No. 2 (Powis Road, 0.5 mile west)
 - Station No. 3 (Church Street, 0.25 mile west)
- Emergency Medical Care—Central DuPage Hospital (North Winfield Road in Winfield, 2.5 miles southeast of West Chicago, 2.5 miles east of the EJ&E rail line)

3.3.2.19 Warrenville, Illinois

Warrenville and its emergency service providers are located east of the EJ&E rail line. Although Warrenville is not listed among the communities with crossings in Section 3.3.1, Regional and Local Highway Systems, above, the community is included here because it is close enough to the EJ&E rail line that emergency response could be affected by the Proposed Action.

- Warrenville Police Department Headquarters (Warren Avenue, 1.5 miles east)
- Warrenville Fire Protection District
 - Headquarters/Station No. 1 (Batavia Road, 2 miles east)
 - Station No. 2 (Butterfield Road, 0.5 mile east).
- Emergency Medical Care
 - Central DuPage Hospital (North Winfield Road in Winfield, 4 miles northeast of Warrenville, 2.5 miles east of the EJ&E rail line)
 - Edward Hospital (South Washington Street in Naperville, 4.5 miles southeast of Warrenville, 4 miles east of the EJ&E rail line)

3.3.2.20 Aurora, Illinois

Most of Aurora and the majority of its emergency service providers are located west of the EJ&E rail line.

- Aurora Police Department
 - Headquarters for Areas 1 and 3 (North River Street, 4 miles west)
 - Headquarters for Area 2 (North Root Street, 4 miles west)
- Aurora Fire Department
 - Headquarters/Station No. 1 (North Broadway, 4 miles west)
 - Station No. 3 (West Indian Trail, 5 miles west)
 - Station No. 4 (Michels Avenue, 3 miles west)
 - Station No. 5 (Hill Avenue, 3 miles west)
 - Station No. 7 (Kenilworth Place, 5.5 miles west)
 - Station No. 8 (McCoy Drive, 0.5 mile east)
 - Station No. 9 (Diehl Road, 1.5 miles west)
 - Station No. 10 (West Illinois Avenue, 7.5 miles west)
 - Station No. 12 (Hafenrichter Road, 1 mile west)

- Emergency Medical Care
 - Provena Mercy Medical Center (North Highland Avenue, 5 miles west)
 - Rush-Copley Medical Center (Ogden Avenue, 1.5 miles west)

3.3.2.21 Naperville, Illinois

Naperville and its emergency service providers are located east of the EJ&E rail line.

- Naperville Police Department Headquarters (Aurora Avenue, 3 miles east)
- Naperville Fire Department.
 - Administrative Headquarters/Station No. 7 (Aurora Avenue, 2.5 miles east)
 - Station No. 1 (East Chicago Avenue, 5 miles east)
 - Station No. 2 (East Bailey Road, 6 miles east)
 - Station No. 3 (North Washington Street, 4.5 miles east)
 - Station No. 4 (Brookdale Road, 1.5 miles east)
 - Station No. 5 (Plainfield-Naperville Road, 3.5 miles east)
 - Station No. 6 (103rd Street, 1.5 miles east)
 - Station No. 8 (Modaff Road, 4.5 miles east)
 - Station No. 9 (West Ogden Avenue, 3 miles east)
- Emergency Medical Care—Edward Hospital (South Washington Street, 4 miles east)

3.3.2.22 Plainfield, Illinois

- Plainfield Police Department Headquarters (South Coil Plus Drive, 0.25 mile west)
- Plainfield Fire Protection District
 - Headquarters/Station No. 1 (North Des Plaines Road, 0.25 mile east of EJ&E rail line segment No. 17, 0.5 mile west of EJ&E rail line segment No. 9)
 - Station No. 2 (West 135th Street, 1 mile east)
 - Station No. 3 (West 119th Street, 0.5 mile east)
- Joliet Fire Department Station No. 9 (Michas Drive, 0.75 mile east of EJ&E rail line segment No. 17, 3 miles southwest of EJ&E rail line segment No. 9)
- Emergency Medical Care
 - Rush-Copley Medical Center (Ogden Avenue in Aurora, 9 miles northwest of Plainfield, 1.5 miles west of the EJ&E rail line)
 - Provena Saint Joseph Medical Center (Madison Street in Joliet, 7 miles southeast of Plainfield, 2.5 miles south of the EJ&E rail line, and 3 miles west of the CN Joliet Subdivision)

3.3.2.23 Minooka, Illinois

Most of Minooka and the majority of its emergency service providers are located east of the EJ&E rail line. Although Minooka is not listed among the communities with crossings in Section 3.3.1, Regional and Local Highway Systems, above, the community is included here because it is close enough to the EJ&E rail line that emergency response could be affected by the Proposed Action.

- Minooka Police Department Headquarters (East McEvelly Road, 0.5 mile east)
- Minooka Fire Protection District (West Mondamin Street, 0.25 mile east)
- Joliet Fire Department Station No. 10 (John D Paige Drive, 2 miles west)

- Emergency Medical Care—Provena Saint Joseph Medical Center (Madison Street in Joliet, 8.5 miles northeast of Minooka, 2.5 miles south of the EJ&E rail line, and 3 miles west of the CN Joliet Subdivision)

3.3.2.24 *Crystal Lawns, Illinois*

Although Crystal Lawns is not listed among the communities with crossings in Section 3.3.1, Regional and Local Highway Systems, above, the community is included here because it is close enough to the EJ&E rail line that emergency response could be affected by the Proposed Action.

- Will County Sheriff's Office Headquarters (West Jefferson Street in Joliet, 5 miles southeast of Crystal Lawns, 1.5 miles west of the EJ&E rail line)
- Lockport Township Fire Protection District Station No. 2 (Root Street in Crest Hill, 2 miles southeast of Crystal Lawns, 300 feet south of the EJ&E rail line)
- Emergency Medical Care—Provena Saint Joseph Medical Center (Madison Street in Joliet, 3 miles south of Crystal Lawns, 2.5 miles south of the EJ&E rail line, and 3 miles west of the CN Joliet Subdivision)

3.3.2.25 *Crest Hill, Illinois*

- Crest Hill Police Department Headquarters (Plainfield Road, 1 mile south)
- Lockport Township Fire Protection District Station No. 2 (Root Street, 300 feet south)
- Emergency Medical Care—Provena Saint Joseph Medical Center (Madison Street in Joliet, 1.5 miles south of Crest Hill, 2.5 miles south of the EJ&E rail line, and 3 miles west of the CN Joliet Subdivision)

3.3.2.26 *Joliet, Illinois*

- Joliet Police Department
 - Headquarters (West Washington Street, 1.5 miles west of the EJ&E rail line, 0.25 mile west of the CN Joliet Subdivision)
- Will County Sheriff's Office (West Jefferson Street, 1.5 miles west of the EJ&E rail line, 0.25 mile west of the CN Joliet Subdivision)
- Joliet Fire Department
 - Headquarters/Station No. 1 (East Clinton Street, 1 mile west of the EJ&E rail line, 200 feet east of the CN Joliet Subdivision)
 - Station No. 3 (South Grover Street, 1 mile west of the EJ&E rail line, 500 feet east of the CN Joliet Subdivision)
 - Station No. 4 (North Draper Avenue, 0.25 mile east of the EJ&E rail line, 1 mile east of the CN Joliet Subdivision)
 - Station No. 5 (West Mason Avenue, 2 miles west of the EJ&E rail line, 1 mile west of the CN Joliet Subdivision)
 - Station No. 6 (West Oneida Street, 4 miles west of the EJ&E rail line, 2.5 miles west of the CN Joliet Subdivision)
 - Station No. 7 (Houbolt Road, 4 miles southwest of the EJ&E rail line, 4.5 miles west of the CN Joliet Subdivision)
 - Station No. 8 (Essington Road, 1 mile southwest of the EJ&E rail line, 5 miles west of the CN Joliet Subdivision)

- Station No. 9 (Michas Drive in Plainfield, 7 miles northwest of Joliet, 0.75 mile east of EJ&E rail line segment No. 17, 3 miles southwest of EJ&E rail line segment No. 9, and 8 miles west of the CN Joliet Subdivision)
- Station No. 10 (John D Paige Drive in Minooka, 10 miles west of Joliet, 2 miles west of EJ&E rail line segment No. 17)
- East Joliet Fire Protection District
 - Headquarters/Station No. 3 (South Briggs Street, 1 mile east of the EJ&E rail line, 2 miles east of the CN Joliet Subdivision)
 - Station No. 1 (Leach Avenue, 0.5 mile east of the EJ&E rail line, 1.5 miles east of the CN Joliet Subdivision)
 - Station No. 2 (East Zarley Boulevard, 1 mile southwest of the EJ&E rail line, 1 mile southeast of the CN Joliet Subdivision)
- Caterpillar Fire Department Headquarters (Channahon Road, 4 miles west of the EJ&E rail line)
- Emergency Medical Care
 - Provena Saint Joseph Medical Center (Madison Street, 2.5 miles south of the EJ&E rail line, 3 miles west of the CN Joliet Subdivision)
 - Silver Cross Hospital (Maple Road, 0.5 mile east of the EJ&E rail line, 1.5 miles east of the CN Joliet Subdivision)

3.3.2.27 Rockdale, Illinois

Although Rockdale is not listed among the communities with crossings in Section 3.3.1, Regional and Local Highway Systems, above, the community is included here because it is close enough to the EJ&E rail line that emergency response could be affected by the Proposed Action.

- Rockdale Police Department Headquarters (Moen Avenue, 2 miles west)
- Rockdale Fire Protection District Headquarters (Otis Avenue, 2.5 miles west)
- Emergency Medical Care—Provena Saint Joseph Medical Center (Madison Street in Joliet, 1.5 miles north of Rockdale, 2.5 miles south of the EJ&E rail line, and 3 miles west of the CN Joliet Subdivision)

3.3.2.28 New Lenox, Illinois

- New Lenox Police Department Headquarters (West Haven Avenue, 1.5 miles north)
- New Lenox Fire District
 - Headquarters/Station No. 1 (East Maple Street, 1.5 miles north)
 - Station No. 2 (North Cedar Road, 2.5 miles north)
 - Station No. 3 (Country Creek Drive, 500 feet south)
 - Station No. 4 (South Schoolhouse Road in Mokena, 3 miles north)
- Emergency Medical Care—Silver Cross Hospital (Maple Road in Joliet, 4.5 miles northwest of New Lenox, 0.5 mile east of the EJ&E rail line, and 1.5 miles east of the CN Joliet Subdivision)

3.3.2.29 Frankfort, Illinois

Most of Frankfort and the majority of its emergency service providers are located north of the EJ&E rail line.

- Frankfort Police Department Headquarters (Lincoln Way Lane, 1.5 miles north)
- Frankfort Fire Protection District
 - Headquarters/Station No. 1 (West Nebraska Street, 0.5 mile north)
 - Station No. 2 (South Graceland Lane, 2 miles north)
 - Station No. 3 (South LaGrange Road, 3 miles south)
 - Station No. 4, scheduled to open in 2008 (Steger Road and 80th Avenue, 1.5 miles south)
- Emergency Medical Care—Saint James Hospital and Health Centers—Olympia Fields (South Crawford Avenue in Olympia Fields, 8 miles east of Frankfort, 1 mile west of the CN Chicago Subdivision, and 1.5 miles north of the EJ&E rail line)

3.3.2.30 Matteson, Illinois

- Matteson Police Department Headquarters (South Cicero Avenue, 2 miles north of the EJ&E rail line and 2 miles west of the CN Chicago Subdivision)
- Matteson Fire Department
 - Headquarters/Station No. 1 (West 211th Street, 0.75 mile north of the EJ&E rail line, 0.25 mile west of the CN Chicago Subdivision)
 - Station No. 2 (Central Avenue, 1 mile north of the EJ&E rail line, 3 miles west of the CN Chicago Subdivision)
- Emergency Medical Care—Saint James Hospital and Health Centers—Olympia Fields (South Crawford Avenue in Olympia Fields, 1 mile east of Matteson, 1 mile west of the CN Chicago Subdivision, and 1.5 miles north of the EJ&E rail line)

3.3.2.31 Richton Park, Illinois

Although Richton Park is not listed among the communities with crossings in Section 3.3.1, Regional and Local Highway Systems, above, the community is included here because it is close enough to the EJ&E rail line that emergency response could be affected by the Proposed Action.

- Richton Park Police Department Headquarters (West Sauk Trail, 0.5 mile south of the EJ&E rail line, 0.75 mile west of the CN Chicago Subdivision)
- Richton Park Fire Department Headquarters (West Sauk Trail, 0.5 mile south of the EJ&E rail line, 0.75 mile west of the CN Chicago Subdivision)
- Emergency Medical Care—Saint James Hospital and Health Centers—Olympia Fields (South Crawford Avenue in Olympia Fields, 2.5 miles northeast of Richton Park, 1 mile west of the CN Chicago Subdivision, and 1.5 miles north of the EJ&E rail line)

3.3.2.32 Park Forest, Illinois

- Park Forest Police Department Headquarters (Lakewood Boulevard , 0.75 mile south of the EJ&E rail line, 1.5 miles east of the CN Chicago Subdivision)
- Park Forest Fire Department Headquarters (Indianwood Boulevard, 1 mile south of the EJ&E rail line, 1.5 miles east of the CN Chicago Subdivision)
- Emergency Medical Care—Saint James Hospital and Health Centers—Chicago Heights (Chicago Road in Chicago Heights, 2.5 miles northeast of Park Forest, 0.75 mile north of the EJ&E rail line, and 3 miles east of the CN Chicago Subdivision)

3.3.2.33 Chicago Heights, Illinois

Most of Chicago Heights and the majority of its emergency service providers are located north of the EJ&E rail line.

- Chicago Heights Police Department Headquarters (South Halsted Street, 0.5 mile north)
- Chicago Heights Fire Department
 - Headquarters/Station No. 3 (East Joe Orr Road, 1.5 miles north)
 - Station No. 1 (East 19th Place, 0.25 mile north)
 - Station No. 2 (East 16th Street and State Street, 0.25 mile north)
 - Station No. 4 (Division Street and West 16th Street, 0.5 mile north)
 - Station No. 5 (Butler Street and East 22nd Street, 0.25 mile south)
- Emergency Medical Care—Saint James Hospital and Health Centers—Chicago Heights (Chicago Road, 0.75 mile north of the EJ&E rail line, 3 miles east of the CN Chicago Subdivision)

3.3.2.34 Sauk Village, Illinois

Sauk Village and its emergency service providers are located south of the EJ&E rail line.

- Sauk Village Police Department Headquarters (Torrence Avenue, 0.25 mile south)
- Sauk Village Fire Department Headquarters (222nd Street, 1 mile south)
- Emergency Medical Care—Saint Margaret Mercy Hospital – Dyer Campus (Joliet Street in Dyer, 1.5 miles east of Sauk Village, 0.25 mile south of the EJ&E rail line, and 3.5 miles southwest of the CN Elsdon/South Bend Subdivision)

3.3.2.35 Lynwood, Illinois

Lynwood and the majority of its emergency service providers are located north of the EJ&E rail line.

- Lynwood Police Department Headquarters (Lincoln Highway, 0.5 mile north of the EJ&E rail line, 3 miles southwest of the CN Elsdon/South Bend Subdivision)
- Lynwood Fire Department Headquarters (Glenwood Dyer Road, 1 mile north of the EJ&E rail line, 2.5 miles southwest of the CN Elsdon/South Bend Subdivision)

- Emergency Medical Care
 - Saint Margaret Mercy Hospital – Dyer Campus (Joliet Street in Dyer, 1 mile southeast of Lynwood, 0.25 mile south of the EJ&E rail line, and 3.5 miles southwest of the CN Elsdon/South Bend Subdivision)
 - Community Hospital (MacArthur Boulevard in Munster, 3 miles northeast of Lynwood, 3.5 miles north of the EJ&E rail line, and 0.75 mile north of the CN Elsdon/South Bend Subdivision)

3.3.2.36 *Dyer, Indiana*

Most of Dyer and the majority of its emergency service providers are located south of the EJ&E rail line.

- Dyer Police Department Headquarters (Hart Street, 0.25 mile south)
- Dyer Volunteer Fire Department
 - Headquarters/Station No. 1 (Hart Street, 0.25 mile south)
 - Station No. 2 (213th Street, 0.75 mile north)
- Emergency Medical Care—Saint Margaret Mercy Hospital – Dyer Campus (Joliet Street, 0.25 mile south of the EJ&E rail line, 3.5 miles southwest of the CN Elsdon/South Bend Subdivision)

3.3.2.37 *Schererville, Indiana*

- Schererville Police Department Headquarters (East Joliet Street, 1.5 miles southeast)
- Schererville Fire Department Headquarters (Cline Avenue, 1.5 miles southeast)
- Lake Hills Fire Department (West 85th Avenue, 3.5 miles southeast)
- Emergency Medical Care
 - Community Hospital (MacArthur Boulevard in Munster, 4.5 miles northwest of Schererville, 3.5 miles north of the EJ&E rail line, and 0.75 mile north of the CN Elsdon/South Bend Subdivision)
 - Saint Margaret Mercy Hospital – Dyer Campus (Joliet Street in Dyer, 2.5 miles west of Schererville, 0.25 mile south of the EJ&E rail line, and 3.5 miles southwest of the CN Elsdon/South Bend Subdivision)

3.3.2.38 *Griffith, Indiana*

- Griffith Police Department Headquarters (North Broad Street, 0.25 mile north of the EJ&E rail line and 0.25 mile north of the CN Elsdon/South Bend Subdivision)
- Griffith Volunteer Fire Department
 - Headquarters/Station No. 1 (North Lafayette Street, 0.25 mile north of the EJ&E rail line, 0.25 mile north of the CN Elsdon/South Bend Subdivision)
 - Station No. 2 (South Broad Street, 0.5 mile south of the EJ&E rail line, 0.5 mile south of the CN Elsdon/South Bend Subdivision)
 - Station No. 3 (North Indiana Street, 200 feet west of the EJ&E rail line, 2 miles north of the CN Elsdon/South Bend Subdivision)

- Emergency Medical Care
 - Community Hospital (MacArthur Boulevard in Munster, 4.5 miles northwest of Griffith, 3.5 miles north of the EJ&E rail line, and 0.75 mile north of the CN Elsdon/South Bend Subdivision)
 - Saint Margaret Mercy Hospital – Dyer Campus (Joliet Street in Dyer, 5.5 miles southwest of Griffith, 0.25 mile south of the EJ&E rail line, and 3.5 miles southwest of the CN Elsdon/South Bend Subdivision)

3.3.2.39 Gary, Indiana

Most of Gary and the majority of its emergency service providers are located south and east of the EJ&E rail line.

- Gary Police Department Headquarters (Polk Street, 0.5 mile south)
- Gary Fire Department
 - Headquarters/Station No. 1 (East 5th Avenue, 0.25 mile south)
 - Station No. 2 (Adams Street, 1.5 miles south)
 - Station No. 3 (Roosevelt Street and West 12th Avenue, 1 mile south)
 - Station No. 4 (Madison Street and West 25th Avenue, 2.5 miles south)
 - Station No. 5 (Washington Street, 4 miles south)
 - Station No. 6 (Pierce Street and West 5th Avenue, 0.5 mile south)
 - Station No. 7 (South Grand Boulevard and East 4th Avenue, 1 mile southeast)
 - Station No. 8 (West 5th Avenue, 1 mile southwest)
 - Station No. 9 (Clark Road, 1.5 miles east)
 - Station No. 10 (Virginia Street, 3 miles south)
 - Station No. 11 (Indian Boundary, 2 miles northeast)
 - Station No. 12 (Mississippi Street, 1.5 miles south)
 - Station No. 13 (West 26th Avenue, 0.5 mile east)
 - Station No. 14 (Industrial Highway, 0.25 mile southeast)
- Lake Ridge Fire Protection District Headquarters (West 47th Avenue, 2 miles east)
- Emergency Medical Care
 - Methodist Hospital—Northlake Campus (Grant Street, 3.5 miles east of the EJ&E rail line, 6.5 miles north of the CN Elsdon/South Bend Subdivision)
 - Methodist Hospital—Midlake Campus (West 25th Avenue, 3 miles east of the EJ&E rail line, 5 miles north of the CN Elsdon/South Bend Subdivision)

3.3.2.40 Hammond, Indiana

Most of Hammond and the majority of its emergency service providers are located southwest of the EJ&E rail line. Although Hammond is not listed among the communities with crossings in Section 3.3.1, Regional and Local Highway Systems, above, the community is included here because it is close enough to the EJ&E rail line that emergency response could be affected by the Proposed Action.

- Hammond Police Department Headquarters (Douglas Street, 4.5 miles southwest)
- Hammond Fire Department
 - Headquarters (Calumet Avenue, 2 miles southwest)
 - Station No. 1 (South Calumet Avenue, 1.5 miles west)
 - Station No. 2 (South Calumet Avenue in Whiting, 1 mile west)

- Station No. 5 (South Hohman Avenue, 2.5 miles southwest)
- Station No. 6 (169th Street, 2 miles southwest)
- Station No. 7 (East 173rd Street, 2.5 miles southwest)
- Station No. 8 (East 165th Street, 1.5 miles west)
- Emergency Medical Care—Saint Margaret Mercy Hospital – Hammond Campus (Hohman Avenue, 4.5 miles southwest of EJ&E rail line segment No. 1, 5 miles west of EJ&E rail line segment No. 3)

3.3.2.41 East Chicago, Illinois

Most of East Chicago and the majority of its emergency service providers are located southwest of the EJ&E rail line. Although East Chicago is not listed among the communities with crossings in Section 3.3.1, Regional and Local Highway Systems, above, the community is included here because it is close enough to the EJ&E rail line that emergency response could be affected by the Proposed Action.

- East Chicago Police Department Headquarters (East Columbus Drive, 1 mile southwest)
- East Chicago Fire Department
 - Headquarters (Indianapolis Boulevard, 2 miles southwest)
 - Station No. 3 (Michigan Avenue, 0.25 mile southwest)
 - Station No. 4 (Kennedy Avenue, 2 miles southwest)
 - Station No. 5 (West 151st Street, 1 mile west)
- Emergency Medical Care
 - Saint Catherine Hospital (Fir Street, 1 mile southwest)
 - Saint Margaret Mercy Hospital – Hammond Campus (Hohman Avenue in Hammond, 2.5 miles southwest of East Chicago, 4.5 miles southwest of EJ&E rail line segment No. 1, and 5 miles west of EJ&E rail line segment No. 3)

3.3.2.42 Whiting, Indiana

Most of Whiting and the majority of its emergency service providers are located west or southwest of the EJ&E rail line. Although Whiting is not listed among the communities with crossings in Section 3.3.1, Regional and Local Highway Systems, above, the community is included here because it is close enough to the EJ&E rail line that emergency response could be affected by the Proposed Action.

- Whiting Police Department Headquarters (Schrage Avenue, 0.25 mile southwest)
- Whiting Fire Department Headquarters (Schrage Avenue, 0.25 mile southwest)
- Emergency Medical Care—Saint Margaret Mercy Hospital – Hammond Campus (Hohman Avenue in Hammond, 4.5 miles southwest of Whiting, 4.5 miles southwest of EJ&E rail line segment No. 1, and 5 miles west of EJ&E rail line segment No. 3)

Sections 3.3.2.43 through 3.3.2.55 list the emergency service providers in towns and communities along the CN Waukesha Subdivision (Illinois) from the EJ&E rail line to Chicago.

3.3.2.43 Lincolnshire, Illinois

Lincolnshire and its emergency service providers are located east of the CN Waukesha Subdivision. Although Lincolnshire is not listed among the communities with crossings in Section 3.3.1, Regional and Local Highway Systems, above, the community is included here because it is close enough to the CN rail line that emergency response could be affected by the Proposed Action. Lincolnshire also provides emergency services to the unincorporated town of Prairie View, which is located in northwestern Chicagoland between Vernon Hills, Lincolnshire, and Buffalo Grove and receives emergency service response from these communities.

- Lincolnshire Police Department Headquarters (Old Half Day Road, 1.5 miles east)
- Lincolnshire-Riverwoods Fire Protection District
 - Headquarters/Station No. 51 (Schelter Road, 4 miles south of the EJ&E rail line, 0.75 mile east of the CN)
 - Station No. 52 (Saunders Road in Riverwoods, 2 miles southeast of Lincolnshire, 6 miles southeast of the EJ&E rail line, and 3 miles east of the CN)
- Emergency Medical Care—Condell Medical Center (South Milwaukee Avenue in Libertyville, 5 miles north of Lincolnshire, 1.5 miles north of the EJ&E rail line)

3.3.2.44 Buffalo Grove, Illinois

Buffalo Grove and its emergency service providers are located west of the CN Waukesha Subdivision. Buffalo Grove also provides emergency services to the unincorporated town of Prairie View, which is located in northwestern Chicagoland between Vernon Hills, Lincolnshire, and Buffalo Grove and receives emergency service response from these communities.

- Buffalo Grove Police Department Headquarters (Raupp Boulevard, 1.5 mile west)
- Buffalo Grove Fire Department
 - Administrative Headquarters (Highland Grove Drive, 0.75 mile west)
 - Station No. 25 (West Dundee Road, 2 miles west)
 - Station No. 26 (Deerfield Parkway, 0.75 mile west)
 - Station No. 27 (West Half Day Road, 0.25 mile west)
- Emergency Medical Care—Northwest Community Hospital (West Central Road in Arlington Heights, 5 miles south of Buffalo Grove, 4.5 miles west of the CN Waukesha Subdivision)

3.3.2.45 Wheeling, Illinois

- Wheeling Police Department Headquarters (West Dundee Road, 0.25 mile east)
- Wheeling Fire Department
 - Headquarters/Station No. 24 (West Dundee Road, 0.25 mile east)
 - Station No. 23 (Wheeling Road, 0.25 mile west)
- Emergency Medical Care—Northwest Community Hospital (West Central Road in Arlington Heights, 6 miles southwest of Wheeling, 4.5 miles west of the CN Waukesha Subdivision)

3.3.2.46 Prospect Heights, Illinois

- Prospect Heights Police Department Headquarters (East Camp McDonald Road, 1.5 miles west)
- Prospect Heights Fire Protection District
 - Headquarters/Station No. 9 (East Camp McDonald Road, 1.5 miles west)
 - Station No. 39/East Side Station (South Wolf Road, 0.5 mile east)
- Emergency Medical Care—Northwest Community Hospital (West Central Road in Arlington Heights, 4 miles southwest of Prospect Heights, 4.5 miles west of the CN Waukesha Subdivision)

3.3.2.47 Mount Prospect, Illinois

Mount Prospect and the majority of its emergency service providers are located west of the CN Waukesha Subdivision.

- Mount Prospect Police Department Headquarters (East Northwest Highway, 2 miles west)
- Mount Prospect Fire Department
 - Headquarters (East Northwest Highway, 2 miles west)
 - Station No. 12 (West Golf Road, 3 miles west)
 - Station No. 14 (East Kensington Road, 0.5 mile east)
- Emergency Medical Care—Northwest Community Hospital (West Central Road in Arlington Heights, 2 miles west of Mount Prospect, 4.5 miles west of the CN Waukesha Subdivision)

3.3.2.48 Des Plaines, Illinois

- Des Plaines Police Department Headquarters (West 26th Street, 0.25 mile east)
- Illinois State Police – Chicago District (Harrison Street, 2 miles east)
- Des Plaines Fire Department
 - Headquarters/Station No. 1 (South River Road, 0.5 mile east)
 - Station No. 2 (Oakton Street, 250 feet west)
 - Station No. 3 (East Thacker Street, 1 mile west)
- North Maine Fire Protection District Headquarters (Potter Road, 2 miles east)
- Emergency Medical Care—Holy Family Medical Center (North River Road, 0.75 mile east)

3.3.2.49 Rosemont, Illinois

Rosemont and its emergency service providers are located east of the CN Waukesha Subdivision. Although Rosemont is not listed among the communities with crossings in Section 3.3.1, Regional and Local Highway Systems, above, the community is included here because it is close enough to the CN rail line that emergency response could be affected by the Proposed Action.

- Rosemont Police Department Headquarters (West Devon Avenue, 1 mile east)

- Rosemont Fire Department
 - Administrative Headquarters (West Devon Avenue, 1 mile east)
 - Station No. 1 (North River Road, 1 mile east)
 - Station No. 2 (West Higgins Road, 0.25 mile east)
- Emergency Medical Care—Resurrection Medical Center (West Talcott Avenue in Chicago, 2.5 miles east of Rosemont, 3.5 miles east of the CN Waukesha Subdivision)

3.3.2.50 Schiller Park, Illinois

Although Schiller Park is not listed among the communities with crossings in Section 3.3.1, Regional and Local Highway Systems, above, the community is included here because it is close enough to the CN rail line that emergency response could be affected by the Proposed Action.

- Schiller Park Police Department Headquarters (Irving Park Road, 300 feet east)
- Schiller Park Fire Department
 - Headquarters/Station No. 1 (Irving Park Road, 300 feet east)
 - Station No. 2 (25th Avenue, 500 feet west)
- Emergency Medical Care—Gottlieb Memorial Hospital (West North Avenue in Melrose Park, 3 miles southeast of Schiller Park, 0.25 mile southwest of the CN Waukesha Subdivision, and 4 miles north of the CN Freeport Subdivision)

3.3.2.51 Franklin Park, Illinois

- Franklin Park Police Department Headquarters (West Belmont Avenue, 0.25 mile west)
- Franklin Park Fire Department
 - Headquarters/Station No. 2 (Addison Avenue, 0.75 mile west)
 - Station No. 1 (Atlantic Street, 0.5 mile west)
 - Station No. 3 (North Elm Street, is 0.25 mile east)
- Emergency Medical Care
 - Elmhurst Memorial Hospital (Berbeau Avenue in Elmhurst, 4.5 miles southwest of Franklin Park, 1.5 miles northeast of the CN Freeport Subdivision)
 - Gottlieb Memorial Hospital (West North Avenue in Melrose Park, 2 miles southeast of Franklin Park, 0.25 mile southwest of the CN Waukesha Subdivision, and 4 miles north of the CN Freeport Subdivision)
 - Westlake Hospital (West Lake Street in Melrose Park, 3 miles southeast of Franklin Park, 2.5 miles north of the CN Freeport Subdivision, and 1 mile southwest of the CN Waukesha Subdivision)

3.3.2.52 River Grove, Illinois

Most of River Grove and the majority of its emergency service providers are located east of the CN Waukesha Subdivision.

- River Grove Police Department Headquarters (North Thatcher Avenue, 1 mile east)
- River Grove Fire Department Headquarters (North Thatcher Avenue, 1 mile east)

- Emergency Medical Care
 - Gottlieb Memorial Hospital (West North Avenue in Melrose Park, 1.5 miles southwest of River Grove, 0.25 mile southwest of the CN Waukesha Subdivision, and 4 miles north of the CN Freeport Subdivision)
 - Westlake Hospital (West Lake Street in Melrose Park, 2 miles southwest of River Grove, 2.5 miles north of the CN Freeport Subdivision, and 1 mile southwest of the CN Waukesha Subdivision)

3.3.2.53 *Melrose Park, Illinois*

- Melrose Park Police Department Headquarters (North Broadway Street, 1.5 miles southwest)
- Melrose Park Fire Department
 - Headquarters/Station No. 3 (West Lake Street, 2 miles southwest)
 - Station No. 2 (North 15th Avenue, 0.5 mile southwest)
- Emergency Medical Care
 - Westlake Hospital (West Lake Street, 2.5 miles north of the CN Freeport Subdivision, 1 mile southwest of the CN Waukesha Subdivision)
 - Gottlieb Memorial Hospital (West North Avenue, 0.25 mile southwest of the CN Waukesha Subdivision, 4 miles north of the CN Freeport Subdivision)

3.3.2.54 *River Forest, Illinois*

- River Forest Police Department Headquarters (Park Avenue, 200 feet east)
- River Forest Fire Department Headquarters (Park Avenue, 200 feet east)
- Emergency Medical Care
 - MacNeal Hospital (Oak Park Avenue in Berwyn, 4.5 miles southeast of River Forest, 0.5 mile south of the CN Freeport Subdivision)
 - Rush Oak Park Hospital (South Maple Avenue in Oak Park, 1 mile southeast of River Forest, 0.75 mile east of the CN Waukesha Subdivision)
 - Westlake Hospital (West Lake Street in Melrose Park, 2 miles west of River Forest, 2.5 miles north of the CN Freeport Subdivision, and 1 mile southwest of the CN Waukesha Subdivision)

3.3.2.55 *Forest Park, Illinois*

Although Forest Park is not listed among the communities with crossings in Section 3.3.1, Regional and Local Highway Systems, above, the community is included here because it is close enough to the CN rail line that emergency response could be affected by the Proposed Action.

- Forest Park Police Department Headquarters (Des Plaines Avenue, 0.25 mile east)
- Forest Park Fire Department Headquarters (Wilcox Street, 0.25 mile east)
- Emergency Medical Care
 - Loyola University Hospital (South 1st Avenue in Maywood, 1.5 miles west of Forest Park, 0.5 mile north of the CN Freeport Subdivision)
 - Rush Oak Park Hospital (South Maple Avenue in Oak Park, 1 mile northeast of Forest Park, 0.75 mile east of the CN Waukesha Subdivision)

Sections 3.3.2.56 through 3.3.2.71 list the emergency service providers in towns and communities along the CN Freeport Subdivision (Illinois) from the EJ&E rail line to Chicago.

3.3.2.56 Hanover Park, Illinois

Hanover Park and the majority of its emergency service providers are located north of the CN Freeport Subdivision.

- Hanover Park Police Department Headquarters (West Lake Street, 3 miles north)
- Hanover Park Fire Department
 - Headquarters/Station No. 1 (Barrington Road, 3.5 miles north)
 - Station No. 2 (County Farm Road, 0.25 mile south)
- Emergency Medical Care—Saint Alexius Medical Center (Barrington Road in Hoffman Estates, 4.5 miles north of Hanover Park, 3.5 miles east of the EJ&E rail line, and 7.5 miles north of the CN Freeport Subdivision)

3.3.2.57 Carol Stream, Illinois

Most of Carol Stream and the majority of its emergency service providers are located south of the CN Freeport Subdivision. Although Carol Stream is not listed among the communities with crossings in Section 3.3.1, Regional and Local Highway Systems, above, the community is included here because it is close enough to the CN rail line that emergency response could be affected by the Proposed Action.

- Carol Stream Police Department Headquarters (North Gary Avenue, 1.5 miles south)
- Carol Stream Fire Protection District
 - Headquarters/Station No. 1 (Kuhn Road, 2 miles south)
 - Station No. 2 (South Schmale Road, 2.5 miles south)
 - Station No. 3 (West Lies Road, 0.75 mile south)
- Emergency Medical Care—Central DuPage Hospital (North Winfield Road in Winfield, 3.5 miles southwest of Carol Stream, 2.5 miles east of the EJ&E rail line)

3.3.2.58 Bloomingdale, Illinois

Most of Bloomingdale and the majority of its emergency service providers are located north of the CN Freeport Subdivision.

- Bloomingdale Police Department Headquarters (South Bloomingdale Road, 1.5 miles north)
- Bloomingdale Fire Protection District No. 1
 - Headquarters/Station No. 1 (South Bloomingdale Road, 1.5 miles north)
 - Station No. 2 (Keeney Road, 2 miles north)
 - Station No. 3 (South Gary Avenue, 0.25 mile north)
- Emergency Medical Care
 - Adventist Glen Oaks Hospital (Winthrop Avenue in Glendale Heights, 2.5 miles south of Bloomingdale, 0.5 mile south of the CN Freeport Subdivision)
 - Central DuPage Hospital (North Winfield Road in Winfield, 6.5 miles southwest of Bloomingdale, 2.5 miles east of the EJ&E rail line)

- Alexian Brothers Medical Center (Biesterfield Road in Elk Grove Village, 5 miles northeast of Bloomingdale, 6 miles north of the CN Freeport Subdivision)

3.3.2.59 *Glendale Heights, Illinois*

Glendale Heights and the majority of its emergency service providers are located south of the CN Freeport Subdivision. Although Glendale Heights is not listed among the communities with crossings in Section 3.3.1, Regional and Local Highway Systems, above, the community is included here because it is close enough to the CN rail line that emergency response could be affected by the Proposed Action.

- Glendale Heights Police Department Headquarters (East Fullerton Avenue, 0.75 mile south)
- Glenside Fire Protection District Headquarters (Bloomingdale Road, 0.75 mile south)
- Emergency Medical Care—Adventist Glen Oaks Hospital (Winthrop Avenue, 0.5 mile south)

3.3.2.60 *Addison, Illinois*

Most of Addison and the majority of its emergency service providers are located north of the CN Freeport Subdivision.

- Addison Police Department Headquarters (Friendship Plaza, 2 miles north)
- Addison Fire Protection District No. 1
 - Headquarters/Station No. 1 (South Addison Road, 1.5 miles north)
 - Station No. 2 (South Vista Avenue, 0.5 mile north)
 - Station No. 3 (South Rohlwing Road, 0.75 mile north)
- Emergency Medical Care
 - Elmhurst Memorial Hospital (Berteau Avenue in Elmhurst, 4 miles southeast of Addison, 1.5 miles northeast of the CN Freeport Subdivision)
 - Adventist GlenOaks Hospital (Winthrop Avenue in Glendale Heights, 3.5 miles west of Addison, 0.5 mile south of the CN Freeport Subdivision)

3.3.2.61 *Lombard, Illinois*

Although Lombard is not listed among the communities with crossings in Section 3.3.1, Regional and Local Highway Systems, above, the community is included here because it is close enough to the CN rail line that emergency response could be affected by the Proposed Action.

- Lombard Police Department Headquarters (East Wilson Avenue, 3 miles south)
- Lombard Fire Department
 - Administrative Headquarters (East Wilson Avenue, 3 miles south)
 - Station No. 1 (East Saint Charles Road, 2 miles south)
 - Station No. 2 (South Highland Avenue, 4.5 miles south)
- Emergency Medical Care
 - Elmhurst Memorial Hospital (Berteau Avenue in Elmhurst, 4.5 miles northeast of Lombard, 1.5 miles northeast of the CN Freeport Subdivision)

- Adventist GlenOaks Hospital (Winthrop Avenue in Glendale Heights, 4 miles northwest of Lombard, 0.5 mile south of the CN Freeport Subdivision)

3.3.2.62 Villa Park, Illinois

- Villa Park Police Department Headquarters (South Ardmore Avenue, 1 mile south)
- Villa Park Fire Department
 - Headquarters/Station No. 3 (South Ardmore Avenue, 2.5 miles southwest)
 - Station No. 1 (West Home Avenue, 1 mile south)
 - Station No. 2 (West Plymouth Street, 0.25 mile south)
- Emergency Medical Center
 - Elmhurst Memorial Hospital (Berteau Avenue in Elmhurst, 2.5 miles northeast of Villa Park, 1.5 miles northeast of the CN Freeport Subdivision)
 - Adventist GlenOaks Hospital (Winthrop Avenue in Glendale Heights, 5 miles northwest of Villa Park, 0.5 mile south of the CN Freeport Subdivision)

3.3.2.63 Elmhurst, Illinois

- Elmhurst Police Department Headquarters (East 1st Street, 1 mile northeast)
- Elmhurst Fire Department
 - Administrative Headquarters (North York Street, 1 mile northeast)
 - Station No. 1 (North York Street, 1.5 miles northeast)
 - Station No. 2 (South York Street, 200 feet south)
- Emergency Medical Care—Elmhurst Memorial Hospital (Berteau Avenue, 1.5 miles northeast)

3.3.2.64 Berkeley, Illinois

Berkeley and its emergency service providers are located north of the CN Freeport Subdivision. Although Berkeley is not listed among the communities with crossings in Section 3.3.1, Regional and Local Highway Systems, above, the community is included here because it is close enough to the CN rail line that emergency response could be affected by the Proposed Action.

- Berkeley Police Department Headquarters (Electric Avenue, 0.5 mile north)
- Berkeley Fire Department Headquarters (Electric Avenue, 0.5 mile north)
- Emergency Medical Care—Elmhurst Memorial Hospital (Berteau Avenue in Elmhurst, 1.5 miles northwest of Berkeley, 1.5 miles northeast of the CN Freeport Subdivision)

3.3.2.65 Hillside, Illinois

- Hillside Police Department Headquarters (North Hillside Avenue, 0.25 mile northeast)
- Hillside Fire Department Headquarters (North Wolf Road, 0.5 mile northeast)

- Emergency Medical Care
 - Elmhurst Memorial Hospital (Berteau Avenue in Elmhurst, 2 miles northwest of Hillside, 1.5 miles northeast of the CN Freeport Subdivision)
 - Westlake Hospital (West Lake Street in Melrose Park, 3 miles northeast of Hillside, 2.5 miles north of the CN Freeport Subdivision, and 1 mile southwest of the CN Waukesha Subdivision)

3.3.2.66 Westchester, Illinois

Although Westchester is not listed among the communities with crossings in Section 3.3.1, Regional and Local Highway Systems, above, the community is included here because it is close enough to the CN rail line that emergency response could be affected by the Proposed Action.

- Westchester Police Department Headquarters (West Roosevelt Road, 400 feet south)
- Westchester Fire Department
 - Headquarters/Station No. 1 (West Roosevelt Road, 400 feet south)
 - Station No. 2 (West Cermak Road, 1.5 miles south)
- Emergency Medical Care—Elmhurst Memorial Hospital (Berteau Avenue in Elmhurst, 4.5 miles northwest of Westchester, 1.5 miles northeast of the CN Freeport Subdivision)

3.3.2.67 Broadview, Illinois

- Broadview Police Department Headquarters (South 25th Avenue, 300 feet north)
- Broadview Fire Department Headquarters (South 25th Avenue, 300 feet north)
- Emergency Medical Care
 - Loyola University Hospital (South 1st Avenue in Maywood, 1 mile east of Broadview, 0.5 mile north of the CN Freeport Subdivision)
 - Westlake Hospital (West Lake Street in Melrose Park, 2.5 miles north of Broadview, 2.5 miles north of the CN Freeport Subdivision, and 1 mile southwest of the CN Waukesha Subdivision)

3.3.2.68 North Riverside, Illinois

- North Riverside Police Department Headquarters (South Des Plaines Avenue, 0.25 mile south)
 - North Riverside Fire Department Headquarters (South Des Plaines Avenue, 0.25 mile south)
 - Emergency Medical Care
 - MacNeal Hospital (Oak Park Avenue in Berwyn, 2 miles southeast of North Riverside, 0.5 mile south of the CN Freeport Subdivision)
 - Loyola University Hospital (South 1st Avenue in Maywood, 1 mile northwest of North Riverside, 0.5 mile north of the CN Freeport Subdivision)

3.3.2.69 Riverside, Illinois

Most of Riverside and the majority of its emergency service providers are located south of the CN Freeport Subdivision.

- Riverside Police Department Headquarters (Riverside Road, 1.5 miles south)
- Riverside Fire Department
 - Headquarters/Station No. 1 (Riverside Road, 1.5 miles south)
 - Station No. 2 (Pine Avenue, 1.5 miles south)
- Emergency Medical Care—MacNeal Hospital (Oak Park Avenue in Berwyn, 1 mile east of Riverside, 0.5 mile south of the CN Freeport Subdivision)

3.3.2.70 Berwyn, Illinois

- Berwyn Police Department Headquarters (West 31st Street, 300 feet south)
- Berwyn Fire Department
 - Headquarters/Station No. 3—Central District (West 26th Street, 0.25 mile north)
 - Station No. 1—South District (Windsor Avenue, 0.25 mile south)
 - Station No. 2—North District (16th Street, 1.5 miles north)
- Emergency Medical Care—MacNeal Hospital (Oak Park Avenue, 0.5 mile south)

3.3.2.71 Cicero, Illinois

Although Cicero is not listed among the communities with crossings in Section 3.3.1, Regional and Local Highway Systems, above, the community is included here because it is close enough to the CN rail line that emergency response could be affected by the Proposed Action.

- Cicero Police Department Headquarters (West 26th Street, 1 mile north)
- Cicero Fire Department
 - Headquarters/Station No. 1 (West 25th Avenue, 1 mile north)
 - Station No. 2 (South Central Avenue, 2 miles north)
 - Station No. 3 (34th Street, 0.25 mile south)
- Emergency Medical Care
 - Loretto Hospital (South Central Avenue in Chicago, 1.5 miles north of Cicero, 2.5 miles north of the CN Freeport Subdivision)
 - Saint Anthony Hospital (West 19th Street, 2.5 miles northeast of Cicero, 1.5 miles north of the CN Freeport Subdivision)

Sections 3.3.2.72 through 3.3.2.79 list the emergency service providers in towns and communities along the CN Joliet Subdivision (Illinois) from the EJ&E rail line to Chicago.

3.3.2.72 Lockport, Illinois

- Lockport Police Department Headquarters (South Farrell Road, 3.5 miles northeast of EJ&E rail line segment No. 8, 2.5 miles east of EJ&E rail line segment No. 18, and 2 miles east of the CN Joliet Subdivision)

- Illinois State Police District No. 5 (Broadway Street, 2 miles northeast of EJ&E rail line segment No. 9, 500 feet west of EJ&E rail line segment No. 18, and 1 mile west of the CN Joliet Subdivision)
- Lockport Township Fire Protection District Headquarters/Station No. 1 (East 9th Street, 3 miles northeast of EJ&E rail line segment No. 8, 1.5 miles east of EJ&E rail line segment No. 18, and 2 miles east of the CN Joliet Subdivision)
- Homer Township Fire Protection District
 - Headquarters/Station No. 1 (South Cedar Road, 5.5 miles northeast of EJ&E rail line segment No. 8, 5 miles east of EJ&E rail line segment No. 18, and 4 miles east of the CN Joliet Subdivision)
 - Station No. 2 (South Bell Road, 8 miles north of EJ&E rail line segment No. 7, 8 miles east of EJ&E rail line segment No. 18, and 7 miles east of the CN Joliet Subdivision)
 - Station No. 3 (West 151st Street, 5 miles northeast of EJ&E rail line segment No. 8, 3 miles east of EJ&E rail line segment No. 18, and 2 miles east of the CN Joliet Subdivision)
- Emergency Medical Care
 - Provena Saint Joseph Medical Center (Madison Street in Joliet, 6 miles southwest of Lockport, 2.5 miles south of the EJ&E rail line, and 3 miles west of the CN Joliet Subdivision)
 - Silver Cross Hospital (Maple Road in Joliet, 3.5 miles south of Lockport, 0.5 mile east of the EJ&E rail line, and 1.5 miles east of the CN Joliet Subdivision)

3.3.2.73 Romeoville, Illinois

- Romeoville Police Department Headquarters (Montrose Drive, 1.5 miles northwest of EJ&E rail line segment No. 18, 5.5 miles north of EJ&E rail line segment No. 9, and 1.5 miles west of the CN Joliet Subdivision)
- Romeoville Fire Department
 - Headquarters/Station No. 1 (Montrose Drive, 1.5 miles northwest of EJ&E rail line segment No. 18, 5.5 miles north of EJ&E rail line segment No. 9, and 1.5 miles west of the CN Joliet Subdivision)
 - Station No. 2 (Enterprise Drive, 2.5 miles north of EJ&E rail line segment No. 18, 7.5 miles north of EJ&E rail line segment No. 9, and 2 miles northwest of the CN Joliet Subdivision)
- Lockport Township Fire Protection District Station No. 3 (North Weber Road, 4 miles northeast of EJ&E rail line segment No. 9, 3.5 miles northwest of EJ&E rail line segment No. 18, and 3.5 miles west of the CN Joliet Subdivision)
- Emergency Medical Care—Adventist Bolingbrook Medical Center (Medical Center Drive in Bolingbrook, 2.5 miles north of Romeoville, 2.5 miles northwest of the CN Joliet Subdivision)

3.3.2.74 Lemont, Illinois

Most of Lemont and the majority of its emergency service providers are located south of the CN Joliet Subdivision.

- Lemont Police Department Headquarters (Main Street, 200 feet south)
- Lemont Fire Protection District
 - Headquarters/Station No. 1 (New Avenue, 200 feet south)
 - Fire Station No. 2 (South Bell Road, 2.5 mile southeast)
 - Fire Station No. 3 (South Marmon Drive, 1.5 miles northwest)
 - Fire Station No. 4 (Walker Road, 0.25 mile southeast)
- Emergency Medical Care—Adventist Bolingbrook Medical Center (Medical Center Drive in Bolingbrook, 4 miles west of Lemont, 2.5 miles northwest of the CN Joliet Subdivision)

3.3.2.75 Willow Springs, Illinois

- Willow Springs Police Department Headquarters (Willow Springs Road, 0.5 mile northwest)
- Willow Springs Fire Department Headquarters (Willow Springs Road, 0.5 mile northwest)
- Emergency Medical Care
 - La Grange Memorial Hospital (Willow Springs Road in La Grange, 4.5 miles north of Willow Springs, 3.5 miles northwest of the CN Joliet Subdivision)
 - Palos Community Hospital (South 80th Avenue in Palos Heights, 5 miles southeast of Willow Springs, 5 miles southeast of the CN Joliet Subdivision)

3.3.2.76 Justice, Illinois

Although Justice is not listed among the communities with crossings in Section 3.3.1, Regional and Local Highway Systems, above, the community is included here because it is close enough to the CN rail line that emergency response could be affected by the Proposed Action.

- Justice Police Department Headquarters (South Archer Road, 0.75 mile southeast)
- Roberts Park Fire Protection District
 - Headquarters (South Roberts Road, 2 miles southeast)
 - Station No. 2 (South Archer Road, 0.75 mile southeast)
- Emergency Medical Care
 - La Grange Memorial Hospital (Willow Springs Road in La Grange, 4 miles northwest of Justice, 3.5 miles northwest of the CN Joliet Subdivision)
 - Palos Community Hospital (South 80th Avenue in Palos Heights, 5.5 miles south of Justice, 5 miles southeast of the CN Joliet Subdivision)

3.3.2.77 Bedford Park, Illinois

Although Bedford Park is not listed among the communities with crossings in Section 3.3.1, Regional and Local Highway Systems, above, the community is included here because it is close enough to the CN rail line that emergency response could be affected by the Proposed Action.

- Bedford Park Police Department Headquarters (South Archer Avenue, 0.75 mile east)
- Bedford Park Fire Department
 - Headquarters/Station No. 1 (South Archer Road, 0.25 mile east)
 - Station No. 2 (South Central Avenue, 3.5 miles east)
- Emergency Medical Care
 - Holy Cross Hospital (West 68th Street in Chicago, 3 miles east of Bedford Park, 1 mile east of the CN Elsdon/South Bend Subdivision)
 - MacNeal Hospital (Oak Park Avenue in Berwyn, 4 miles north of Bedford Park, 0.5 mile south of the CN Freeport Subdivision)

3.3.2.78 Summit, Illinois

Although Summit is not listed among the communities with crossings in Section 3.3.1, Regional and Local Highway Systems, above, the community is included here because it is close enough to the CN rail line that emergency response could be affected by the Proposed Action.

- Summit Police Department Headquarters (South Archer Road, 0.5 mile southeast)
- Summit Fire Department Headquarters (West 59th Street, 0.75 mile southeast)
- Emergency Medical Care
 - La Grange Memorial Hospital (Willow Springs Road in La Grange, 4 miles west of Summit, 3.5 miles northwest of the CN Joliet Subdivision)
 - Holy Cross Hospital (West 68th Street in Chicago, 5 miles southeast of Summit, 1 mile east of the CN Elsdon/South Bend Subdivision)
 - MacNeal Hospital (Oak Park Avenue in Berwyn, 3 miles north of Summit, 0.5 mile south of the CN Freeport Subdivision)

3.3.2.79 Stickney, Illinois

Although Stickney is not listed among the communities with crossings in Section 3.3.1, Regional and Local Highway Systems, above, the community is included here because it is close enough to the CN rail line that emergency response could be affected by the Proposed Action.

- Stickney Police Department Headquarters (West Pershing Road, 1 mile south of the CN Freeport Subdivision, 1 mile north of the CN Joliet Subdivision)
- Stickney Fire Department Headquarters (43rd Street, 1.5 miles south of the CN Freeport Subdivision, 0.75 mile north of the CN Joliet Subdivision)
- Emergency Medical Care
 - Holy Cross Hospital (West 68th Street in Chicago, 4.5 miles southeast of Stickney, 1 mile east of the CN Elsdon/South Bend Subdivision)
 - MacNeal Hospital (Oak Park Avenue in Berwyn, 1 mile north of Stickney, 0.5 mile south of the CN Freeport Subdivision)

Sections 3.3.2.80 through 3.3.2.90 list the emergency service providers in towns and communities along the CN Chicago Subdivision (Illinois) from the EJ&E rail line to Chicago.

3.3.2.80 Monee, Illinois

- Monee Police Department Headquarters (West Main Street, 0.25 mile east)
- Monee Fire Department Headquarters (West Main Street, 200 feet west)
- Emergency Medical Care
 - Saint James Hospital and Health Centers—Chicago Heights (Chicago Road in Chicago Heights, 7.5 miles northeast of Monee, 0.75 mile north of the EJ&E rail line, and 3 miles east of the CN Chicago Subdivision)
 - Saint James Hospital and Health Centers—Olympia Fields (South Crawford Avenue in Olympia Fields, 6.5 miles northeast of Monee, 1 mile west of the CN Chicago Subdivision, and 1.5 miles north of the EJ&E rail line)

3.3.2.81 University Park, Illinois

- University Park Police Department Headquarters (Burnham Drive, 2 miles east)
- University Park Fire Department Headquarters (Burnham Drive, 2 miles east)
- Emergency Medical Care—Saint James Hospital and Health Centers—Chicago Heights (Chicago Road in Chicago Heights, 4.5 miles northeast of University Park, 0.75 mile north of the EJ&E rail line, and 3 miles east of the CN Chicago Subdivision)

3.3.2.82 Olympia Fields, Illinois

- Olympia Fields Police Department Headquarters (Governors Highway, 0.75 mile west)
- Matteson Fire Department
 - Headquarters/Station No. 1 (West 211th Street in Matteson, 1 mile south of Olympia Fields, 0.75 mile north of the EJ&E rail line, and 0.25 mile west of the CN Chicago Subdivision)
 - Station No. 2 (Central Avenue in Matteson, 2 miles west of Olympia Fields, 1 mile north of the EJ&E rail line, and 3 miles west of the CN Chicago Subdivision)
- Emergency Medical Care—Saint James Hospital and Health Centers—Olympia Fields (South Crawford Avenue, 1 mile west)

3.3.2.83 Flossmoor, Illinois

- Flossmoor Police Department Headquarters (Flossmoor Road, 0.25 mile west)
- Flossmoor Fire Department Headquarters (Flossmoor Road, 0.25 mile west)
- Emergency Medical Care
 - Advocate South Suburban Hospital (South Kedzie Avenue in Hazel Crest, 1.5 miles north of Flossmoor, 1.5 miles northwest of the CN Chicago Subdivision)

- Saint James Hospital and Health Centers—Olympia Fields (South Crawford Avenue in Olympia Fields, 2 miles southwest of Flossmoor, 1 mile west of the CN Chicago Subdivision, and 1.5 miles north of the EJ&E rail line)

3.3.2.84 *Homewood, Illinois*

- Homewood Police Department Headquarters (Dixie Highway, 0.25 mile east)
- Homewood Fire Department Headquarters (Dixie Highway, 0.25 mile east)
- Emergency Medical Care
 - Advocate South Suburban Hospital (South Kedzie Avenue in Hazel Crest, 2 miles west of Homewood, 1.5 miles northwest of the CN Chicago Subdivision)
 - Ingalls Memorial Hospital (Ingalls Drive in Harvey, 3 miles north of Homewood, 0.75 mile northwest of the CN Chicago Subdivision, and 1 mile southwest of the CN Elsdon/South Bend Subdivision)

3.3.2.85 *East Hazel Crest, Illinois*

- East Hazel Crest Police Department Headquarters (Throop Street, 0.5 mile east)
- East Hazel Crest Fire Department Headquarters (Throop Street, 0.5 mile east)
- Emergency Medical Care
 - Advocate South Suburban Hospital (South Kedzie Avenue in Hazel Crest, 2.5 miles west of East Hazel Crest, 1.5 miles northwest of the CN Chicago Subdivision)
 - Ingalls Memorial Hospital (Ingalls Drive in Harvey, 2 miles north of East Hazel Crest, 0.75 mile northwest of the CN Chicago Subdivision, and 1 mile southwest of the CN Elsdon/South Bend Subdivision)

3.3.2.86 *Hazel Crest, Illinois*

- Hazel Crest Police Department Headquarters (West 170th Place, 1.5 miles northwest)
- Hazel Crest Department of Fire, Rescue, and Inspectional Services Headquarters (West 175th Street, 1 mile northwest)
- Emergency Medical Care—Advocate South Suburban Hospital (South Kedzie Avenue, 1.5 miles northwest)

3.3.2.87 *Harvey, Illinois*

- Harvey Police Department Headquarters (Dixie Highway, 1 mile southwest of the CN Elsdon/South Bend Subdivision, 1.5 miles northwest of the CN Chicago Subdivision)
- Harvey Fire Department
 - Headquarters/Station No. 1 (Center Avenue, 300 feet northwest of the CN Chicago Subdivision, 0.5 mile southwest of the CN Elsdon/South Bend Subdivision)
 - Fire Station No. 2 (Vincennes Street, 0.5 mile northeast of the CN Elsdon/South Bend Subdivision, 0.5 mile northwest of the CN Chicago Subdivision)

- Fire Station No. 3 (Robey Street, 0.75 mile southwest of the CN Elsdon/South Bend Subdivision, 1 mile northwest of the CN Chicago Subdivision)
- Fire Station No. 4 (Lathrop Avenue, 0.5 mile southeast of the CN Chicago Subdivision, 1.5 miles southwest of the CN Elsdon/South Bend Subdivision)
- Emergency Medical Care—Ingalls Memorial Hospital (Ingalls Drive, 0.75 mile northwest of the CN Chicago Subdivision, 1 mile southwest of the CN Elsdon/South Bend Subdivision)

3.3.2.88 *Phoenix, Illinois*

Phoenix and the majority of its emergency service providers are located east of the CN Chicago and Elsdon/South Bend subdivisions.

- Phoenix Police Department Headquarters (East 151st Street, 0.25 mile east of the CN Chicago Subdivision, 0.5 mile northeast of the CN Elsdon/South Bend Subdivision)
- Phoenix Fire Department Headquarters (East 151st Street, 0.25 mile east of the CN Chicago Subdivision, 0.5 mile northeast of the CN Elsdon/South Bend Subdivision)
- Emergency Medical Care—Ingalls Memorial Hospital (Ingalls Drive in Harvey, 1.5 miles west of Phoenix, 0.75 mile northwest of the CN Chicago Subdivision, and 1 mile southwest of the CN Elsdon/South Bend Subdivision)

3.3.2.89 *Dolton, Illinois*

Most of Dolton and the majority of its emergency service providers are located east of the CN Chicago Subdivision.

- Dolton Police Department Headquarters (Park Avenue, 1 mile east)
- Dolton Fire Department
 - Headquarters/Station No. 1 (Park Avenue, 1 mile east)
 - Station No. 2 (Engle Place, 2 miles east)
- Emergency Medical Care—Ingalls Memorial Hospital (Ingalls Drive in Harvey, 3.5 miles southwest of Dolton, 0.75 mile northwest of the CN Chicago Subdivision, and 1 mile southwest of the CN Elsdon/South Bend Subdivision)

3.3.2.90 *Riverdale, Illinois*

- Riverdale Police Department Headquarters (West 138th Street, 0.75 mile west of the CN Chicago Subdivision, 2 miles northeast of the Elsdon/South Bend Subdivision)
- Riverdale Fire Department Headquarters (West 138th Street, 0.75 mile west of the CN Chicago Subdivision, 2 miles northeast of the Elsdon/South Bend Subdivision)
- Emergency Medical Care
 - Saint Francis Hospital and Health Center (Gregory Street in Blue Island, 3 miles northwest of Riverdale, 0.5 mile east of the CN Elsdon/South Bend Subdivision)
 - Ingalls Memorial Hospital (Ingalls Drive in Harvey, 2.5 miles southwest of Riverdale, 0.75 mile northwest of the CN Chicago Subdivision, and 1 mile southwest of the CN Elsdon/South Bend Subdivision)

Sections 3.3.2.91 through 3.3.2.99 list the emergency service providers in towns and communities along the CN Elsdon/South Bend Subdivision (Indiana and Illinois) from the EJ&E rail line to Chicago.

3.3.2.91 Highland, Illinois

- Highland Police Department Headquarters (Ridge Road, 1.5 miles west of the EJ&E rail line, 2 miles north of the CN Elsdon/South Bend Subdivision)
- Highland Fire Department
 - Headquarters/Central Station (Highway Avenue, 2 miles west of the EJ&E rail line, 2 miles north of the CN Elsdon/South Bend Subdivision)
 - South Station (West 45th Avenue, 2 miles west of the EJ&E rail line, 0.5 mile north of the CN Elsdon/South Bend Subdivision)
- Emergency Medical Care
 - Saint Margaret Mercy Hospital – Hammond Campus (Hohman Avenue in Hammond, 5.5 miles northwest of Highland, 4.5 miles southwest of EJ&E rail line segment No. 1, and 5 miles west of EJ&E rail line segment No. 3)
 - Saint Margaret Mercy Hospital – Dyer Campus (Joliet Street in Dyer, 5.5 miles southwest of Highland, 0.25 mile south of the EJ&E rail line, and 3.5 miles southwest of the CN Elsdon/South Bend Subdivision)
 - Methodist Hospital—Northlake Campus (Grant Street in Gary, 5.5 miles northeast of Highland, 3.5 miles east of the EJ&E rail line, and 6.5 miles north of the CN Elsdon/South Bend Subdivision)
 - Methodist Hospital—Midlake Campus (West 25th Avenue in Gary, 5 miles east of Highland, 3 miles east of the EJ&E rail line, and 5 miles north of the CN Elsdon/South Bend Subdivision)

3.3.2.92 Munster, Indiana

- Munster Police Department Headquarters (Ridge Road, 1.5 miles north)
- Munster Fire Department
 - Headquarters/Station No. 1 (Ridge Road, 1.5 miles north)
 - Station No. 2 (Fisher Street, 1 mile north)
 - Station No. 3 (Calumet Avenue, 0.75 mile south)
- Emergency Medical Care—Community Hospital (MacArthur Boulevard, 3.5 miles north of the EJ&E rail line, 0.75 mile north of the CN Elsdon/South Bend Subdivision)

3.3.2.93 Lansing, Illinois

- Lansing Police Department Headquarters (170th Street, 1.5 miles northeast)
- Lansing Fire Department
 - Headquarters/Station No. 3 (Burnham Avenue, 0.5 mile southwest)
 - Fire Station No. 1 (Lake Street, 0.75 mile northeast)
 - Fire Station No. 2 (Chicago Avenue, 0.5 mile northeast)
 - Fire Station No. 4 (East 170th Street, 1.5 miles northeast)

- Emergency Medical Care—Community Hospital (MacArthur Boulevard in Munster, 2 miles southeast of Lansing, 3.5 miles north of the EJ&E rail line, and 0.75 mile north of the CN Elsdon/South Bend Subdivision)

3.3.2.94 Thornton, Illinois

- Thornton Police Department Headquarters (Park Avenue, 0.75 mile southwest of the CN Elsdon/South Bend Subdivision, 2.5 miles east of the CN Chicago Subdivision)
- Thornton Fire Department
 - Headquarters/Station No. 1 (East Margaret Street, 1 mile southwest of the CN Elsdon/South Bend Subdivision, 2.5 miles east of the CN Chicago Subdivision)
 - Station No. 2 (North Williams Street, 1 mile southwest of the CN Elsdon/South Bend Subdivision, 2.5 miles east of the CN Chicago Subdivision)
- Emergency Medical Care—Saint James Hospital and Health Centers—Chicago Heights (Chicago Road in Chicago Heights, 4.5 miles southwest of Thornton, 0.75 mile north of the EJ&E rail line, and 3 miles east of the CN Chicago Subdivision)

3.3.2.95 South Holland, Illinois

- South Holland Police Department Headquarters (Wausau Avenue, 0.5 mile northeast of the CN Elsdon/South Bend Subdivision, 2 miles southeast of the CN Chicago Subdivision)
- South Holland Fire Department
 - Headquarters/Station No. 1 (Wausau Avenue, 0.5 mile northeast of the CN Elsdon/South Bend Subdivision, 2 miles southeast of the CN Chicago Subdivision)
 - Station No. 2 (East 170th Street, 0.75 mile northeast of the CN Elsdon/South Bend Subdivision, 3.5 miles southeast of the CN Chicago Subdivision)
- Emergency Medical Care
 - Saint James Hospital and Health Centers—Chicago Heights (Chicago Road in Chicago Heights, 7 miles southwest of South Holland, 0.75 mile north of the EJ&E rail line, and 3 miles east of the CN Chicago Subdivision)
 - Ingalls Memorial Hospital (Ingalls Drive in Harvey, 3 miles west of South Holland, 0.75 mile northwest of the CN Chicago Subdivision, and 1 mile southwest of the CN Elsdon/South Bend Subdivision)

3.3.2.96 Dixmoor, Illinois

- Dixmoor Police Department Headquarters (West 145th Street, 200 feet southeast of the CN Elsdon/South Bend Subdivision 1.5 miles northwest of the CN Chicago Subdivision)
- Dixmoor Fire Department Headquarters (West 145th Street, 200 feet southeast of the CN Elsdon/South Bend Subdivision, 1.5 miles northwest of the CN Chicago Subdivision)

- Emergency Medical Care
 - Saint Francis Hospital and Health Center (Gregory Street in Blue Island, 2.5 miles northwest of Dixmoor, 0.5 mile east of the CN Elsdon/South Bend Subdivision)
 - Ingalls Memorial Hospital (Ingalls Drive in Harvey, 1.5 miles south of Dixmoor, 0.75 mile northwest of the CN Chicago Subdivision, and 1 mile southwest of the CN Elsdon/South Bend Subdivision)

3.3.2.97 *Posen, Illinois*

Posen and its emergency service providers are located west of the CN Elsdon/South Bend Subdivision. Although Posen is not listed among the communities with crossings in Section 3.3.1, Regional and Local Highway Systems, above, the community is included here because it is close enough to the CN rail line that emergency response could be affected by the Proposed Action.

- Posen Police Department Headquarters (West Walter Zimny Drive, 0.5 mile southwest)
- Posen Fire Department Headquarters (West Walter Zimny Drive, 0.5 mile southwest)
- Emergency Medical Care—Ingalls Memorial Hospital (Ingalls Drive in Harvey, 1.5 miles southeast of Posen, 0.75 mile northwest of the CN Chicago Subdivision, and 1 mile southwest of the CN Elsdon/South Bend Subdivision)

3.3.2.98 *Blue Island, Illinois*

- Blue Island Police Department Headquarters (Greenwood Avenue, 0.25 mile east)
- Blue Island Fire Department
 - Headquarters (West Vermont Street, 0.25 mile east)
 - Station No. 2 (Division Street and Canal Street, 0.75 mile east)
- Emergency Medical Care—Saint Francis Hospital and Health Center (Gregory Street, 0.5 mile east)

3.3.2.99 *Evergreen Park, Illinois*

- Evergreen Park Police Department Headquarters (South Kedzie Avenue, 200 feet south)
- Evergreen Park Fire Department Headquarters (South Kedzie Avenue, 0.25 mile northeast)
- Emergency Medical Care—Little Company of Mary Hospital (West 95th Street, 0.5 mile east)

3.3.3 Navigation

The EJ&E rail line crosses eight waterways that the U.S. Army Corps of Engineers (USACE) designated as navigable waterways regulated under Section 10 of the Rivers and Harbors Act of 1899 (33 USC 403). CN rail line bridges over navigable waterways are not identified because the Proposed Action does not include construction or an increase in freight train traffic on the CN subdivisions.

The eight EJ&E rail line crossings are listed below:

- Des Plaines River
- Chicago Sanitary and Ship Canal

- Illinois and Michigan Canal (I&M Canal)
- Illinois River
- Calumet River
- Little Calumet River
- Indiana Harbor Canal
- Grand Calumet River

Five moveable bridges cross these waterways, including:

- Vertical lift bridge over the Des Plaines River (Western Division MP 1.70)
- Vertical lift bridge over the Illinois River (Illinois River Line MP 27.00)
- Vertical lift bridge over the Calumet River (Lake Front Line MP 1.10)
- Scherzer rolling lift bascule bridge over the Indiana Harbor Canal (Lake Front Line MP 8.10)
- Scherzer rolling lift bascule bridge over Grand Calumet River (Whiting Calumet Line MP 46.85)

The Des Plaines River and the Chicago Sanitary and Ship Canal converge downstream of the EJ&E bridge over the Des Plaines River in Joliet, Illinois (Western Division MP 1.70) at approximately Illinois Waterway Mile 290.00. This EJ&E crossing consists of two bridges; the first is a fixed span and the second is a vertical lift span that is normally open to allow vessels to pass. Commercial traffic passes under the vertical lift span, but not under the fixed span. The lift bridge is normally open to allow vessels to pass. When rail traffic approaches the bridge, the remote bridge operator initiates a procedure regulated by 33 CFR 117.393 that prescribes how the bridge is closed to vessel traffic. In summary, the bridge is closed only when it is determined by the bridge operator that no vessels are approaching the bridge or operating in its vicinity. Vessel passage receives priority treatment over train traffic. Commercial barge traffic uses the Chicago Sanitary and Ship Canal upstream of the bridges between Chicago and the Illinois River.

The EJ&E rail line crosses the I&M Canal on a fixed-span bridge approximately 1.0 mile downstream of the confluence of the Des Plaines River and the Chicago Sanitary and Ship Canal. The I&M Canal ends downstream of the bridge; from this location it enters the Des Plaines River. The I&M Canal is not used for commercial traffic.

EJ&E's Illinois River Branch, a rail line segment of the Illinois River Line, runs from Walker to Goose Lake, Illinois, and crosses the Illinois River via a 103-year-old swing bridge (Illinois River Line MP 27.00). Commercial barges use this section of the Illinois River. Although no construction or changes in train traffic would occur under the Proposed Action, IDOT, EJ&E, and the U.S. Coast Guard plan to construct a new bridge and subsequently to remove the existing bridge as part of a separate and unrelated action (IDOT 2002).

The Calumet River connects Calumet Harbor on Lake Michigan to the Illinois Waterway System. The EJ&E rail line crosses the Calumet River (Lake Front Line MP 1.10) on a vertical lift bridge, which is approximately 1,500 feet upstream of Mackinaw Street bridge and upstream of the I-90 bridge. Commercial barge traffic uses this reach of the Calumet River.

The existing EJ&E rail line fixed-span bridge crosses the Little Calumet River southeast of the I-80 and Cline Avenue interchange in Hammond, Indiana. This portion of the Little Calumet River has no commercial traffic.

The Indiana Harbor Canal connects Lake Michigan to the Grand Calumet River in East Chicago, Indiana. The EJ&E rail line crosses the canal on a Scherzer rolling lift bascule bridge (Lake Front Line MP 8.10), which is approximately 1 mile inland from the Indiana Harbor. Commercial traffic uses the canal.

The existing EJ&E rail line Scherzer rolling lift bascule bridge crosses the Grand Calumet River (Whiting Calumet Line MP 46.85) west of the Cline Avenue Access Road (Gary Avenue) to the Gary/Chicago International Airport, immediately north of I-90. The river parallels I-90 for approximately 2.0 miles to the east. Commercial traffic uses the canal.

3.3.4 Airports

The existing EJ&E right-of-way forms the property boundary along the northwest quadrant of Gary/Chicago International Airport. Gary/Chicago International Airport is the only airport adjacent to the EJ&E rail line. Therefore, it is the only airport for which the effects of the Proposed Action on airport operations and development plans are evaluated.

The proximity of the EJ&E rail line to the airport boundary places existing railway operations approximately 270 feet beyond the end of the Airport's primary runway and creates a situation in which the runway does not meet Federal Aviation Administration (FAA) safety standards (FAA 2005a). For approximately six years, the Gary/Chicago International Airport Authority has been in negotiation with EJ&E for relocation of the rail line to accommodate a planned extension of the Airport's primary runway (Gary/Chicago International Airport 2008a).

3.3.4.1 Existing Conditions at Gary/Chicago International Airport

Gary/Chicago International Airport is located within the Study Area in Lake County, Indiana, approximately 3 miles northwest of downtown Gary, Indiana, and 25 miles southeast of downtown Chicago. The facility is owned and operated by the Gary/Chicago International Airport Authority. The Authority is governed by a seven-member board. Because of the proximity of the Airport to downtown Chicago, a 1995 compact between Chicago and Gary established the Chicago/Gary Regional Airport Authority (the Regional Airport Authority), which is separate from the Gary/Chicago International Airport Authority. The Regional Airport Authority is charged with developing and coordinating plans for airports in Chicago and Gary. The compact also collects a small percentage of passenger facility charges at Chicago's Midway International Airport and O'Hare International Airport to be used for projects at Gary/Chicago International Airport (FAA 2005a).

Charter, corporate jet, general aviation, and on-demand cargo operators are the primary users at Gary/Chicago International Airport (FAA 2005a). Although the Airport currently has no commercial air service (since the closure of Skybus Airlines on April 5, 2008 [Skybus 2008]), it previously accommodated such aircraft as the 727-200, 737, 757, MD-87, MD-80, DC-8 and DC-9 (FAA 2005a).

As of 2004, FAA classified Gary/Chicago International Airport as a general aviation reliever airport with approximately 53,000 annual aircraft operations and an estimated capacity of 230,000 annual aircraft operations (FAA 2005a). In 2004, the number of annual enplanements, or boardings, was 27,350 (FAA 2005b).

The Airport property is bordered by the EJ&E rail line on the northwest (the railway currently operates eight to 12 trains a day over this segment), the Indiana Toll Road (I-90) and the Grand Calumet River to the south, and Industrial Highway to the northeast. These four physical boundaries limit development of the Airport's facilities (FAA 2005a). Drivers on I-80/90 enter the Airport via Cline Avenue and Industrial Avenue. Industrial land uses surround the Airport.

The existing Airport has two active runways. Runway No. 12-30 is the primary runway, situated northwest-southeast. The runway is 7,000 feet long and 150 feet wide; it does not conform to current FAA design standards (FAA 2004). The mandate to conform to standards and improve safety is critical to achieving long-term development goals for the Airport. The secondary runway, No. 2-20, runs primarily in a north-south direction. Runway No. 2-20 has a length of 3,603 feet with a width of 100 feet and is used for light, general aviation aircraft.

The EJ&E rail line segment northwest of the Airport is elevated approximately 15 feet above the grade plane of the runway's end. North-northeast of the Airport, the tracks run northeast-southwest; and the rail line travels over Industrial Highway, the CSX Ft. Wayne Line, and the NS Line. The elevated EJ&E tracks do not affect runway No. 2-20. The elevated EJ&E tracks create two problems for Runway No. 12-30 (FAA 2005a):

- Aircraft using Runway No. 12-30 must restrict payload capacity to meet the minimum climbing gradient specified in Federal Aviation Regulation (FAR) Part 121 (14 CFR 121) to clear the elevated tracks in the event of engine failure.
- The effective length of the runway is reduced by approximately 715 feet because of the location of the elevated EJ&E tracks at the northwest end of Runway No. 12-30.

The existing runway length of 7,000 feet is insufficient to accommodate larger cargo and commercial jet aircraft. The 2001 *Gary/Chicago Airport Master Plan Update* identified the existing runway length as inadequate to support forecast aircraft operations under expected conditions at the Gary/Chicago International Airport. The master plan identified a preferred runway length of 8,900 feet, requiring an extension of 1,900 feet on Runway No. 12-30 (FAA 2005a).

3.3.4.2 Proposed Expansion at Gary/Chicago International Airport

On March 17, 2005, FAA issued a Record of Decision (ROD) addressing the expansion of Gary/Chicago International Airport and the relocation of the EJ&E rail line. The runway expansion plans call for improvements of Runway No. 12-30 to increase the operating margin of safety, to comply with current FAA standards, and to provide the runway length to meet the requirements of current and future users, especially in warm weather (FAA 2005a).

During the EIS process for the proposed expansion, FAA, in conjunction with EJ&E and community and business stakeholders, developed four alternatives for EJ&E railway relocation, which was one of five areas of improvement that were identified for analysis. The preferred alternative in the Final EIS included the staged relocation of the EJ&E rail line, as shown in Figure 3.3-2, located at the end of this section. The two-stage relocation would first use an interim route (Alignment 1E) and later, a final route (Alignment 1D) (FAA 2005a). The interim relocation of the EJ&E rail line would not affect Industrial Highway, the CSX Ft. Wayne Line, or the NS Line (see Alignment 1E in Figure 3.3-2). The final alignment of the EJ&E rail line would include highway/rail at-grade crossings with Chicago Avenue and Industrial Highway, and grade-separated crossings over the CSX Ft. Wayne Line and the NS Line (see Alignment 1D in Figure 3.3-2). Ultimately, Alignment 1D would close Chicago Avenue to allow for an additional terminal and for a grade-separated crossing over Industrial Highway.

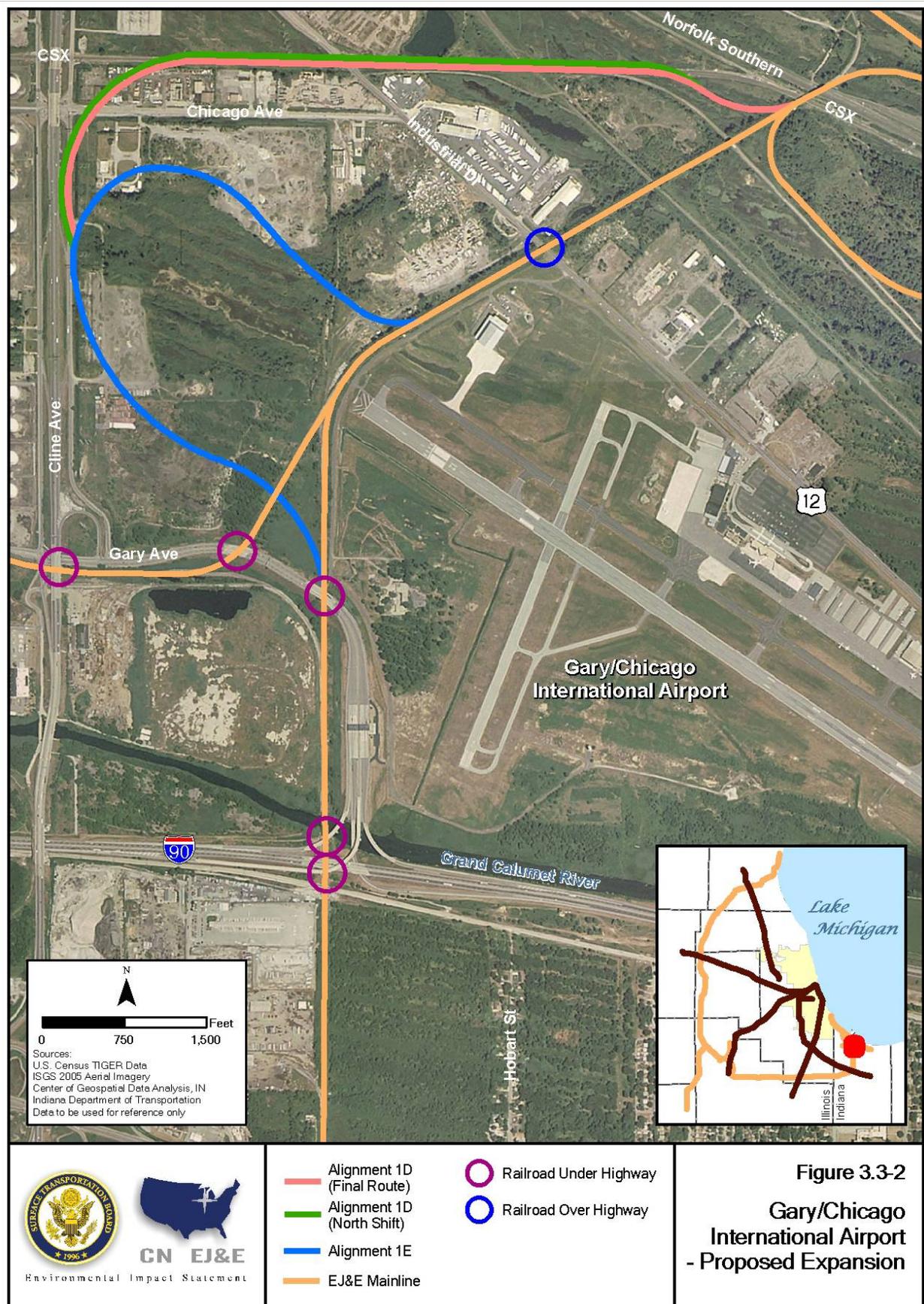
To conform to FAA standards and to meet the needs of existing and future users, Gary/Chicago International Airport is pursuing an airport expansion plan. This plan seeks relocation of the EJ&E rail line to allow for 1) meeting FAA standards, and 2) extending Runway No. 12-30 by relocating the EJ&E rail line in two stages as described in the previous paragraph. The interim route would maintain the existing grade separation at Industrial Highway; and the final route would create a grade separation farther to the north, which would result in closure of Chicago Avenue. A variation of this final route would move the alignment slightly farther north (Alignment 1D North Shift). As stated in

the ROD, the Final EIS examined all three of these routes so that Gary/Chicago International Airport may proceed with any of them as funding, railroad agreements, soil and groundwater remediation, and land acquisition allow (FAA 2005a). Subsequently, the preferred alternative plan was reconsidered and now the final route would be implemented in two steps. The first step would result in an at-grade crossing with Industrial Highway; the second step would replace the at-grade crossing with a grade separation (Gary/Chicago International Airport 2008b).

EJ&E representatives have stated that an acceptable alternative must preserve EJ&E's ability to control its operation, which eliminates the option of at-grade crossings with the CSX and NS lines. In addition, FRA required that any proposed solution accommodate the planned Midwest High Speed Rail system (FAA 2005a). FAA issued the ROD in support of this expansion in March 2005, including relocation of the track system shown in Figure 3.3-2, below (Gary/Chicago International Airport 2008).

On June 27, 2008, Gary/Chicago International Airport, EJ&E, CSX, and NS signed a four-party preliminary memorandum of understanding providing for the following:

- Relocating the EJ&E rail line
- Building a bridge over the existing NS Gary Branch
- Constructing a separated grade crossing at Industrial Highway



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